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ME Min Rdr#1 - 753
ME Min TO#1 - 754
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RI Mins - Take-Off #1 - 2308
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PHILADELPHIA, PA .. PNE - 2123
PHILIPPI, WV ..... 79D - 2943
PHILIPSBURG, PA ... PSB - 2136
PINEVILLE, WV ..... I16 - 2946
PITTSBURGH, PA .... AGC - 2140
PITTSBURGH, PA .... PIT - 2153
PITTSFIELD, MA .... PSF - 461
PITTSFIELD, ME .... 2B7 - 869
PITTSTOWN, NJ ..... N40 - 1207
PITTSTOWN, NJ ..... N85 - 1209
PLATTSBURGH, NY ... PBG - 1674
PLYMOUTH, MA ..... PYM - 465
POINT PLEASANT, WV 3I2 - 2949
PORTLAND, ME ..... PWM - 873
PORTSMOUTH, NH .... PSM - 1007
POTSDAM, NY ..... PTD - 1681
POTTSTOWN, PA ..... N47 - 2192
POTTSTOWN, PA ..... PTW - 2195
POTTSVILLE, PA .... ZER - 2200
POUGHKEEPSIE, NY .. POU - 1684
PRESQUE ISLE, ME .. PQI - 886
PRINCETON ROCKY, NJ 39N - 1211
PRINCETON, ME ..... PNN - 893
PROVIDENCE, RI .... PVD - 2352
PROVINCETOWN, MA .. PVC - 468
PUNXSUTAWNEY, PA .. N35 - 2204
QUAKERTOWN, PA .... UKT - 2207
QUANTICO, VA ..... NYG - 2633
QUINTON, VA ..... W96 - 2637
RANGELEY, ME ..... 8B0 - 895
RANGELEY, ME ..... M57 - 898
RAVENSWOOD, WV .... I18 - 2952
READING, PA ..... RDG - 2210
READINGTON, NJ .... N51 - 1216
RED HOOK, NY ..... 46N - 1695
REEDSVILLE, PA .... RVL - 2218
RICHLANDS, VA ..... JFZ - 2641
RICHMOND-ASHLAN, VA OFP - 2673
RICHMOND, VA ..... FCI - 2644
RICHMOND, VA ..... RIC - 2648
RIDGELY, MD ..... RJD - 724
ROANOKE, VA ..... ROA - 2677
ROBBINSVILLE, NJ .. N87 - 1222
ROCHESTER, NH ..... DAW - 1017
ROCHESTER, NY ..... ROC - 1697
ROCKLAND, ME ..... RKD - 903
ROME, NY ..... RME - 1713
RUTLAND, VT ..... RUT - 2819
SALISBURY, MD ..... SBY - 727
SALUDA, VA ..... W75 - 2688
SANFORD, ME ..... SFM - 909
SARANAC LAKE, NY .. SLK - 1720
SARATOGA SPRING, NY 5B2 - 1725
SCHENECTADY, NY ... SCH - 1729
SELINSGROVE, PA ... SEG - 2222
SENECA FALLS, NY .. 0G7 - 1735
SEVEN SPRINGS B, PA 7SP - 2225
SHAMOKIN, PA ..... N79 - 2227
SHIRLEY, NY ..... HWV - 1737
SIDNEY, NY ..... N23 - 1745
SKANEATELES, NY ... 6B9 - 1749
SOMERSET, PA ..... 2G9 - 2230
SOMERVILLE, NJ .... SMQ - 1227
SOUTH BETHLEHEM, NY 4B0 - 1751
SOUTH BOSTON, VA .. W78 - 2690
SOUTH HILL, VA .... AVC - 2694
SOUTHAMPTON, NY ... 87N - 1754
SOUTHBRIDGE, MA ... 3B0 - 473
SPENCER, WV ..... USW - 2955
SPRINGFIELD-CHI, MA CEF - 476
SPRINGFIELD, VT ... VSF - 2826
ST. MARYS, PA ..... OYM - 2235
STAFFORD, VA ..... RMN - 2698
STATE COLLEGE, PA . UNV - 2240
STAUNTON-WAYNES, VA SHD - 2702
STERLING, PA ..... 70N - 2245
STEVENSVILLE, MD .. W29 - 737
STORMVILLE, NY .... N69 - 1756
STOW, MA ..... 6B6 - 491
SUFFOLK, VA ..... SFQ - 2708
SUMMERSVILLE, WV .. SXL - 2958
SUSSEX, NJ ..... FWN - 1233
SUTTON, WV ..... 48I - 2961
SYRACUSE, NY ..... SYR - 1758
TANGIER, VA ..... TGI - 2713
TAPPAHANNOCK, VA .. XSA - 2716
TAUNTON, MA ..... TAN - 495
TETERBORO, NJ ..... TEB - 1236
TICONDEROGA, NY ... 4B6 - 1769
TITUSVILLE, PA .... 6G1 - 2248
TOMS RIVER, NJ .... MJX - 1255
TOUGHKENAMON, PA .. N57 - 2250
TOWANDA, PA ..... N27 - 2252
TOWER CITY, PA .... 74N - 2254
TRENTON, NJ ..... TTN - 1260

VINCENTOWN, NJ .... N73 - 1271
VINELAND, NJ ..... 29N - 1274
VINEYARD HAVEN, MA MVY - 498
VIRGINIA BEACH, VA NTU - 2719
WAKEFIELD, VA ..... AKQ - 2737
WARRENTON, VA ..... HWY - 2740
WASHINGTON, DC .... DCA - 149
WASHINGTON, DC .... IAD - 172
WASHINGTON, PA .... AFJ - 2256
WATERTOWN, NY ..... ART - 1772
WATERVILLE, ME .... WVL - 914
WAYNESBURG, PA .... WAY - 2266
WEEDSPORT, NY ..... B16 - 1777
WELLSBORO, PA ..... N38 - 2269
WELLSVILLE, NY .... ELZ - 1781
WEST CHESTER, PA .. OQN - 2272
WEST DOVER, VT .... 4V8 - 2829
WEST MILFORD, NJ .. 4N1 - 1276
WEST POINT, VA .... FYJ - 2743
WESTERLY, RI ..... WST - 2370
WESTFIELD-SPRIN, MA BAF - 505
WESTHAMPTON BEA, NY FOK - 1786
WESTMINSTER, MD ... 2W2 - 740
WESTMINSTER, MD ... DMW - 743
WHEELING, WV ..... HLG - 2964
WHITE PLAINS, NY .. HPN - 1795
WHITEFIELD, NH .... HIE - 1022
WILDWOOD, NJ ..... WWD - 1278
WILKES-BARRE-SC, PA AVP - 2276
WILLIAMSBURG, VA .. JGG - 2746
WILLIAMSBURG, VA .. W94 - 2748
WILLIAMSON-SODU, NY SDC - 1812
WILLIAMSPORT, PA .. IPT - 2284
WILLIMANTIC, CT ... IJD - 98
WILLOW GROVE, PA .. NXX - 2287
WILMINGTON, DE .... ILG - 271
WINCHESTER, VA .... OKV - 2752
WINDSOR LOCKS, CT . BDL - 103
WISCASSET, ME ..... IWI - 919
WISE, VA ..... LNP - 2757
WOODBINE, NJ ..... OBI - 1283
WORCESTER, MA ..... ORH - 519
WRIGHTSTOWN, NJ ... WRI - 1286
WURTSBORO, NY ..... N82 - 1815
YORK, PA ..... THV - 2295
ZELIENOPLE, PA .... PJC - 2300

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


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NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


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**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

26 AUG 2010 to 23 SEP 2010

**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



26 AUG 2010 to 23 SEP 2010

### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

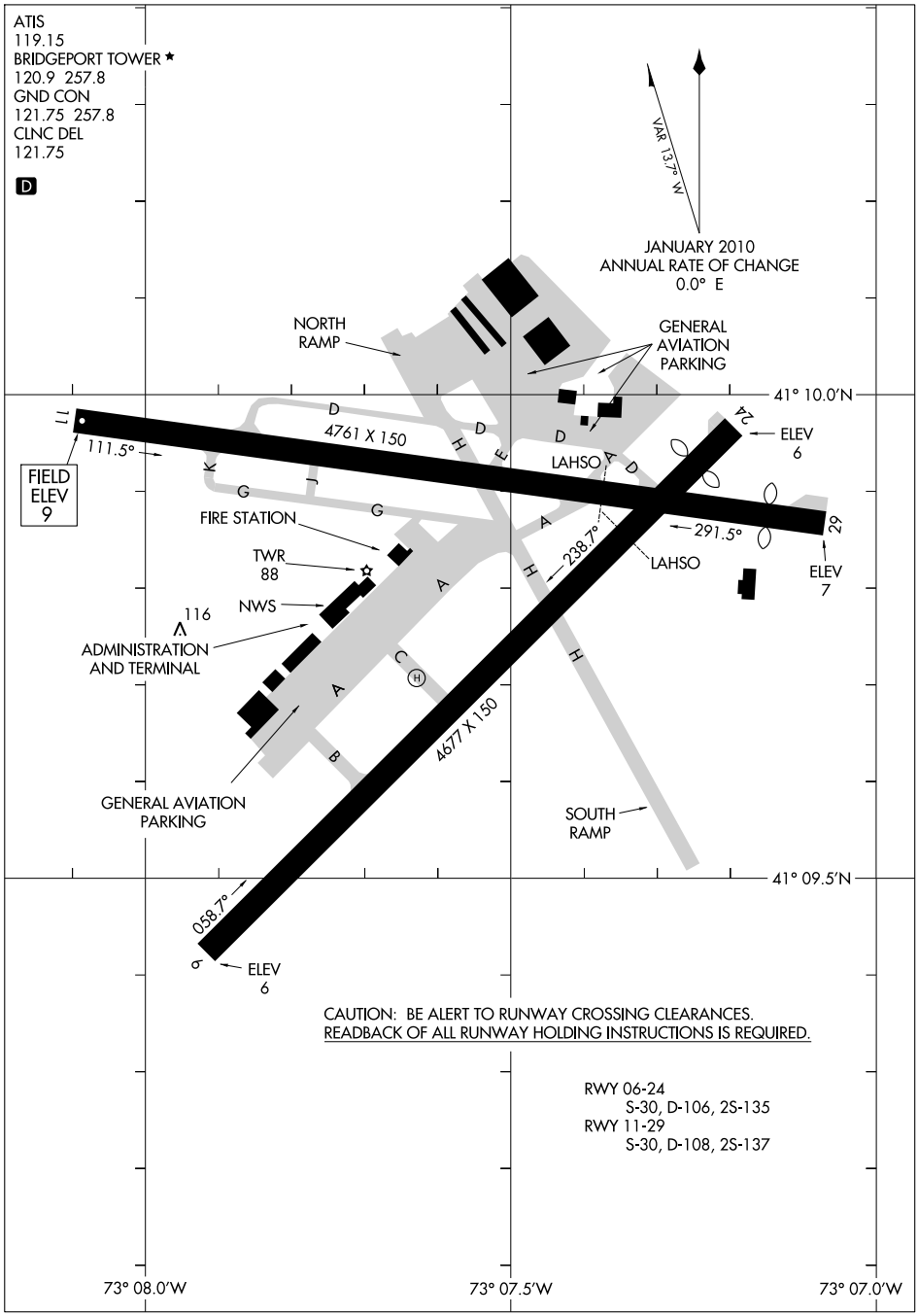
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.


26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BRIDGEPORT / IGOR I. SIKORSKY MEMORIAL (BDR)
AL-621 (FAA)
BRIDGEPORT, CONNECTICUT




NE-1, 26 AUG 2010 to 23 SEP 2010

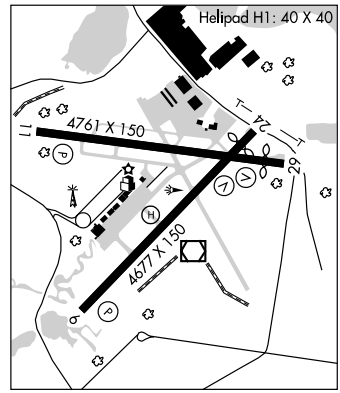
NE-1, 26 AUG 2010 to 23 SEP 2010

**BRADLEY INTL** (See WINDSOR LOCKS)

**BRIDGEPORT** N41°09.64′ W73°07.47′ NOTAM FILE BDR. **NEW YORK**
**(L) VOR/DME** 108.8 BDR Chan 25 at Igor I Sikorsky Mem. 9/12W. **H–10I, L–33B, 34I**
VOR/DME unusable:
106°–120° byd 30 NM blo 2500′
121°–130° byd 30 NM blo 2200′
161°–180° byd 30 NM blo 1300′
181°–260° byd 30 NM blo 2500′
261°–359° byd 30 NM
261°–359° below 5500′
000°–105° byd 30 NM blo 3000′
**RCO** 122.1R 108.8T (BRIDGEPORT RADIO)

## BRIDGEPORT

**IGOR I SIKORSKY MEM** (BDR) 3 SE UTC−5(−4DT) N41°09.81′ W73°07.57′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A **COPTER**
NOTAM FILE BDR **L–33B, 34I**
**RWY 11–29:** H4761X150 (ASPH) S–30, D–108, 2S–137 HIRL **IAP, AD**
**RWY 11:** REIL. PAPI(P4R)—GA 3.5° TCH 40′. Brush.
**RWY 29:** REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 364′. Road. Rgt tfc.
**RWY 06–24:** H4677X150 (ASPH) S–30, D–106, 2S–135 HIRL
**RWY 06:** REIL. PAPI (P4R)—GA 3.0° TCH 53′. Road.
**RWY 24:** REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 319′. Road.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 06 | 11–29 | 3700 |
| RWY 11 | 06–24 | 3350 |

**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 06:** TORA–4677 TODA–4677 ASDA–4677 LDA–4677
**RWY 11:** TORA–4761 TODA–4761 ASDA–4761 LDA–4761
**RWY 24:** TORA–4677 TODA–4677 ASDA–4677 LDA–4358
**RWY 29:** TORA–4761 TODA–4761 ASDA–4761 LDA–4397

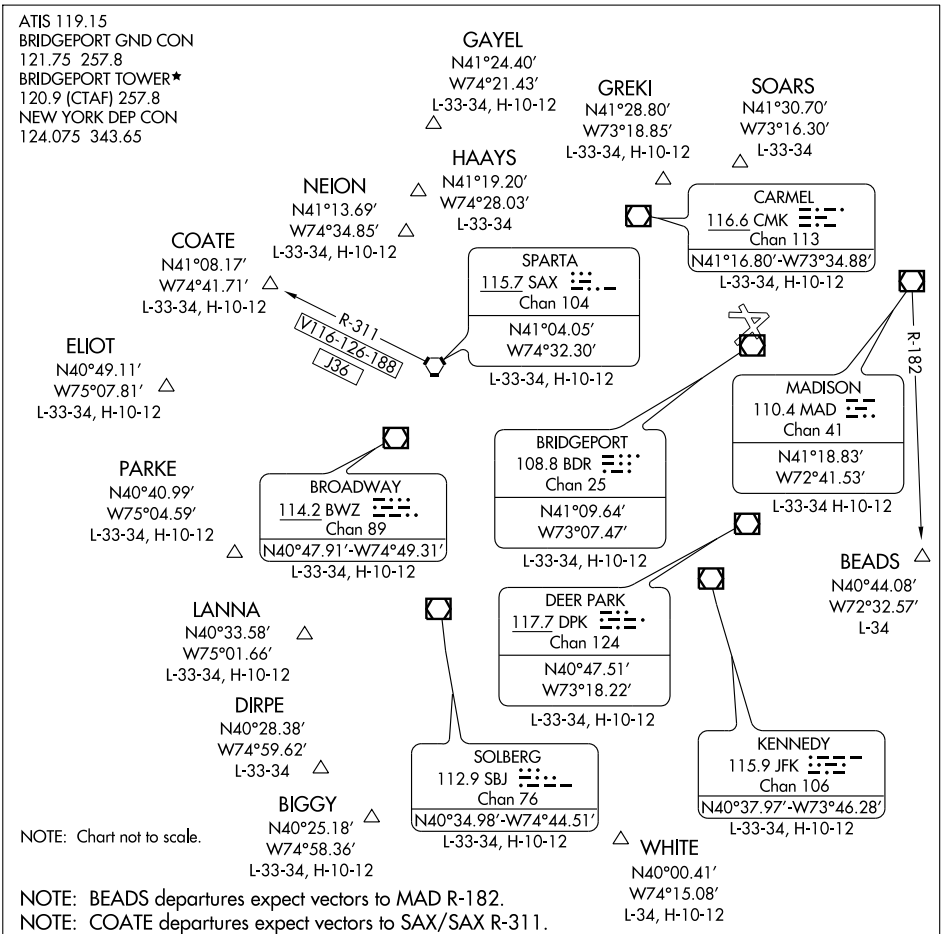
**AIRPORT REMARKS:** Attended 1130–0300Z‡. Birds and wildlife frequently on and invof arpt. Rwy 06–24 has extensive cracking, spalling, ravelling. PAEW adjacent to all operational surfaces dalgt hrs Apr through Oct. There may be standing water over or adjacent to all surfaces. Uneven surfaces left side of Rwy 29. Extensive helicopter ops sfc–10,000 ft 5–15 miles NW–NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. Noise abatement procedures in effect 0200–1200Z‡. Rwy 11–29 CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt mgr 203–576–7497. Rwy 06–24 CLOSED to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until ½ mile byd shoreline. Acft which exceed 82 decibels 0300–1200Z‡ require 12 hr PPR call 203–576–7497 except military emerg and medical acft. TPA–1009(1000) for single engine, 1509(1500) all others. When winds are less than 5 knots requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an acft requires nighttime engine maintenance, PPR from arpt manager is required and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their acft to prevent damage from prop wash to afld sign. ACTIVATE HIRL Rwys 11–29 and 06–24; REIL Rwys 06, 24, 11 and 29—CTAF. Parking fee all acft after 2 hrs. Ldg fee all acft except solo students. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (203) 381–9453.
**COMMUNICATIONS: CTAF** 120.9 **ATIS** 119.15 **UNICOM** 123.0
**BRIDGEPORT RCO** 122.2 122.1R 108.8T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
**BRIDGEPORT TOWER** 120.9 (1130–0300Z‡) **GND CON** 121.75 **CLNC DEL** 121.75
**AIRSPACE: CLASS D** svc 1130–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**BRIDGEPORT (L) VOR/DME** 108.8 BDR Chan 25 N41°09.64′ W73°07.47′ at fld. 9/12W.
**ILS/DME** 110.7 I–BDR Chan 44 Rwy 06. ILS unmonitored when twr clsd.
**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

**HELIPAD H1:** H40X40 (ASPH)
**HELIPORT REMARKS:** Helipad H1 building +56 ft approximately 666 ft SW.

**CANDLELIGHT FARMS** (See NEW MILFORD)

# BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)




NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

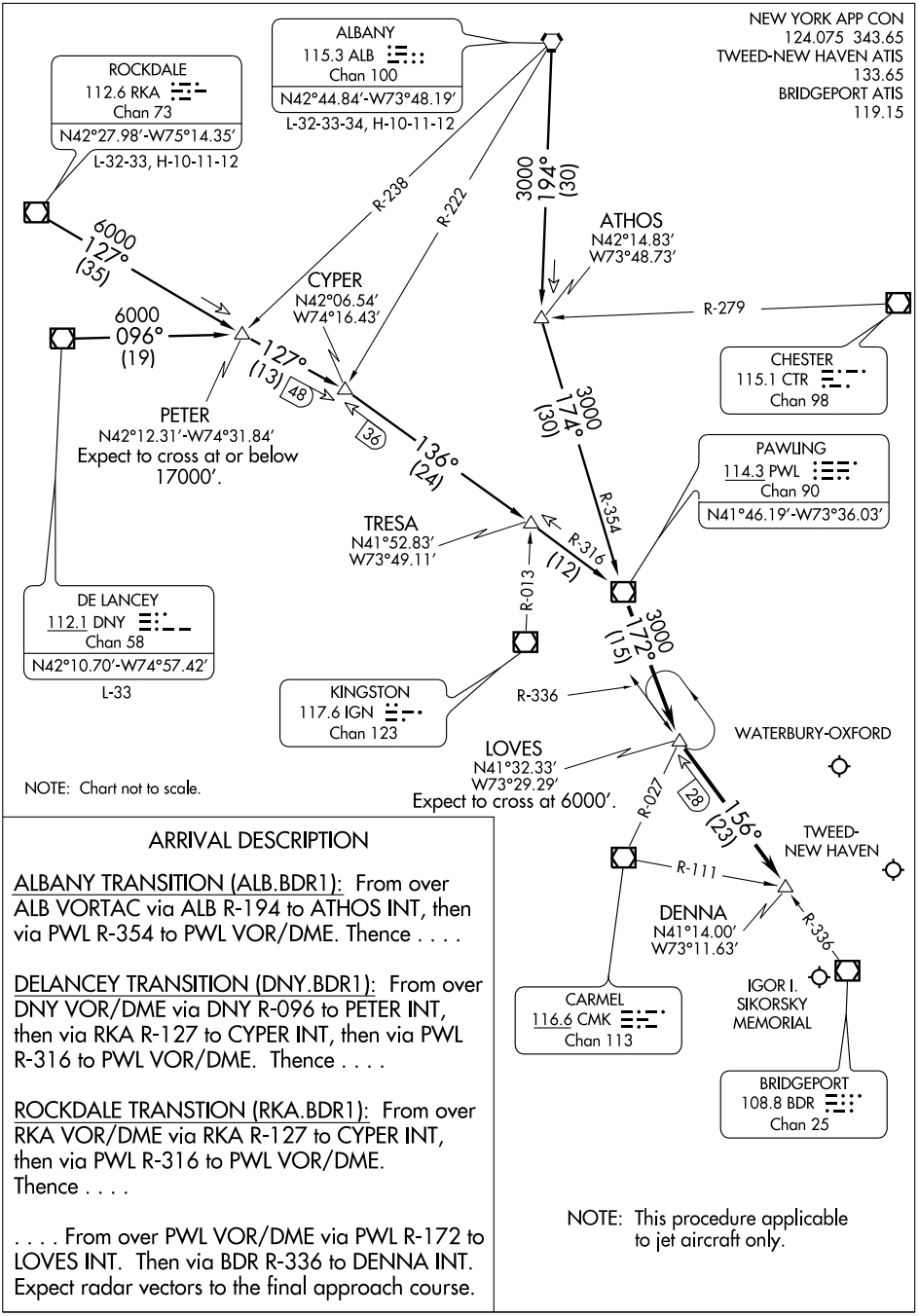

NE-1, 26 AUG 2010 to 23 SEP 2010

# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT






## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

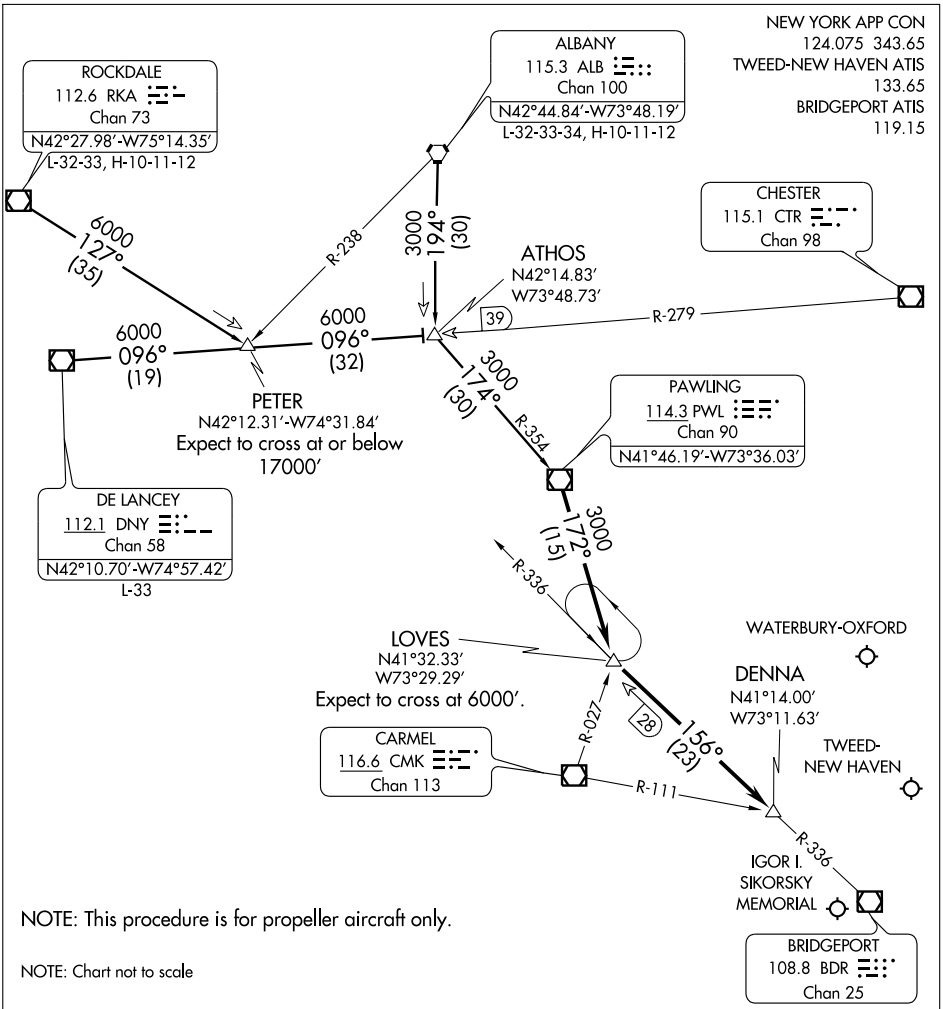
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 26 AUG 2010 to 23 SEP 2010




ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

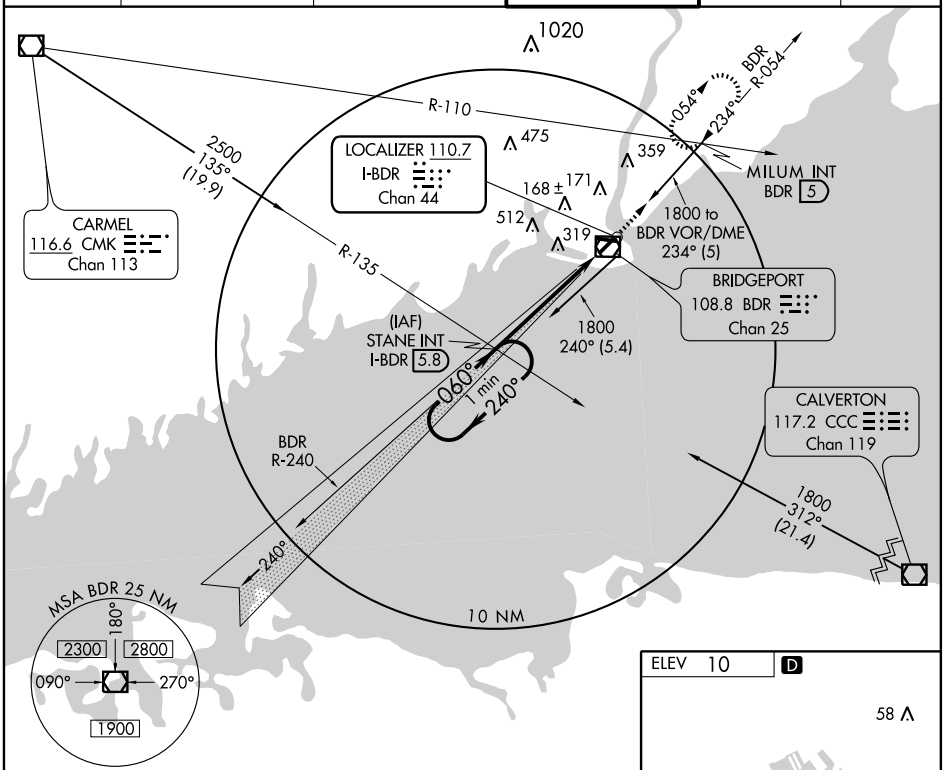
| LOC/DME I-BDR | APP CRS | Rwy Idg 4677 |
|---|---|---|
| 110.7 | 060° | TDZE 7 |
| Chan 44 | | Apt Elev 10 |

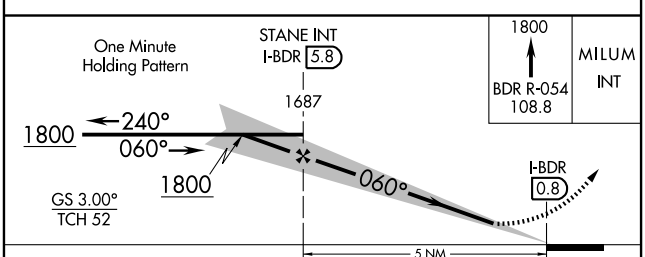
# ILS RWY 6

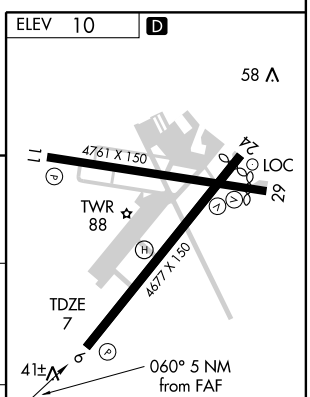
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 307 - 1 300 (300-1) | | | |
| S-LOC 6 | 380-1 373 (400-1) | | | 380-1¼ 373 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4677 |
|---|---|---|
| 060° | TDZE | 7 |
| | Apt Elev | 10 |

# RNAV (GPS) RWY 6

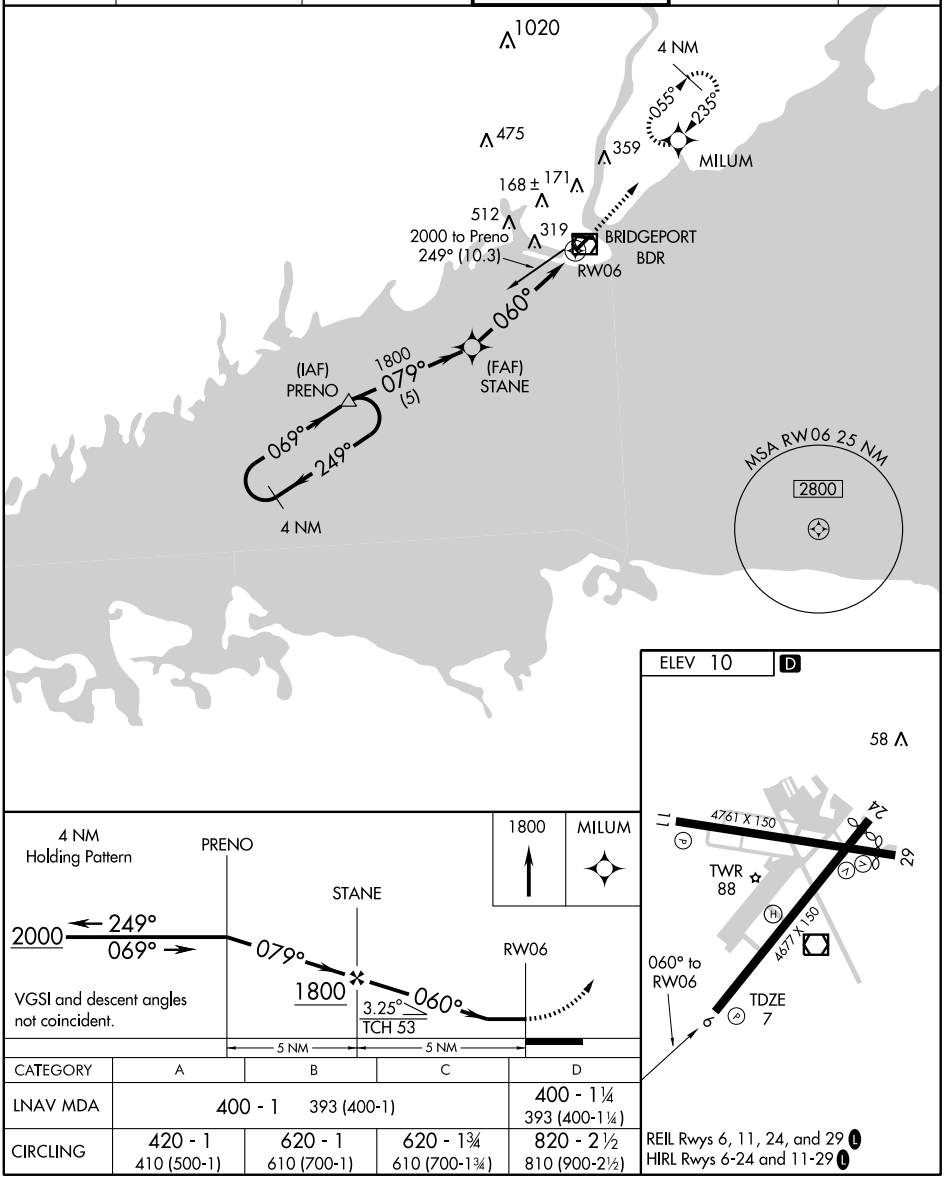
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400 - 1 393 (400-1) | | | 400 - 1¼ 393 (400-1¼) |
| CIRCLING | 420 - 1 410 (500-1) | 620 - 1 610 (700-1) | 620 - 1¾ 610 (700-1¾) | 820 - 2½ 810 (900-2½) |

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 24

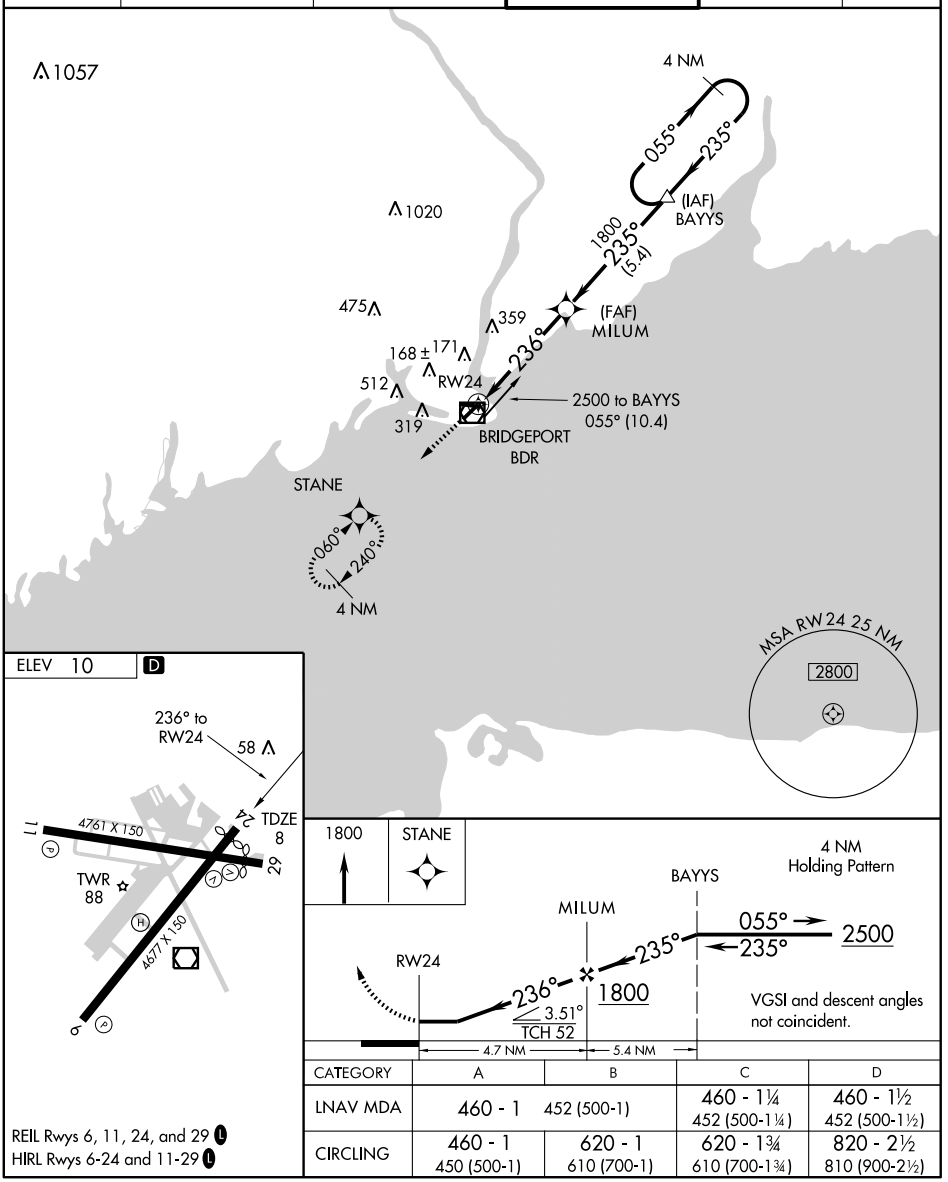
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

| APP CRS | Rwy Idg | 4358 |
|---|---|---|
| 236° | TDZE | 8 |
| | Apt Elev | 10 |

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 direct STANE WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460 - 1 | 452 (500-1) | 460 - 1¼ 452 (500-1¼) | 460 - 1½ 452 (500-1½) |
| CIRCLING | 460 - 1 450 (500-1) | 620 - 1 610 (700-1) | 620 - 1¾ 610 (700-1¾) | 820 - 2½ 810 (900-2½) |

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 29

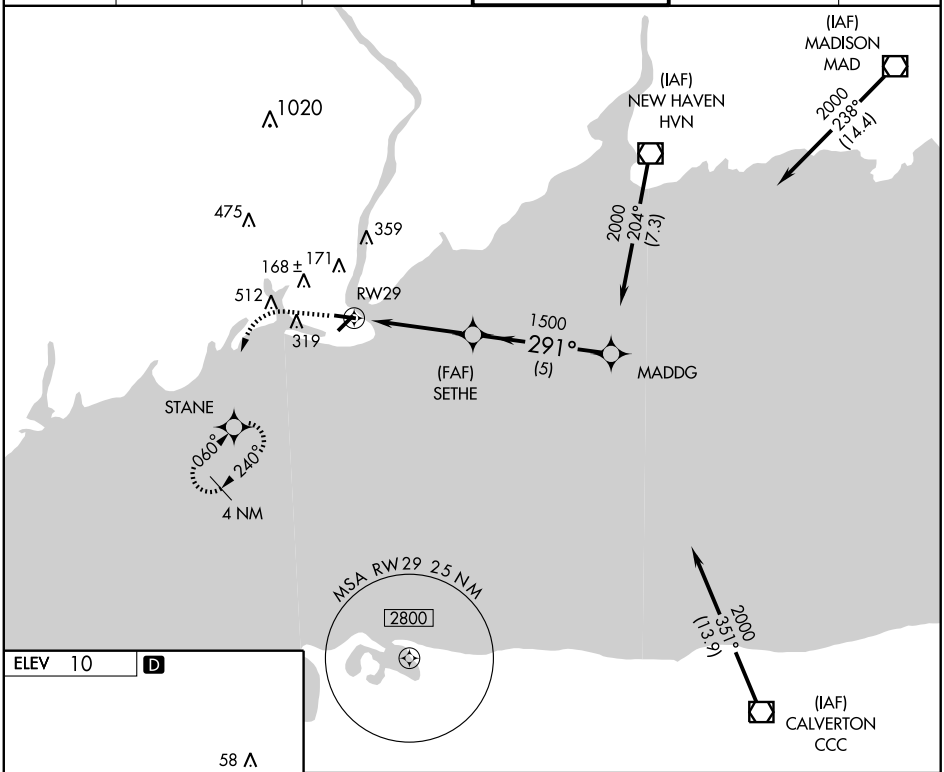
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

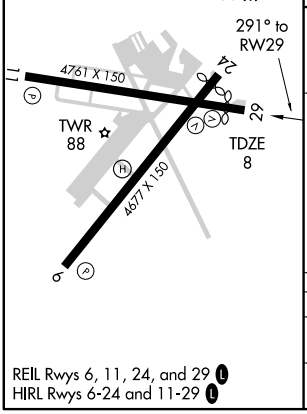
| APP CRS | Rwy Idg | 4397 |
|---|---|---|
| 291° | TDZE | 8 |
| | Apt Elev | 10 |

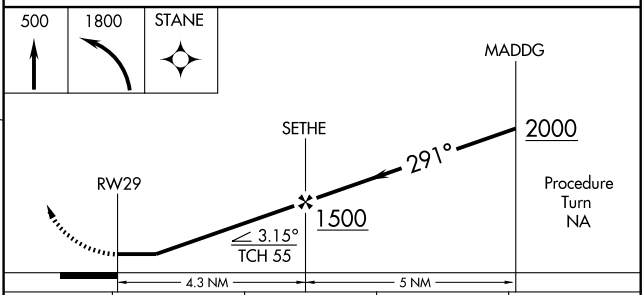
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 372 (400-1) | | | 380-1¼ 372 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

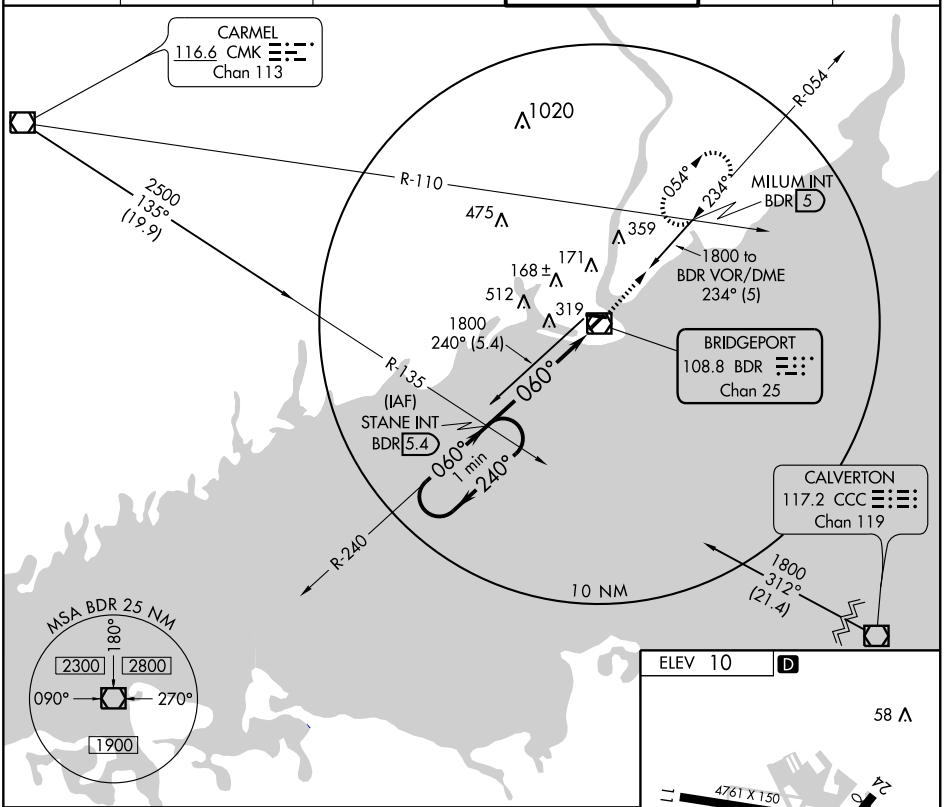
| VOR/DME BDR | APP CRS | Rwy Idg 4677 |
|---|---|---|
| 108.8 | 060° | TDZE 7 |
| Chan 25 | | Apt Elev 10 |

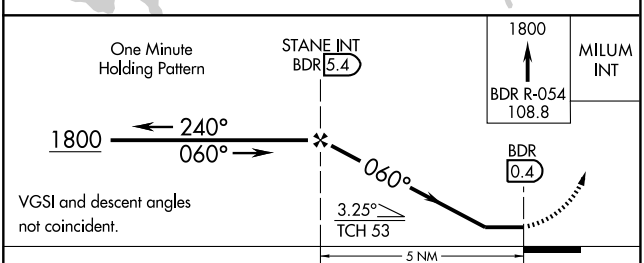
# VOR RWY 6

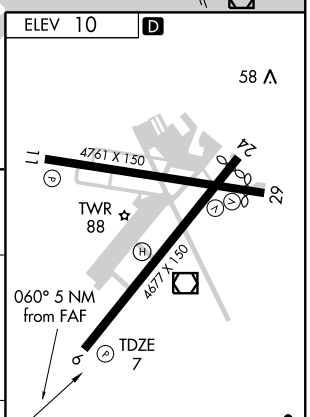
## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 380-1 373 (400-1) | | | 380-1¼ 373 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2½ 810 (900-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

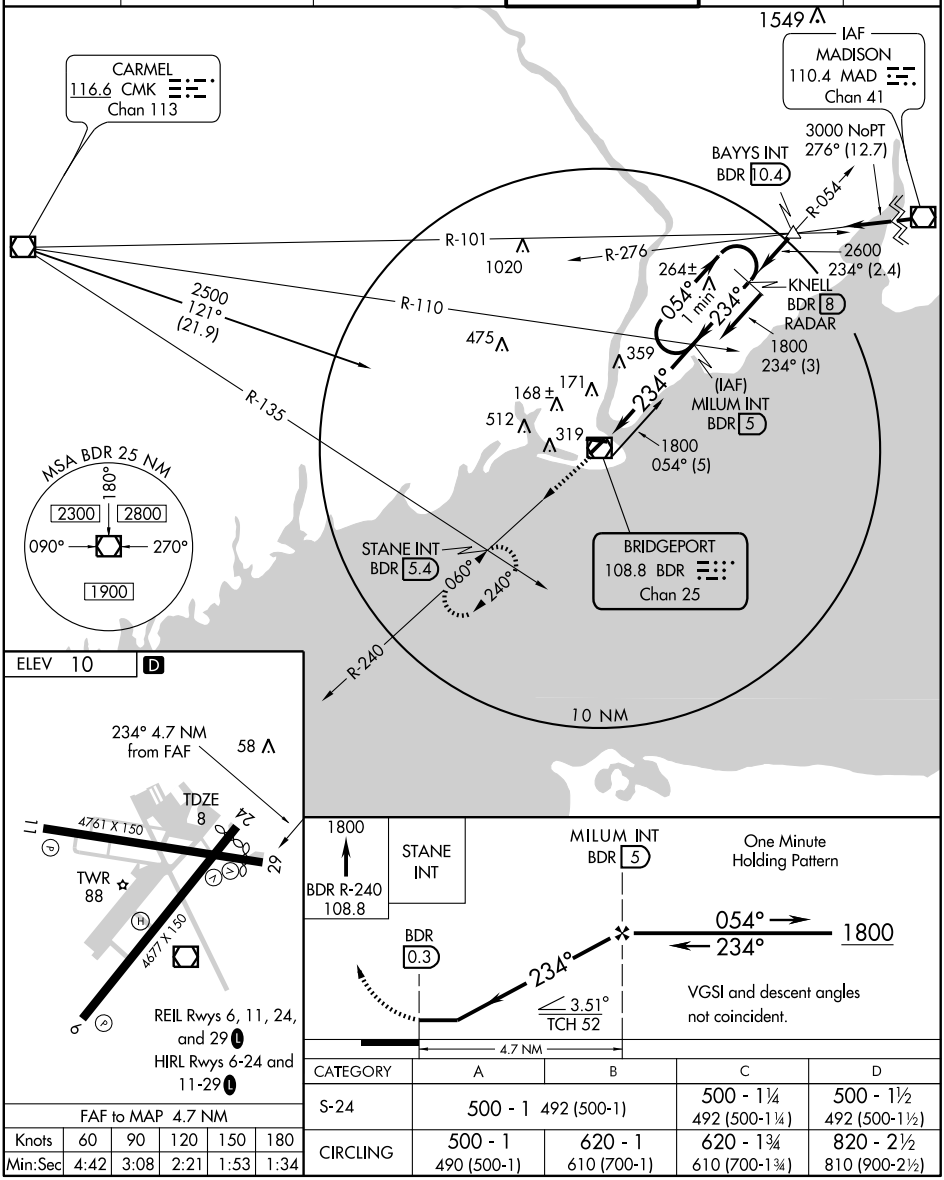
| VOR/DME BDR | APP CRS | Rwy Idg 4358 |
|---|---|---|
| 108.8 | 234° | TDZE 8 |
| Chan 25 | | Apt Elev 10 |

# VOR RWY 24

## BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |







| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 500 - 1 492 (500-1) | | 500 - 1¼ 492 (500-1¼) | 500 - 1½ 492 (500-1½) |
| CIRCLING | 500 - 1 490 (500-1) | 620 - 1 610 (700-1) | 620 - 1¾ 610 (700-1¾) | 820 - 2½ 810 (900-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

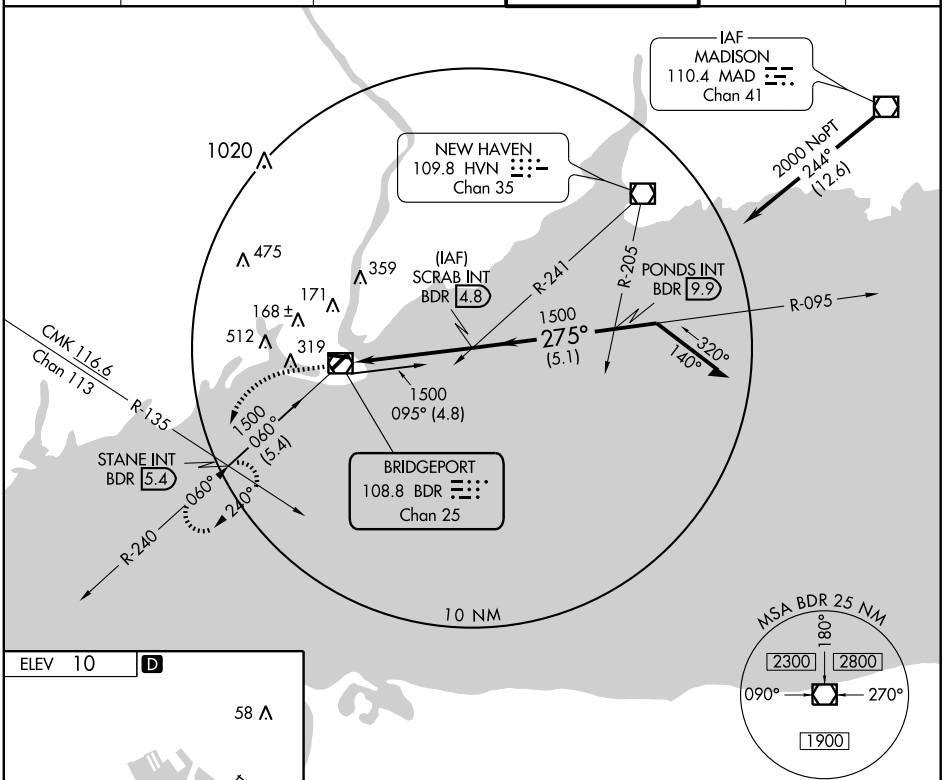
| VOR/DME BDR | APP CRS | Rwy Idg 4397 |
|---|---|---|
| 108.8 | 275° | TDZE 8 |
| Chan 25 | | Apt Elev 10 |

# VOR RWY 29

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

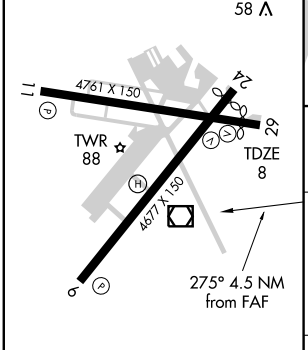
MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

| ATIS | NEW YORK APP CON | BRIDGEPORT RADIO | BRIDGEPORT TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 119.15 | 124.075 343.65 | 122.2 | 120.9 L (CTAF) 257.8 | 121.75 257.8 | 121.75 |



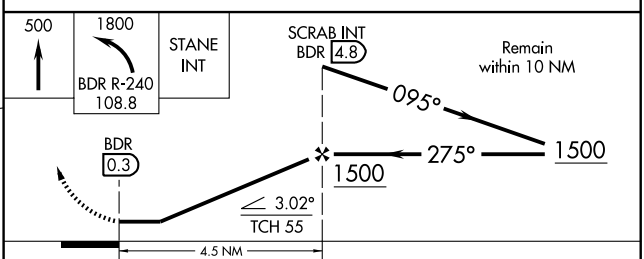

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010




REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

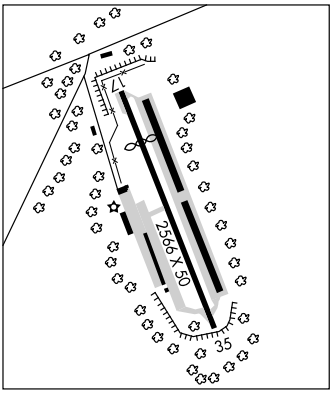
| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 380-1 372 (400-1) | | | 380-1¼ 372 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 620-1 610 (700-1) | 620-1¾ 610 (700-1¾) | 820-2 ½ 810 (900-2½) |

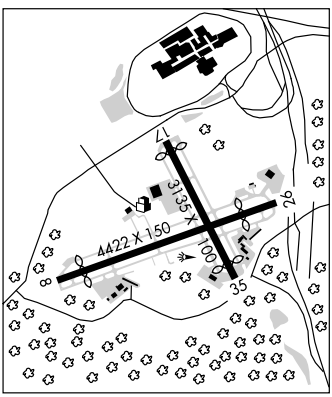
**CANDLELIGHT HELIPORT** (See NEW MILFORD)

**CHESTER** (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′ NEW YORK
416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC L–33C, 34I
**RWY 17–35:** H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S IAP
**RWY 17:** REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.
**WEATHER DATA SOURCES:** AWOS–3 118.325 (860) 526–1551.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
**RCO** 122.25 (BRIDGEPORT RADIO)
**MADISON RCO** 122.1R 110.4T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**MADISON (L) VOR/DME** 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.




**CLERA** N41°22.94′ W73°06.75′ NOTAM FILE BDL.
**NDB (MHW)** 362 JWE 004° 5.9 NM to Waterbury–Oxford.

**DANBURY MUNI** (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′ NEW YORK
458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR L–33B, 34I
**RWY 08–26:** H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL IAP, AD
**RWY 08:** REIL. Thld dsplcd 368′. Trees.
**RWY 26:** REIL. Thld dsplcd 734′. Trees.
**RWY 17–35:** H3135X100 (ASPH) S–50, D–65, 2S–82
**RWY 17:** Thld dsplcd 223′. Pole.
**RWY 35:** Thld dsplcd 231′. Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.
**WEATHER DATA SOURCES:** ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.
**COMMUNICATIONS: CTAF** 119.4 **ATIS** 127.75 **UNICOM** 122.95
Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)
**TOWER** 119.4 (1200–0300Z‡) **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**CARMEL (L) VORW/DME** 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.
**ILS/DME** 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left



| APP CRS | Rwy Idg | 2007 |
|---|---|---|
| 174° | TDZE | 416 |
| | Apt Elev | 416 |

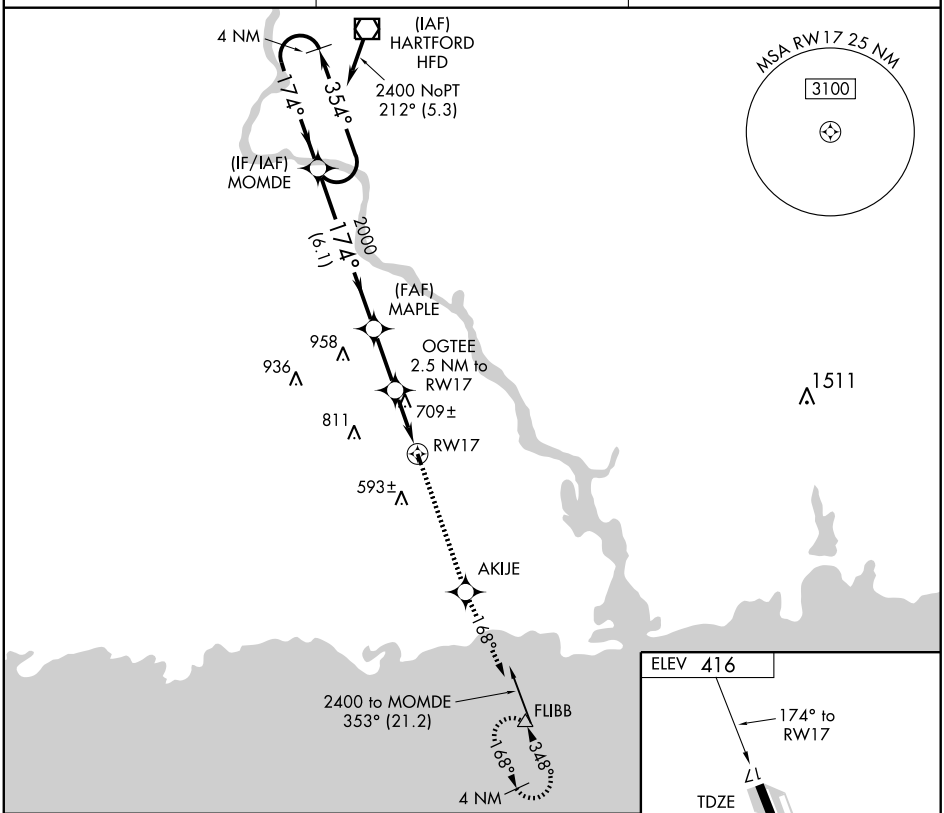
# RNAV (GPS) RWY 17

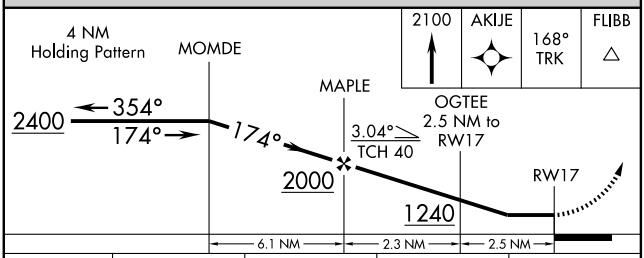
CHESTER (SNC)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

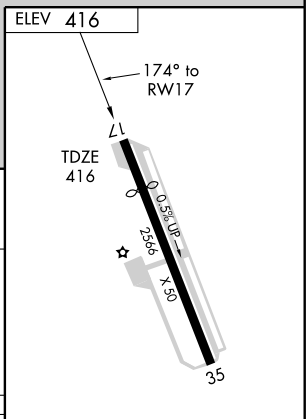
MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 544 (600-1) | NA | |
| CIRCLING | 960-1 | 544 (600-1) | NA | |




REIL Rwys 17 and 35
MIRL Rwy 17-35



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 35

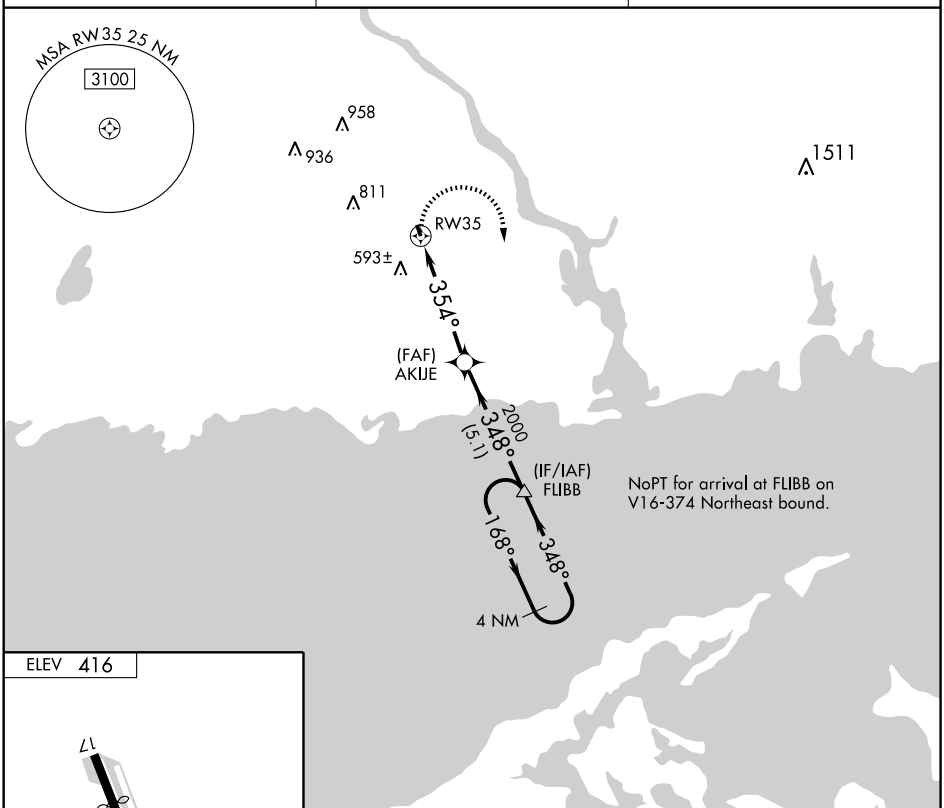
CHESTER (SNC)

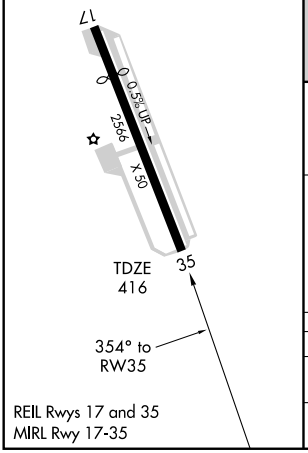
| APP CRS | Rwy Idg | 2566 |
|---|---|---|
| 354° | TDZE | 416 |
| | Apt Elev | 416 |

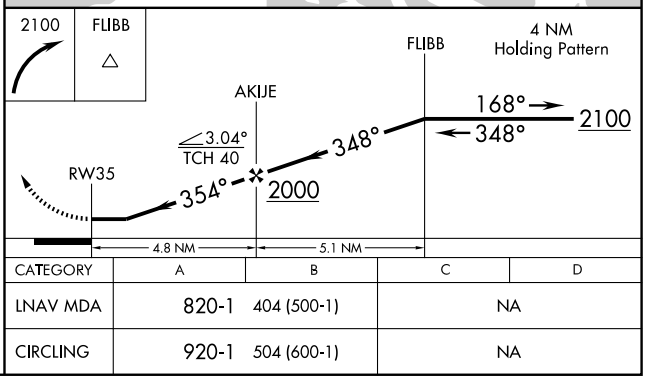
DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 404 (500-1) | NA | |
| CIRCLING | 920-1 | 504 (600-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

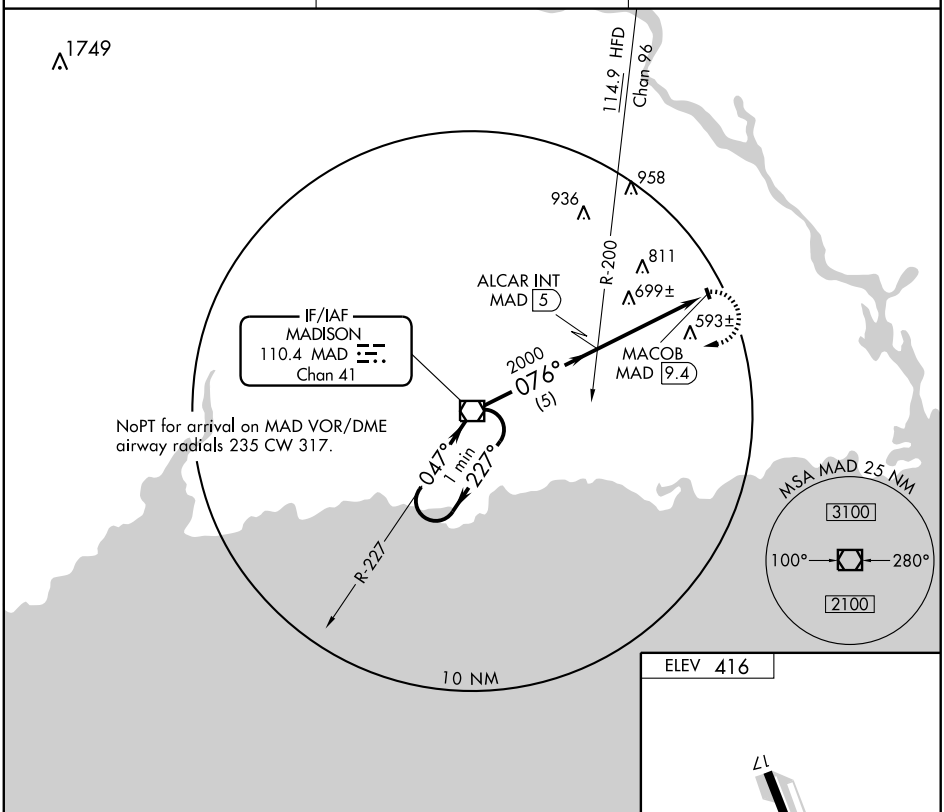
| VOR/DME MAD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.4 | 076° | TDZE | N/A |
| Chan 41 | | Apt Elev | 416 |

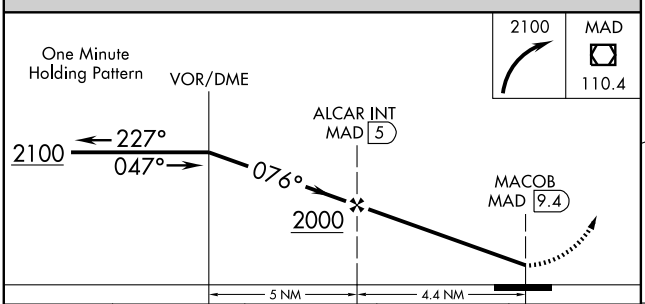
# VOR-A
## CHESTER (SNC)

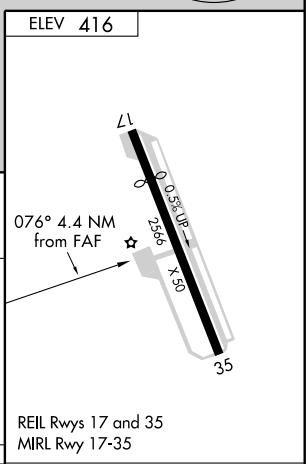
⚠ Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

| AWOS-3 | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.075 343.65 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1 544 (600-1) | | NA | |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |


NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
10210

DANBURY, CONNECTICUT
DANBURY MUNI (DXR)

DANBURY MUNI (DXR)
DANBURY, CONNECTICUT

AL-5272 (FAA)

73°29.5'W
73°29.0'W
73°28.5'W
41°22.5'N
41°22.0'N

ATIS
127.75
DANBURY TOWER ★
119.4
GND CON
121.6
CLNC DEL
128.6

RWY 08-26
S-38, D-70, 2S-90
RWY 17-35
S-50, D-65, 2S-82

ELEV
452

17

166.7°

3135 X 100

AIRPORT
ADMINISTRATION

CONTROL
TOWER
518

263.4°

26

ELEV
454

4422 X 150

FIELD
ELEV
457

083.4°

8

346.7°

35

ELEV
454

AIRPORT
MAINTENANCE
HANGAR

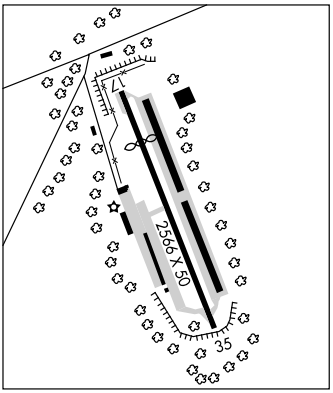
VAR 13.6° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

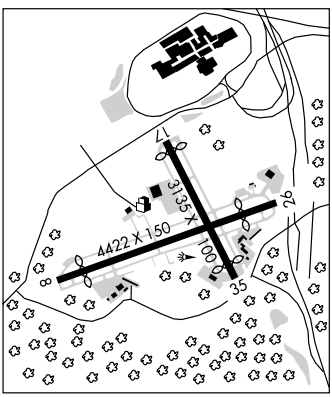
**CANDLELIGHT HELIPORT** (See NEW MILFORD)

**CHESTER** (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′ NEW YORK
416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC L–33C, 34I
**RWY 17–35:** H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S IAP
**RWY 17:** REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.
**WEATHER DATA SOURCES:** AWOS–3 118.325 (860) 526–1551.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
**RCO** 122.25 (BRIDGEPORT RADIO)
**MADISON RCO** 122.1R 110.4T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**MADISON (L) VOR/DME** 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.




**CLERA** N41°22.94′ W73°06.75′ NOTAM FILE BDL.
**NDB (MHW)** 362 JWE 004° 5.9 NM to Waterbury–Oxford.

**DANBURY MUNI** (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′ NEW YORK
458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR L–33B, 34I
**RWY 08–26:** H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL IAP, AD
**RWY 08:** REIL. Thld dsplcd 368′. Trees.
**RWY 26:** REIL. Thld dsplcd 734′. Trees.
**RWY 17–35:** H3135X100 (ASPH) S–50, D–65, 2S–82
**RWY 17:** Thld dsplcd 223′. Pole.
**RWY 35:** Thld dsplcd 231′. Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.
**WEATHER DATA SOURCES:** ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.
**COMMUNICATIONS: CTAF** 119.4 **ATIS** 127.75 **UNICOM** 122.95
Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)
**TOWER** 119.4 (1200–0300Z‡) **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**CARMEL (L) VORW/DME** 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.
**ILS/DME** 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left



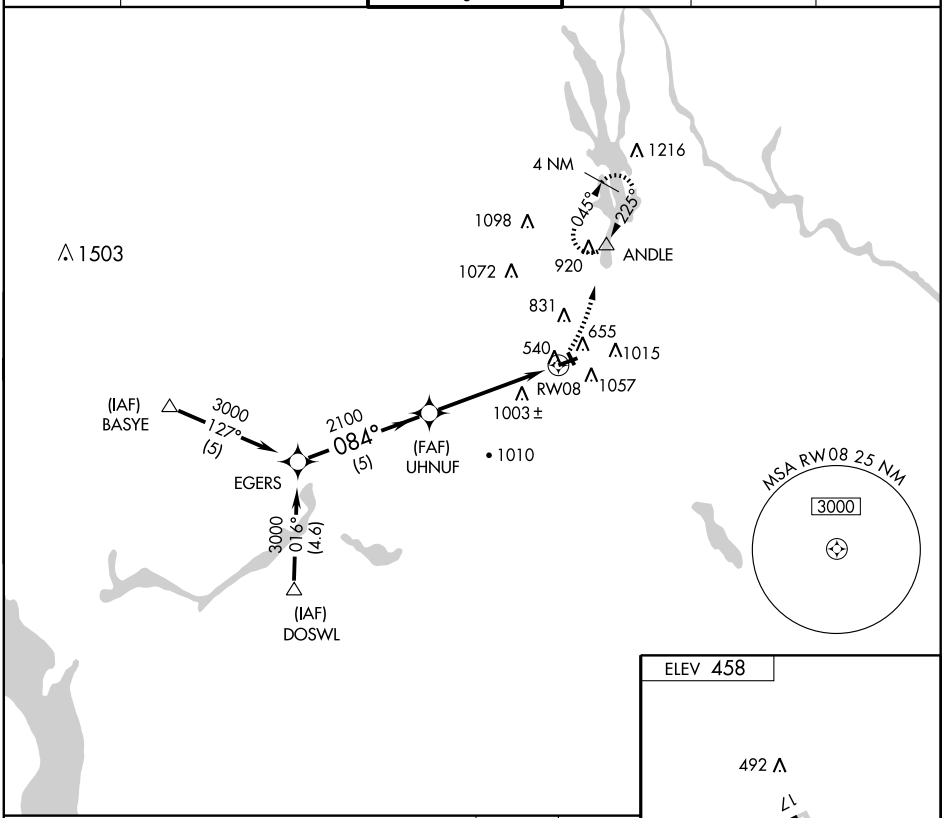
| APP CRS | Rwy Idg | 4054 |
|---|---|---|
| 084° | TDZE | 457 |
| | Apt Elev | 458 |

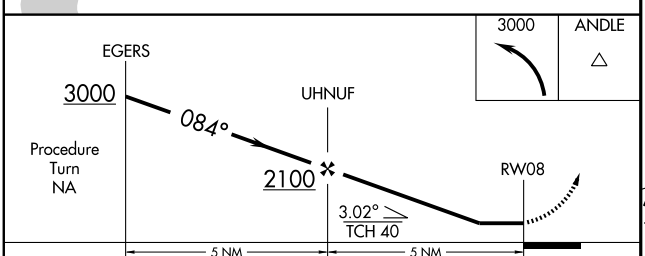
# GPS RWY 8
## DANBURY MUNI (DXR)

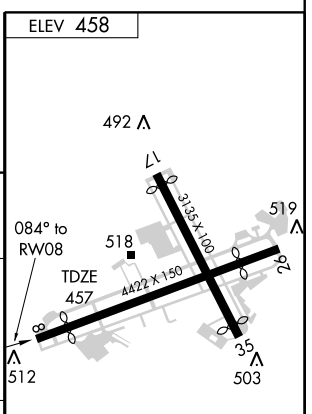
Circling not authorized south of Rwy 8-26.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct ANDLE and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DANBURY TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.75 | 126.4 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1260-1<br>803 (900-1) | 1260-1¼<br>803 (900-1¼) | 1260-2¼<br>803 (900-2¼) | 1260-2½<br>803 (900-2½) |
| CIRCLING | 1380-1¼ 922 (1000-1¼) | | 1380-2¾<br>922 (1000-2¾) | 1380-3<br>922 (1000-3) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

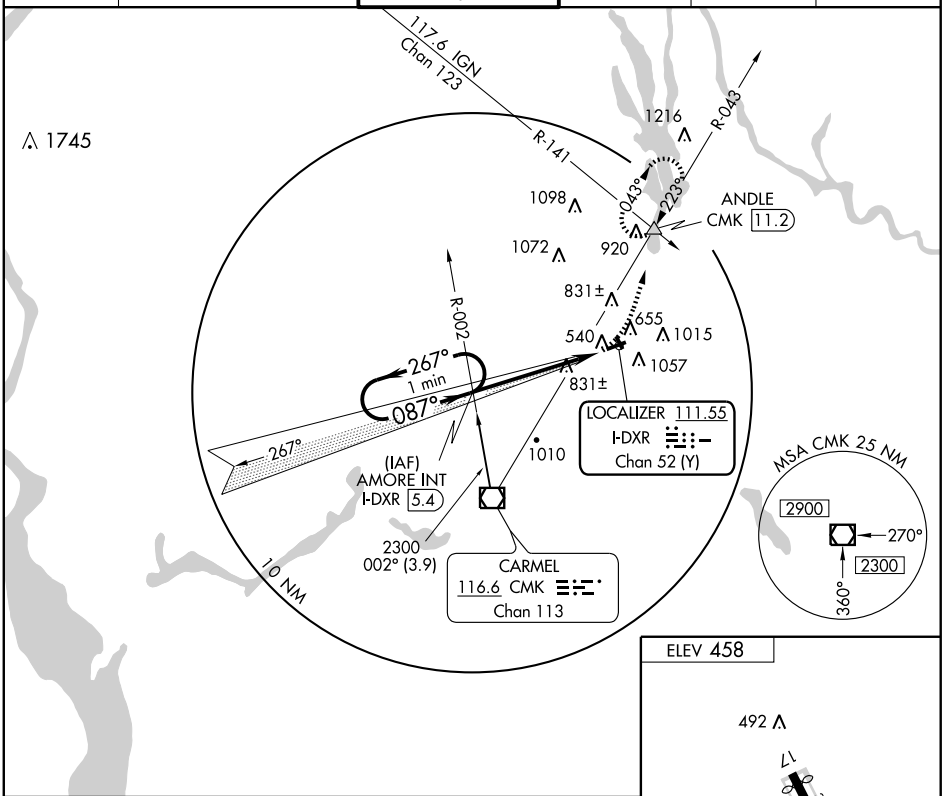
| LOC/DME I-DXR | APP CRS | Rwy Idg 4054 |
|---|---|---|
| 111.55 | 087° | TDZE 457 |
| Chan 52 (Y) | | Apt Elev 458 |

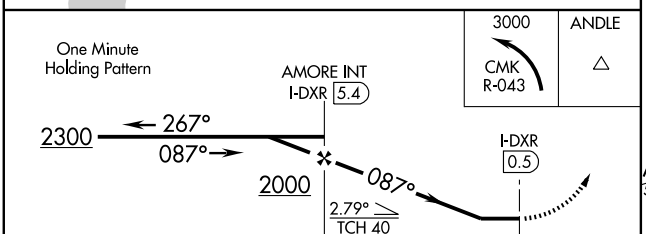
# LOC RWY 8
## DANBURY MUNI (DXR)

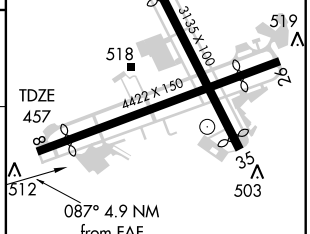
Circling NA south of Rwy 8-26. When local altimeter setting not recieved, use Waterbury-Oxford altimeter setting and increase all MDA 80 feet, and increase visibility Cat B to 1½ and Cat C to 3. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE Int/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DANBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.75 | 126.4 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1100-1 | 643 (700-1) | 1100-1¾ 643 (700-1¾) | 1100-2 643 (700-2) |
| CIRCLING | 1380-1¼ | 922 (1000-1¼) | 1380-2¾ 922 (1000-2¾) | 1380-3 922 (1000-3) |

FAF to MAP 4.9 NM

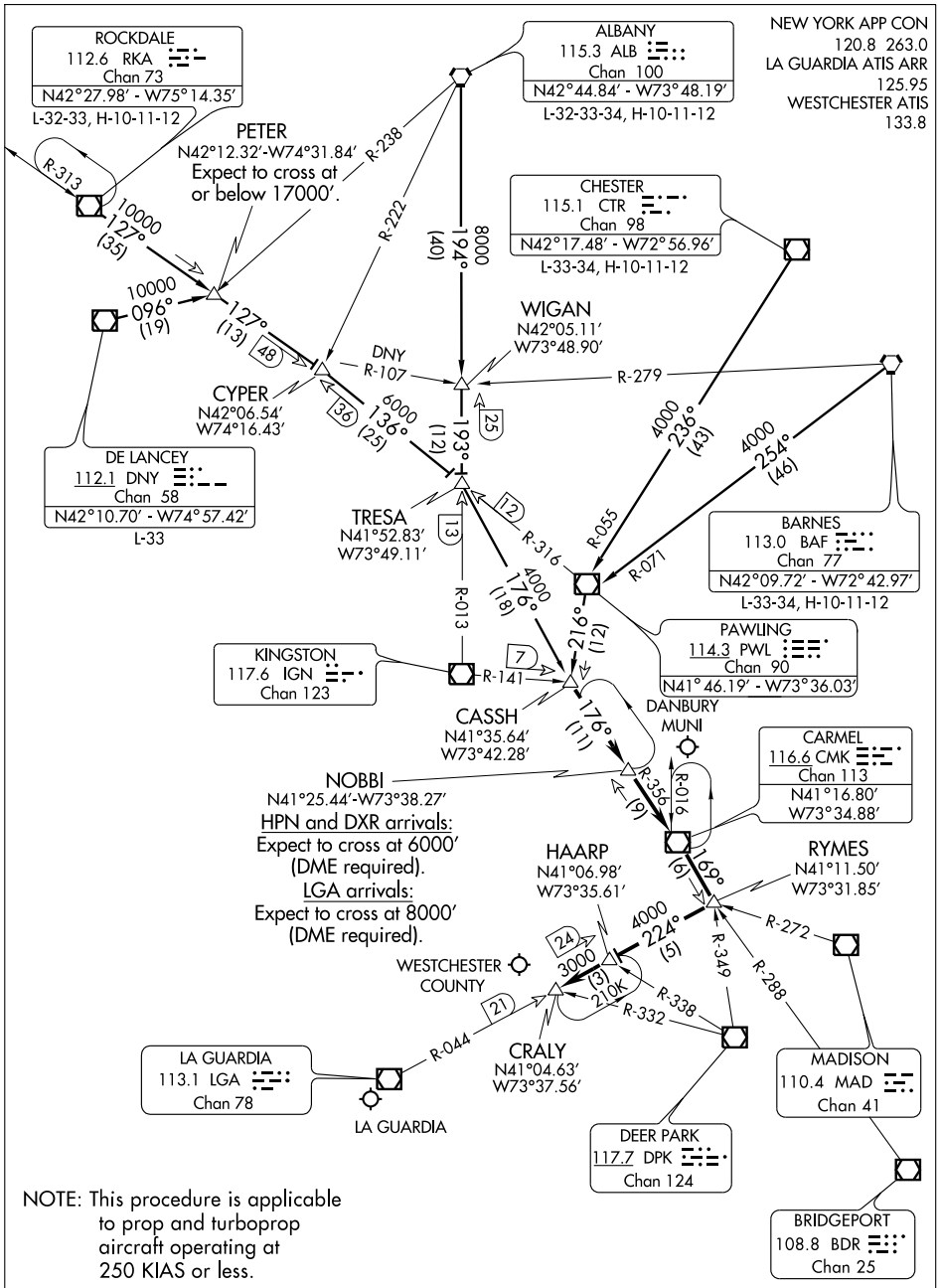
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |


NE-1, 26 AUG 2010 to 23 SEP 2010

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK






NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL
NEW YORK, NEW YORK
(NOBBI.NOBBI5) 10154

NE-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

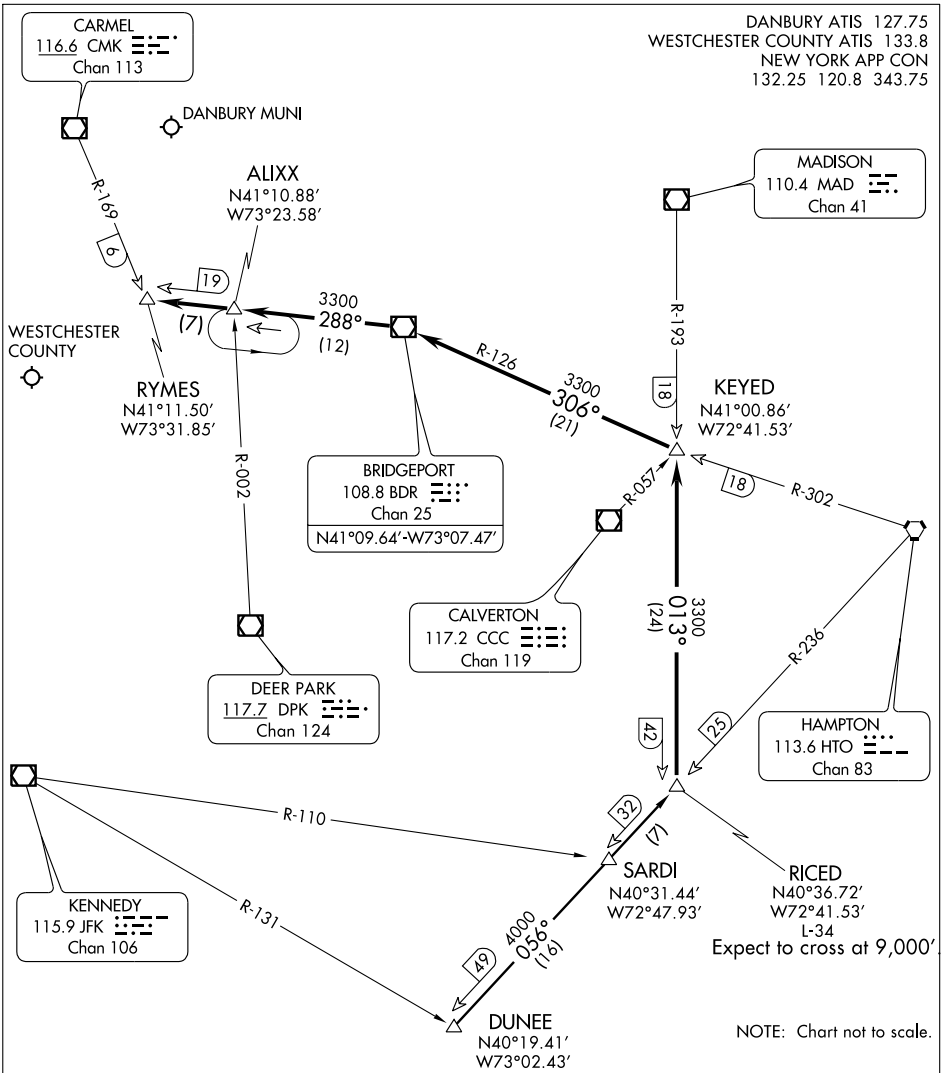
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK





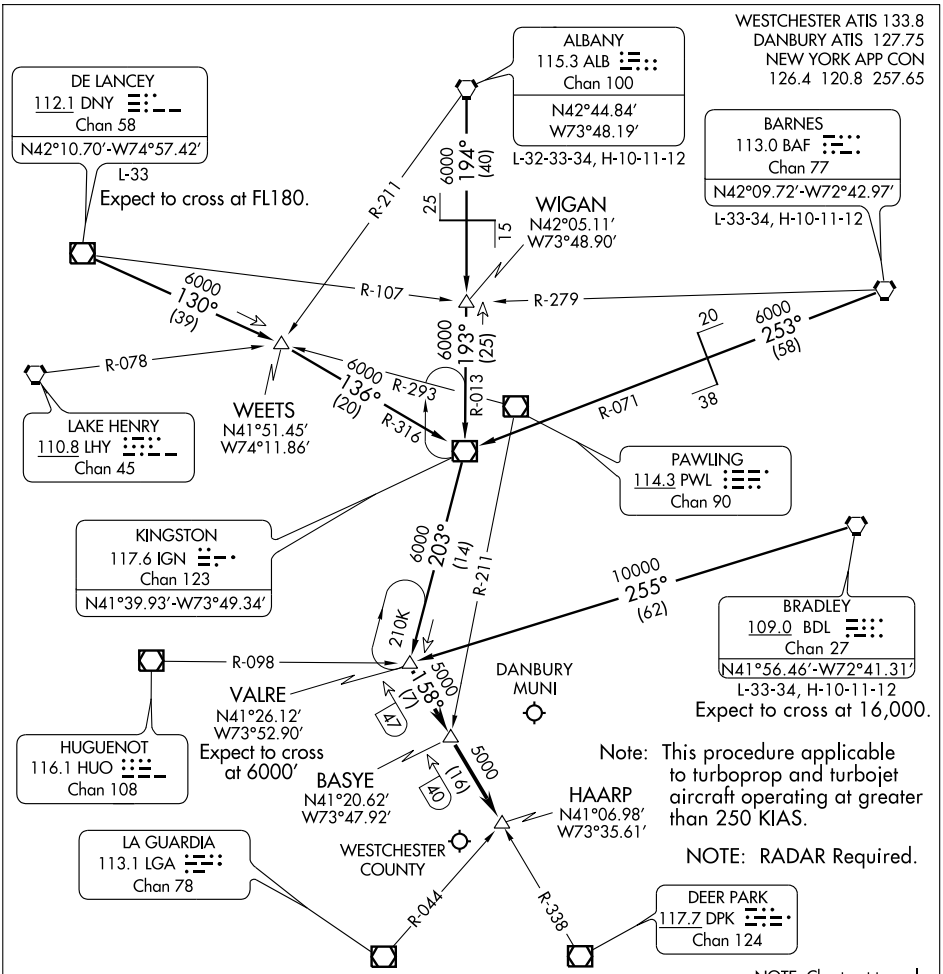

## ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

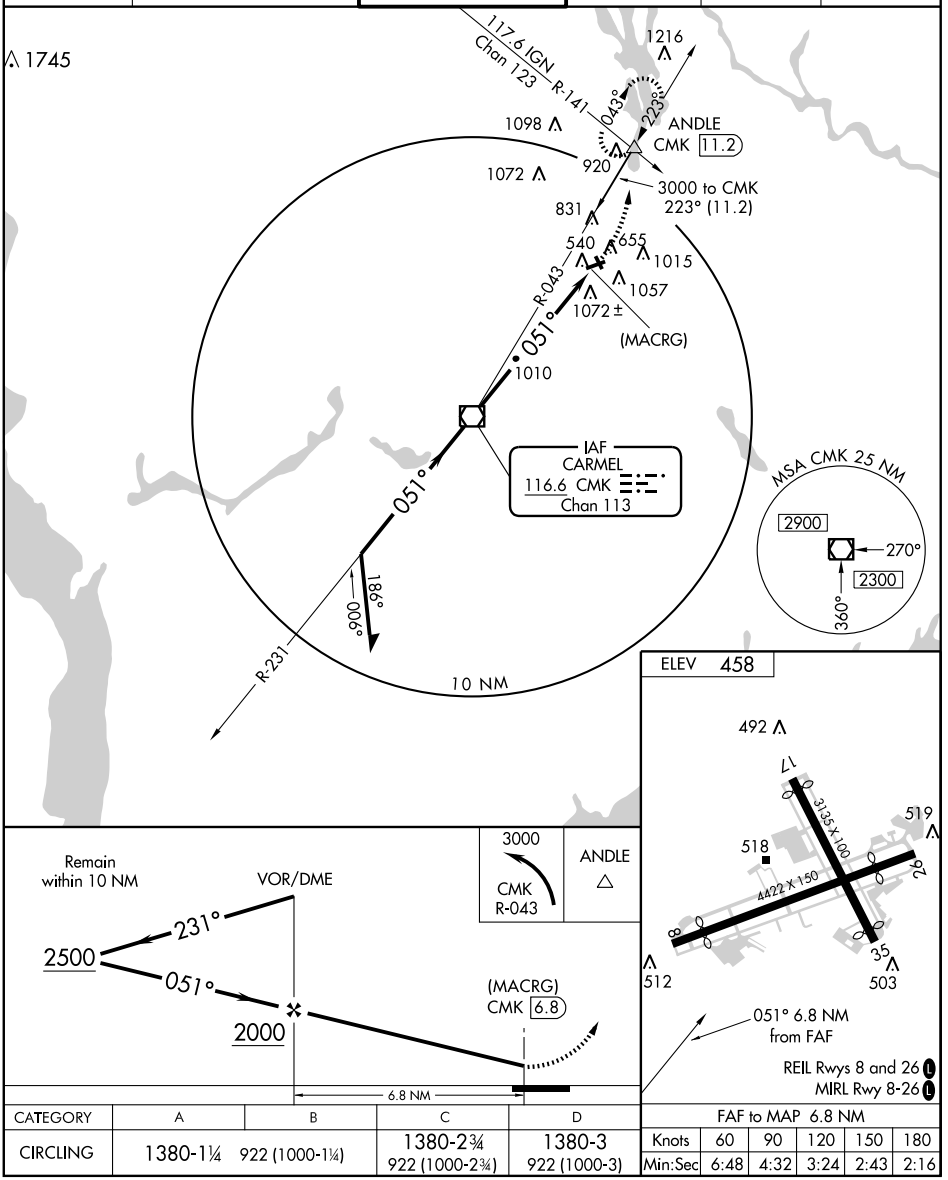
| VOR/DME CMK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.6 | 051° | TDZE | N/A |
| Chan 113 | | Apt Elev | 458 |

# VOR or GPS-A
## DANBURY MUNI (DXR)

Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE INT/CMK 11.2 DME and hold.

| ATIS | NEW YORK APP CON | DANBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.75 | 126.4 257.65 | 119.4 L (CTAF) | 121.6 | 128.6 | 122.95 |



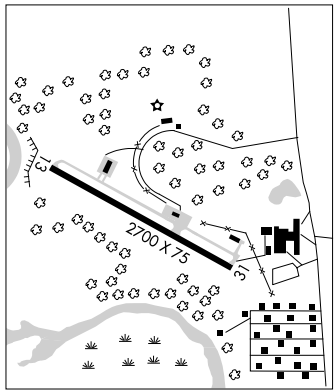

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1¼ 922 (1000-1¼) | | 1380-2¾ 922 (1000-2¾) | 1380-3 922 (1000-3) |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**DANIELSON** (LZD) 2 NW UTC−5(−4DT) N41°49.19′ W71°54.06′ **NEW YORK**
238 B S4 NOTAM FILE BDR **L–33C, 34J**
**RWY 13–31:** H2700X75 (ASPH) S–29 MIRL **IAP**
**RWY 13:** Tree. **RWY 31:** REIL. Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡. Parachute Jumping. Extensive parachute jumping activity SR–SS May thru Sept. Glider activity on and invof arpt. Deer on and invof arpt. Ldgs and tkfs on Rwy 13–31 only; no turf use authorized. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 31—CTAF. Landing fee for business, corporate and revenue producing aircraft.
**WEATHER DATA SOURCES:** AWOS–3 119.125 (860) 779–7251. LAWRS.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**PUTNAM RCO** 122.1R 117.4T (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡)
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 211° 8.5 NM to fld. 650/14W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.




## EAST HADDAM

**GOODSPEED** (42B) 1 SE UTC−5(−4DT) N41°26.74′ W72°27.34′ **NEW YORK**
9 NOTAM FILE BDR
**RWY 14–32:** H2120X50 (ASPH) S–8 LIRL
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Fuel unavailable. Deer occasionally on rwy at ngt. Landing fee. Overnight parking fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.
• • • •

| VOR/DME PUT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.4 | 211° | TDZE | N/A |
| Chan 121 | | Apt Elev | 238 |

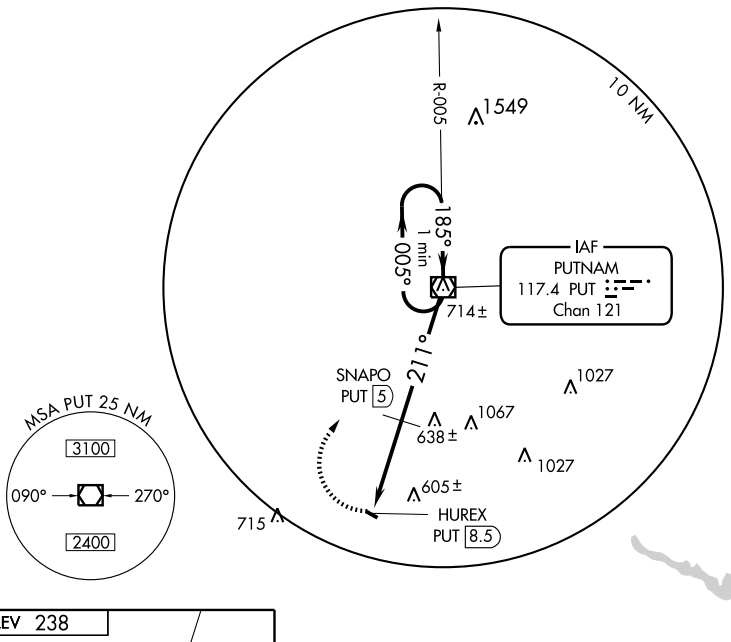
# VOR-A
## DANIELSON (LZD)

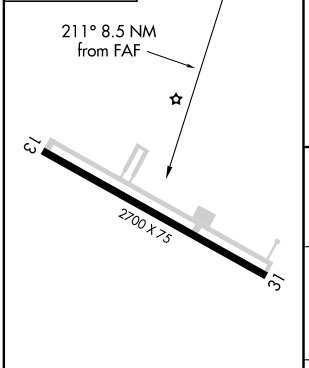
T
A NA

When local altimeter setting not received, use Willimantic altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

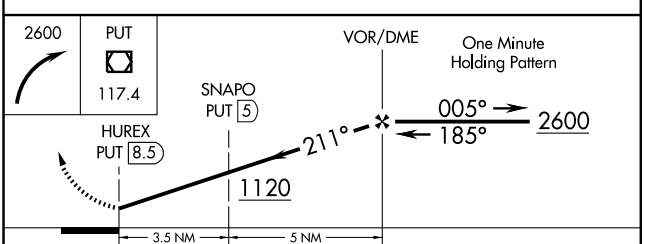
| AWOS-3 | WILLIMANTIC ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|---|
| 119.125 | 133.675 | 135.4 244.875 | 123.0 (CTAF) L |




REIL Rwy 31 L
MIRL Rwy 13-31 L

| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1120-1¼ 882 (900-1¼) | | NA | |
| | SNAPO FIX MINIMUMS | | | |
| CIRCLING | 900-1 662 (700-1) | 980-1¼ 742 (800-1¼) | NA | |

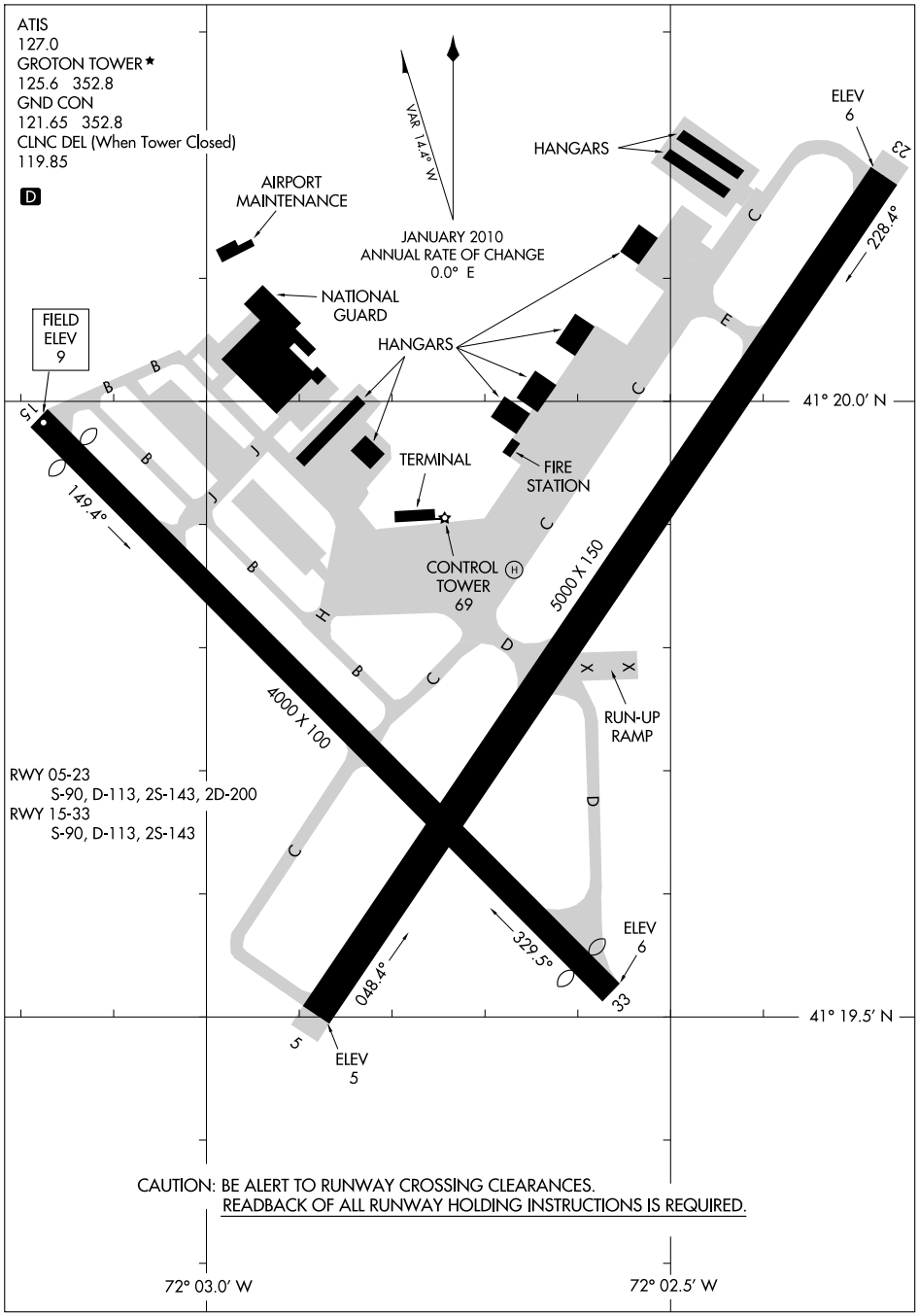


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## GROTON (NEW LONDON)

**GROTON–NEW LONDON** (GON) 3 SE UTC−5(−4DT) N41°19.80′ W72°02.71′ **NEW YORK**

9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—(See Remarks) LRA **H–10I, 12J, L–33C, 34I**

Class IV, ARFF Index A NOTAM FILE GON **IAP, AD**

**RWY 05–23:** H5000X150 (ASPH–GRVD) S–90, D–113, 2S–143 2D–200 HIRL

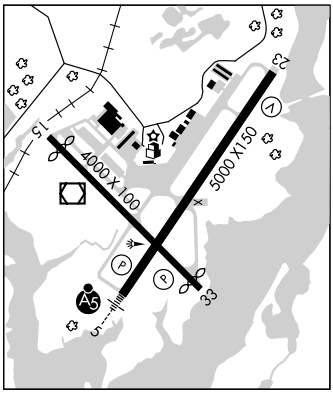
**RWY 05:** MALSR. PAPI (P4L)—GA 3.0° TCH 42′. Trees.

**RWY 23:** REIL. VASI(V4L)—GA 3.0°TCH 50′. Tree.

**RWY 15–33:** H4000X100 (ASPH–GRVD) S–90, D–113, 2S–143 HIRL

**RWY 15:** Thld dsplcd 307′. Tree/Railroad.

**RWY 33:** REIL. PAPI(P4L)—GA 3.75° TCH 34′. Thld dsplcd 205′. Trees.




**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 15:** TORA–4000 TODA–4000 ASDA–3798 LDA–3491

**RWY 33:** TORA–4000 TODA–4125 ASDA–3871 LDA–3666

**AIRPORT REMARKS:** Attended 1100–0200Z‡. For fuel after hrs call 24 hrs in advance 860–449–1400 or 446–8621. Self–svc 100LL avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 860–625–0375. No touch and go ops are permitted between 0300–1100Z‡. Practice apchs/full–stop/touch and go landings prohibited by pure jets acft and acft weighing 12,500 pounds and over except by written approval from the Connecticut State Bureau of Aviation and Ports. Deer, birds and waterfowl on and invof arpt. TPA 1009 (1000) lgt acft; 1509 (1500) turbojet and all turbine powered acft. No acft parking in arpt security zone on main ramp without prior authorization. Noise abatement procedures in effect are as follows: Rwy 05: Turn left heading 020° until reaching 1000′, then on course; Rwy 23: Turn left heading 210° until reaching 1000′, then on course; Rwy 33: Fly rwy heading until reaching 1000′, then on course. Terminal aerodrome forecast svc avbl. When twr clsd ACTIVATE HIRL Rwys 05–23 and 15–33; MALSR Rwy 05—CTAF. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available. U.S. Customs svc avbl with 6 hr PPR call Mon–Fri 1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada 407–975–1740. Call before 2000Z‡ on Friday for weekend or holiday svc requests. Transient pilots at general aviation ramp exit and re–enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day.

**WEATHER DATA SOURCES:** ASOS (860) 449–8921. LAWRS.

**COMMUNICATIONS: CTAF** 125.6 **ATIS** 127.0

**RCO** 122.1R 110.85T (BRIDGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 119.85 (0300–0500Z‡ and 1100–1200Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**TOWER** 125.6 (1200–0300Z‡) **GND CON** 121.65

**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.

**(T) VOR/DME** 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ at fld. 20/14W.

VOR portion unusable:

241°–265° blo 5000′

DME portion unusable:

355°–019° blo 3000′

**ILS/DME** 111.3 I–GON Chan 50 Rwy 05. Class IT. ILS unmonitored when twr clsd.

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**HARTFORD** N41°38.46′ W72°32.86′ NOTAM FILE HFD. **NEW YORK**

**(L) VORW/DME** 114.9 HFD Chan 96 334° 7.3 NM to Hartford–Brainard. 850/13W. **H–10I, 12J, L–33C, 34I**

**HIWAS.**

| LOC/DME I-GON | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.3 | 048° | TDZE | 7 |
| Chan 50 | | Apt Elev | 9 |

# ILS or LOC RWY 5

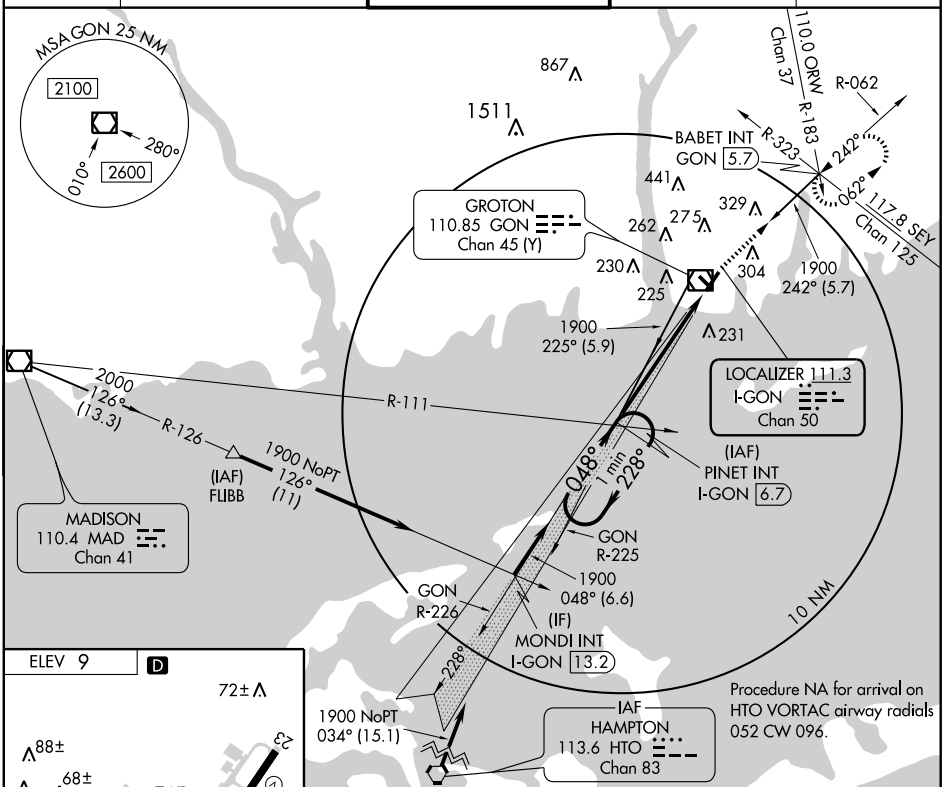
## GROTON-NEW LONDON (GON)

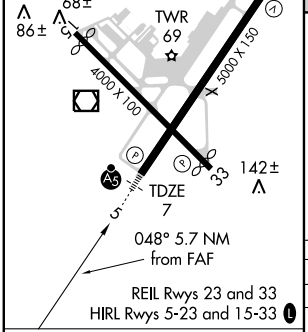
▼ * RVR 1800 authorized with the use of FD or AP or HUD to DA.
▲ Circling to Rwy 15 NA at night.
When VGSI inop, Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

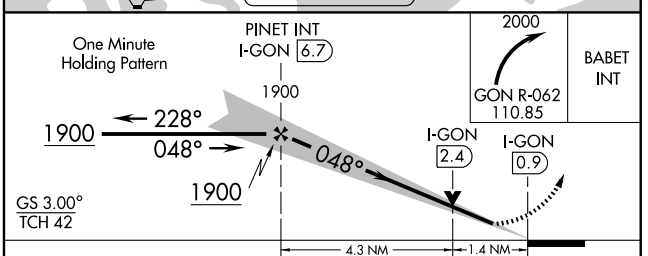
| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | * 207/24 | 200 (200-½) | | |
| S-LOC 5 | 500/24 | 493 (500-½) | 500/40<br>493 (500-¾) | 500/50<br>493 (500-1) |
| CIRCLING | 560-1<br>551 (600-1) | 620-1<br>611 (700-1) | 620-1¾<br>611 (700-1¾) | 620-2<br>611 (700-2) |



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| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 45521 | 048° | TDZE | 7 |
| W05A | | Apt Elev | 9 |

# RNAV (GPS) RWY 5

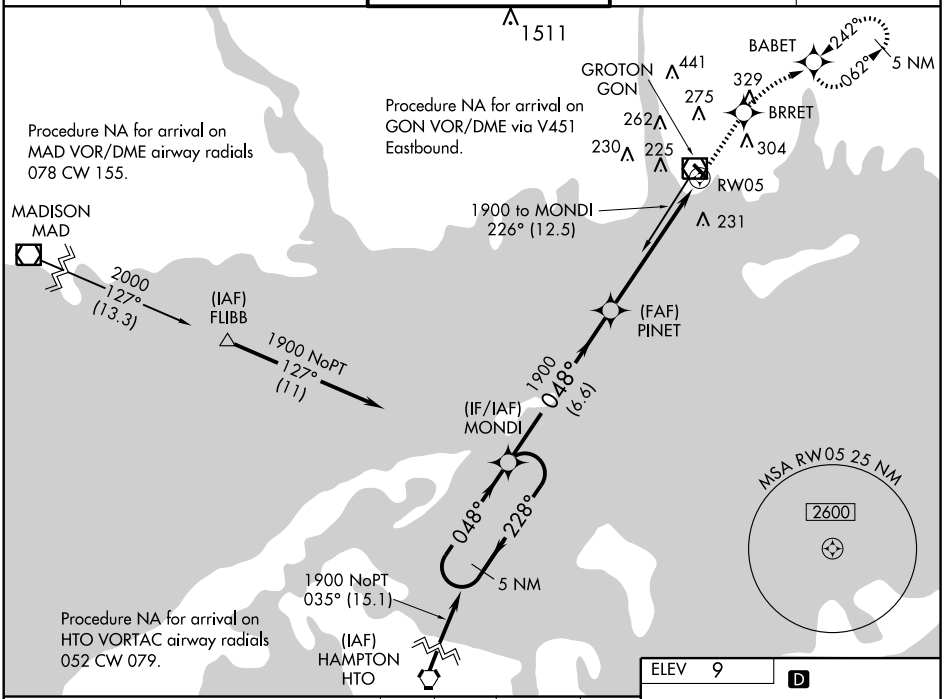
## GROTON-NEW LONDON (GON)

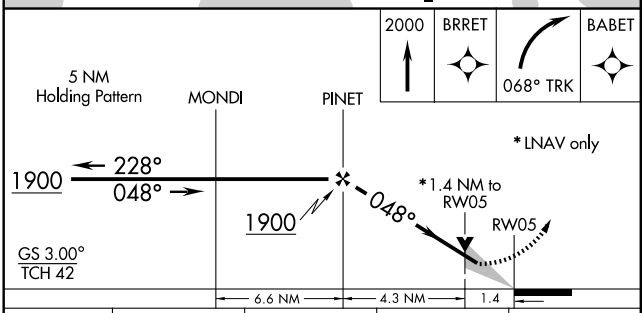
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night. For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.

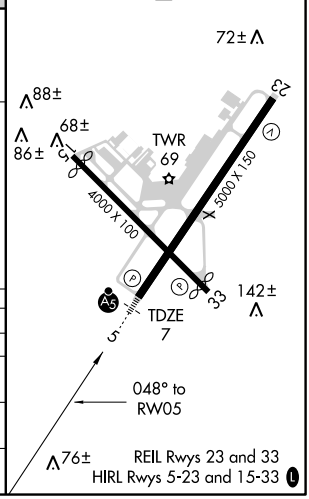
MALSR

MISSED APPROACH: Climb to 2000 direct BRRET and right turn on track 068° to BABET and hold, continue climb-in-hold to 2000.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 291/24 284 (300-½) | | | |
| LNAV/VNAV DA | 532-1½ 525 (600-1½) | | | |
| LNAV MDA | 500/24 493 (500-½) | | 500/40 493 (500-¾) | 500/50 493 (500-1) |
| CIRCLING | 560-1¾ 551 (600-1¾) | 620-1¾ 611 (700-1¾) | | 620-2 611 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
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# RNAV (GPS) RWY 23

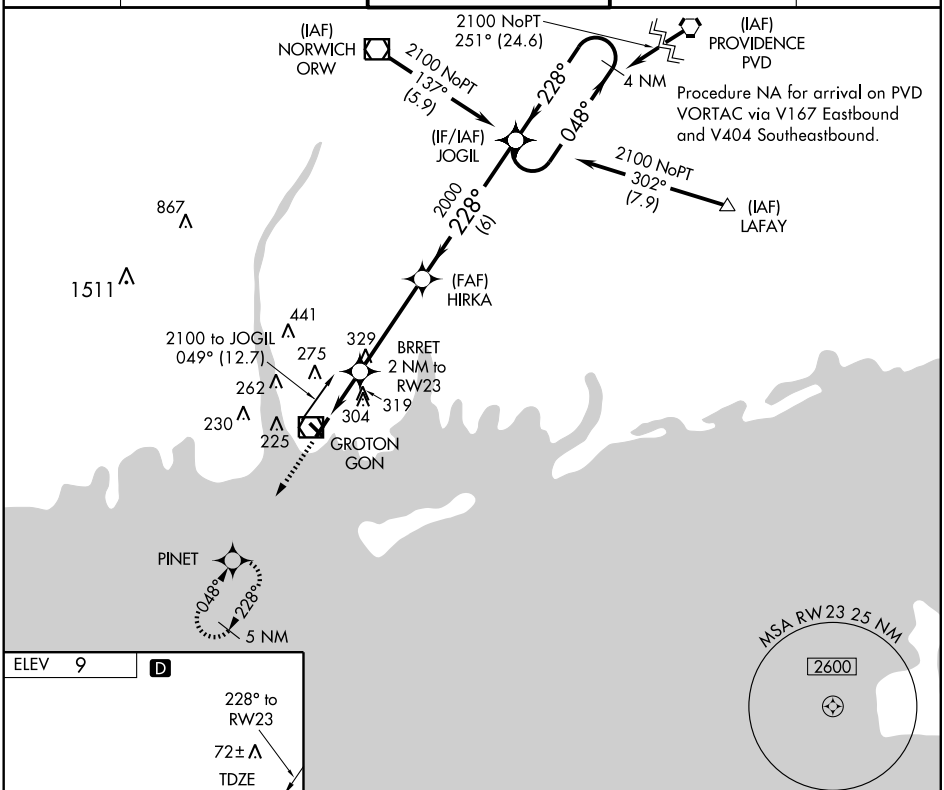
## GROTON-NEW LONDON (GON)

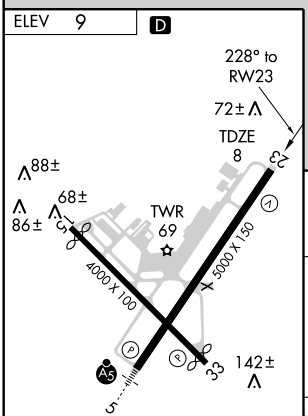
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 228° | TDZE | 8 |
| | Apt Elev | 9 |

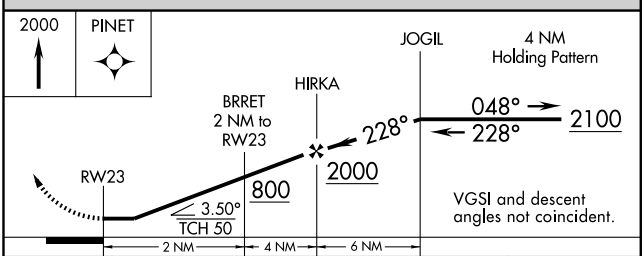
DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 552 (600-1) | | 560-1½ 552 (600-1½) | 560-1¾ 552 (600-1¾) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |



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NE-1, 26 AUG 2010 to 23 SEP 2010

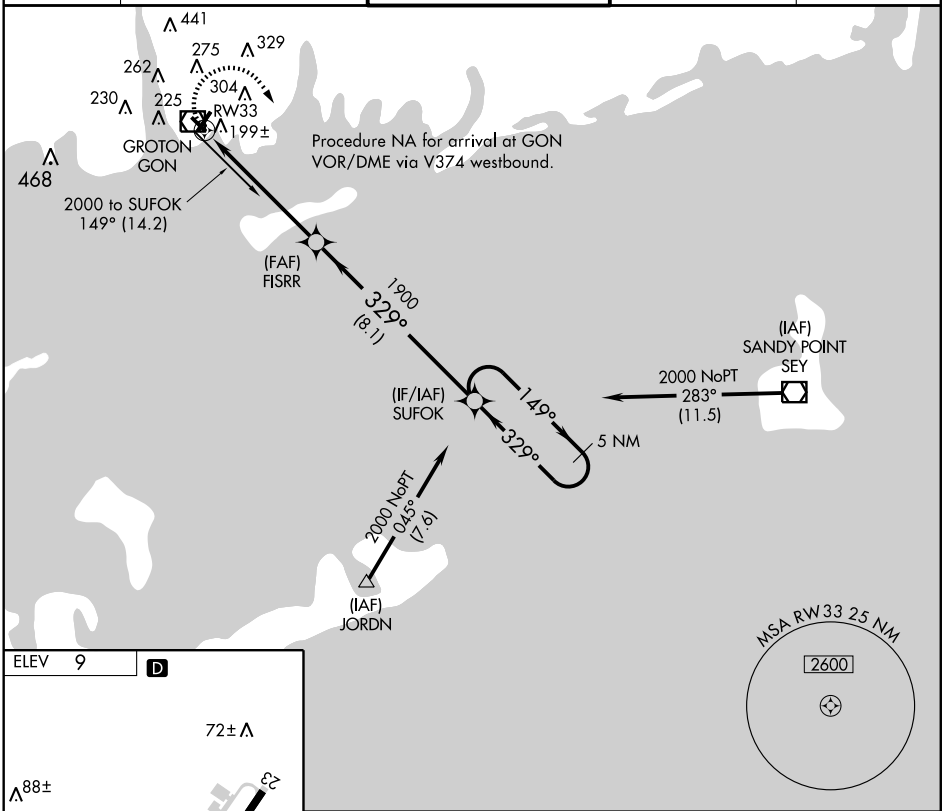
| APP CRS | Rwy ldg | 3665 |
|---|---|---|
| 329° | TDZE | 8 |
| | Apt Elev | 9 |

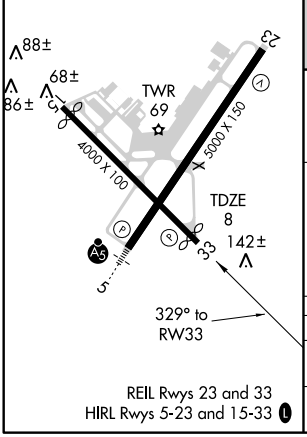
# RNAV (GPS) RWY 33
## GROTON-NEW LONDON (GON)

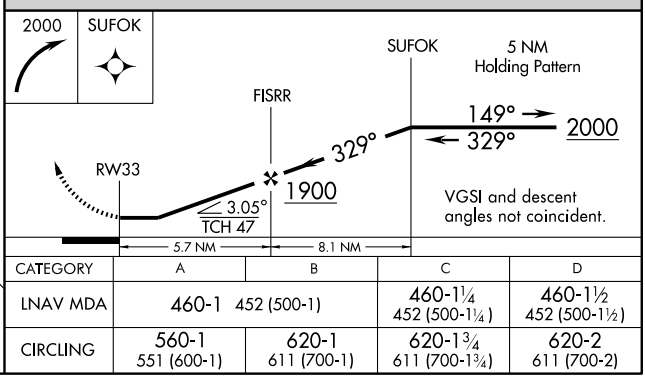
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop Straight-In/Circling Rwy 33 and Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 452 (500-1) | | 460-1¼ 452 (500-1¼) | 460-1½ 452 (500-1½) |
| CIRCLING | 560-1 551 (600-1) | 620-1 611 (700-1) | 620-1¾ 611 (700-1¾) | 620-2 611 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GON | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 110.85 | 027° | TDZE 7 |
| Chan 45 (Y) | | Apt Elev 9 |

# VOR RWY 5

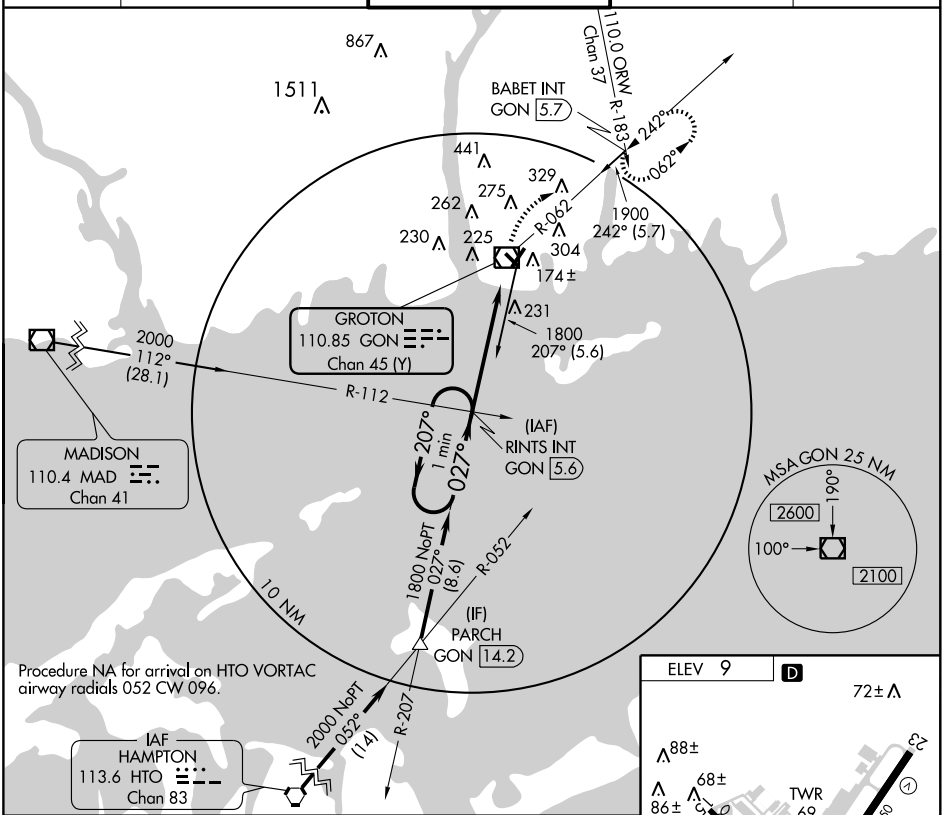
## GROTON-NEW LONDON (GON)

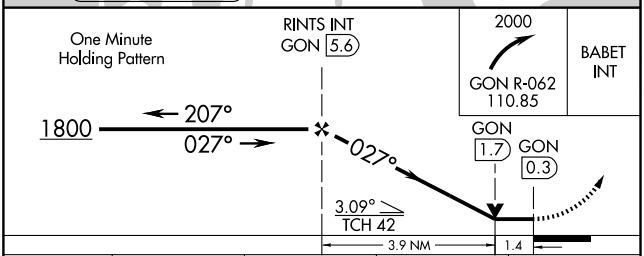
Inoperative table does not apply to Cat D.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling to Rwy 23 NA at night.

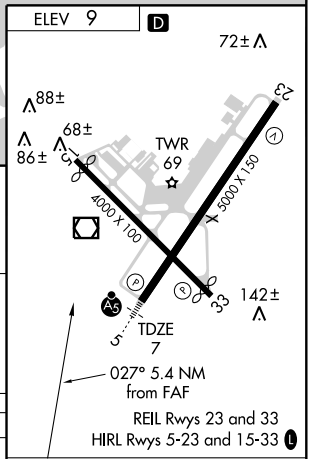
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 500/24 | 493 (500-½) | 500/40<br>493 (500-¾) | 500-1½<br>493 (500-1½) |
| CIRCLING | 560-1<br>551 (600-1) | 620-1<br>611 (700-1) | 620-1¾<br>611 (700-1¾) | 620-2<br>611 (700-2) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GON | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.85 | 242° | TDZE | 8 |
| Chan 45 (Y) | | Apt Elev | 9 |

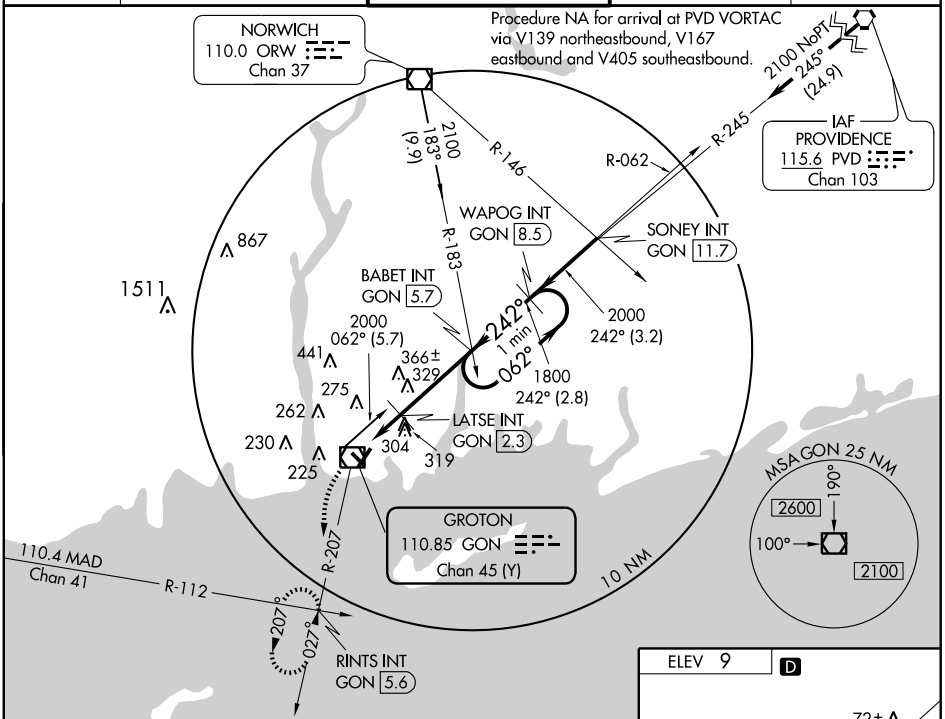
# VOR RWY 23

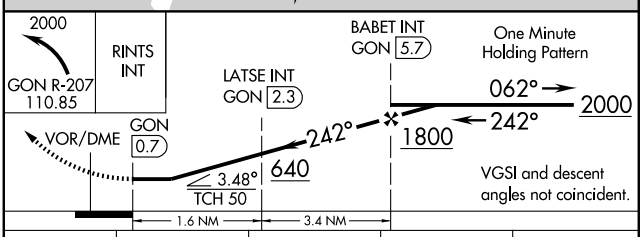
## GROTON-NEW LONDON (GON)

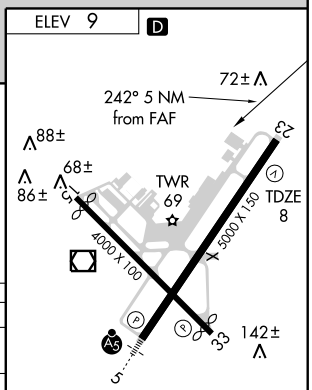
When VGSI inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | GROTON TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.0 | 125.75 319.2 | 125.6 (CTAF) L 352.8 | 121.65 352.8 | 119.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 640-1 | 632 (700-1) | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 | 631 (700-1) | 640-1¾ 631 (700-1¾) | 640-2 631 (700-2) |
| LATSE FIX MINIMUMS | | | | |
| S-23 | 580-1 | 572 (600-1) | 580-1½ 572 (600-1½) | 580-1¾ 572 (600-1¾) |
| CIRCLING | 580-1 | 620-1 | 620-1¾ | 620-2 |
| | 571 (600-1) | 611 (700-1) | 611 (700-1¾) | 611 (700-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



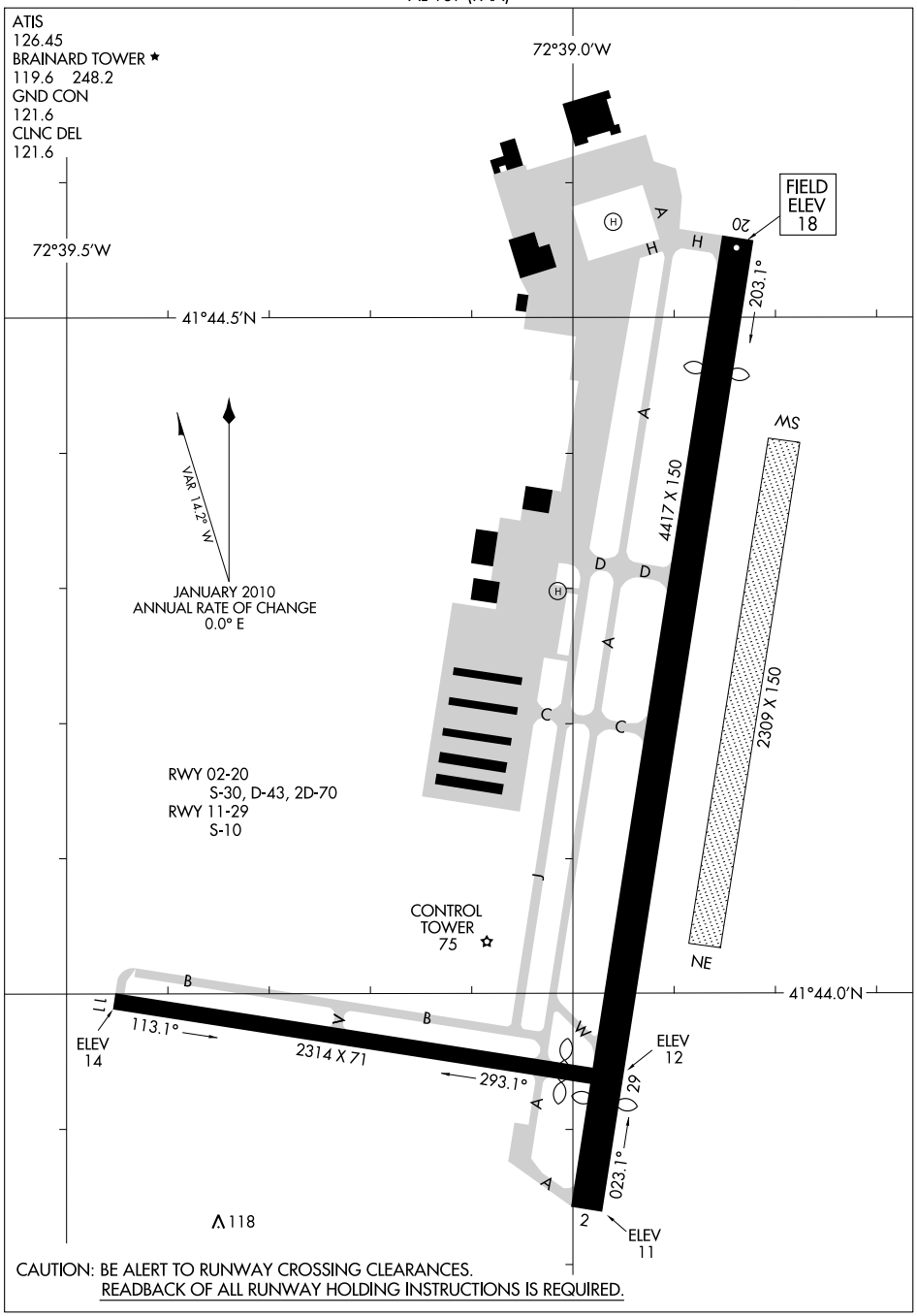
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-189 (FAA)

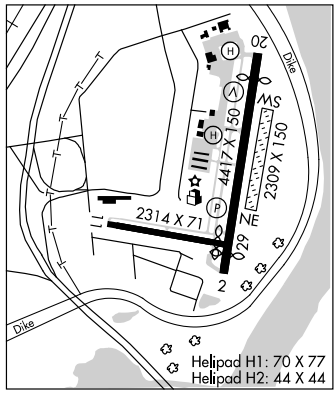
HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT






NE-1, 26 AUG 2010 to 23 SEP 2010

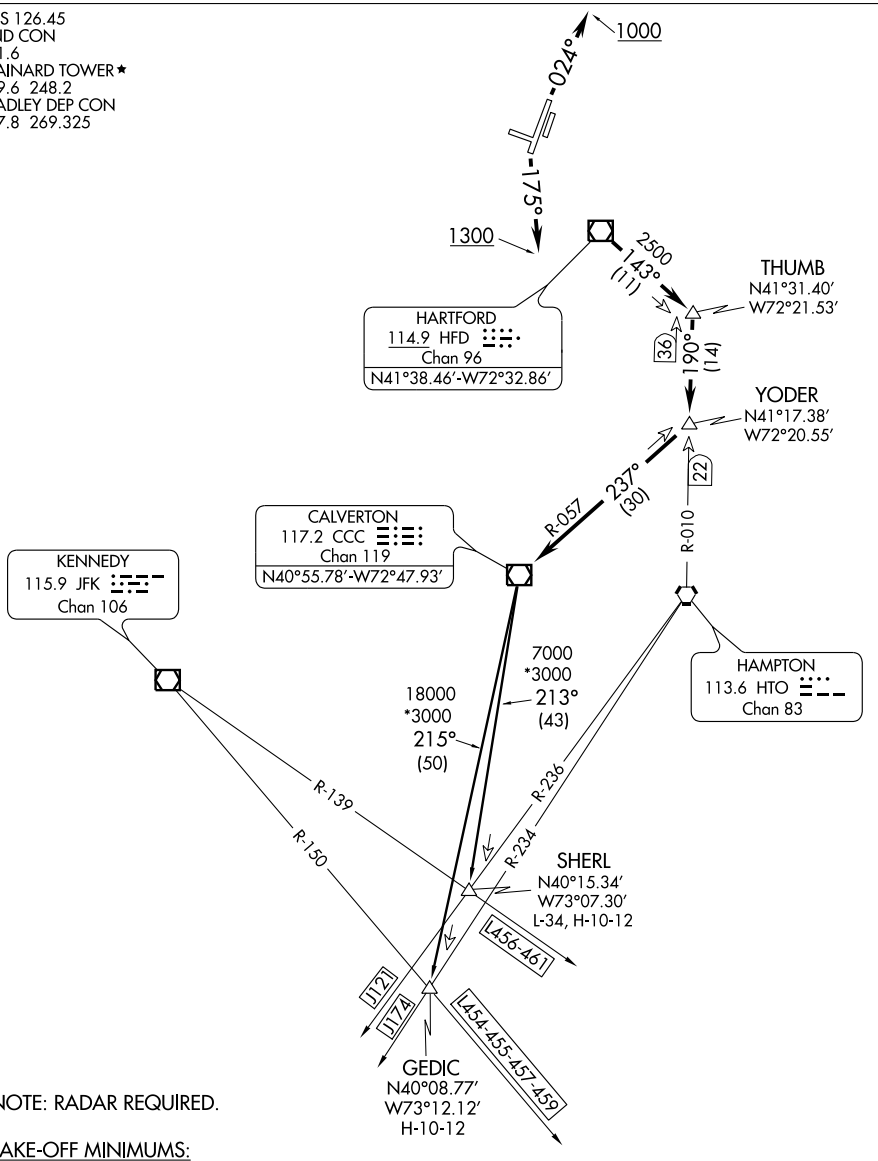
**HARTFORD–BRAINARD** (HFD) 3 SE UTC−5(−4DT) N41°44.20′ W72°38.97′ **NEW YORK**
18 B S4 **FUEL** 100LL, JET A TPA—1018(1000) NOTAM FILE HFD **L–33C, 34I**
**RWY 02–20:** H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL **IAP, AD**
**RWY 02:** REIL. PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 411′. Trees.
**RWY 20:** REIL. VASI(V4R)—GA 4.0°. Thld dsplcd 560′. Trees.
**RWY 11–29:** H2314X71 (ASPH) S–10 HIRL
**RWY 11:** Trees. **RWY 29:** Thld dsplcd 265′. Trees.
**RWY NE–SW:** 2309X150 (TURF)
**RWY NE:** Trees. **RWY SW:** Trees.
**AIRPORT REMARKS:** Attended Mon-Fri continuously, Sat-Sun 1100–0400Z‡. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE–SW CLOSED during winter months from Nov 2 to Apr 30 except for ski–equipped acft and helicopter training. Arpt CLOSED to air carrier ops. 20 ft drop off departure end Rwy 20. Birds and deer on and invof airport. Touch and go ldg and practice instrument apch prohibited Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Arpt located in noise sensitive area and populated areas to S and W should be avoided, see Brainard twr letters to airmen. Rwy 02–20 grooving 130 ft wide. When twr clsd ACTIVATE HIRL Rwy 02–20 and REIL Rwy 02 and Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 on 24 hrs. Ldg fee for business, corporate and revenue producing acft.




**WEATHER DATA SOURCES:** ASOS (860) 527–5837 **HIWAS** 114.9 HFD. LAWRS.
**COMMUNICATIONS: CTAF** 119.6 **ATIS** 126.45 (860) 246–5929 **UNICOM** 122.95
Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 121.6
**BRAINARD TOWER** 119.6 (1100–0500Z‡) **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1100–0500Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HFD.
**(L) VORW/DME** 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 334° 7.3 NM to fld. 849/13W. **HIWAS.**
**LOMIS NDB (LOM)** 244 HF N41°38.13′ W72°37.54′ 005° 6.2 NM to fld. NDB unmonitored when twr clsd. SHUTDOWN.
**LDA** 109.7 I–HFD Rwy 02. LDA unmonitored when twr clsd.

• • • •

# COASTAL THREE DEPARTURE




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 2, STANDARD.
Rwy 20, 300-1½ or STANDARD with minimum climb of 217′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

COASTAL THREE DEPARTURE
(CSTL3.CCC) 10154
HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)

NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLES:
Rwy 2: Pipe on OL building beginning 376′ from DER, 593′ left of centerline, up to 25′ AGL/57′ MSL. Bushes beginning 587′ from DER, 186′ left of centerline, up to 10′ AGL/54′ MSL. Trees beginning 765′ from DER, 59′ left of centerline, up to 100′ AGL/134′ MSL. Trees beginning 57′ from DER, 46′ right of centerline, up to 100′ AGL/125′ MSL. OL on levee 189′ from DER, on centerline to 154′ right of centerline, up to 22′ AGL/45′ MSL.
Rwy 20: Levee 56′ from DER, 453′ left of centerline, up to 24′ AGL/42′ MSL. Trees and bushes beginning 160′ from DER, 118′ left of centerline, up to 100′ AGL/119′ MSL. OL on dike beginning 493′ DER, 277′ left of centerline, up to 27′ AGL/45′ MSL. Spires from 1.12 NM from DER, 403′ left of centerline, 150′ AGL/195′ MSL. Light beginning 196′ from DER, 400′ right of centerline, up to 24′ AGL/42′ MSL. Trees beginning 798′ from DER, 28′ right of centerline, up to 100′ AGL/142′ MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

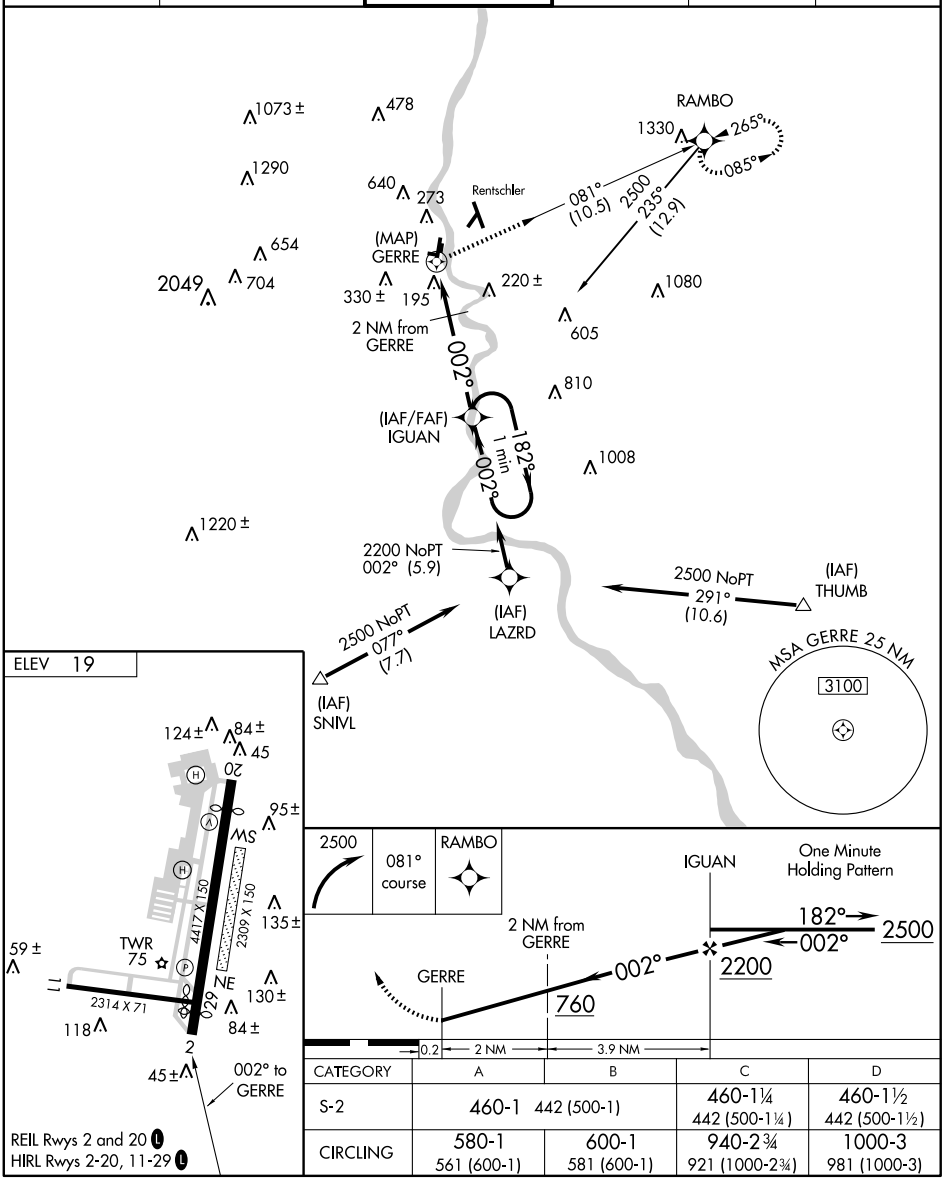
| APP CRS | Rwy Idg | 4006 |
|---|---|---|
| 002° | TDZE | 18 |
| | Apt Elev | 19 |

# GPS RWY 2
## HARTFORD-BRAINARD (HFD)

NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 460-1 442 (500-1) | | 460-1¼ 442 (500-1¼) | 460-1½ 442 (500-1½) |
| CIRCLING | 580-1 561 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

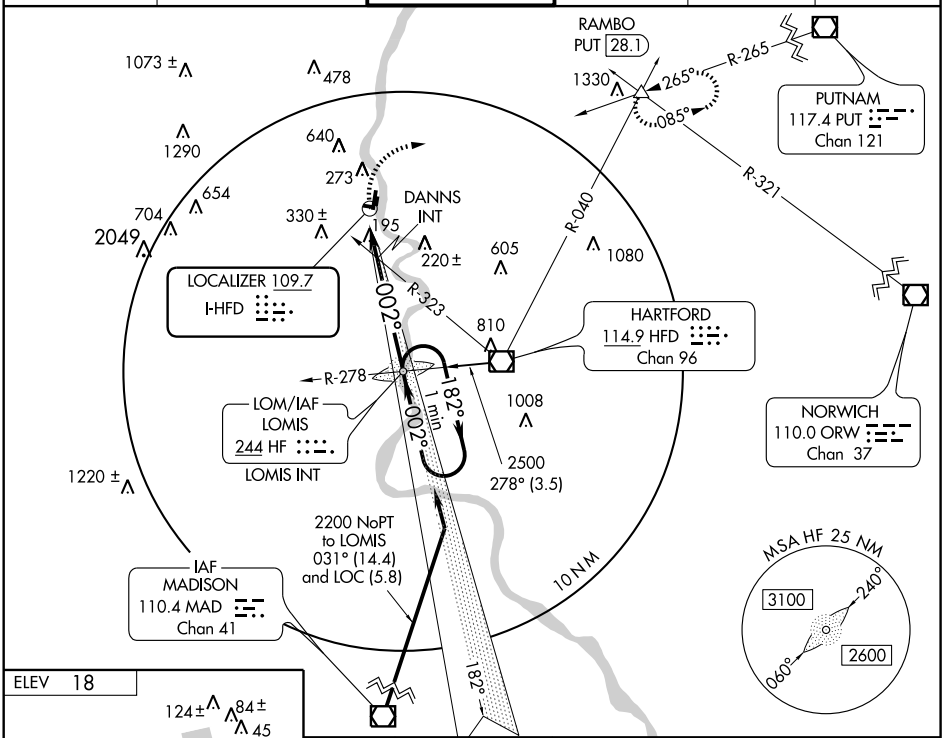
# LDA RWY 2

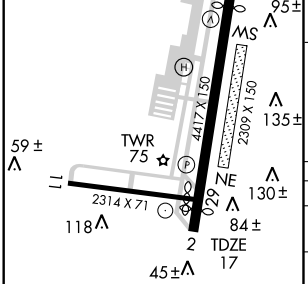
## HARTFORD-BRAINARD (HFD)

| LOC I-HFD | APP CRS | Rwy Idg | 4006 |
|---|---|---|---|
| 109.7 | 002° | TDZE | 17 |
| | | Apt Elev | 18 |

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

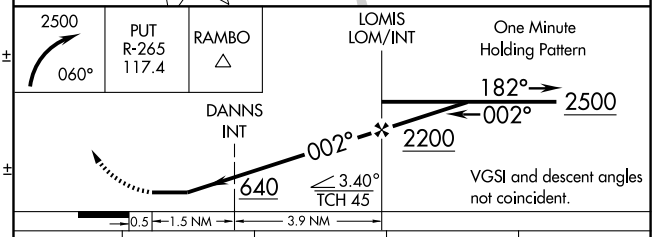
| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |




REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 11-29 L

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 640-1 623 (700-1) | | 640-1¾ 623 (700-1¾) | 640-2 623 (700-2) |
| CIRCLING | 640-1 622 (700-1) | | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |
| DANNS INT MINIMUMS | | | | |
| S-2 | 460-1 443 (500-1) | | 460-1¼ 443 (500-1¼) | 460-1½ 443 (500-1½) |
| CIRCLING | 580-1 562 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |



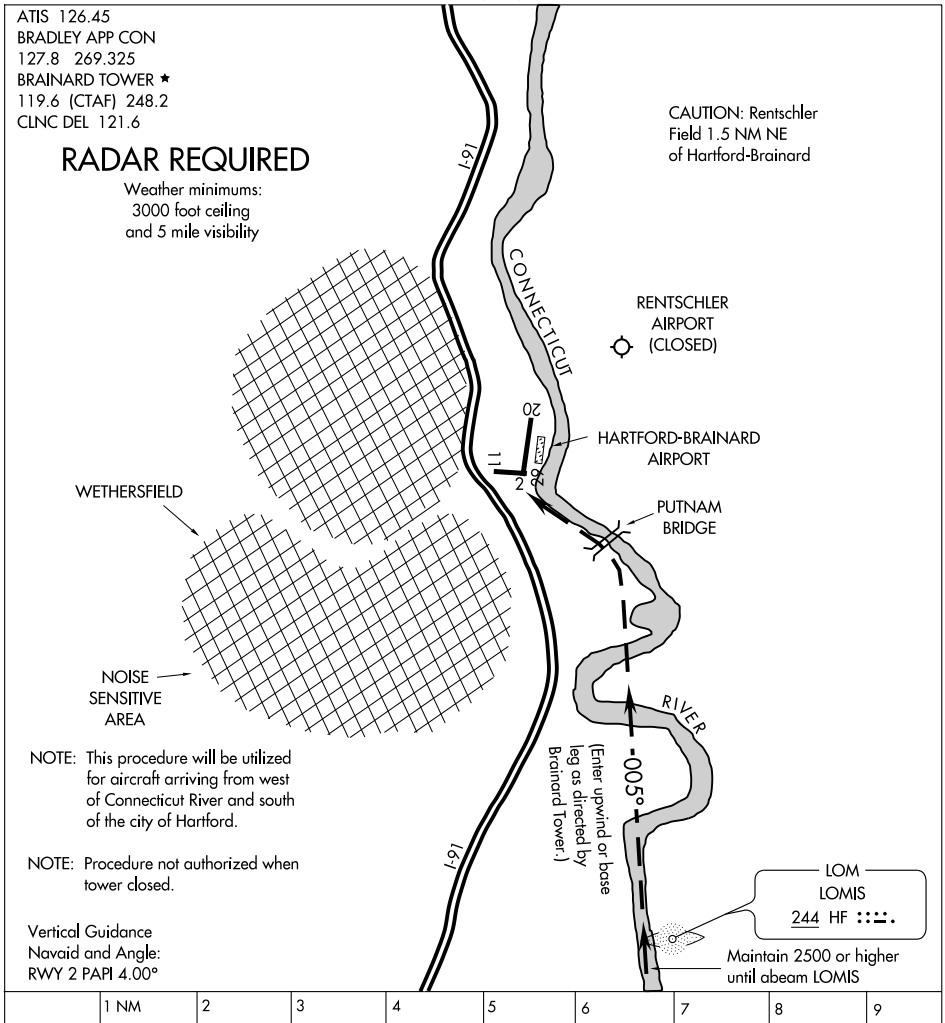
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RIVER VISUAL RWY 2





NE-1, 26 AUG 2010 to 23 SEP 2010






41°44′N - 72°39′W

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT




NOTE: Wilet, Audil, and HNK transitions are high altitude only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
WINDSOR LOCKS, CONNECTICUT
07298
NE-1, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

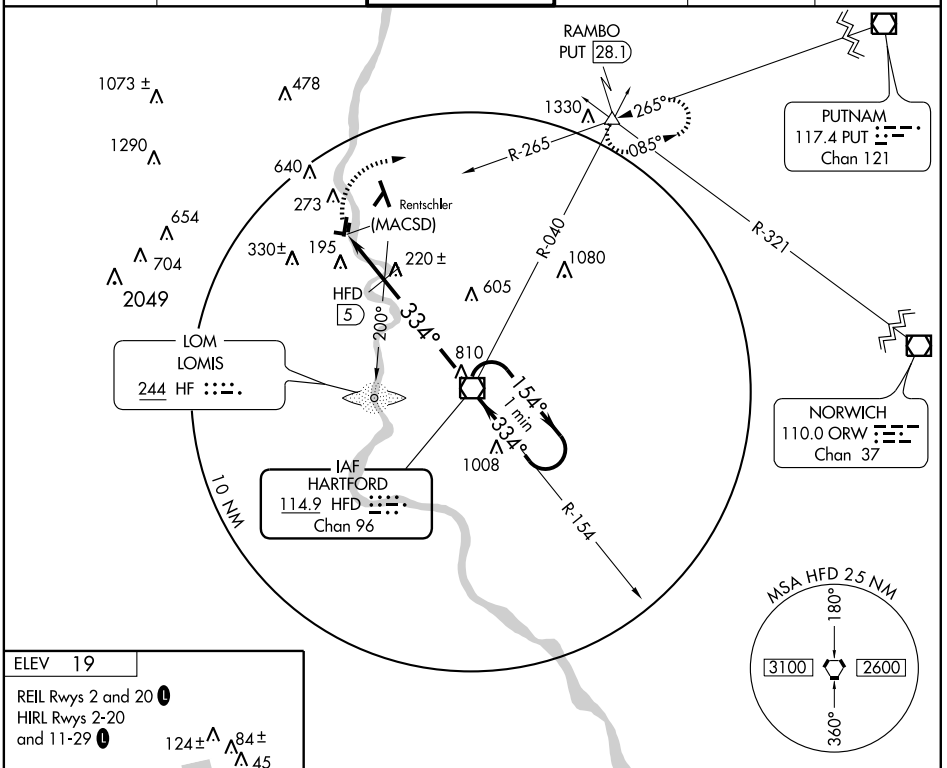
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME HFD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.9 | 334° | TDZE | N/A |
| Chan 96 | | Apt Elev | 19 |

# VOR or GPS-A
## HARTFORD-BRAINARD (HFD)

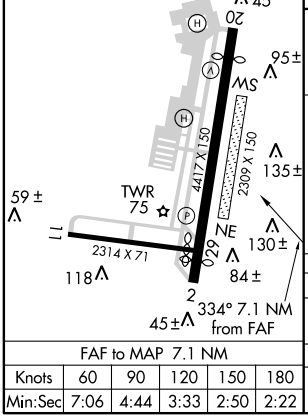
MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

| ATIS | BRADLEY APP CON | BRAINARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.45 | 127.8 269.325 | 119.6 (CTAF) L 248.2 | 121.6 | 121.6 | 122.95 |

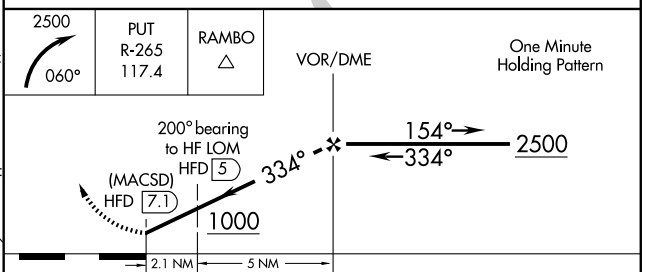









| FAF to MAP 7.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1¼ 981 (1000-1¼) | 1000-1½ 981 (1000-1½) | 1000-3 981 (1000-3) | |
| | LOM or DME MINIMUMS | | | |
| CIRCLING | 580-1 561 (600-1) | 600-1 581 (600-1) | 940-2¾ 921 (1000-2¾) | 1000-3 981 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## MERIDEN MARKHAM MUNI (MMK) 3 SW UTC−5(−4DT) N41°30.52′ W72°49.77′

NEW YORK
L–33B, 34I
IAP

103 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MMK

**RWY 18–36:** H3100X75 (ASPH) S–30 MIRL

**RWY 18:** Tree.

**RWY 36:** REIL. PAPI(P4L)—GA 3.5° TCH 40′. P-lines.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Crane 150 ft AGL ¼ mile NW apch end Rwy 18 dalgt hours intermittent. Crane(s) ¼ mile NW arpt. PPR for jet. Rwy 36 no touch and go ldg. Calm wind Rwy 18. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF. TPA for fixed wing acft 1103 (1000); TPA for helicopters 603 (500).

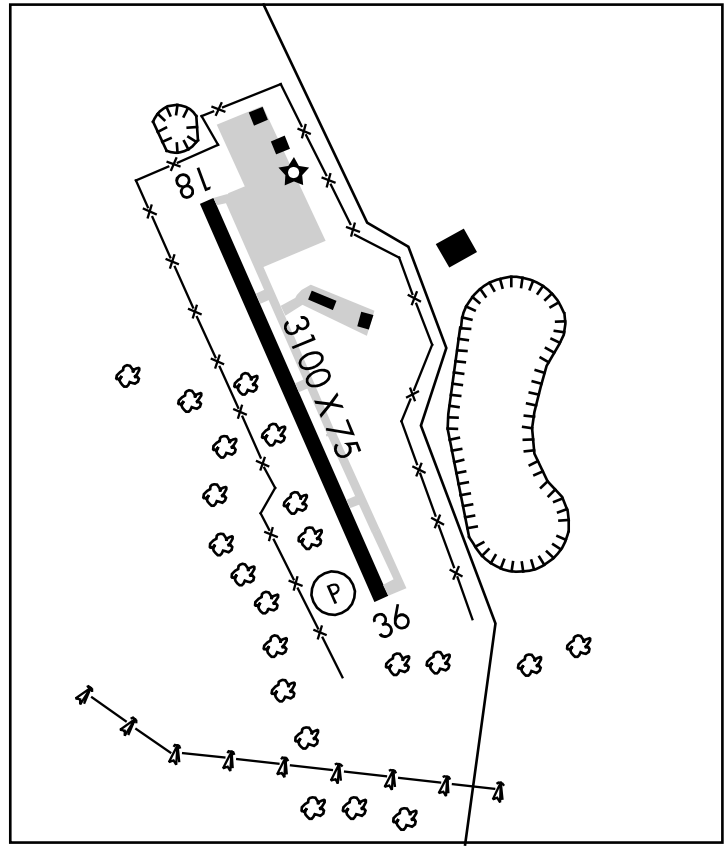
**WEATHER DATA SOURCES:** ASOS 134.925 (203) 639–9405.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 120.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MADISON (L) VOR/DME** 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 345° 13.2 NM to fld. 220/13W.




## NEW HAVEN N41°15.74′ W72°53.11′ NOTAM FILE HVN.

NEW YORK
L–33B, 34I

**(T) VOR/DME** 109.8 HVN Chan 35 at Tweed–New Haven. 6/13W.
VOR/DME unusable 070°–120° blo 6000′; 120°–070° byd 18 NM blo 2700′.

**RCO** 122.1R 109.8T (BRIDGEPORT RADIO)

| APP CRS | Rwy Idg | 3100 |
|---|---|---|
| 356° | TDZE | 99 |
| | Apt Elev | 103 |

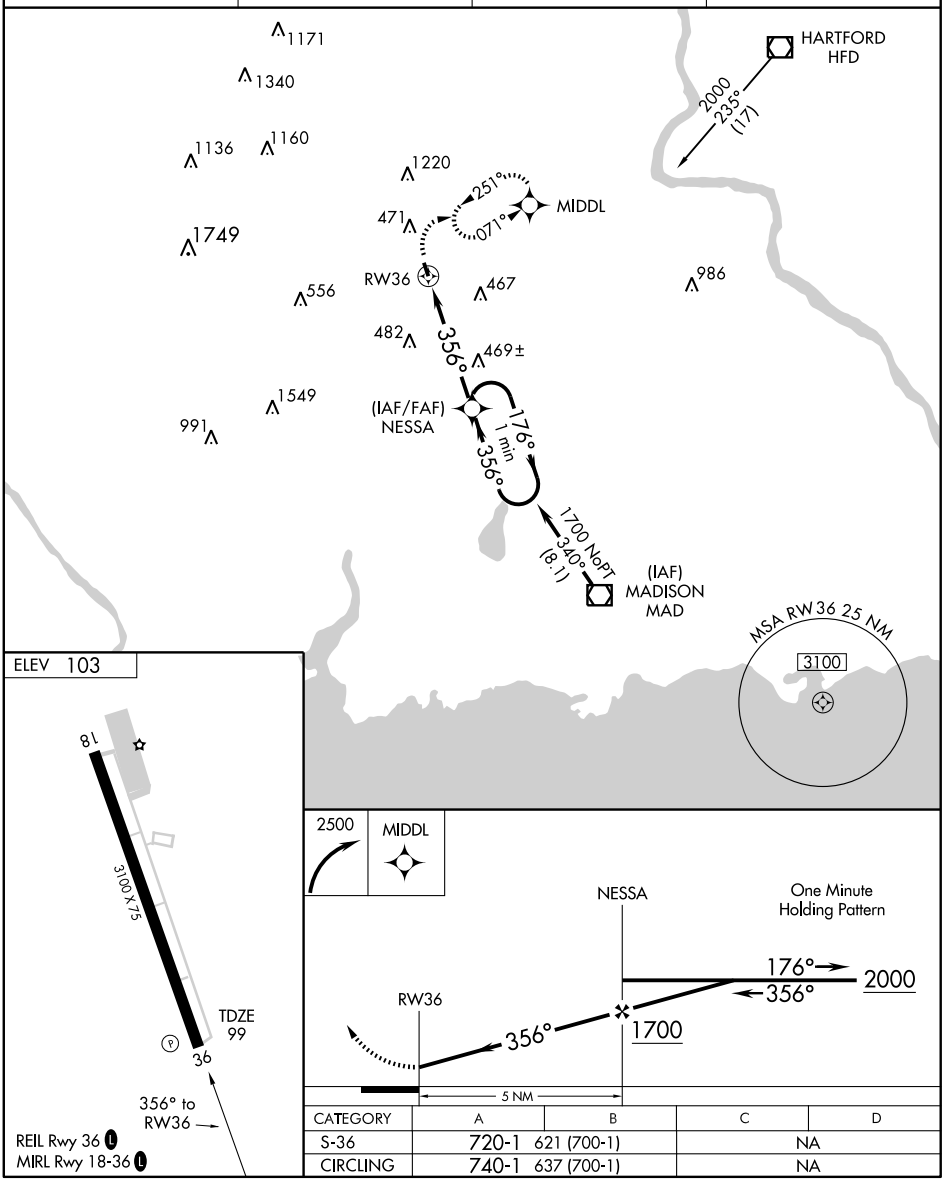
# GPS RWY 36

## MERIDEN MARKHAM MUNI (MMK)

NA

MISSED APPROACH: Climbing right turn to 2500 direct MIDDL WP and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.925 | 127.8 269.325 | 120.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 720-1 | 621 (700-1) | NA | |
| CIRCLING | 740-1 | 637 (700-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MAD 110.4 Chan 41 | APP CRS 345° | Rwy Idg 3100 TDZE 99 Apt Elev 103 |
|---|---|---|

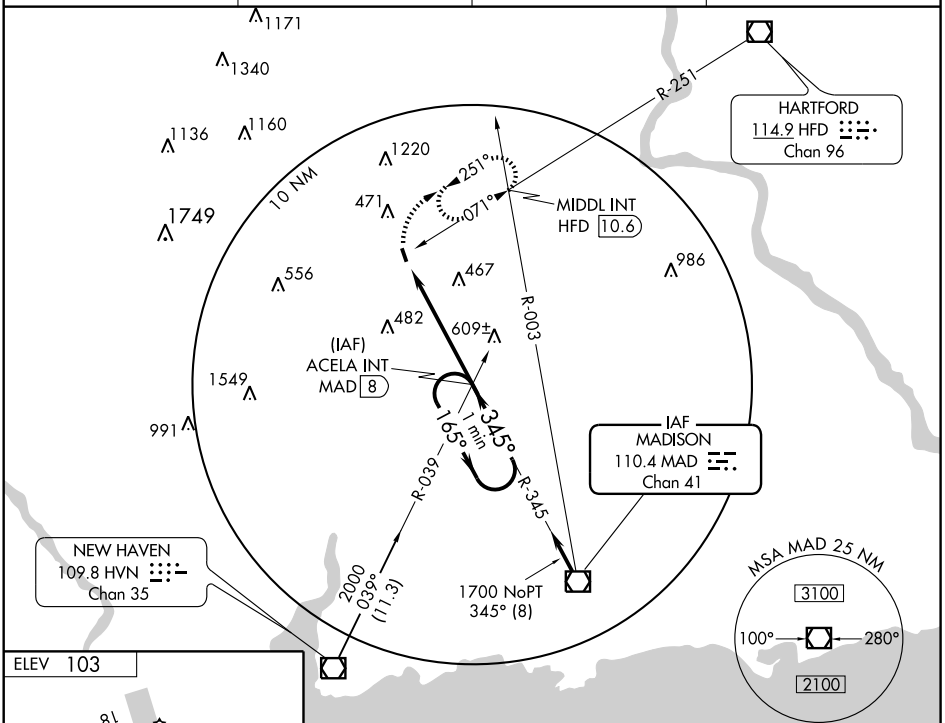
# VOR RWY 36

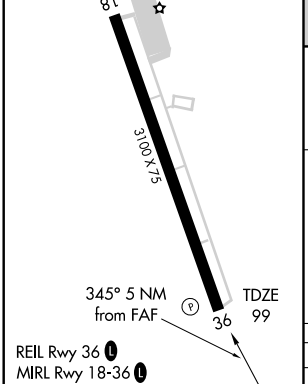
## MERIDEN MARKHAM MUNI (MMK)

NA

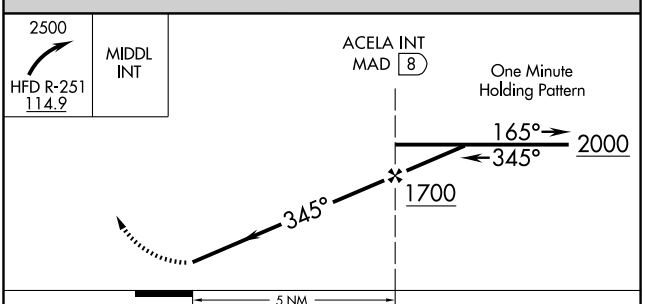
MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDDL Int/HFD 10.6 DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.925 | 127.8 269.325 | 120.65 | 123.05 (CTAF) L |



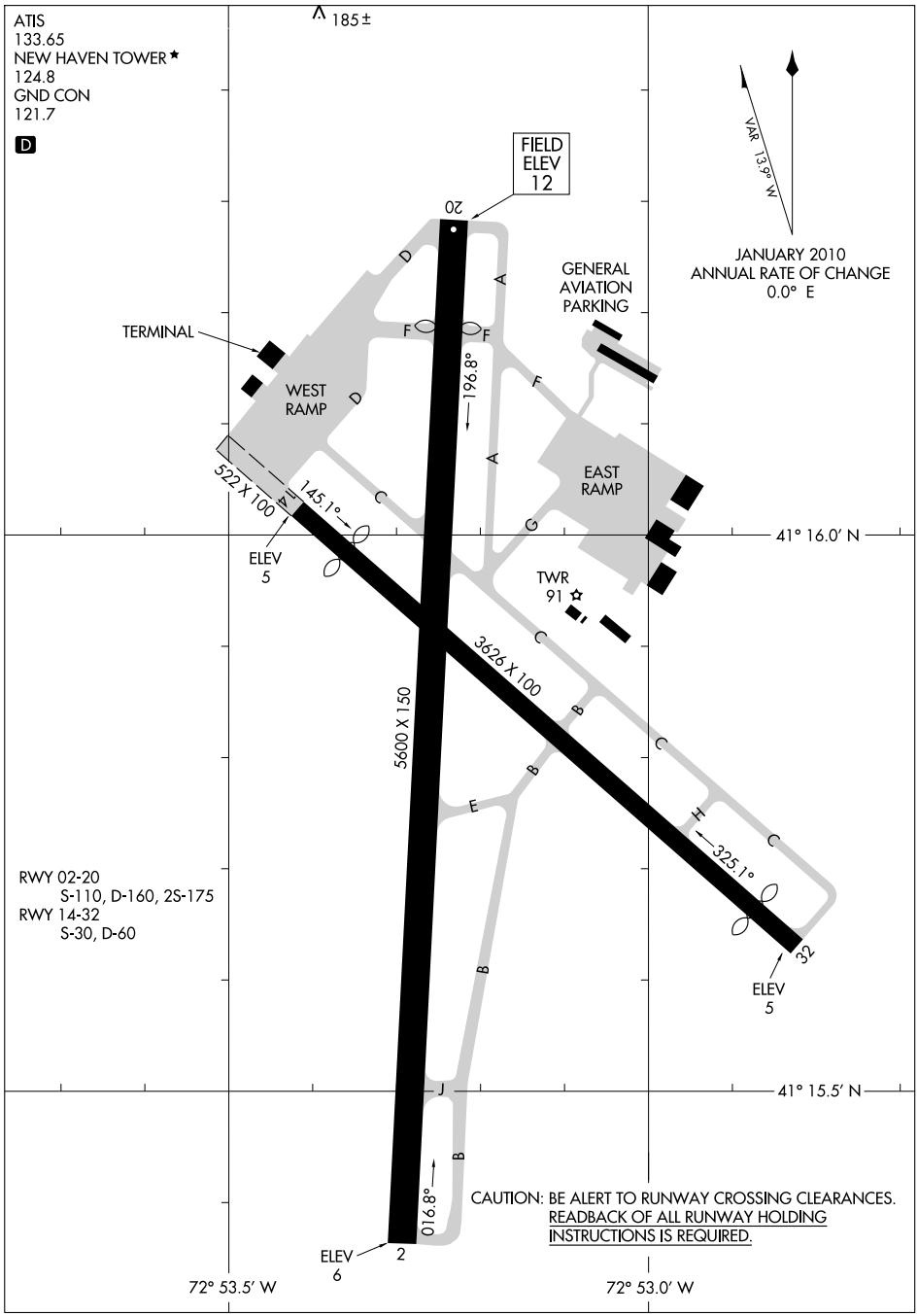

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 860-1<br>761 (800-1) | 860-1¼<br>761 (800-1¼) | NA | |
| CIRCLING | 860-1<br>757 (800-1) | 860-1¼<br>757 (800-1¼) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## NEW HAVEN

**TWEED–NEW HAVEN** (HVN) 3 SE UTC−5(−4DT) N41°15.83′ W72°53.21′ **NEW YORK**

12 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks LRA **H–10I, 12J, L–33B, 34I**

Class I, ARFF Index A NOTAM FILE HVN **IAP, AD**

**RWY 02–20:** H5600X150 (ASPH–GRVD) S–110, D–160, 2S–175 HIRL

**RWY 02:** MALSF. PAPI(P4L)—GA 3.0°TCH 50′. Trees.

**RWY 20:** VASI(V4L)—GA 4.0°TCH 56′. Thld dsplcd 352′. Trees.

**RWY 14–32:** H3626X100 (ASPH) S–30, D–60 MIRL

**RWY 14:** Thld dsplcd 361′. Trees. **RWY 32:** PAPI (P4L)—GA 3.5° TCH 50′. Thld dsplcd 300′. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 02:** TORA–5600 TODA–5600 ASDA–5600 LDA–5600

**RWY 14:** TORA–3630 TODA–3630 ASDA–3392 LDA–3028

**RWY 20:** TORA–5600 TODA–5600 ASDA–5251 LDA–5251

**RWY 32:** TORA–3630 TODA–3630 ASDA–3630 LDA–3329

**AIRPORT REMARKS:** Attended 1100–0300Z‡. Fuel avbl after hrs 203–467–9555. Rwy 14 CLOSED to jet ops and ngt ldg, Rwy 32 CLOSED to jet departures except by prior permission 203–466–8844. CLOSED to unscheduled air carrier ops with more than 19 passenger seats except PPR call ops 203–466–8844. Touch and go landing permitted 1200–0300Z‡ Mon–Sat; 1300–0300Z‡ Sun. CLOSED to acft over 78 decibels 1200–0300Z‡; 73 decibels 0300–0500Z‡ and 1100–1200Z‡; 68 decibels 0500–1100Z‡ except military emergency and medical acft; PPR call 203–466–8844. Ldg helicopters use Twys A and G intersection. Standing water at intersection of Twy G and east ramp after heavy rain. PAEW adjacent to all operational surfaces dalgt hrs Apr–Oct. Departing Rwy 20, right and left turn made after passing shoreline. TPA for single and light twin engine acft 1011 (999) and 1511 (1499) for all other acft. Avoid close–in base legs and short apchs ldg Rwy 14 and 20. Intersection departures are permitted when twr operational only to acft less than 12,500 lbs gross weight and only at the following intersections: Rwy 20 from Twy F has 4950 ft avbl and Rwy 02 from Twy B has 4750 ft avbl and Rwy 32 at hotel. Wildlife frequently on or invof arpt. Transient parking on east ramp only. Bcn ATC-CTL. When twr clsd ACTIVATE HIRL Rwy 02–20; MALSF Rwy 02; MIRL Rwy 14–32—CTAF. Ldg fee for all acft except military, government, emergency and medical. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (203) 466–6205. LAWRS.

**COMMUNICATIONS: CTAF** 124.8 **ATIS** 133.65 **UNICOM** 122.95

**NEW HAVEN RCO** 122.1R 109.8T (BRIDGEPORT RADIO)

Ⓡ **NEW YORK APP/DEP CON** 124.075

**NEW HAVEN TOWER** 124.8 (1100–0300Z‡) **GND CON** 121.7

**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HVN.

**NEW HAVEN (T) VOR/DME** 109.8 HVN Chan 35 N41°15.74′ W72°53.11′ at fld. 6/13W.

**ILS/DME** 109.1 I–HVN Chan 28 Rwy 02. Class IE. ILS unmonitored when twr clsd. VGSI and ILS glideslope not coincident.

## NEW MILFORD

**CANDLELIGHT FARMS** (11N) 3 SW UTC−5(−4DT) N41°34.01′ W73°27.97′ **NEW YORK**

675 NOTAM FILE BDR

**RWY 17–35:** 2900X50 (TURF)

**RWY 17:** Hill. **RWY 35:** Trees.

**AIRPORT REMARKS:** Attended daylight hours. Arpt CLOSED to helicopters and glider activity. Arpt CLOSED to touch and go ldg. Arpt CLOSED to transient. Experimental acft only by PPR 860–350–3577. Rwy 17–35 panel markers at each rwy end. Ldg fee. Overnight parking by PPR 860–350–3577. Fee for overnight parking.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

**CANDLELIGHT HELIPORT** (6Y2) 2 W UTC−5(−4DT) N41°34.07′ W73°27.64′ **NEW YORK**

675 NOTAM FILE BDR

**HELIPAD H1:** H50X50 (ASPH)

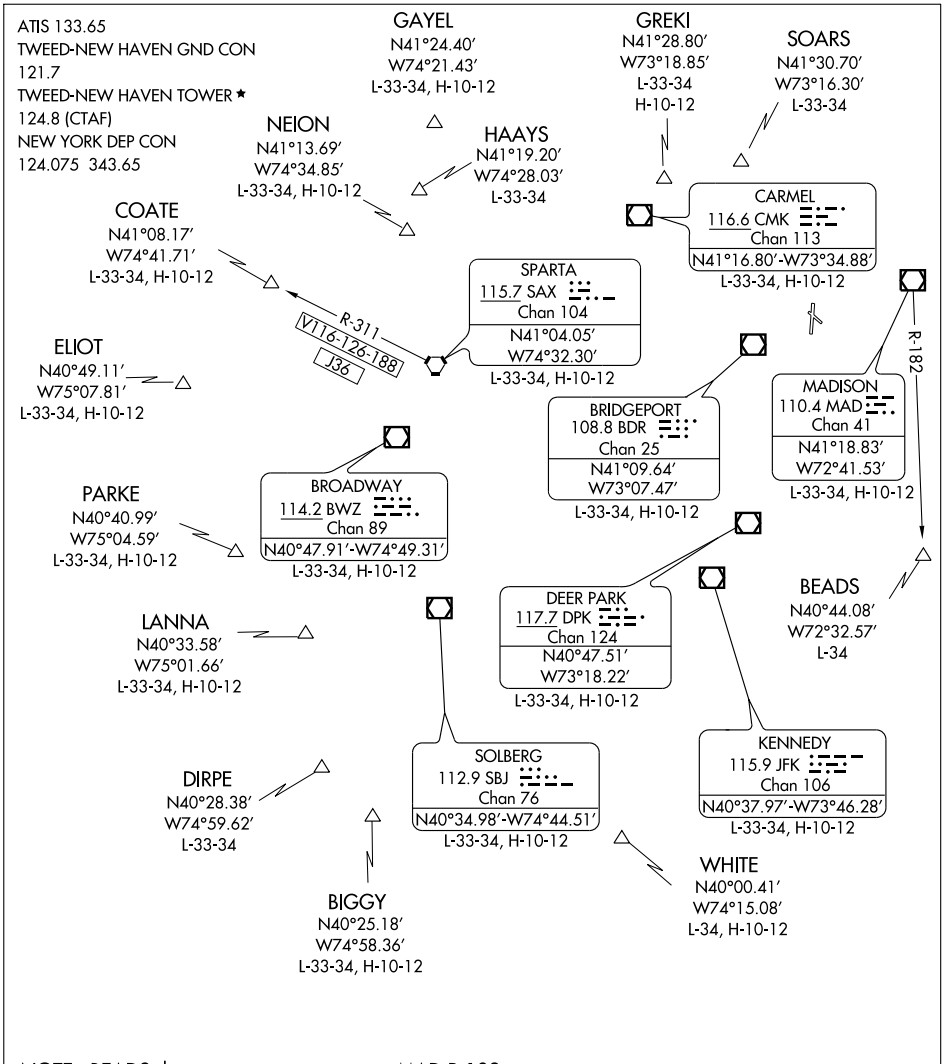
**HELIPORT REMARKS:** Unattended. Heliport CLOSED except PPR call 860–354–4681. Helipad H1 28 ft building 135 ft east of pad.

**COMMUNICATIONS: CTAF** 122.9

**NORTHFIELD HELIPORT** (See THOMASTON)

# BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)




NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.



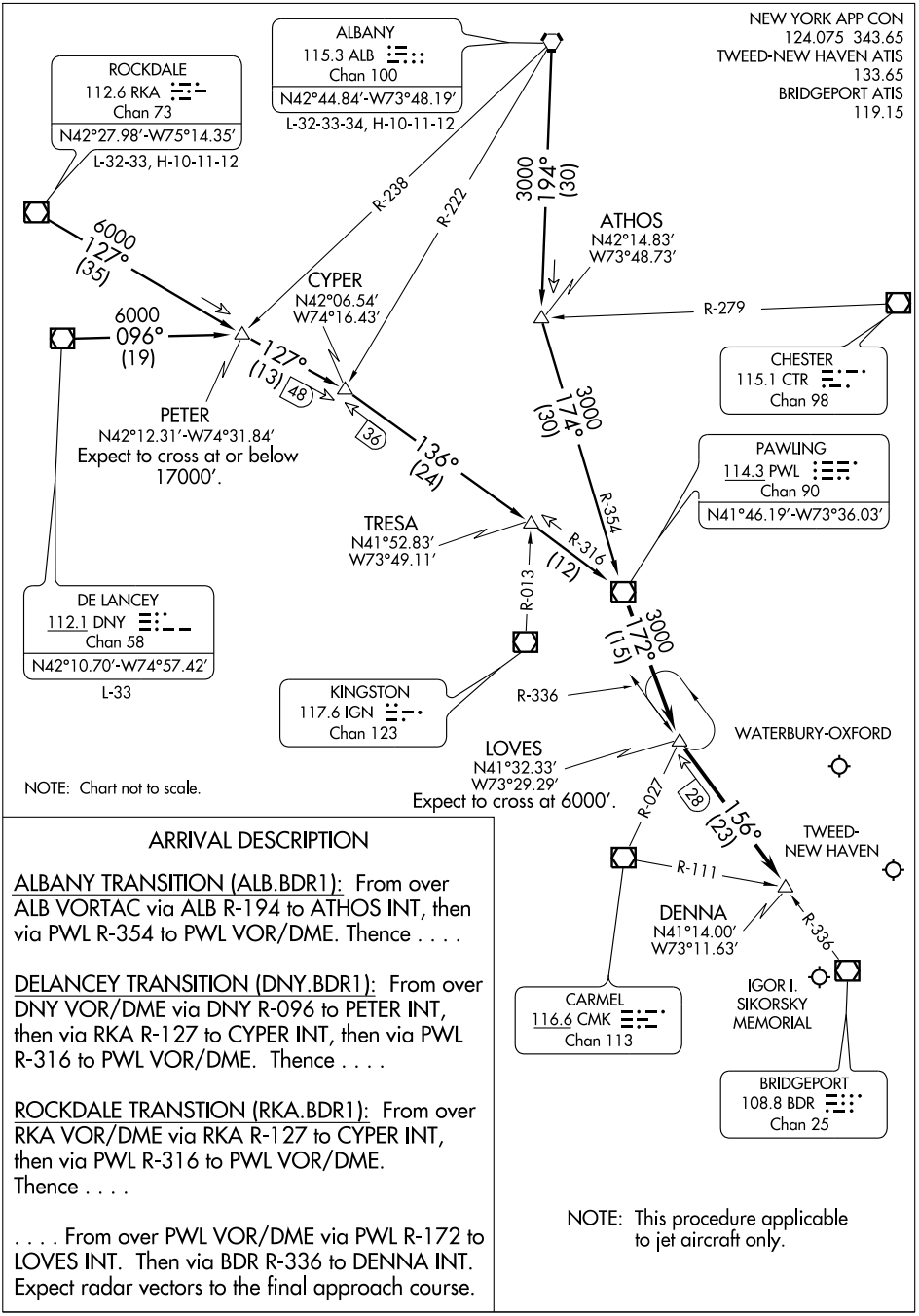
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT






## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

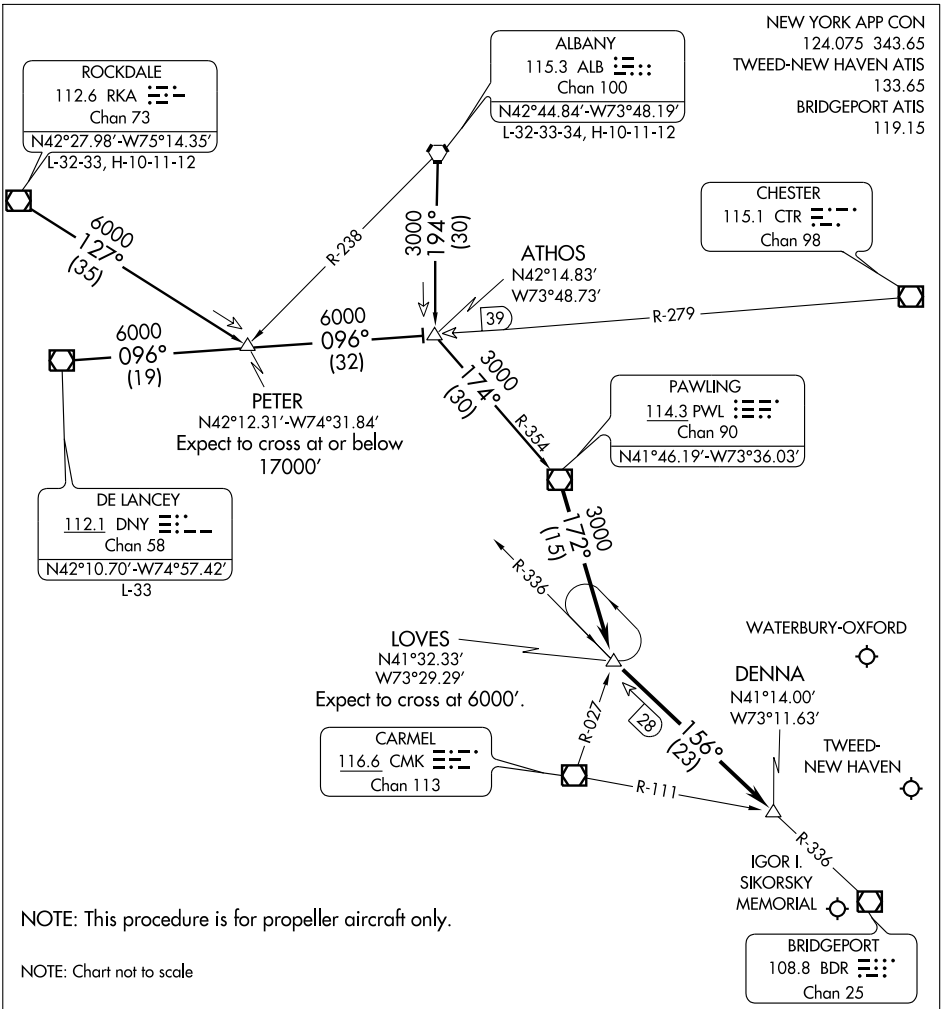
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 26 AUG 2010 to 23 SEP 2010




ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

AL-671 (FAA)

| LOC/DME I-HVN | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 109.1 | 016° | TDZE | 6 |
| Chan 28 | | Apt Elev | 12 |

# ILS or LOC RWY 2

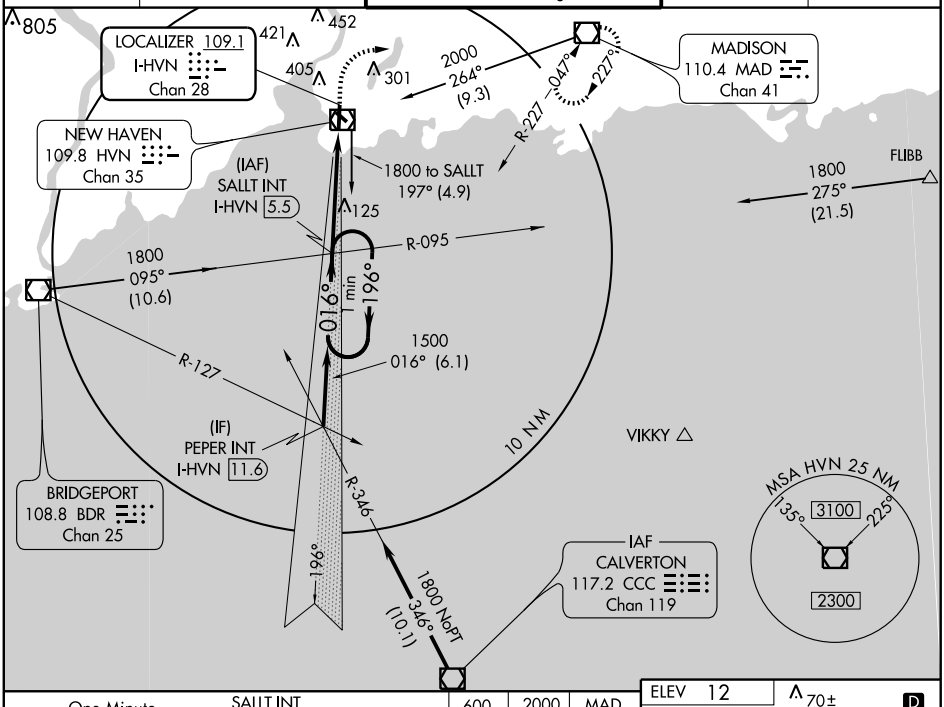
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

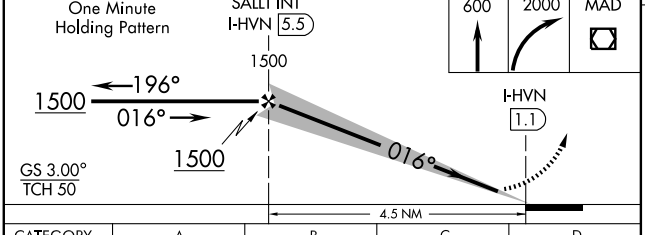
When local altimeter setting not received, use Islip altimeter setting. Inoperative table does not apply.

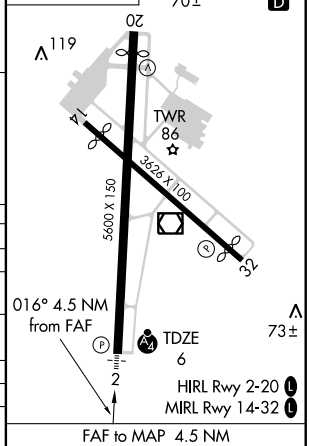
MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 297/50 | 291 (300-1) | | |
| S-LOC 2 | 400/50 | 394 (400-1) | | 400/60 394 (400-1¼) |
| CIRCLING | 720 - 1 | 708 (800-1) | 720 - 2 708 (800-2) | 720 - 2¼ 708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 2 | 378/60 | 372 (400-1¼) | | |
| S-LOC 2 | 480/50 | 474 (500-1) | 480/60 474 (500-1¼) | 480-1½ 474 (500-1½) |
| CIRCLING | 800 - 1¼ | 788 (800-1¼) | 800 - 2¼ 788 (800-2¼) | 800 - 2½ 788 (800-2½) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 86999 | 016° | TDZE | 6 |
| W02A | | Apt Elev | 12 |

AL-671 (FAA)

# RNAV (GPS) RWY 2

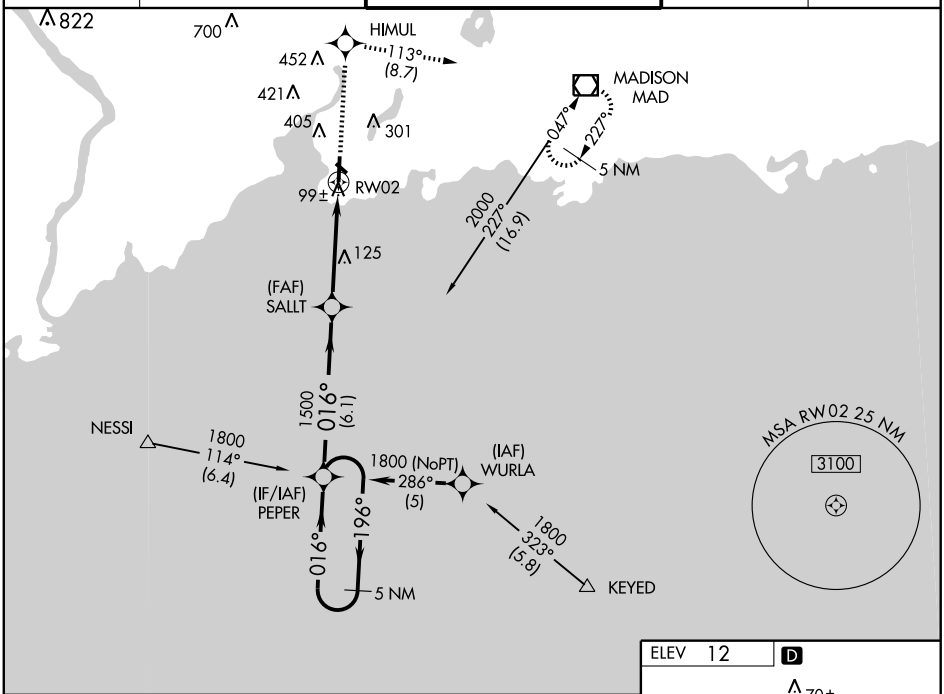
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

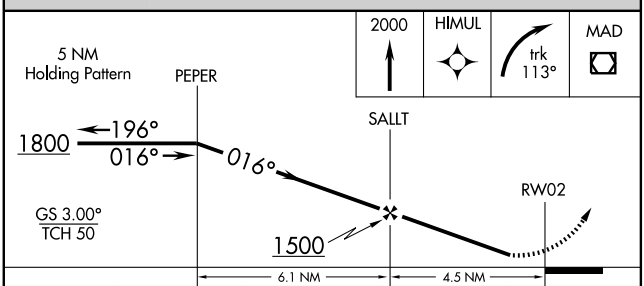
When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
Baro-VNAV NA when using Islip altimeter setting.
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply.
Procedure NA at night. DME/DME RNP -0.3 NA.

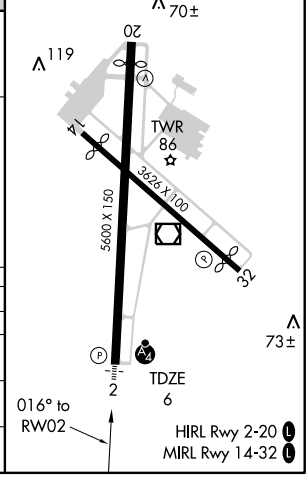
MALSF

MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 324/50 | 318 (400-1) | | |
| LNAV/VNAV DA | 364/60 | 358 (400-1¼) | | |
| LNAV MDA | 460/50 454 (500-1) | | 460/60 454 (500-1¼) | 460-1½ 454 (500-1½) |
| CIRCLING | 720 - 1¼ 708 (800-1¼) | | 720 - 2 708 (800-2) | 720 - 2¼ 708 (800-2¼) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME HVN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 319° | TDZE | N/A |
| Chan 35 | | Apt Elev | 12 |

AL-671 (FAA)

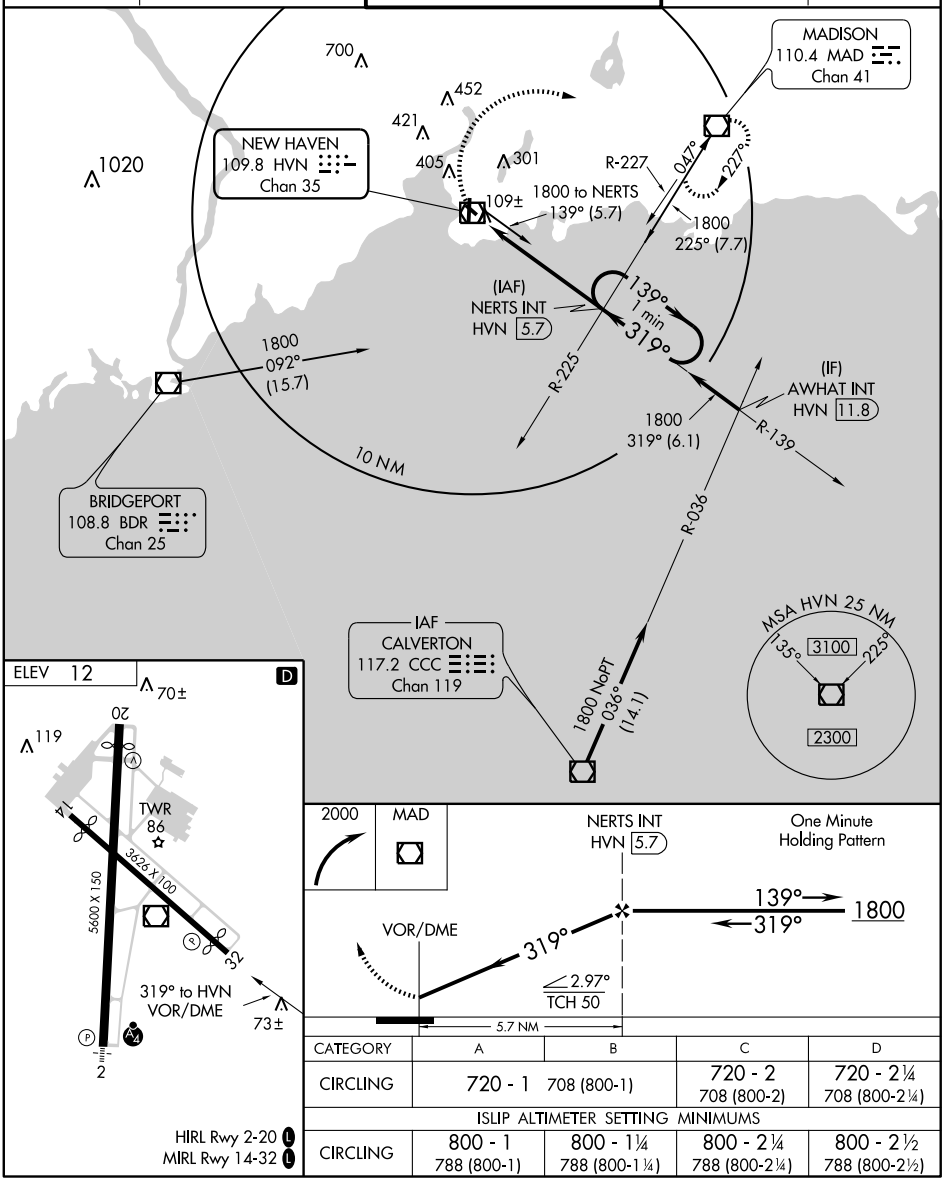
# VOR-A

## NEW HAVEN / TWEED-NEW HAVEN (HVN)

When local altimeter setting not received, use Islip altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold.

| ATIS | NEW YORK APP CON | | TWEED-NEW HAVEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 133.65 | 124.075 | 343.65 | 124.8 (CTAF) L | 121.7 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720 - 1 | 708 (800-1) | 720 - 2 | 720 - 2¼ |
| | | | 708 (800-2) | 708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 800 - 1 | 800 - 1¼ | 800 - 2¼ | 800 - 2½ |
| | 788 (800-1) | 788 (800-1¼) | 788 (800-2¼) | 788 (800-2½) |

HIRL Rwy 2-20 L
MIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME HVN | APP CRS | Rwy Idg 5600 |
|---|---|---|
| 109.8 | 025° | TDZE 6 |
| Chan 35 | | Apt Elev 12 |

AL-671 (FAA)

# VOR RWY 2

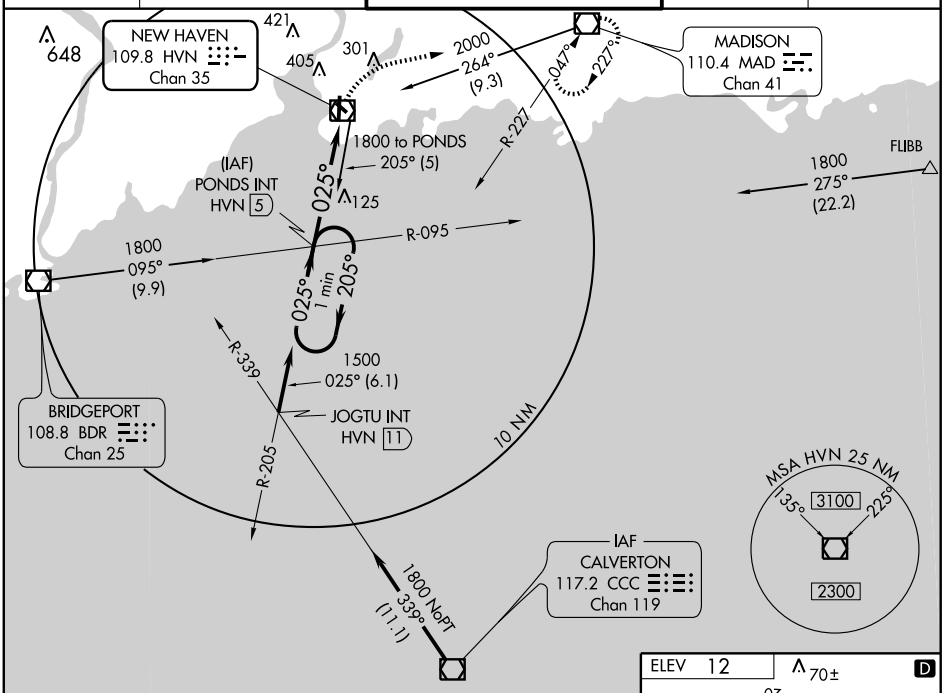
## NEW HAVEN / TWEED-NEW HAVEN (HVN)

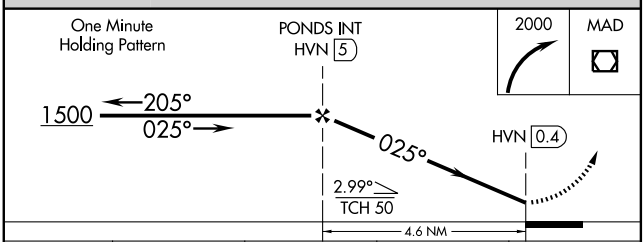
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting.

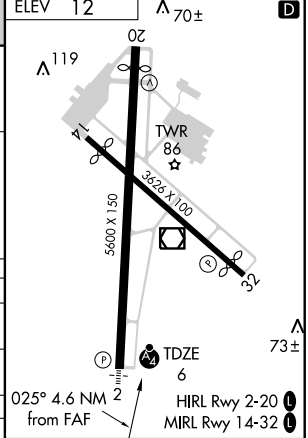
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold

| ATIS | NEW YORK APP CON | TWEED-NEW HAVEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.65 | 124.075 343.65 | 124.8 (CTAF) | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 420/50 | 414 (500-1) | 420/60 | 414 (500-1¼) |
| CIRCLING | 720 - 1 | 708 (800-1) | 720 - 2 | 720 - 2¼ |
| | | | 708 (800-2) | 708 (800-2¼) |
| ISLIP ALTIMETER SETTING MINIMUMS | | | | |
| S-2 | 500/50 | 494 (500-1) | 500/60 | 500 - 1½ |
| | | | 494 (500-1¼) | 494 (500-1½) |
| CIRCLING | 800 - 1 | 800 - 1¼ | 800 - 2¼ | 800 - 2½ |
| | 788 (800-1) | 788 (800-1¼) | 788 (800-2¼) | 788 (800-2½) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

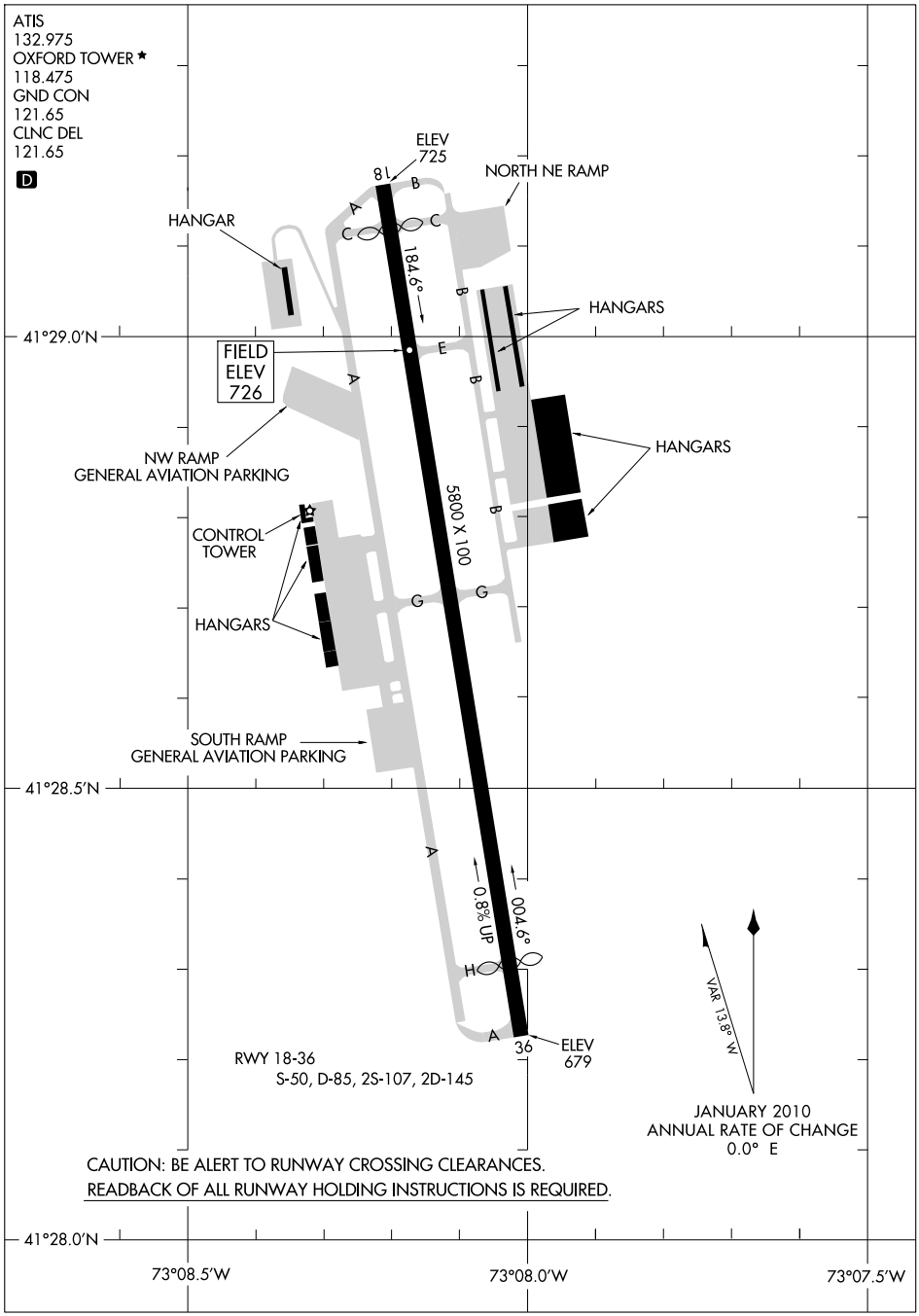


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT



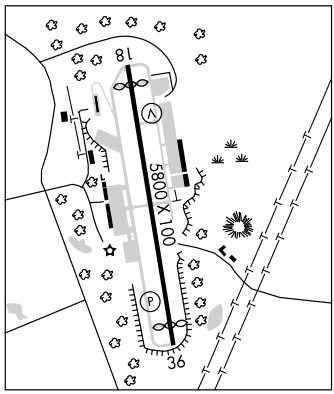

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**NORWICH** N41°33.38′ W71°59.96′ NOTAM FILE BDR. NEW YORK
**(L) VOR/DME** 110.0 ORW Chan 37 203° 13.7 NM to Groton–New London. 310/14W. H–10I, L–33C, 34I
**RCO** 122.1R 110.0T (BRIDGEPORT RADIO)

## OXFORD

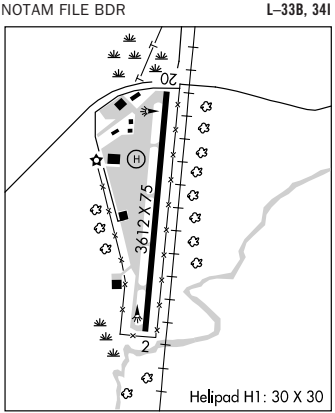
**WATERBURY–OXFORD** (OXC) 3 N UTC−5(−4DT) N41°28.71′ W73°08.12′ NEW YORK
726 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE OXC H–10I, 12J, L–33B, 34I
**RWY 18–36:** H5800X100 (ASPH–GRVD) S–50, D–85, 2S–107, 2D–145 HIRL 0.8% up N IAP, AD
**RWY 18:** VASI(V4L)—GA 3.0°TCH 56′. Thld dsplcd 300′. Tree.
**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 500′. P–lines.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 18:** TORA–5800 TODA–5800 ASDA–5300 LDA–5000
**RWY 36:** TORA–5800 TODA–5800 ASDA–5500 LDA–5000
**AIRPORT REMARKS:** Attended continuously. Deer and birds on and invof arpt. 748′ electric transmission towers running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18–36 safety zone summer only SR–SS (mowing in progress daily). Arpt CLOSED to air carrier ops. Touch and go landings and practice low approaches prohibited between 0400–1200Z‡. Practice low approach Rwy 36 not allowed when Rwy 18 is active. All sod areas CLOSED. Rwy 36 calm wind rwy. TPA for acft up to 12,500 lbs 1699 (973), acft over 12,500 lbs 2199 (1473). Twy B south of Twy G reflectors only. Twy D reflectors only. ACTIVATE HIRL Rwy 18–36—CTAF. Ldg fee for business, corporate and revenue producing acft.




**WEATHER DATA SOURCES:** AWOS–3 132.975 (203) 262–1190.
**COMMUNICATIONS: CTAF** 118.475 **ATIS** 132.975 (203) 262–1190 **UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 124.075 135.1 **CLNC DEL** 135.1
**TOWER** 118.475 (1100–0200Z‡) **GND CON** 121.65
**CLNC DEL** 121.65
**AIRSPACE: CLASS D** svc 1100–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**MADISON (L) VOR/DME** 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 309° 22.3 NM to fld. 220/13W.
**CLERA NDB (MHW)** 362 JWE N41°22.94′ W73°06.75′ 004° 5.9 NM to fld.
**NDB (MHW)** 257 TBY N41°31.76′ W73°08.63′ 187° 3.1 NM to fld. Unusable beyond 10 NM.
**ILS/DME** 109.55 I–OXC Chan 32 (Y) Rwy 36. Class IIB. ILS unmonitored. LOC unusable byd OM above 5200 and at thld abv 1700 ft.

## PLAINVILLE

**ROBERTSON FLD** (4B8) 2 N UTC−5(−4DT) N41°41.42′ W72°51.89′ NEW YORK
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE BDR L–33B, 34I
**RWY 02–20:** H3612X75 (ASPH) S–25 MIRL
**RWY 02:** REIL. **RWY 20:** REIL. Trees.
**AIRPORT REMARKS:** Attended Oct–Apr 1130–0100Z‡, May–Sep 1230–0100Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. REIL Rwys 02 and 20 opr when rwy lgts on high intensity. TPA for acft less than 12,500 pounds 1000 (800), for acft 12,500 pounds and above 1500 (1300). Ldg fee for commercial and corporate acft only.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BRADLEY CLNC DEL** 134.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HFD.
**HARTFORD (L) VORW/DME** 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 295° 14.6 NM to fld. 849/13W. **HIWAS.**
• • • • • • • • • • • • • • • • • •
**HELIPAD H1:** H30X30 (ASPH)

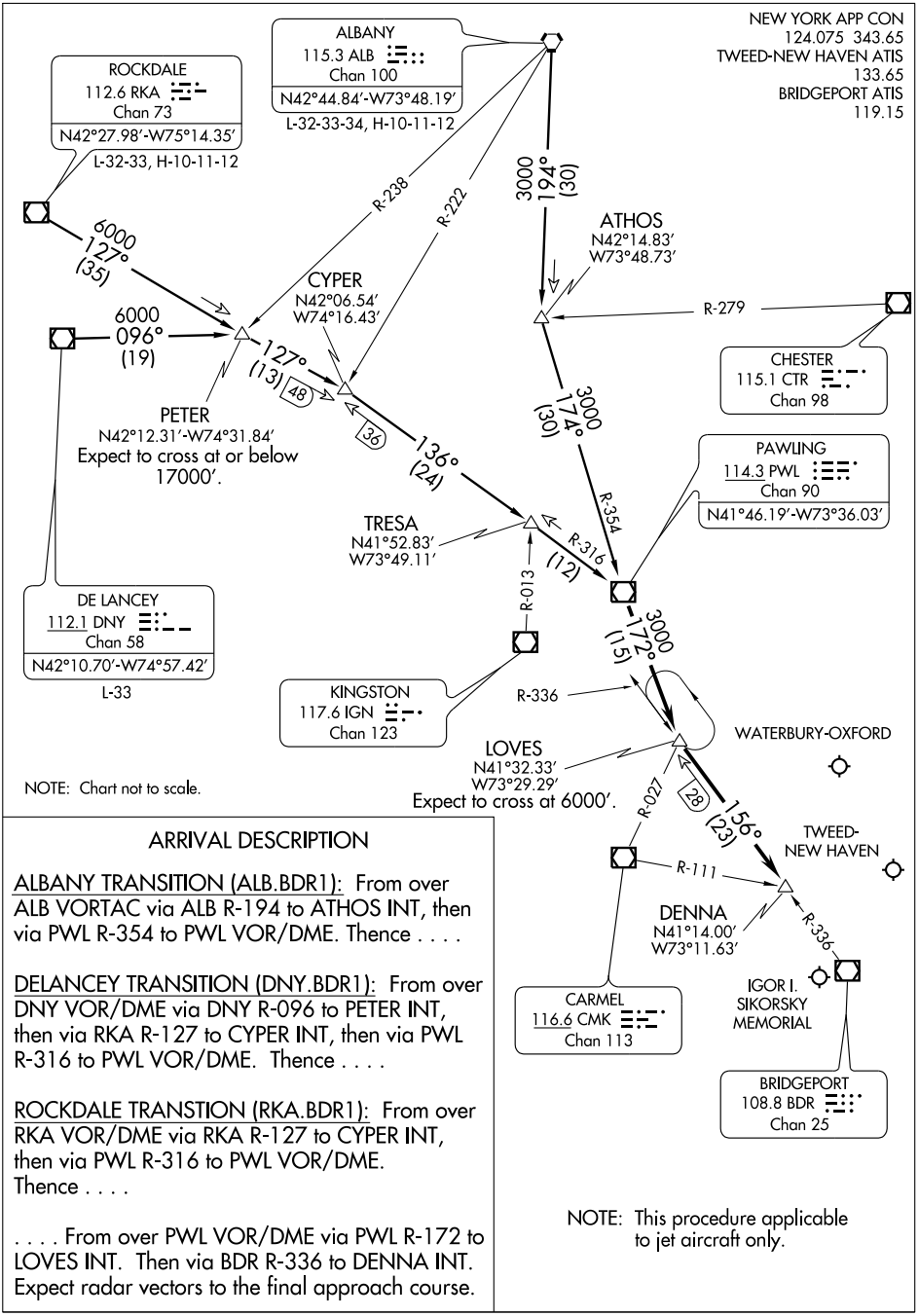


# BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT






## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

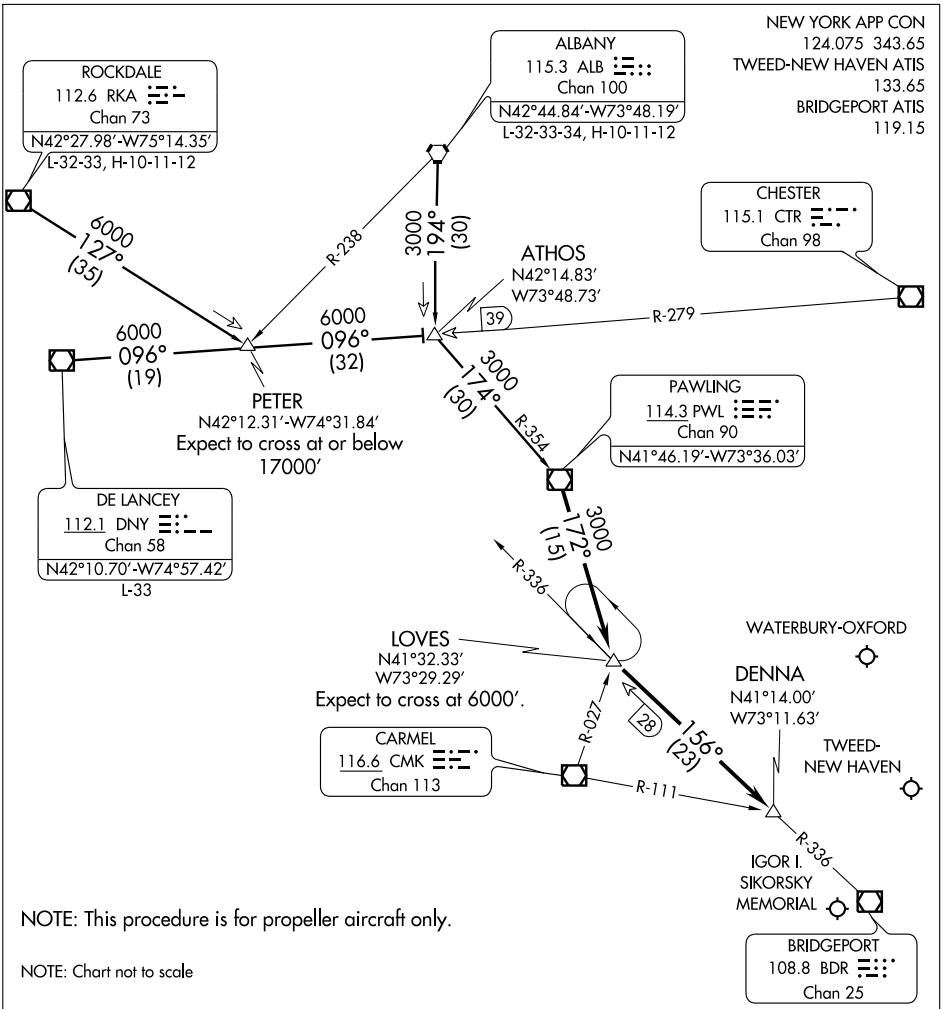
NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

(PWL.BDR1) 10154

NE-1, 26 AUG 2010 to 23 SEP 2010




ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

| LOC/DME I-OXC | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.55 | 005° | TDZE | 721 |
| Chan 32 (Y) | | Apt Elev | 726 |

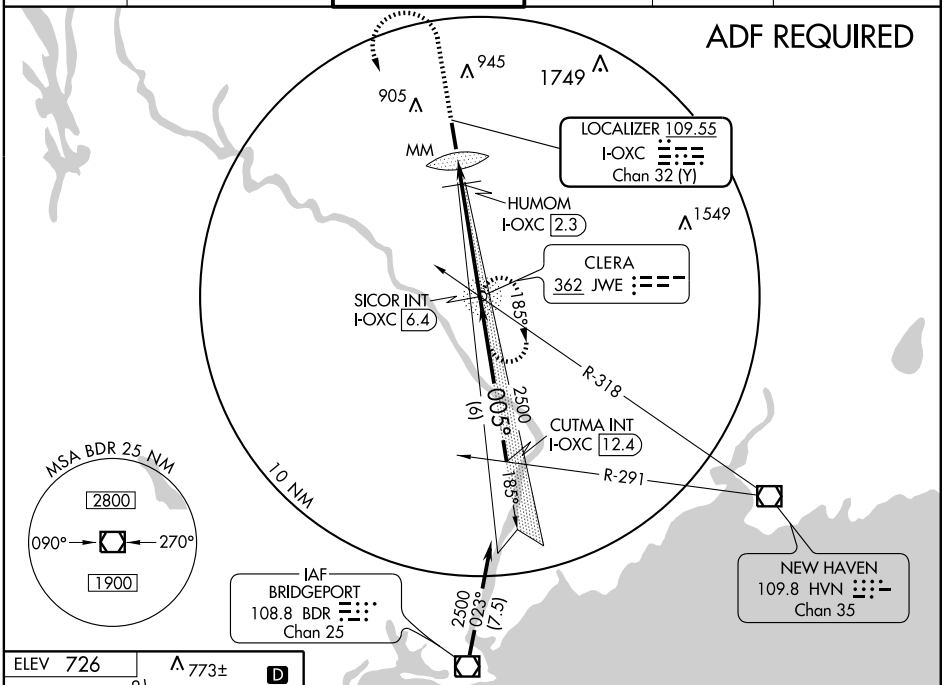
# ILS or LOC RWY 36

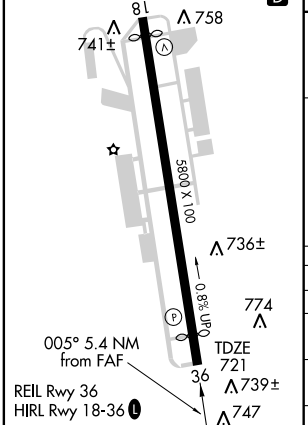
OXFORD / WATERBURY-OXFORD (OXC)

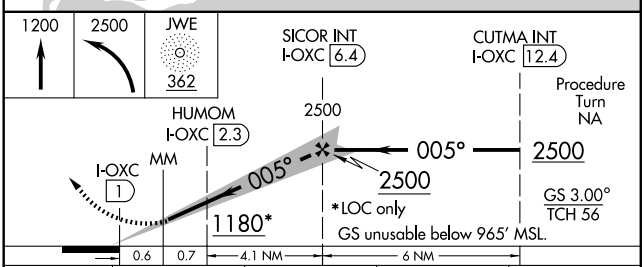
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct CLERA NDB and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 971-1 250 (300-1) | | | |
| S-LOC 36 | 1180-1 459 (500-1) | | 1180-1¼ 459 (500-1¼) | 1180-1½ 459 (500-1½) |
| CIRCLING | 1280-1 554 (600-1) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |
| HUMOM FIX MINIMUMS | | | | |
| S-LOC 36 | 1040-1 319 (400-1) | | | |
| CIRCLING | 1280-1 554 (600-1) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 42901 | 185° | TDZE | 726 |
| W18A | | Apt Elev | 726 |

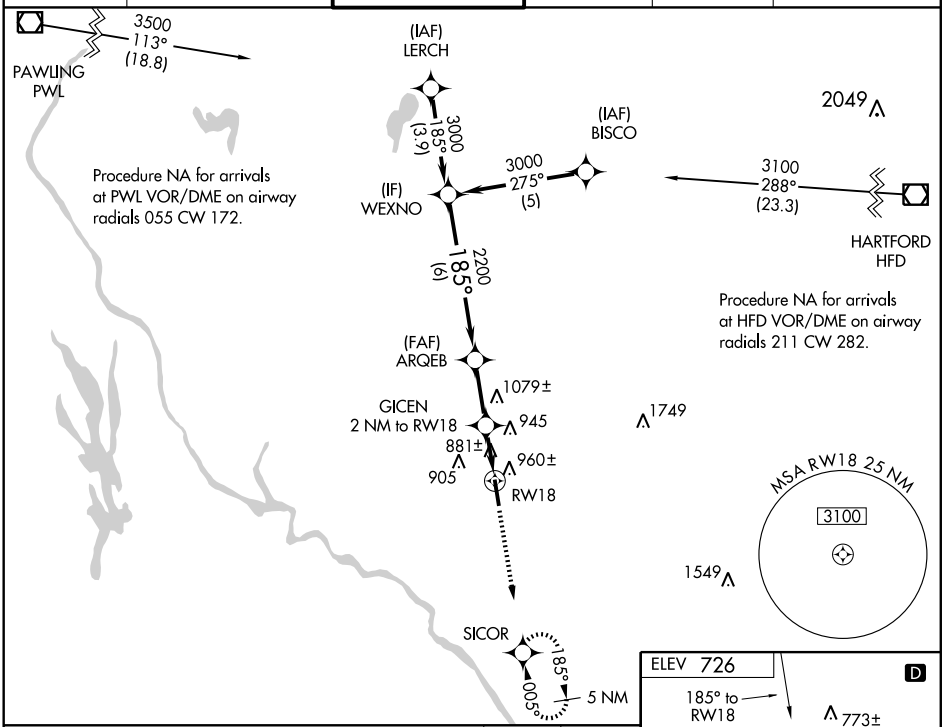
# RNAV (GPS) RWY 18

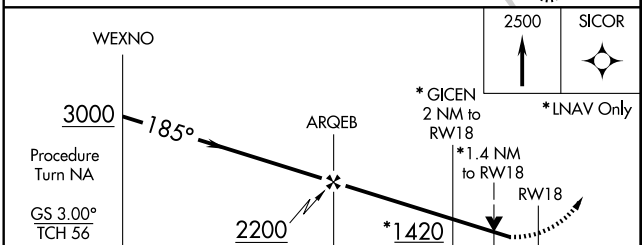
OXFORD / WATERBURY-OXFORD (OXC)

T A W DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

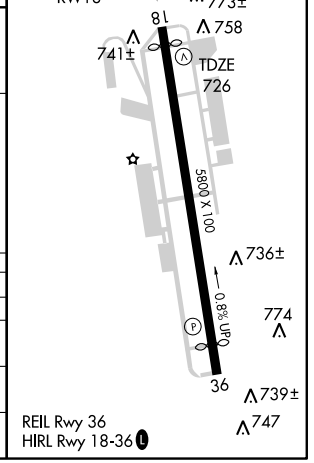
MISSED APPROACH: Climb to 2500 direct SICOR and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1137-1½ 411 (500-1½) | | | |
| LNAV/VNAV DA | 1208-1¾ 482 (500-1¾) | | | |
| LNAV MDA | 1220-1 494 (500-1) | | 1220-1¼ 494 (500-1¼) | 1220-1½ 494 (500-1½) |
| CIRCLING | 1280-1¾ 554 (600-1¾) | | | 1320-2 594 (600-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

OXFORD / WATERBURY-OXFORD (OXC)

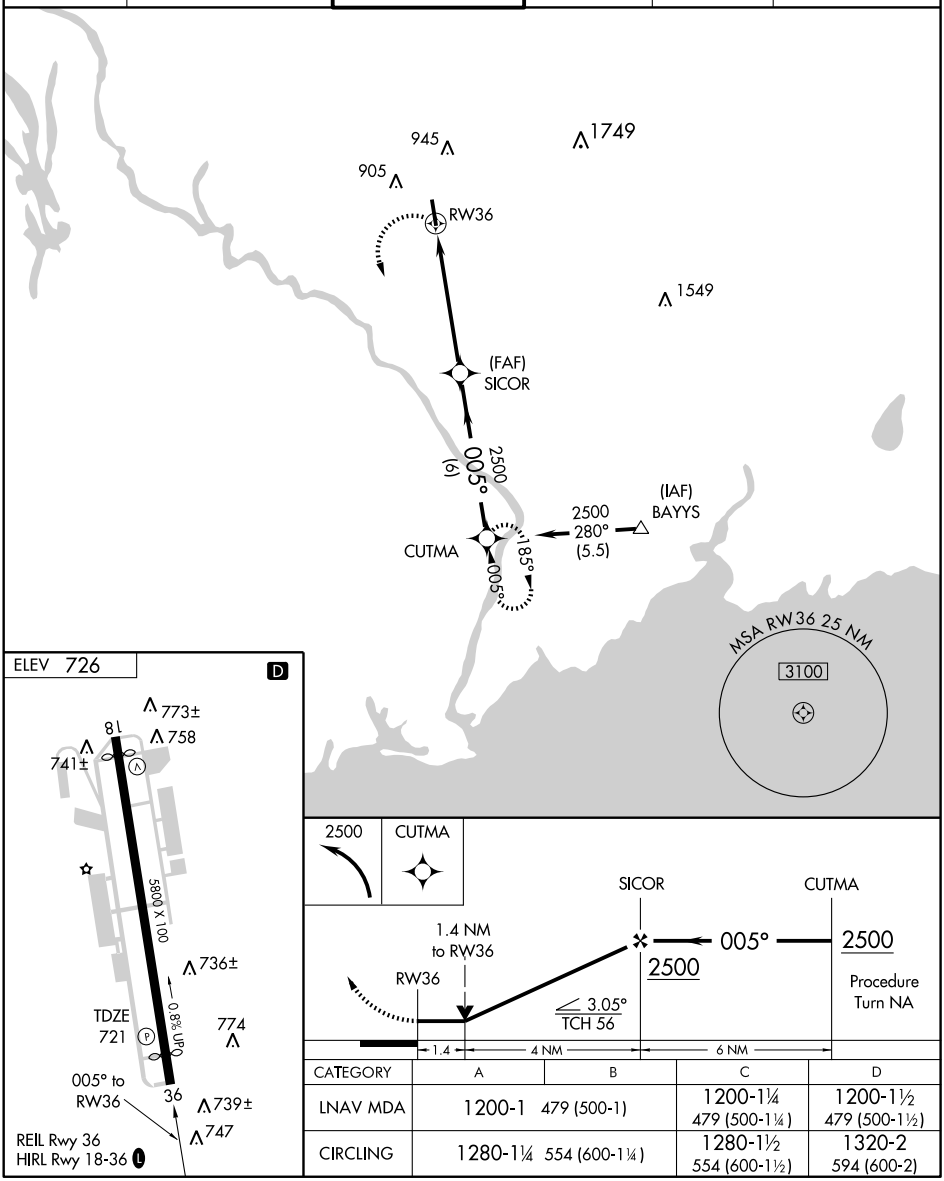
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 005° | TDZE | 721 |
| | Apt Elev | 726 |

T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

| ATIS | NEW YORK APP CON | OXFORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.975 | 124.075 343.65 | 118.475 (CTAF) L | 121.65 | 121.65 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 479 (500-1) | | 1200-1¼ 479 (500-1¼) | 1200-1½ 479 (500-1½) |
| CIRCLING | 1280-1¼ 554 (600-1¼) | | 1280-1½ 554 (600-1½) | 1320-2 594 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**WATERBURY** (N41) 4 N UTC−5(−4DT) N41°38.01′ W73°02.81′ **NEW YORK**

850 NOTAM FILE BDR

**RWY 17–35:** 2005X135 (TURF)

**RWY 17:** Trees. **RWY 35:** Road.

**RWY 02–20:** 1600X250 (TURF)

**RWY 02:** Trees. **RWY 20:** Trees.

**AIRPORT REMARKS:** Unattended. Extreme CAUTION Ldg/taxi app end Rwy 35 winter months and after heavy rain, poor drainage.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

**WATERBURY** N41°31.76′ W73°08.62′ NOTAM FILE BDR. **NEW YORK**

**NDB (MHW)** 257 TBY 187° 3.1 NM to Waterbury–Oxford. Unusable byd 10 NM. **L–33B, 34I**

**WATERBURY–OXFORD** (See OXFORD)

# WILLIMANTIC

**WINDHAM** (IJD) 3 NE UTC−5(−4DT) N41°44.64′ W72°10.81′ **NEW YORK**

247 B S4 **FUEL** 100LL, JET A TPA—1247(1000) NOTAM FILE IJD **L–33C, 34J**

**RWY 09–27:** H4278X100 (ASPH) S–30 MIRL **IAP**

**RWY 09:** Thld dsplcd 261′. Trees.

**RWY 27:** REIL. PAPI(P4L). Tree.

**RWY 18–36:** H2797X75 (ASPH) S–30 0.4% up S

**RWY 18:** Trees. **RWY 36:** Thld dsplcd 799′. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Birds on and invof arpt. 4 obstruction lgts on surrounding hills OTS indef. ACTIVATE MIRL Rwy 09–27, REIL Rwy 27 and PAPI Rwy 27 opr 24 hrs—CTAF. Ldg fee for business, corporate and revenue producing acft.

**WEATHER DATA SOURCES:** ASOS 133.675 (860) 456–8839.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

**NORWICH RCO** 122.1R 110.0T (BRIDGEPORT RADIO)

**BOSTON CENTER APP CON** 124.85 (0500–1045Z‡)

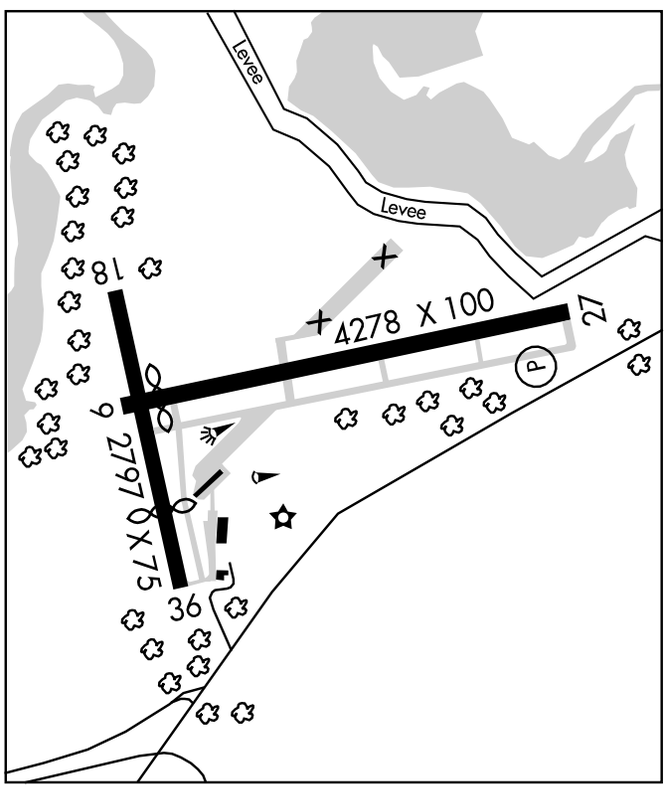
Ⓡ **BRADLEY APP/DEP CON** 127.8 **BRADLEY CLNC DEL** 128.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**NORWICH (L) VOR/DME** 110.0 ORW Chan 37

N41°33.38′ W71°59.96′ 338° 13.9 NM to fld. 310/14W.

**ILS/DME** 108.35 I–IJD Chan 20Y Rwy 27 (LOC only). DME unusable byd 12 NM. LOC unusable byd 20° right and left side of course.




**WINDHAM** (See WILLIMANTIC)

**WINDSOR LOCKS** N41°56.37′ W72°40.49′ **NEW YORK**

**RCO** 122.3 (BRIDGEPORT RADIO) **L–33C, 34I**

| LOC/DME I-IJD | APP CRS | Rwy Idg | 4278 |
|---|---|---|---|
| 108.35 | 269° | TDZE | 240 |
| Chan 20 (Y) | | Apt Elev | 247 |

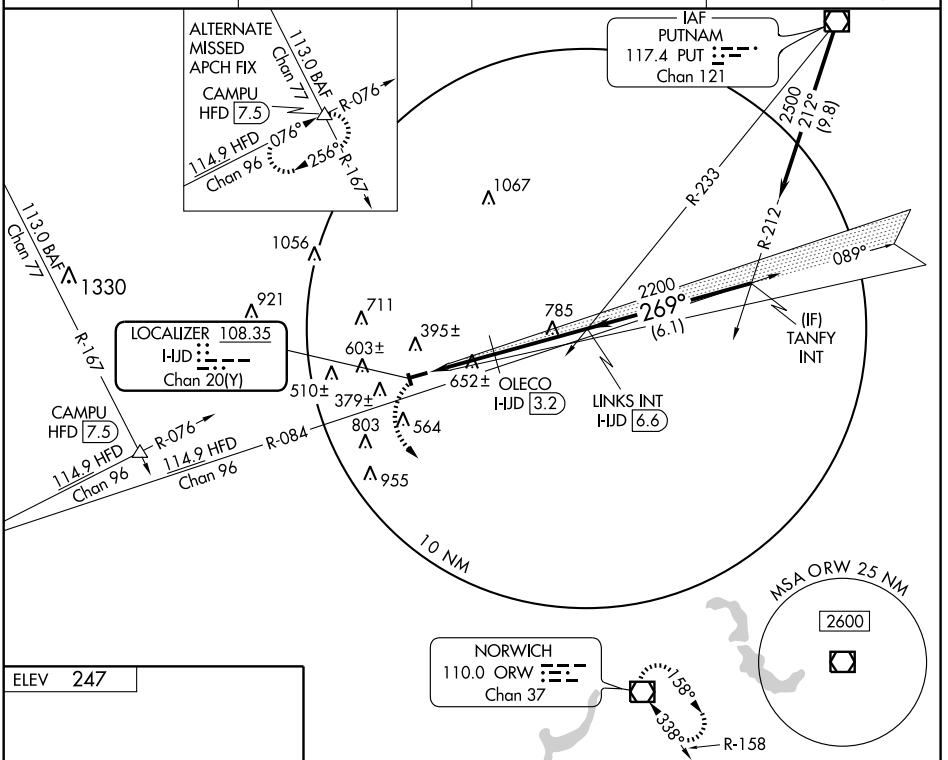
# LOC RWY 27

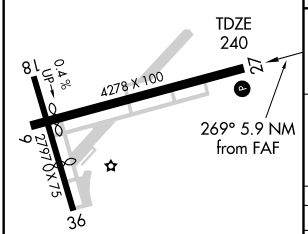
WILLIMANTIC/ WINDHAM (IJD)

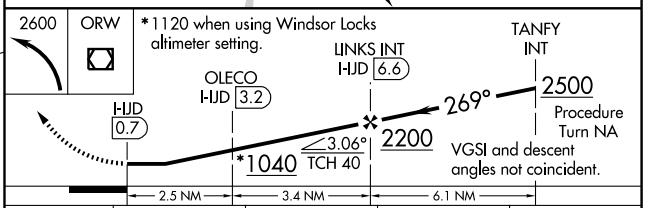
Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO Fix Minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1040-1<br>800 (800-1) | 1040-1¼<br>800 (800-1¼) | 1040-2¼<br>800 (800-2¼) | NA |
| CIRCLING | 1040-1<br>793 (800-1) | 1040-1¼<br>793 (800-1¼) | 1040-2¼<br>793 (800-2¼) | NA |
| OLECO FIX MINIMUMS | | | | |
| S-27 | 920-1 680 (700-1) | | 920-2<br>680 (700-2) | NA |
| CIRCLING | 920-1 673 (700-1) | | 960-2<br>713 (800-2) | NA |

REIL Rwy 27 L
MIRL Rwy 9-27 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 9

## WILLIMANTIC / WINDHAM (IJD)

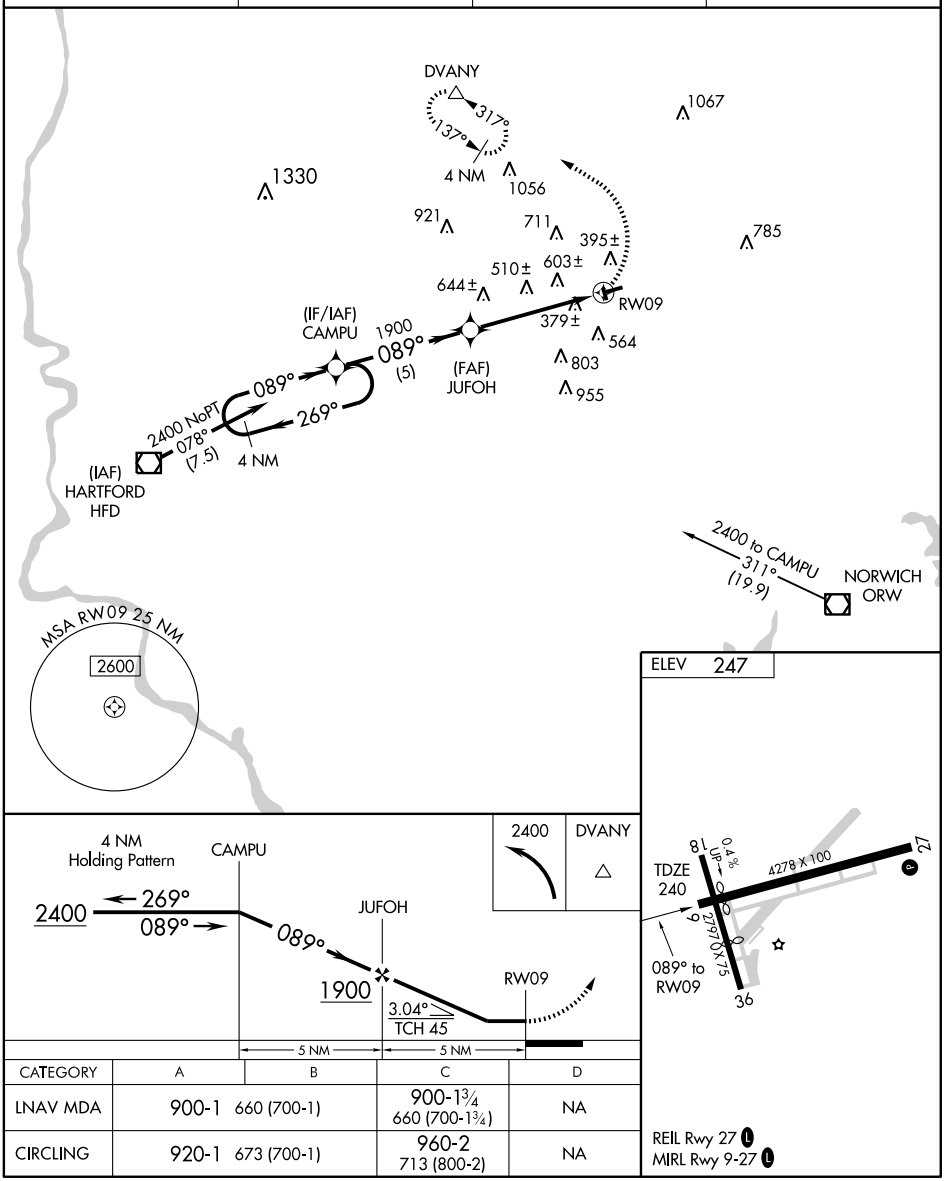
| APP CRS | Rwy Idg | 4017 |
|---|---|---|
| 089° | TDZE | 240 |
| | Apt Elev | 247 |

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 660 (700-1) | | 900-1¾ 660 (700-1¾) | NA |
| CIRCLING | 920-1 673 (700-1) | | 960-2 713 (800-2) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 27

WILLIMANTIC / WINDHAM (IJD)

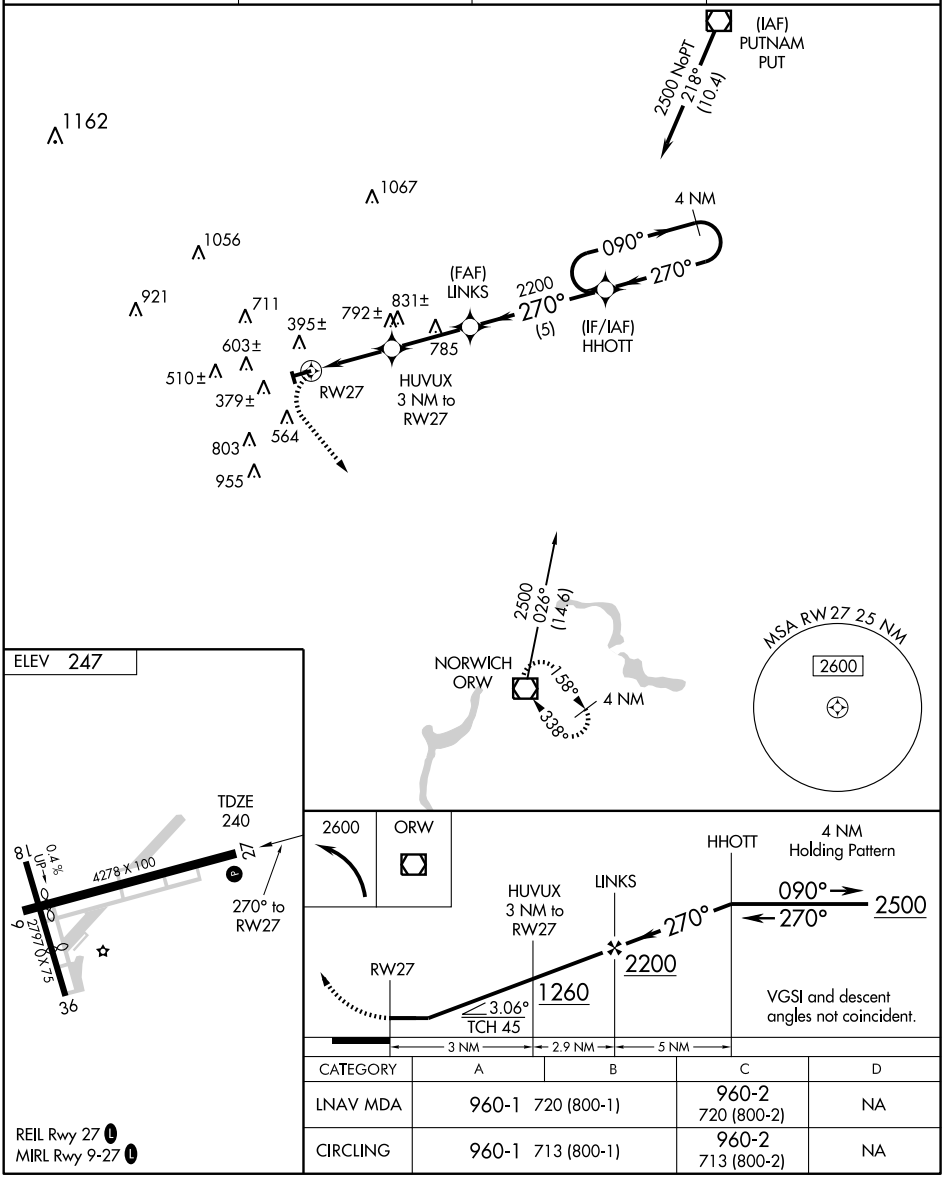
| APP CRS | Rwy Idg | 4278 |
|---|---|---|
| 270° | TDZE | 240 |
| | Apt Elev | 247 |

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 720 (800-1) | | 960-2 720 (800-2) | NA |
| CIRCLING | 960-1 713 (800-1) | | 960-2 713 (800-2) | NA |

REIL Rwy 27 L
MIRL Rwy 9-27 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ORW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.0 | 338° | TDZE | N/A |
| Chan 37 | | Apt Elev | 247 |

# VOR-A

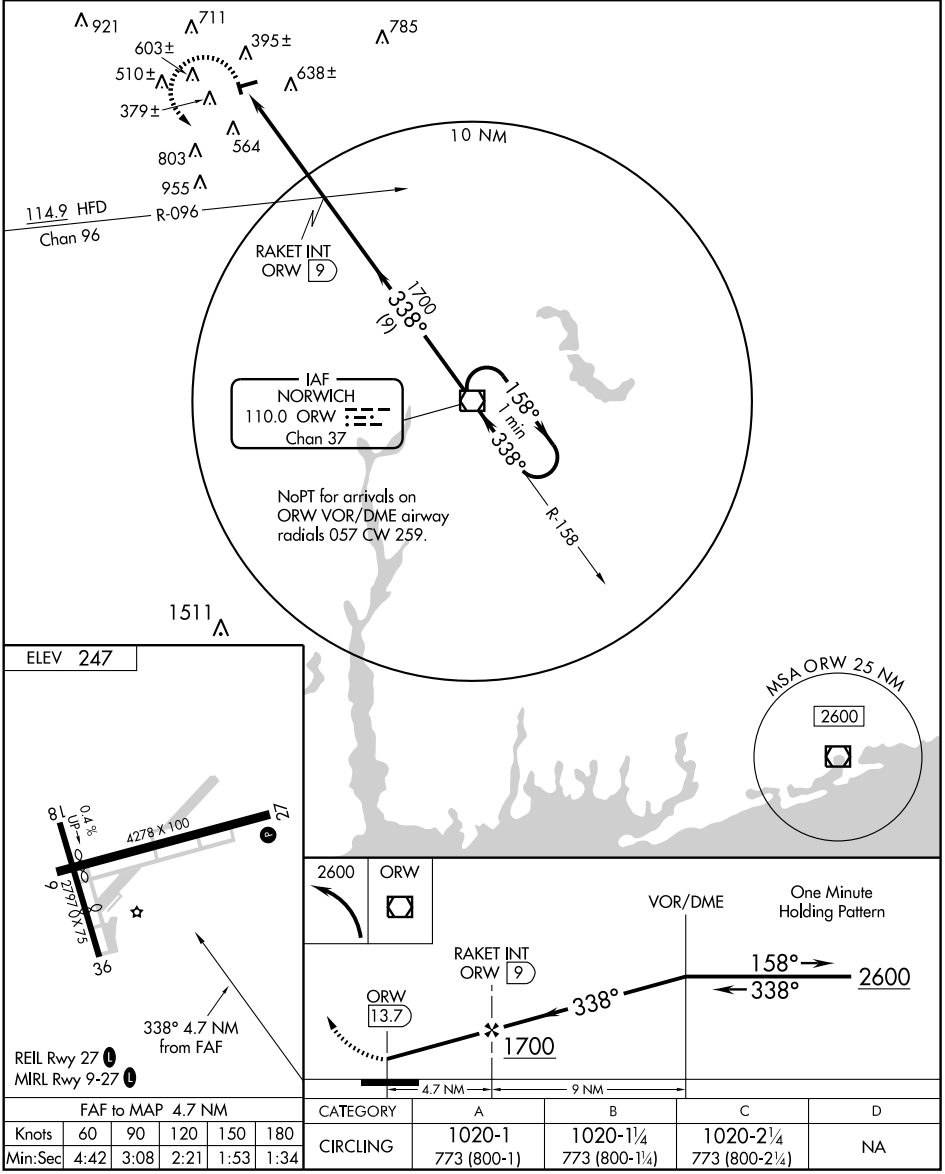
WILLIMANTIC/ WINDHAM (IJD)

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

| ASOS | BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.675 | 127.8 269.325 | 128.6 | 122.975 (CTAF) L |



NE-1, 26 AUG 2010 to 23 SEP 2010




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>773 (800-1) | 1020-1¼<br>773 (800-1¼) | 1020-2¼<br>773 (800-2¼) | NA |

# AIRPORT DIAGRAM

AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT



ATIS
118.15
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CLNC DEL
121.75 322.3

D

VAR 14.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0°E

41°57′N

986
X 200

ELEV
161

24

238.6°

EMBRAER
SERVICE
CENTER

TWR
345

ELEV
169

6L

LAHSO

ARMY
NATIONAL
GUARD

ELEV
169

15

148.6°

9510 X 200

193.2°

AIR CARGO

LAHSO

4268 X 100

GENERAL
AVIATION

6847 X 150

LAHSO

ELEV
171

013.2°

GENERAL
AVIATION
PARKING

41°56′N

CONNECTICUT
ANG

6

058.6°

INT'L ARRIVALS
TERMINAL

FAA
FSDO

328.6°

33

ELEV
168

FIELD
ELEV
173

RWY 01-19
S-60, D-190, 2S-175, 2D-328
RWY 06-24
S-200, D-200, 2S-175, 2D-350
2D/2D2-710
RWY 15-33
S-200, D-200, 2S-175, 2D-350

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72°42′W

72°41′W

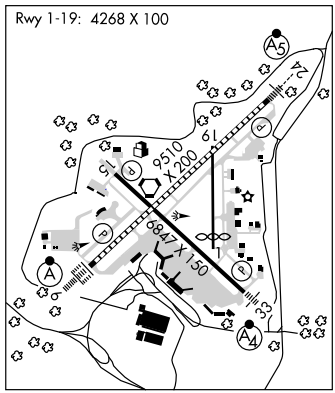
AIRPORT DIAGRAM

WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS / BRADLEY INTL (BDL)

## WINDSOR LOCKS

**BRADLEY INTL** (BDL) 3 W UTC−5(−4DT) N41°56.33′ W72°40.99′ **NEW YORK**
173 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks **H–10I, 11D, 12J, L–33C, 34I**
LRA Class I, ARFF Index D NOTAM FILE BDL **IAP, AD**

**RWY 06–24:** H9510X200 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350, 2D/2D2–710 HIRL CL
**RWY 06:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
**RWY 24:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
**RWY 15–33:** H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 HIRL
**RWY 15:** REIL. PAPI(P4L)—GA 3.5°TCH 61′. Trees.
**RWY 33:** MALSF. PAPI(P4R)—GA 3.0°TCH 72′. Trees.
**RWY 01–19:** H4268X100 (ASPH) S–60, D–190, 2S–175, 2D–328 MIRL
**RWY 01:** Thld dsplcd 475′. Acft. **RWY 19:** Trees.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 06 | 01–19 | 6000 |
| RWY 24 | 15–33 | 5850 |
| RWY 33 | 06–24 | 4550 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 01:** | TORA–4268 | TODA–4268 | ASDA–4268 | |
| **RWY 06:** | TORA–9509 | TODA–9509 | ASDA–9509 | LDA–9509 |
| **RWY 15:** | TORA–6847 | TODA–6847 | ASDA–6847 | LDA–6847 |
| **RWY 19:** | | | | LDA–4268 |
| **RWY 24:** | TORA–9509 | TODA–9509 | ASDA–9509 | LDA–9509 |
| **RWY 33:** | TORA–6847 | TODA–6847 | ASDA–6847 | LDA–6847 |

**AIRPORT REMARKS:** Attended continuously. Numerous birds frequently on or invof arpt. No training flights; no practice apchs; no touch and go ldgs between: Mon–Sat 0400–1200Z‡ and Sun 0400–1700Z‡. Rwy 01–19 open for acft with wingspan less than 79′. Rwy 01 CLOSED for arrivals to all fixed wing acft. Rwy 19 CLOSED for departures to all fixed wing acft. Twy J clsd between S and R to acft with wing spans in excess of 171 ft. ASDE–X Surveilance System in Use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 33 touchdown RVR avbl. TPA—1873(1700) heavy acft. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (860) 627–9732. WSP.
**COMMUNICATIONS: D-ATIS** 118.15 (860–386–3570) **UNICOM** 122.95
**WINDSOR LOCKS RCO** 122.3 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
Ⓡ **BRADLEY DEP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
**TOWER** 120.3 **GND CON** 121.9 **CLNC DEL** 121.75
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDL.
**(T) VORTACW** 109.0 BDL Chan 27 N41°56.46′ W72°41.32′ at fld. 160/14W.
**ILS/DME** 111.1 I–BDL Chan 48 Rwy 06. Class IIIE.
**ILS/DME** 108.55 I–IKX Chan 22(Y) Rwy 33. Class IE.
**ILS/DME** 111.1 I–MYQ Chan 48 Rwy 24. Class IT. DME unusable from .4 NM inbound to Rwy 24.

## YALESVILLE HELIPORT (4C3) 2 N UTC−5(−4DT) N41°29.51′ W72°48.67′

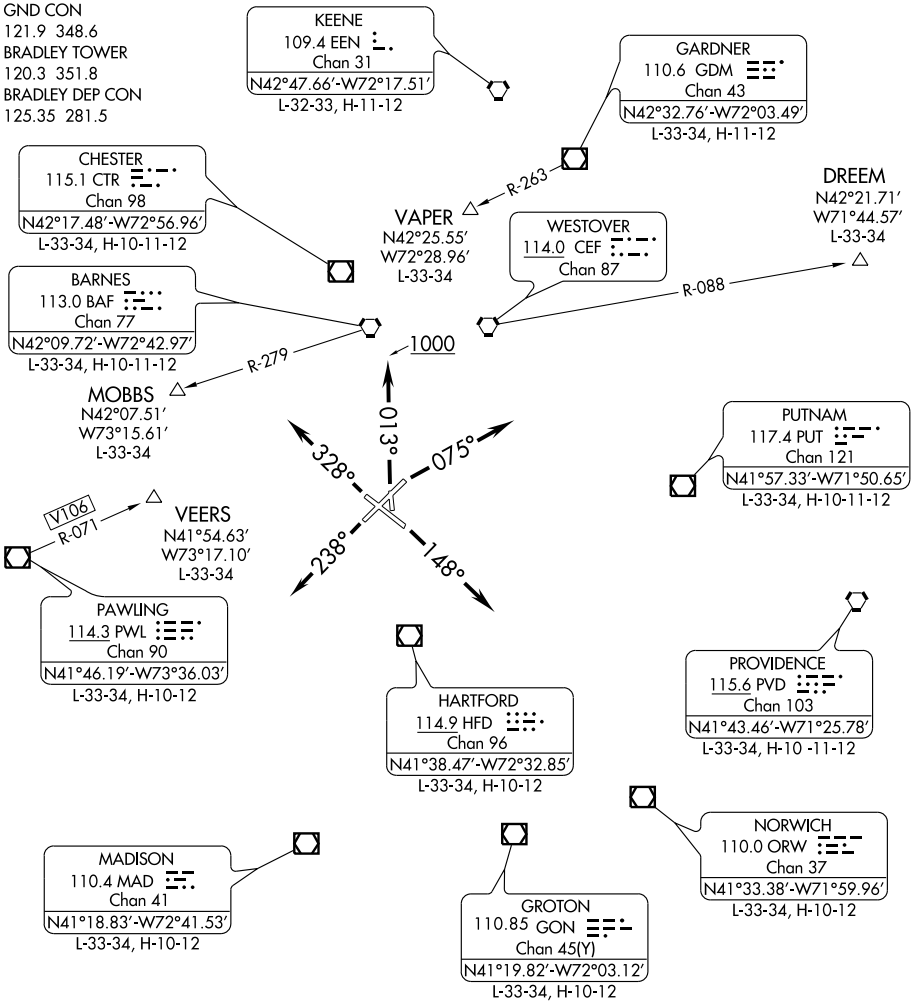
65 B **FUEL** 100LL, JET A NOTAM FILE BDR
**HELIPAD H1:** H65X65 (CONC)
**HELIPORT REMARKS:** Attended 1400–2300Z‡. Pilots unfamiliar with heliport ctc 203–294–8800 prior to arrival for a briefing on current procedures. ACTIVATE rotating bcn—123.5
**COMMUNICATIONS: CTAF/UNICOM** 123.05

# BRADLEY NINE DEPARTURE





ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
125.35 281.5




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with a minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)



NE-1, 26 AUG 2010 to 23 SEP 2010

# BRADLEY NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence . . . .
TAKE-OFF RUNWAY 6: Climb heading 075° or as assigned, thence . . . .
TAKE-OFF RUNWAY 15: Climb heading 148° or as assigned, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 238° or as assigned, thence . . . .
TAKE-OFF RUNWAY 33: Climb heading 328° or as assigned, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on roadway 342′ from DER, 564′ left of centerline, 15′ AGL/184′ MSL. Trees beginning 441′ from DER, 493′ left of centerline, up to 100′ AGL/269′ MSL. Trees beginning 1844′ from DER, 45′ right of centerline, up to 100′ AGL/299′ MSL.

Rwy 6: Trees beginning 21′ from DER, 464′ left of centerline, up to 100′ AGL/249′ MSL. Trees beginning 1956′ from DER, 921′ right of centerline, up to 100′ AGL/249′ MSL.

Rwy 15: Vehicle on roadway 531′ from DER, 606′ left of centerline, up to 15′ AGL/186′ MSL. Trees beginning 2341′ from DER, 767′ left of centerline, up to 100′ AGL/244′ MSL. Vehicle on roadway 429′ from DER, 572′ right of centerline, up to 15′ AGL/184′ MSL. Tree 1520′ from DER, 786′ right of centerline, up to 100′ AGL/259′ MSL.

Rwy 24: Trees beginning 3066′ from DER, 599′ left of centerline, up to 100′ AGL/269′ MSL. OL on fence 1239′ DER, 784′ left of centerline, up to 45′ AGL/215′ MSL. Trees beginning 2345′ from DER, 489′ right of centerline, up to 100′ AGL/299′ MSL.

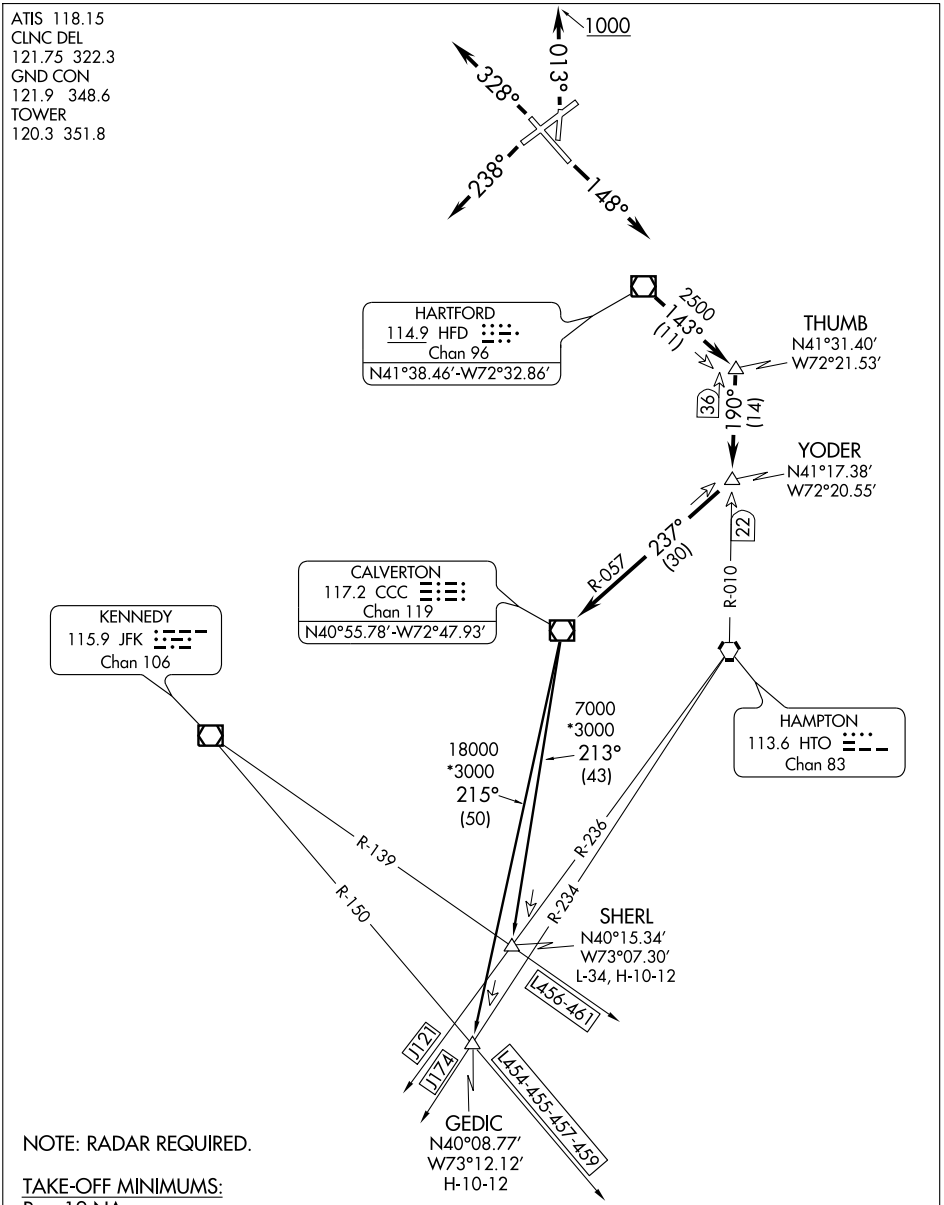
Rwy 33: Trees beginning 1590′ from DER, 275′ left of centerline, up to 100′ AGL/256′ MSL. Tower 2.4 NM from DER, 3534′ left of centerline, 104′ AGL/774′ MSL. Trees beginning 1618′ from DER, 264′ right of centerline, up to 100′ AGL/263′ MSL.

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE FREQUENCY TO BE ASSIGNED BY ATC.

NE-1, 26 AUG 2010 to 23 SEP 2010

# COASTAL THREE DEPARTURE




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

COASTAL THREE DEPARTURE
(CSTL3.CCC) 10154
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/ BRADLEY INTL (BDL)

NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 6: Fly assigned heading for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence . . .
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 1: Vehicle on road 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1884' from DER, 45' right of centerline, up to 100' AGL/299' MSL.
Rwy 6: Trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL.
Rwy 15: Vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/186' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL.
Rwy 24: Trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. OL on fence 1239' DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL.
Rwy 33: Trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BDL | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

# COPTER ILS or LOC RWY 6

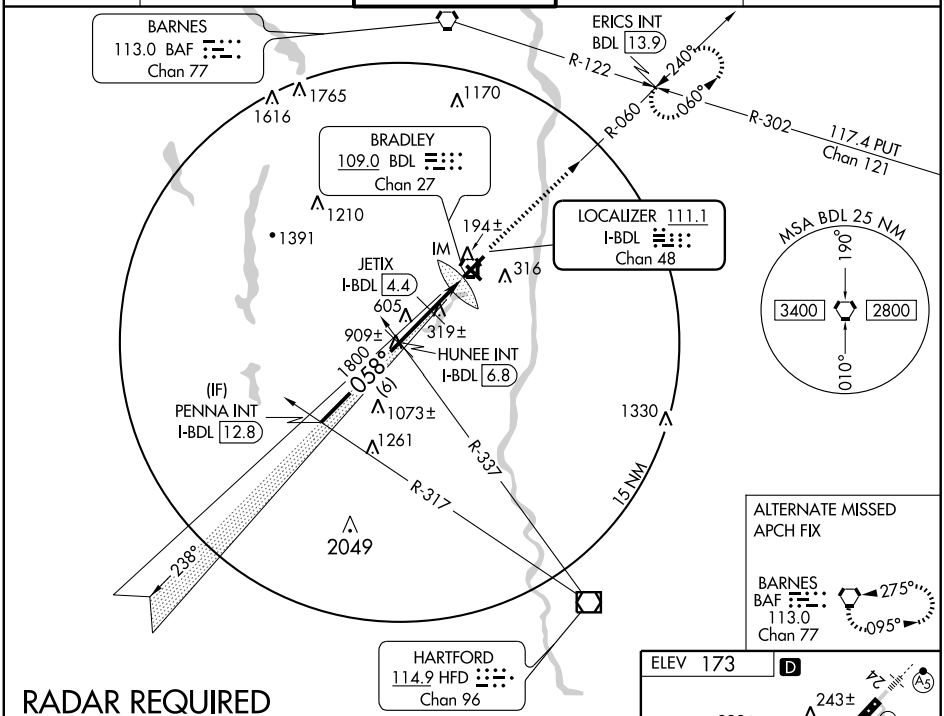
WINDSOR LOCKS / BRADLEY INTL (BDL)

For inoperative ALSF-2 increase H-ILS visibility to RVR 2400 and H-LOC visibility to RVR 5000.

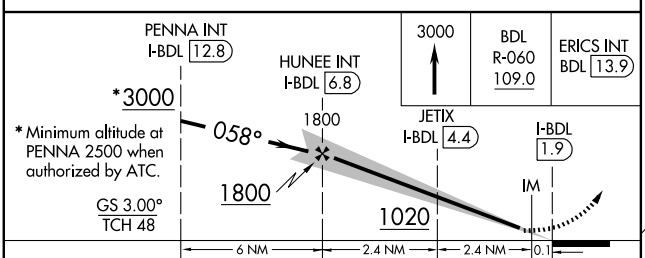
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |

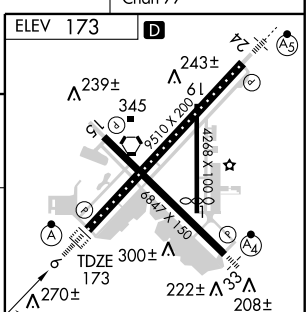



RADAR REQUIRED




| CATEGORY | COPTER |
|---|---|
| H-ILS 6 | 273/12 100 (100-¼) |
| H-LOC 6 | 1020/24 847 (900-½) |
| JETIX FIX MINIMUMS | |
| H-LOC 6 | 580/24 407 (500-½) |

## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

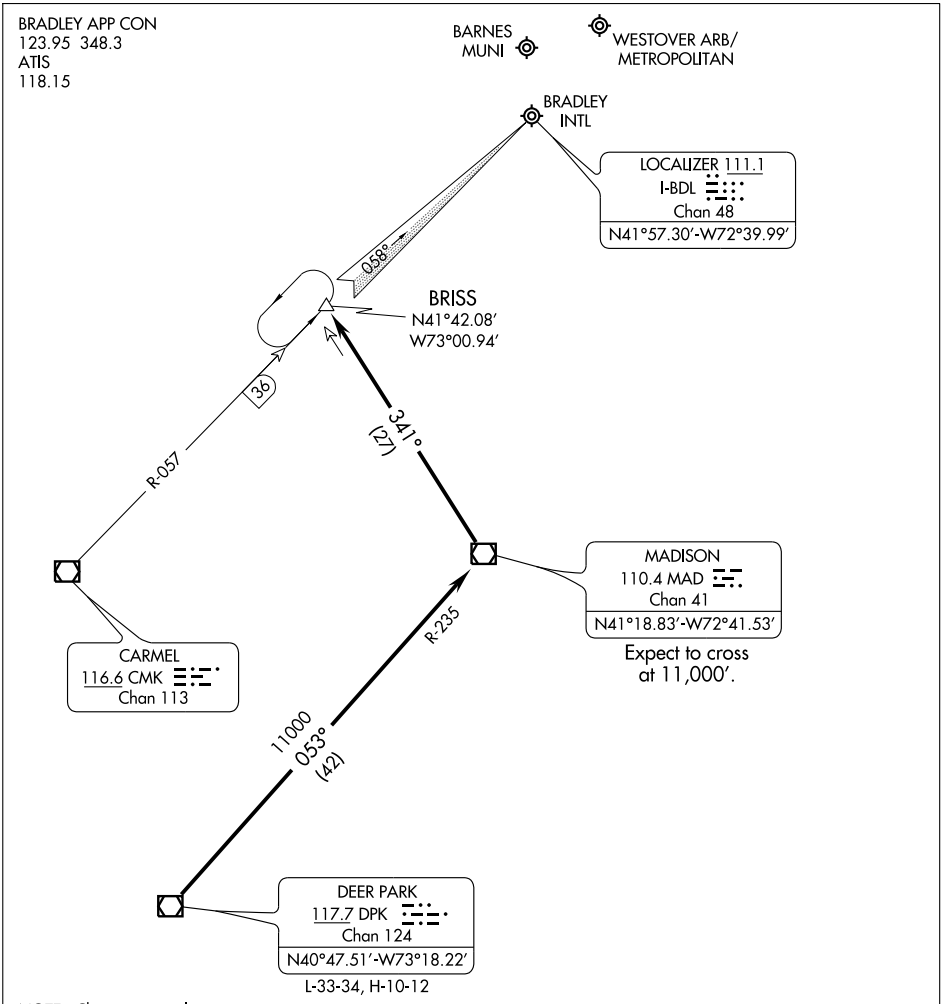



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 6:32 | 4:54 | 3:55 | 3:16 | 2:48 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN or VOR/DME RWY 6

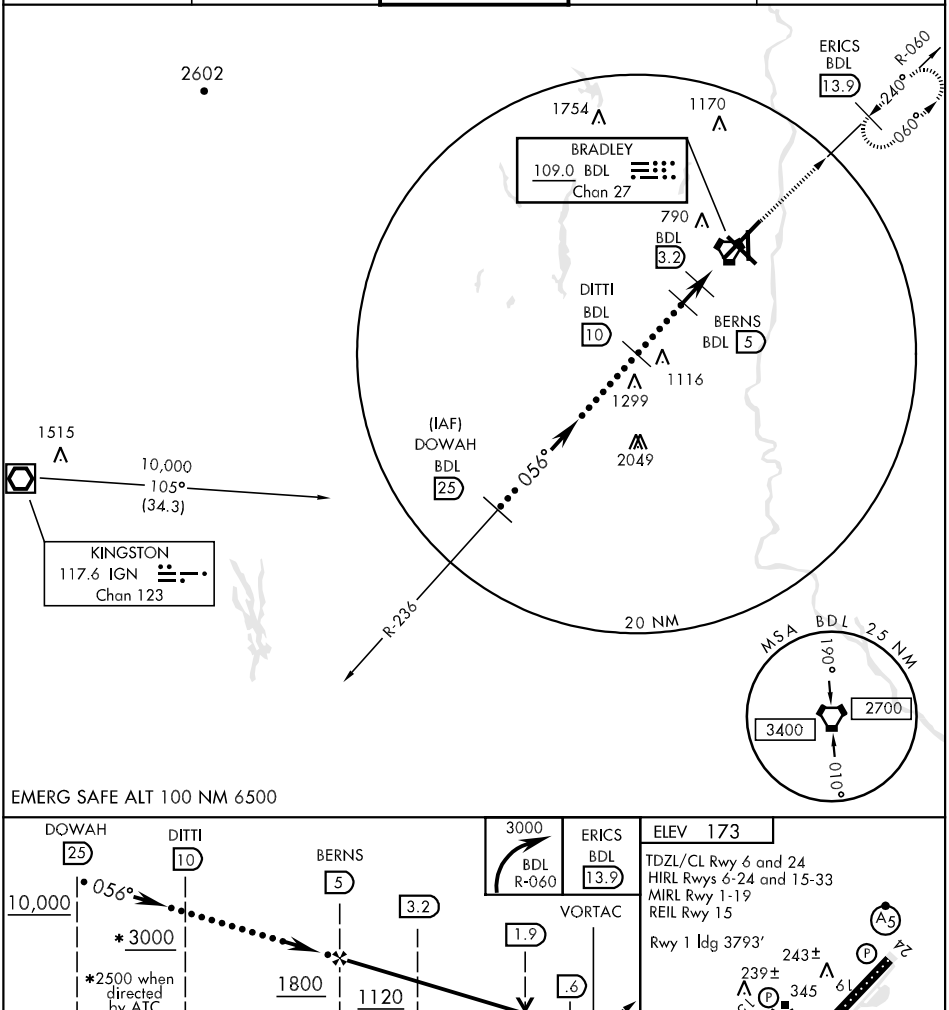
| VORTAC BDL 109.0 Chan 27 | APCH CRS 056° | Rwy ldg 9510 TDZE 174 Arpt Elev 173 |
|---|---|---|

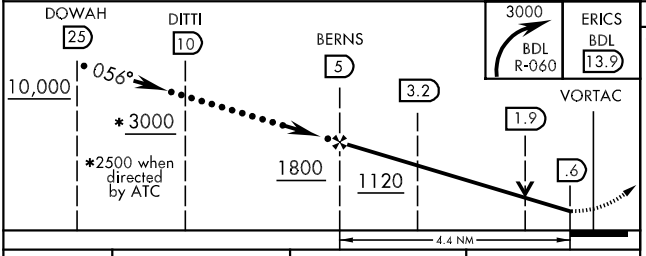
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |



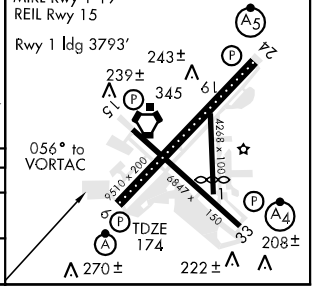




| CATEGORY | C | D | E |
|---|---|---|---|
| S-6 | 640/40<br>466 (500-¾) | 640/50<br>466 (500-1) | 640/60<br>466 (500-1¼) |
| CIRCLING | 680-1½<br>506 (600-1½) | 1260-3<br>1086 (1000-3) | 1380-3<br>1206 (1300-3) |

ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

Rwy 1 ldg 3793'






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN or VOR/DME RWY 24

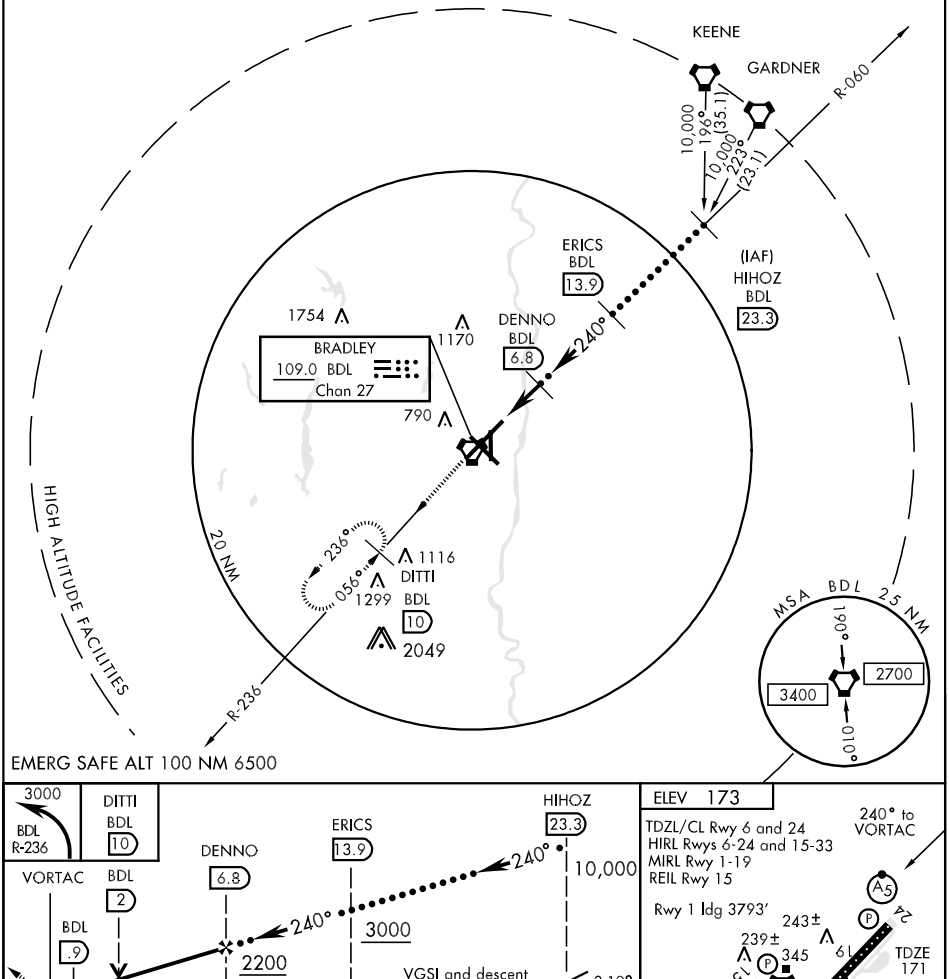
| VORTAC BDL | APCH CRS | Rwy ldg 9510 |
|---|---|---|
| 109.0 Chan 27 | 240° | TDZE 171 |
| | | Arpt Elev 173 |

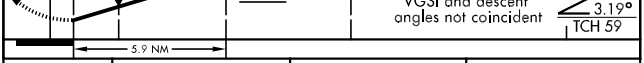
JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

MALSR

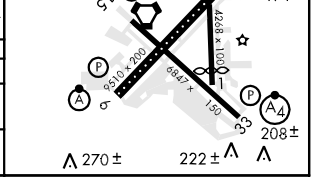
MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-24 | 560/24<br>389 (400-½) | 560/50 389 (400-1) | |
| CIRCLING | 680-1½<br>506 (600-1½) | 1260-3<br>1086 (1000-3) | 1380-3<br>1206 (1300-3) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BDL | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

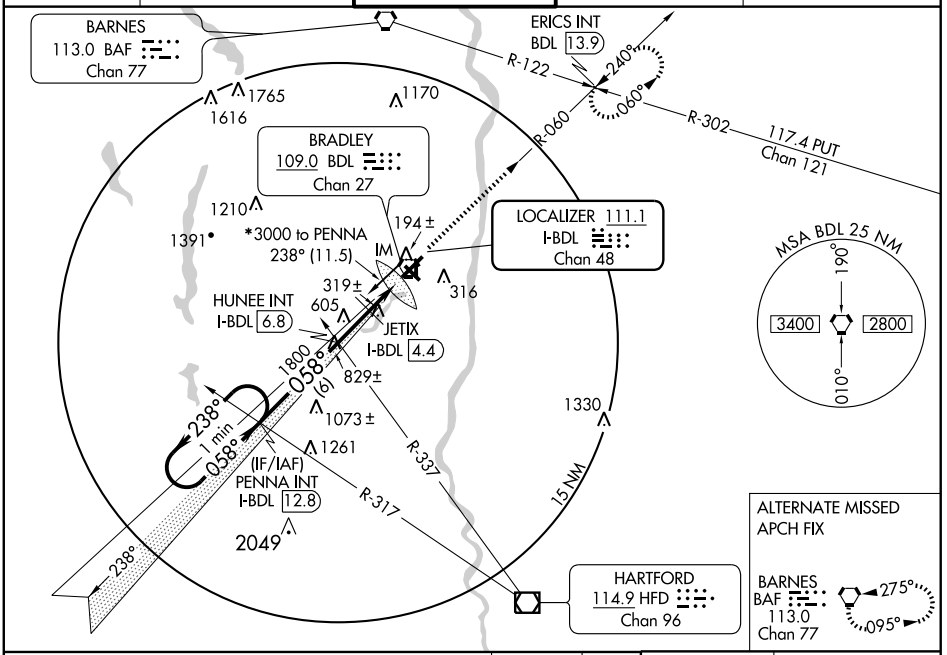
# ILS or LOC RWY 6

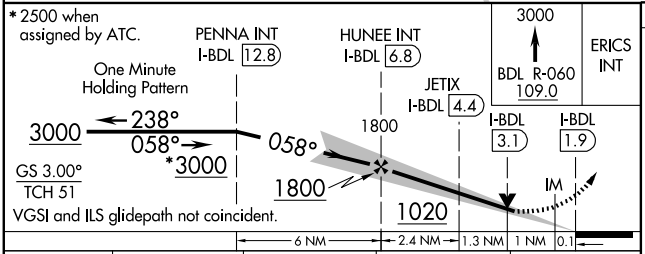
WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

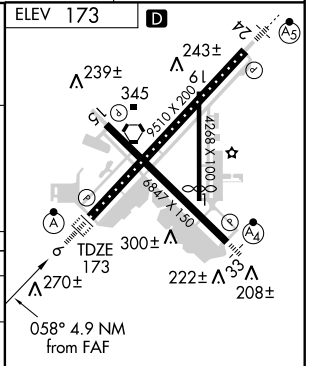
MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 373/18 200 (200-½) | | | |
| S-LOC 6 | 1020/24 847 (900-½) | 1020/40 847 (900-¾) | 1020-2 847 (900-2) | 1020-2¼ 847 (900-2¼) |
| CIRCLING | 1020-1 847 (900-1) | 1020-1¼ 847 (900-1¼) | 1020-2½ 847 (900-2½) | 1020-2¾ 847 (900-2¾) |
| JETIX FIX MINIMUMS | | | | |
| S-LOC 6 | 580/24 407 (500-½) | | 580/40 407 (500-¾) | |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1000-2¾ 827 (900-2¾) |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MYQ | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

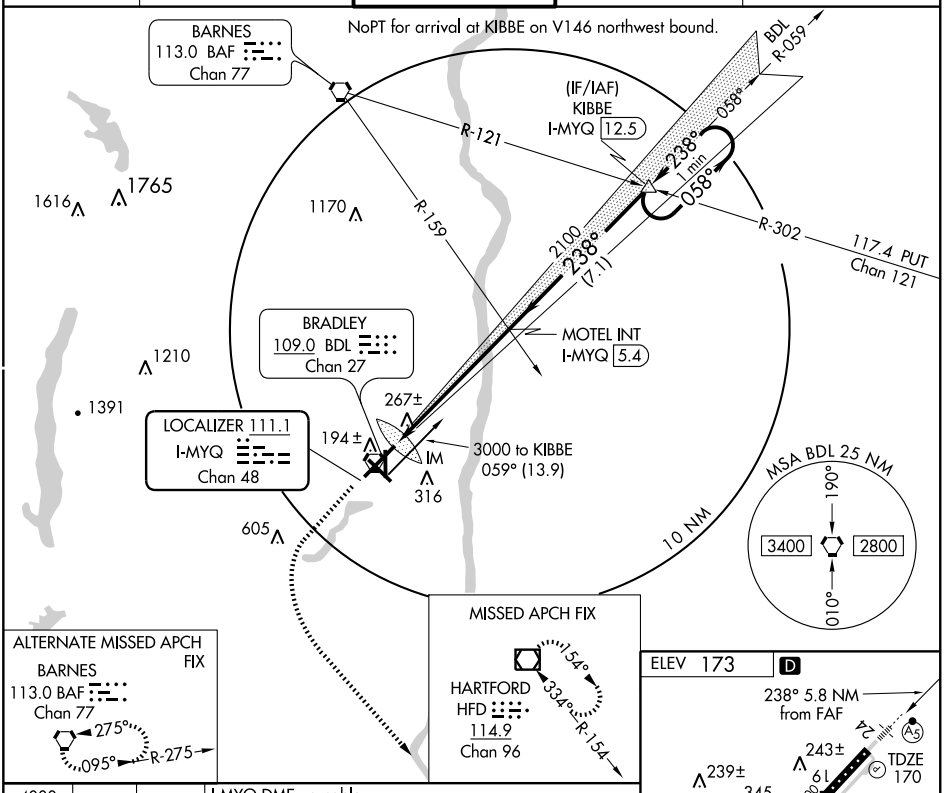
# ILS or LOC RWY 24

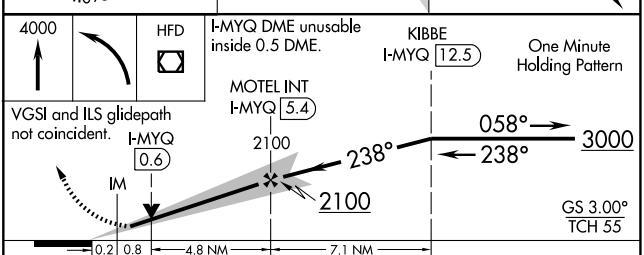
WINDSOR LOCKS / BRADLEY INTL (BDL)

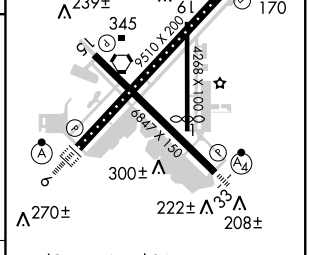
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 370/18 200 (200-½) | | | |
| S-LOC 24 | 540/24 370 (400-½) | | | 540/40 370 (400-¾) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1020-2¾ 847 (900-2¾) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IKX | APP CRS | Rwy Idg | 6847 |
|---|---|---|---|
| 108.55 | 328° | TDZE | 171 |
| Chan 22 (Y) | | Apt Elev | 173 |

# ILS or LOC RWY 33

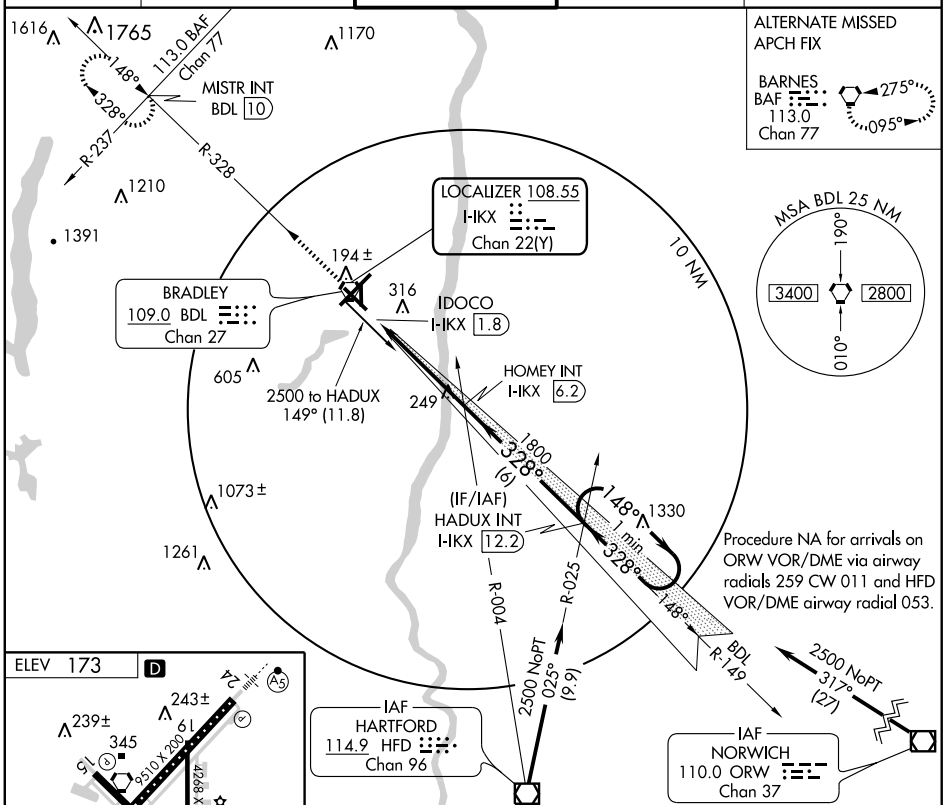
WINDSOR LOCKS / BRADLEY INTL (BDL)

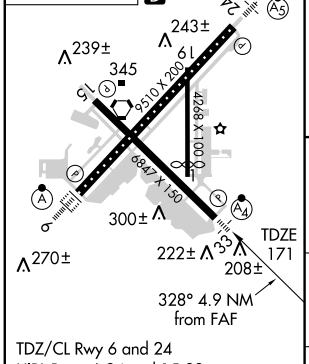
Inoperative table does not apply to S-LOC 33 Cat C.

MALSF

MISSED APPROACH: Climb to 3500 via BDL VORTAC R-328 to MISTR Int/BDL 10 DME and hold, continue climb-in-hold to 3500.

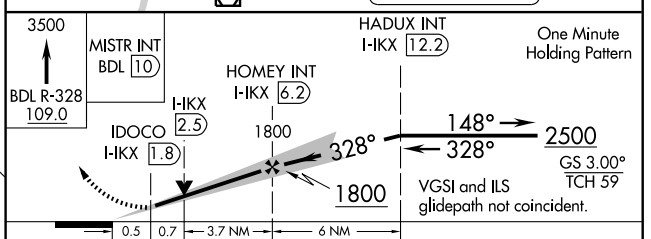
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 371/40 200 (200-¾) | | | |
| S-LOC 33 | 600/40 429 (500-¾) | | 600/60 429 (500-1¼) | 600-1½ 429 (500-1½) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1000-2¾ 827 (900-2¾) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BDL | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

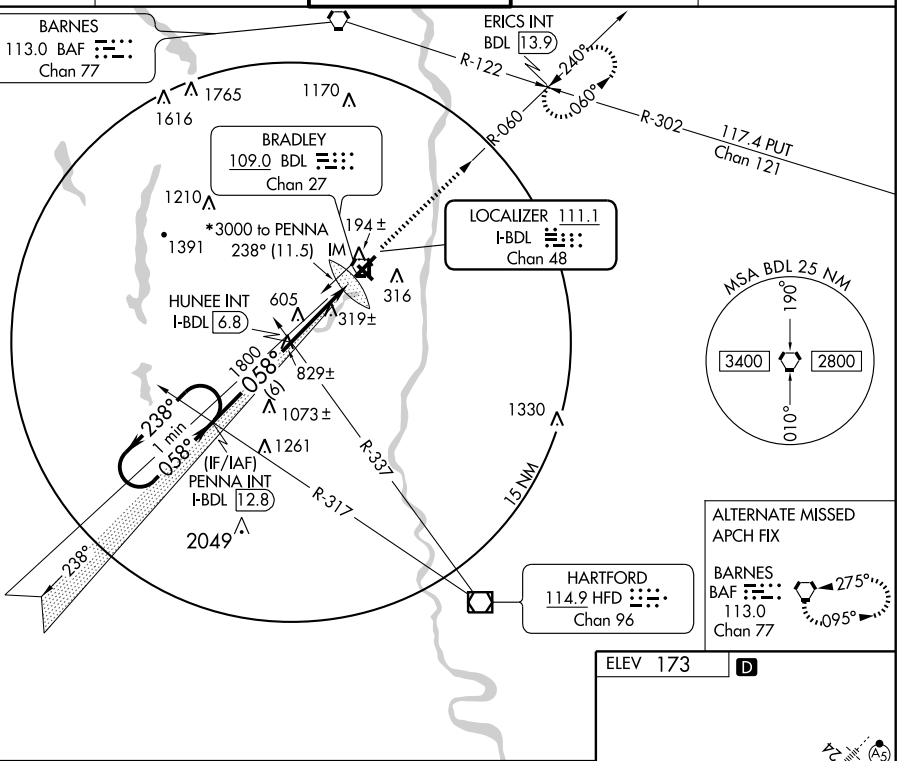
# ILS RWY 6 (CAT II)

WINDSOR LOCKS / BRADLEY INTL (BDL)

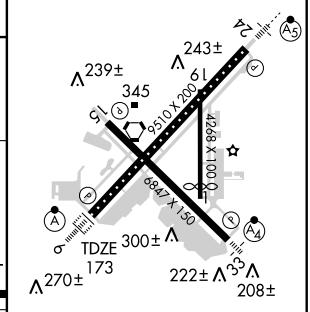
ALSF-2

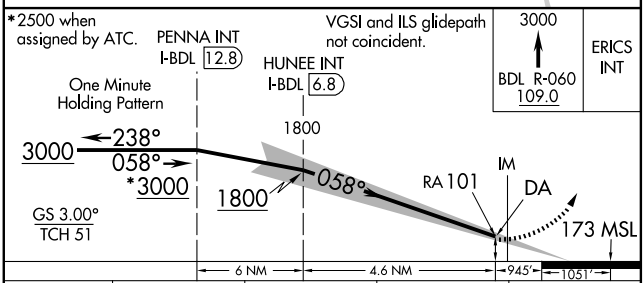
MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




ELEV 173 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | RA 101/12 100 DA 273 | | | |

## CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BDL | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

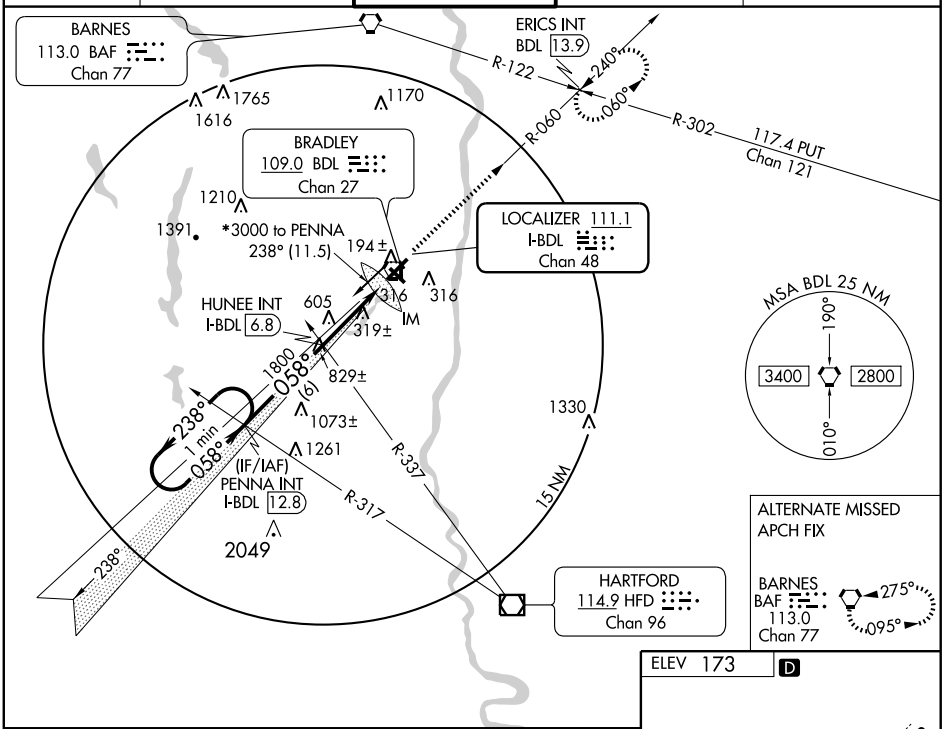
# ILS RWY 6 (CAT III)

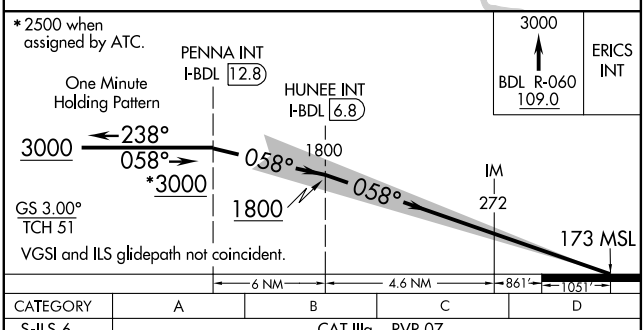
## WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

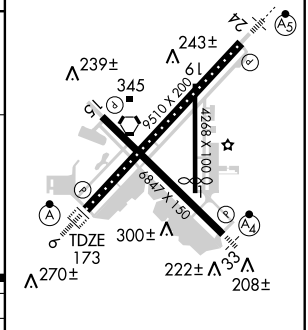
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | CAT IIIa RVR 07 | | | |
| S-ILS 6 | CAT IIIb RVR 06 | | | |
| S-ILS 6 | CAT IIIc NA | | | |

**CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MYQ | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

# ILS RWY 24 (CAT II)

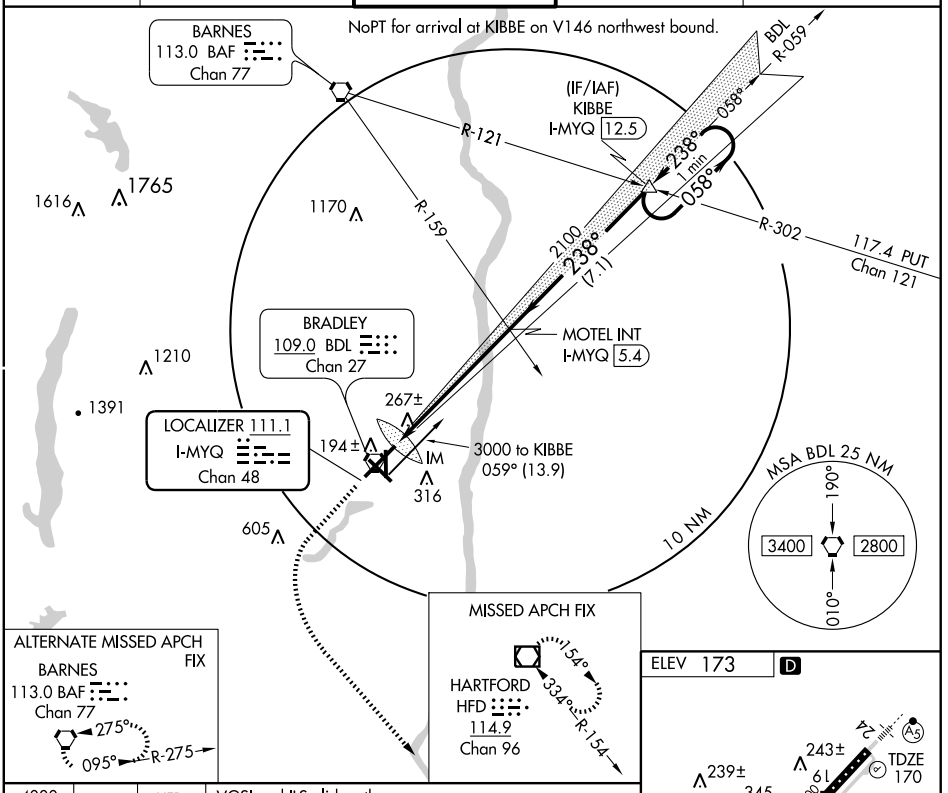
## WINDSOR LOCKS / BRADLEY INTL (BDL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

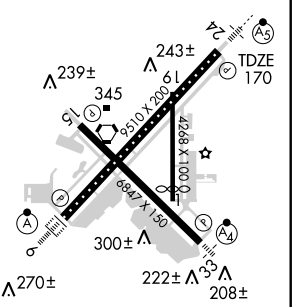
MALSR

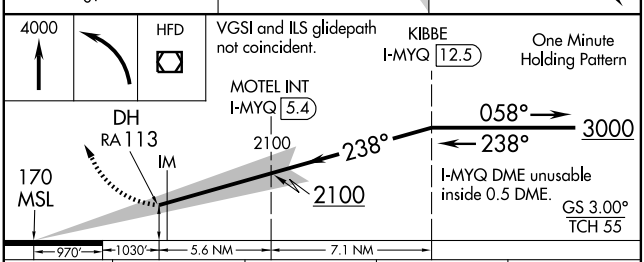
MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




ELEV 173 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | RA 113/12 100 DA 270 | | | |

**CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9509 |
|---|---|---|---|
| Ch 70328 | 058° | TDZE | 173 |
| W06A | | Apt Elev | 173 |

# RNAV (GPS) RWY 6

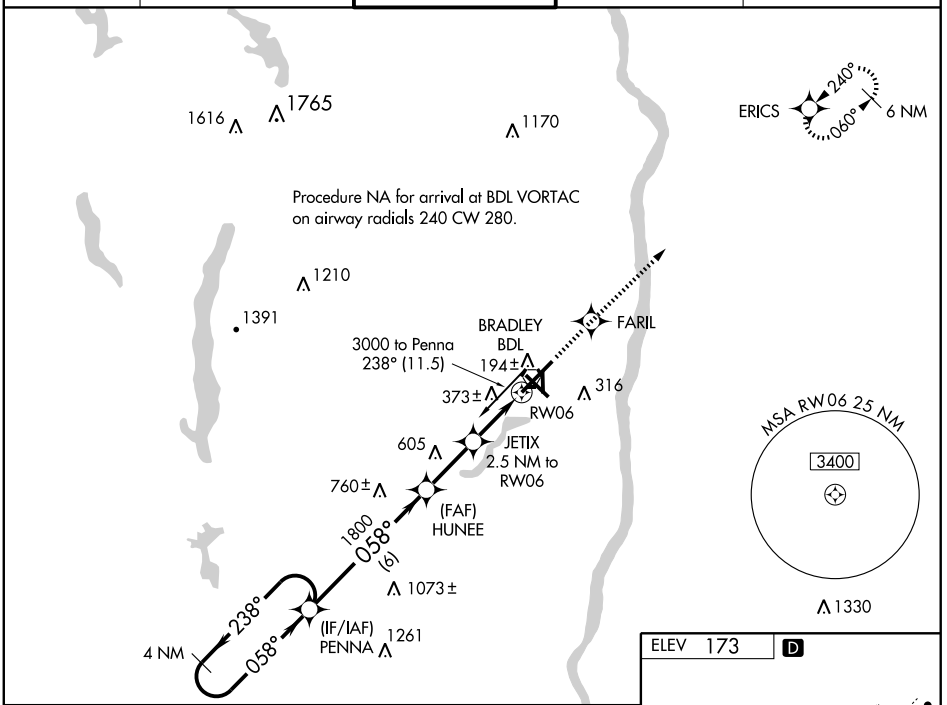
WINDSOR LOCKS / BRADLEY INTL (BDL)

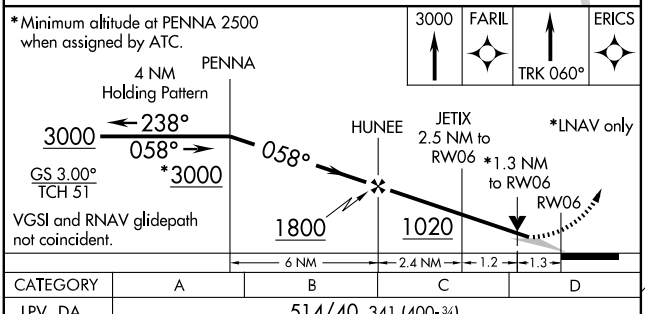
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.

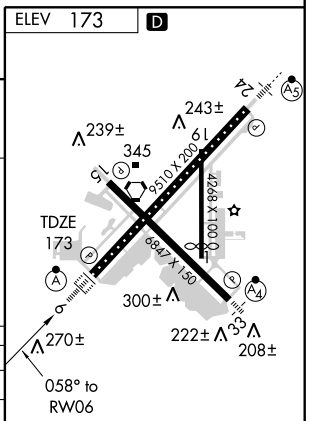
ALSF-2

MISSED APPROACH: Climb to 3000 direct FARIL and via 060° track to ERICS and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 514/40 341 (400-¾) | | | |
| LNAV/VNAV DA | 669/60 496 (500-1¼) | | | |
| LNAV MDA | 640/24 467 (500-½) | | 640/40 467 (500-1¾) | 640/50 467 (500-1) |
| CIRCLING | 680-1¾ 507 (600-1¾) | | | 1000-2¾ 827 (900-2¾) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS Ch 60928 W15A | APP CRS 148° | Rwy Idg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

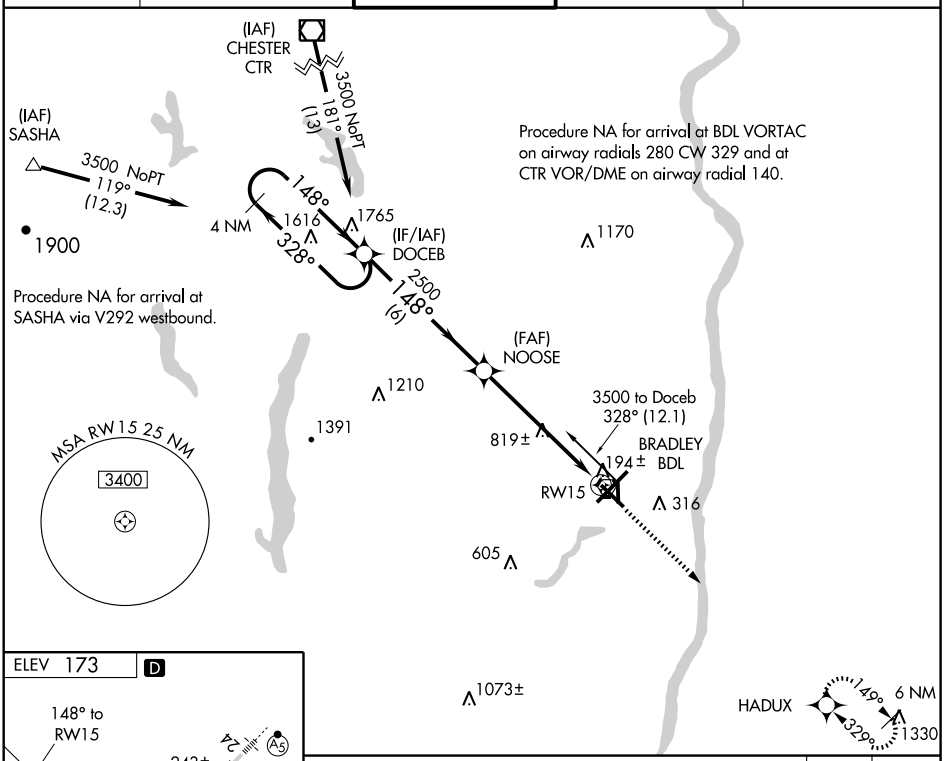
# RNAV (GPS) RWY 15

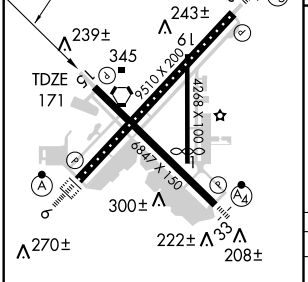
WINDSOR LOCKS / BRADLEY INTL (BDL)

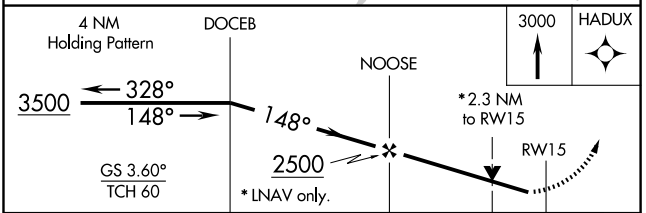
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 direct HADUX and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 525-1 | 354 (400-1) | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1080-1¼ 909 (1000-1¼) | | 1080-2¾ 909 (1000-2¾) | NA |
| CIRCLING | 1080-1¼ 907 (1000-1¼) | | 1080-2¾ 907 (1000-2¾) | NA |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 97310 | 238° | Rwy Idg | 9509 |
| W24A | | TDZE | 170 |
| | | Apt Elev | 173 |

# RNAV (GPS) RWY 24

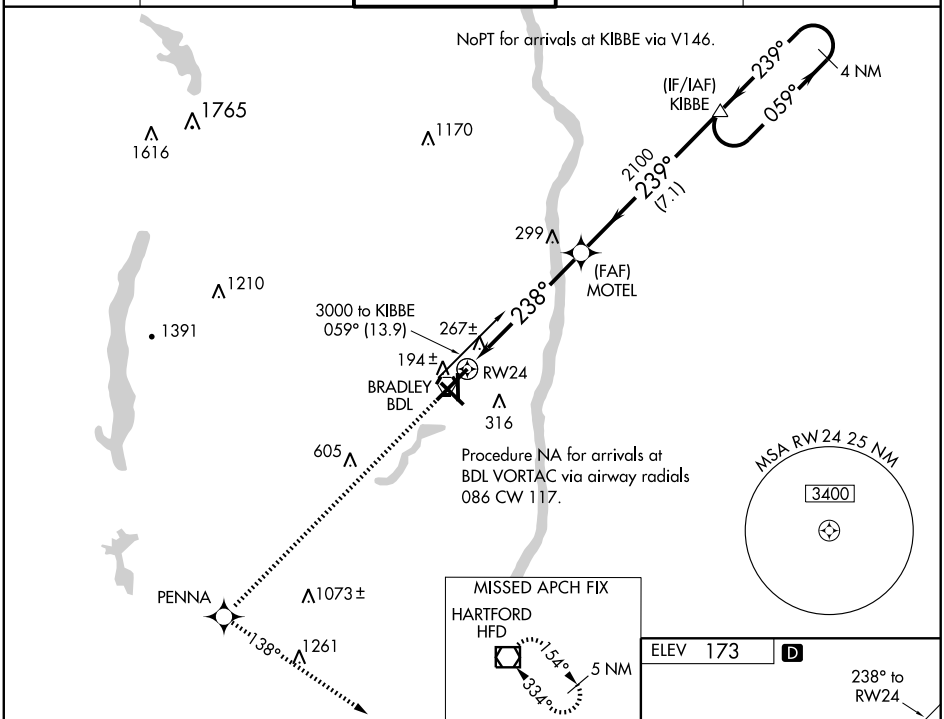
## WINDSOR LOCKS / BRADLEY INTL (BDL)

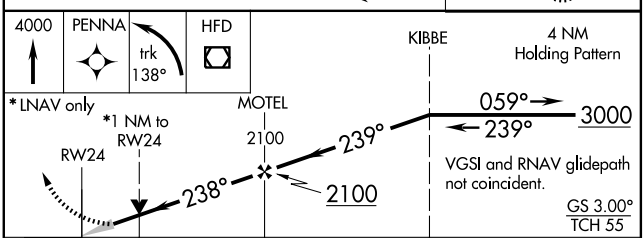
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA.

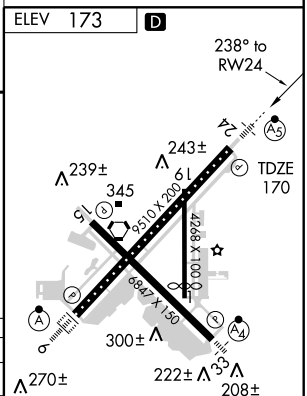
MALSR

MISSED APPROACH: Climb to 4000 direct PENNA and left turn via track 138° to HFD VOR/DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 370/24 200 (200-½) | | | |
| LNAV/VNAV DA | 566/50 396 (400-1) | | | |
| LNAV MDA | 540/24 370 (400-½) | | | 540/50 370 (400-1) |
| CIRCLING | 680-1 507 (600-1) | | 680-1½ 507 (600-1½) | 1020-2¾ 847 (900-2¾) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6847 |
|---|---|---|---|
| Ch 65628 | 328° | TDZE | 171 |
| W33A | | Apt Elev | 173 |

# RNAV (GPS) RWY 33

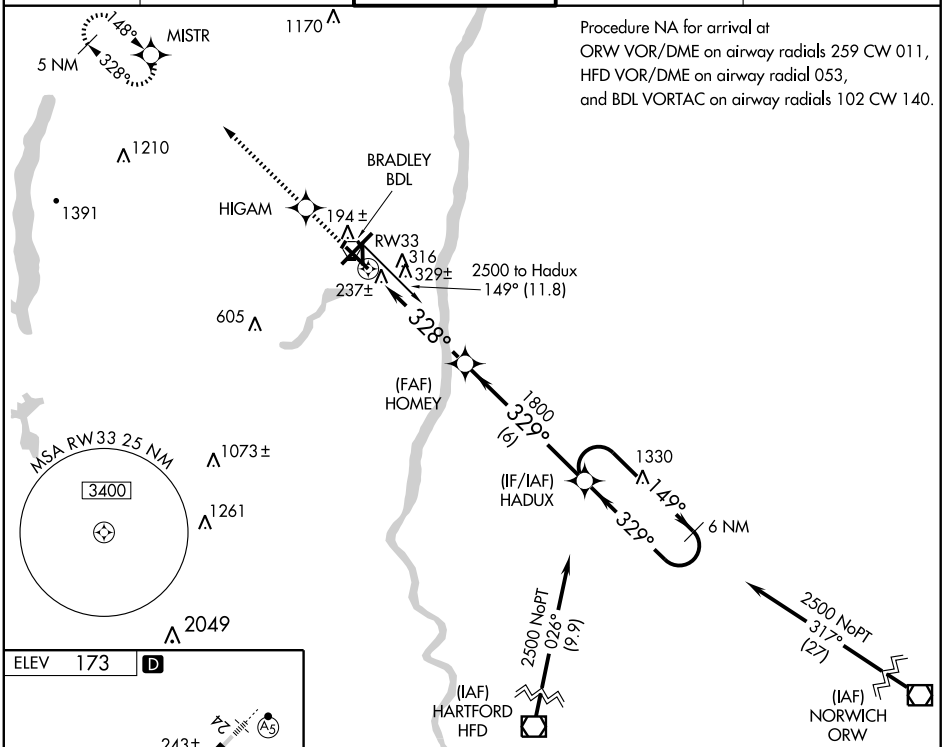
WINDSOR LOCKS / BRADLEY INTL (BDL)

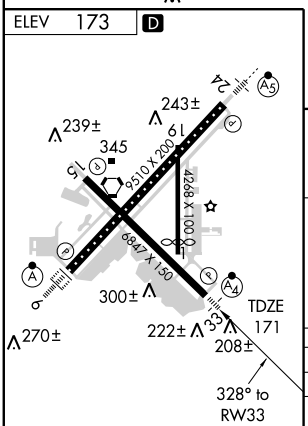
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF

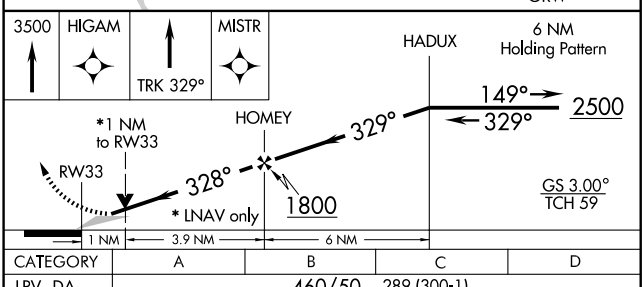
MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 460/50 | 289 (300-1) | | |
| LNAV/VNAV DA | 658-1¾ | 487 (500-1¾) | | |
| LNAV MDA | 560/40 | 389 (400-¾) | | 560/60 389 (400-1¼) |
| CIRCLING | 680-1¾ | 507 (600-1¾) | | 1000-2¾ 827 (900-2¾) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 15

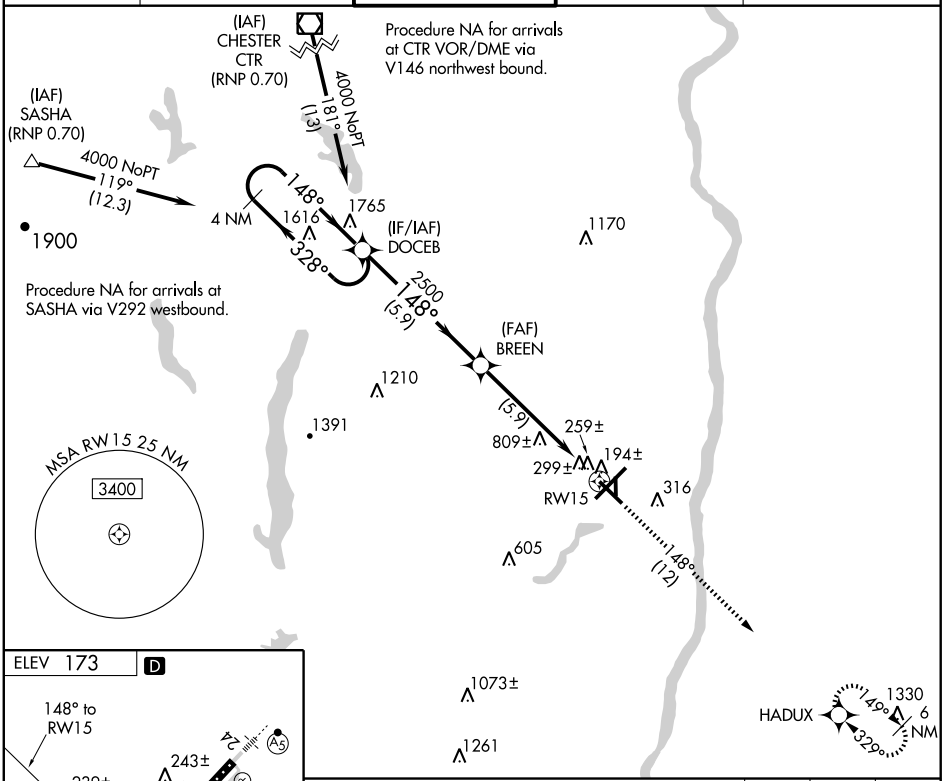
WINDSOR LOCKS / BRADLEY INTL (BDL)

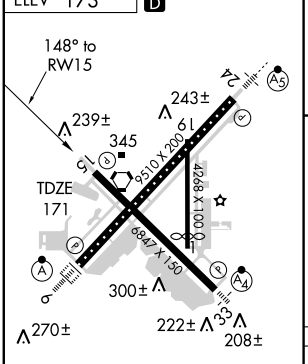
| APP CRS | Rwy Idg | 6847 |
|---|---|---|
| 148° | TDZE | 171 |
| | Apt Elev | 173 |

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 39°C (103°F). Procedure NA for aircraft with wingspan greater than 136 feet.

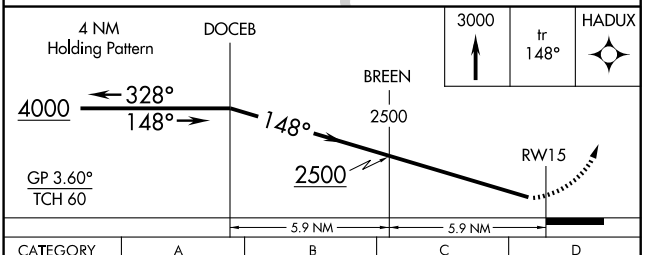
MISSED APPROACH: Climb to 3000 on track 148° to HADUX and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 521-1 | 350 (400-1) | | NA |
| RNP 0.25 DA | 624-1¼ | 453 (500-1¼) | | NA |
| RNP 0.30 DA | 1235-4 | 1064 (1100-4) | | NA |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT




NOTE: Wilet, Audil, and HNK transitions are high altitude only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
WINDSOR LOCKS, CONNECTICUT
07298
NE-1, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BDL 109.0 Chan 27 | APP CRS 056° | Rwy Idg 9509 TDZE 174 Apt Elev 174 |
|---|---|---|

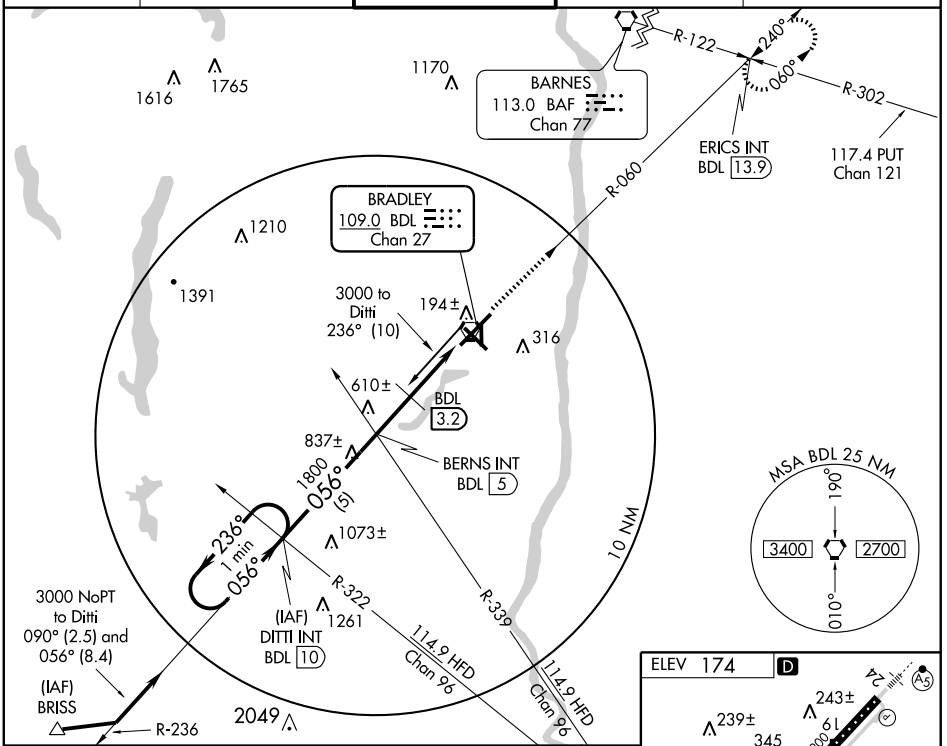
# VOR or TACAN RWY 6

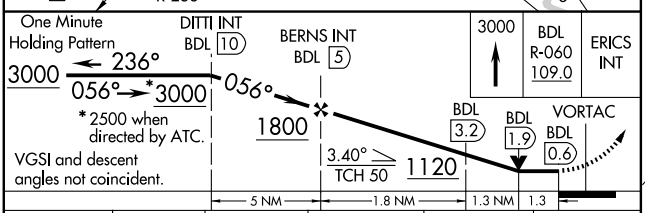
## WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-6 | 1120/40 946 (1000-¾) | | 1120-2¼ 946 (1000-2¼) | 1120-2½ 946 (1000-2½) | |
| CIRCLING | 1120-1¼ 946 (1000-1¼) | | 1120-2¾ 946 (1000-2¾) | 1120-3 946 (1000-3) | 1380-3 1206(1300-3) |
| DME MINIMUMS | | | | | |
| S-6 | 640/24 466 (500-½) | | 640/40 466 (500-¾) | 640/50 466 (500-1) | 640/60 466 (500-1¼) |
| CIRCLING | 680-1 506 (600-1) | | 680-1½ 506 (600-1½) | 1100-3 926 (1000-3) | 1380-3 1206(1300-3) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

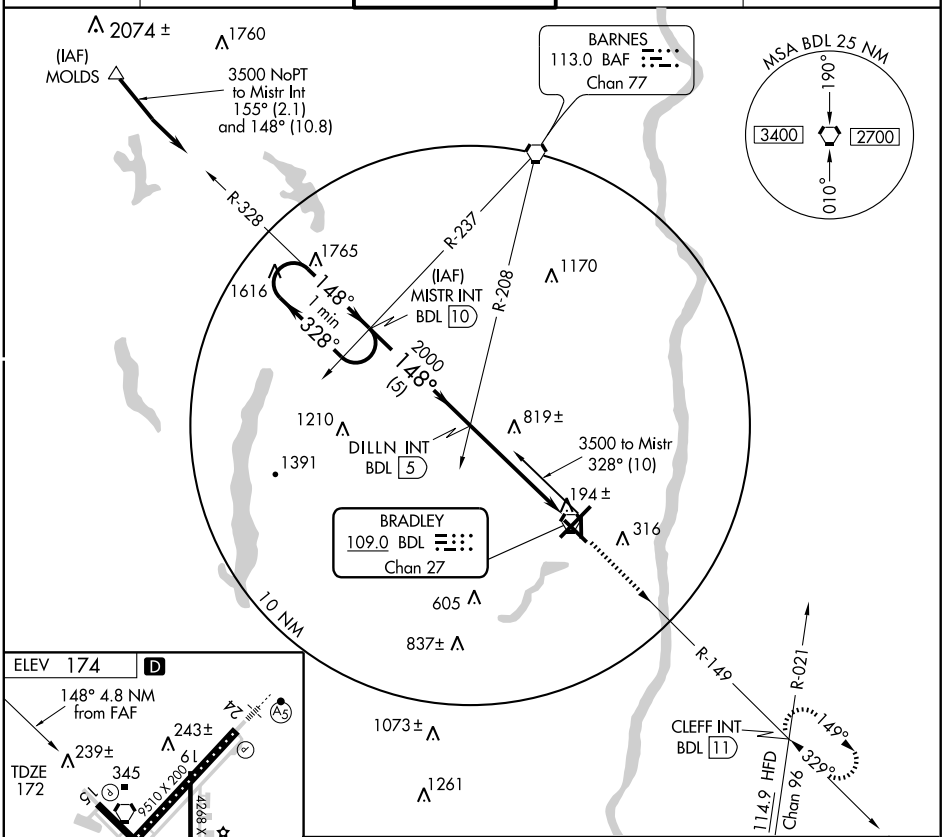
| VORTAC BDL 109.0 Chan 27 | APP CRS 148° | Rwy Idg 6847 TDZE 172 Apt Elev 174 |
|---|---|---|

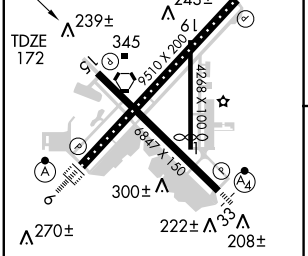
# VOR or TACAN RWY 15

WINDSOR LOCKS / BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

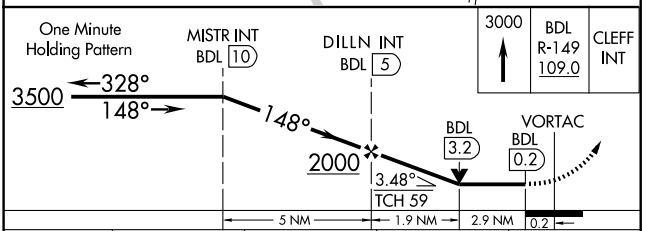
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwys 1-19
REIL Rwy 15

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1320-1¼ 1148 (1200-1¼) | 1320-1½ 1148 (1200-1½) | 1320-3 1148 (1200-3) | |
| CIRCLING | 1320-1¼ 1146 (1200-1¼) | 1320-1½ 1146 (1200-1½) | 1320-3 1146 (1200-3) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BDL 109.0 Chan 27 | APP CRS 240° | Rwy Idg 9509 TDZE 171 Apt Elev 174 |
|---|---|---|

# VOR or TACAN RWY 24

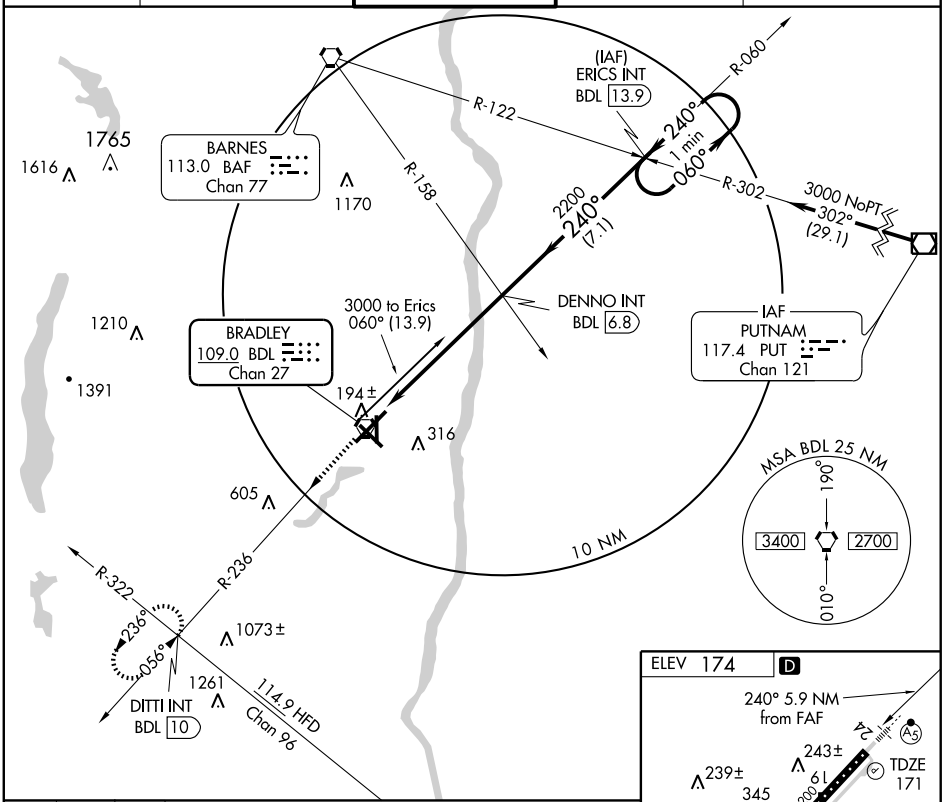
WINDSOR LOCKS / BRADLEY INTL (BDL)

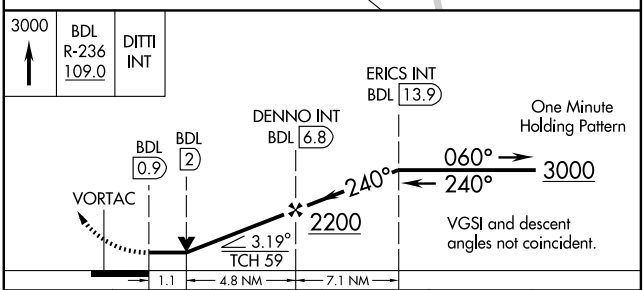
For inoperative MALSR increase S-24 CAT D and E RVR to 6000.

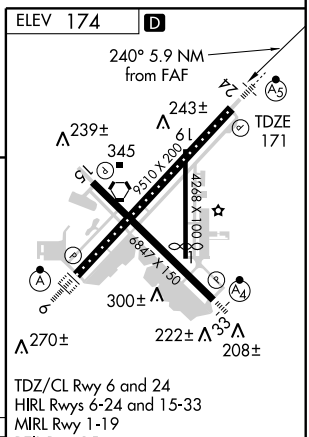
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwys 1-19
REIL Rwy 15

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-24 | 560/24 389 (400-½) | | | 560/50 389 (400-1) | |
| CIRCLING | 680-1 506 (600-1) | | 680-1½ 506 (600-1½) | 1100-3 926 (1000-3) | 1380-3 1206 (1300-3) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BDL 109.0 Chan 27 | APP CRS 329° | Rwy Idg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

# VOR or TACAN RWY 33

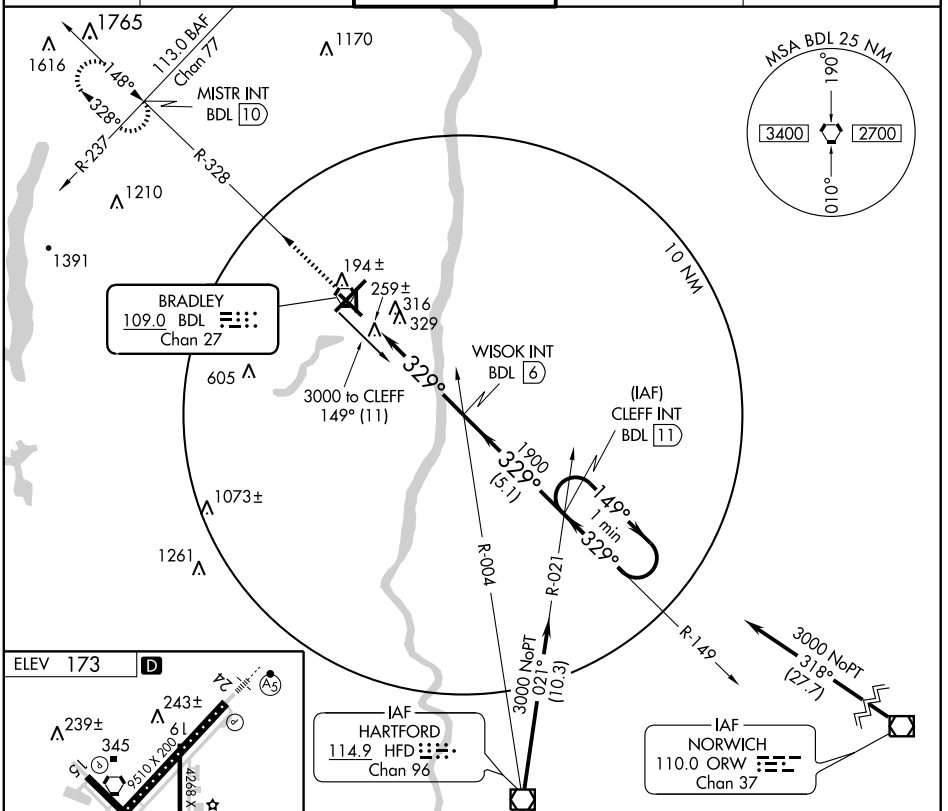
## WINDSOR LOCKS / BRADLEY INTL (BDL)

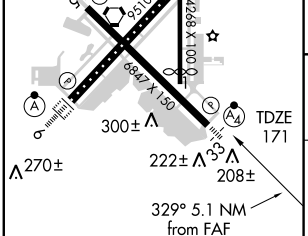
Inoperative table does not apply to CAT C.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.

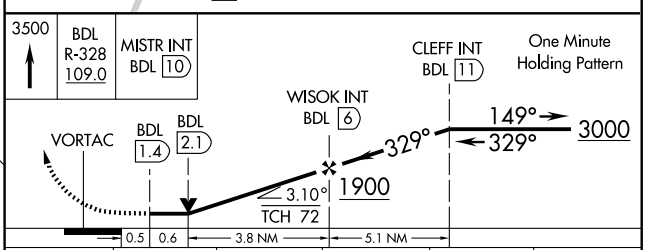
| ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.15 | 127.225 323.2 | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 600/40 | 429 (500-¾) | 600/60<br>429 (500-1¼) | 600-1½ | 429 (500-1½) |
| CIRCLING | 680-1 | 507 (600-1) | | 1100-3<br>927 (1000-3) | 1380-3<br>1207 (1300-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ABINGDON, VA**
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR/DME-B**
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

**ANNAPOLIS, MD**
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

**BALTIMORE, MD**
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
**ILS or LOC Rwy 28[2]**
**VOR Rwy 10[3]**
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
**LOC Rwy 15[2]**
**VOR/DME or TACAN Z Rwy 15[4]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

**BLACKSBURG, VA**
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CHARLOTTESVILLE, VA**
CHARLOTTESVILLE-
ALBEMARLE .. .....**ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3[34]**
**RNAV (GPS) Y Rwy 21[35]**
**RNAV (GPS) Z Rwy 21[3]**
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

**COLLEGE PARK, MD**
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**CULPEPER, VA**
CULPEPER RGNL ..... **LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**VOR-A[2]**
[1]NA when FBO closed.
[2]NA when local weather not available.

**DANVILLE, VA**
DANVILLE RGNL ..... **ILS or LOC Rwy 2**
**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR Rwy 2**
**VOR Rwy 20[1]**
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**DUBLIN, VA**
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**EASTON, MD**

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

**EMPORIA, VA**

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**FARMVILLE, VA**

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

**FELKER AAF (KFAF)**

FORT EUSTIS, VA..... ORIG 08297
**NDB Rwy 14**
**COPTER NDB Rwy 14**
**RNAV (GPS) Rwy 14**
**COPTER RNAV (GPS) Rwy 14**
NA when control tower closed.

**FORT MEADE (ODENTON), MD**

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

**FREDERICK, MD**

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
**RNAV (GPS) Y Rwy 23[1]**
**RNAV (GPS) Z Rwy 23[3]**
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

**GAITHERSBURG, MD**

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**GALAX/HILLSVILLE, VA**

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**GEORGETOWN, DE**

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**HAGERSTOWN, MD**

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**
NA when local weather not available.
[1]NA when control tower closed.

**HOT SPRINGS, VA**

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEESBURG, VA**

LEESBURG EXECUTIVE **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

**LEONARDTOWN, MD**

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**LOUISA, VA**

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

**LYNCHBURG, VA**

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**VOR/DME Rwy 22[4]**
**VOR Rwy 4[3]**
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

**MANASSAS, VA**

MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
**RNAV (GPS) Rwy 16L**
NA when control tower closed.

**MARION/WYTHEVILLE, VA**

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**MARTINSVILLE, VA**

BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

**MELFA, VA**

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**MIDDLETOWN, DE**

SUMMIT ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
**ILS or LOC Rwy 25[1]**
**LOC/DME Rwy 20[12]**
**RNAV (GPS) Rwy 7[2]**
**RNAV (GPS) Rwy 20[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**OCEAN CITY, MD**

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 32[12]**
**VOR-A[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**PETERSBURG, VA**

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**
NA when local weather not available.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
**VOR Rwy 22**
**VOR/DME Rwy 22**
**RNAV (GPS) Rwy 22**
NA when control tower closed.

**RICHLANDS, VA**

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**RICHMOND, VA**

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
**VOR Rwy 16[1]**
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

**ROANOKE, VA**

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
**LDA Rwy 6[2]**
**VOR/NDB Rwy 33[3]**
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SALISBURY, MD**

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
**RNAV (GPS) Rwy 32**
**VOR Rwy 23[1]**
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

**SOUTH HILL, VA**

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**STAUNTON-WAYNESBORO-HARRISONBURG, VA**

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
**NDB Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
[1]ILS, Category D, 700-2.

**SUFFOLK, VA**

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 7**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**WALLOPS ISLAND, VA**

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**WASHINGTON, DC**

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
**ILS or LOC/DME Rwy 1L[1]**
**ILS or LOC/DME Rwy 12[1]**
**ILS or LOC/DME Rwy 19C[1]**
**ILS or LOC/DME Rwy 19R[1]**
**ILS or LOC Rwy 1R[1]**
**ILS or LOC Rwy 19L[1]**
**RNAV (GPS) Y Rwy 19R[2]**
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
**LDA/DME Rwy 19[2]**
**RNAV (GPS) RWY 33[3]**
**ROSSLYN LDA Rwy 19,** 1100-3
**VOR/DME or GPS Rwy 15[4]**
**VOR/DME or GPS Rwy 19[5]**
**VOR Rwy 1[2]**
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**WEST POINT, VA**

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
**VOR-A**
NA when local weather not available.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**WILMINGTON, DE**

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[2]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 19[2]**
**RNAV (GPS) Rwy 27[2]**
**VOR Rwy 1[23]**
**VOR Rwy 27[3]**
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**WINCHESTER, VA**

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

**WISE,VA**

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
**RNAV (GPS) Rwy 6[12]**
**RNAV (GPS) Rwy 24[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.


26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ABINGDON, VA**

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

**ANDREWS AFB/NAF (KADW)**

CAMP SPRINGS, MD. . . . . 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ANNAPOLIS, MD**

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course.

**Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

## BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

## BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

## BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

### BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039° to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

### BRIDGEWATER, VA

BRIDGEWATER AIRPARK ( VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

### BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

### CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

### CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA . . . . . 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

### CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

### CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

### CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

### CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

### CLINTON, MD
WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)
NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

### COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

### CRISFIELD, MD
CRISFIELD MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

### CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.
NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

### CUMBERLAND, MD
GREATER CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.
DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

### DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.
NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

### DAVISON AAF (KDAA)
FORT BELVOIR, VA
. . . . . .Rwy 32, 300-1*
* Or standard with minimum climb of 380/NM to 500.
TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

### DOVER AFB (KDOV)
DOVER, DE . . . . . 09155
TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

### DOVER/CHESWOLD, DE
DELAWARE AIRPARK
NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

**DUBLIN, VA**

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

**EASTON, MD**

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

**ELKTON, MD**

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

**EMPORIA, VA**

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

**FARMVILLE, VA**

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

**FELKER AAF (KFAF),**

FORT EUSTIS, VA . . . . . 08297

**Rwy 14, 32** standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

**FORT MEADE (ODENTON), MD**

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

### FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

### FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

### FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

### FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

### FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

### GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

### GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

### GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

### GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

### HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

### HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

### INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

## JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

## LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

## LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

## LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

## LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.

NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

## LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

## LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

## LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

## MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.


26 AUG 2010 to 23 SEP 2010

**MARTINSVILLE, VA**

BLUE RIDGE (MTV)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

**MELFA, VA**

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

**MIDDLETOWN, DE**

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

**MITCHELLVILLE, MD**

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

**MONETA, VA**

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

**NORFOLK, VA**

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

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## NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

## NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

## NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA . . . . . 08269

**Rwy 28:** 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

### OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

### OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

### OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. . . . . 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

### ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

### PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD . . . . . 09267
**Rwy 6,** Obstacle identification surface begins 15' above DER.
**Rwy 14,** Obstacle identification surface begins 35' above DER.
**Rwy 20,** Obstacle identification surface begins 20' above DER.
**Rwy 24,** Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

### PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

### PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

### QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA . . . . . 09295
Diverse departures not authorized.
**Rwy 2**, 400-2½*
**Rwy 20,** 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

26 AUG 2010 to 23 SEP 2010

**QUINTON, VA**

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

**RICHLANDS, VA**

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

**RICHMOND, VA**

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

**RICHMOND, VA (CON'T)**

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

**RIDGELY, MD**

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

### ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

### SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

### SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

### SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

### SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

### STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

### STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

### STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

26 AUG 2010 to 23 SEP 2010

## SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

## TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

## TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

## WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

## WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

## WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

## WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

**Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

**Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

**WEST POINT, VA**

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

**WILLIAMSBURG, VA**

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**WILMINGTON, DE**

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

**WINCHESTER, VA**

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

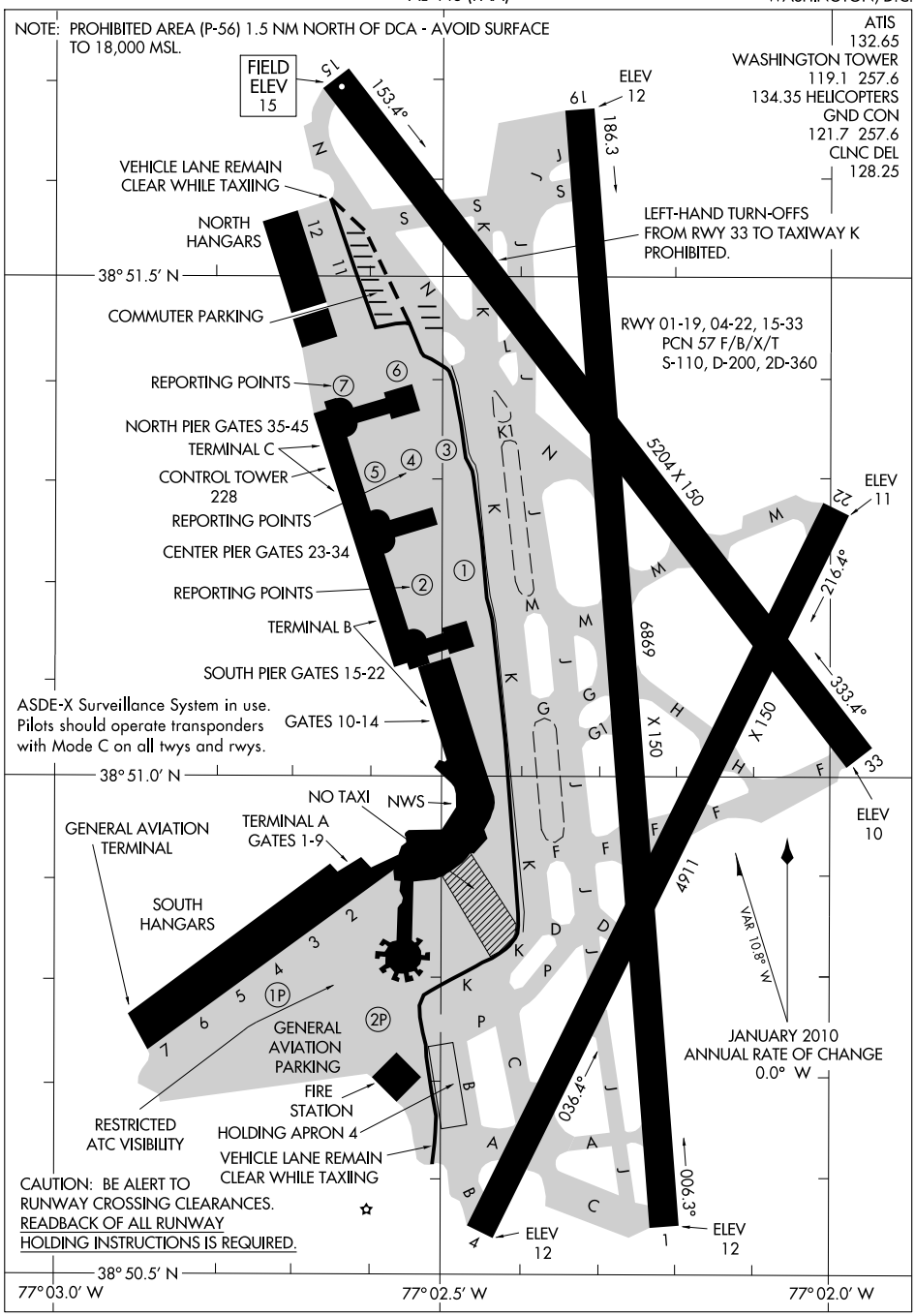
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

**WISE, VA**

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
**Rwy 24,** climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

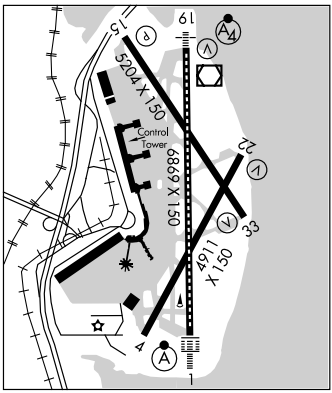



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## WASHINGTON

**RONALD REAGAN WASHINGTON NATL** (DCA) 3 S UTC−5(−4DT) N38°51.13′ W77°02.26′ **WASHINGTON**
15 B S2 **FUEL** JET A LRA Class I, ARFF Index C NOTAM FILE DCA **COPTER**
**RWY 01–19:** H6869X150 (ASPH–GRVD) S–110, D–200, 2D–360 **H–10H, 12I, L–29E, 34F, 36I, A**
PCN 57 F/B/X/T HIRL CL **IAP, AD**
**RWY 01:** ALSF2. TDZL. Twr. **RWY 19:** MALSF. VASI(V12)—GA 3.0°TCH 50′. Rgt tfc.
**RWY 15–33:** H5204X150 (ASPH–GRVD) S–110, D–200,
2D–360 PCN 57 F/B/X/T HIRL
**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 46′. Fence. Rgt tfc.
**RWY 33:** REIL. VASI(V4L)—GA 3.0°TCH 53′. Trees.
**RWY 04–22:** H4911X150 (ASPH–GRVD) S–110, D–200,
2D–360 PCN 57 F/B/X/T MIRL
**RWY 04:** REIL. Pole.
**RWY 22:** REIL. VASI(V4L)—GA 3.0°TCH 53′. Ground. Rgt tfc.




**AIRPORT REMARKS:** Attended continuously. Rwy 22 CLOSED exc for taxi indef. Rwy 04 CLOSED exc for tkf and taxi indef. Be advised some aircrews mistake Rwy 15 for Rwy 19. Left–hand turn–offs from Rwy 33 to Twy K prohibited. Hold block for Rwy 04 closed for acft parking 0200–1330Z‡. Flocks of birds on and invof arpt, frequent seagull and geese and duck populations airborne over adjacent river areas. When South apchs are in progress high ints lgts will be flashing on Key, Roosevelt, Memorial, and George Mason Bridges to assist pilots in remaining over Potomac River. Lgts controlled by twr. Three obstruction lgtd poles on apch to Rwy 04 15′ high, 600′ left–600′ right, 900′ from AER. Lighting from vehicle parking lot located 1000 ft SW of Rwy 01 could give false indications of being part of Rwy 01 apch lighting system during periods of reduced visibility and low ceilings. Rwy 04 REIL OTS indef. Rwy 22 REIL OTS indef. Rwy 22 VASI OTS indef. ASDE–X surveillance system in use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 19X exists to support the DCA LDA associated with the ILS. Twy P ends at Gate #5. Acft arriving/departing the general aviation parking area are prohibited from taxiing between air carrier pushback ops and the gates. Training flights that include multiple apchs and/or touch and go ops rqr prior permission from the arpt manager. Ldg fees. NOTE: See Special Notices —District of Columbia Ronald Reagan Washington National Airport. Noise Abatement and Prohibited Area (P–56) Avoidance Procedures and Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (703) 412–8140. LLWAS. TDWR.
**COMMUNICATIONS: D–ATIS** 132.65 (703–419–3917) **UNICOM** 122.95
Ⓡ **POTOMAC APP CON** 118.3 (EAST) 124.7 (WEST)
**WASHINGTON TOWER** 119.1 (134.35 Helicopters) **GND CON** 121.7 **CLNC DEL/PRE TAXI CLNC** 128.25
Ⓡ **POTOMAC DEP CON** 121.05 (WEST 10,000′ up to FL 230) 118.95 (WEST 9500′ and blo) 125.65 (EAST 9500′ and blo) 126.55 (EAST 10,000′ up to FL 190)
**AIRSPACE: CLASS B** See VFR Terminal Area Chart.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**WASHINGTON (L) VORW/DME** 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ at fld. 9/09W.
**GEORGETOWN NDB (MHW)** 323 GTN N38°55.79′ W77°07.45′ 148° 6.2 NM to fld. Unmonitored.
**OXONN NDB (MHW/LOM)** 332 DC N38°45.96′ W77°01.60′ 005° 5.2 NM to fld. Unmonitored.
**ILS/DME** 109.9 I–DCA Chan 36 Rwy 01. Class IIE. LOM OXONN NDB.
DME unusable byd 14 NM blo 1600′.
**LDA/DME** 109.9 I–ASO Chan 36 Rwy 19. GS not authorized blo 1100′. DME unusable byd 12 NM. DME unusable byd 25° right of course. LOC unusable byd 25° right of course.
**LDA/DME** 108.5 I–VWH Chan 22 Rwy 19. LOC only. LOC unusable byd 25° left and right of course.
**COMM/NAV/WEATHER REMARKS:** Local flow traffic management–turbo jet arrivals Ronald Reagan Washington National Tower in conjunction with the Washington ARTCC, has implemented a metering plan designed to minimize low altitude holding, reduce radar vectors and speeds requiring the extension of flaps and to provide for an orderly flow of traffic to the final approach course. Dependent upon the airport acceptance rate, in-trail spacing between successive arrivals may necessitate using speed adjustments prior to reaching the Washington Terminal Area. Descent, under most conditions, will be from arrival fixes established 30 to 36 miles from the runway end. Advance notice as to where to expect descent and when to expect base leg should be given. It is imperative that pilots control their descent at a uniform rate to preclude intermediate altitude restrictions. (Procedures are based on a near idle thrust, 300 feet per mile descent in still air conditions.)

# BILIT ONE ARRIVAL (RNAV)

(BILIT.BILIT1) 09071

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL

WASHINGTON, DC

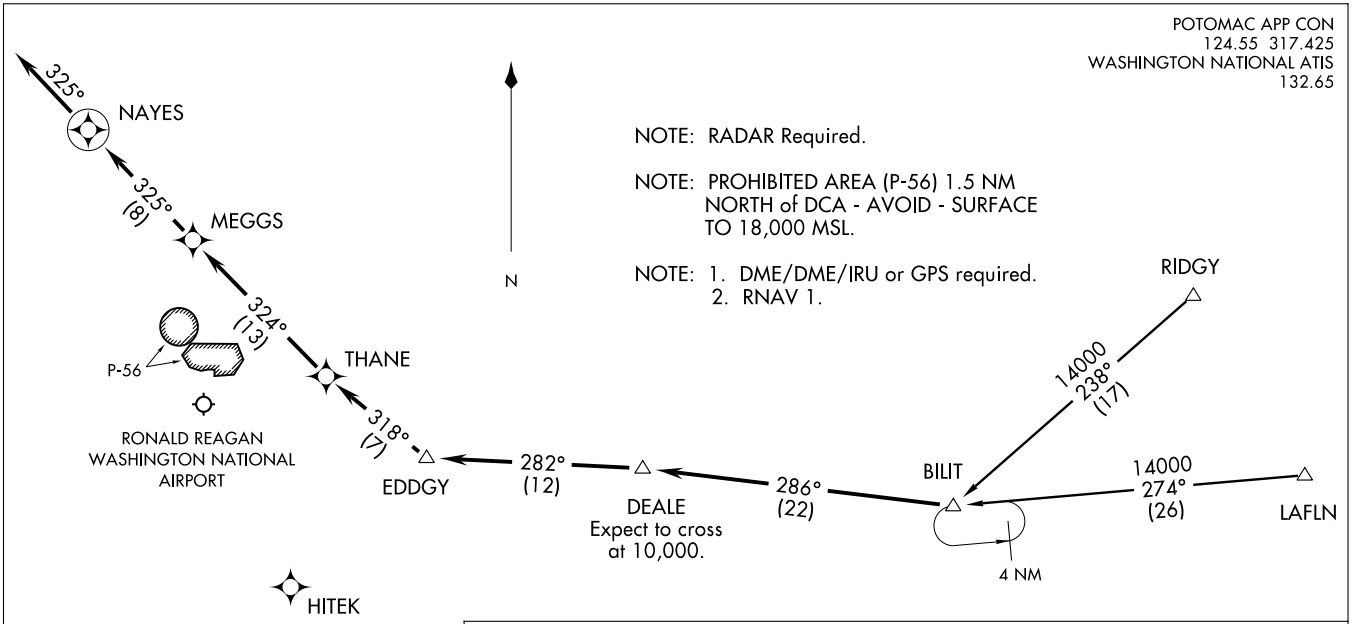
BILIT ONE ARRIVAL (RNAV)

(BILIT.BILIT1) 09071

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL

WASHINGTON, DC

ST-443 (FAA)




## ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.BILIT1):

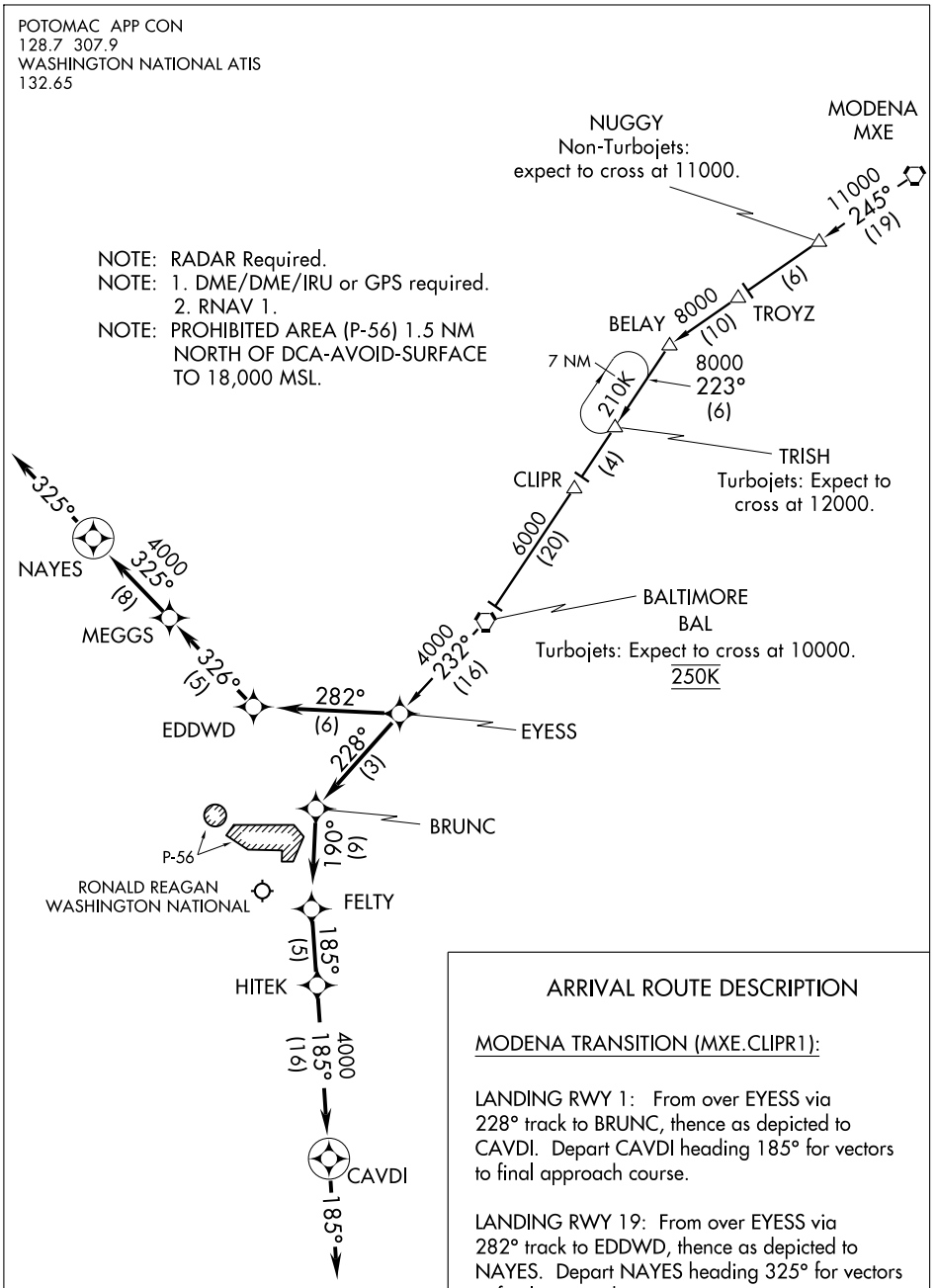
RIDGY TRANSITION (RIDGY.BILIT1):

. . . From BILIT WP via 286° track to DEALE WP, thence as depicted to NAYES WP, depart NAYES WP heading 325° for vectors to final approach course.

LANDING RWY 1: After EDDGY WP, expect radar vectors to final approach course.

LANDING RWY 19: Depart NAYES WP heading 325° for vectors to final approach course.

# CLIPR ONE ARRIVAL (RNAV)




## ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR1):

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course..


NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-DCA | APP CRS | Rwy Idg 6869 |
|---|---|---|
| 109.9 | 007° | TDZE 15 |
| Chan 36 | | Apt Elev 16 |

# COPTER ILS or LOC RWY 1

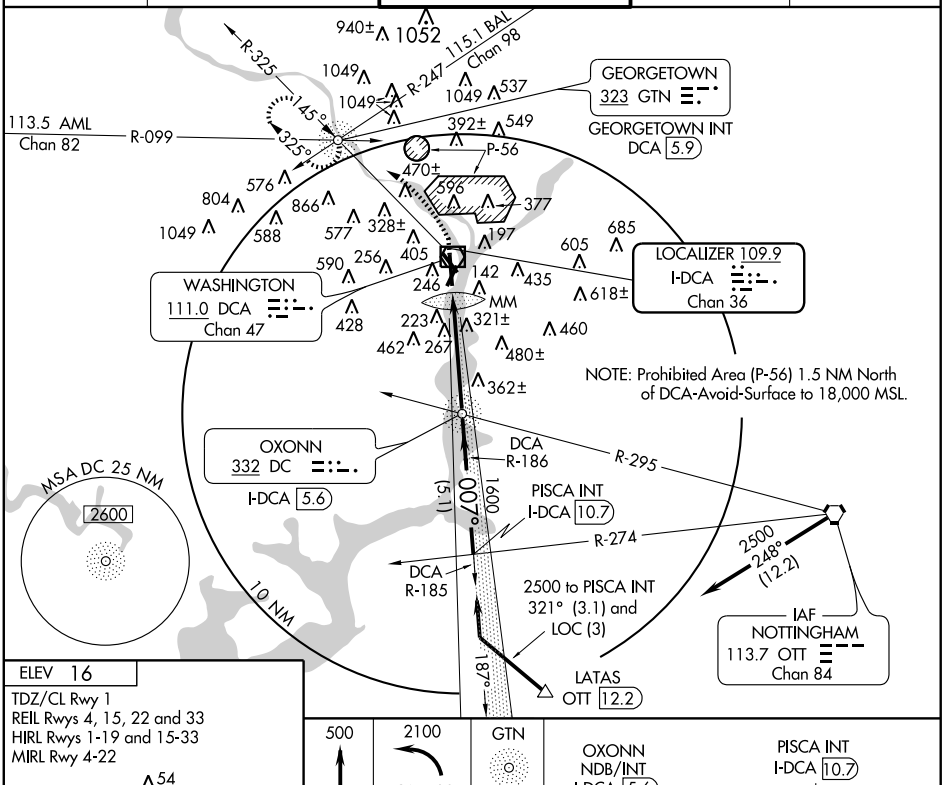
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — Use I-DCA DME when on the LOC course. Radio altimeter required.

ALSF-2

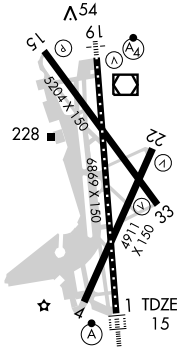
MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

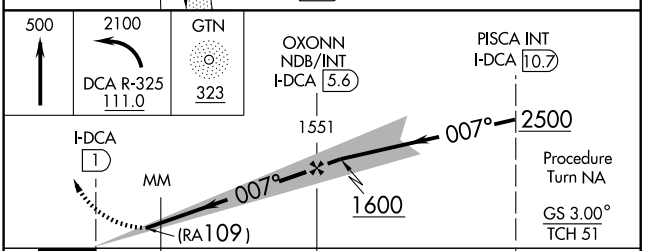



ELEV 16

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22




007° 4.6 NM from FAF




| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 115/16<br>100 (100-¼) | NA | | |
| S-LOC 1 | 480/24<br>465 (500-½) | NA | | |
| CIRCLING | NA | | | |

## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC






NE-3, 26 AUG 2010 to 23 SEP 2010

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

(ELDEE.ELDEE4) 09015

| LOC/DME I-DCA | APP CRS | Rwy Idg | 6869 |
|---|---|---|---|
| 109.9 | 007° | TDZE | 15 |
| Chan 36 | | Apt Elev | 16 |

# ILS RWY 1

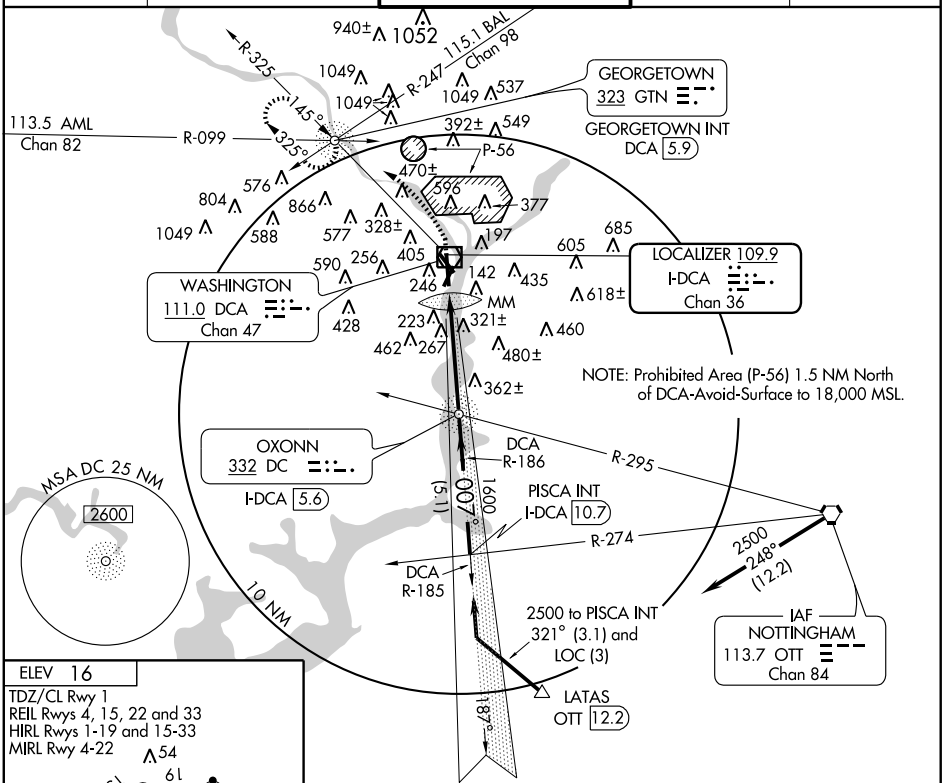
## WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

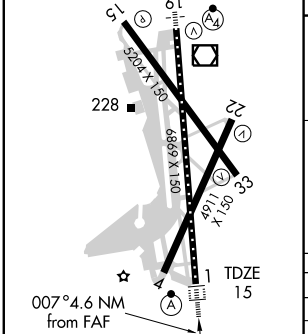
Circling Cat C and D not authorized northeast of Rwy 15-33.
Use I-DCA DME when on the LOC course.

ALSF-2

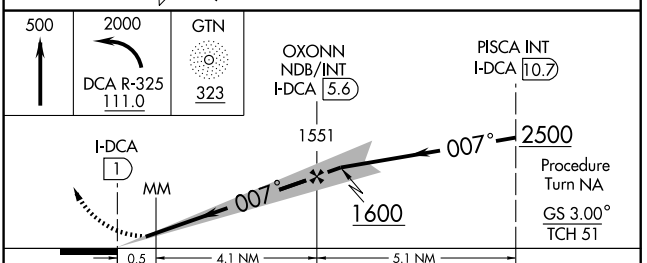
MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 215/18 200 (200-½) | | | |
| S-LOC 1 | 480/24 465 (500-½) | | 480/40 465 (500-¾) | 480/50 465 (500-1) |
| CIRCLING | 620-1 604 (700-1) | 660-1 644 (700-1) | 660-1¾ 644 (700-1¾) | 700-2¼ 684 (700-2¼) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-DCA | APP CRS | Rwy Idg 6869 |
|---|---|---|
| 109.9 | 007° | TDZE 15 |
| Chan 36 | | Apt Elev 16 |

# ILS RWY 1 (CAT II)

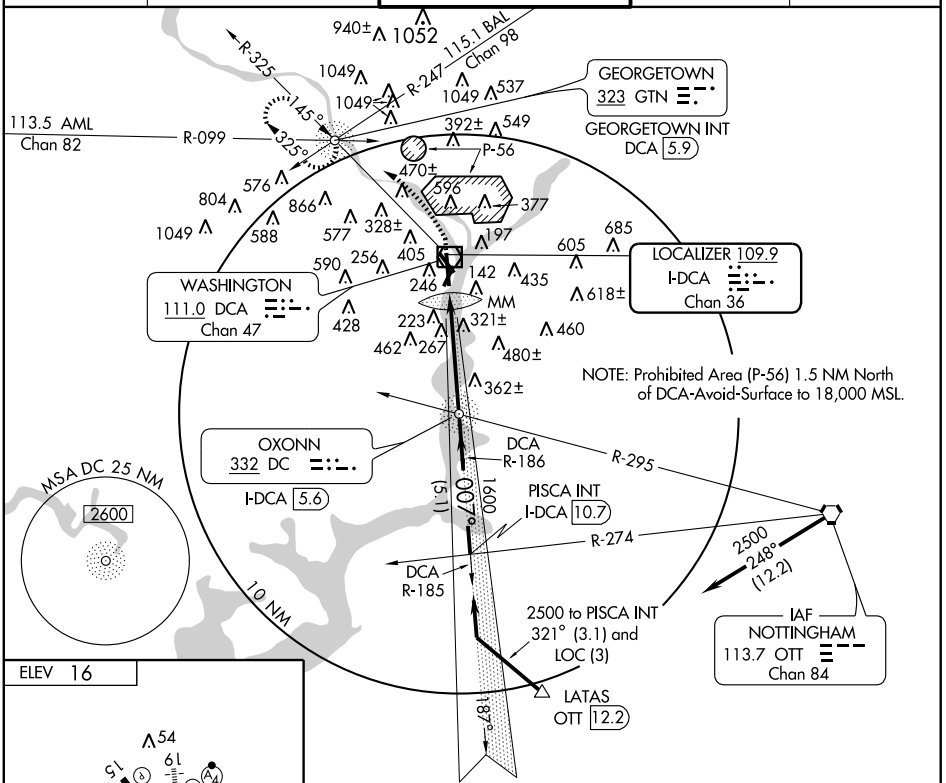
## WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Use I-DCA DME when on the LOC course.

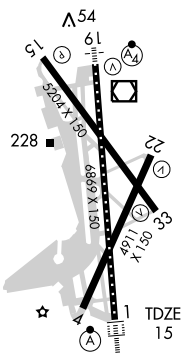
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

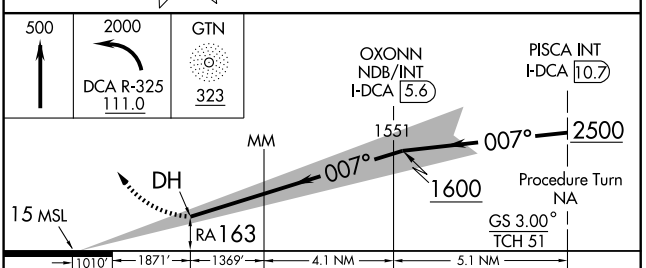
| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |




ELEV 16




TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | RA 163/16 150 DA 165 | | | |

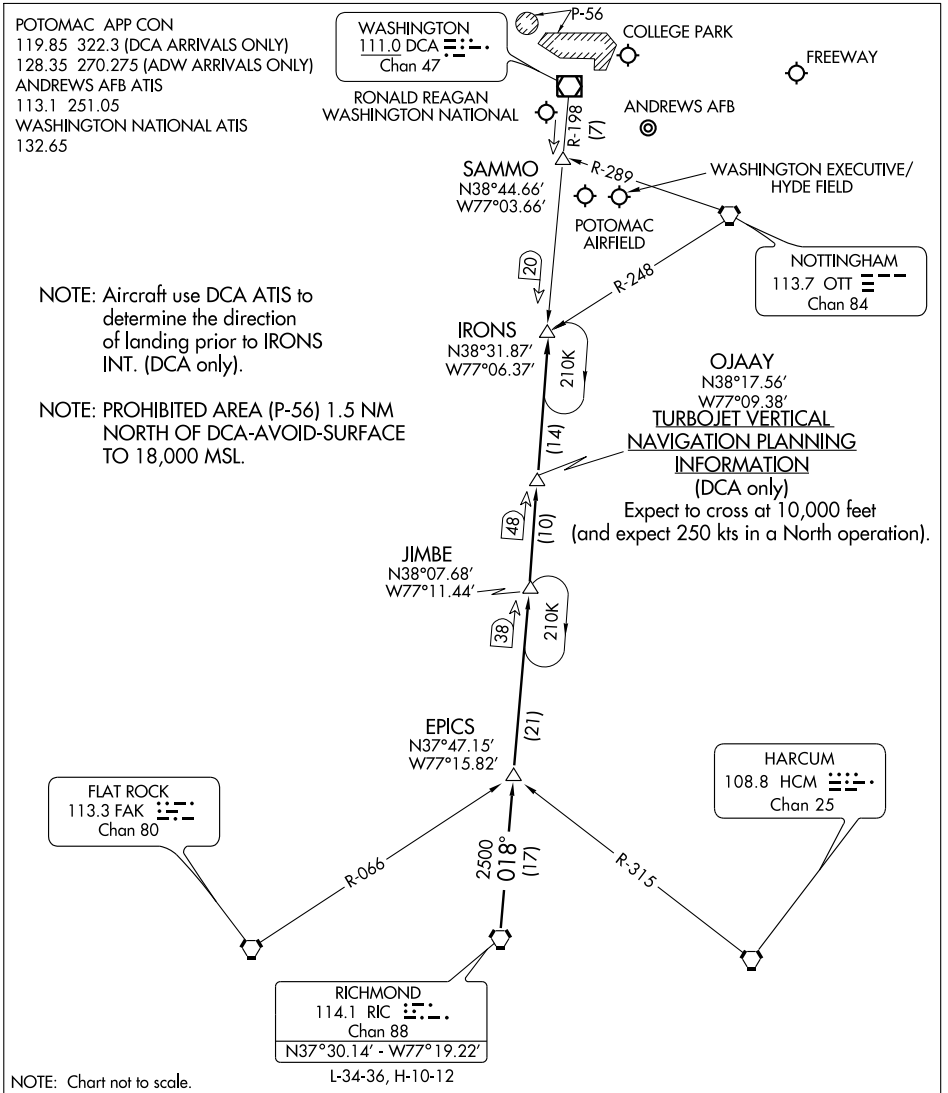
## CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-VWH | APP CRS | Rwy Idg 6869 |
|---|---|---|
| 108.5 | 145° | TDZE 14 |
| Chan 22 | | Apt Elev 16 |

# LDA/DME RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

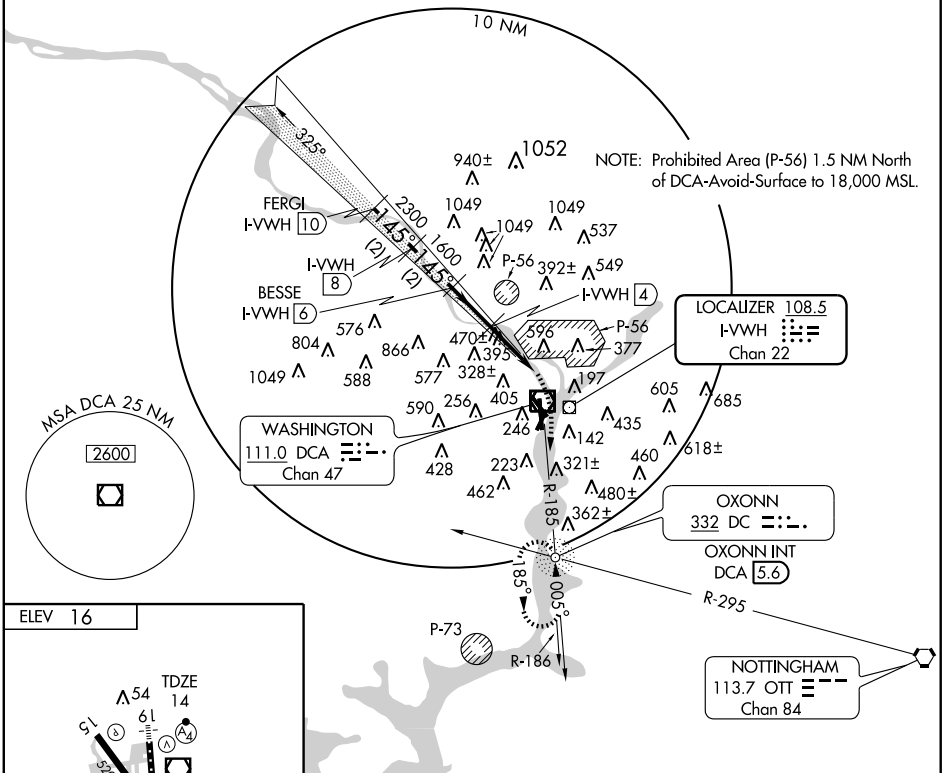
▼ Inoperative table does not apply.
▲ Circling Cats C and D not authorized northeast of Rwy 15-33.

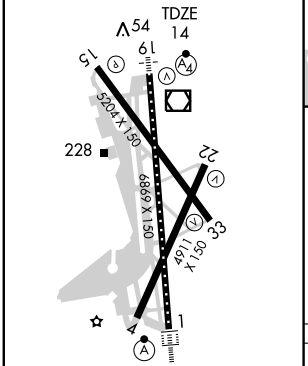
MALSF

MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

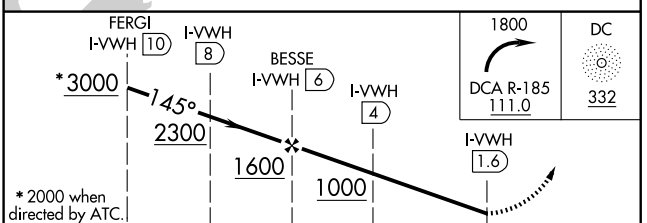
| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

## RADAR REQUIRED




TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA 19 | 720/60 706 (800-1¼) | | 720-2 706 (800-2) | 720-2¼ 706 (800-2¼) |
| CIRCLING | 720-1¼ 704 (800-1¼) | | 720-2 704 (800-2) | 720-2¼ 704 (800-2¼) |



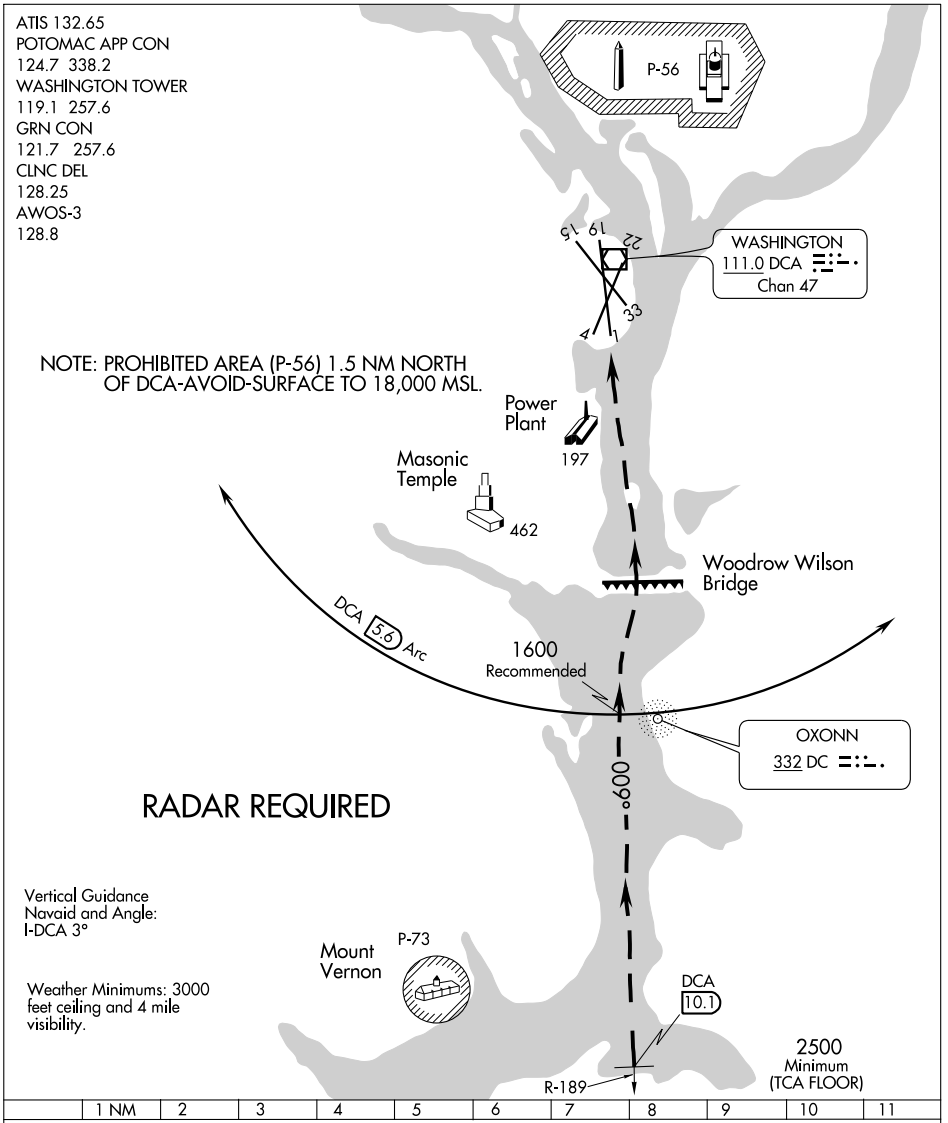
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)
38°51′ N - 77°02′ W



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# MOUNT VERNON VISUAL RUNWAY 1

AL-443 (FAA) WASHINGTON, DC

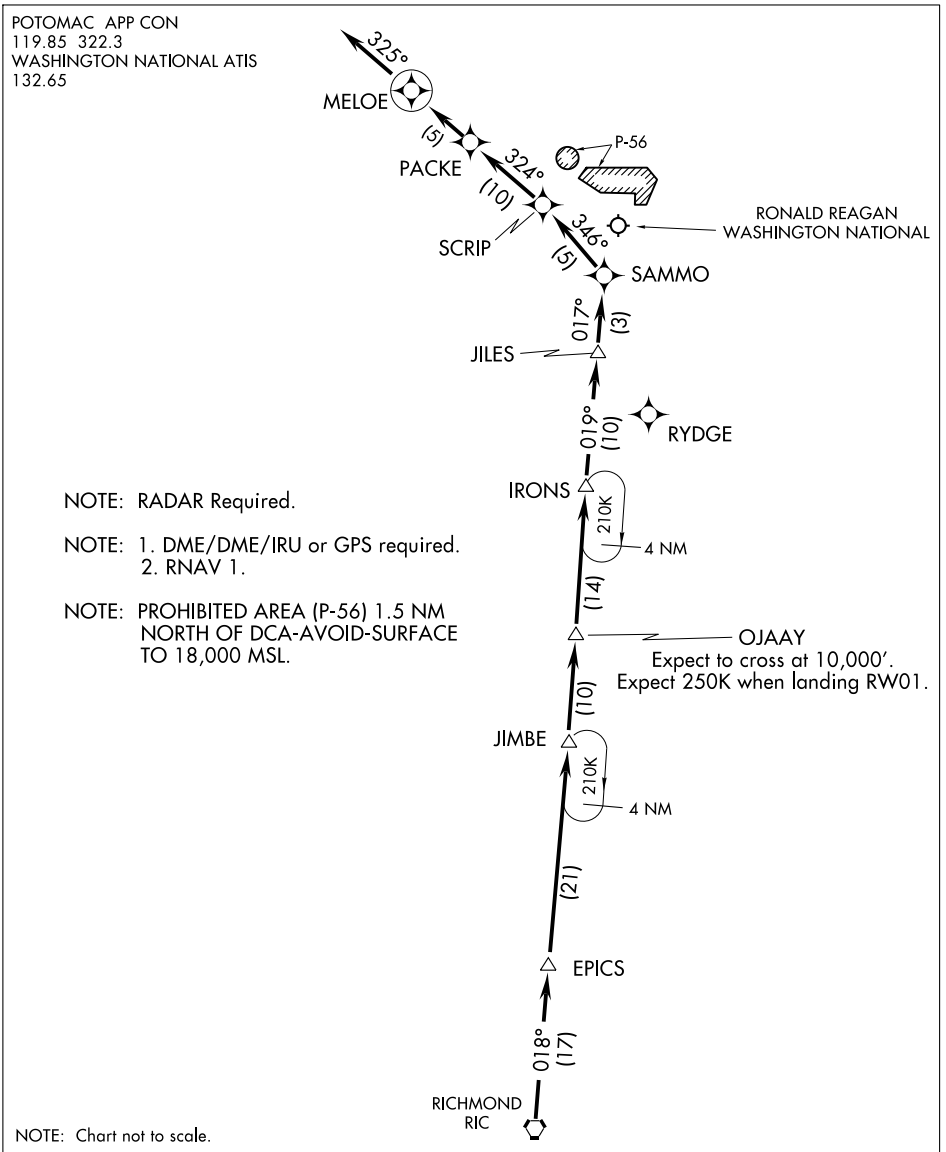



Aircraft may proceed via DCA VOR/DME R-189 (009° inbound) to DCA 5.6 DME, then follow the Potomac River to the airport.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# OJAAY ONE ARRIVAL (RNAV)



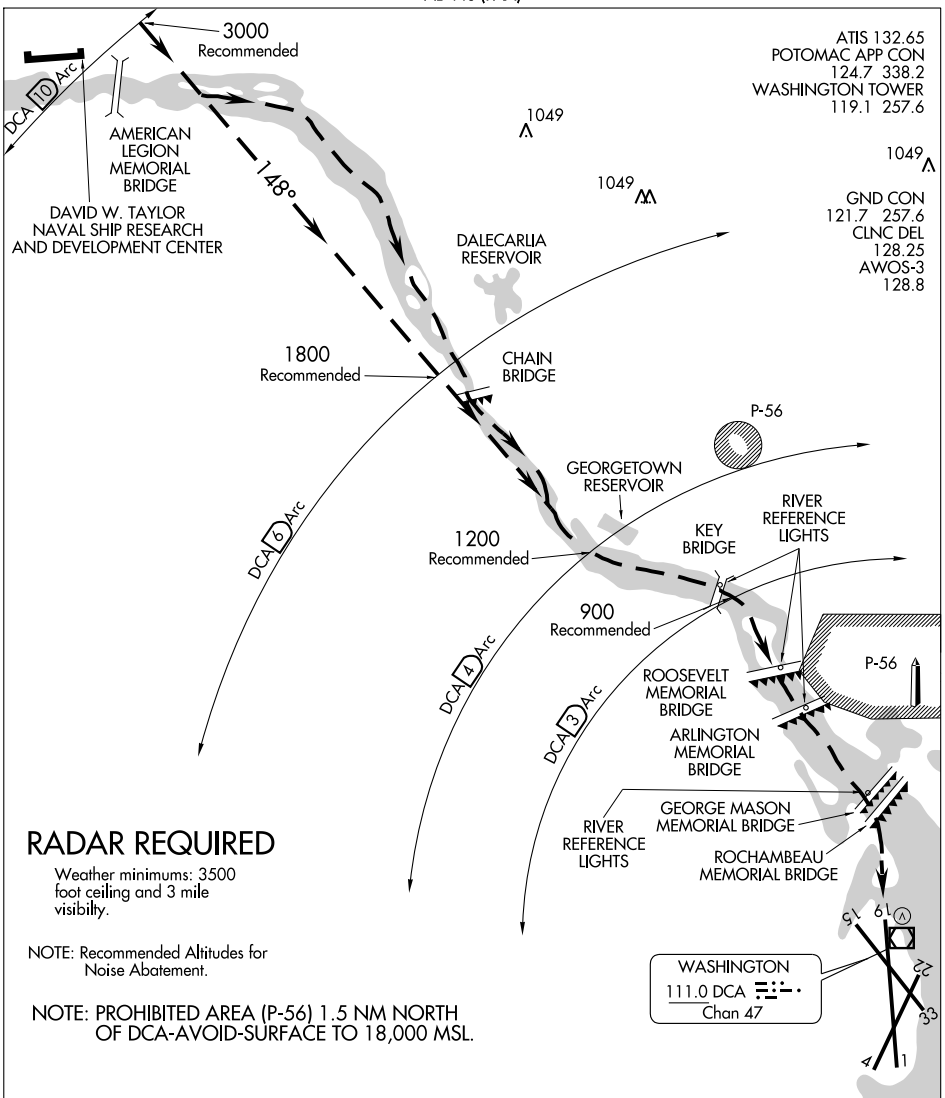

## ARRIVAL ROUTE DESCRIPTION

From RIC VORTAC via 018° track to EPICS WP, thence as depicted to MELOE WP, depart MELOE WP heading 325° for vectors to final approach course.

LANDING RWY 1: After IRONS, expect radar vectors to final approach course.

LANDING RWY 19: Depart MELOE WP heading 325° for vectors to final approach


NE-3, 26 AUG 2010 to 23 SEP 2010




RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the DCA VOR/DME R-328 (148° inbound) or via the Rosslyn LDA Rwy 19 Approach to abeam Georgetown Reservoir or the DCA 4 NM DME fix, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

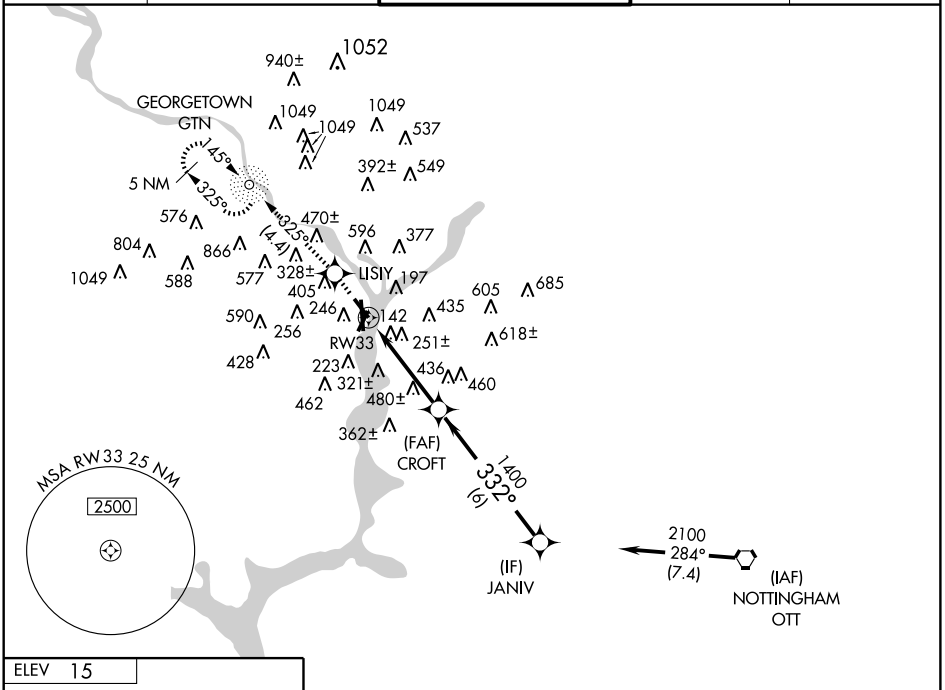
| WAAS | APP CRS | Rwy Idg | 5204 |
|---|---|---|---|
| CH 90123 | 332° | TDZE | 13 |
| W33A | | Apt Elev | 15 |

# WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA) RNAV (GPS) RWY 33

Circling NA for Cats C and D northeast of Rwy 15-33.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct LISIY and via 325° track to GTN NDB and hold.

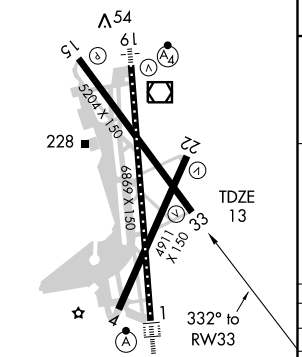
| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |



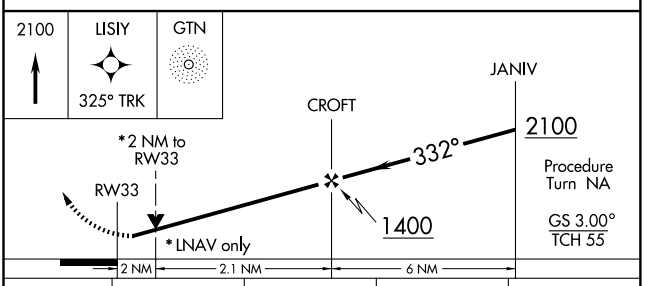

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

ELEV 15




TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269-¾ 256 (300-¾) | | | |
| LNAV/ VNAV DA | 760-2½ 747 (800-2½) | | | |
| LNAV MDA | 700-1 687 (700-1) | | 700-2 687 (700-2) | 700-2¼ 687 (700-2¼) |
| CIRCLING | 760-2½ 745 (800-2½) | | | |



WASHINGTON / RONALD REAGAN WASHINGTON NATIONAL (DCA)
38°51′ N - 77°02′ W
RNAV (GPS) RWY 33

| APP CRS | Rwy Idg | 6869 |
|---|---|---|
| 005° | TDZE | 14 |
| | Apt Elev | 15 |

# RNAV (RNP) RWY 1

## WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 40°C (104°F). Missed approach requires RNP less than 1.0. For inoperative ALSF, increase RNP 0.30 visibility to RVR 6000.

NA

ALSF-2

MISSED APPROACH: Climb to 2100 via left turn to FIVUD, and 325° track to HESLO, and 325° track to GTN NDB and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

MISSED APCH FIX

145° 5 NM 325°

GEORGETOWN GTN

RADAR REQUIRED

P-56B HESLO P-56A FIVUD MAX 185 KIAS RW01

(FAF) OXONN DC

P-73

(IF) MRION

LITNE

(IAF) IRONS

NOTE: PROHIBITED AREA (P56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.

MSA RW01 25 NM 2300

ELEV 15

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

15 6I 4 22 33 1 TDZE 14

5204 X 150 6869 X 150 4911 X 150

228

005° to RW01

| 2100 | FIVUD | HESLO | GTN |
|---|---|---|---|
| | 325° TRK | 325° TRK | |

MRION 2500 OXONN 1600 005° RW01 1600 GP 3.09° TCH 60

4.6 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 386/40 372 (400-¾) | | | |

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6869 |
|---|---|---|
| 184° | TDZE | 13 |
| | Apt Elev | 15 |

# RNAV (RNP) RWY 19

## WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, Procedure NA below -11°C (12°F) or above 49°C (120°F). Inoperative table does not apply. When East Side VGSI inop, Procedure NA.

MALSF

MISSED APPROACH: Climbing right turn to 1800 direct OXONN and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

(IAF) RAYEE 7000

3000 130° (8)

RAYEE: Procedure NA V8 NW Bnd

KIVEY 3800

2500 145° (2.6)

MAX 240 KIAS

KUBEY 3000

2500 (5.8)

2500 260° (8.8)

(IAF) BELTS 6900

BELTS: Procedure NA V265 N Bnd

3100 262° (15.1)

BALTIMORE BAL 10000

BAL VORTAC: Procedure NA V44-214 SE Bnd; V268 SE Bnd

3000 (2.7)

CUKLI 4000

LICIP 3500

2500 (2.1)

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA - Avoid Surface to 18,000 MSL.

3100 080° (9.9)

(IAF) ARMEL AML 8000

(IF) HIXIT 2500

2000 145° (3.3)

(FAF) JTSON

145° (1.5)

SETOC

FONVI (0.9)

(0.9)

P-56

JUBOL (1.6)

144°

WIRSO (0.6)

FIROP

RW19 184° (0.5)

MSA RW19 25 NM 2600

940±

1052

1049

1049

1049

1049

1049

537

549

392±

596

377

576

866

804

588

577

328±

470±

63±

405

197

256

246

590

428

142

54

ELEV 15

184° to RW19

TDZE 13

5200 X 150

6869 X 150

4911 X 150

228

MISSED APCH FIX

OXONN

185° 5000

HIXIT 2500

JTSON 2000

SETOC 1510

FONVI 1218

JUBOL 933

WIRSO 424

FIROP 234

RW19

145° 145° 144° 184°

2000

Procedure Turn NA

GP 3.00° TCH 50

1800 OXONN

3.3 NM 1.5 0.9 0.9 1.6 0.6 0.5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 475-1½ | 462 (500-1½) | | |

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22, and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 22

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ASO | APP CRS | Rwy Idg | 6869 |
|---|---|---|---|
| 109.9 | 147° | TDZE | 14 |
| Chan 36 | | Apt Elev | 16 |

# ROSSLYN LDA RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Glide slope provided by standard glide slope equipment.
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

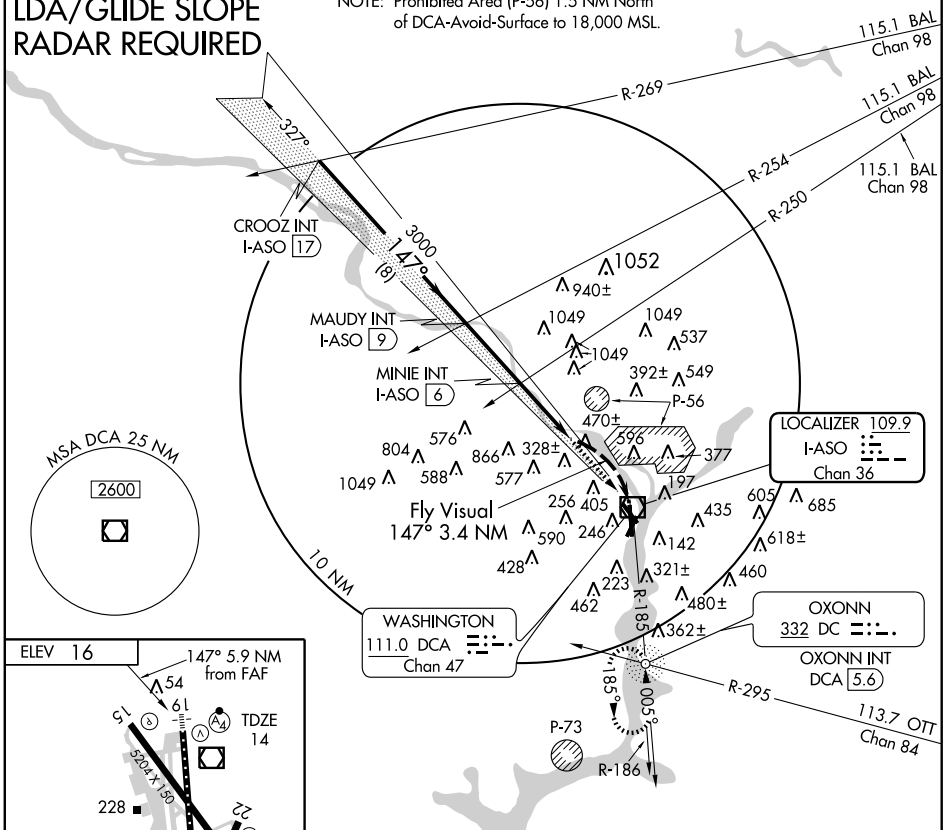
MALSF

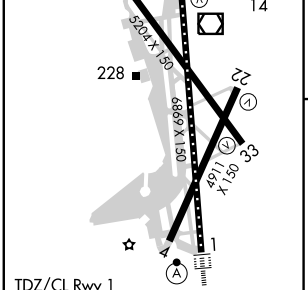
MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

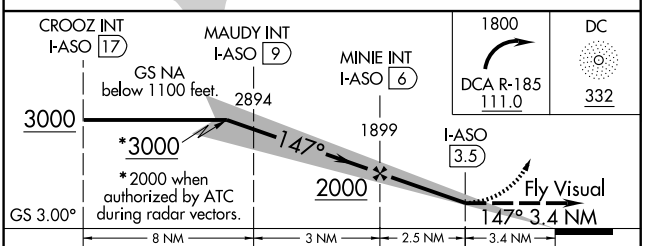
## LDA/GLIDE SLOPE RADAR REQUIRED

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.




| FAF to MAP 2.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

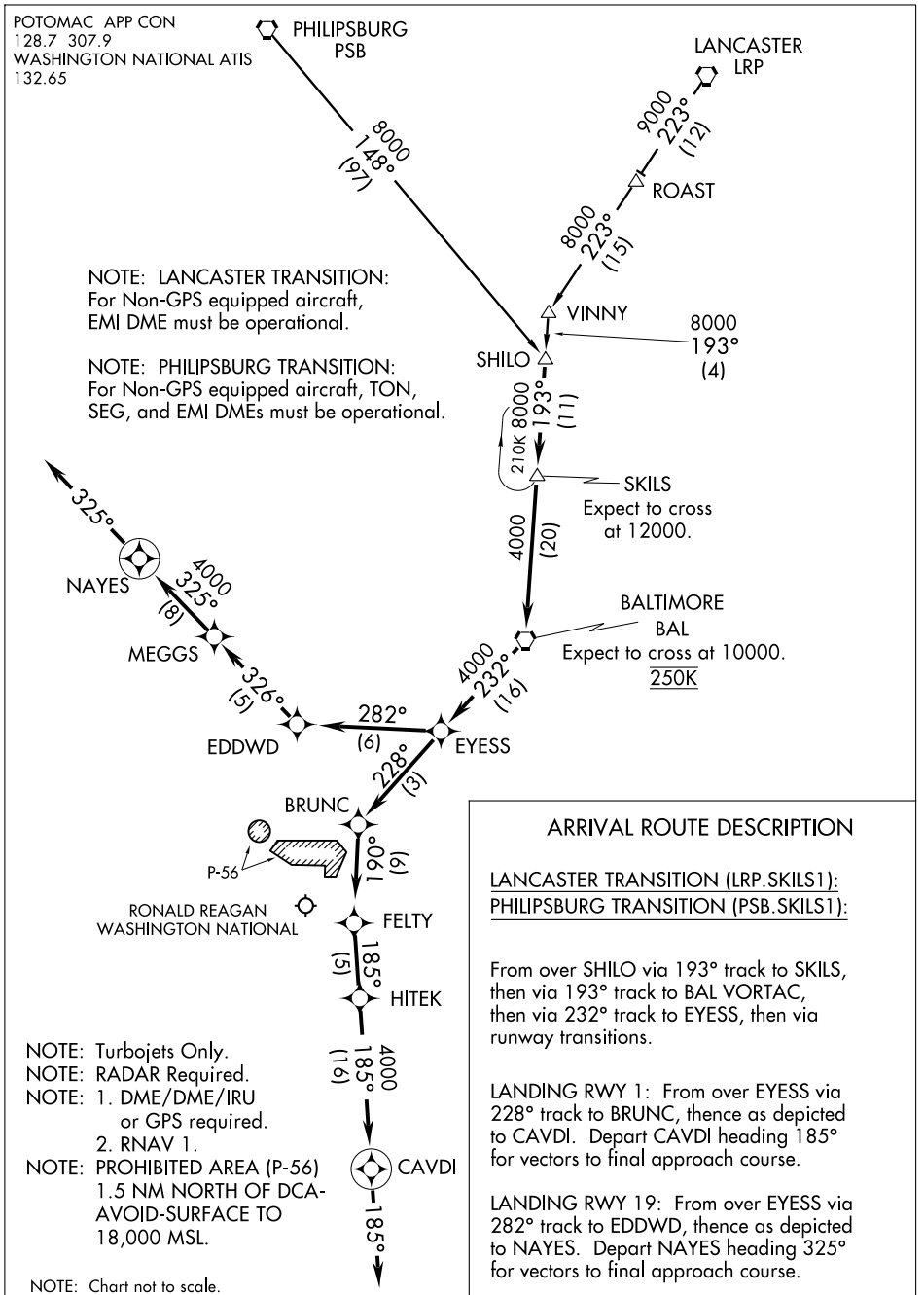



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 19 | 1100-3 1086 (1100-3) | | | |
| S-LDA 19 | 1100-3 1086 (1100-3) | | | |
| CIRCLING | 1100-3 1084 (1100-3) | | | |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# SKILS ONE ARRIVAL (RNAV)




## ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS1):
PHILIPSBURG TRANSITION (PSB.SKILS1):

From over SHILO via 193° track to SKILS, then via 193° track to BAL VORTAC, then via 232° track to EYESS, then via runway transitions.

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME DCA | APP CRS | Rwy Idg 5204 |
|---|---|---|
| 111.0 | 144° | TDZE 16 |
| Chan 47 | | Apt Elev 16 |

# VOR/DME or GPS RWY 15

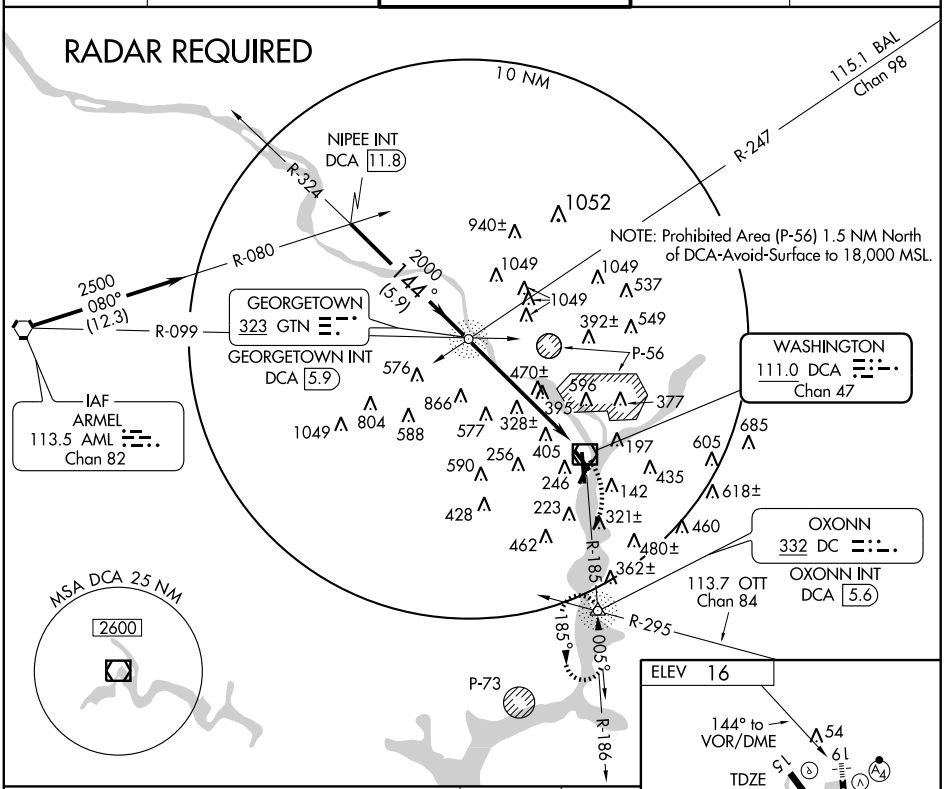
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

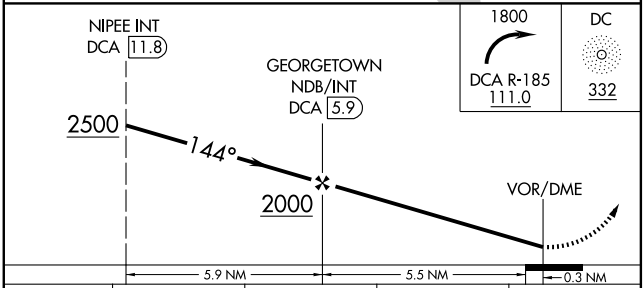
Circling Cat C and D not authorized northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

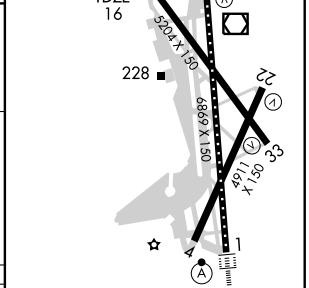
| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 920-1¼ 904 (1000-1¼) | | 920-2¾ 904 (1000-2¾) | 920-3 904 (1000-3) |
| CIRCLING | 920-1¼ 904 (1000-1¼) | | 920-2¾ 904 (1000-2¾) | 920-3 904 (1000-3) |




TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME DCA | APP CRS | Rwy Idg | 6869 |
|---|---|---|---|
| 111.0 | 155° | TDZE | 13 |
| Chan 47 | | Apt Elev | 15 |

# VOR/DME or GPS RWY 19

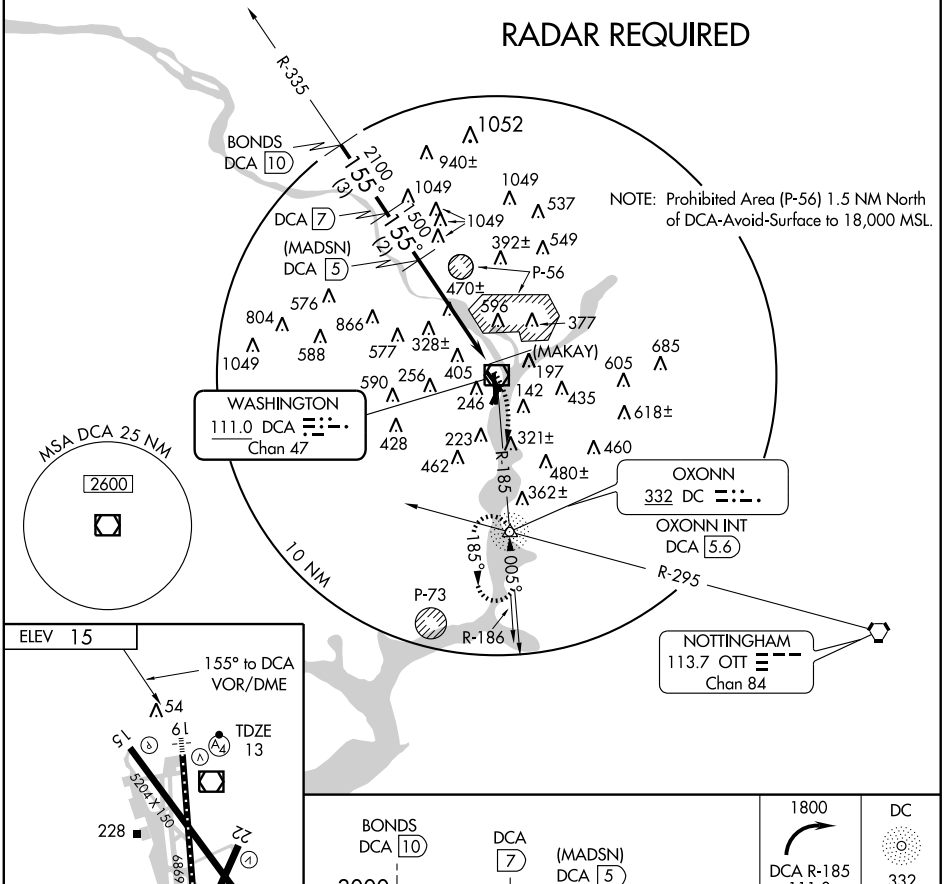
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

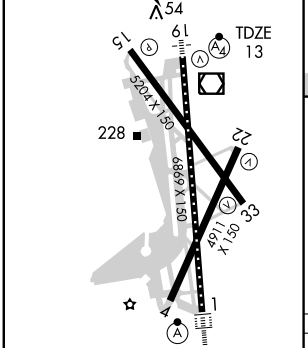
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

MALSF

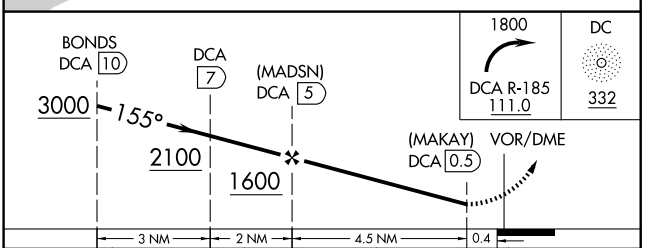
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN INT/NDB/DCA 5.6 DME and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |




TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 980/60<br>967 (1000-1¼) | 980-1½<br>967 (1000-1½) | 980-3 | 967 (1000-3) |
| CIRCLING | 980-1¼<br>965 (1000-1¼) | 980-1½<br>965 (1000-1½) | 980-3 | 965 (1000-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME DCA | APP CRS | Rwy Idg | 6869 |
|---|---|---|---|
| 111.0 | 006° | TDZE | 14 |
| Chan 47 | | Apt Elev | 15 |

# VOR RWY 1

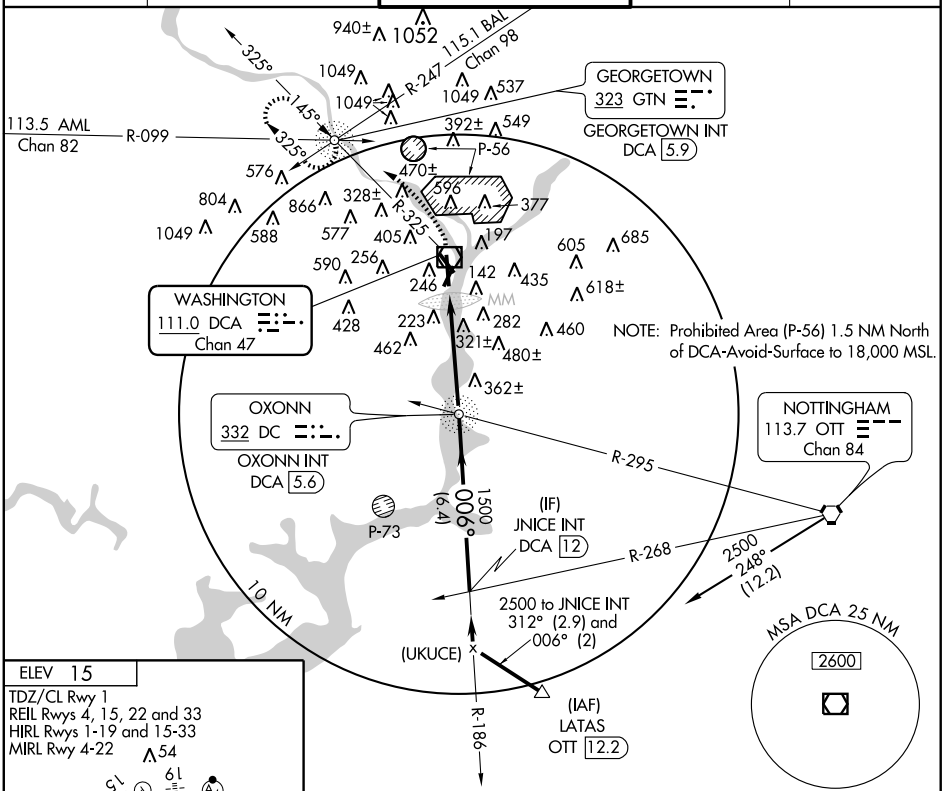
## WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

Circling NA NE of Rwy 15-33.

ALSF-2

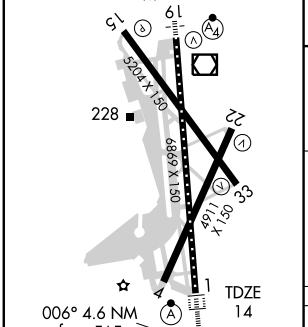
MISSED APPROACH: Climbing left turn to 2100 via DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

| ATIS | POTOMAC APP CON | WASHINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.65 | 124.7 338.2 | 119.1 257.6 | 121.7 257.6 | 128.25 |

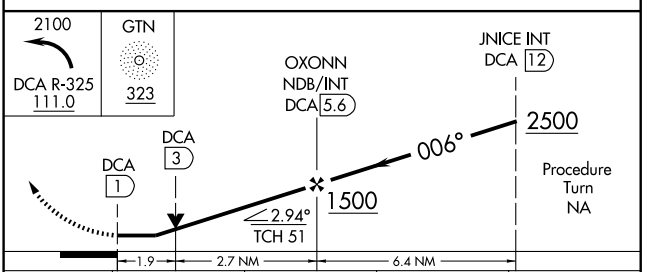



ELEV 15

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 680/24 | 666 (700-½) | 680/60 666 (700-1) | 680 - 1½ 666 (700-1½) |
| CIRCLING | 720 - 1 | 705 (800-1) | 720 - 2 705 (800-2) | 760 - 2¼ 745 (800-2¼) |

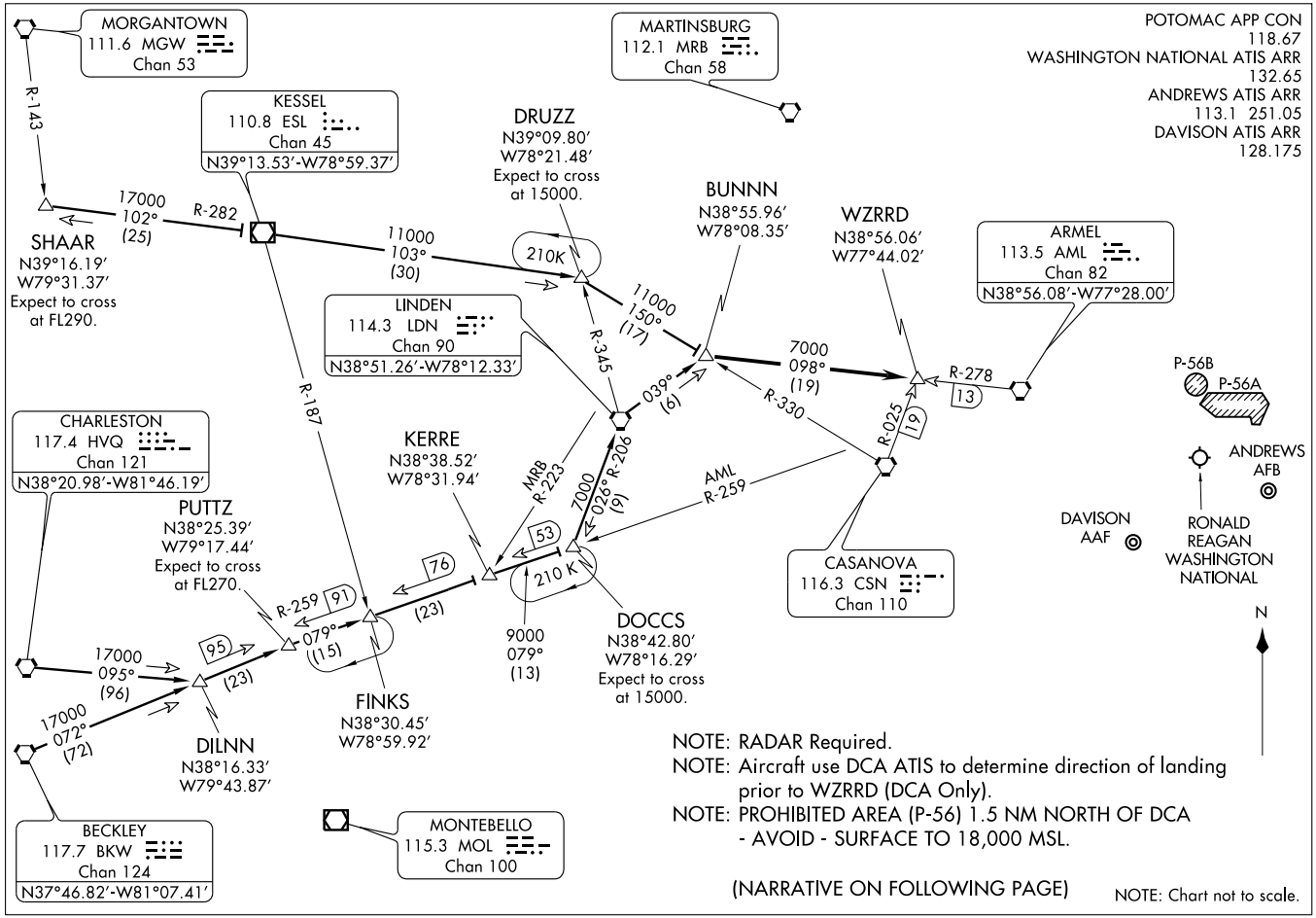


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# WZRRD TWO ARRIVAL

(WZRRD.WZRRD2) 09071

WASHINGTON, DC




(WZRRD.WZRRD2) 09071

WZRRD TWO ARRIVAL

ST-443 (FAA)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

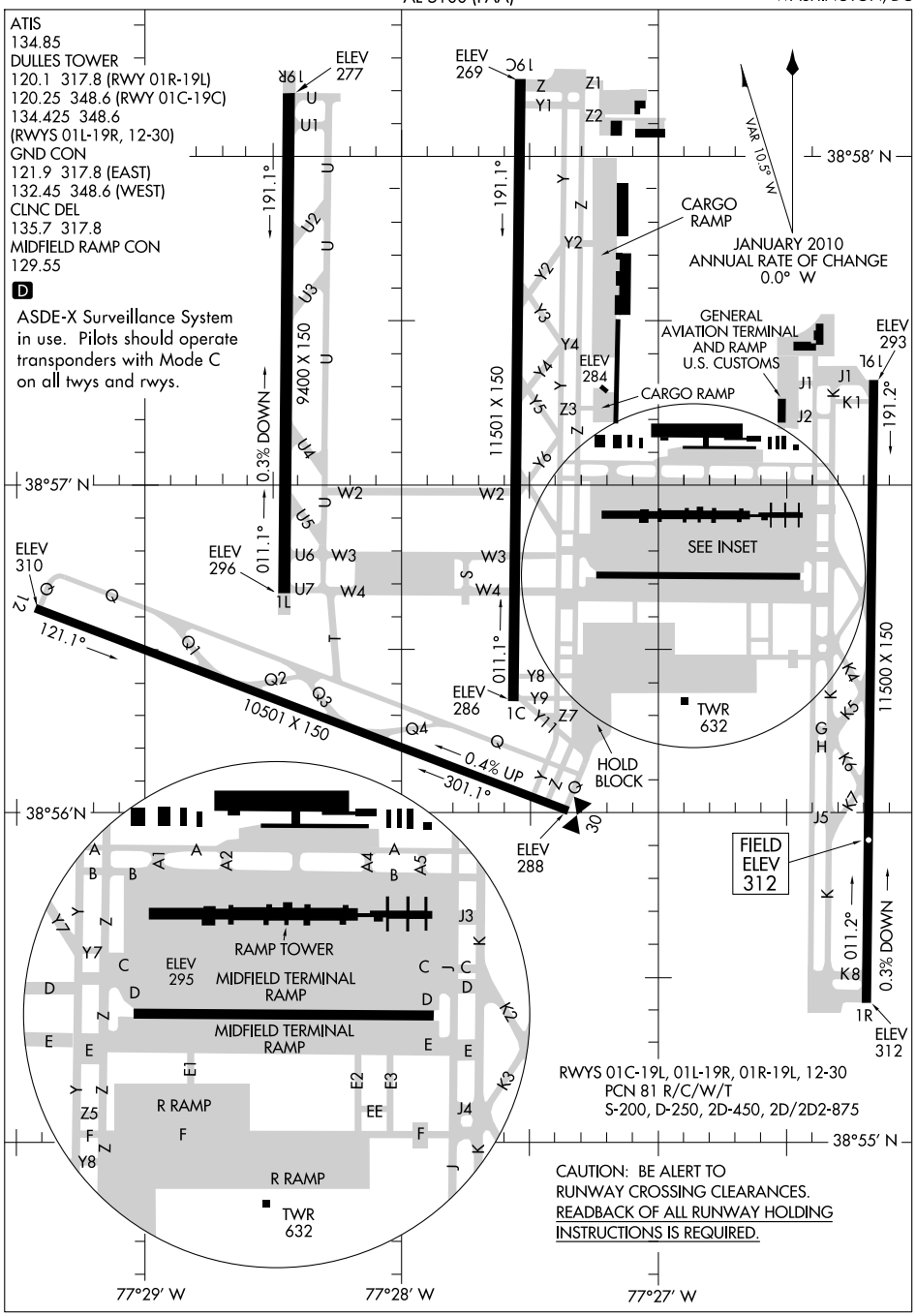
CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 26 AUG 2010 to 23 SEP 2010

AL-5100 (FAA)




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

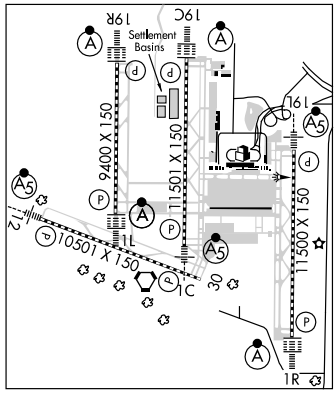
**WASHINGTON DULLES INTL** (IAD) 20 W UTC−5(−4DT) N38°56.85′ W77°27.60′ **WASHINGTON COPTER**
312 B S4 **FUEL** 100, JET A OX 1, 2, 3 LRA Class I, ARFF Index E **H–10H, 12I, L–29E, 34E, 36I, A IAP, AD**
NOTAM FILE IAD

**RWY 01C–19C:** H11501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
**RWY 01C:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.
**RWY 19C:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′.

**RWY 01R–19L:** H11500X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
**RWY 01R:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′. Building.
**RWY 19L:** MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Pole. 0.3% up.

**RWY 01L–19R:** H9400X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
**RWY 01L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′. 0.3% down.
**RWY 19R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.

**RWY 12–30:** H10501X150 (CONC–GRVD) S–200, D–250, 2D–450, 2D/2D2–875 PCN 81 R/C/W/T HIRL CL
**RWY 12:** MALSR. TDZL. PAPI(P4R).
**RWY 30:** REIL. PAPI(P4L)—GA 3.0° TCH 75′. 0.4% up.




**RUNWAY DECLARED DISTANCE INFORMATION:**

| | | | | |
|---|---|---|---|---|
| **RWY 01L:** | TORA–9400 | TODA–9400 | ASDA–9400 | LDA–9400 |
| **RWY 01C:** | TORA–11501 | TODA–11501 | ASDA–11501 | LDA–11501 |
| **RWY 01R:** | TORA–11500 | TODA–11500 | ASDA–11500 | LDA–11500 |
| **RWY 12:** | TORA–10501 | TODA–10501 | ASDA–10501 | LDA–10501 |
| **RWY 19L:** | TORA–11500 | TODA–11500 | ASDA–11500 | LDA–11500 |
| **RWY 19C:** | TORA–11501 | TODA–11501 | ASDA–11501 | LDA–11501 |
| **RWY 19R:** | TORA–9400 | TODA–9400 | ASDA–9400 | LDA–9400 |
| **RWY 30:** | TORA–10501 | TODA–10501 | ASDA–10501 | LDA–10501 |

**AIRPORT REMARKS:** Attended continuously. Deer and large flocks of birds on and invof arpt. PAEW adjacent all rwys and twys indef. Flight training between 0300–1200Z‡ prohibited. Rwy 12 and Rwy 30 touchdown, rollout runway visual range avbl. Rwy 01C, Rwy 19C, Rwy 01R and Rwy 19L touchdown, midfield, and rollout, runway visual range avbl. Rwy 01L and Rwy 19R touchdown, midfield, and rollout visual range avbl. Itinerant acft ctc fixed base operator on 122.95 for services. ASDE–X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys. Air carrier push backs and power from all apron positions require clearance from MWAA Ramp tower. All acft with wingspan exceeding 118′ are restricted from using Taxilane A between Taxilane A1 and A5. Twy E1 rstd to acft with a wingspan less than 79′. Twy J–3 clsd west of Twy J. Runup blocks for Rwy 30 designated as non–movement area. Numerous flagged and lighted cranes operating in midfield area. Taxilane C active; pushback clncs on N side of midfield terminal are onto Taxilane D only unless otherwise authorized. All 180° turns out of apron positions shall be made using minimum power. During periods of acft saturation long term parking may not be avbl. Svc for fuel and go only will be avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (703) 661–2990. LLWAS. TDWR.

**COMMUNICATIONS: D–ATIS** 134.85 (703) 661–6347. **UNICOM** 122.95
**ARMEL RCO** 113.5T 122.1R (LEESBURG RADIO)
Ⓡ **POTOMAC APP CON** 126.1 (331°–090°) 124.65 (091°–240°) 120.45 (241°–330°)
**TOWER** 120.1 (Rwy 01R–19L) 120.25 (Rwy 01C–19C)134.425 (Rwy 01L–19R, Rwy 12–30)
**MIDFIELD RAMP CON** 129.55
**GND CON** 121.9 (East) 132.45 (West) **CLNC DEL** 135.7
Ⓡ **POTOMAC DEP CON** 126.65(121°–299°) 125.05 (300°–120°)

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ at fld. 297/08W
**TILLE NDB (LOM)** 346 IA N38°50.84′ W77°26.27′ 360° 6.1 NM to fld.
**ILS** 111.3 I–DLX Rwy 19C. Class IIIE.
**ILS** 111.3 I–OSZ Rwy 01C. Class IE.
**ILS/DME** 110.1 I–SGC Chan 38 Rwy 19L. Class IE.
**ILS/DME** 110.1 I–IAD Chan 38 Rwy 01R. Class IIIE. LOM TILLE NDB.
**ILS/DME** 110.75 I–ISU Chan 44Y Rwy 19R. Class IIIE.
**ILS/DME** 110.75 I–OIU Chan 44Y Rwy 01L. Class IIIE.
**ILS** 109.3 I–AJU Rwy 12. Class IE. Glideslope unmonitored.

# BARIN ONE ARRIVAL (RNAV)





POTOMAC APP CON
124.65 306.925
DULLES ATIS
134.85

MARTINSBURG
MRB

010°
MIXNN
4000

LANDING RWYS 19L/C/R: Depart MIXNN heading 010°, expect radar vectors to final approach course.

012° (13)

NOTE: Maintain last ATC assigned altitude until cleared to "Descend via the Barin One Arrival."

TRING
4000

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

WASHINGTON DULLES INTL

NOTE: Radar required.

012° (15)

STAYO
4000

012° (11)

LANDING RWYS 1L/C/R or 30: After BARIN, expect radar vectors to final approach course.

BARIN
5000

008° (15)

BROOKE
BRV

4 NM 230K

FALKO
Non-turbojets expect to cross at 8,000.
Turbojets expect to cross at 10,000 and 250 KIAS.

(10)

4 NM 210K

(8)

OGATE

4 NM 230K

035° (7)

COATT

(5)

NABBS

(11)

DEAND

MAA 22000
3500
035° (23)

MAA 22000
3500
346° (20)

FLAT ROCK
FAK

RICHMOND
RIC

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.BARIN1)
RICHMOND TRANSITION (RIC.BARIN1)

. . . From COATT via 035° track to OGATE, thence as depicted to MIXNN, cross MIXNN at 4,000', depart MIXNN heading 010°. Expect radar vectors to final approach course.

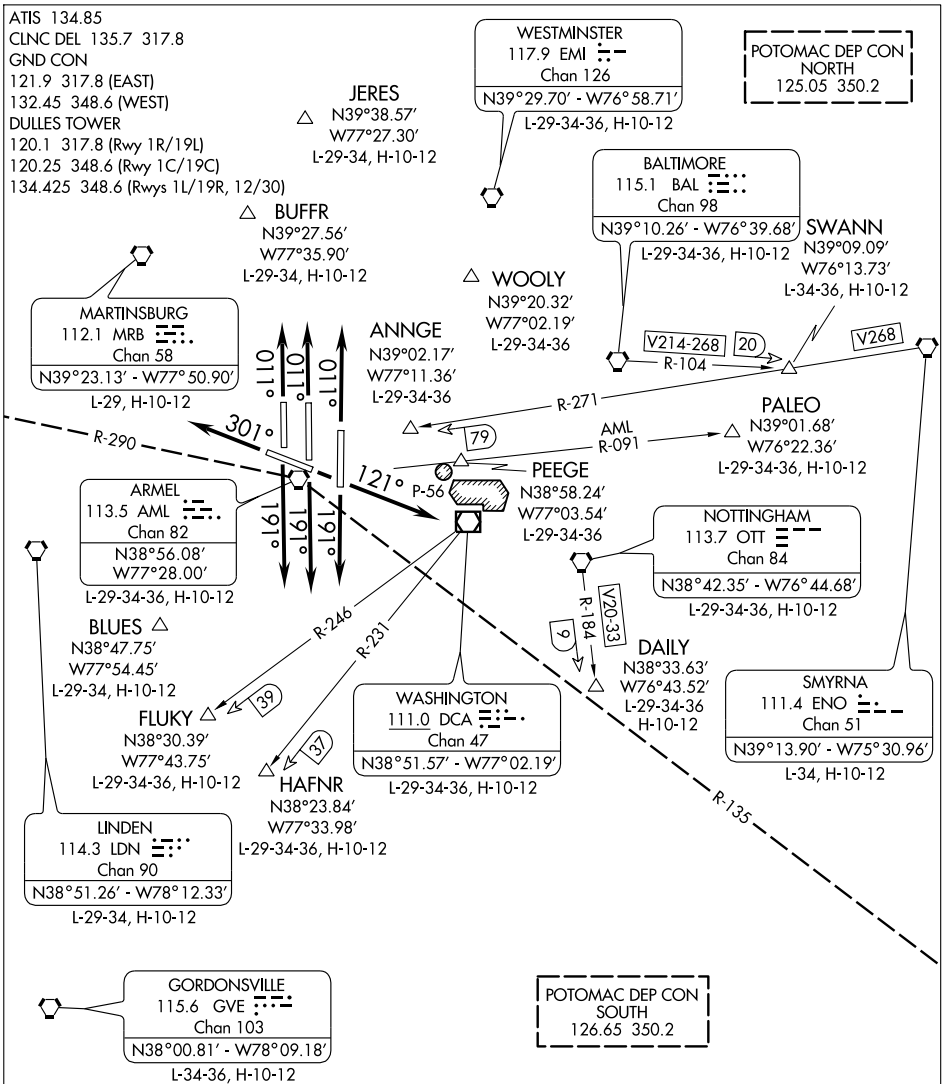
BARIN ONE ARRIVAL (RNAV)

WASHINGTON, DC
WASHINGTON DULLES INTL

(COATT.BARIN1) 09183

NE-3, 26 AUG 2010 to 23 SEP 2010

# CAPITAL SEVEN DEPARTURE




TAKE-OFF MINIMUMS

Rwys 1C, 1R, 1L, 12, 19C, 19R, 19L, 30: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NE-3, 26 AUG 2010 to 23 SEP 2010

CAPITAL SEVEN DEPARTURE
(CPTAL7.IAD) 10098
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 121° or as assigned, Thence. . . .
TAKE-OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 301° or as assigned, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

TAKE-OFF OBSTACLES

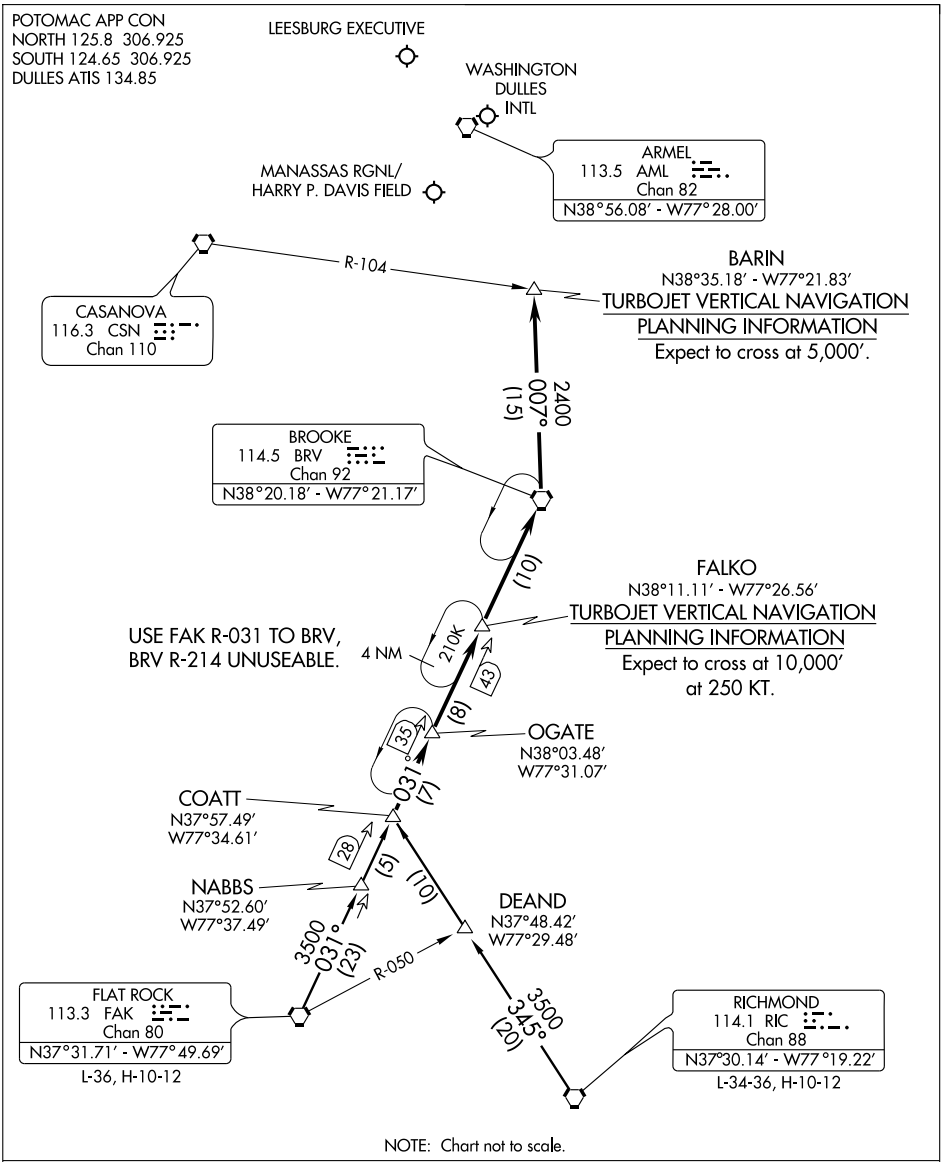
Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL
Rwy 12: Tree 520′ from DER, 604′ left of centerline, 28′ AGL/307′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL.
Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NE-3, 26 AUG 2010 to 23 SEP 2010

# COATT FOUR ARRIVAL








FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-AJU | APP CRS | Rwy Idg | 10501 |
|---|---|---|---|
| 109.3 | 121° | TDZE | 310 |
| | | Apt Elev | 312 |

# CONVERGING ILS RWY 12

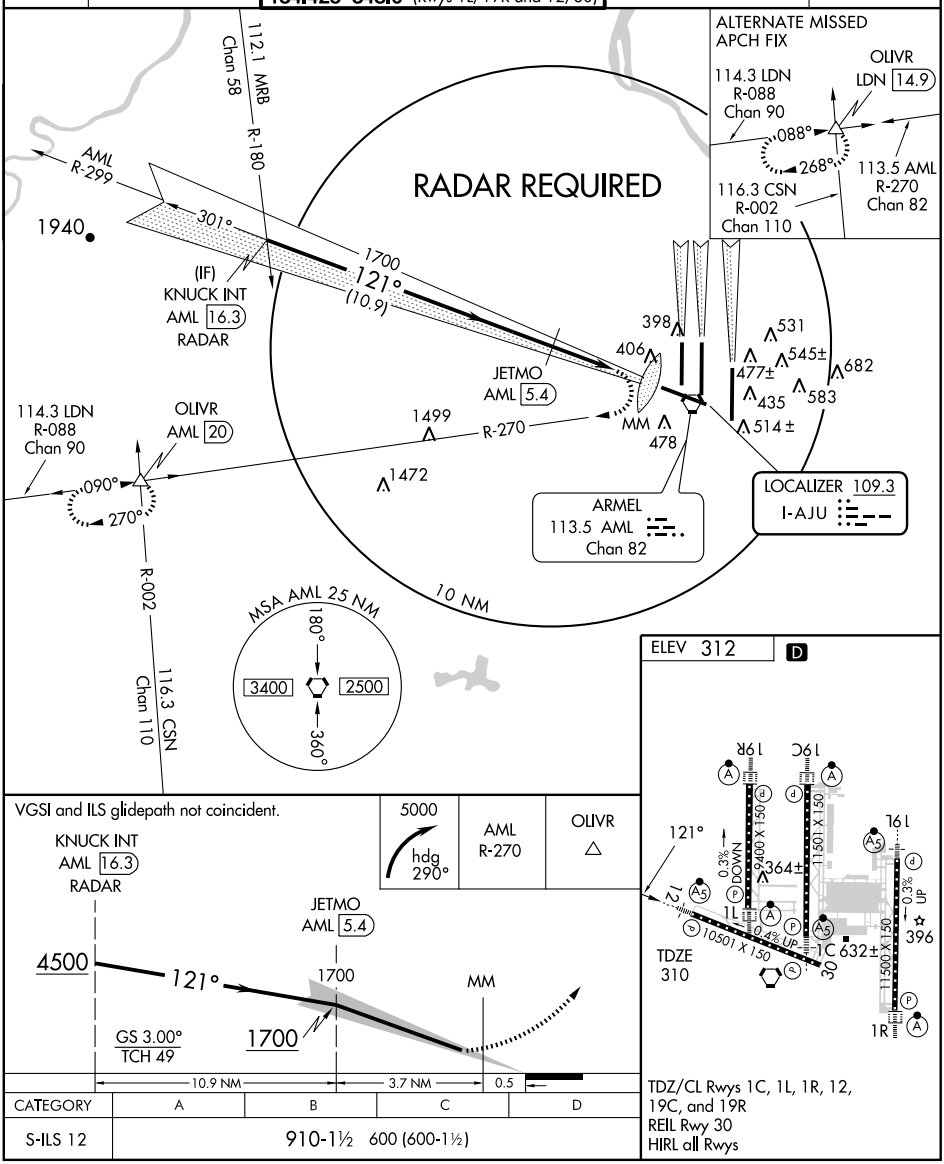
## WASHINGTON DULLES INTL (IAD)

T
A NA — For inoperative MALSR, increase S-ILS 12 all Cats. visibility to 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R.

MALSR (A5)

MISSED APPROACH: Climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 910-1½ 600 (600-1½) | | | |

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-DLX | APP CRS | Rwy Idg | 11501 |
|---|---|---|---|
| 111.3 | 191° | TDZE | 272 |
| | | Apt Elev | 312 |

# CONVERGING ILS RWY 19C

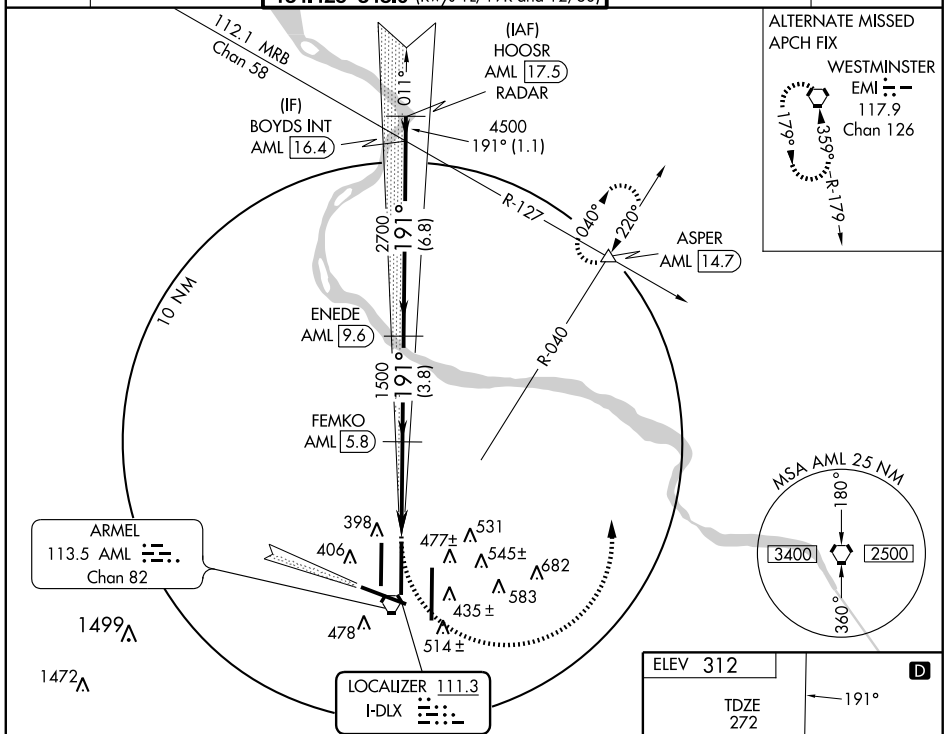
## WASHINGTON DULLES INTL (IAD)

T Simultaneous converging approaches authorized with Rwy 12.
A NA For inoperative ALSF-2, increase S-ILS 19C all Cats visibility to 2.

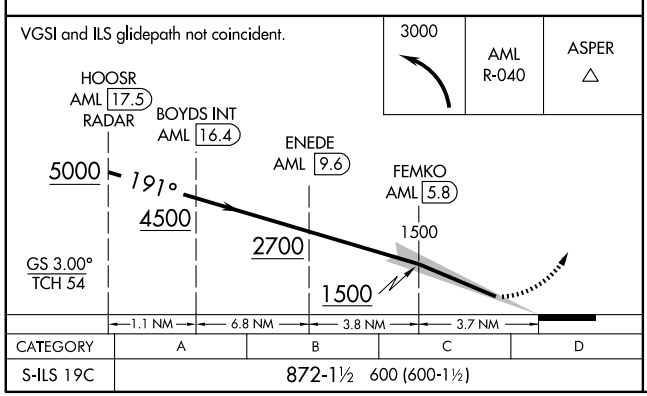
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

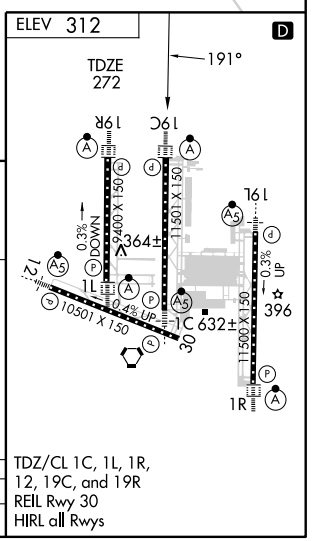
| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19C | 872-1½ | 600 (600-1½) | | |




TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-SGC | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 110.1 | 191° | TDZE | 302 |
| Chan 38 | | Apt Elev | 312 |

# CONVERGING ILS RWY 19L

## WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative MALSR, increase S-ILS 19L all Cats visibility to 2 miles.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

112.1 MRB R-127 Chan 58
3000 191° (2)
011°
(IAF) DADEY I-SGC 18.7 RADAR

ALTERNATE MISSED APCH FIX
WESTMINSTER EMI 117.9 Chan 126
179° 359° R-179

RADAR REQUIRED

(IF) IZUMI INT I-SGC 16.7
040° 220°
ASPER AML 14.7
10 NM
1700
191° (10.4)
R-040
R-014
AML R-023
DOMSE INT I-SGC 6.3

MSA AML 25 NM
180° 3400 2500 360°

398 406 478 1499 1472
531 545± 682 477± 435± 583 514±

ARMEL 113.5 AML Chan 82

LOCALIZER 110.1 I-SGC Chan 38

ELEV 312 D
191°
19R 19C TDZE 302
16L 12 1L 1C 30 1R
9400 X 150 11501 X 150 10501 X 150 11500 X 150
0.3% DOWN 0.4% UP 0.3% UP
364± 632± 396

| 3000 | AML R-040 | ASPER |
|---|---|---|

VGSI and ILS glidepath not coincident.

DADEY I-SGC 18.7 RADAR
IZUMI INT I-SGC 16.7
DOMSE INT I-SGC 6.3
3000 191° 3000 1700 1700
GS 3.00° TCH 55
2 NM 10.4 NM 4.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L | 902-1½ 600 (600-1½) | | | |

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ISU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 191° | TDZE | 278 |
| Chan 44(Y) | | Apt Elev | 312 |

# CONVERGING ILS RWY 19R

## WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12. For inoperative ALSF-2, increase S-ILS 19R all Cats visibility to 2¾ miles.

NA

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

RADAR REQUIRED

1542

112.1 MRB
Chan 58

(IAF)
BEEZY INT
I-ISU 16
RADAR

011°

R-123

3000

191°

(4.7)

R-127

040°

220°

(IF)
LAUGH
I-ISU 11.3

ASPER
AML 14.7

1700

191°

(7.2)

R-040

MULKY
I-ISU 4.1

10 NM

398

406

477±

531

545±

682

583

435±

478

514±

1499

1472

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

ALTERNATE MISSED APCH FIX

WESTMINSTER
EMI
117.9
Chan 126

179°

359°

R-179

MSA AML 25 NM

180°

3400

2500

360°

ELEV 312 D

191°

TDZE
278

19R 19C

9400 X 150

11501 X 150

0.3% DOWN

364±

16L

0.3% UP

17L

1L

0.4% UP

10501 X 150

1C

632±

396

30

11500 X 150

1R

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

| 3000 | AML | ASPER |
|---|---|---|
| | R-040 | △ |

VGSI and ILS glidepath not coincident.

BEEZY INT
I-ISU 16
RADAR

LAUGH
I-ISU 11.3

MULKY
I-ISU 4.1

4000

191°

3000

1700

1700

GS 3.00°
TCH 55

4.7 NM 7.2 NM 4.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | 1078-2¼ 800 (800-2¼) | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# DELRO TWO ARRIVAL

(DELRO.DELRO2) 08101

WASHINGTON DULLES INTL
WASHINGTON, DC

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

RAVINE
114.6 RAV
Chan 93

JOANE
N40°02.64′
W76°27.36′

LANCASTER
117.3 LRP
Chan 120
N40°07.20′ - W76°17.48′
L-29-34, H-10-12

MODENA
113.2 MXE
Chan 79
N39°55.08′ - W75°40.25′
L-34, H-10-12

DELRO
N39°57.93′
W76°37.52′

MULRR
N39°37.89′ - W77°20.14′
Turbojets expect to cross at 10000 and 250 KIAS.
Non-turbojets expect to cross at 8000.

HYPER
N39°41.04′
W77°13.51′

BINNS
N39°47.10′
W77°00.66′

MARTINSBURG
112.1 MRB
Chan 58

P-40
R-4009

DUPONT
114.0 DQO
Chan 87

WESTMINSTER
117.9 EMI
Chan 126

BALTIMORE
115.1 BAL
Chan 98

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

R-193
R-309
R-013
R-003
R-323
R-304
R-065
R-016

5000
248°
(9)

5000
283°
(44)

248°
(21)

245°
(6)

4000
196°
(42)

V39-143
265K
39
50
(12)
210K
34
210K
28

N

NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: Radar Required.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO2): From over LRP VORTAC via LRP R-248 to DELRO INT. Thence....
MODENA TRANSITION (MXE.DELRO2): From over MXE VORTAC via MXE R-283 to DELRO INT. Thence....

.... From over DELRO via LRP R-248 to BINNS, then via LRP R-248 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

DELRO TWO ARRIVAL
(DELRO.DELRO2) 08101
WASHINGTON DULLES INTL
WASHINGTON, DC

# HYPER TWO ARRIVAL (RNAV)





NE-3, 26 AUG 2010 to 23 SEP 2010

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

LANCASTER
LRP

5000
249°
(9)

JOANE

MODENA
MXE

5000
284°
(44)

(9)

MULRR
Non-turbojets expect to cross at 8000.
Turbojets expect to cross at 10000 and 250 KIAS.

7 NM DELRO

265K

249°
(21)

(12)
249°

HYPER

BINNS

248°
(6)

-248°

210K 4 NM

210K 4 NM

P-40

196°
(13)

SIGBE
7000

MARTINSBURG
MRB

189°
(9)

MOWAT
5000

(6)

HUSEL
4000

190°
(15)

YACKK
4000

191°
(14)

TICON
4000

190°

NOTE: Chart not to scale.

NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

## ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.HYPER2)
MODENA TRANSITION (MXE.HYPER2)

From over DELRO via 249° track to BINNS, thence as depicted to TICON.

# ILS or LOC/DME RWY 1C

WASHINGTON DULLES INTL (IAD)

| LOC I-OSZ | APP CRS | Rwy Idg | 11501 |
|---|---|---|---|
| 111.3 | 011° | TDZE | 286 |
| | | Apt Elev | 312 |

For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000. DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with Rwy 1R or 1L. DME Required. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. †1800 RVR authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB 112.1
Chan 58
289° R-109
109°

MISSED APCH FIX
FREDERICK
FDK 109.0
220°-R-040
040°

LOCALIZER 111.3
I-OSZ

109.0 FDK R-200

ARMEL
113.5 AML
Chan 82

398 406 477± 531 545± 435± 682 583 478 MM 514 ± 1499 1472 419±

RCHLE
AML 2.3

SKINS
AML 5.8

CARRY
AML 7.7

(IF)
PEPRR
AML 11.1

(IAF)
LUSIE INT
AML 15.3
RADAR

CASANOVA
116.3 CSN
Chan 110

5000
089°
(19)

R-089

2300
011° (1.9)

** 2900
011°
(3.5)

** 3900
011°
(4.2)

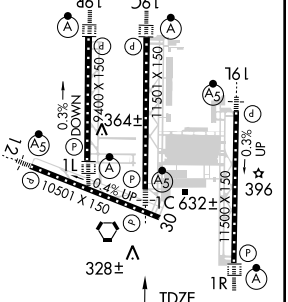
191°

AML
R-187

10 NM

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312
D
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

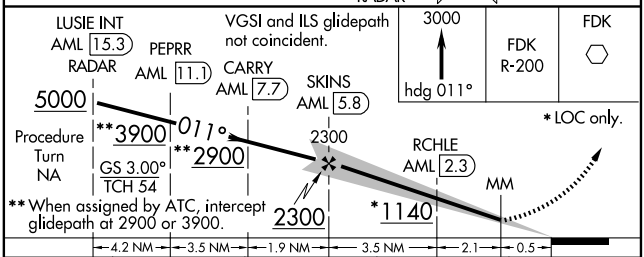



TDZE 286

011° 6.1 NM from FAF

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1C | † 486/24 200 (200-½) | | | |
| S-LOC 1C | 580/24 294 (300-½) | | | 580/40 294 (300-¾) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-OIU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 011° | TDZE | 296 |
| Chan 44 (Y) | | Apt Elev | 312 |

# ILS or LOC/DME RWY 1L

## WASHINGTON DULLES INTL (IAD)

▼ Simultaneous approach authorized with Rwy 1R or 1C.
▲ LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwy 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088°
268°
114.3 LDN R-088 Chan 90
116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
090°
270°
R-270 113.5 AML Chan 82
116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

AML
R-190

R-270
R-088
011°
191°
1499
1472
4000
088°
(18.3)
1900
(3.1)
*2900
(3.5)
3000
(4.4)
10 NM

398
406
477±
531
545±
435±
583
682
478
514±
444±
IM

MSA AML 25 NM
180°
360°
3400
2500

DME or RADAR REQUIRED

CINNA INT
I-OIU 17.5
RADAR
4000
011°
FAZER
I-OIU 13.1
3000
BIGGZ
I-OIU 9.7
*2900
MORCE
I-OIU 6.5
1900
I-OIU 2.6
I-OIU 1.7
IM
1900

VGSI and ILS glidepath not coincident.

800 5000 hdg 240°

AML R-270

OLIVR

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2900.

4.4 NM 3.5 NM 3.1 NM 3.9 NM 0.8 0.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 496/18 200 (200-½) | | | |
| S-LOC 1L | 660/24 364 (400-½) | | | 660/40 364 (400-¾) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

ELEV 312 D

19R 19C 19L
9400 X 150
150 X 150
364±
0.3% DOWN
0.3% UP
12
1L
1C
632±
396
0.4% UP
1050 X 150
TDZE
296
30
1500 X 150
1R
011° 4.8 NM from FAF

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-AJU | APP CRS | Rwy Idg / TDZE / Apt Elev |
|---|---|---|
| 109.3 | 121° | 10501 / 310 / 312 |

# ILS or LOC/DME RWY 12

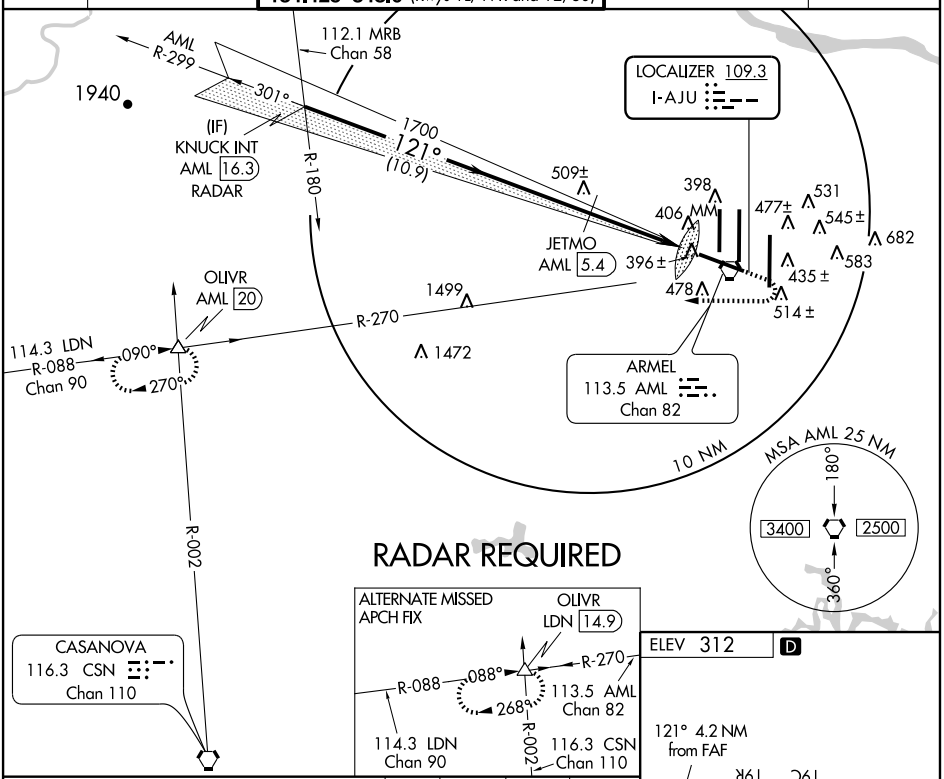
WASHINGTON DULLES INTL (IAD)

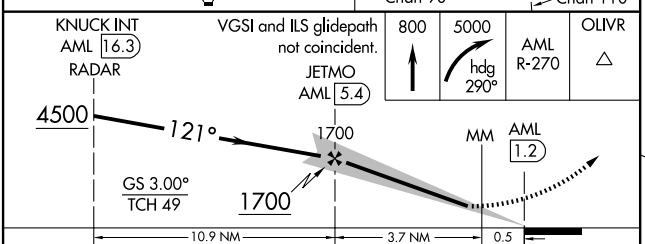
DME from AML VORTAC. Simultaneous reception of I-AJU and AML DME required.

MALSR

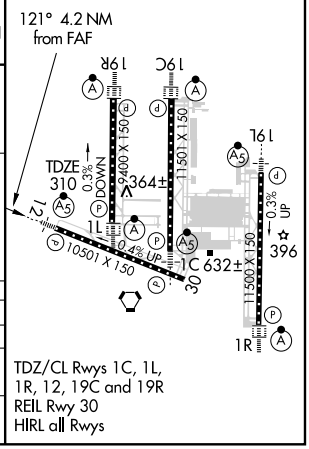
MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 510/18 200 (200-½) | | | |
| S-LOC 12 | 660/24 350 (400-½) | | | 660/40 350 (400-¾) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-DLX | APP CRS | Rwy Idg 11501 |
|---|---|---|
| 111.3 | 191° | TDZE 272 |
| | | Apt Elev 312 |

# ILS or LOC/DME RWY 19C
## WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

BOYDS
AML 16.4

*3700
191° (3.7)

(IF)
ARKAY
AML 12.7

*2700
191° (3.1)

ENEDE
AML 9.6

1500
191° (3.8)

FEMKO
AML 5.8

DME or RADAR REQUIRED

1713

ALTERNATE MISSED APCH FIX
052°
232°–R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
406
478
IM 531
545±
682
477±
583
435±
514±

10 NM

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
007°
187°
R-083
R-187
113.5 AML
Chan 82
116.3 CSN
Chan 110
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312
D
191° 3.7 NM from FAF
TDZE 272

19R 19C 19L 1L 1C 1R 12 30
9400 X 150
11951 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

VGSI and ILS glidepath not coincident.

HOOSR
AML 17.5
RADAR
BOYDS
AML 16.4
ARKAY
AML 12.7
ENEDE
AML 9.6
FEMKO
AML 5.8

5000
191°
4500
*3700
*2700
1500
GS 3.00°
TCH 54

3000
191°
AML
R-187
ERACE INT
AML 13.3

*When assigned by ATC, intercept glidepath at 2700 or 3700.

IM AML 2.2

1.1 NM 3.7 NM 3.1 NM 3.8 NM 3.5 NM 0.2

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19C | 472/18 200 (200-½) | | | |
| S-LOC 19C | 660/24 388 (400-½) | | | 660/40 388 (400-¾) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ISU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 191° | TDZE | 278 |
| Chan 44 (Y) | | Apt Elev | 312 |

# ILS or LOC/DME RWY 19R

## WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
114.3 LDN
Chan 90
R-002
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
360°
3400
2500

461
398
406
IM
531
545±
682
583
477±
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270
R-002
OLIVR
AML 20
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1499
R-270
478
1472

BEEZY INT
I-ISU 16
RADAR
4000
191°
LAUGH
I-ISU 11.3
3000
CLAYY
I-ISU 7.2
MULKY
I-ISU 4.1
I-ISU DME ANTENNA
*2700
1700
I-ISU 1.0
IM
I-ISU 0.2
1700
GS 3.00°
TCH 55'
* When assigned by ATC, intercept glidepath at 2700.
4.7 NM
4.1 NM
3.1 NM
3.1
1.1
0.1

VGSI and ILS glidepath not coincident.

800 5000

AML R-270

OLIVR △

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | 478/18 200 (200-½) | | | |
| S-LOC 19R | 720/24 442 (500-½) | | 720/40 442 (500-¾) | 720/50 442 (500-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

ELEV 312 D

191° 4.3 NM from FAF

TDZE 278
19R
19C
16L
12
1L
1C
30
364±
632±
396
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% Up
0.3% UP

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IAD | APP CRS | Rwy Idg 11500 |
|---|---|---|
| 110.1 | 011° | TDZE 312 |
| Chan 38 | | Apt Elev 312 |

# ILS or LOC RWY 1R

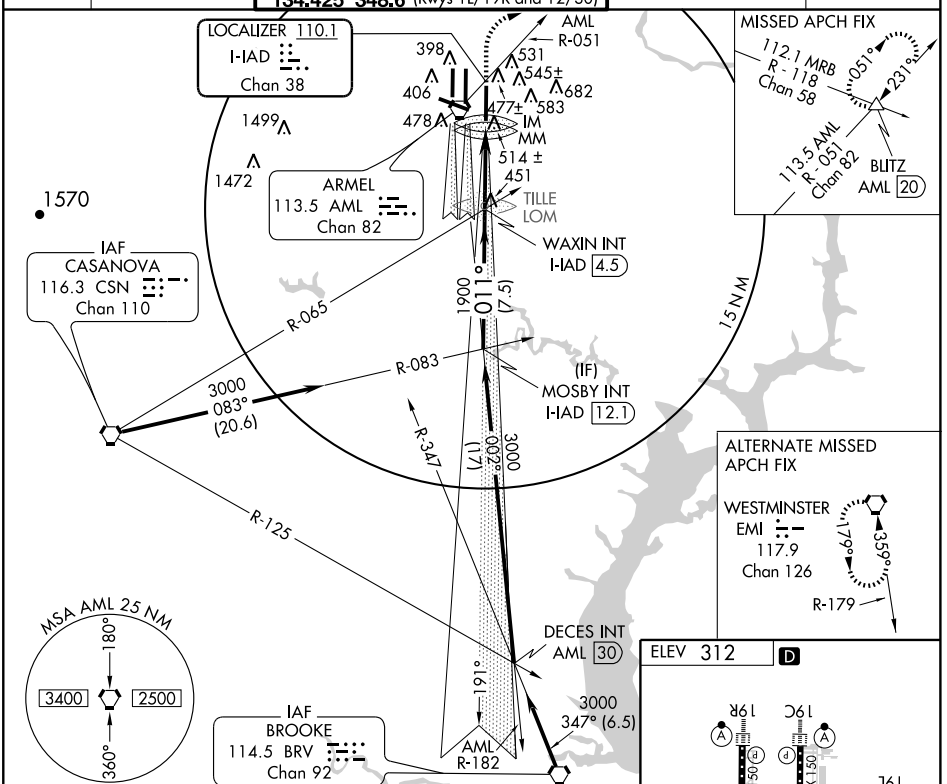
## WASHINGTON DULLES INTL (IAD)

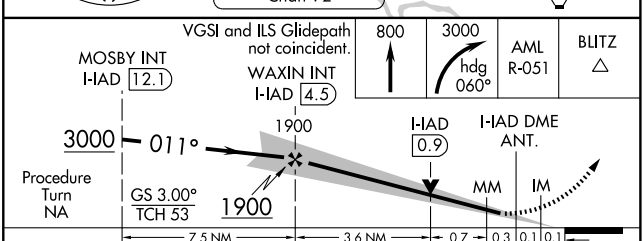
T A Simultaneous approach authorized with Rwy 1C or 1L. LOC procedure NA during simultaneous operations.

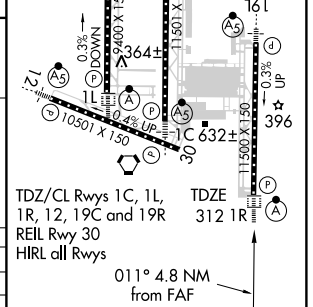
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | 512/18 200 (200-½) | | | |
| S-LOC 1R | 760/24 448 (500-½) | | 760/40 448 (500-¾) | 760/50 448 (500-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 19L

## WASHINGTON DULLES INTL (IAD)

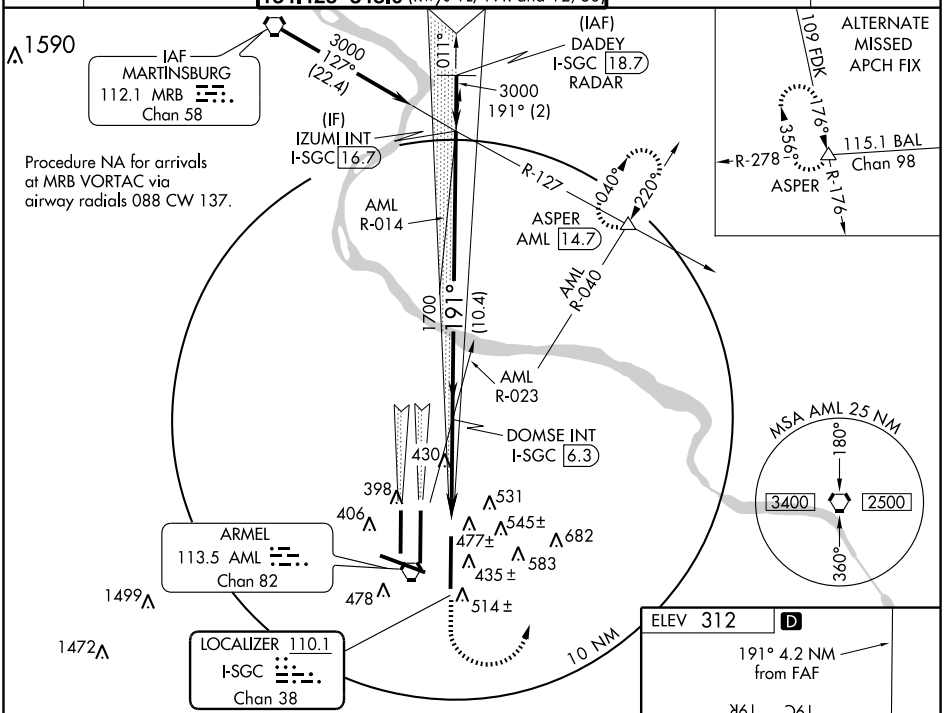
| LOC/DME I-SGC | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 110.1 | 191° | TDZE | 302 |
| Chan 38 | | Apt Elev | 312 |

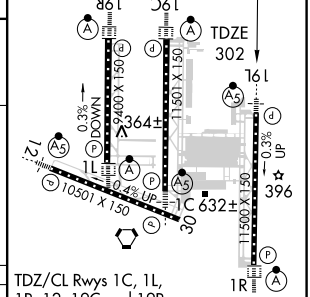
Simultaneous approach authorized with Rwy 19C or 19R.
LOC procedure NA during simultaneous operations. *1800 RVR authorized with the use of FD or AP or HUD to DA.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwy 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

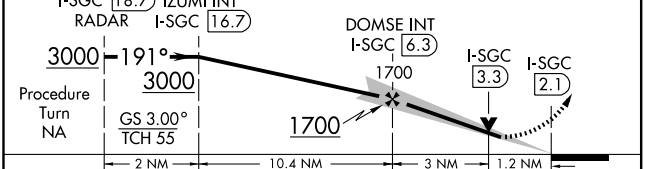



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

VGSI and ILS glidepath not coincident.

| 800 | 3000 hdg 010° | AML R-040 | ASPER △ |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L | | * 502/24 200 (200-½) | | |
| S-LOC 19L | 740/24 438 (500-½) | | 740/40 438 (500-¾) | 740/50 438 (500-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 1C (CAT II)

## WASHINGTON DULLES INTL (IAD)

| LOC I-OSZ | APP CRS | Rwy Idg | 11501 |
|---|---|---|---|
| 111.3 | 011° | TDZE | 286 |
| | | Apt Elev | 312 |

DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required.
Simultaneous approach authorized with Rwy 1R or 1L. DME Required.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB 112.1
Chan 58
289° R-109
109°

LOCALIZER 111.3
I-OSZ

MISSED APCH FIX
FREDERICK
FDK 109.0
220°R-040
040°

109.0 FDK R-200

ARMEL
113.5 AML
Chan 82

398 406 531 477± 545± 435± 682 583 478 MM 514 ± 1499 1472 419±

10 NM

SKINS
AML 5.8

2300
011° (1.9)

CARRY
AML 7.7

** 2900
011°
(3.5)

CASANOVA
116.3 CSN
Chan 110

(IF)
PEPRR
AML 11.1

** 3900
011°
(4.2)

5000
089°
(19)

R-089

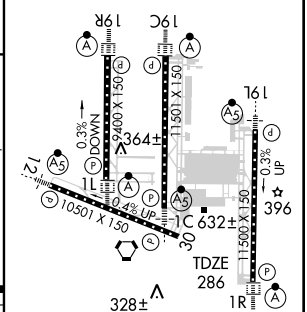
(IAF)
LUSIE INT
AML 15.3
RADAR

191°

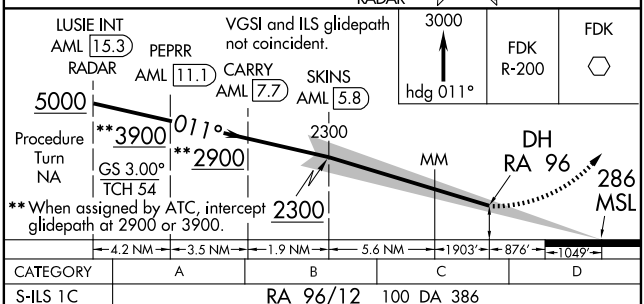
AML
R-187

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312 D




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1C | RA 96/12 100 DA 386 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-OIU | APP CRS | Rwy Idg 9400 |
|---|---|---|
| 110.75 | 011° | TDZE 296 |
| Chan 44 (Y) | | Apt Elev 312 |

# ILS RWY 1L (CAT II)

## WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088° 114.3 LDN R-088 Chan 90
268° 116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
090° R-270 113.5 AML Chan 82
270° 116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

398 406 477± 531 545± 435± 583 682 514± 478 444± 1499 1472 R-270 IM 1900 011° (3.1) *2900 011° (3.5) 3000 011° (4.4) 10 NM R-088 4000 088° (18.3) AML R-190 191°

MSA AML 25 NM
180°
3400
2500
360°

DME or RADAR REQUIRED

| CINNA INT I-OIU 17.5 RADAR | FAZER I-OIU 13.1 | BIGGZ I-OIU 9.7 | MORCE I-OIU 6.5 | IM | DH RA 97 |
|---|---|---|---|---|---|
| 4000 | 011° | 3000 | *2900 | 1900 | 296 MSL |

VGSI and ILS glidepath not coincident.

800 | 5000 hdg 240° | AML R-270 | OLIVR

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2900.

4.4 NM — 3.5 NM — 3.1 NM — 4.7 NM — 857′ — 1108′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | RA 97/12 | | 100 DA 396 | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 312 D

19R 19C 16L 1L 1C 12 30 16R 1R
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396
TDZE 296

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-OIU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 011° | TDZE | 296 |
| Chan 44 (Y) | | Apt Elev | 312 |

# ILS RWY 1L (CAT III)
## WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088°
268°
114.3 LDN
R-088
Chan 90
116.3 CSN
R-002
Chan 110

MISSED APCH FIX
OLIVR
AML 20
090°
270°
R-270
113.5 AML
Chan 82
116.3 CSN
R-002
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

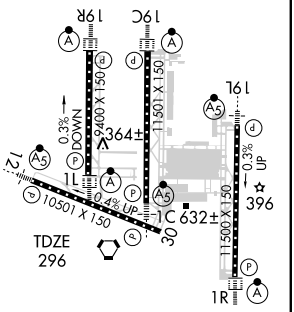
(IAF)
CINNA INT
I-OIU 17.5
RADAR

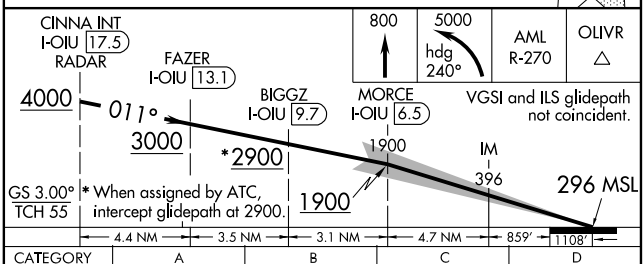
IM

398
406
477±
531
545±
435±
583
682
514±
478
444±
1499
1472
R-270
1900
011°
(3.1)
*2900
011°
(3.5)
3000
011°
(4.4)
10 NM
MSA AML 25 NM
180°
3400
2500
360°
4000
088°
(18.3)
R-088
AML
R-190
191°

DME or RADAR REQUIRED

ELEV 312 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | | CAT IIIa | RVR 07 | |
| S-ILS 1L | | CAT IIIb | RVR 06 | |
| S-ILS 1L | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 1R (CAT II)

## WASHINGTON DULLES INTL (IAD)

| LOC/DME I-IAD | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 110.1 | 011° | TDZE | 312 |
| Chan 38 | | Apt Elev | 312 |

T A Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

LOCALIZER 110.1
I-IAD
Chan 38

AML R-051

MISSED APCH FIX
112.1 MRB R-118 Chan 58
051°
231°
113.5 AML R-051 Chan 82
BLITZ AML 20

ARMEL
113.5 AML
Chan 82

TILLE LOM

WAXIN INT I-IAD 4.5

IAF
CASANOVA
116.3 CSN
Chan 110

R-065

R-083

3000
083°
(20.6)

(IF)
MOSBY INT
I-IAD 12.1

011° (7.5)

15 NM

R-347

3000
360°
(17)

R-125

ALTERNATE MISSED APCH FIX
WESTMINSTER EMI
117.9
Chan 126
179°
359°
R-179

MSA AML 25 NM
180°
3400
2500
360°

DECES INT
AML 30

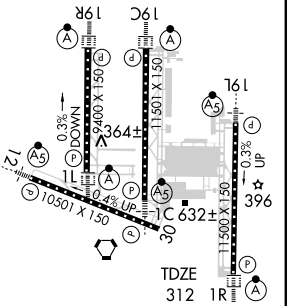
191°

3000
347° (6.5)

IAF
BROOKE
114.5 BRV
Chan 92

AML R-182

ELEV 312 D




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

Procedure Turn NA

MOSBY INT
I-IAD 12.1

VGSI and ILS Glidepath not coincident.

| 800 | 3000 | AML | BLITZ |
|---|---|---|---|
| | hdg 060° | R-051 | △ |

WAXIN INT
I-IAD 4.5

3000 011°

1900

MM

I-IAD DME ANT.

DH 94 RA

IM

312 MSL

GS 3.00°
TCH 53

1900

7.5 NM | 4.2 NM | 2311′ | 910′ | 1050′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | RA 94/12 | 100 | DA 412 | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IAD | APP CRS | Rwy Idg 11500 |
|---|---|---|
| 110.1 | 011° | TDZE 312 |
| Chan 38 | | Apt Elev 312 |

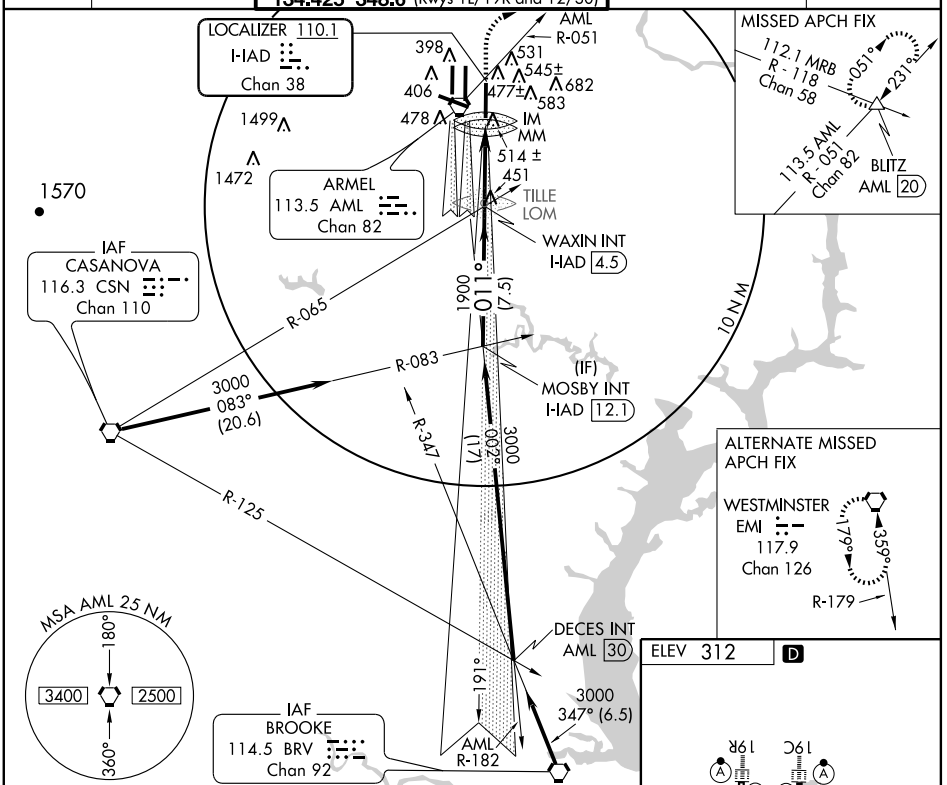
# ILS RWY 1R (CAT III)
## WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |



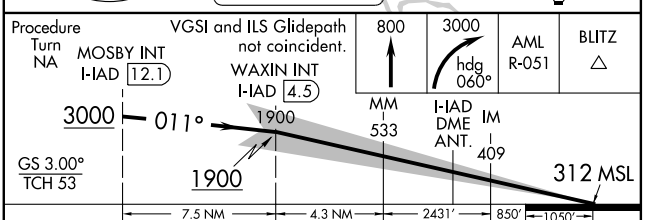

Procedure Turn NA

MOSBY INT
I-IAD 12.1

WAXIN INT
I-IAD 4.5

VGSI and ILS Glidepath not coincident.

| 800 | 3000 | AML | BLITZ |
|---|---|---|---|
| | hdg 060° | R-051 | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1R | | CAT IIIa | RVR 07 | |
| S-ILS 1R | | CAT IIIb | RVR 06 | |
| S-ILS 1R | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-DLX | APP CRS | Rwy Idg 11501 |
|---|---|---|
| 111.3 | 191° | TDZE 272 |
| | | Apt Elev 312 |

# ILS RWY 19C (CAT II)
## WASHINGTON DULLES INTL (IAD)

▼ DME from AML VORTAC.
▲ Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

DME or RADAR REQUIRED

BOYDS
AML 16.4

*3700
191°
(3.7)

(IF)
ARKAY
AML 12.7

*2700
191°
(3.1)

ENEDE
AML 9.6

1500
191°
(3.8)

FEMKO
AML 5.8

1713

10 NM

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
406
IM
531
545±
477±
682
435±
583
478
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
113.5 AML
Chan 82
000°
187°
116.3 CSN
Chan 110
R-083
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312 D

VGSI and ILS glidepath not coincident.

3000
hdg 191°

AML
R-187

ERACE
AML 13.3

HOOSR
AML 17.5
RADAR

BOYDS
AML 16.4

ARKAY
AML 12.7

ENEDE
AML 9.6

FEMKO
AML 5.8

5000
191°
GS 3.00°
TCH 54

4500
*3700
*2700
1500

DH
RA 108

IM

272 MSL

* When assigned by ATC, intercept glidepath at 2700 or 3700.

1.1 NM | 3.7 NM | 3.1 NM | 3.8 NM | 3.5 NM | 941′ | 1030′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19C | RA 108/12 100 DA 372 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

19R
19C
TDZE
272
16L
12
1L
1C
30
1R
0.3% DOWN
0.4% UP
0.3% UP
12400 X 150
11501 X 150
10501 X 150
11500 X 150
364±
632±
396

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-DLX | APP CRS | Rwy Idg 11501 |
|---|---|---|
| 111.3 | 191° | TDZE 272 |
| | | Apt Elev 312 |

# ILS RWY 19C (CAT III)
## WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

DME or RADAR REQUIRED

BOYDS
AML 16.4

*3700
191° (3.7)

(IF)
ARKAY
AML 12.7

*2700
191° (3.1)

ENEDE
AML 9.6

1500
191° (3.8)

FEMKO
AML 5.8

10 NM

1713

ALTERNATE MISSED APCH FIX
052° R-052
232°
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

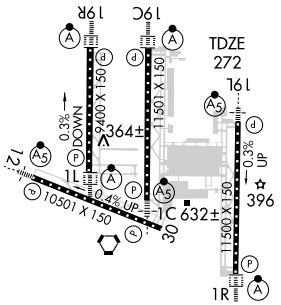
405±
398
IM 531
406
477±
545±
682
583
435±
478
514±

MSA AML 25 NM
180°
3400
2500
360°

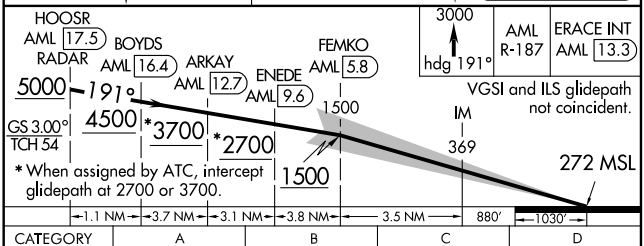
MISSED APCH FIX
007° 187° R-083
116.3 CSN
Chan 110
113.5 AML
Chan 82
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX

ELEV 312 D




TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys




3000
hdg 191°

AML R-187

ERACE INT
AML 13.3

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at 2700 or 3700.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19C | | CAT IIIa | RVR 07 | |
| S-ILS 19C | | CAT IIIb | RVR 06 | |
| S-ILS 19C | | CAT IIIc | NA | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 19L (CAT II)

## WASHINGTON DULLES INTL (IAD)

| LOC/DME I-SGC | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 110.1 | 191° | TDZE | 302 |
| Chan 38 | | Apt Elev | 312 |

T A — Simultaneous approach authorized with Rwy 19C or 19R. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST) 132.45 348.6 (WEST) | 135.7 317.8 |

1590

IAF MARTINSBURG 112.1 MRB Chan 58

3000 127° (22.4)

011°

(IAF) DADEY I-SGC 18.7 RADAR

3000 191° (2)

(IF) IZUMI INT I-SGC 16.7

Procedure NA for arrivals at MRB VORTAC via airway radials 088 CW 137.

R-127

040° 220°

AML R-014

ASPER AML 14.7

AML R-040

1700 191° (10.4)

AML R-023

DOMSE INT I-SGC 6.3

430

398 406 531 545± 477± 682 583 435± 478 514±

ARMEL 113.5 AML Chan 82

1499 1472

LOCALIZER 110.1 I-SGC Chan 38

10 NM

ALTERNATE MISSED APCH FIX

109 FDK 176° 356° R-278 R-176 ASPER 115.1 BAL Chan 98

MSA AML 25 NM 180° 360° 3400 2500

ELEV 312 D

VGSI and ILS glidepath not coincident.

| 800 | 3000 hdg 010° | AML R-040 | ASPER |
|---|---|---|---|

DADEY I-SGC 18.7 RADAR — IZUMI INT I-SGC 16.7 — DOMSE INT I-SGC 6.3

3000 — 191° — 3000 — 1700

Procedure Turn NA

GS 3.00° TCH 55

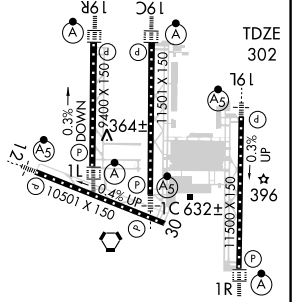
DH RA 102

302 MSL

2 NM — 10.4 NM — 4.1 NM — 1021′ — 999′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L | RA 102/12 | 100 DA 402 | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 19R (CAT II)

## WASHINGTON DULLES INTL (IAD)

| LOC/DME I-ISU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 191° | TDZE | 278 |
| Chan 44 (Y) | | Apt Elev | 312 |

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
R-088
114.3 LDN
088°
Chan 90
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
682
583
477±
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270
R-002
OLIVR
AML 20
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1499
R-270
478
1472

ELEV 312 D

TDZE 278
19R
19C
16L
16R
11501 X 150
11500 X 150
10501 X 150
0.3% DOWN
0.3% UP
0.4% UP
364±
632±
396
12
1L
1C
30
1R

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

VGSI and ILS glidepath not coincident.

800 5000 AML R-270 OLIVR

LAUGH
I-ISU 11.3

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANT.

4000
3000
*2700
1700
DH
IM RA 103
278 MSL

GS 3.00°
TCH 55'

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM 4.1 NM 3.1 NM 4.1 NM 878' 1050'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | RA 103/12 100 DA 378 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ISU | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| 110.75 | 191° | TDZE | 278 |
| Chan 44 (Y) | | Apt Elev | 312 |

# ILS RWY 19R (CAT III)
## WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
114.3 LDN Chan 90
R-002
088°
R-088
268°
CSN 116.3 Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
477±
682
583
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270

OLIVR
AML 20

R-002
114.3 LDN Chan 90
R-088
090°
270°
CSN 116.3 Chan 110

1499
R-270
478
1472

ELEV 312 D

TDZE
278
19R
19C
16L
16L
12
1L
1C
30
1R
10501 X 150
11500 X 150
11501 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

VGSI and ILS glidepath not coincident.

| 800 | 5000 | AML R-270 | OLIVR |
|---|---|---|---|
| | | | |

LAUGH
I-ISU 11.3

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANTENNA

IM

4000
3000
*2700
1700
1700
378
278 MSL

GS 3.00°
TCH 55'

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM | 4.1 NM | 3.1 NM | 4.1 NM | 883' | 1050'

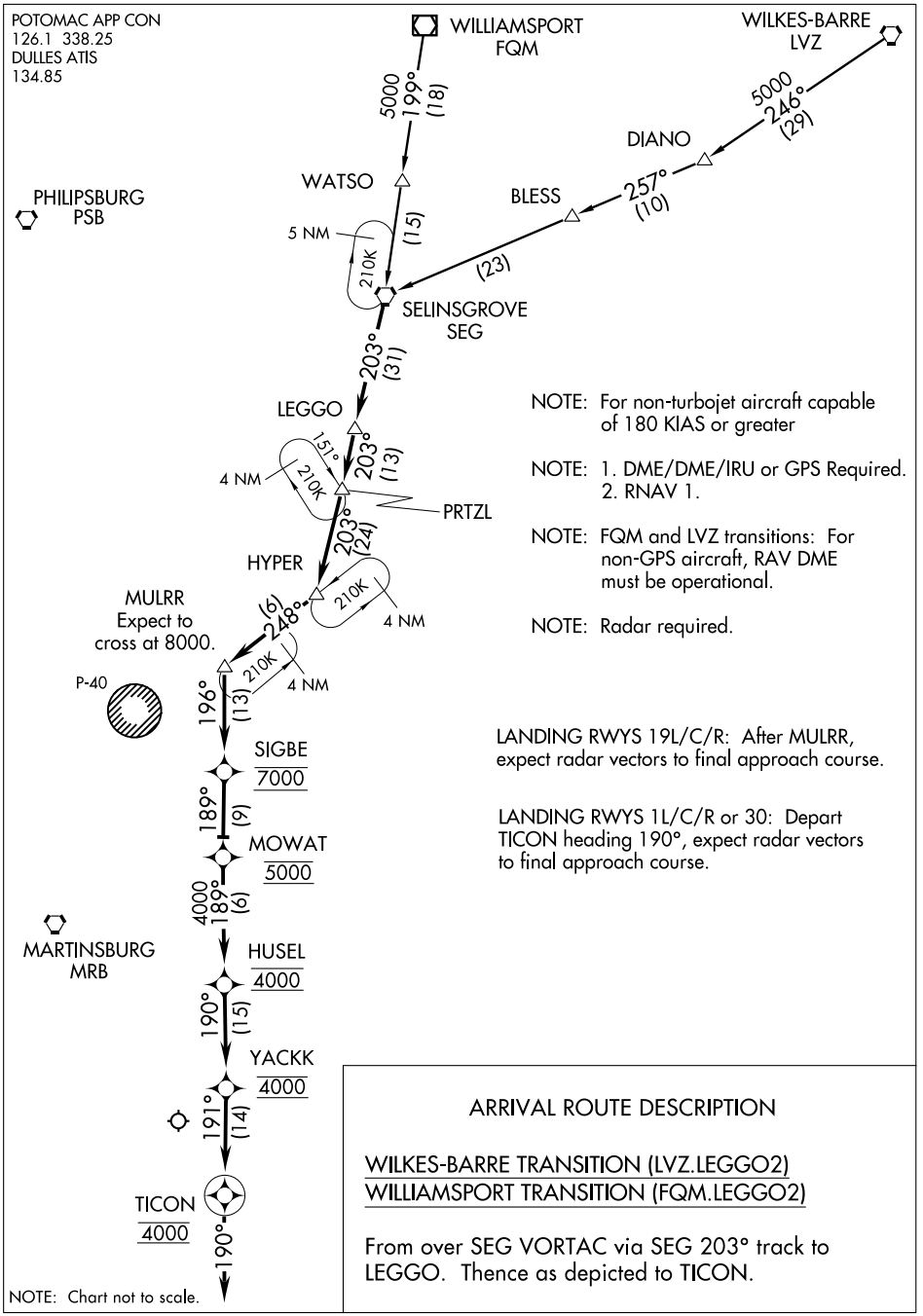
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19R | CAT IIIa | | RVR 07 | |
| S-ILS 19R | CAT IIIb | | RVR 06 | |
| S-ILS 19R | CAT IIIc | | NA | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# LEGGO TWO ARRIVAL (RNAV)




NOTE: For non-turbojet aircraft capable of 180 KIAS or greater

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: FQM and LVZ transitions: For non-GPS aircraft, RAV DME must be operational.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R or 30: Depart TICON heading 190°, expect radar vectors to final approach course.

## ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.LEGGO2)
WILLIAMSPORT TRANSITION (FQM.LEGGO2)

From over SEG VORTAC via SEG 203° track to LEGGO. Thence as depicted to TICON.


NE-3, 26 AUG 2010 to 23 SEP 2010

# PHILIPSBURG TWO ARRIVAL



POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′ - W77°59.56′
L-30, H-10-12

SELINSGROVE
110.4 SEG
Chan 41

5000
151°
(65)

R-201

44

210K

PRTZL
N40°04.34′
W77°06.40′

HYPER
N39°41.04′
W77°13.51′

201°
(24)

LANCASTER
117.3 LRP
Chan 120

R-248

50

MARTINSBURG
112.1 MRB
Chan 58

34

V39-143

245°
(6)

210K

P-40
R-4009

R-065

28

R-323

R-304

MULRR
N39°37.89′ - W77°20.14′
Expect to cross at
10000 at 250 KIAS.

WESTMINSTER
117.9 EMI
Chan 126

4000
196°
(42)

R-016

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

NOTE: For turbojet aircraft only.
NOTE: Radar required.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over PSB via R-151 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML.
Expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# PRTZL THREE ARRIVAL (RNAV)





POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
PSB

8000
151°
(65)

PRTZL

210K
4 NM

203°
(24)

NOTE: For turbojet aircraft only.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

NOTE: For non-GPS equipped aircraft, EMI and RAV DMEs must be operational.

P-40

HYPER

248°

210K
4 NM

MULRR
Expect to cross
at 10000 and 250 KIAS.

210K (6)
4 NM

7000
196°
(13)

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

SIGBE
7000

MARTINSBURG
MRB

5000
189°
(9)

MOWAT
5000

4000
189°
(6)

HUSEL
4000

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

190°
(15)

YACKK
4000

191°
(14)

TICON
4000

190°

ARRIVAL ROUTE DESCRIPTION

From over PSB via 151° track to PRTZL, thence as depicted to TICON. Depart TICON heading 190°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.



NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 99309 W01D | APP CRS 011° | Rwy Idg 9400<br>TDZE 296<br>Apt Elev 312 |
|---|---|---|

# RNAV (GPS) RWY 1L
## WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct COCAV and via 300° track to PRISM and via 346° track to MRB VORTAC and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

MISSED APCH FIX
MARTINSBURG MRB
292°
112°
4 NM

346°
PRISM
300°
COCAV

398
406
RW01L
477±
531
545±
682
435±
583
514±
478
444±
1499
1472

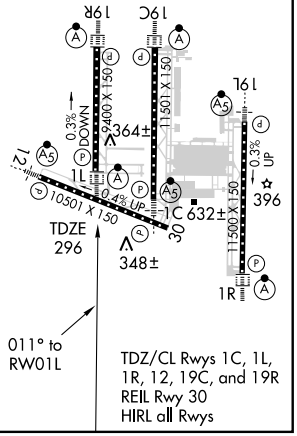
(FAF)
MORCE
1900
011°
(6.6)
(IF)
FAZER
3000
011°
(4.4)
(IAF)
CINNA

CASANOVA
CSN
4000
092°
(18.3)

Procedure NA for arrivals at CSN VORTAC via V286 northwest bound.

MSA RW01L 25 NM
3400

ELEV 312 D




| Procedure Turn NA | VSGI and RNAV glidepath not coincident. | 4000 | COCAV | tr 300° | PRISM | tr 346° | MRB |
|---|---|---|---|---|---|---|---|

FAZER 3000 011° 1900 MORCE 1900
*1.1 NM to RW01L
*LNAV only.
RW01L
GS 3.00°
TCH 55
6.6 NM 3.7 NM 1.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 496/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 828/60 | 532 (600- 1¼) | | |
| LNAV MDA | 720/24 424 (500-½) | | 720/40 424 (500-1) | 720/50 424 (500-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 10501 |
|---|---|---|---|
| CH 86310 | 121° | TDZE | 310 |
| W12A | | Apt Elev | 312 |

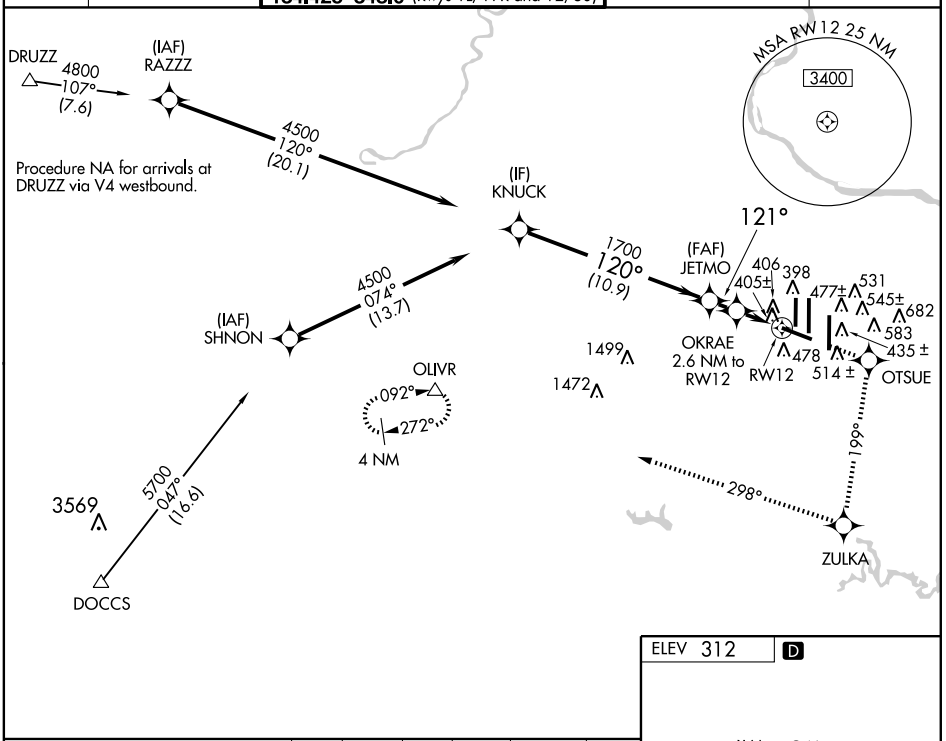
# RNAV (GPS) RWY 12
## WASHINGTON DULLES INTL (IAD)

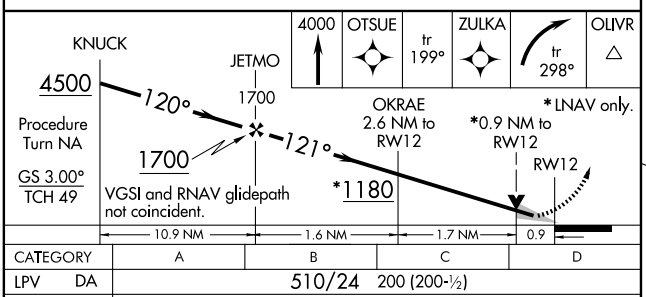
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

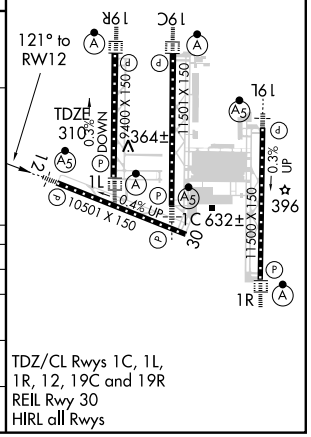
MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 510/24 200 (200-½) | | | |
| LNAV/VNAV DA | 729/50 419 (500-1) | | | |
| LNAV MDA | 660/24 350 (400-½) | | | 660/50 350 (400-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9400 |
|---|---|---|---|
| CH 86709 | 191° | TDZE | 278 |
| W19D | | Apt Elev | 312 |

# RNAV (GPS) RWY 19R

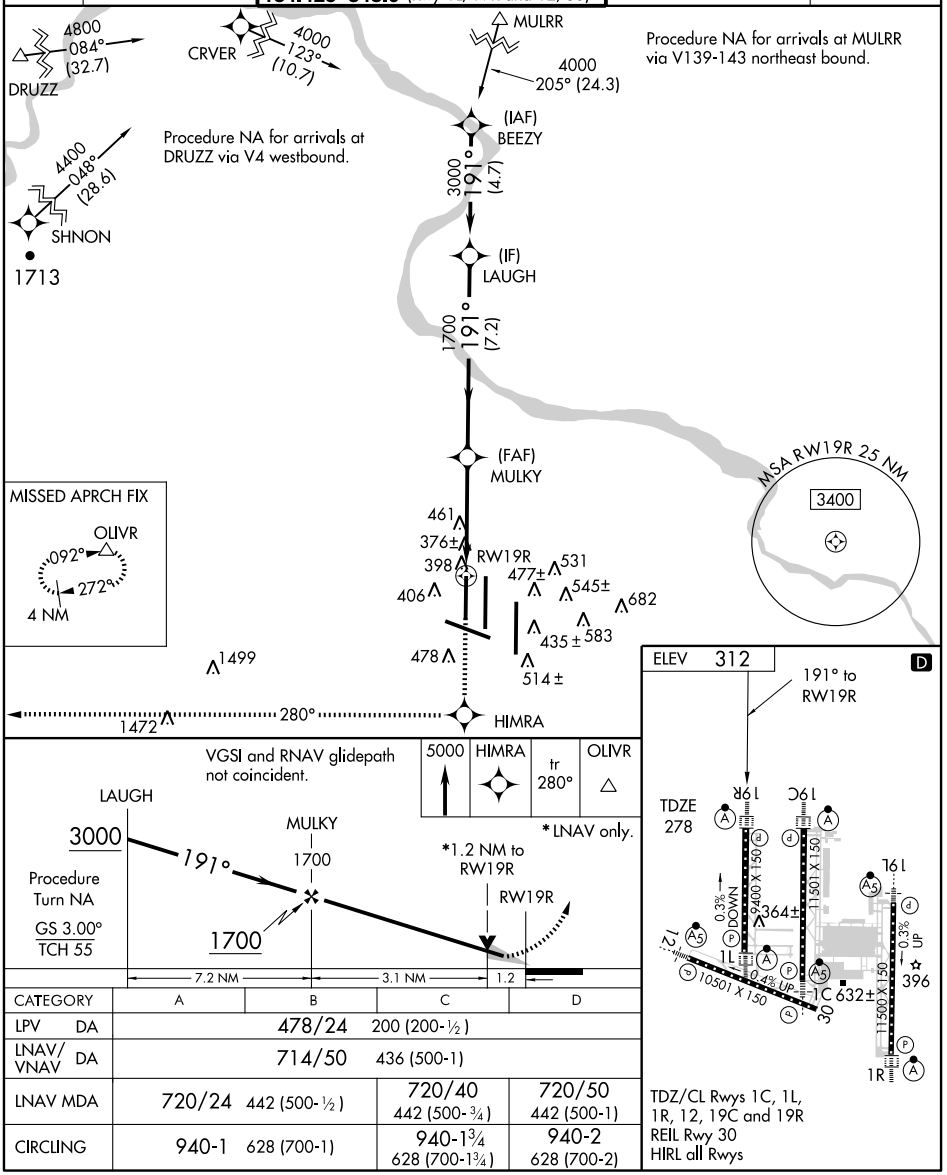
## WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HIMRA and via 280° track to OLIVR and hold, continue climb-in-hold to 5000.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwy 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




VGSI and RNAV glidepath not coincident.

| 5000 | HIMRA | tr 280° | OLIVR |
|---|---|---|---|
| | | | △ |

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 714/50 | | 436 (500-1) | |
| LNAV MDA | 720/24 | 442 (500-½) | 720/40<br>442 (500-¾) | 720/50<br>442 (500-1) |
| CIRCLING | 940-1 | 628 (700-1) | 940-1¾<br>628 (700-1¾) | 940-2<br>628 (700-2) |




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11501 |
|---|---|---|---|
| CH 97509 | 011° | TDZE | 286 |
| W01B | | Apt Elev | 312 |

# RNAV (GPS) Y RWY 1C

## WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BOYDS and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

MISSED APCH FIX

4 NM 191° 011° BOYDS

GILBY 4000 187° (15.6)

1499 1472

398 406 477± 531 545± 682 583 435 ± 478 514 ± RW01C

(FAF) SKINS

2300 011° (1.9)

CARRY

2900 011° (5.7)

(IAF) KIESS 4000 101° (5)

(IF) ERACE

4000 338° (8.9) (IAF) BARIN

R-6608A

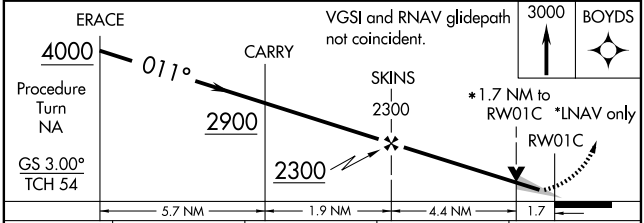
MSA RW01C 25 NM 3400

NE-3, 26 AUG 2010 to 23 SEP 2010

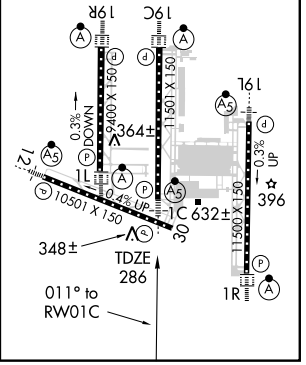
NE-3, 26 AUG 2010 to 23 SEP 2010

ELEV 312 D

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 486/24 200 (200-½) | | | |
| LNAV/VNAV DA | 785/60 499 (500-1¼) | | | |
| LNAV MDA | 900/24 614 (600-½) | | 900/60 614 (600-1¼) | 900-1½ 614 (600-1½) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |



| WAAS CH 56409 W01A | APP CRS 011° | Rwy Idg 11500<br>TDZE 312<br>Apt Elev 312 |
|---|---|---|

# RNAV (GPS) Y RWY 1R

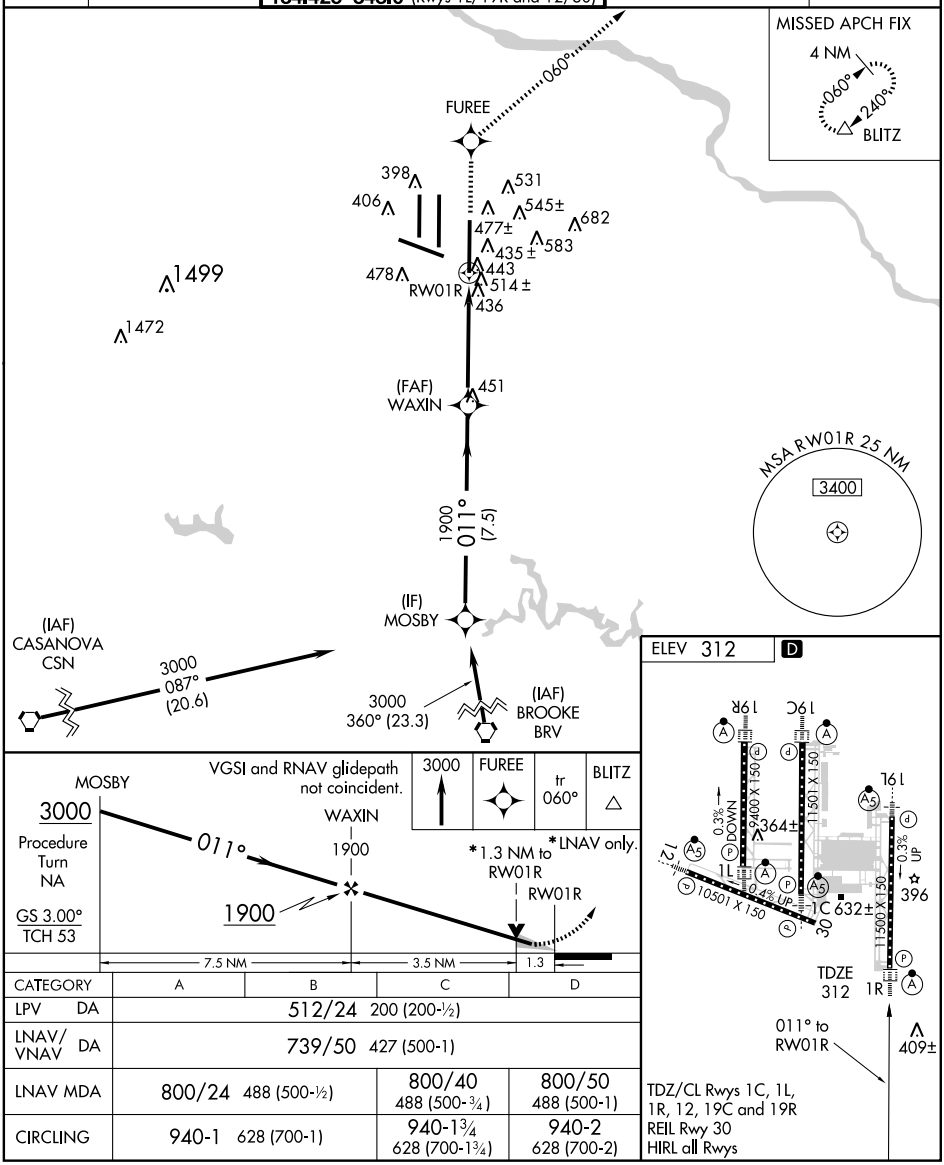
## WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FUREE and via 060° track to BLITZ and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 512/24 200 (200-½) | | | |
| LNAV/VNAV DA | 739/50 427 (500-1) | | | |
| LNAV MDA | 800/24 488 (500-½) | | 800/40 488 (500-¾) | 800/50 488 (500-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 40305 W19B | APP CRS 191° | Rwy ldg 11501 TDZE 272 Apt Elev 312 |
|---|---|---|

# RNAV (GPS) Y RWY 19C

## WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOPAC and via 242° track to CSN VORTAC and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

Procedure NA for arrivals at DRUZZ via V4 westbound.

Procedure NA for arrivals at MULRR via V139-143 northeast bound.

MULRR
4000
206° (20.1)
(IAF) DIMKE
CRVER
4000
101°
(10.6)
4800
084°
(32.7)
DRUZZ
4000
191°
(6)
(IF) BOYDS
1500
191°
(10.6)
4400
048°
(28.6)
1940
SHNON
(FAF) FEMKO
RW19C
430 477±
398 531
406 545± 682
583
478 435±
514 ±
1499
1472
MSA RW19C 25 NM
3400
MISSED APCH FIX
4 NM
207°
027°
CASANOVA
CSN
BOPAC
242°

| 4000 | BOPAC | tr 242° | CSN |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.

BOYDS
4000
Procedure Turn NA
GS 3.00°
TCH 54
*LNAV only.
*1.1 NM to RW19C
RW19C
FEMKO
191°
1500
1.1
2.6 NM
10.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 472/24 200 (200-½) | | | |
| LNAV/VNAV DA | 717/50 445 (500-1) | | | |
| LNAV MDA | 680/24 408 (400-½) | | 680/40 408 (400-¾) | 680/50 408 (400-1) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

ELEV 312 D

191° to RW19C

19R 19C TDZE 272

9400 X 150

7501 X 150

16L

0.3% DOWN

364±

12

1L

0.4% UP

10501 X 150

30

1C 632±

0.3% UP

396

1500 X 150

1R

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 58105 W19A | APP CRS 191° | Rwy Idg 11500<br>TDZE 302<br>Apt Elev 312 |
|---|---|---|

# RNAV (GPS) Y RWY 19L

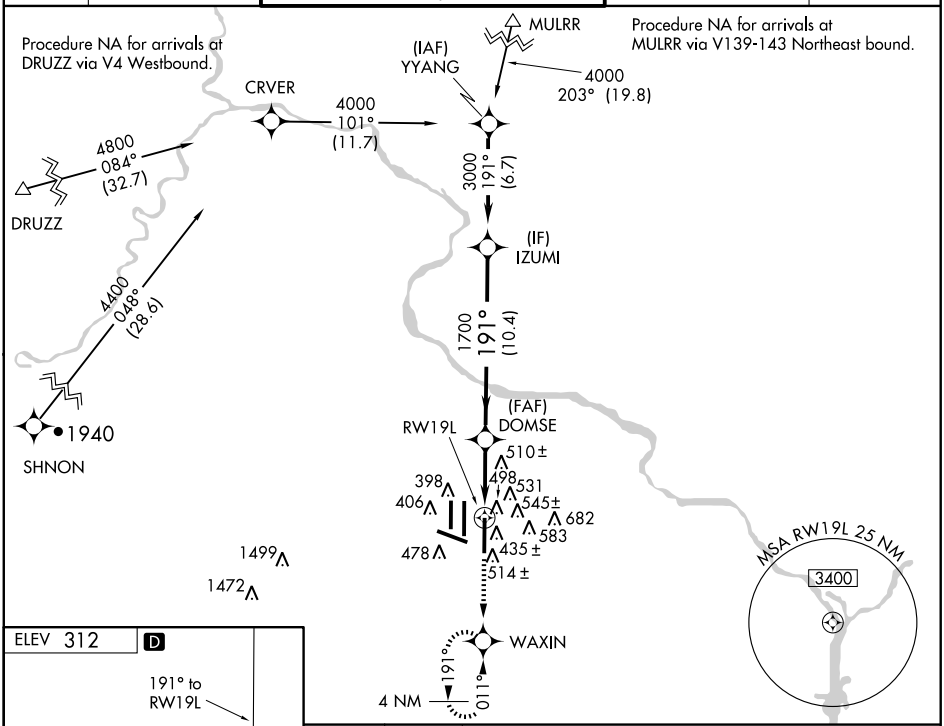
WASHINGTON DULLES INTL (IAD)

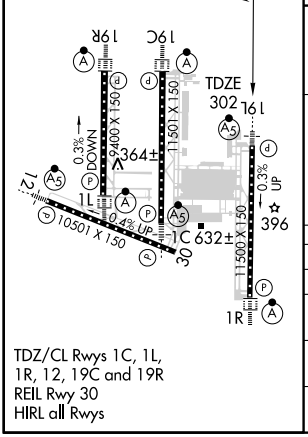
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

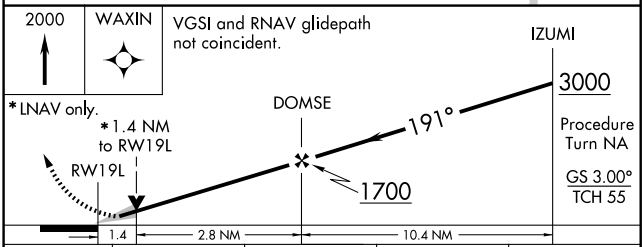
MALSR

MISSED APPROACH: Climb to 2000 direct WAXIN and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 502/24 200 (200-½) | | | |
| LNAV/VNAV DA | 829/60 527 (600-1¼) | | | |
| LNAV MDA | 820/24 518 (600-½) | | 820/50 518 (600-1) | 820/60 518 (600-1¼) |
| CIRCLING | 940-1 628 (700-1) | | 940-1¾ 628 (700-1¾) | 940-2 628 (700-2) |

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 11501 |
|---|---|---|
| 011° | TDZE | 286 |
| | Apt Elev | 312 |

# RNAV (RNP) Z RWY 1C

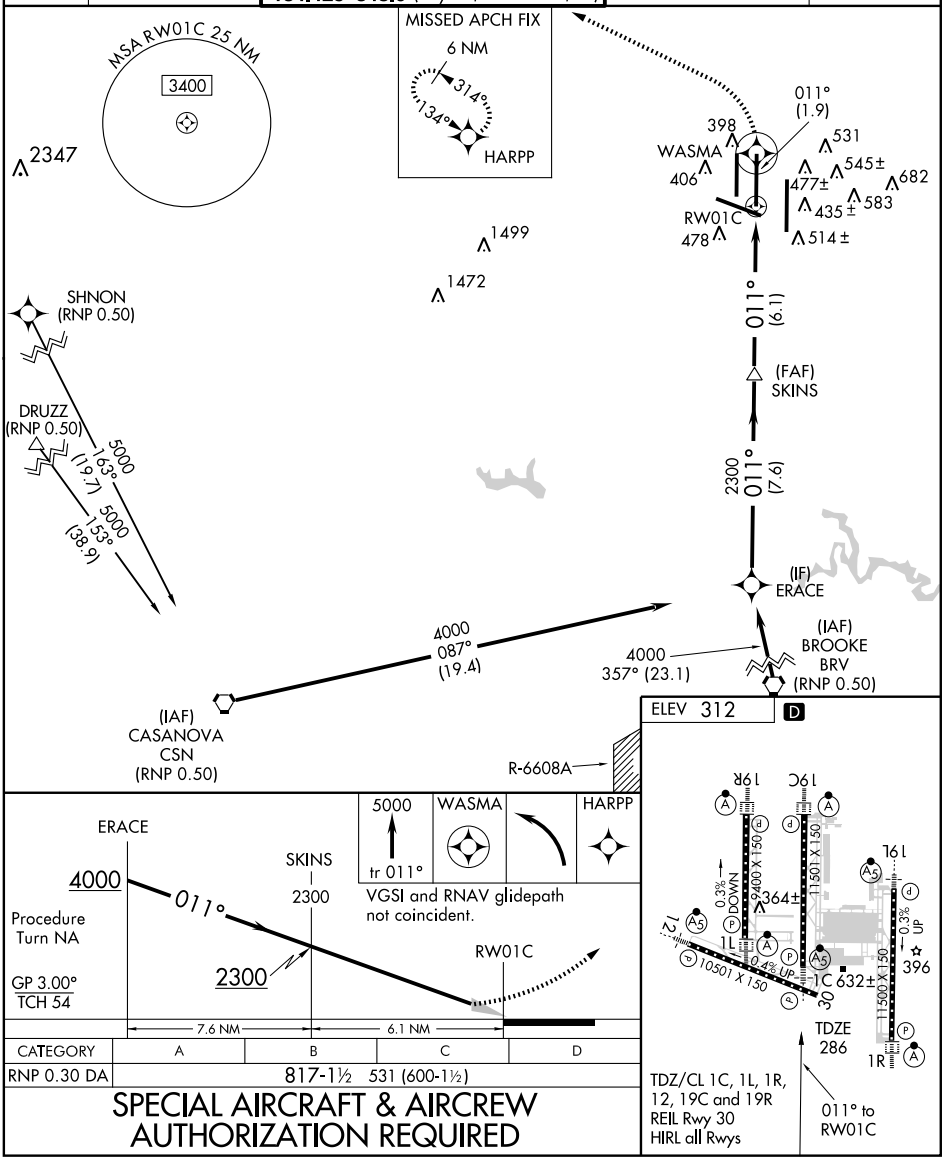
## WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 011° to WASMA and left turn direct HARPP and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 817-1½ | 531 (600-1½) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

| APP CRS | Rwy ldg | 11500 |
|---|---|---|
| 011° | TDZE | 312 |
| | Apt Elev | 312 |

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

1940

MSA RW01R 25 NM

3400

MISSED APCH FIX

6 NM

314°

134°

HARPP

1499

1472

304° (25.2)

FUREE

398

011° (4.9)

531

406

545±

682

477±

435 ±

583

478

RW01R

514 ±

439

011° (4.8)

(FAF)

WAXIN

1900

011° (7.5)

(IF)

MOSBY

SHNON

(RNP 0.50)

5000

163° (19.7)

5000

153° (38.9)

DRUZZ

(RNP 0.50)

3000

360° (23.3)

(IAF)

BROOKE

BRV

(RNP 0.50)

3000

087° (20.6)

(IAF)

CASANOVA

CSN

(RNP 0.50)

R-6608A

R-6608B

ELEV 312

D

19R

19C

19L

0.3% DOWN

9400 X 150

11501 X 150

364±

0.3% UP

12

1L

0.4% UP

1C

632±

396

10501 X 150

11500 X 150

30

1R

011° to RW01R

TDZE 312

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all Rwys

MOSBY

3000

011°

WAXIN

1900

1900

RW01R

Procedure Turn NA

GP 3.00°

TCH 53

7.5 NM

4.8 NM

5000

tr 011°

FUREE

HARPP

VGSI and RNAV glidepath not coincident.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 767/50 | 455 (500-1) | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 11501 |
|---|---|---|
| 191° | TDZE | 272 |
| | Apt Elev | 312 |

# RNAV (RNP) Z RWY 19C

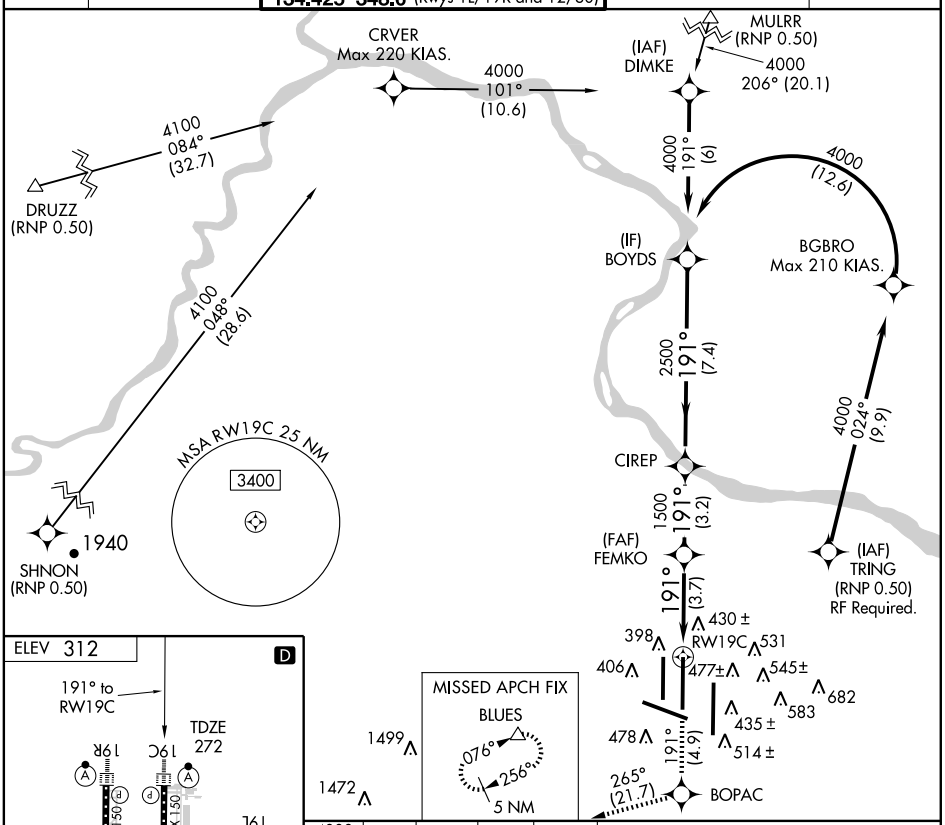
## WASHINGTON DULLES INTL (IAD)

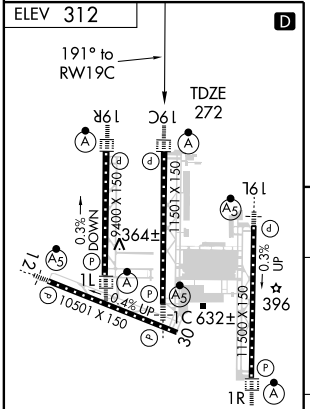
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1¾.

ALSF-2

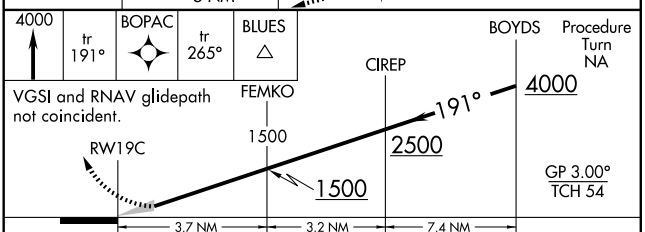
MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |




TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 740/60 468 (500-1¼) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 19L

WASHINGTON DULLES INTL (IAD)

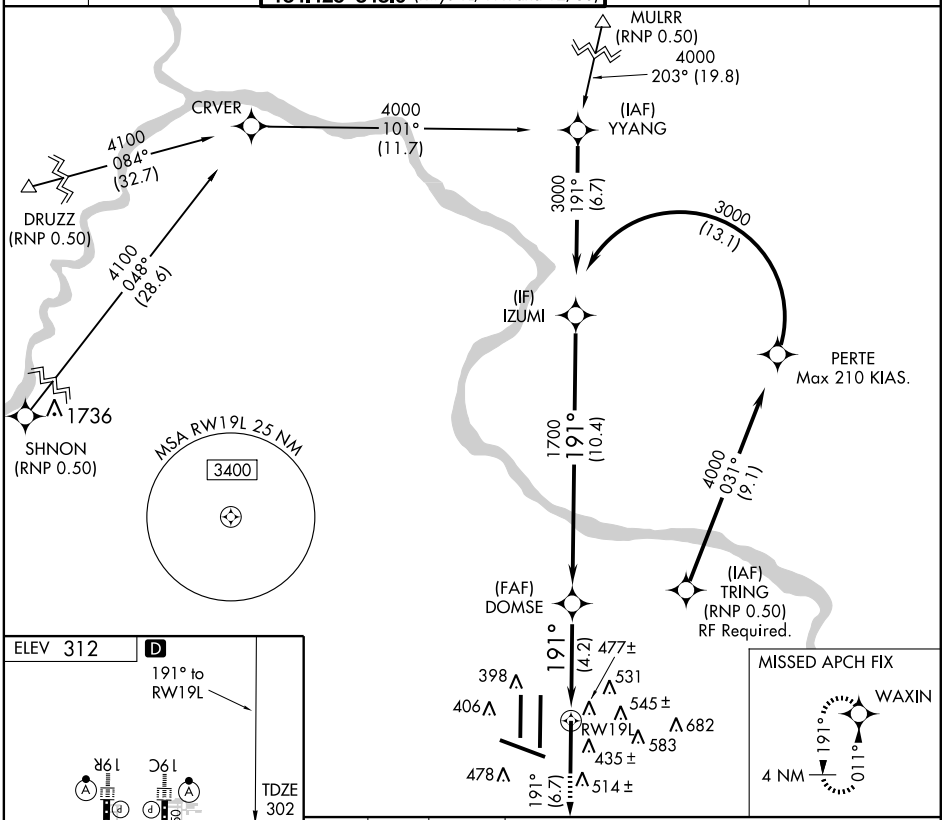
| APP CRS | Rwy ldg | 11500 |
|---|---|---|
| 191° | TDZE | 302 |
| | Apt Elev | 312 |

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½.

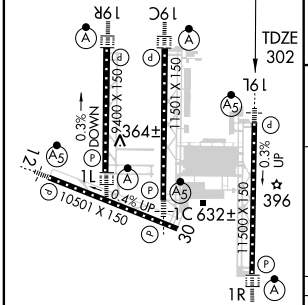
MALSR

MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |



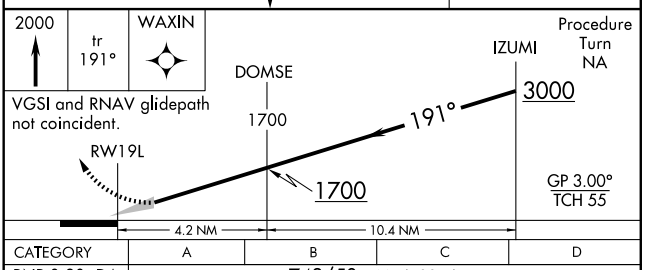

ELEV 312 D




TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 743/50 441 (500-1) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

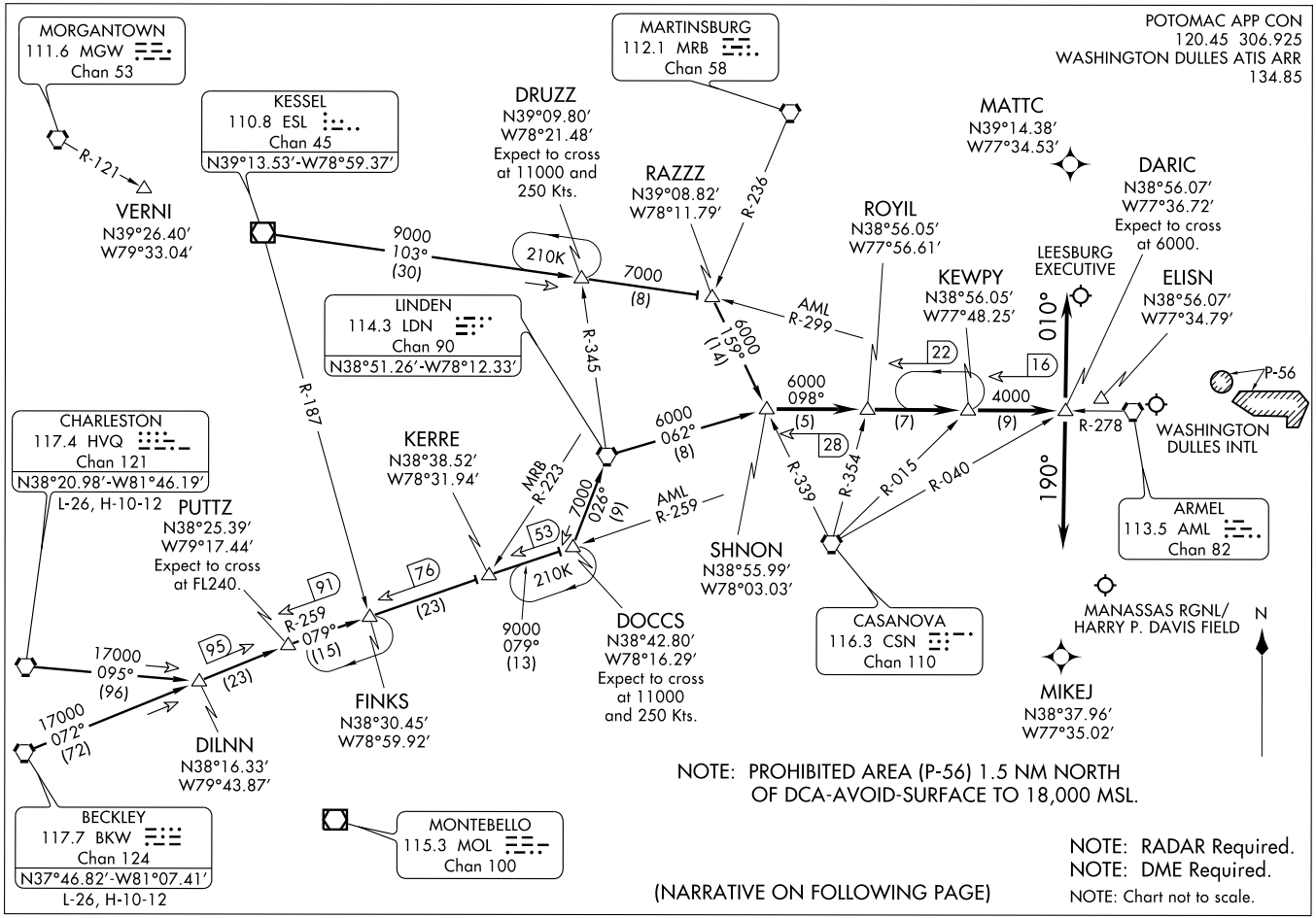


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC




ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

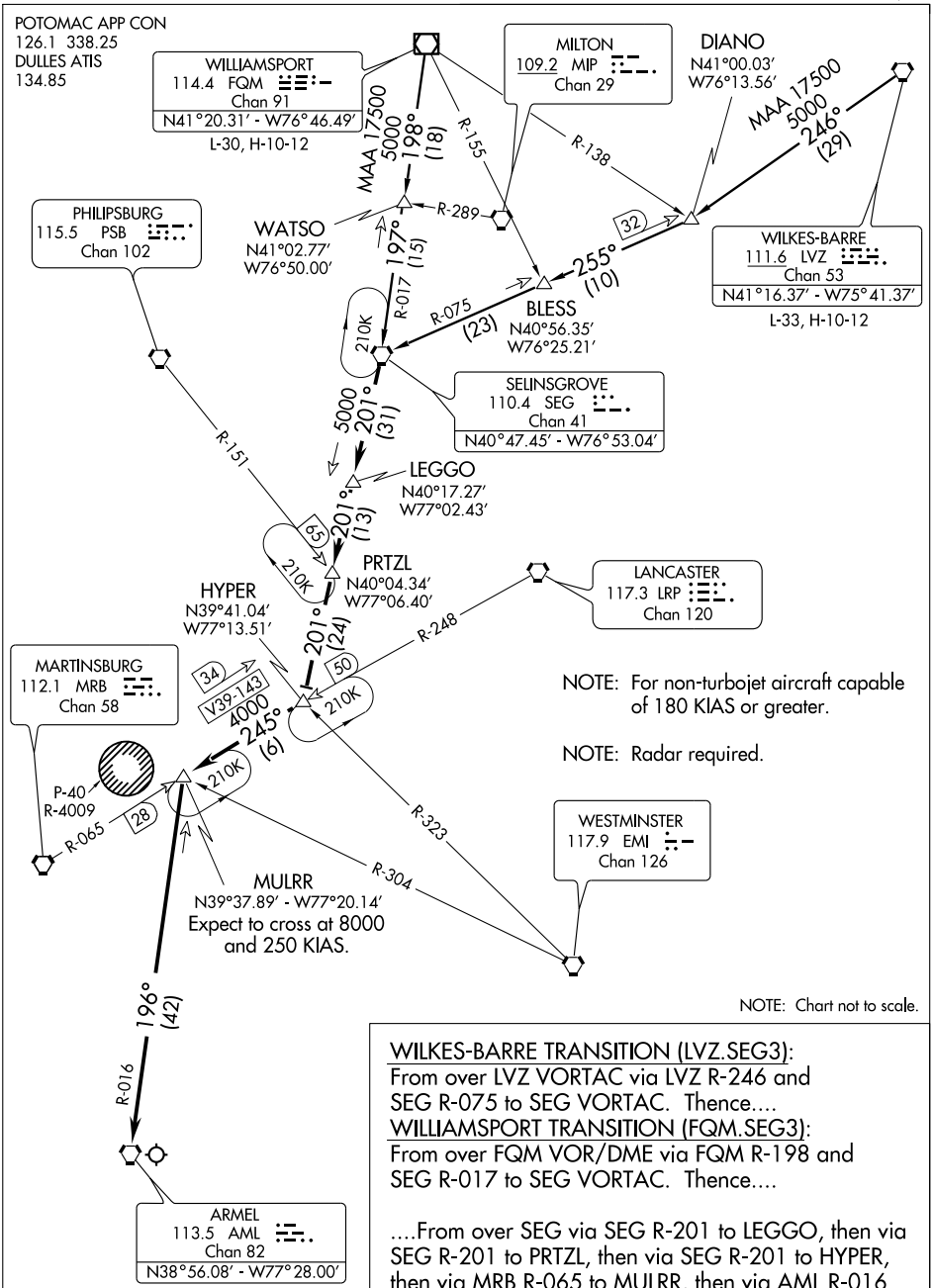
LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# SELINSGROVE THREE ARRIVAL






WILKES-BARRE TRANSITION (LVZ.SEG3):
From over LVZ VORTAC via LVZ R-246 and SEG R-075 to SEG VORTAC. Thence....
WILLIAMSPORT TRANSITION (FQM.SEG3):
From over FQM VOR/DME via FQM R-198 and SEG R-017 to SEG VORTAC. Thence....

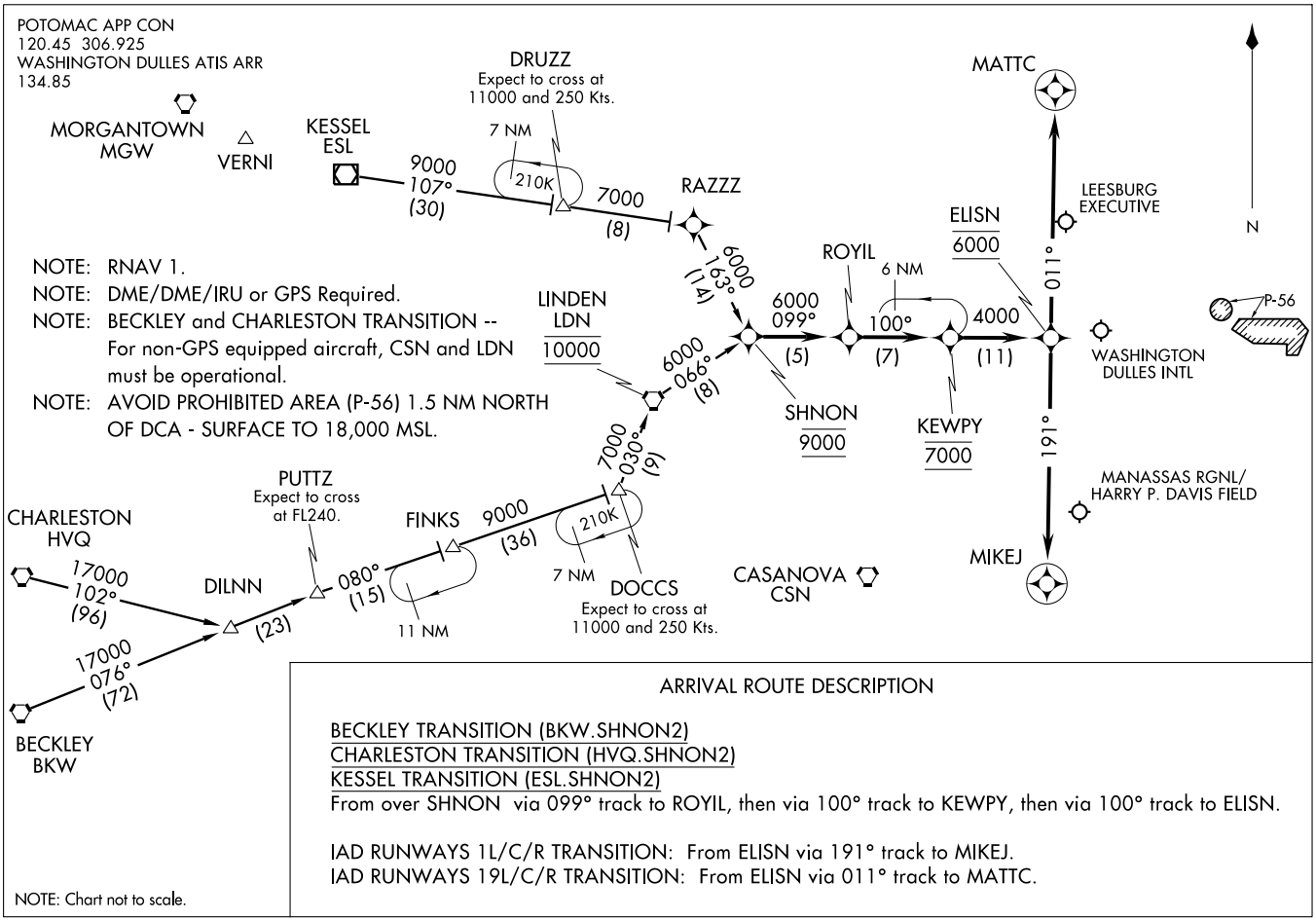
....From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.



NE-3, 26 AUG 2010 to 23 SEP 2010

# SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183




## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

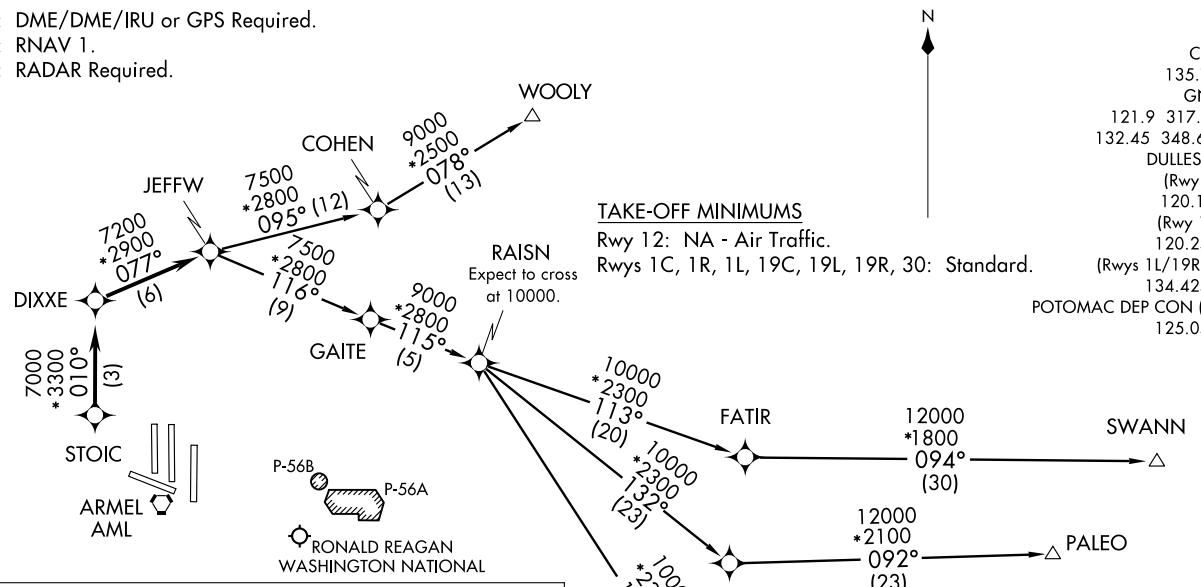
WASHINGTON, DC

# STOIC TWO DEPARTURE (RNAV)

(STOIC2.STOIC) 10098

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.




ATIS 134.85
CLNC DEL 135.7 317.8
GND CON 121.9 317.8 (EAST) 132.45 348.6 (WEST)
DULLES TOWER (Rwy 1R/19L) 120.1 317.8 (Rwy 1C/19C) 120.25 348.6 (Rwys 1L/19R, 12/30) 134.425 348.6
POTOMAC DEP CON (NORTH) 125.05 350.2

TAKE-OFF MINIMUMS

Rwy 12: NA - Air Traffic.
Rwys 1C, 1R, 1L, 19C, 19L, 19R, 30: Standard.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 1C, 1R, 1L, 19C, 19L, 19R, 30: Climb on assigned heading for radar vectors to STOIC, then via 010° track to DIXXE, 077° track to JEFFW, Thence . . . .

. . . . via (transition). Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

DAILY TRANSITION (STOIC2.DAILY)
PALEO TRANSITION (STOIC2.PALEO)
SWANN TRANSITION (STOIC2.SWANN)
WOOLY TRANSITION (STOIC2.WOOLY)

TAKE-OFF OBSTACLES

Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL.
Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL. Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NOTE: Chart not to scale.

(STOIC2.STOIC) 10098
STOIC TWO DEPARTURE (RNAV)
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

SL-5100 (FAA)

| VORTAC AML 113.5 Chan 82 | APP CRS 120° | Rwy Idg 10501 TDZE 310 Apt Elev 312 |
|---|---|---|

# VOR/DME or TACAN RWY 12

## WASHINGTON DULLES INTL (IAD)

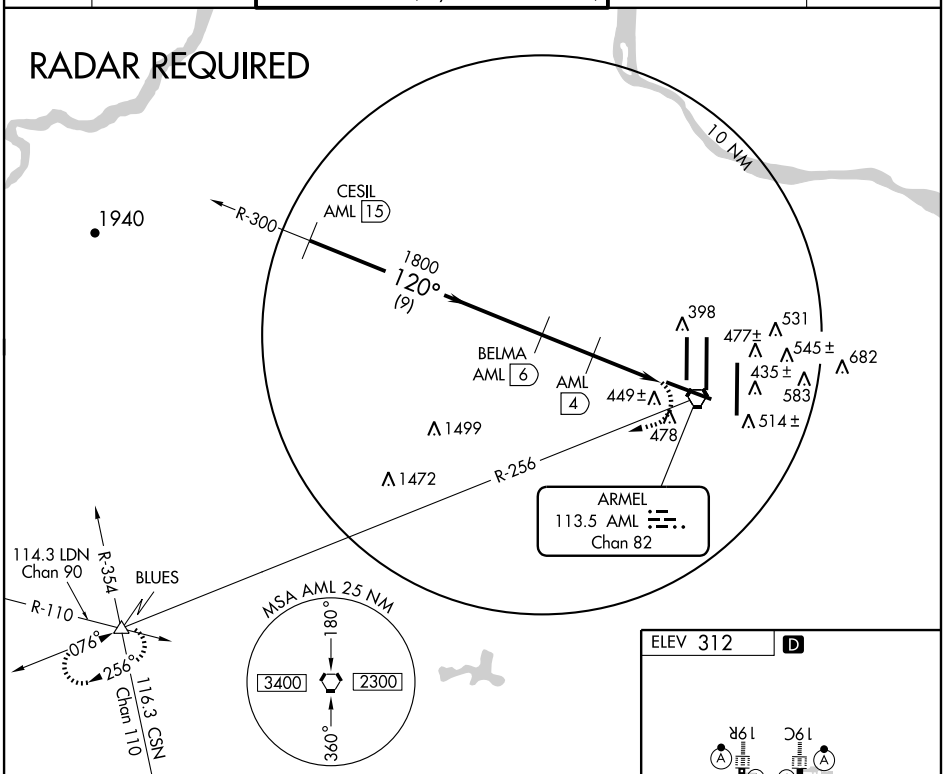
For inoperative MALSR, increase S-12 Cat D visibility to 1¼ mile.

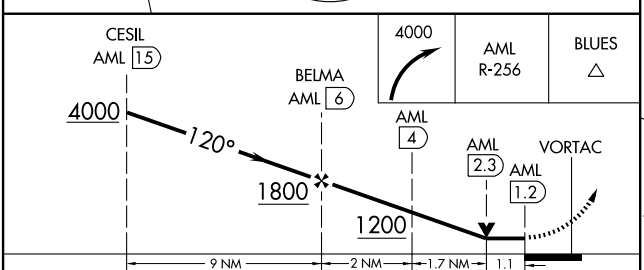
MALSR

MISSED APPROACH: Climbing right turn to 4000 via AML R-256 to BLUES INT and hold.

| ATIS | POTOMAC APP CON | DULLES TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.85 | 120.45 306.925 | 120.1 317.8 (Rwy 1R/19L)<br>120.25 348.6 (Rwy 1C/19C)<br>134.425 348.6 (Rwys 1L/19R and 12/30) | 121.9 317.8 (EAST)<br>132.45 348.6 (WEST) | 135.7 317.8 |

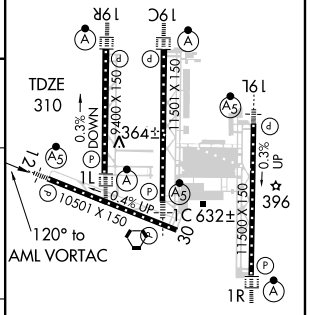
RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 700/24 390 (400-½) | | | 700/50 390 (400-1) |
| CIRCLING | 820-1 508 (600-1) | | 840-1½ 528 (600-1½) | 880-2 568 (600-2) |

ELEV 312 D




TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ABINGDON, VA**
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR/DME-B**
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

**ANNAPOLIS, MD**
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

**BALTIMORE, MD**
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
**ILS or LOC Rwy 28[2]**
**VOR Rwy 10[3]**
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
**LOC Rwy 15[2]**
**VOR/DME or TACAN Z Rwy 15[4]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

**BLACKSBURG, VA**
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CHARLOTTESVILLE, VA**
CHARLOTTESVILLE-
ALBEMARLE .. .....**ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3[34]**
**RNAV (GPS) Y Rwy 21[35]**
**RNAV (GPS) Z Rwy 21[3]**
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

**COLLEGE PARK, MD**
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**CULPEPER, VA**
CULPEPER RGNL ..... **LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**VOR-A[2]**
[1]NA when FBO closed.
[2]NA when local weather not available.

**DANVILLE, VA**
DANVILLE RGNL ..... **ILS or LOC Rwy 2**
**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR Rwy 2**
**VOR Rwy 20[1]**
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**DUBLIN, VA**
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**EASTON, MD**

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

**EMPORIA, VA**

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**FARMVILLE, VA**

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

**FELKER AAF (KFAF)**

FORT EUSTIS, VA..... ORIG 08297
**NDB Rwy 14**
**COPTER NDB Rwy 14**
**RNAV (GPS) Rwy 14**
**COPTER RNAV (GPS) Rwy 14**
NA when control tower closed.

**FORT MEADE (ODENTON), MD**

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

**FREDERICK, MD**

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
**RNAV (GPS) Y Rwy 23[1]**
**RNAV (GPS) Z Rwy 23[3]**
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

**GAITHERSBURG, MD**

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**GALAX/HILLSVILLE, VA**

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**GEORGETOWN, DE**

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**HAGERSTOWN, MD**

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**
NA when local weather not available.
[1]NA when control tower closed.

**HOT SPRINGS, VA**

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEESBURG, VA**

LEESBURG EXECUTIVE **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

**LEONARDTOWN, MD**

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**LOUISA, VA**

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

**LYNCHBURG, VA**

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**VOR/DME Rwy 22[4]**
**VOR Rwy 4[3]**
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

**MANASSAS, VA**

MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
**RNAV (GPS) Rwy 16L**
NA when control tower closed.

**MARION/WYTHEVILLE, VA**

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**MARTINSVILLE, VA**

BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

**MELFA, VA**

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**MIDDLETOWN, DE**

SUMMIT ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
**ILS or LOC Rwy 25[1]**
**LOC/DME Rwy 20[12]**
**RNAV (GPS) Rwy 7[2]**
**RNAV (GPS) Rwy 20[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**OCEAN CITY, MD**

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 32[12]**
**VOR-A[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**PETERSBURG, VA**

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**
NA when local weather not available.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
**VOR Rwy 22**
**VOR/DME Rwy 22**
**RNAV (GPS) Rwy 22**
NA when control tower closed.

**RICHLANDS, VA**

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**RICHMOND, VA**

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
**VOR Rwy 16[1]**
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

**ROANOKE, VA**

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
**LDA Rwy 6[2]**
**VOR/NDB Rwy 33[3]**
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SALISBURY, MD**

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
**RNAV (GPS) Rwy 32**
**VOR Rwy 23[1]**
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

**SOUTH HILL, VA**

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**STAUNTON-WAYNESBORO-HARRISONBURG, VA**

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
**NDB Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
[1]ILS, Category D, 700-2.

**SUFFOLK, VA**

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 7**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**WALLOPS ISLAND, VA**

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**WASHINGTON, DC**

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
**ILS or LOC/DME Rwy 1L[1]**
**ILS or LOC/DME Rwy 12[1]**
**ILS or LOC/DME Rwy 19C[1]**
**ILS or LOC/DME Rwy 19R[1]**
**ILS or LOC Rwy 1R[1]**
**ILS or LOC Rwy 19L[1]**
**RNAV (GPS) Y Rwy 19R[2]**
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
**LDA/DME Rwy 19[2]**
**RNAV (GPS) RWY 33[3]**
**ROSSLYN LDA Rwy 19,** 1100-3
**VOR/DME or GPS Rwy 15[4]**
**VOR/DME or GPS Rwy 19[5]**
**VOR Rwy 1[2]**
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**WEST POINT, VA**

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
**VOR-A**
NA when local weather not available.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**WILMINGTON, DE**

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[2]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 19[2]**
**RNAV (GPS) Rwy 27[2]**
**VOR Rwy 1[23]**
**VOR Rwy 27[3]**
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**WINCHESTER, VA**

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

**WISE,VA**

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
**RNAV (GPS) Rwy 6[12]**
**RNAV (GPS) Rwy 24[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.


26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ABINGDON, VA**

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

**ANDREWS AFB/NAF (KADW)**

CAMP SPRINGS, MD. . . . . 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ANNAPOLIS, MD**

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course.

**Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

## BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

## BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

## BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

### BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039° to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

### BRIDGEWATER, VA

BRIDGEWATER AIRPARK ( VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

### BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

### CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

### CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA . . . . . 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

### CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

### CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

### CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

### CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

### CLINTON, MD
WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)
NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

### COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

### CRISFIELD, MD
CRISFIELD MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

### CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.
NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

### CUMBERLAND, MD
GREATER CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.
DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

### DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.
NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

### DAVISON AAF (KDAA)
FORT BELVOIR, VA
. . . . . .Rwy 32, 300-1*
* Or standard with minimum climb of 380/NM to 500.
TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

### DOVER AFB (KDOV)
DOVER, DE . . . . . 09155
TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

### DOVER/CHESWOLD, DE
DELAWARE AIRPARK
NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

**DUBLIN, VA**

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

**EASTON, MD**

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

**ELKTON, MD**

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

**EMPORIA, VA**

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

**FARMVILLE, VA**

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

**FELKER AAF (KFAF),**

FORT EUSTIS, VA . . . . . 08297

**Rwy 14, 32** standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

**FORT MEADE (ODENTON), MD**

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

### FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

### FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

### FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

### FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

### FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

### GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

### GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

### GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

### GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

### HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

### HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

### INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

## JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

## LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

## LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

## LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

## LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.

NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

## LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

## LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

## LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

## MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.


26 AUG 2010 to 23 SEP 2010

**MARTINSVILLE, VA**

BLUE RIDGE (MTV)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

**MELFA, VA**

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

**MIDDLETOWN, DE**

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

**MITCHELLVILLE, MD**

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

**MONETA, VA**

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

**NORFOLK, VA**

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

26 AUG 2010 to 23 SEP 2010

## NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

## NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

## NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA . . . . . 08269

**Rwy 28:** 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

### OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

### OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

### OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. . . . . 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

### ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

### PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD . . . . . 09267
**Rwy 6,** Obstacle identification surface begins 15' above DER.
**Rwy 14,** Obstacle identification surface begins 35' above DER.
**Rwy 20,** Obstacle identification surface begins 20' above DER.
**Rwy 24,** Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

### PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

### PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

### QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA . . . . . 09295
Diverse departures not authorized.
**Rwy 2**, 400-2½*
**Rwy 20,** 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

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**QUINTON, VA**

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

**RICHLANDS, VA**

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

**RICHMOND, VA**

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

**RICHMOND, VA (CON'T)**

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

**RIDGELY, MD**

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

### ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

### SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

### SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

### SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

### SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

### STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

### STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

### STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

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## SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

## TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

## TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

## WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

## WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

## WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

## WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

**Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

**Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

**WEST POINT, VA**

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

**WILLIAMSBURG, VA**

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**WILMINGTON, DE**

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

**WINCHESTER, VA**

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

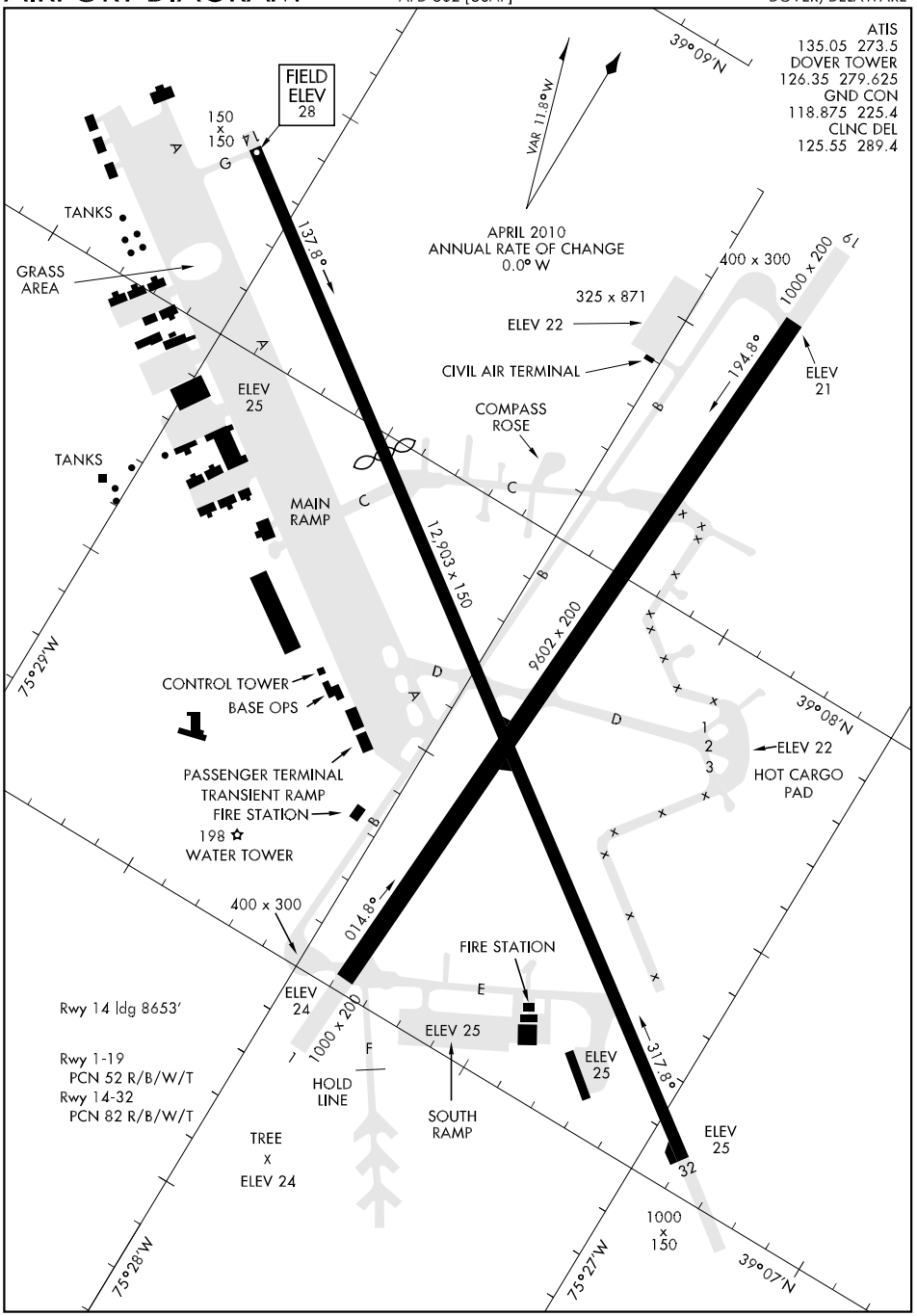
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

**WISE, VA**

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
**Rwy 24,** climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**DOVER AFB** (DOV)(KDOV) AF 3 E UTC−5(−4DT) N39°07.77′ W75°27.96′ **WASHINGTON**
28 B TPA–See Remarks AOE Class IV, ARFF Index A NOTAM FILE DOV Not insp. **H–10I, 12I, L–34F, A**
**RWY 14–32:** H12903X150 (PEM) PCN 82 R/B/W/T HIRL **DIAP, AD**
**RWY 14:** PAPI(P2L). Thld dsplcd 4250′. **RWY 32:** REIL. PAPI(P4L).
**RWY 01–19:** H9602X200 (PEM) PCN 52 R/B/W/T HIRL CL
**RWY 01:** ALSF2. TDZL. PAPI(P4L). **RWY 19:** ALSF1. PAPI(P4L).
**MILITARY SERVICE: LGT** Rwy 01 and Rwy 19 PAPI and ILS glide paths not coincident except for height group 4 acft (A300, B1, B747/767/777, C5, DC10, E4, KC10, VC25). PAPI provides proper TCH for height group 4 acft only. Rwy 04 PAPI on left side. **JASU** 3(MA–1A) (M32A–86) (adapters not avbl.) **FUEL** A+
**FLUID** SP PRESAIR LPOX LOX **OIL** O–133–148 SOAP **TRAN ALERT** Opr 24 hours.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD** Non–DOD civil acft ops 72 hrs PPR by contacting (302) 736–6614. PPR except AMC, Special Air Mission, DoD courier svc, and evacuation mission DSN 445–2861. All acft with hazardous material/rqr remote/isolated parking will ctc 436 airborne pulse search radar Explosive Handling Section DSN 445–2304 1230–2130Z‡ or ATOC Duty Officer DSN 445–2300 2130–1230Z‡ for PPR. Base OPS DSN 445–2861/4192, C302–677–2861/4192. All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Rwy 32 tkf distance avbl 10,070′. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arr route avoid identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Base OPS for current Bird Watch condition. No practice apch between 0300–1200Z‡ (0400–1200Z‡ during Bird Aircraft Strike Hazard Phase II). ATC will approve 1 apch to full stop ldg only. Acft taxiing out of main ramp using taxi lane between Delta row and spot Echo must use minimum power and in–board engine only (C5 acft should not exceed 40 percent N1 RPM) when turning onto Twy A. **CAUTION** Possible jet wake turbulence in tfc pattern and C5 jet blast during gnd opr. High speed, low alt heavy jet traffic within 10 NM. Five civilian arpt located within 10 NM radius. Special hazard exist for wide body acft taxiing from ramp. Follow me truck rqr for all movements on ramp by non C5 tran acft, tran C5 follow me svc avbl on request. Tree line east of Rwy 19 apch end may cause wind shear during ldg when wind is from southeast. Bird hazard Oct–Apr. Breaking action less than optimum when rwy is wet due to rubber build–up. **TFC PAT** TPA–Rectangular 1804(1776), overhead 2504(2476). Aero Club/lgt acft 1004(976). **NS ABTMT** Strict compliance with procedure rqr. **MISC** First 1000′ Rwy 01–19 concrete, middle 7600′ asphalt. Twy D edge lgts 40′ from twy edge between Rwy 32 hold line and Rwy 01–19. Rwy 32 first 2000′, 1000′ southeast of Twy C and last 1000′ concrete, remainder of rwy asphalt. Rwy 14–32 grooved full length exc at the intersection of Rwy 01–19. First 4250′ Rwy 14 and first 1650′ Rwy 32 grooved concrete, middle 7000′ asphalt. Afld management has no COMSEC avbl for tran aircrews. Tran aircrews should plan to arr with appropriate amount of COMSEC to complete entire mission. Afld management has limited COMSEC storage for tran aircrews.
**WEATHER DATA SOURCES:** ASOS DSN 445–2698 C302–677–2698.
**COMMUNICATIONS:** **D–ATIS** 135.05 273.5 DSN 445–2847. 269.125 (134.1 thru Comd Post) **PTD** 134.1
**SMYRNA RCO** 122.1R 111.4T (MILLVILLE RADIO)
Ⓡ **APP CON** 132.425 135.15X 142.2X 257.875 (VFR sequencing svc 25 NM out on 125.9 282.325)
**TOWER** 126.35 279.625 **GND CON** 118.875 225.4 **CLNC DEL** 125.55 289.4
Ⓡ **DEP CON** 134.425 257.875 323.0
**COMD POST** 134.1 349.4 **PMSV METRO** Full wx svc avbl Mon–Fri 0900–0100Z‡, clsd weekends and holidays. Combat wx flight DSN 445–4175/76, comm. (302) 677–4175/76. Wx briefings for tran aircrew are avbl via the 15 operational squadron (OWS) at Scott AFB, DSN 576–9755/9702, comm. (618) 256–9755/9702. Jet side svc 1 stop–shop prints IFM crew packages. Building obstruction may impact prevailing visibility 150°–260°. During evac of combat wx flight contact 15 OWS at number above. Alternate wx location visibility severely limited due to building and parked aircraft. ATC will supplement observation as needed.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DOV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 168° 6.6 NM to fld. 10/9W.
**(T) TACAN** Chan 37 DOV (110.0) N39°07.94′ W75°28.04′ at fld. 17/9W. No NOTAM MP Wed 1100–1400Z‡ (2000/2+1).
**ILS** 109.95 I–DOV Rwy 01. No NOTAM MP Mon, Tue, Thu, Fri 1100–1430Z‡ (2000/2+1).
**ILS** 111.9 I–LIR Rwy 19. Back course unusable. No NOTAM MP Mon, Tue, Thu, Fri 0800–1100Z‡ (3000/5+1) ILS Wheel crossing height data: Group 4(18.1′).
**COMM/NAV/WEATHER REMARKS:** Radar No NOTAM MP Mon, Tue, Thu, Fri 0800–1100Z‡ (3000/5+1).

# ILS or LOC/DME RWY 1

| LOC I-DOV | APCH CRS | Rwy Idg | 9602 |
|---|---|---|---|
| 109.95 | 013° | TDZE | 24 |
| | | Arpt Elev | 28 |

AL-562 [USAF]

DOVER AFB (KDOV)

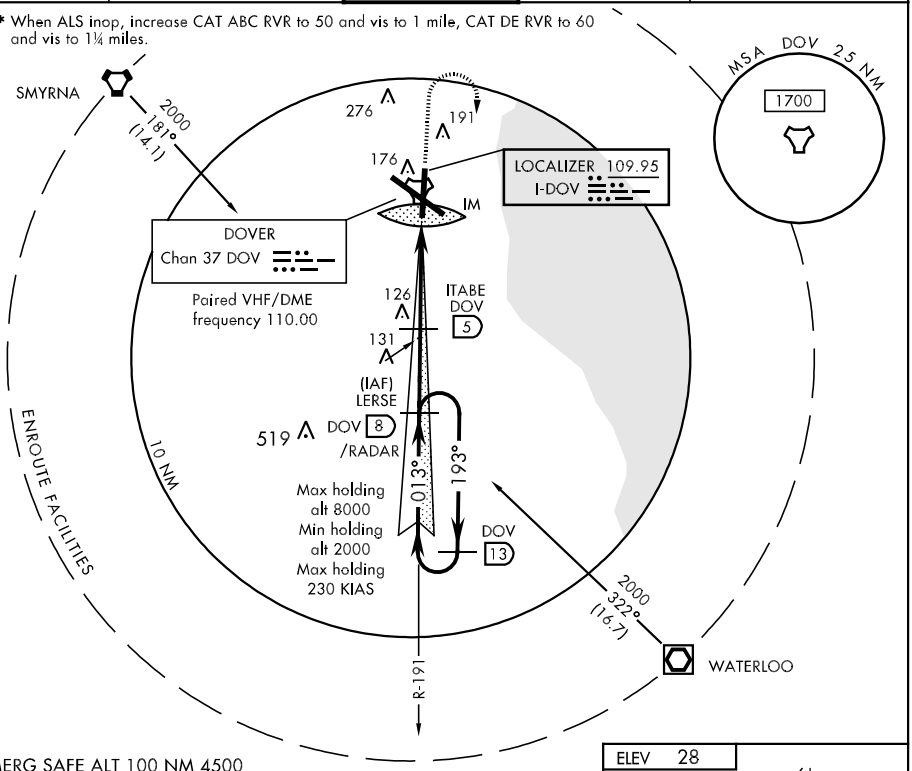
* Circling not authorized SW of Rwy 1 and 14.
** When ALS inop, increase RVR to 40 and vis to ¾ mile. When TDZ/CL inop, increase CAT AB RVR to 24.

ALSF-2

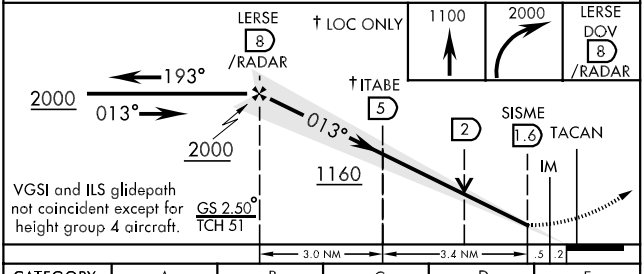
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |

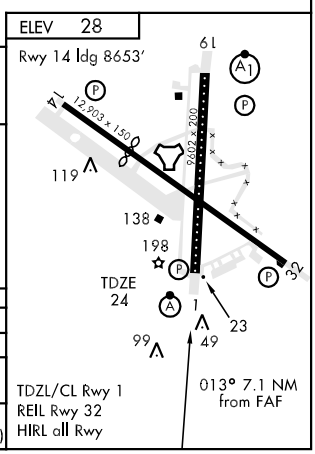
*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1** | 224/18 200 (200-½) | | 224/24 200 (200-½) | | |
| S-LOC 1*** | 380/24 356 (400-½) | | 380/40 356 (400-¾) | | |
| CIRCLING * | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC/DME RWY 19

| LOC I-LIR | APCH CRS | Rwy Idg 9602 / TDZE 22 / Arpt Elev 28 |
|---|---|---|
| 111.9 | 193° | |

AL-562 [USAF]

DOVER AFB (KDOV)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

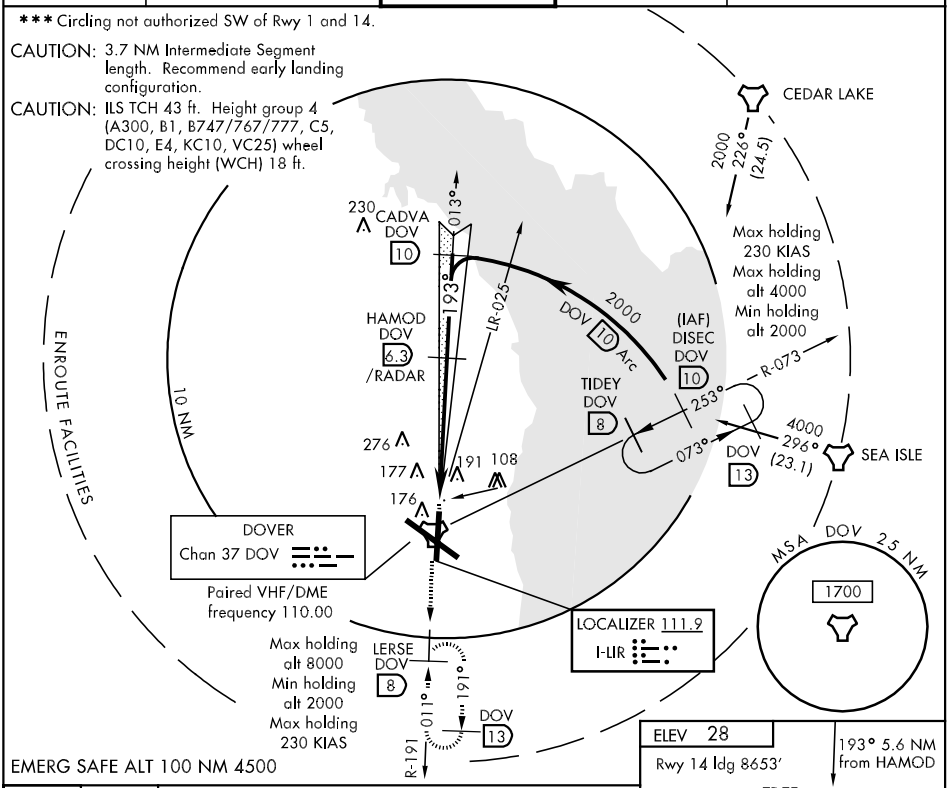
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

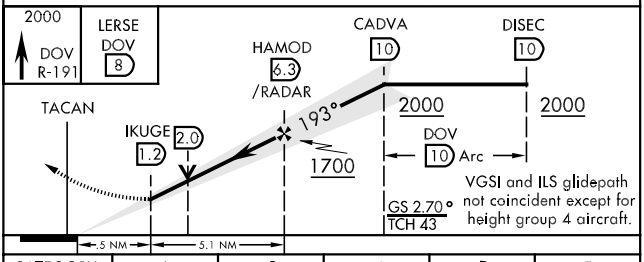
| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |

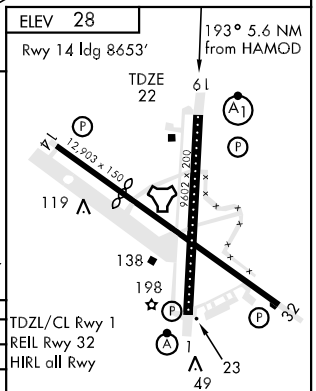
*** Circling not authorized SW of Rwy 1 and 14.

CAUTION: 3.7 NM Intermediate Segment length. Recommend early landing configuration.

CAUTION: ILS TCH 43 ft. Height group 4 (A300, B1, B747/767/777, C5, DC10, E4, KC10, VC25) wheel crossing height (WCH) 18 ft.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19 * | 222/18 200 (200-½) | | 222/24 200 (200-½) | | |
| S-LOC 19 ** | 460/24 438 (500-½) | | 460/40 438 (500-¾) | 460/50 438 (500-1) | |
| CIRCLING *** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 1 (CAT II)

| LOC I-DOV | APCH CRS | Rwy Idg | 9602 |
|---|---|---|---|
| 109.95 | 013° | TDZE | 24 |
| | | Arpt Elev | 28 |

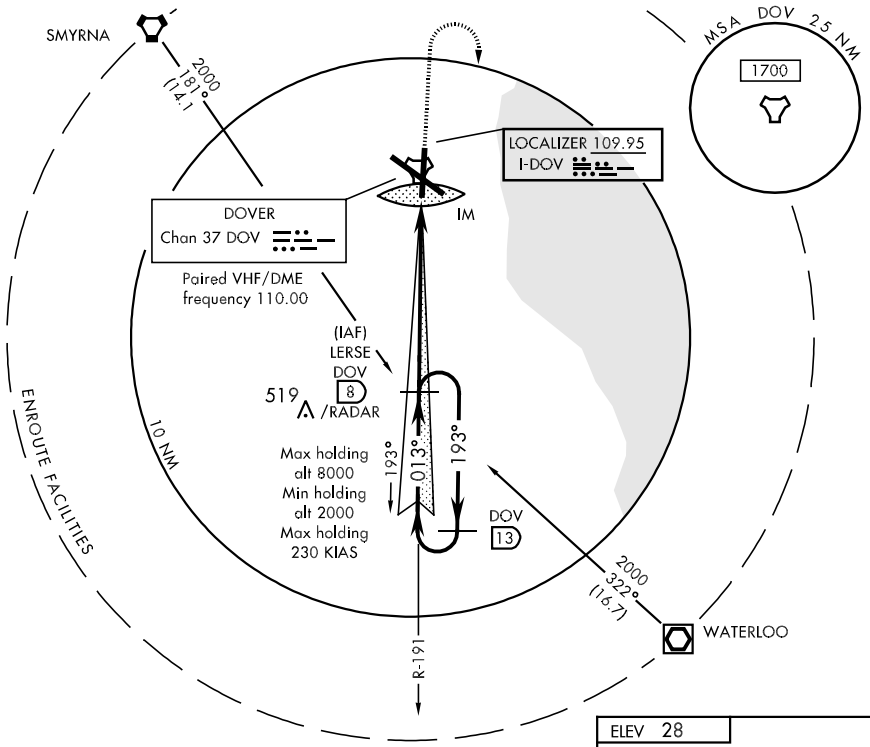
AL-562 [USAF]

DOVER AFB (KDOV)

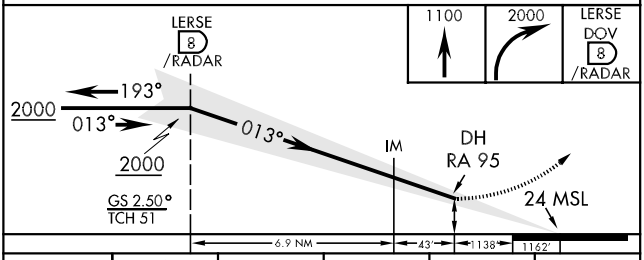
ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct LERSE and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |



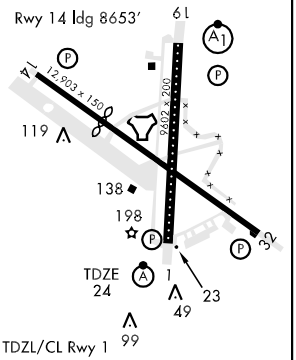

EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1 | RA 95/12 100 | | | DA 124 | |

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 28






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 1

| APCH CRS | Rwy ldg | 9602 |
|---|---|---|
| 013° | TDZE | 24 |
| | Arpt Elev | 28 |

AL-562 [USAF]

DOVER AFB (KDOV)

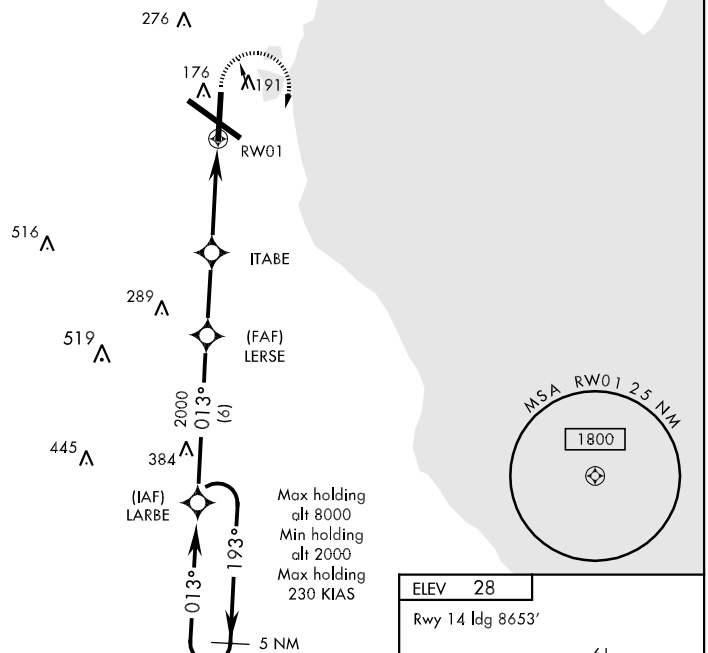
▼ * When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 direct LARBE and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |

DME/DME RNP-0.3 NA.

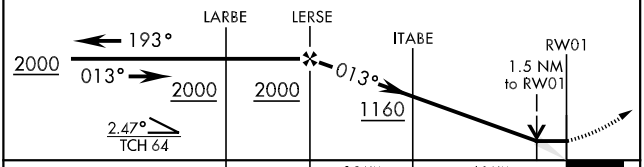



EMERG SAFE ALT 100 NM 4500

486

5 NM
Holding pattern

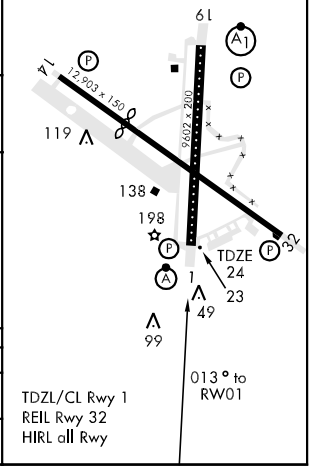
2000 LARBE




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 480/24 456 (500-½) | | 480/40 456 (500-¾) | 480/50 456 (500-1) | |
| CIRCLING ** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |

ELEV 28

Rwy 14 ldg 8653'




TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg | 9602 |
|---|---|---|
| 193° | TDZE | 22 |
| | Arpt Elev | 28 |

AL-562 [USAF]

DOVER AFB (KDOV)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
**Circling not authorized SW of Rwy 1 and 14.

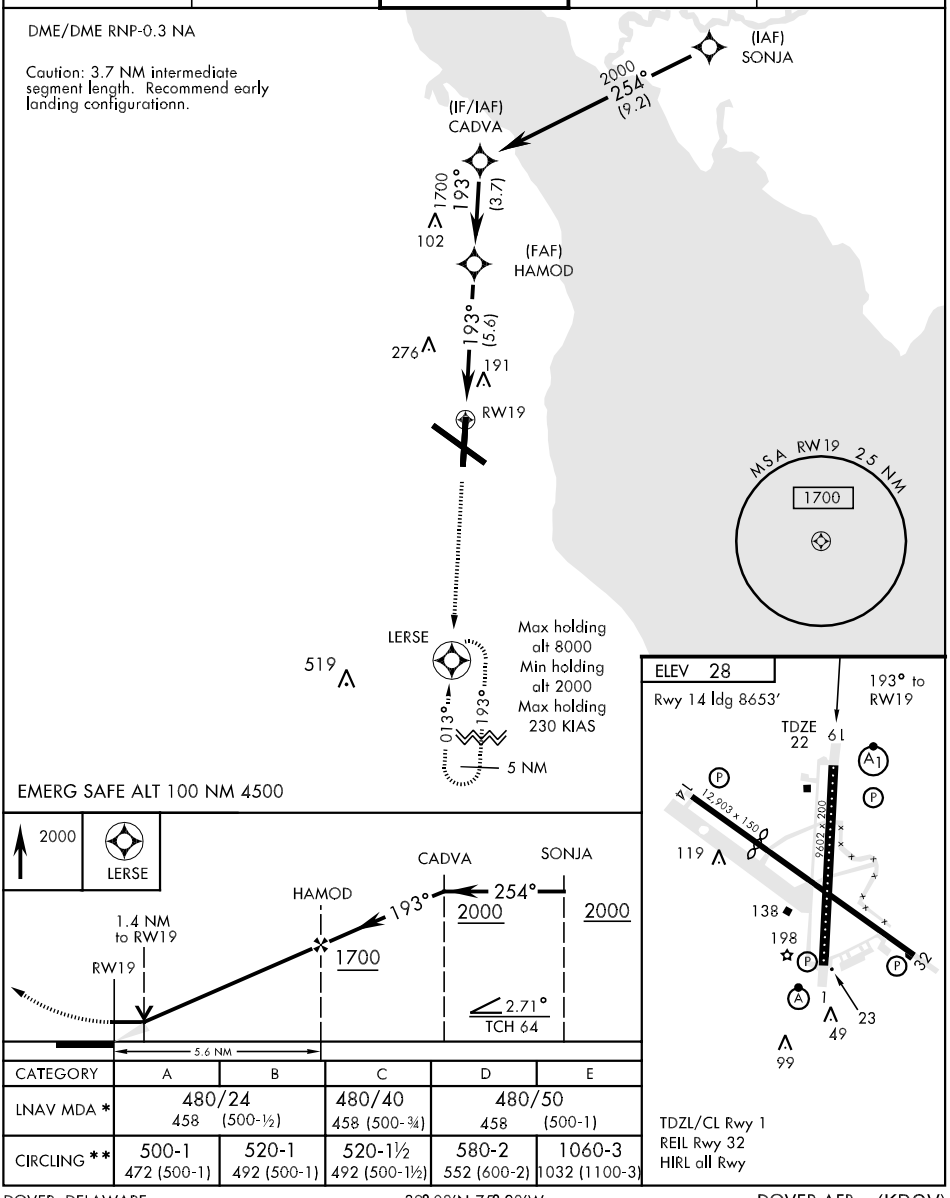
ALSF-1

MISSED APPROACH: Climb to 2000 direct LERSE and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |

DME/DME RNP-0.3 NA

Caution: 3.7 NM intermediate segment length. Recommend early landing configurationn.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 480/24 458 | (500-½) | 480/40 458 (500-¾) | 480/50 458 | (500-1) |
| CIRCLING ** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032 (1100-3) |

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 32

| APCH CRS | Rwy ldg | 12,903 |
|---|---|---|
| 316° | TDZE | 26 |
| | Arpt Elev | 28 |

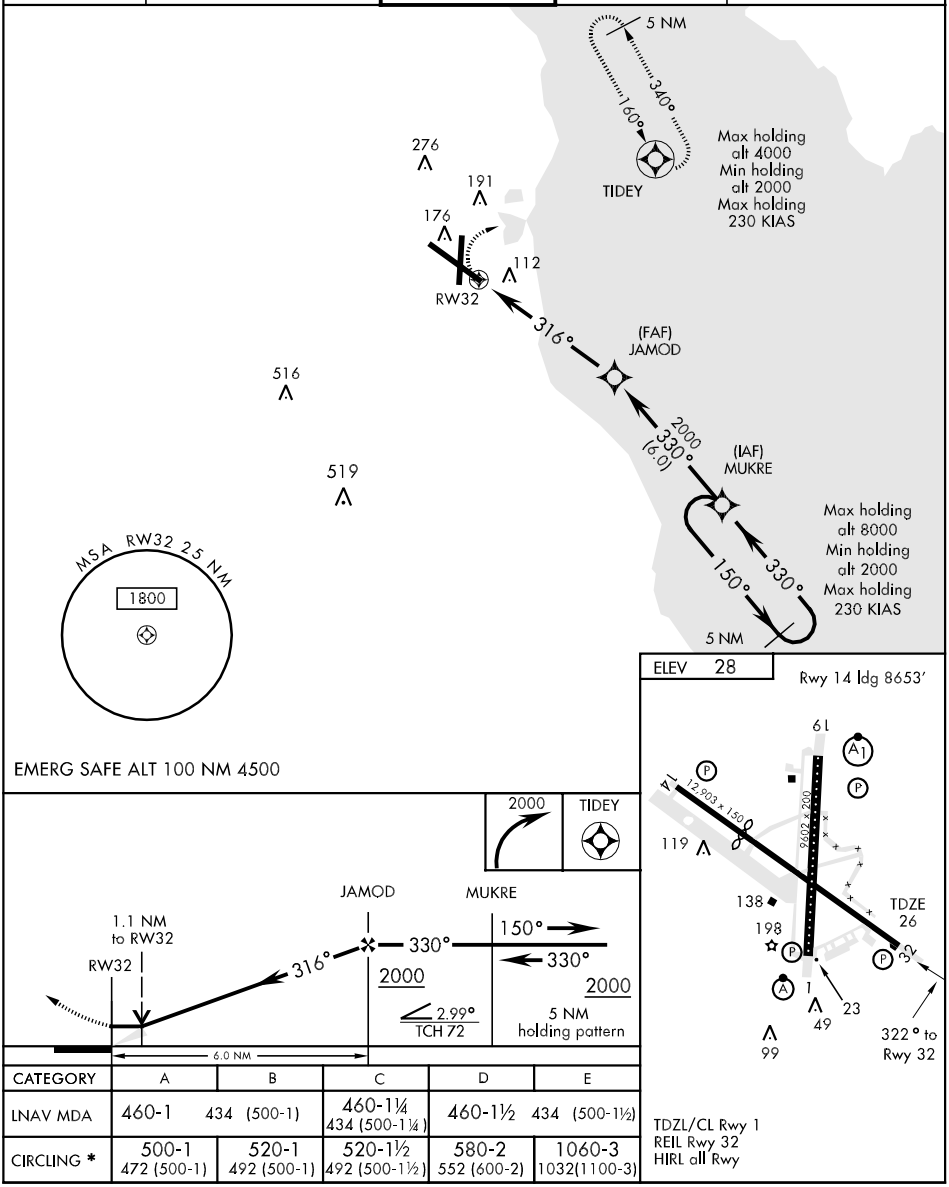
AL-562 [USAF]

DOVER AFB (KDOV)

* Circling not authorized SW of Rwy 1-14.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct TIDEY and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 460-1 434 (500-1) | | 460-1¼ 434 (500-1¼) | 460-1½ 434 (500-1½) | |
| CIRCLING * | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |

TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy



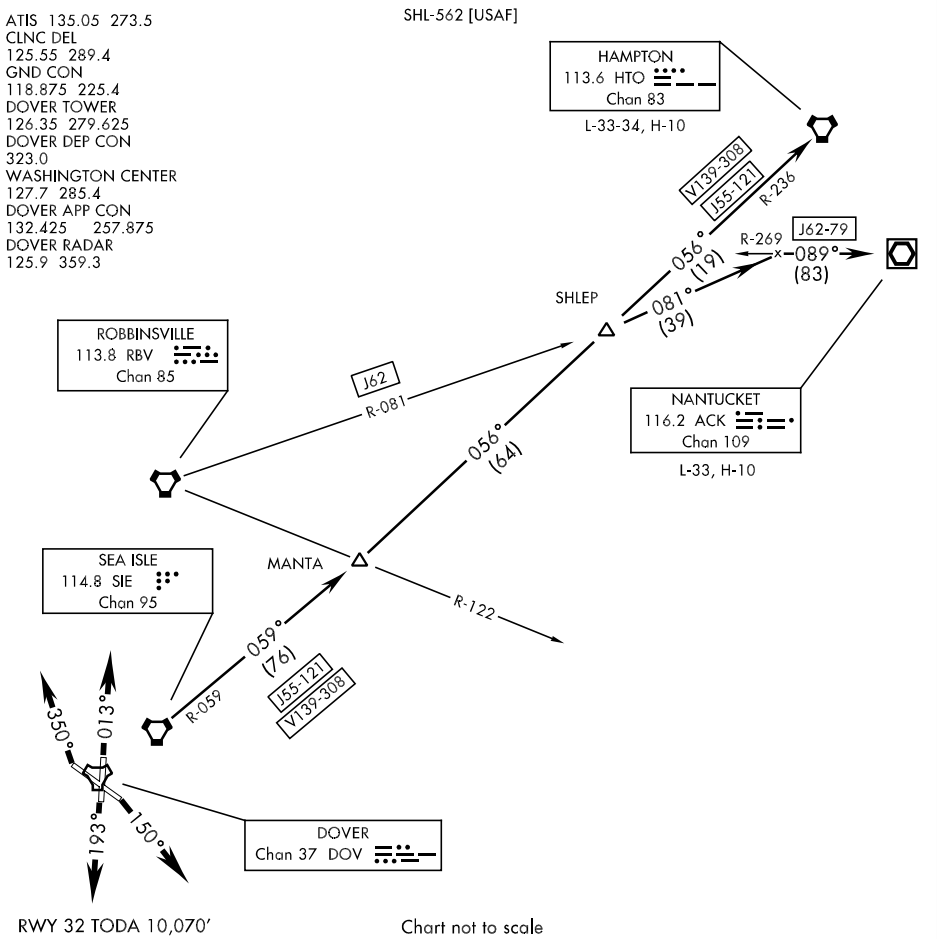
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# SEA ISLE-FIVE DEPARTURE (SIE5•SIE)





NE-3, 26 AUG 2010 to 23 SEP 2010




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb on a track of 013° for radar vectors to SIE VORTAC. Thence ...

TAKE-OFF RWY 14: Climb on a track of 150° for radar vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 19: Climb on a track of 193° for radar vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 32: Climb on a track of 350° for radar vectors to SIE VORTAC. Thence ...

Via (Transition) or (Assigned Route).

HAMPTON TRANSITION: (SIE5•HTO) Via SIE R-059 and HTO VORTAC R-236 to HTO.

NANTUCKET TRANSITION: (HIGH ALT ONLY) (SIE5•ACK) Via SIE R-059, HTO VORTAC R-236 and J62 to ACK VOR/DME.

# SMYRNA THREE ARRIVAL (ENO.ENO3) 10154

DOVER APP CON
132.425 257.875
ATIS 135.05 273.5

NOTE: This STAR applicable to turbojet aircraft only.

MARTINSBURG
112.1 MRB
Chan 58
N39°23.14′-W77°50.90′
L-29, H-10-12

WOOLY
N39°20.32′
W77°02.19′

BALTIMORE
115.1 BAL
Chan 98
N39°10.26′-W76°39.68′

DUPONT
114.0 DQO
Chan 87

SMYRNA
111.4 ENO
Chan 51
N39°13.90′-W75°30.95′

ATLANTIC CITY
108.6 ACY
Chan 23

SWANN
N39°09.09′
W76°13.73′

GOLDA
N39°10.34′
W76°02.85′

ARMEL
113.5 AML
Chan 82

DOVER
DOV
Chan 37

WASHINGTON
111.0 DCA
Chan 47

CASANOVA
116.3 CSN
Chan 110
N38°38.47′-W77°51.93′
L-29-34-36, H-10-12

GRACO
N38°56.50′
W76°11.99′

DEALE
N38°47.87′
W76°32.01′

SEA ISLE
114.8 SIE
Chan 95

RIDGY
N38°56.58′
W75°47.39′

BROOKE
114.5 BRV
Chan 92

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.69′

HEDGE
N38°53.54′
W75°50.24′

WATERLOO
112.6 ATR
Chan 73

GARED
N38°41.67′
W76°01.37′

LAFLN
N38°47.45′
W75°30.79′

COLIN
N38°05.99′
W76°39.85′

SALISBURY
111.2 SBY
Chan 49
N38°20.70′-W75°30.63′

SNOW HILL
112.4 SWL
Chan 71

TAPPA
N37°58.21′
W76°50.68′

PATUXENT
117.6 PXT
Chan 123
N38°17.27′ W76°24.01′

CAPE CHARLES
112.2 CCV
Chan 59

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

SAWED
N37°32.01′
W75°51.49′

NORFOLK
116.9 ORF
Chan 116
N36°53.51′-W76°12.02′
L-35-36, H-10-12

3800 101° (38)
131° (20)
R-311
2500 104° (20)
2000 091° (9)
R-233
R-224
(25) R-271
R-246
R-251
R-074
R-133
1800 (36)
3000 071° (11)
R-052
29
34
25
(3)
(22) R-226
R-265
5500 091° (53)
R-276
4000 046° (30)
1800 (26)
R-289
R-189
R-275
R-122
R-238 (17)
6000 058° (12)
28
10000 098° (62)
55
41
R-025
012° (27)
R-211
031° (51)
R-323
R-090
5000 030° (42)

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DOVER, DELAWARE
DOVER AFB

ST-562 (FAA)

ARRIVAL DESCRIPTION

CASANOVA TRANSITION (CSN.ENO3): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Then from OTT VORTAC via OTT R-071 and ENO R-251 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.ENO3): From over GVE VORTAC via GVE R-098 and PXT R-238 to PXT VORTAC. Then from PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

MARTINSBURG TRANSITION (MRB.ENO3): From over MRB VORTAC via MRB R-101 and BAL R-311 to BAL VORTAC. Then from BAL VORTAC via BAL R-104 and ENO R-271 to ENO VORTAC. Thence. . . .

NORFOLK TRANSITION (ORF.ENO3): From over ORF VORTAC via ORF R-030 and SBY R-211 to SBY VORTAC. Then from SBY VORTAC via SBY R-012 and ENO R-189 to ENO VORTAC. Thence. . . .

. . . . Expect radar vectors to final approach course from ENO VORTAC.

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

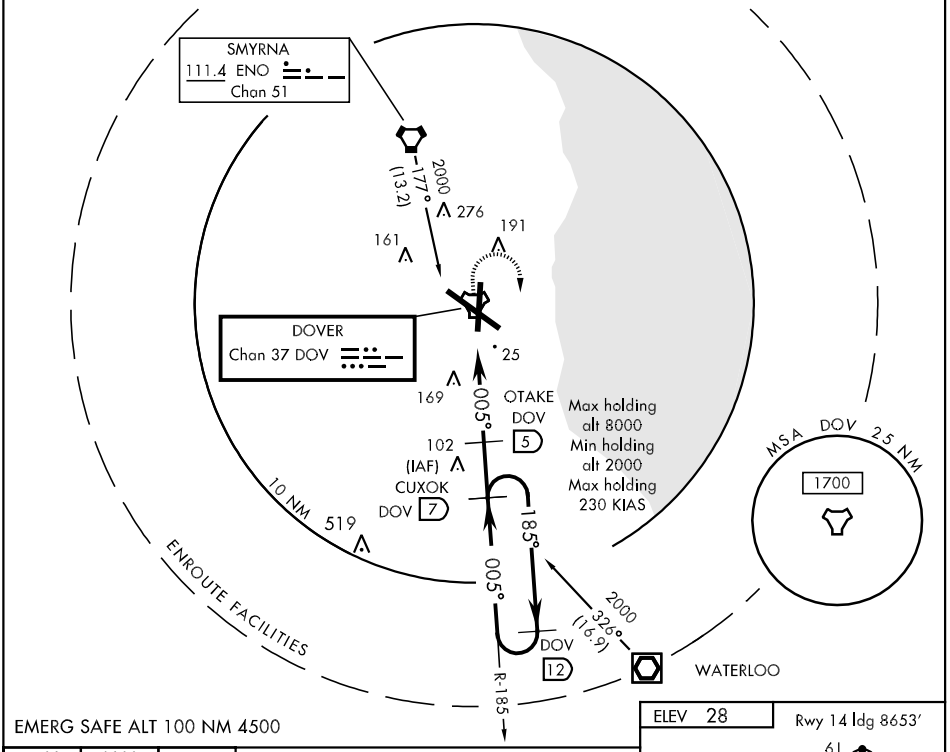
| TACAN DOV Chan 37 | APCH CRS 005° | Rwy ldg 9602 TDZE 24 Arpt Elev 28 | AL-562 [USAF] |
|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

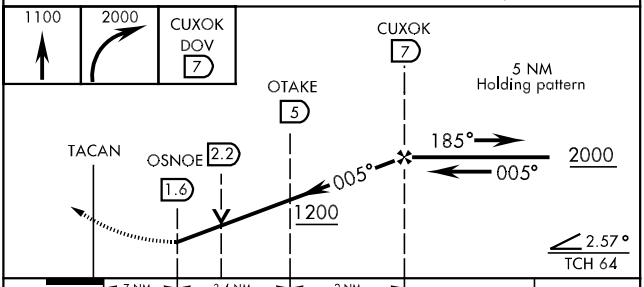
ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CUXOK and hold.

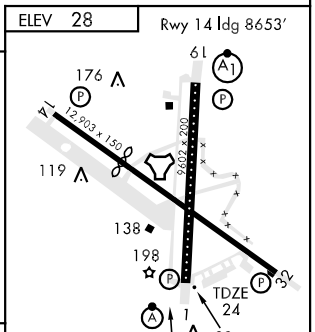
| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1 * | 440/24 416 (500-½) | | 440/40 416 (500-¾) | | 440/50 416 (500-1) |
| CIRCLING ** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |






NE-3, 26 AUG 2010 to 23 SEP 2010

| TACAN | APCH CRS | Rwy Idg | 9602 |
|---|---|---|---|
| DOV | | TDZE | 22 |
| Chan 37 | 201° | Arpt Elev | 28 |

AL-562 [USAF]

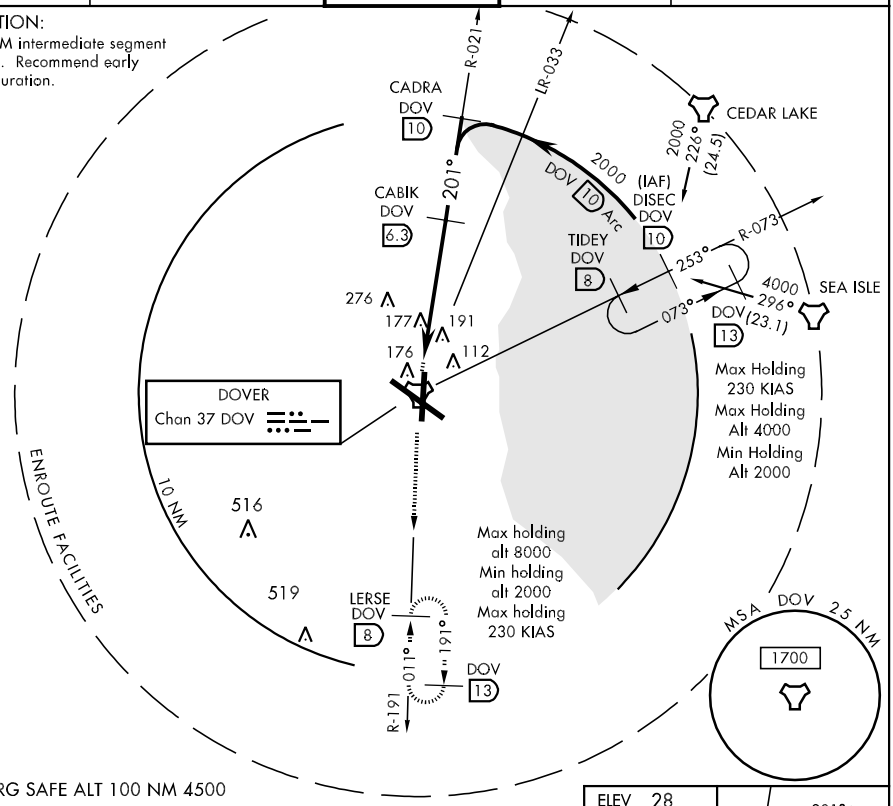
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

ALSF-1

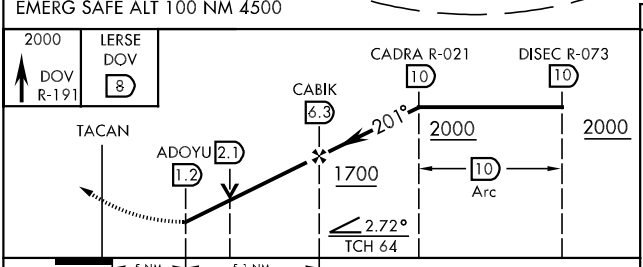
MISSED APPROACH: Climb to 2000 via DOV TACAN R-191 to LERSE and hold.

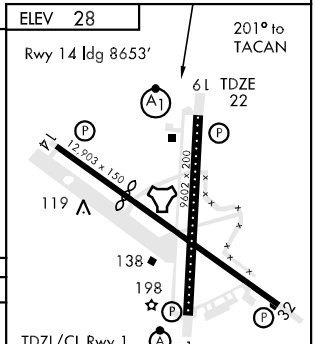
| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |

CAUTION:
3.7 NM intermediate segment length. Recommend early configuration.




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19 * | 480/24 458 | (500-½) | 480/40 458 (500-¾) | 480/50 458 | (500-1) |
| CIRCLING ** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 32

| TACAN | APCH CRS | Rwy Idg | 12,903 |
|---|---|---|---|
| DOV | | TDZE | 26 |
| Chan 37 | 321° | Arpt Elev | 28 |

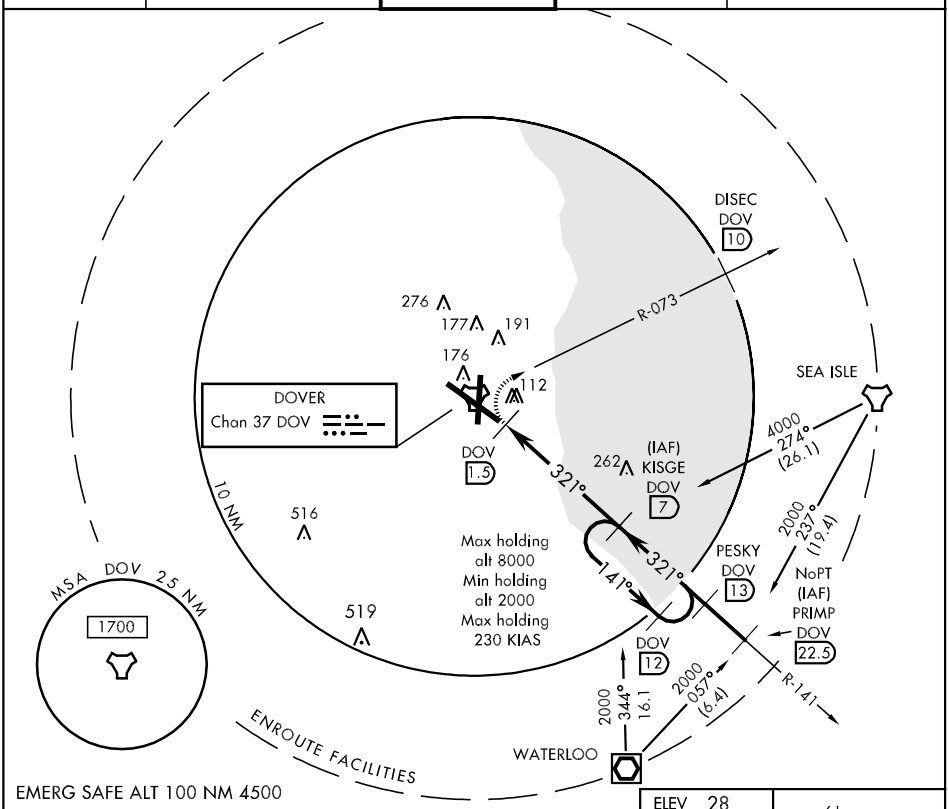
AL-562 [USAF]

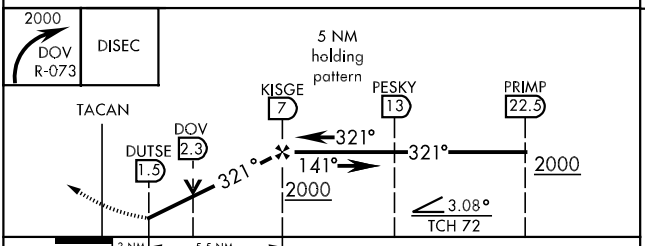
DOVER AFB (KDOV)

* Circling not authorized SW of Rwy 1 and 14.

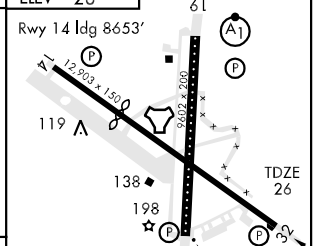
MISSED APPROACH: Climbing right turn to 2000, intercept DOV R-073 to DISEC. EFC with ATC.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 460-1 434 (500-1) | | 460-1¼ 434 (500-1¼) | 460-1½ 434 (500-1½) | |
| CIRCLING * | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 1

| VORTAC ENO | APCH CRS | Rwy Idg 9602 |
|---|---|---|
| 111.4 | 350° | TDZE 24 |
| Chan 51 | | Arpt Elev 28 |

AL-562 [USAF]

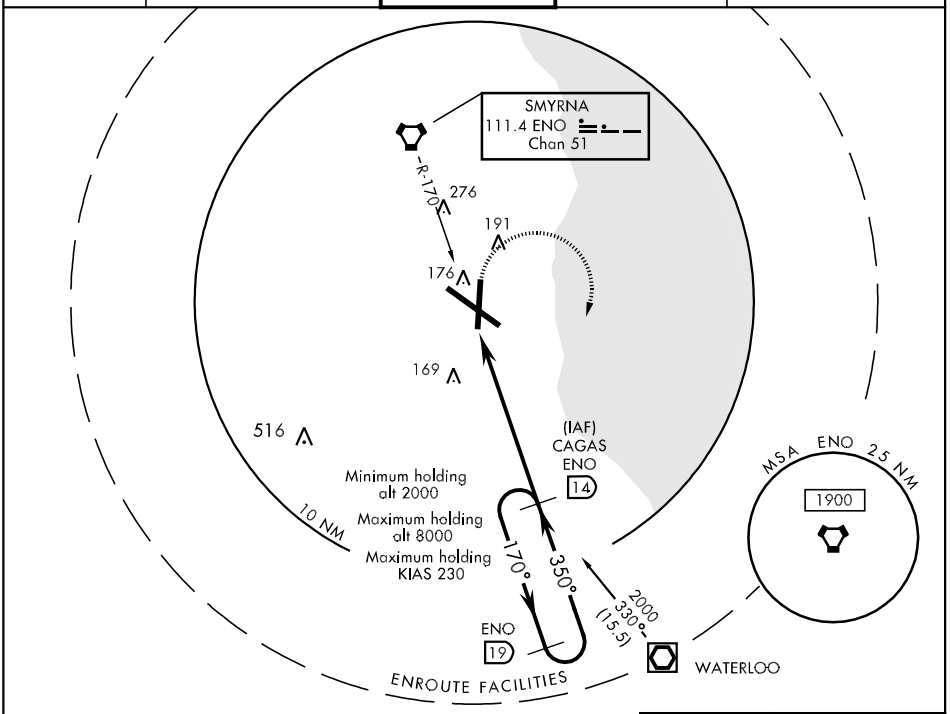
DOVER AFB (KDOV)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 1 and 14.

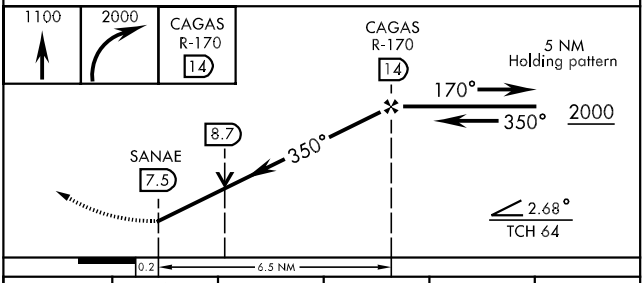
ALSF-2

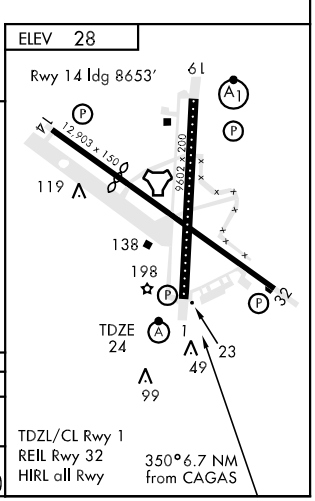
MISSED APPROACH: Climb to 1100, then climbing right turn to 2000 direct CAGAS and hold.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |




EMERG SAFE ALT 100 NM
4500 FROM "ENO" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1 * | 480/24 456 (500-½) | | 480/40 456 (500-¾) | 480/50 456 (500-1) | |
| CIRCLING ** | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 32

| VORTAC ENO | APCH CRS | Rwy ldg 12,903 |
|---|---|---|
| 111.4 | 344° | TDZE 26 |
| Chan 51 | | Arpt Elev 28 |

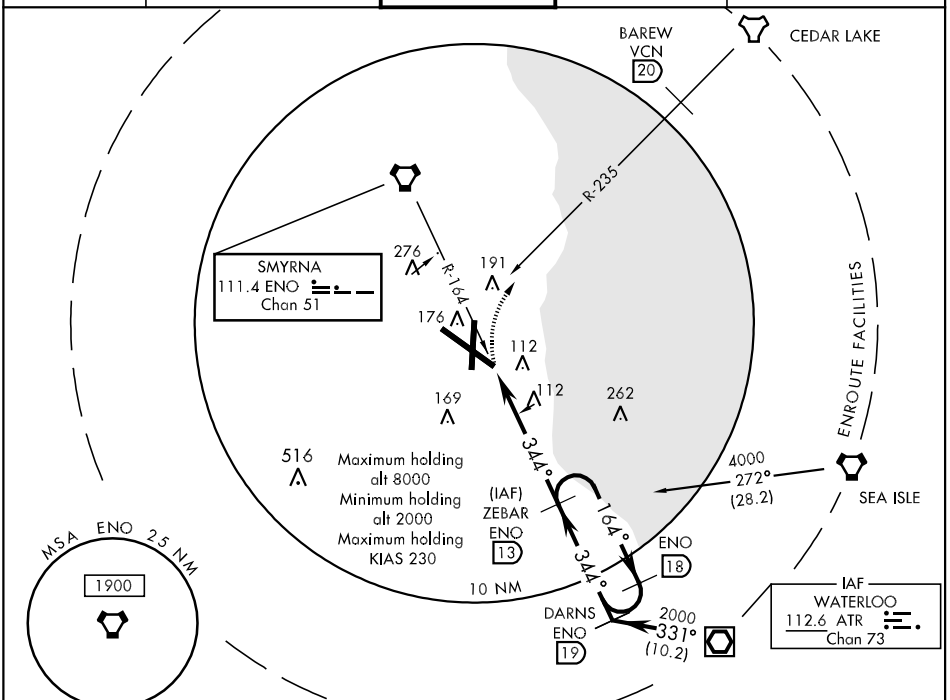
AL-562 [USAF]

DOVER AFB (KDOV)

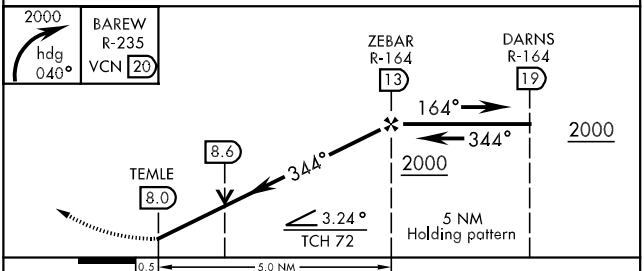
▼ * Circling not authorized SW of Rwy 1 and 14.

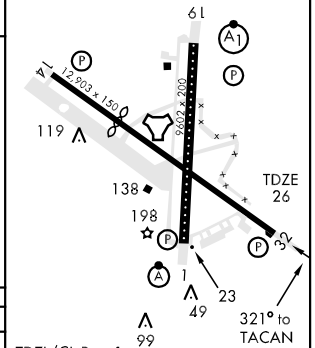
MISSED APPROACH: Climbing right turn to 2000 heading 040° to intercept VCN R-235 to BAREW (VCN R-235/20). Expect further clearance with ATC.

| ATIS | DOVER APP CON | DOVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.05 273.5 | 132.425 257.875 | 126.35 279.625 | 118.875 225.4 | 125.55 289.4 |




EMERG SAFE ALT 100 NM 4500 FROM "ENO" VORTAC




TDZL/CL Rwy 1
REIL Rwy 32
HIRL all Rwy
Rwy 14 ldg 8653'

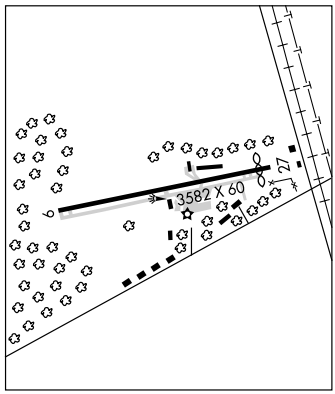
| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 460-1 434 (500-1) | | 460-1¼ 434 (500-1¼) | 460-1½ 434 (500-1½) | |
| CIRCLING * | 500-1 472 (500-1) | 520-1 492 (500-1) | 520-1½ 492 (500-1½) | 580-2 552 (600-2) | 1060-3 1032(1100-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## DOVER/CHESWOLD

**DELAWARE AIRPARK** (33N) 1 W UTC−5(−4DT) N39°13.10′ W75°35.80′ WASHINGTON
56 B **FUEL** 100LL TPA—912(856) NOTAM FILE MIV L–34F, A
**RWY 09–27:** H3582X60 (ASPH) S–13, D–18 MIRL 0.3% up W IAP
**RWY 27:** Thld dsplcd 350′. Antenna.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 09:** TORA–3582 TODA–3582 ASDA–3232 LDA–3232
**RWY 27:** TORA–3582 TODA–3582 ASDA–3582 LDA–3232
**AIRPORT REMARKS:** Attended 1300–2100Z‡. 24 hr self-service credit card fuel avbl. Uncontrolled vehicular tfc crosses center fld. Deer on and invof arpt. Mowing ops conducted Apr–Oct 1100–1800Z‡. If your acft cannot opr at this arpt due to size or lack of facilities, an alternative is the Dover Civil Air Terminal located at Dover AFB. To use, 72 hr PPR call 302–735–5519. ACTIVATE MIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**SMYRNA RCO** 122.1R 111.4T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425 **CLINC DEL** 125.55
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 267° 3.8 NM to fld. 10/09W.




**DUPONT** N39°40.69′ W75°36.42′ NOTAM FILE ILG. WASHINGTON
**(L) VORTAC** 114.0 DQO Chan 87 at New Castle. 70/10W. H–10I, L–34G, A
VOR portion unusable:
025°–039° byd 5 NM blo 10,000′
025°–039° byd 25 NM
040°–120° byd 25 NM blo 4000′
125°–225° blo 10000′
225°–230° byd 15 NM blo 3000′
230°–265° byd 22 NM
265°–275° byd 30 NM blo 8000′
300°–315° byd 35 NM blo 3000′
355°–005° blo 3000′
355°–005° byd 15 NM blo 4000′
355°–005° byd 25 NM

DME portion unusable:
040°–100° byd 25 NM blo 5000′
210°–235° byd 30 NM blo 3000′
235°–265° byd 22 NM
265°–275° byd 30 NM blo 5000′
310°–320° byd 35 NM blo 4000′
**RCO** 122.1R 114.0T (MILLVILLE RADIO)

## FARMINGTON

**CHORMAN** (D74) 2 SW UTC−5(−4DT) N38°50.97′ W75°36.77′ WASHINGTON
66 B S4 NOTAM FILE MIV L–34F, 36J, A
**RWY 16–34:** H3588X37 (ASPH) LIRL
**RWY 16:** REIL. TRCV (TRIL). Trees. **RWY 34:** REIL. TRCV (TRIL). Sign.
**AIRPORT REMARKS:** Attended Mon–Fri 1330Z‡–dusk. Agriculture spraying activity on and invof arpt. Rwy 16–34 large unsealed surface cracks, alligator patches. Loading pad adjacent to east side Rwy 34. For rotating bcn call 302–349–5055 or 645–9225. For LIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34 call 302–349–5055 or 645–9225.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WATERLOO (L) VOR/DME** 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 286° 19 NM to fld. 5/09W.

## FELTON

**HENDERSON AVIATION** (ØN6) 2 NE UTC−5(−4DT) N39°00.77′ W75°32.04′ WASHINGTON
50 S4 NOTAM FILE MIV
**RWY 15–33:** 2048X40 (TURF)
**RWY 15:** Building. **RWY 33:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡.
**COMMUNICATIONS: CTAF/UNICOM** 123.0

| APP CRS | Rwy Idg | 3232 |
|---|---|---|
| 085° | TDZE | 55 |
| | Apt Elev | 55 |

# RNAV (GPS) RWY 9

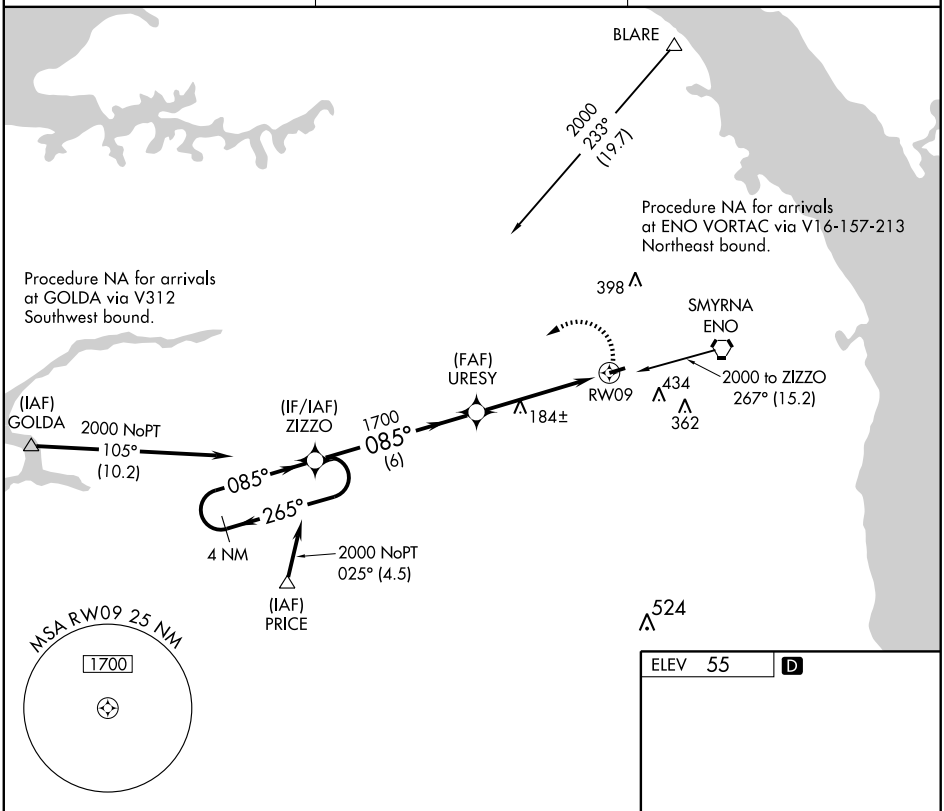
DOVER/ DELAWARE AIRPARK (33N)

T
NA

Use Dover AFB altimeter setting.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct ZIZZO and hold.

| DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 405 (500-1) | | 460-1¼ 405 (500-1¼) | NA |
| CIRCLING | 580-1 525 (600-1) | | 820-2¼ 765 (800-2¼) | NA |

MIRL Rwy 9-27 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 27

DOVER/ DELAWARE AIRPARK (33N)

| APP CRS | Rwy Idg | 3232 |
|---|---|---|
| 265° | TDZE | 52 |
| | Apt Elev | 56 |

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA
Use Dover AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct ZIZZO and hold.

| DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 132.425 257.875 | 125.55 | 123.0 (CTAF) L |

Procedure NA for arrivals at BLARE via V29 northbound.

Procedure NA for arrivals at BRIEF via V16 northeast bound.

BRIEF 588

BLARE

3000 127° (8.5)

3000 257° (13.4)

Procedure NA for arrivals at TACKS via V123-312 southwest bound.

(IAF) OJAWU

Procedure NA for arrivals at LEEAH via V229 northeast bound, V268 eastbound.

TACKS

3000 091° (21.1)

3000 176° (5)

(IAF) UFATU

3000 284° (8.9)

3000 284° (10)

LEEAH

398 JUNVI 2.6 NM to RW27

2100 266° (6.2)

(IF) SOPHY

159± RW27

200 (FAF) OZIGY

434 362

MISSED APCH FIX ZIZZO 085° 265° 4 NM

MSA RW 27 25 NM 1700

ELEV 56 D

265° to RW27

3582 X 60 0.3% UP

TDZE 52

2000 ZIZZO

SOPHY 3000

OZIGY

JUNVI 2.6 NM to RW27

266°

Procedure Turn NA

RW27 265° 2100

1080 3.67° TCH 30

2.6 NM 2.6 NM 6.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 388 (400-1) | | NA |
| CIRCLING | 580-1 | 524 (600-1) | 820-2¼ 764 (800-2¼) | NA |

MIRL Rwy 9-27 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC ENO | APP CRS | Rwy Idg 3232 |
|---|---|---|
| 111.4 | 267° | TDZE 55 |
| Chan 51 | | Apt Elev 56 |

# VOR RWY 27

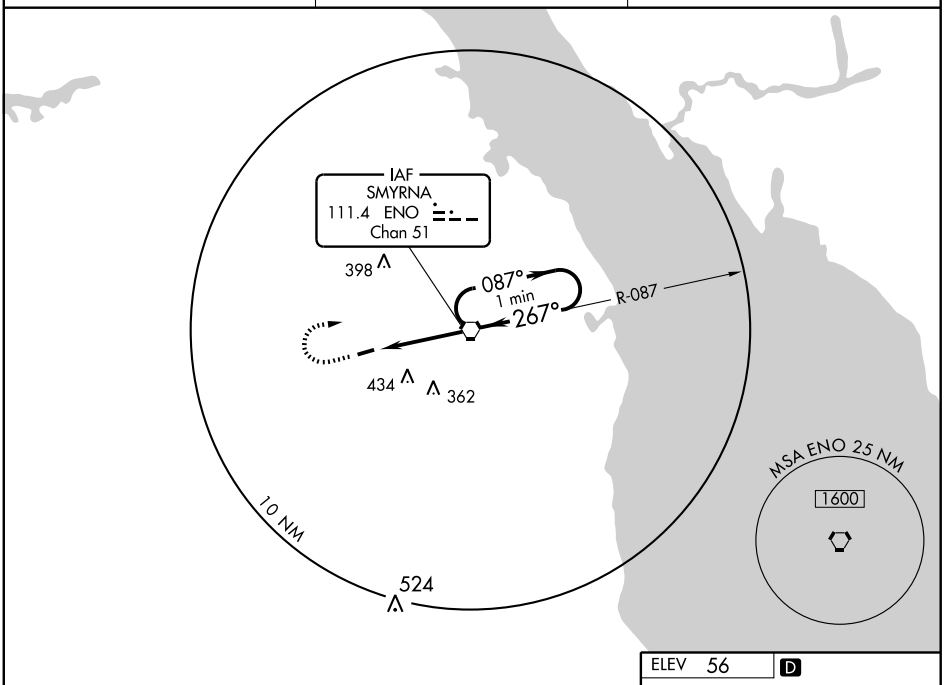
DOVER/ DELAWARE AIRPARK (33N)

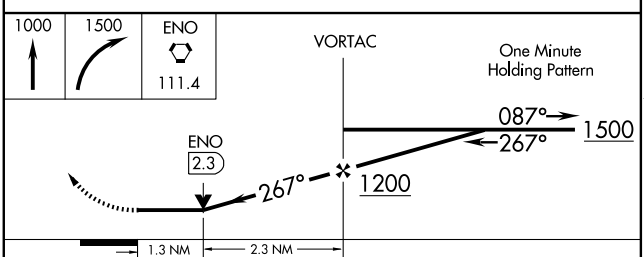
NA

Use Dover AFB altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1500 direct to ENO VORTAC and hold.

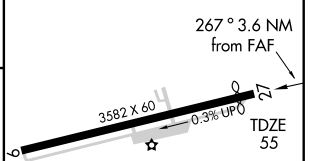
| DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 520-1 | 465 (500-1) | 520-1¼ 465 (500-1¼) | NA |
| CIRCLING | 580-1 | 524 (600-1) | 820-2¼ 764 (800-2¼) | NA |

ELEV 56 D




MIRL Rwy 9-27 L

FAF to MAP 3.6 NM

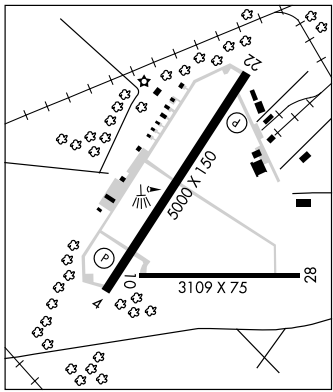
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## GEORGETOWN

**SUSSEX CO** (GED) 2 SE UTC−5(−4DT) N38°41.27′ W75°21.50′ **WASHINGTON**
53 B S4 **FUEL** 100LL, JET A NOTAM FILE GED **H–10I, 12I, L–34F, 36J, A**
**RWY 04–22:** H5000X150 (ASPH-GRVD) MIRL **IAP**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
**RWY 10–28:** H3109X75 (ASPH) MIRL
**RWY 10:** REIL. **RWY 28:** REIL.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. Parachute Jumping. PAEW within safety area of all rwys and twys. ACTIVATE MIRL Rwys 04–22 and 10–28 and REIL Rwy 04, Rwy 22, Rwy 10 and Rwy 28—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.375 (302) 856–2927.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**WATERLOO RCO** 122.1R 112.6T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425
**GCO** 125.55 (DOVER CLNC), OTS indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WATERLOO (L) VOR/DME** 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 232° 10.1 NM to fld. 5/09W.

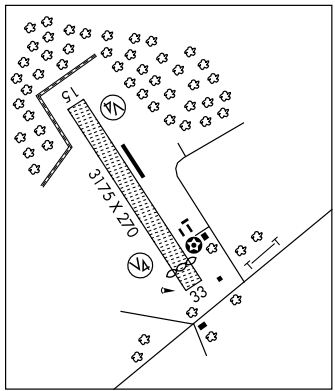



**HADIN** N39°34.87′ W75°36.83′ NOTAM FILE ILG. **WASHINGTON**
**NDB (LOM)** 248 IL 013° 5.9 NM to New Castle. **L–34G**

**HENDERSON AVIATION** (See FELTON)

**JENKINS** (See WYOMING)

**LAUREL** (NØ6) 1 SW UTC−5(−4DT) N38°32.53′ W75°35.66′ **WASHINGTON**
30 B S4 NOTAM FILE MIV **L–34F, 36J, A**
**RWY 15–33:** 3175X270 (TURF) LIRL **IAP**
**RWY 15:** REIL. TRCV (TRIL) Trees.
**RWY 33:** TRCV (TRIL) Thld dsplcd 270′. Road.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. Significant sky–diving operation seasonal to all but winter months. Rwy 33 dsplcd thld marked with 3 large orange cones each side. Rwy 15 TRCV calibration unconfirmed. Rwy 33 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy 15–33 and REIL Rwy 33 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.05 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SBY.
**SALISBURY (L) VORTAC** 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 354° 12.5 NM to fld. 50/12W.



| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 65621 | 045° | TDZE | 50 |
| W04A | | Apt Elev | 50 |

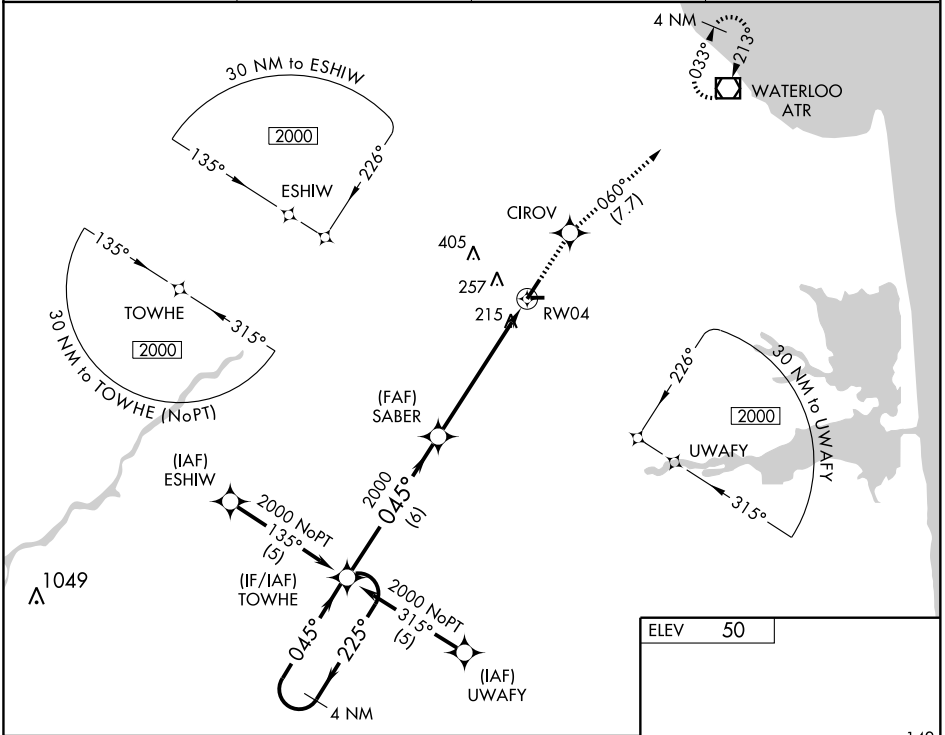
# RNAV (GPS) RWY 4

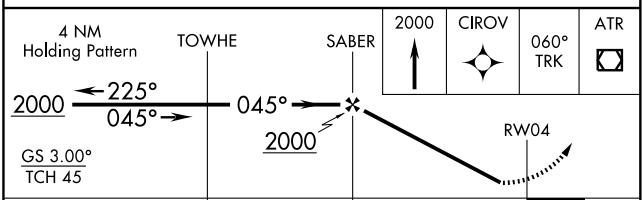
GEORGETOWN / SUSSEX COUNTY (GED)

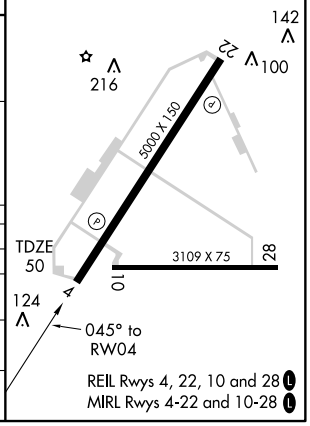
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIROV and via 060° track to ATR VOR/DME and hold.

| ASOS | DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 470-1½ 420 (500-1½) | | | |
| LNAV/VNAV DA | 520-1¾ 470 (500-1¾) | | | |
| LNAV MDA | 480-1 430 (500-1) | | 480-1¼ 430 (500-1¼) | 480-1½ 430 (500-1½) |
| CIRCLING | 560-1¾ 510 (600-1¾) | | 600-1¾ 550 (600-1¾) | 600-2 550 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 60921 | 225° | TDZE | 50 |
| W22A | | Apt Elev | 50 |

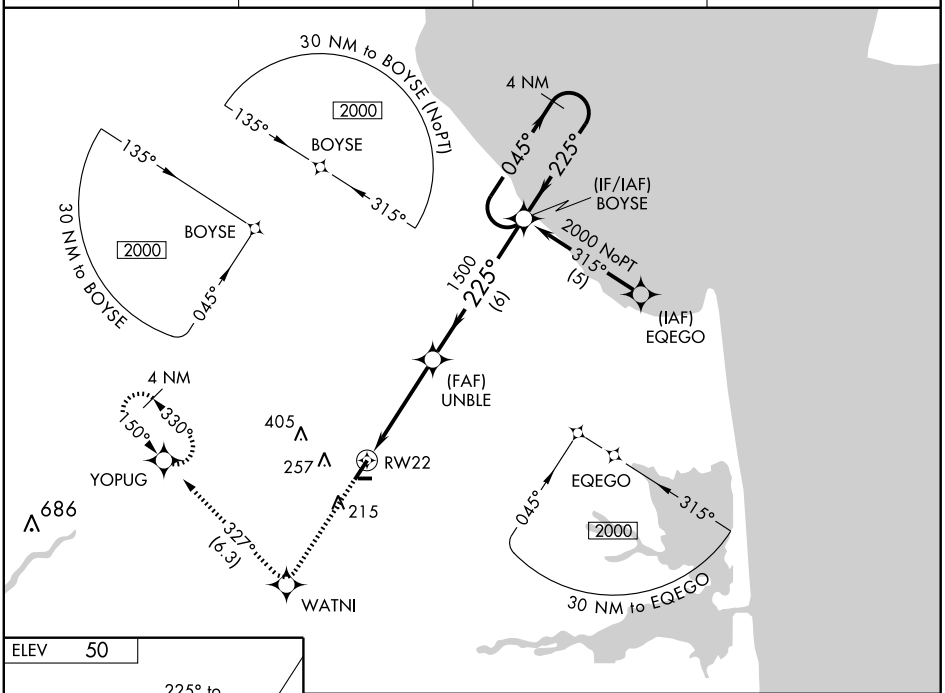
# RNAV (GPS) RWY 22

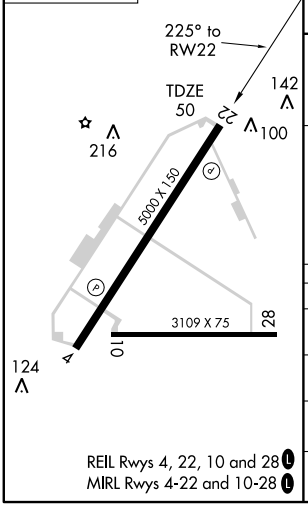
GEORGETOWN / SUSSEX COUNTY (GED)

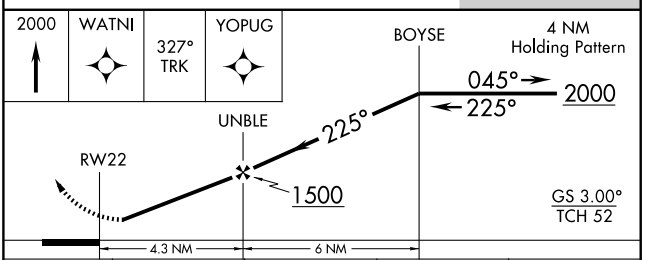
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (56°F). If local altimeter setting not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Salisbury-Ocean City Wicomico Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WATNI and via 327° track to YOPUG and hold.

| ASOS | DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 360-1 310 (400-1) | | | |
| LNAV/VNAV DA | 400-1¼ 350 (400-1¼) | | | |
| LNAV MDA | 480-1 430 (500-1) | | 480-1¼ 430 (500-1¼) | 480-1½ 430 (500-1½) |
| CIRCLING | 560-1¼ 510 (600-1¼) | | 600-1½ 550 (600-1½) | 600-2 550 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ATR | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 112.6 | 053° | TDZE 50 |
| Chan 73 | | Apt Elev 50 |

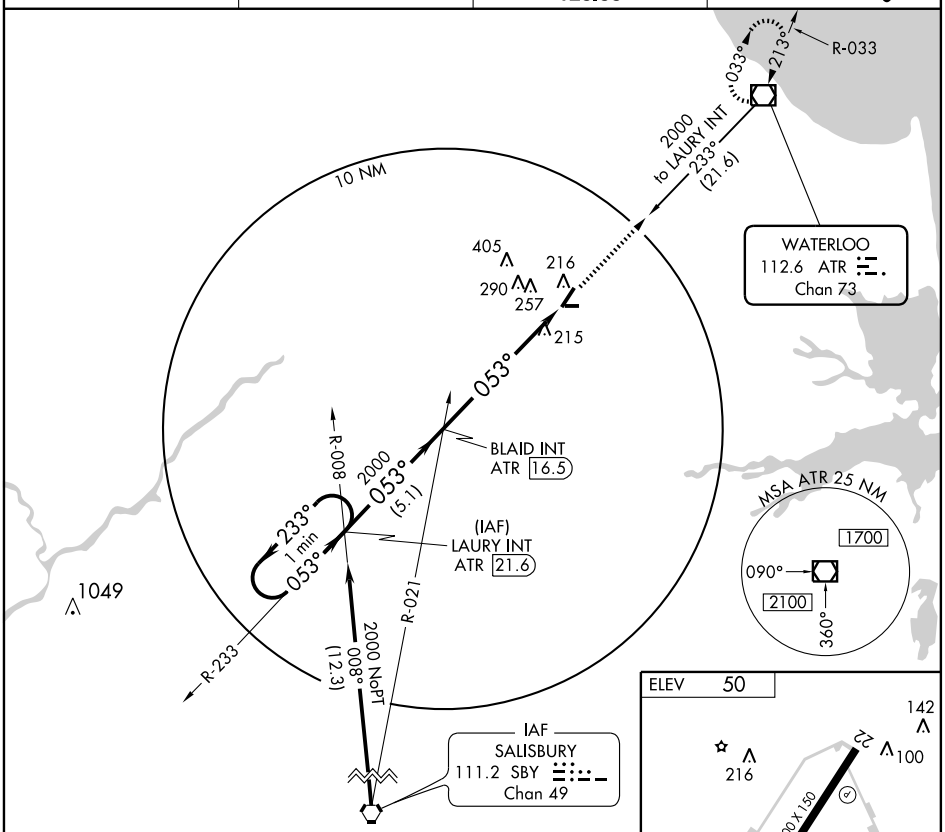
# VOR RWY 4

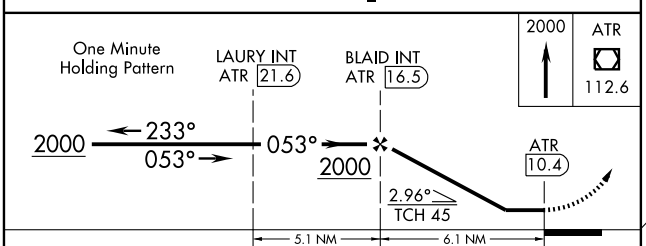
GEORGETOWN / SUSSEX COUNTY (GED)

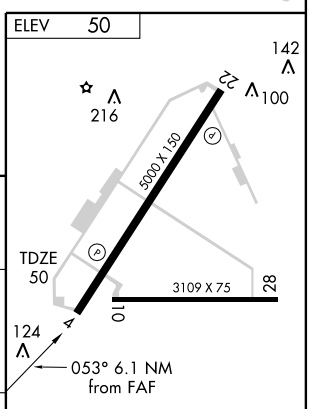
NA

MISSED APPROACH: Climb to 2000 direct to ATR VOR/DME and hold.

| ASOS | DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 520-1 470 (500-1) | | 520-1¼ 470 (500-1¼) | 520-1½ 470 (500-1½) |
| CIRCLING | 580-1 530 (600-1) | | 600-1½ 550 (600-1½) | 600-2 550 (600-2) |

REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ATR | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.6 | 234° | TDZE | 50 |
| Chan 73 | | Apt Elev | 50 |

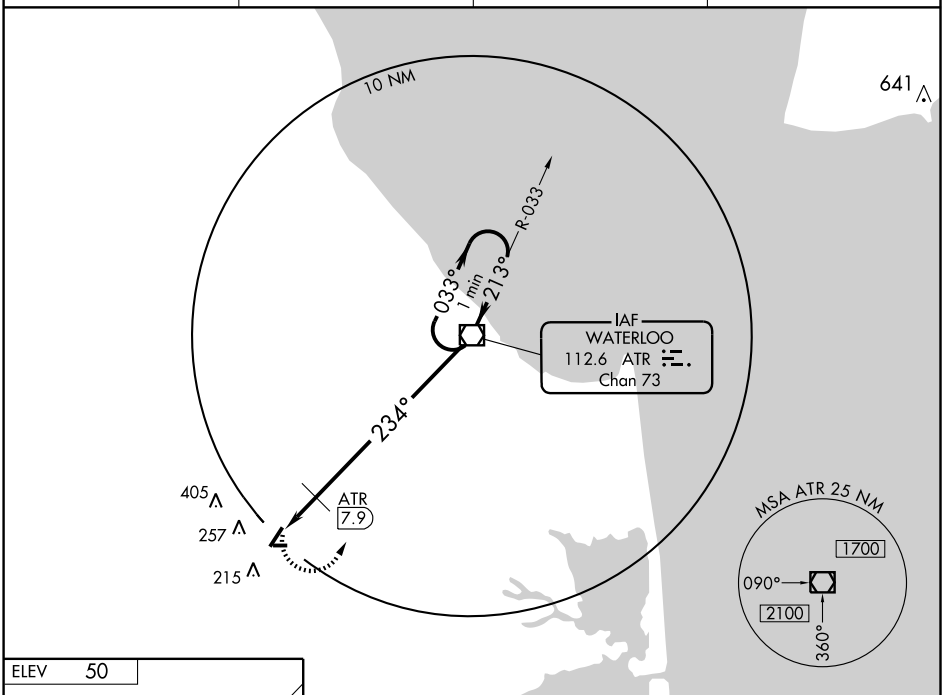
# VOR RWY 22

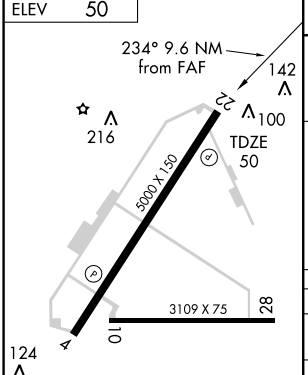
## GEORGETOWN / SUSSEX COUNTY (GED)

NA

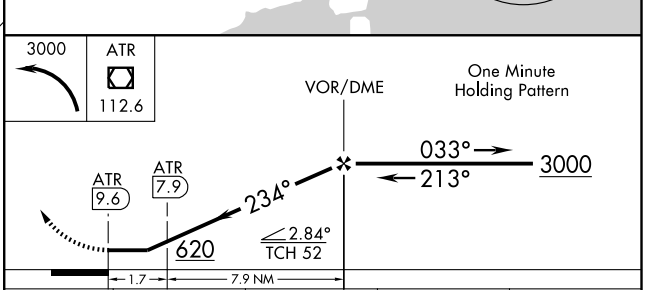
MISSED APPROACH: Climbing left turn to 3000 direct ATR VOR/DME and hold.

| ASOS | DOVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 132.425 257.875 | 125.55 | 123.0 (CTAF) L |




| FAF to MAP 9.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |



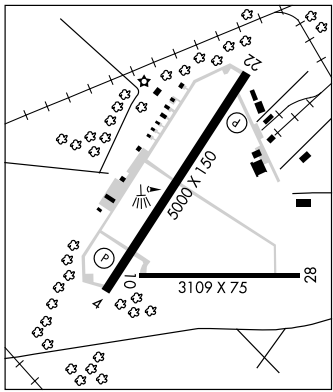

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 620-1 570 (600-1) | | 620-1½ 570 (600-1½) | 620-1¾ 570 (600-1¾) |
| CIRCLING | 620-1 570 (600-1) | | 620-1½ 570 (600-1½) | 620-2 570 (600-2) |
| DME MINIMUMS | | | | |
| S-22 | 440-1 390 (400-1) | | | 440-1¼ 390 (400-1¼) |
| CIRCLING | 580-1 530 (600-1) | | 600-1½ 550 (600-1½) | 600-2 550 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## GEORGETOWN

**SUSSEX CO** (GED) 2 SE UTC−5(−4DT) N38°41.27′ W75°21.50′ **WASHINGTON**
53 B S4 **FUEL** 100LL, JET A NOTAM FILE GED **H–10I, 12I, L–34F, 36J, A**
**RWY 04–22:** H5000X150 (ASPH-GRVD) MIRL **IAP**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
**RWY 10–28:** H3109X75 (ASPH) MIRL
**RWY 10:** REIL. **RWY 28:** REIL.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. Parachute Jumping. PAEW within safety area of all rwys and twys. ACTIVATE MIRL Rwys 04–22 and 10–28 and REIL Rwy 04, Rwy 22, Rwy 10 and Rwy 28—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.375 (302) 856–2927.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**WATERLOO RCO** 122.1R 112.6T (MILLVILLE RADIO)
Ⓡ **DOVER APP/DEP CON** 132.425
**GCO** 125.55 (DOVER CLNC), OTS indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WATERLOO (L) VOR/DME** 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 232° 10.1 NM to fld. 5/09W.

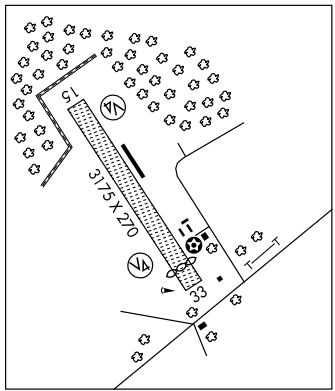



**HADIN** N39°34.87′ W75°36.83′ NOTAM FILE ILG. **WASHINGTON**
**NDB (LOM)** 248 IL 013° 5.9 NM to New Castle. **L–34G**

**HENDERSON AVIATION** (See FELTON)

**JENKINS** (See WYOMING)

**LAUREL** (NØ6) 1 SW UTC−5(−4DT) N38°32.53′ W75°35.66′ **WASHINGTON**
30 B S4 NOTAM FILE MIV **L–34F, 36J, A**
**RWY 15–33:** 3175X270 (TURF) LIRL **IAP**
**RWY 15:** REIL. TRCV (TRIL) Trees.
**RWY 33:** TRCV (TRIL) Thld dsplcd 270′. Road.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. Significant sky–diving operation seasonal to all but winter months. Rwy 33 dsplcd thld marked with 3 large orange cones each side. Rwy 15 TRCV calibration unconfirmed. Rwy 33 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy 15–33 and REIL Rwy 33 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.05 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SBY.
**SALISBURY (L) VORTAC** 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 354° 12.5 NM to fld. 50/12W.



# GPS-A
## LAUREL (N06)

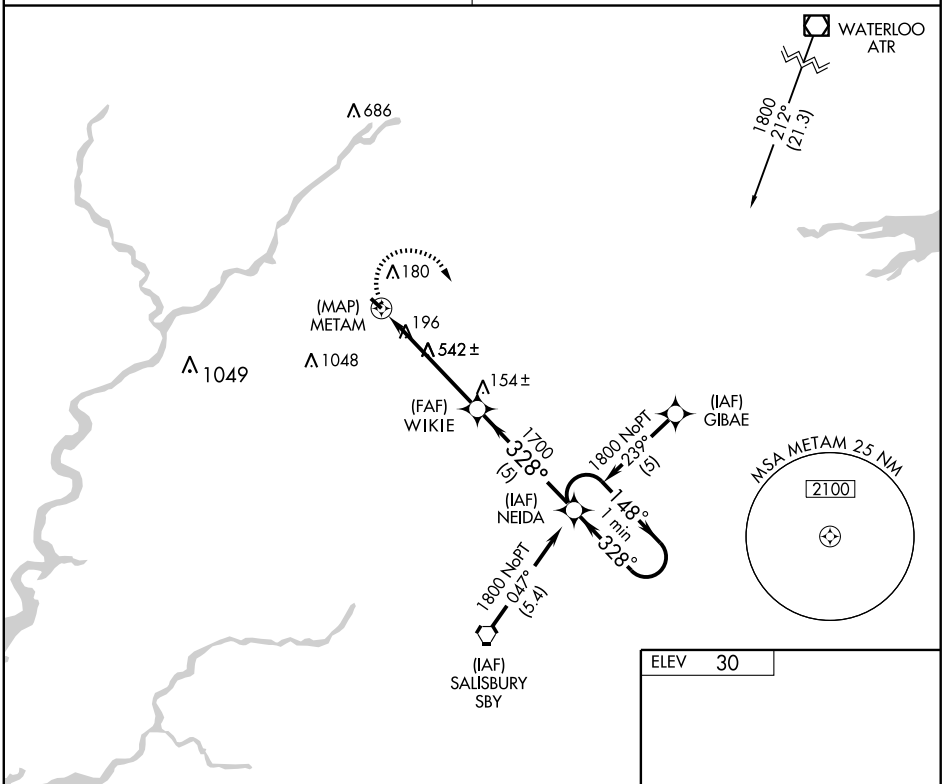
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 328° | TDZE | N/A |
| | Apt Elev | 30 |

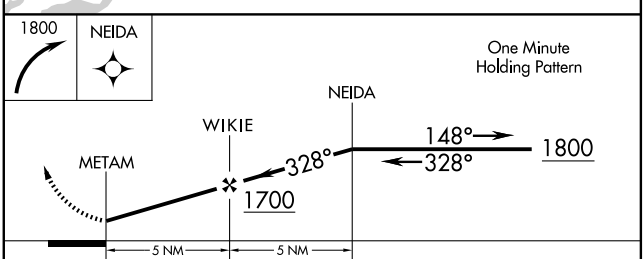
T
NA

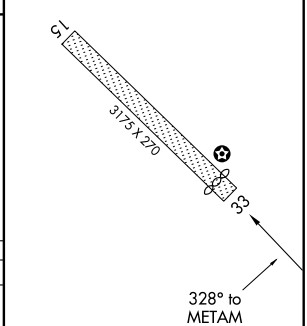
Obtain Salisbury altimeter setting on CTAF (122.8); when not received, use Patuxent River NAS altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA WP and hold.

| PATUXENT APP CON ★ | UNICOM |
|---|---|
| 127.95 314.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>850 (900-1) | 880-1¼<br>850 (900-1¼) | NA | |
| PATUXENT RIVER NAS ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 940-1¼ 910 (1000-1¼) | | NA | |

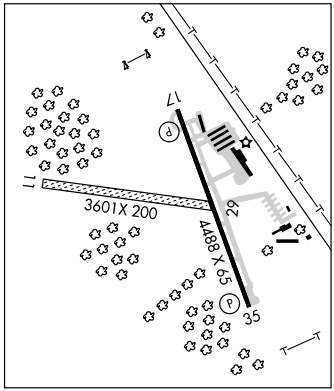
LIRL Rwy 15-33 L
REIL Rwy 15
REIL Rwy 33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## MIDDLETOWN

**SUMMIT** (EVY) 5 N UTC−5(−4DT) N39°31.26′ W75°43.42′ **WASHINGTON**
70 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MIV **L–34G, A**
**RWY 17–35:** H4488X65 (ASPH) MIRL **IAP**
**RWY 17:** REIL. PAPI(P4R). **RWY 35:** REIL. PAPI(P4L).
**RWY 11–29:** 3601X200 (TURF) LIRL
**RWY 11:** REIL. **RWY 29:** REIL.
**AIRPORT REMARKS:** Attended 1200–0000Z‡. Extensive medium/heavy helicopter training in progress all hrs on and invof arpt; high rotor downwash velocities. When CH47 helicopters opr, req advisories on UNICOM. S end of parking ramp and mid–field twy clsd. ACTIVATE LIRL and REIL Rwy 11–29—123.5.
**WEATHER DATA SOURCES:** AWOS–3 132.325 (302) 378–2063.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **PHILADELPHIA APP/DEP CON** 118.35 **CLNC DEL** 125.3 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.
**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 220° 10.9 NM to fld. 70/10W.
**HADIN NDB (LOM)** 248 IL N39°34.87′ W75°36.83′ 245° 6.2 NM to fld.




**NEW CASTLE** (See WILMINGTON)

**SMYRNA** N39°13.90′ W75°30.96′ NOTAM FILE MIV. **WASHINGTON**
**(L) VORTAC** 111.4 ENO Chan 51 267° 3.8 NM to Delaware Airpark. 10/09W. **H–10I, L–34F, A**
TACAN azimuth and DME unusable:
140°–150° byd 36 NM blo 3000′ 200°–300° byd 36 NM blo 3000′
**RCO** 122.1R 111.4T (MILLVILLE RADIO)

**SMYRNA** (38N) 1 E UTC−5(−4DT) N39°18.22′ W75°35.03′ **WASHINGTON**
18 B **FUEL** 100LL, MOGAS TPA—818(800) NOTAM FILE MIV
**RWY 10–28:** 2600X125 (TURF) LIRL
**RWY 10:** REIL. TRCV(TRIL). Trees. **RWY 28:** REIL. TRCV(TRIL). Trees.
**AIRPORT REMARKS:** Attended irregularly. Arpt lgts opr dusk–0500Z‡. ACTIVATE LIRL Rwy 10–28—CTAF. Migratory water fowl on and in vicinity of arpt Oct–Feb. Rwy 10–28 rolling surface.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**SUMMIT** (See MIDDLETOWN)

**SUSSEX CO** (See GEORGETOWN)

**WATERLOO** N38°48.59′ W75°12.68′ NOTAM FILE MIV. **WASHINGTON**
**(L) VOR/DME** 112.6 ATR Chan 73 233° 10.0 NM to Sussex Co. 5/09W. **H–10I, L–34F, 36J, A**
DME portion unusable 179°–293° beyond 30 NM below 2000′, 294°–330° inside 10 NM.
**RCO** 122.1R 112.6T (MILLVILLE RADIO)

# NDB-A

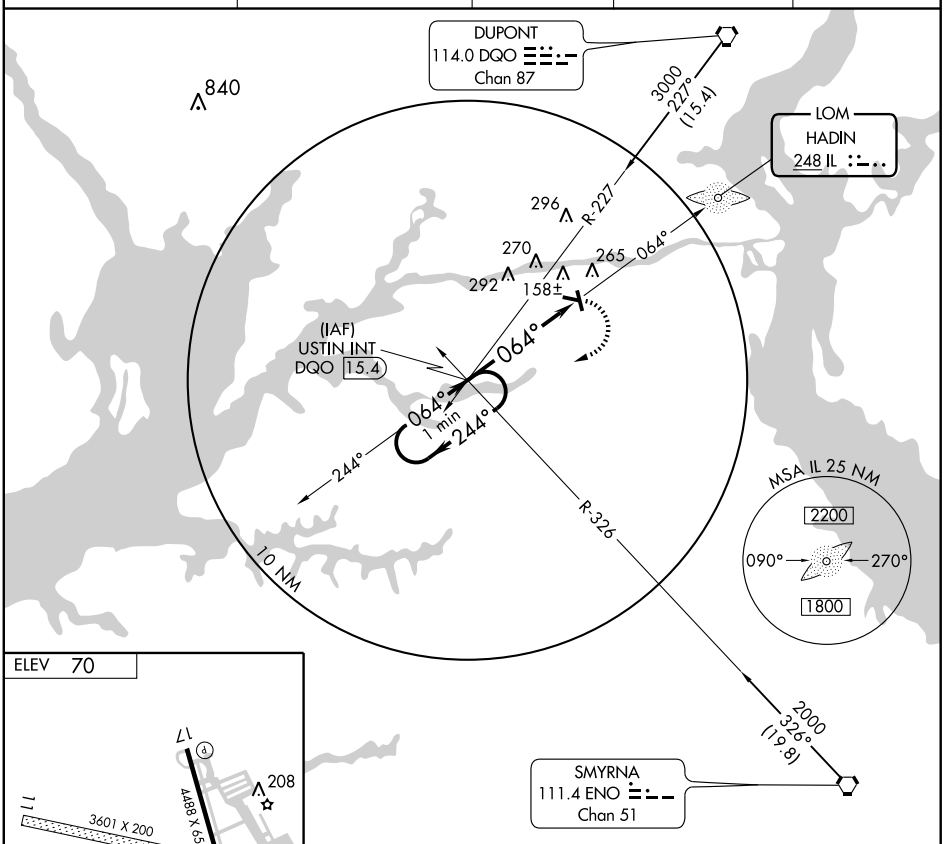
## MIDDLETOWN / SUMMIT (EVY)

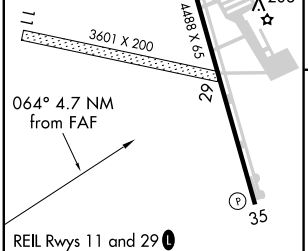
| LOM IL 248 | APP CRS 064° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 70 |
|---|---|---|

When local altimeter setting not received, use Wilmington altimeter setting and increase all MDA 40 feet, increase Circling Cat D visibility ¼ mile.

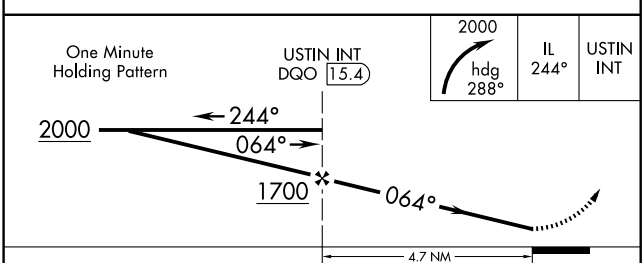
MISSED APPROACH: Climbing right turn to 2000 via heading 288° and 244° bearing from HADIN LOM to USTIN INT/ DQO 15.4 DME and hold, continue climb-in-hold to 2000.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 132.325 | 118.35 323.1 | 125.3 | 122.725 (CTAF) | 123.5 L |




REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 630 (700-1) | | 700-1¾ 630 (700-1¾) | 720-2 650 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4488 |
|---|---|---|---|
| CH 49002 | 175° | TDZE | 70 |
| W17A | | Apt Elev | 70 |

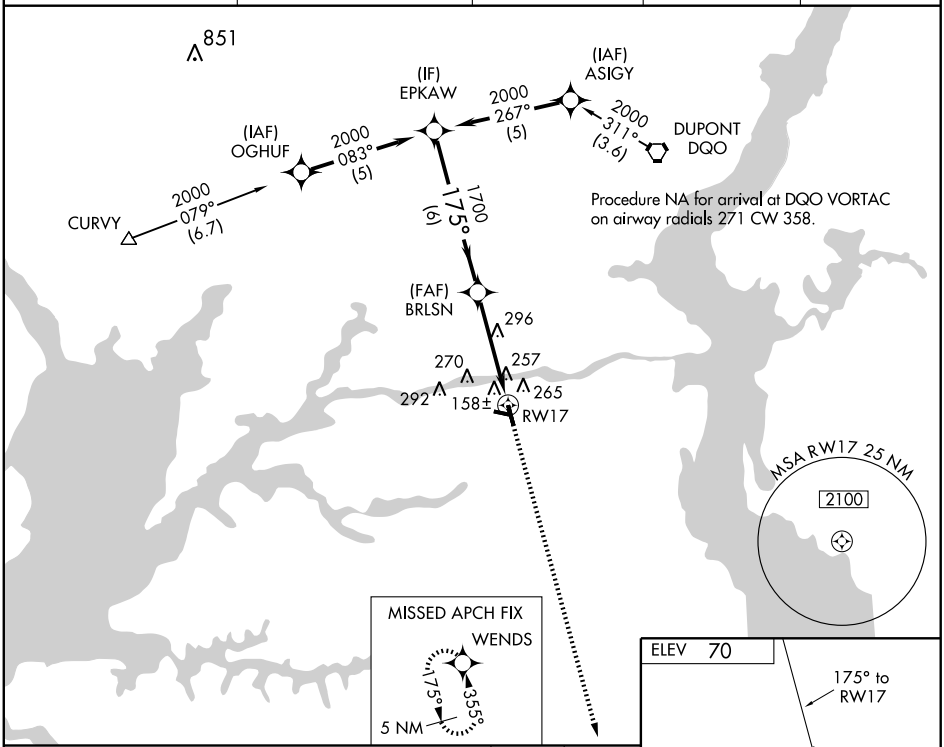
# RNAV (GPS) RWY 17

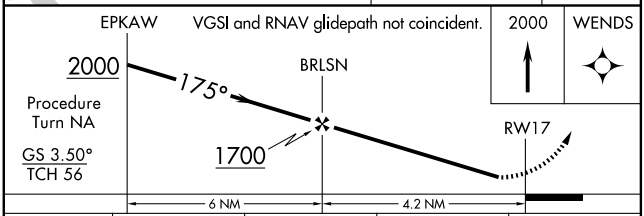
MIDDLETOWN / SUMMIT (EVY)

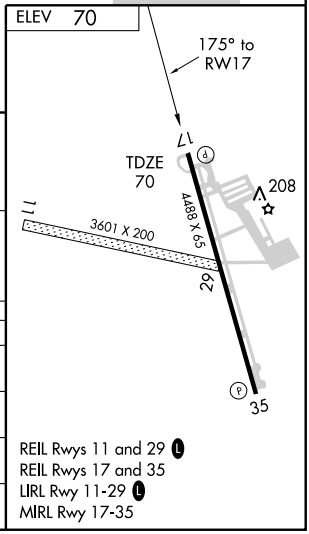
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 97°C (206°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 132.325 | 118.35 323.1 | 125.3 | 122.725 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 608-1¾ | 538 (600-1¾) | NA | |
| LNAV/VNAV DA | 619-1¾ | 549 (600-1¾) | NA | |
| LNAV MDA | 600-1 | 530 (600-1) | NA | |
| CIRCLING | 660-1 | 590 (600-1) | NA | |

REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4488 |
|---|---|---|---|
| CH 40302 | 355° | TDZE | 70 |
| W35A | | Apt Elev | 70 |

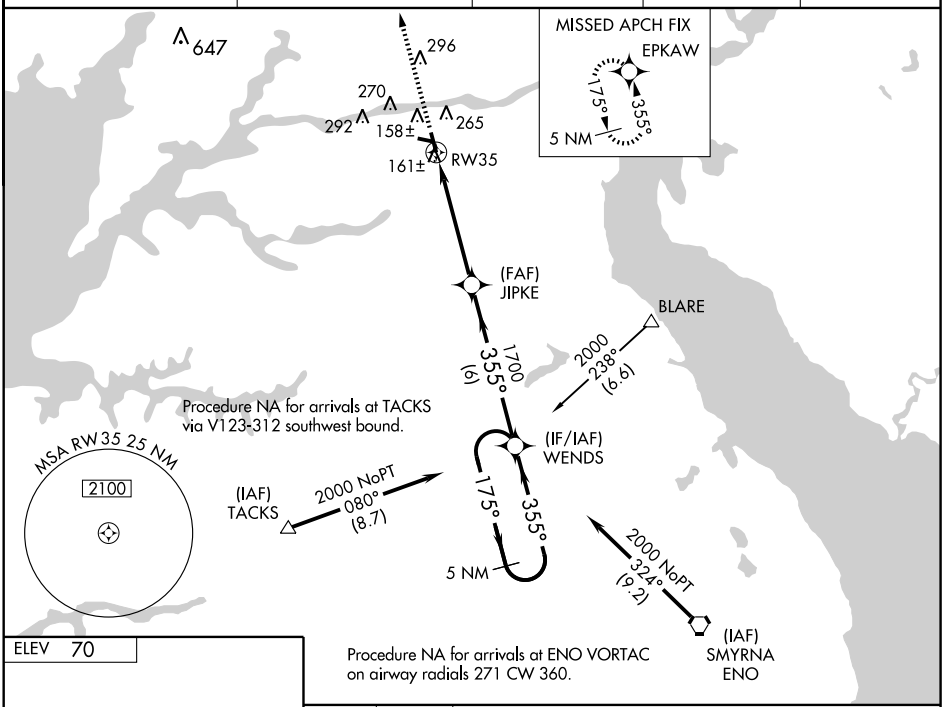
# RNAV (GPS) RWY 35

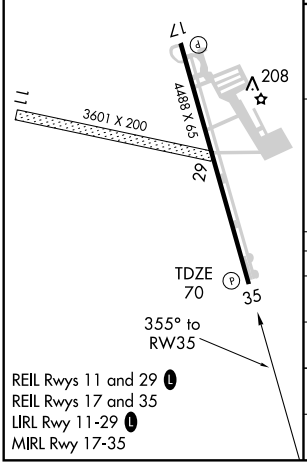
MIDDLETOWN / SUMMIT (EVY)

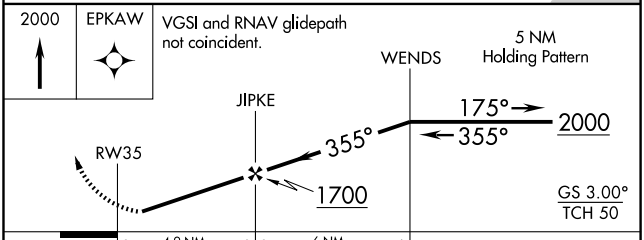
Circling to Rwy 11, 29, 17 NA at night. If local altimeter setting not received, use Wilmington altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 132.325 | 118.35 323.1 | 125.3 | 122.725 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 356-1 286 (300-1) | | | |
| LNAV/VNAV DA | 421-1¼ 351 (400-1¼) | | | |
| LNAV MDA | 480-1 410 (500-1) | | 480-1¼ 410 (500-1¼) | |
| CIRCLING | 660-1 590 (600-1) | | 660-1½ 590 (600-1½) | 660-2 590 (600-2) |

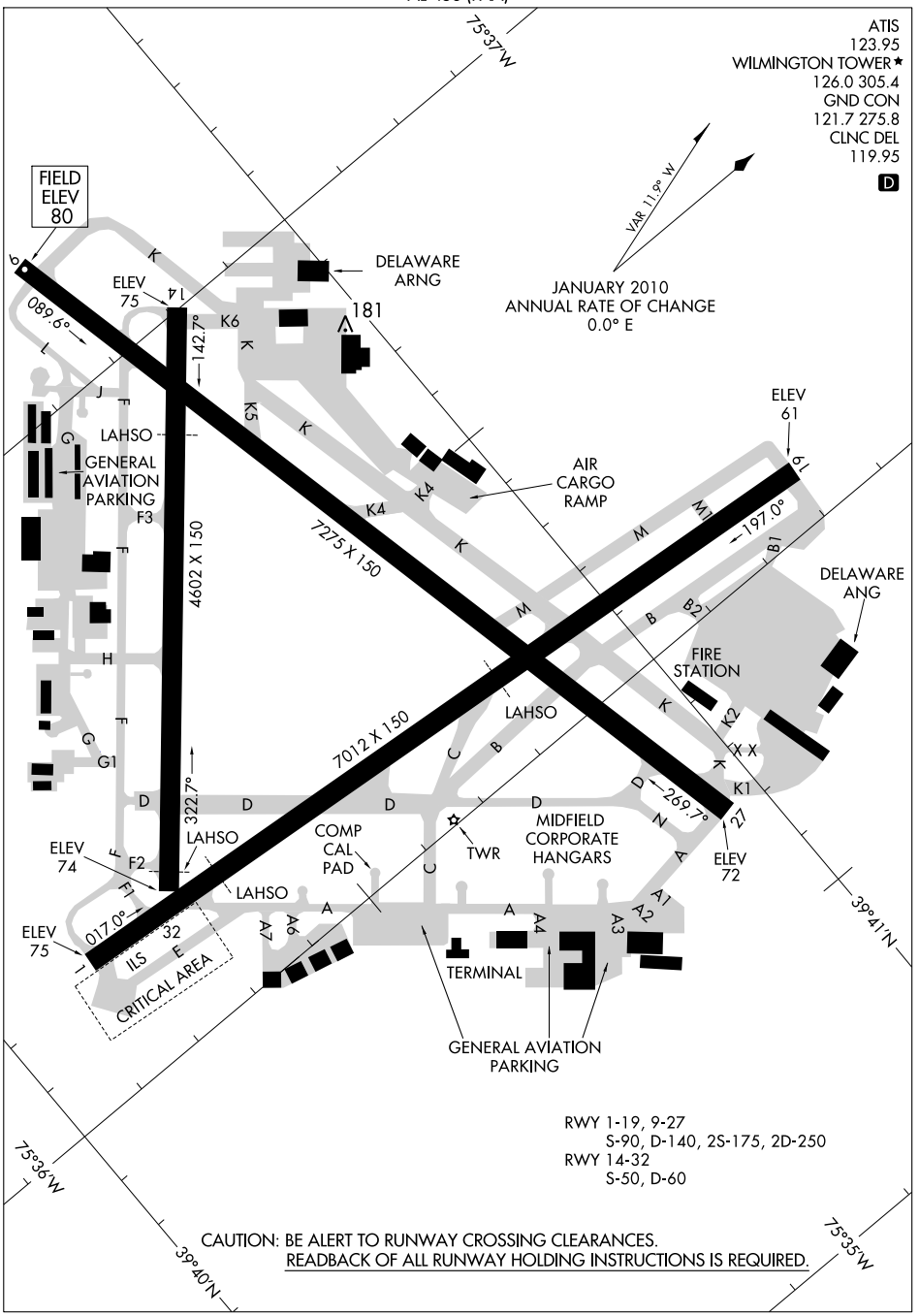


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

WILMINGTON/ NEW CASTLE (ILG)
WILMINGTON, DELAWARE

AL-458 (FAA)




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
10210
WILMINGTON, DELAWARE
WILMINGTON/ NEW CASTLE (ILG)

## WILMINGTON

**NEW CASTLE** (ILG) 4 S UTC−5(−4DT) N39°40.72′ W75°36.40′ **WASHINGTON**
80 B S4 **FUEL** 100LL, JET A, OX 1, 2, 3, 4 LRA Class I, ARFF Index B **H–10I, 12I, L–34G, A**
NOTAM FILE ILG **IAP, AD**

**RWY 09–27:** H7275X150 (ASPH–GRVD) S–90, D–140, 2S–175, 2D–250 HIRL
**RWY 09:** PAPI(P4L)—GA 3.0° TCH 55′. Trees.
**RWY 27:** VASI(V4L)—GA 3.0°TCH 51′. Trees.
**RWY 01–19:** H7012X150 (ASPH–GRVD) S–90, D–140, 2S–175, 2D–250 HIRL
**RWY 01:** MALSR. Road.
**RWY 19:** REIL. PAPI(P4L)—GA 3.0°TCH 55′. Trees.
**RWY 14–32:** H4602X150 (ASPH) S–50, D–60 MIRL
**RWY 14:** Trees. **RWY 32:** VASI(V4L)—GA 3.0°TCH 27′.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 01 | 09–27 | 4050 |
| RWY 14 | 01–19 | 4450 |
| RWY 19 | 14–32 | 5750 |
| RWY 32 | 09–27 | 3600 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 01:** | TORA–7012 | TODA–7012 | ASDA–7012 | LDA–7012 |
| **RWY 09:** | TORA–7000 | TODA–7275 | ASDA–7000 | LDA–7000 |
| **RWY 14:** | TORA–4603 | TODA–4603 | ASDA–4603 | LDA–4603 |
| **RWY 19:** | TORA–7012 | TODA–7012 | ASDA–7012 | LDA–7012 |
| **RWY 27:** | TORA–7000 | TODA–7275 | ASDA–7000 | LDA–7000 |
| **RWY 32:** | TORA–4603 | TODA–4603 | ASDA–4603 | LDA–4603 |

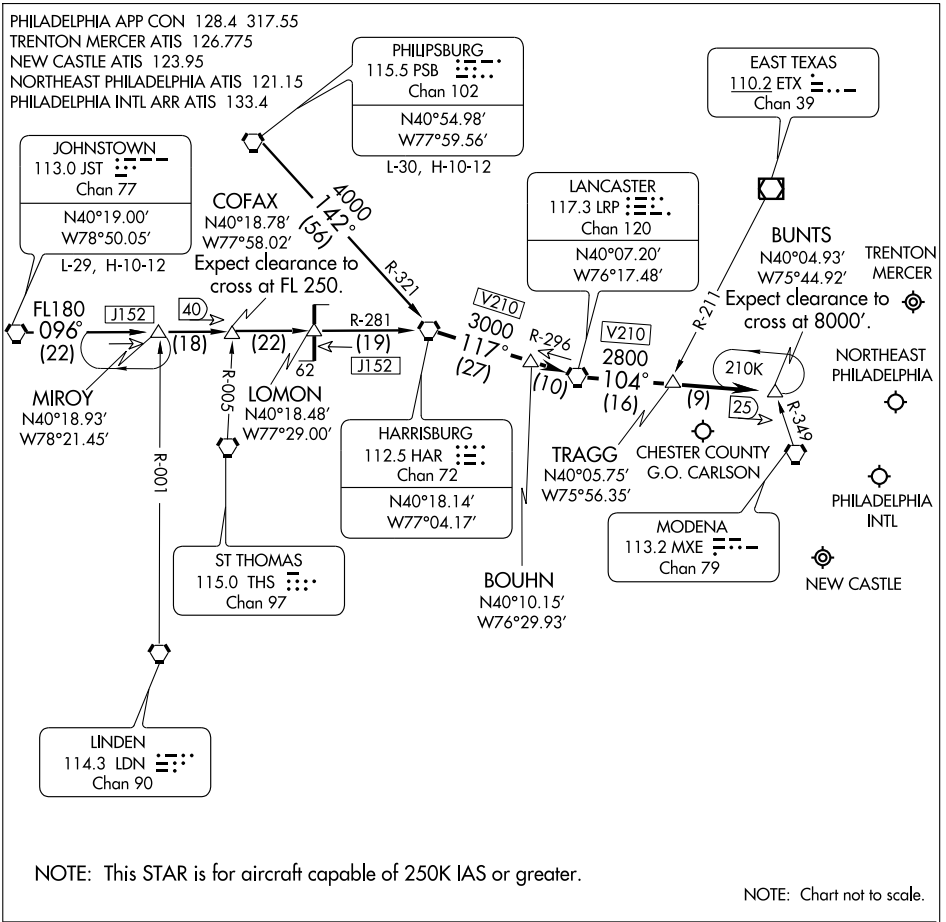
**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Rwy 09–27 no touch and go ldg for turbo jet 0400–1200Z‡. When twr clsd, pilots must announce intentions over CTAF before ldgs; tkf or ground travel on rwys and twys. When twr clsd announce emergencies on CTAF directly to ARFF station. Rwy 14–32 NSTD military assault landing zone (ALZ) lighting. Rwy 14–32 CLOSED to air carrier aircraft ops. Ctc FBO's for overngt parking; extended svcs. When terminal building clsd 0400–1100Z‡ contact arpt ops department on 126.0 or 302–229–6315 (24 hr cell). Private gnd vehicles cross Twy A between Twy A4 and Twy C. Twy G section between Twy H and Twy J limited to acft with wingspan of 79 ft or less. Twy G section between Twy H and Twy D limited to acft with wingspan of 49 ft or less. When twr clsd ACTIVATE HIRL Rwy 01–19, Rwy 09–27, MIRL Rwy 14–32, PAPI Rwy 09, Rwy 19, Rwy 27 and twy lgts—CTAF. Ldg fee for all acft over 7,500 pounds except federal government and military.
**WEATHER DATA SOURCES:** ASOS (302) 328–1536.
**COMMUNICATIONS: CTAF** 126.0 **ATIS** 123.95 **UNICOM** 122.95
**DUPONT RCO** 122.1R 114.0T (MILLVILLE RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 118.35 **CLNC DEL** 119.95 TF 800–354–9884
**WILMINGTON TOWER** 126.0 (1130–0400Z‡) **GND CON** 121.7
**AIRSPACE: CLASS D** svc 1130–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.
**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ at fld. 70/10W.
**HADIN NDB (LOM)** 248 IL N39°34.87′ W75°36.83′ 013° 5.9 NM to fld.
**ILS** 110.3 I–ILG Rwy 01. Class IA. LOM HADIN NDB. ILS unmonitored when twr clsd.

## WYOMING

**JENKINS** (15N) 1 W UTC−5(−4DT) N39°07.17′ W75°35.03′ **WASHINGTON**
53 B S4 NOTAM FILE MIV
**RWY 18–36:** 2842X70 (TURF) LIRL
**RWY 18:** TRCV (TRIL). Trees. **RWY 36:** TRCV (TRIL). Thld dsplcd 225′. Road.
**RWY 12–30:** 2035X70 (TURF)
**RWY 30:** Road.
**AIRPORT REMARKS:** Attended continuously. Rwy 18 TRCV calibration unconfirmed. Rwy 36 TRCV calibration unconfirmed. ACTIVATE LIRL Rwy18–36 and rotating bcn—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

# BUNTS ONE ARRIVAL






NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS1) 07298

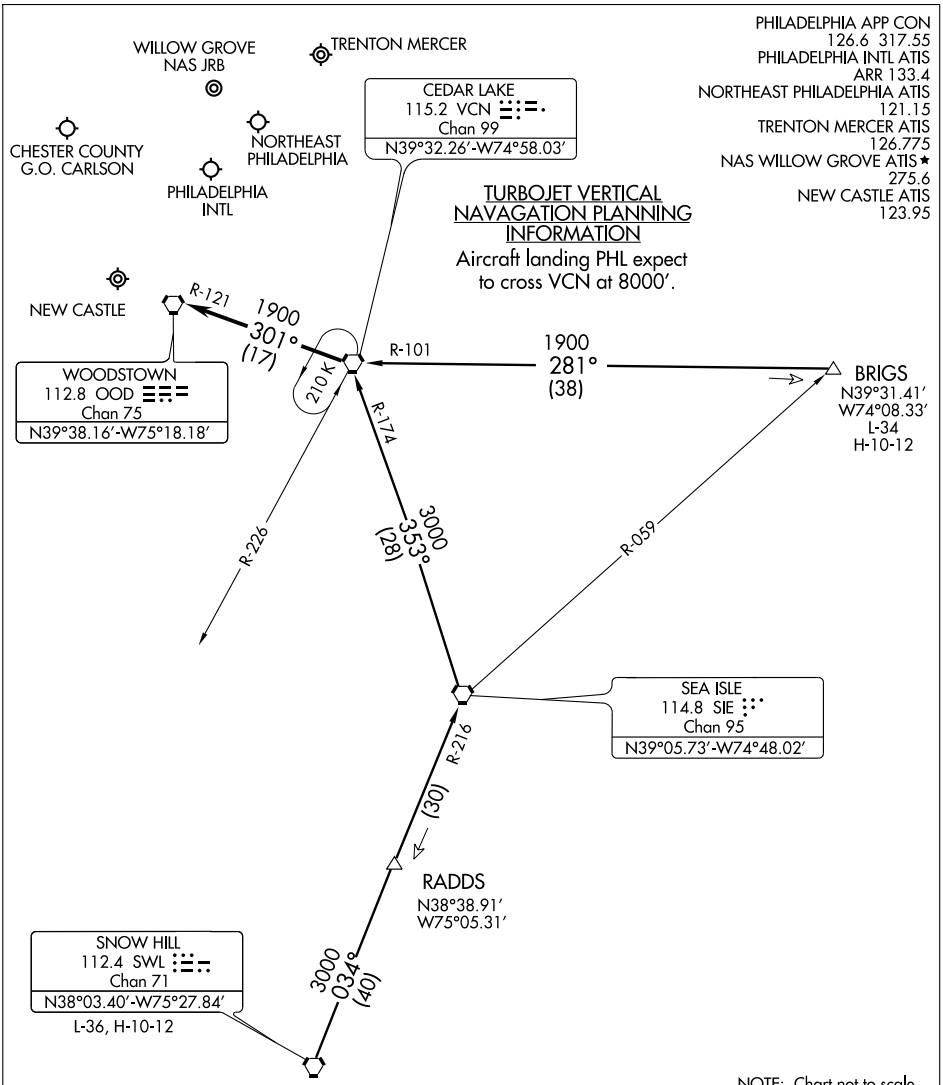
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

| LOC I-ILG | APP CRS | Rwy ldg 7012 |
|---|---|---|
| 110.3 | 015° | TDZE 76 |
| | | Apt Elev 80 |

# ILS or LOC RWY 1

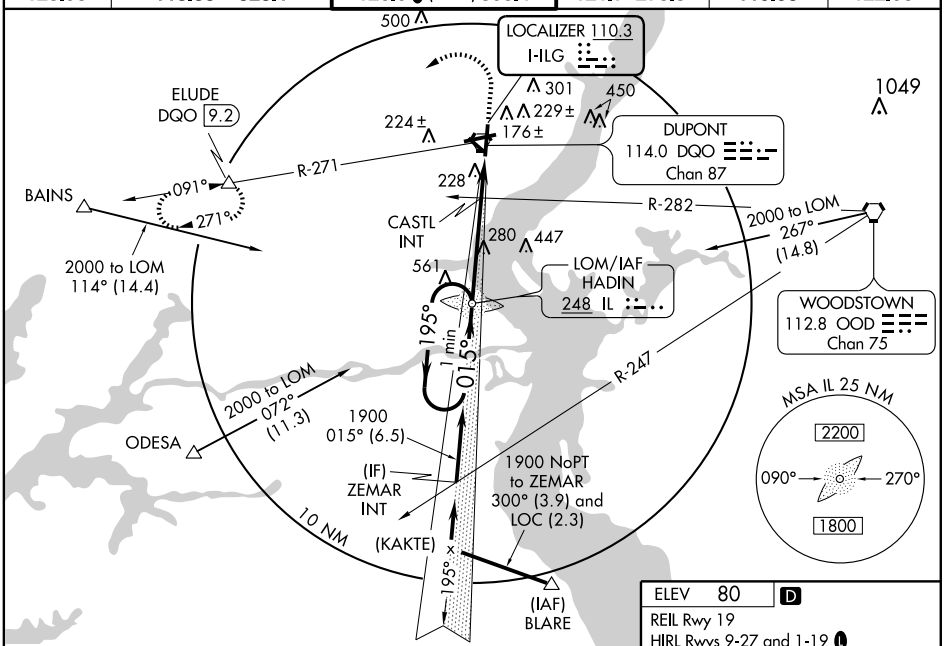
WILMINGTON / NEW CASTLE (ILG)

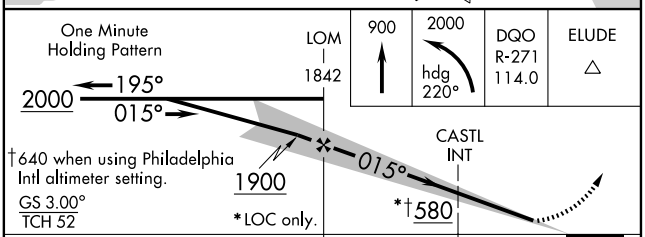
Inoperative table does not apply to S-ILS 1 all Cats. and S-LOC 1 Cats. A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase DA to 380, all MDA 60 feet, S-LOC 1 Cat. D visibility to RVR 6000; CASTL Fix minimums, increase S-LOC 1 Cat. D visibility ¼ mile. CASTL Fix minimums: inoperative table does not apply to S-LOC 1. DME or ADF REQUIRED.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via heading 220° and DQO VORTAC R-271 to ELUDE/DQO 9.2 DME and hold (Non-DME aircraft climb to 900, then climbing left turn to 2000 direct HADIN LOM and hold).

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |



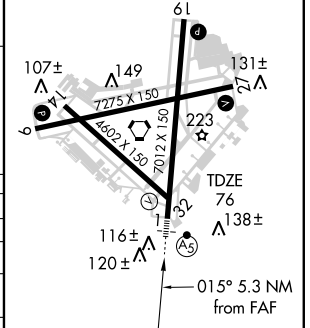

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | | 326/50 250 (300-1) | | |
| S-LOC 1 | | 580/50 504 (500-1) | | |
| CIRCLING | 580-1 500 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |
| CASTL FIX MINIMUMS | | | | |
| S-LOC 1 | | 400/50 324 (400-1) | | |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |

ELEV 80 D

REIL Rwy 19

HIRL Rwys 9-27 and 1-19 L

MIRL Rwy 14-32 L




FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 65815 W01A | APP CRS 015° | Rwy Idg 7012 TDZE 76 Apt Elev 80 |
|---|---|---|

# RNAV (GPS) RWY 1

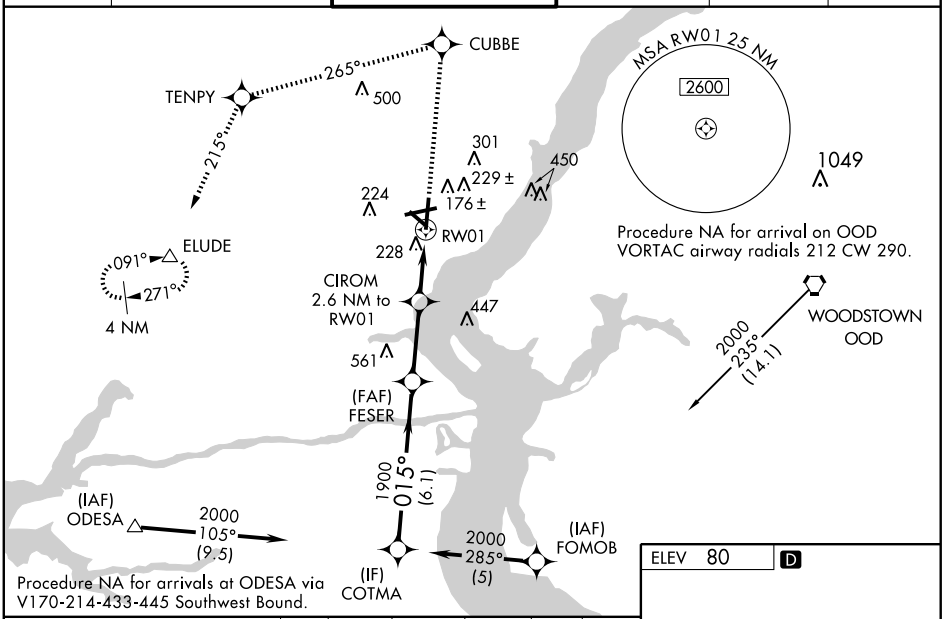
WILMINGTON / NEW CASTLE (ILG)

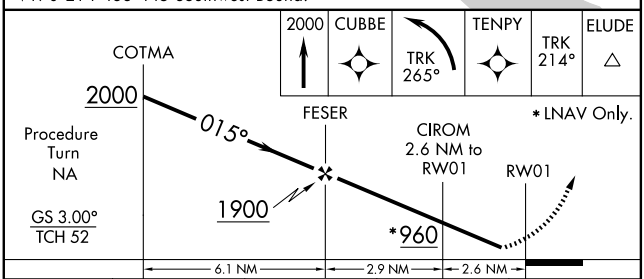
Inoperative table does not apply to LPV all Cats. and LNAV Cats. A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDA 60 ft; increase LNAV/VNAV all Cats.visibility to RVR 6000. For inoperative MALSR, increase LNAV Cats. C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat. C ¼ mile.

MALSR

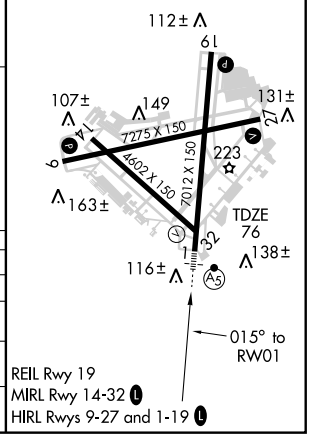
MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 326/50 | 250 (300-1) | | |
| LNAV/ VNAV DA | 525/50 | 449 (500-1) | | |
| LNAV MDA | 480/50 | 404 (400-1) | | |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 49015 W09A | APP CRS 088° | Rwy ldg 7275 TDZE 80 Apt Elev 80 |
|---|---|---|

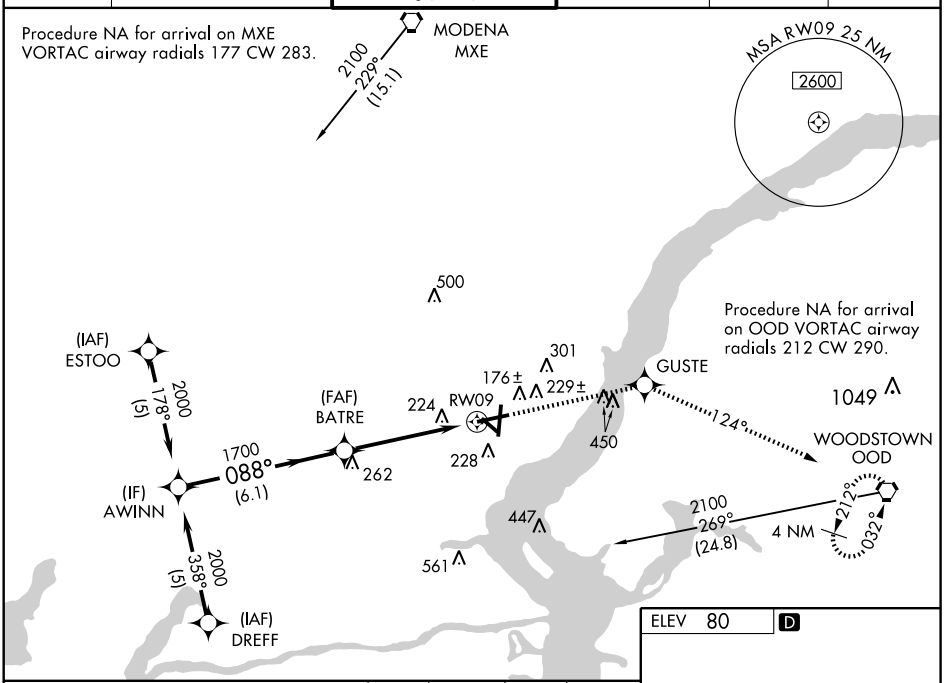
# RNAV (GPS) RWY 9

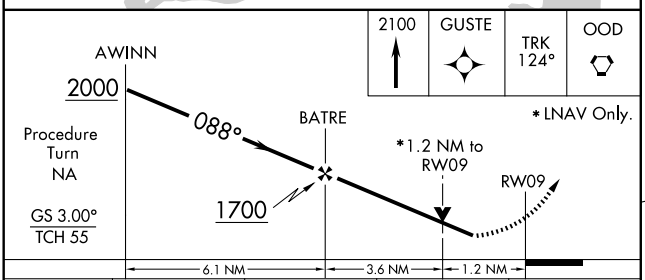
WILMINGTON / NEW CASTLE (ILG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568 and all MDA 60 ft; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile.

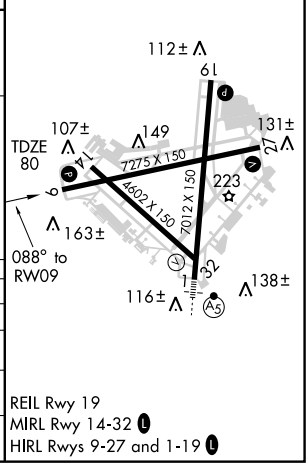
MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-1 314 (400-1) | | | |
| LNAV/ VNAV DA | 433-1¼ 353 (400-1¼) | | | |
| LNAV MDA | 520-1 440 (500-1) | | 520-1¼ 440 (500-1¼) | 520-1½ 440 (500-1½) |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |







NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 82115 W19A | APP CRS 195° | Rwy ldg 7012 TDZE 71 Apt Elev 80 |
|---|---|---|

# RNAV (GPS) RWY 19

WILMINGTON / NEW CASTLE (ILG)

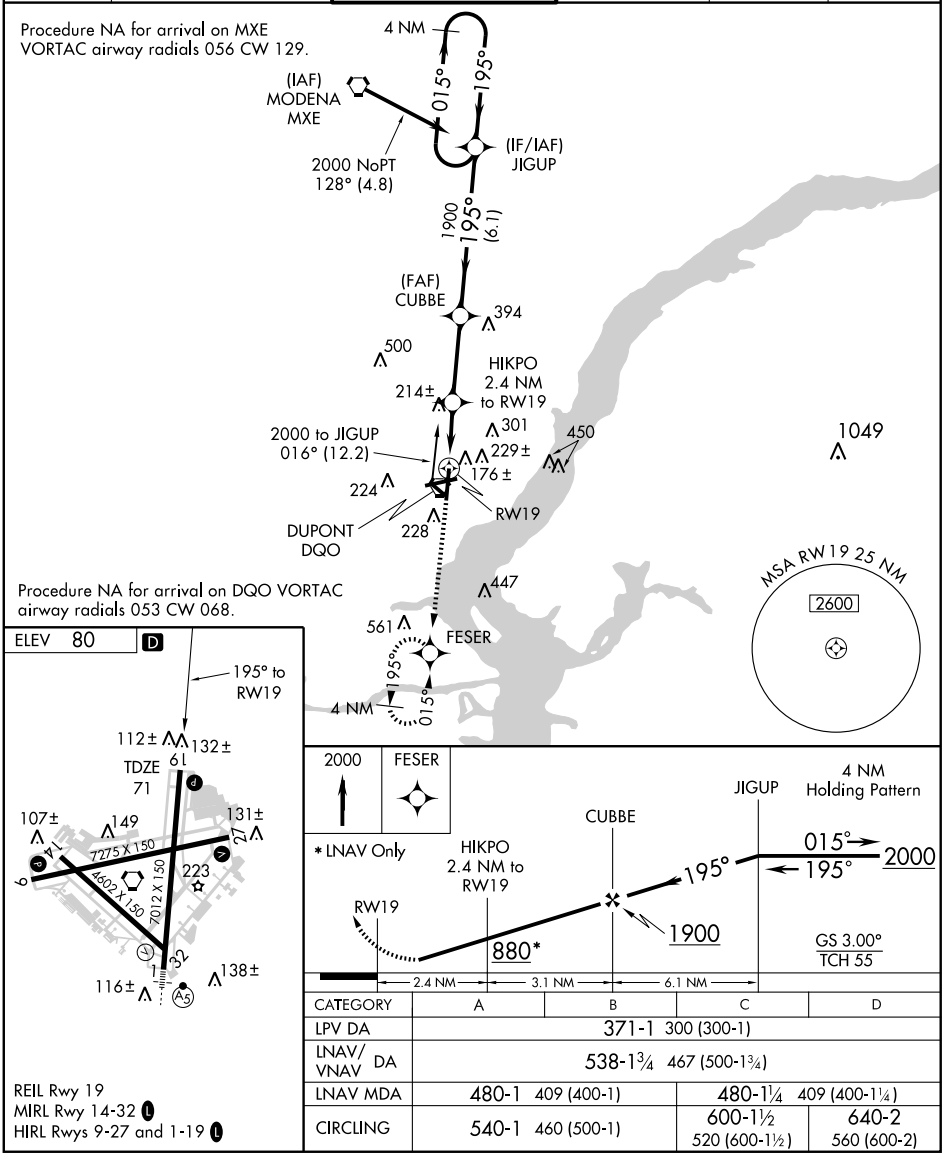
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDA 60 ft; increase LPV all Cats and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FESER and hold.

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |

Procedure NA for arrival on MXE VORTAC airway radials 056 CW 129.

Procedure NA for arrival on DQO VORTAC airway radials 053 CW 068.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 371-1 300 (300-1) | | | |
| LNAV/VNAV DA | 538-1¾ 467 (500-1¾) | | | |
| LNAV MDA | 480-1 409 (400-1) | | 480-1¼ 409 (400-1¼) | |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |

REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg 7275 |
|---|---|---|
| CH 53515 | 268° | TDZE 72 |
| W27A | | Apt Elev 80 |

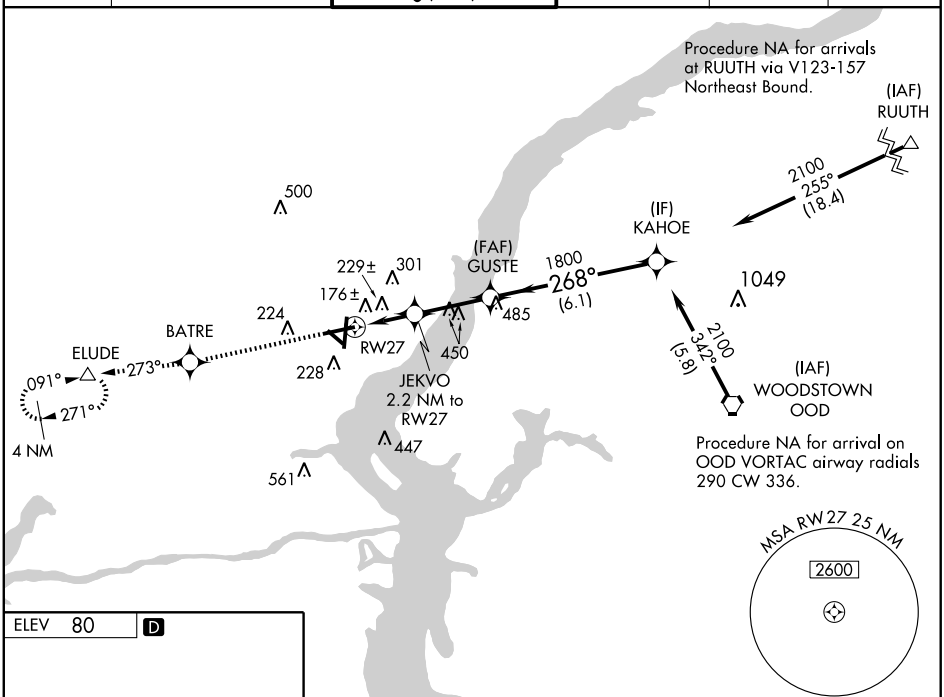
# RNAV (GPS) RWY 27

## WILMINGTON / NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 570, and all MDA 60 ft; increase LNAV/VNAV all Cats and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

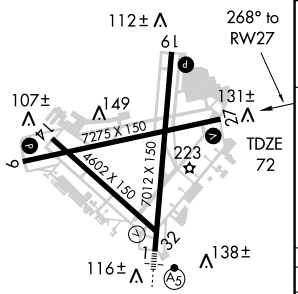
| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |



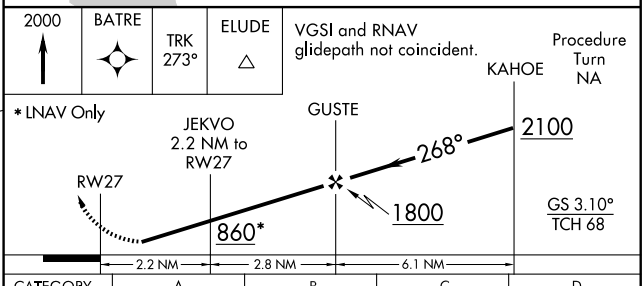

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

ELEV 80 D




REIL Rwy 19
MIRL Rwy 14-32 L
HIRL Rwys 9-27 and 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 426-1¼ 354 (400-1¼) | | | |
| LNAV/VNAV DA | 516-1½ 444 (500-1½) | | | |
| LNAV MDA | 480-1 408 (400-1) | | 480-1¼ 408 (400-1¼) | |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |

| VORTAC DQO | APP CRS | Rwy Idg 7012 |
|---|---|---|
| 114.0 | 004° | TDZE 76 |
| Chan 87 | | Apt Elev 80 |

# VOR RWY 1

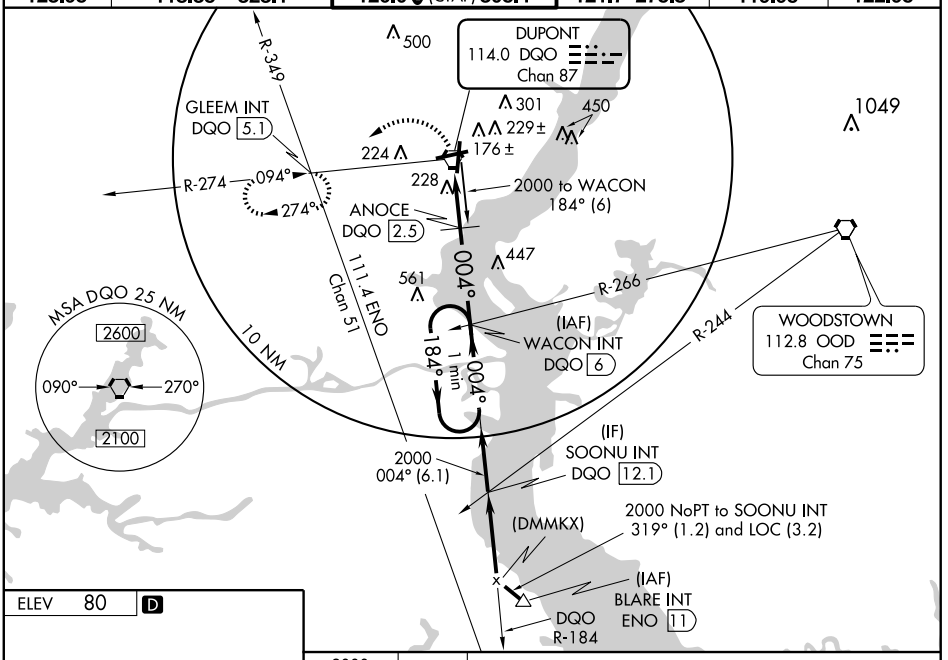
WILMINGTON / NEW CASTLE (ILG)

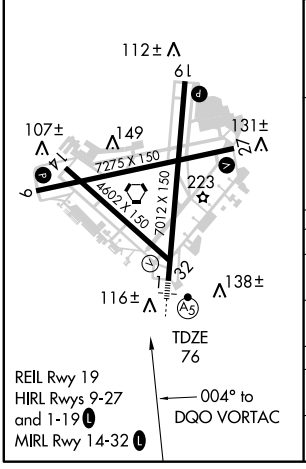
Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl. altimeter setting: increase all MDA 60 ft; increase S-1 Cats C/D and Circling Cats B/C/D visibility ¼ mile. Inoperative table does not apply to S-1 Cats A/B and ANOCE Fix minimums S-1 Cats A/B. For inoperative MALSR, when using Philadelphia Intl. altimeter setting, increase S-1 Cat B and ANOCE Fix minimums S-1 Cat C ¼ mile. When using Philadelphia Intl. altimeter setting, inoperative table does not apply to S-1 Cat A and ANOCE Fix minimums S-1 Cats A/B.

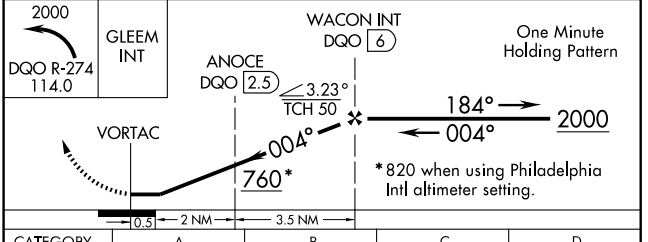
MALSR

MISSED APPROACH: Climbing left turn to 2000 via DQO VORTAC R-274 to GLEEM Int/ DQO 5.1 DME and hold, continue climb-in-hold to 2000.

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 760/50 684 (700-1) | | 760-1½ 684 (700-1½) | 760-1¾ 684 (700-1¾) |
| CIRCLING | 760-1 680 (700-1) | | 760-2 680 (700-2) | 760-2¼ 680 (700-2¼) |
| ANOCE FIX MINIMUMS | | | | |
| S-1 | 480/50 404 (400-1) | | | |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC DQO 114.0 Chan 87 | APP CRS 094° | Rwy Idg 7275 TDZE 80 Apt Elev 80 |
|---|---|---|

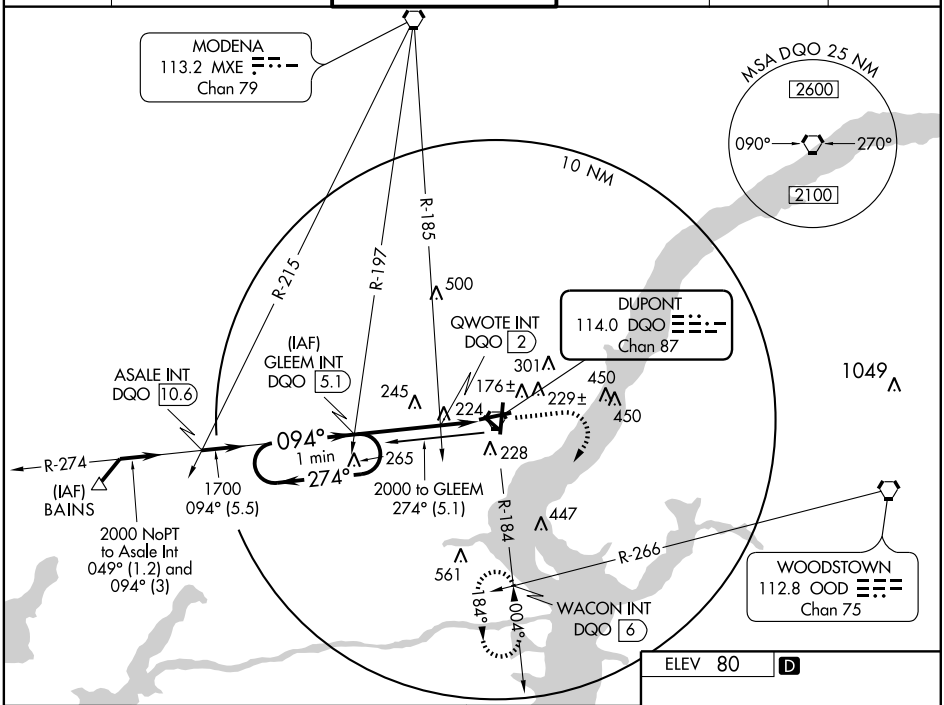
# VOR RWY 9

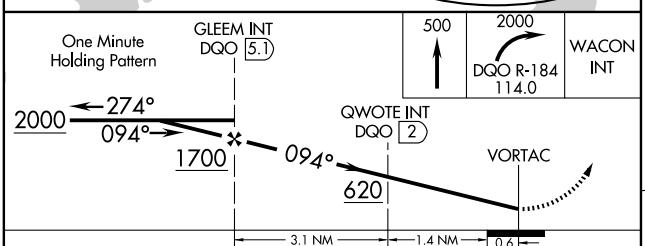
WILMINGTON / NEW CASTLE (ILG)

Inoperative table does not apply to ODALS.

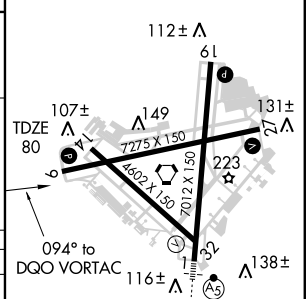
MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via DQO R-184 to WACON Int/DQO 6 DME and hold.

| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 620-1 540 (600-1) | | 620-1½ 540 (600-1½) | 620-1¾ 540 (600-1¾) |
| CIRCLING | 620-1 540 (600-1) | | 620-1½ 540 (600-1½) | 640-2 560 (600-2) |
| QWOTE INT MINIMUMS | | | | |
| S-9 | 440-1 360 (400-1) | | | 440-1¼ 360 (400-1¼) |
| CIRCLING | 540-1 460 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |




REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

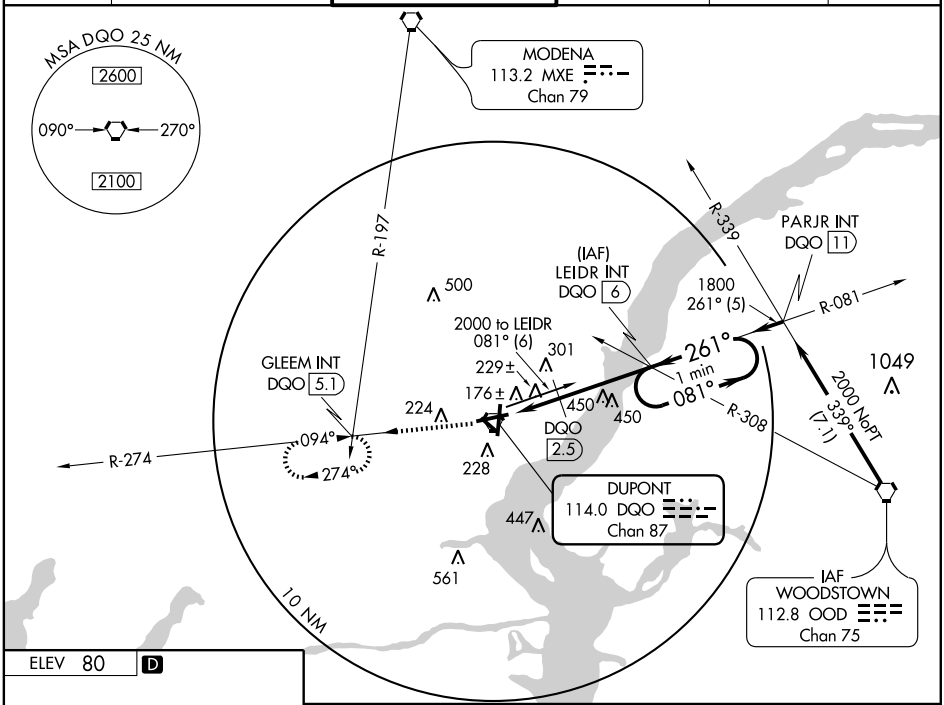
| VORTAC DQO | APP CRS | Rwy Idg 7275 |
|---|---|---|
| 114.0 | 261° | TDZE 72 |
| Chan 87 | | Apt Elev 80 |

# VOR RWY 27

WILMINGTON / NEW CASTLE (ILG)

MISSED APPROACH: Climb to 2000 via DQO VORTAC R-274 to GLEEM Int/DQO 5.1 DME and hold.

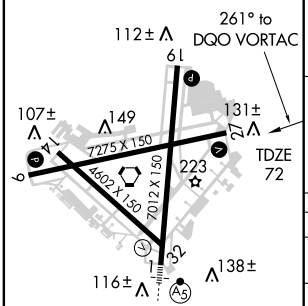
| ATIS | PHILADELPHIA APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.95 | 118.35 323.1 | 126.0 L (CTAF) 305.4 | 121.7 275.8 | 119.95 | 122.95 |



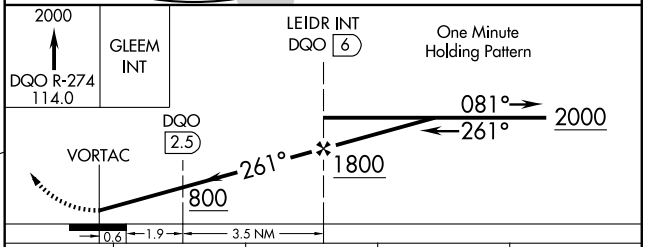

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

ELEV 80 D




REIL Rwy 19
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 800-1 728 (800-1) | | 800-2 728 (800-2) | 800-2¼ 728 (800-2¼) |
| CIRCLING | 800-1 720 (800-1) | | 800-2 720 (800-2) | 800-2¼ 720 (800-2¼) |
| DME MINIMA | | | | |
| S-27 | 560-1 488 (500-1) | | 560-1¼ 488 (500-1¼) | 560-1½ 488 (500-1½) |
| CIRCLING | 560-1 480 (500-1) | | 600-1½ 520 (600-1½) | 640-2 560 (600-2) |

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


26 AUG 2010 to 23 SEP 2010

**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



26 AUG 2010 to 23 SEP 2010

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

26 AUG 2010 to 23 SEP 2010

**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



26 AUG 2010 to 23 SEP 2010

### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.


26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)
BEDFORD, MASSACHUSETTS
AL-626 (FAA)




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BEDFORD, MASSACHUSETTS
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

10210

## BEDFORD

**LAURENCE G HANSCOM FLD** (BED) 0 NE UTC−5(−4DT) N42°28.20′ W71°17.34′ **NEW YORK**

133 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks LRA Class I, ARFF Index A **COPTER**

NOTAM FILE BED **H–11D, 12K, L–33D, 34J**

**RWY 11–29:** H7001X150 (ASPH–GRVD) S–78, D–100, 2S–127, 2D–190 HIRL **IAP, AD**

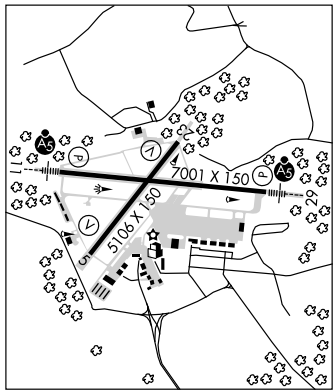
**RWY 11:** MALSR. PAPI(P4L)—GA 3.0° TCH 62′. Hill.

**RWY 29:** MALSR. PAPI(P4R)—GA 3.0°TCH 52′. Rgt tfc acft over 12,500 lbs. Trees.

**RWY 05–23:** H5106X150 (ASPH–GRVD) S–72, D–117, 2S–149, 2D–207 MIRL

**RWY 05:** REIL. VASI(V4L)—GA 3.75° TCH 62′. Trees.

**RWY 23:** REIL. VASI(V4R)—GA 3.25° TCH 53′. Trees.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 05 | 11–29 | 3000 |
| RWY 11 | 05–23 | 2650 |
| RWY 29 | 05–23 | 3650 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–5106 | TODA–5106 | ASDA–5106 | LDA–5106 |
| **RWY 11:** | TORA–7001 | TODA–7001 | ASDA–7001 | LDA–7001 |
| **RWY 23:** | TORA–5106 | TODA–5106 | ASDA–5106 | LDA–5106 |
| **RWY 29:** | TORA–7001 | TODA–7001 | ASDA–7001 | LDA–7001 |

**AIRPORT REMARKS:** Attended continuously. Birds and wildlife on and invof arpt. PPR for all acft carrying explosives, call 781–869–8000. No practice low apchs/touch and go ldg for acft 12,500 lbs and over. No practice low apchs/touch and go ldgs for acft under 12,500 lbs between 0400–1200Z‡. Unlighted 215 ft AGL obstruction 1000 ft south of apch end Rwy 11. Noise rules in effect, helicopters operating within controlled airspace are required to main-tain highest possible altitude. Surcharge for each ldg and/or departure 0400–1200Z‡. Be alert for small acft parked on ramps. TPA 1133 (1000) fixed wing; 1633 (1500) turbojet; 1933 (1800) heavy jet acft. CLOSED to Part 121 air carrier ops with over 60 seats except 24 hour PPR call 781–869–8000. Twy N unavbl Nov 15–Apr 1. Twys N and B clsd to air carrier acft. Twy G between Rwy 11–29 and Rwy 05–23 restricted—no acft with wingspans greater than 118′. Twys F, J, M, N, R, S, T clsd greater than 118′ wingspan. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 11–29, MALSR Rwy 11 and 29, and twy lgts—118.5. Commercial and transient ldg fee. Flight Notification Service (ADCUS) available. User pays customs cost.

**WEATHER DATA SOURCES:** ASOS (781) 274–9733. LAWRS.

**COMMUNICATIONS: CTAF** 118.5 **ATIS** 124.6 781–274–6283. **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 124.4

**HANSCOM TOWER** 118.5 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.85

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWM.

**LAWRENCE (L) VOR/DME** 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 223° 18.4 NM to fld. 302/15W.

**SHAKER HILL NDB (MHW)** 251 SKR N42°27.35′ W71°10.71′ 296° 5 NM to fld. NOTAM FILE BED. Unmonitored indefinitely. Unusable beyond 10 NM.

**BEDDS NDB (LOM)** 332 BE N42°28.79′ W71°23.32′ 114° 4.5 NM to fld. Unmonitored when twr clsd.

**ILS/DME** 111.15 I–BED Chan 48(Y) Rwy 11. Class IA. LOM BEDDS NDB. ILS unmonitored when twr clsd. Middle marker unmonitored 24 hours daily.

**ILS/DME** 111.15 I–ULJ Chan 48(Y) Rwy 29. Class IB.

## BERKLEY

**MYRICKS** (1M8) 3 SE UTC−5(−4DT) N41°50.34′ W71°01.59′ **NEW YORK**

71 S2 **FUEL** 100LL NOTAM FILE BDR

**RWY 09–27:** 2466X50 (TURF)

**RWY 09:** Tree. **RWY 27:** Trees.

**AIRPORT REMARKS:** Attended dalgt hours. Aerial banner pickup and drop ops on and in vicinity of arpt.

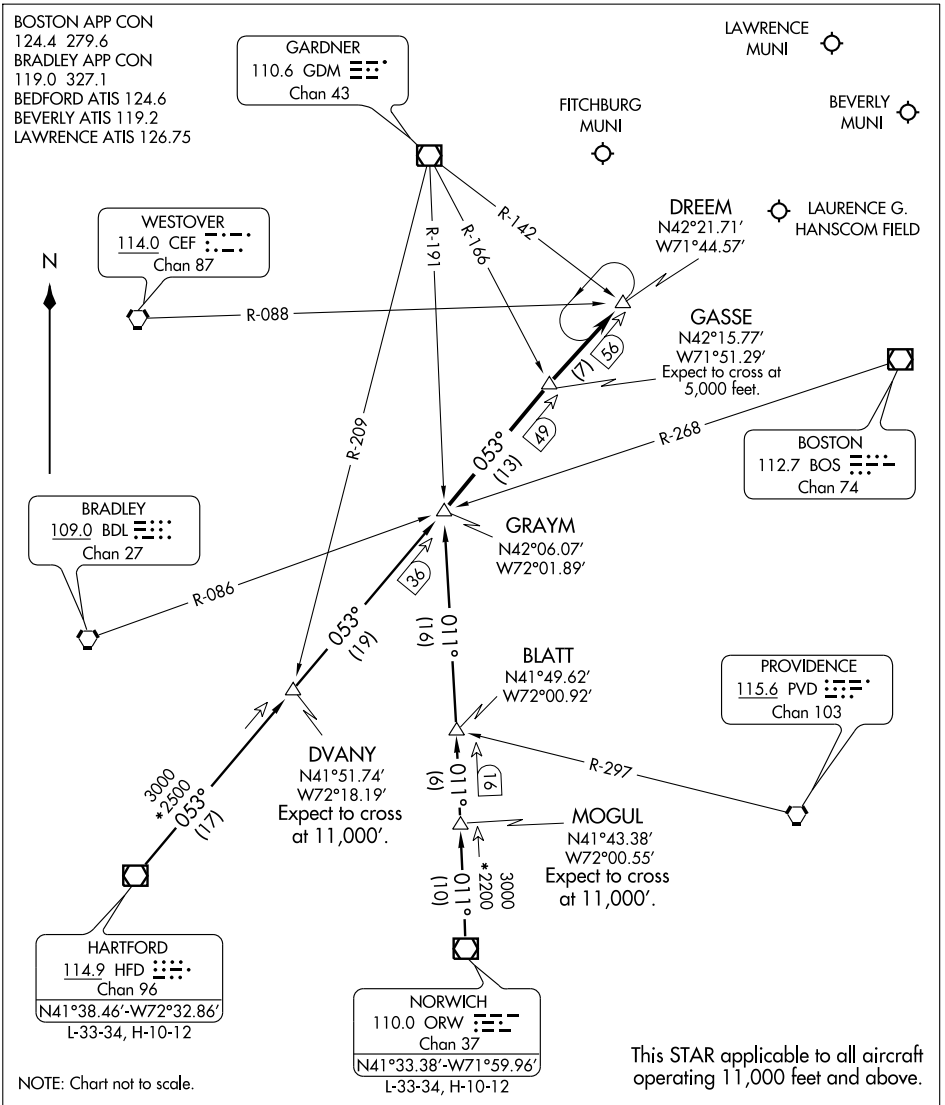
**COMMUNICATIONS: CTAF:** 122.9

# GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS






HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

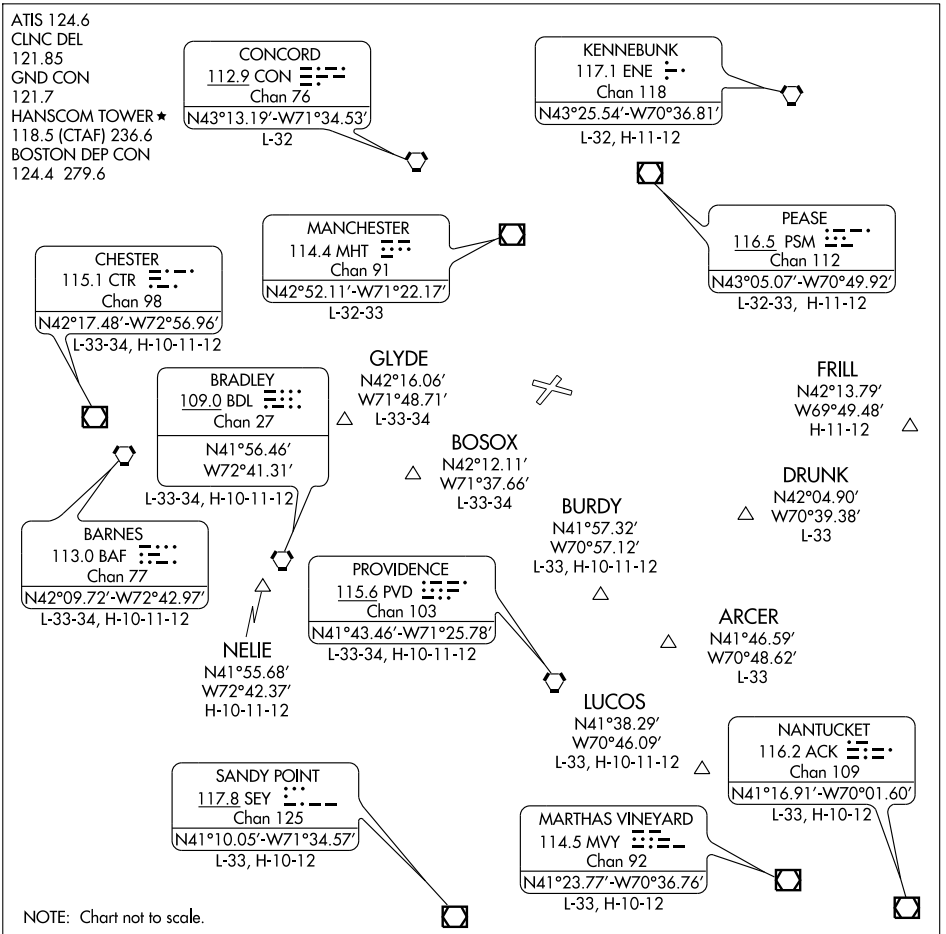
GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

NE-1, 26 AUG 2010 to 23 SEP 2010

# HANSCOM SIX DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BED | APP CRS | Rwy Idg 7001 |
|---|---|---|
| 111.15 | 113° | TDZE 133 |
| Chan 48 (Y) | | Apt Elev 133 |

# ILS or LOC RWY 11

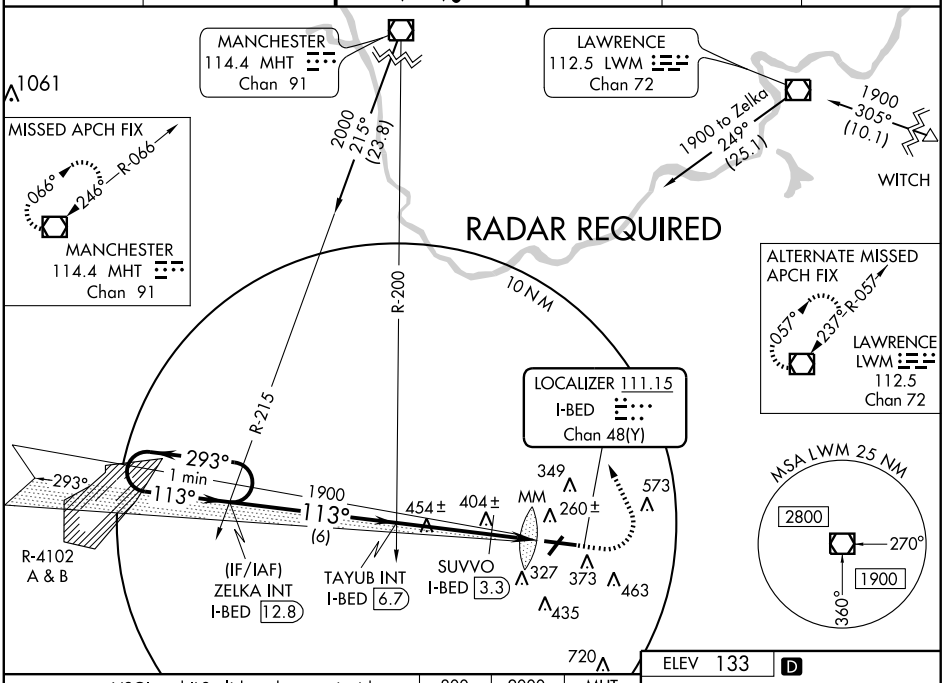
## BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-ILS 11 all Cats and S-LOC 11 Cats A and B. Visibility reduction by helicopters NA.

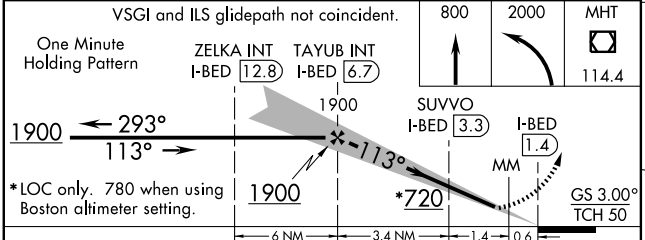
MALSR

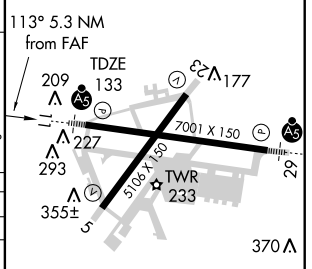
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct MHT VOR/DME and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |




VSGI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 383/50 | | 250 (300-1) | |
| S-LOC 11 | 720/50 | 587 (600-1) | | 720/60 587 (600-1¼) |
| CIRCLING | 720 - 1 | 587 (600-1) | 720 - 1½ 587 (600-1½) | 780 - 2 647 (700-2) |
| | SUVVO FIX MINIMUMS | | | |
| S-LOC 11 | 660/50 | 527 (600-1) | | 660/60 527 (600-1¼) |
| CIRCLING | 680 - 1 | 547 (600-1) | 700 - 1½ 567 (600-1½) | 780 - 2 647 (700-2) |

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ULJ | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 111.15 | 293° | TDZE | 128 |
| Chan 48(Y) | | Apt Elev | 133 |

# ILS or LOC RWY 29

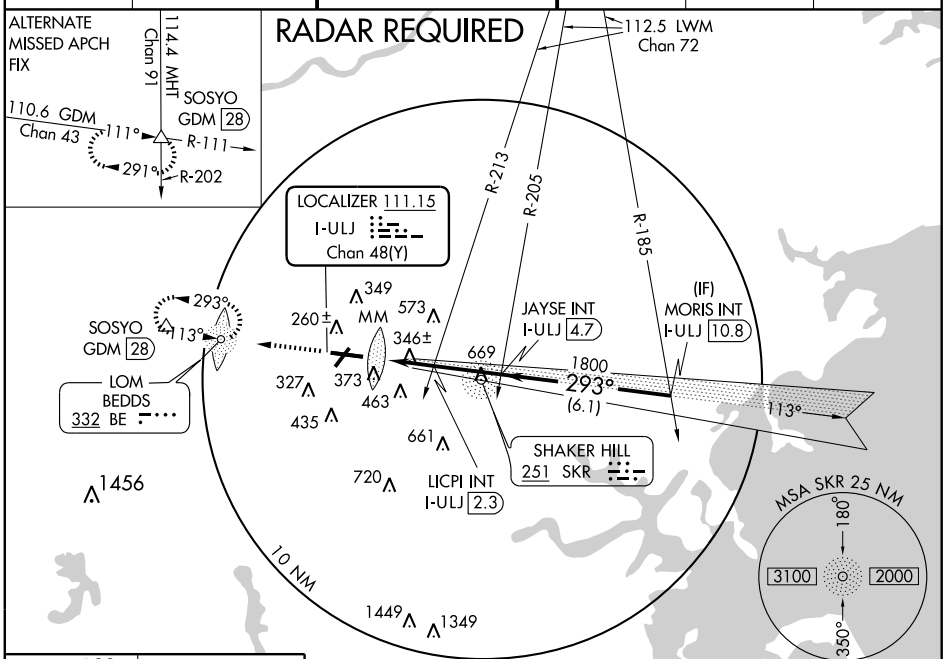
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

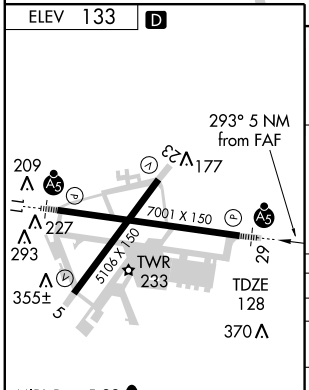
ADF required. VDP NA when using Boston altimeter setting. If local altimeter setting not received, use Boston altimeter setting and increase all DAs to 377 feet and all MDAs 60 feet.

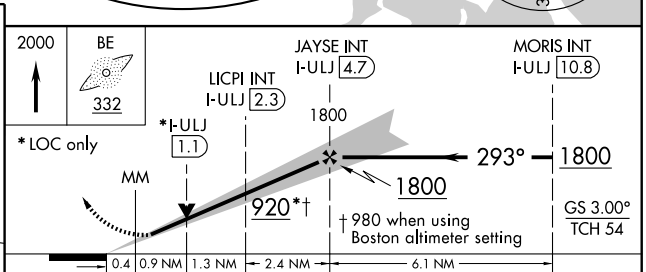
MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |




MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 328-½ 200 (200-½) | | | |
| S-LOC 29 | 920-½ 792 (800-½) | 920-¾ 792 (800-¾) | 920-1¾ 792 (800-1¾) | 920-2 792 (800-2) |
| CIRCLING | 920-1 787 (800-1) | 920-1¼ 787 (800-1¼) | 920-2¼ 787 (800-2¼) | 920-2½ 787 (800-2½) |
| LICPI FIX MINIMUMS | | | | |
| S-LOC 29 | 600-½ 472 (500-½) | | 600-¾ 472 (500-¾) | 600-1 472 (500-1) |
| CIRCLING | 680-1 547 (600-1) | | 700-1½ 567 (700-1½) | 780-2 647 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB SKR 251 | APP CRS 297° | Rwy Idg 7001<br>TDZE 128<br>Apt Elev 133 |
|---|---|---|

# NDB RWY 29

BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)

NA — When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase S-29 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |

ALTERNATE MISSED APCH FIX

118° 298° 118°

SHAKER HILL SKR 251

110.6 GDM Chan 43

293° 113°

349 260± 573 327 373 297° 463 471 669 435 661 1456 720 1449

R-111 1700 291° (9.7)

(IF/IAF) REVER

291°

R-030

LOM BEDDS 332 BE

SHAKER HILL 251 SKR

BOSTON 112.7 BOS Chan 74

10 NM

MSA SKR 25 NM

180° 3100 2200 360°

ELEV 133 D

297° 4.4 NM from FAF

209 177 23 11 227 293 355± 5 29 7001 X 150 5106 X 150 TWR 233 TDZE 128 370

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

2000 BE 332

REVER INT

Procedure Turn NA

NDB

291° 3000

297° 1700

3.30° TCH 52

VGSI and descent angles not coincident.

4.4 NM 9.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 780-¾ 652 (700-¾) | | 780-1¼ 652 (700-1¼) | 780-1¾ 652 (700-1¾) |
| CIRCLING | 780-1 647 (700-1) | | 780-1¾ 647 (700-1¾) | 800-2 667 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 87000 | 113° | TDZE | 133 |
| W11A | | Apt Elev | 133 |

# RNAV (GPS) RWY 11

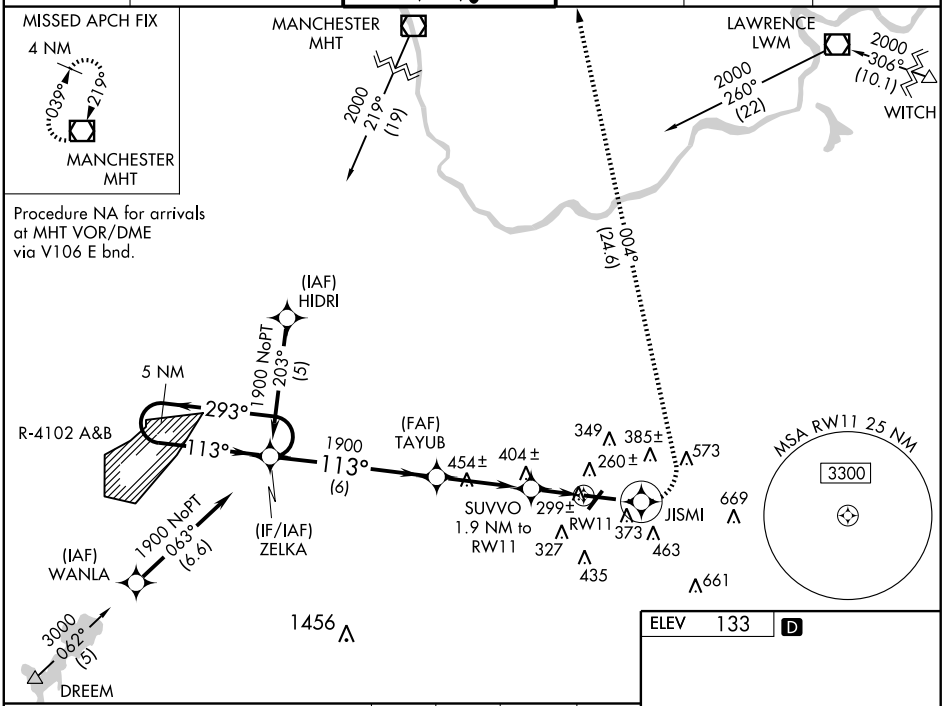
## BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

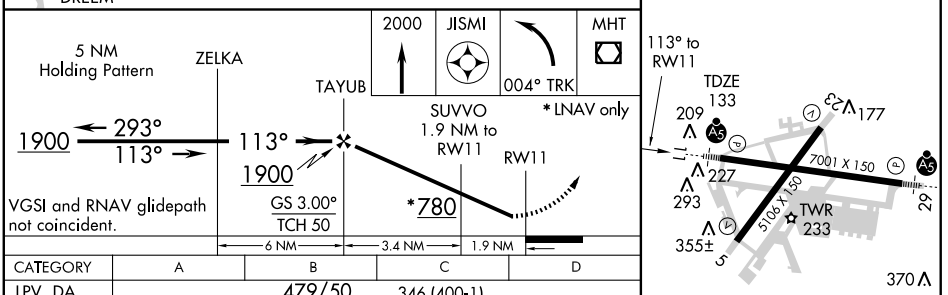
If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Boston altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JISMI and left turn via 004° track to MHT VOR/DME and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) 236.6 | 121.7 | 121.85 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 479/50 | 346 (400-1) | |
| LNAV/VNAV DA | | 576/50 | 443 (500-1) | |
| LNAV MDA | | 660/50 | 527 (600-1) | 660/60 527 (600-1¼) |
| CIRCLING | 680-1 | 547 (600-1) | 700 - 1½ 567 (600-1½) | 780 - 2 647 (700-2) |

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5106 |
|---|---|---|
| 233° | TDZE | 129 |
| | Apt Elev | 133 |

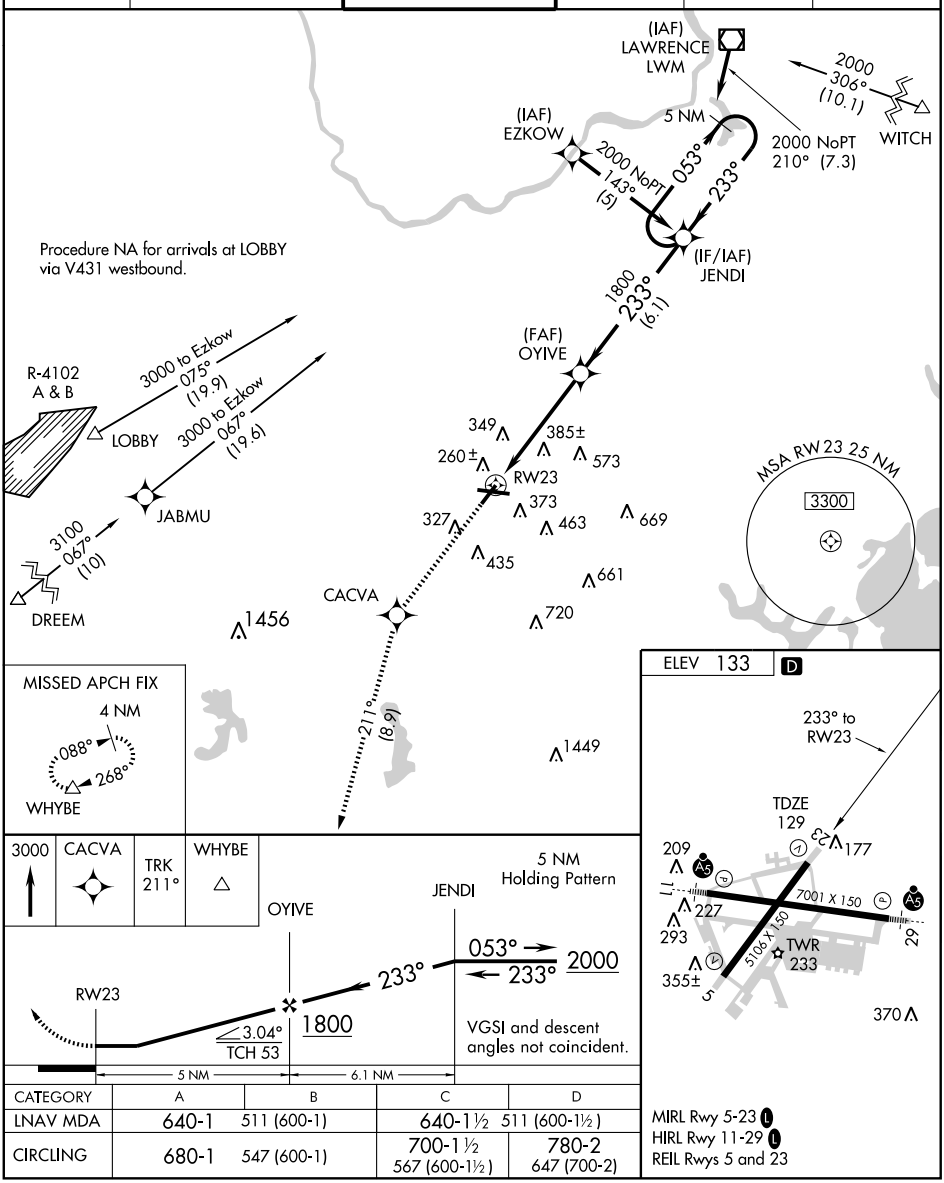
# RNAV (GPS) RWY 23

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Boston altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CACVA and via 211° track to WHYBE and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 | 511 (600-1) | 640-1½ | 511 (600-1½) |
| CIRCLING | 680-1 | 547 (600-1) | 700-1½ 567 (600-1½) | 780-2 647 (700-2) |

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 86612 | 293° | TDZE | 128 |
| W29A | | Apt Elev | 133 |

# RNAV (GPS) RWY 29

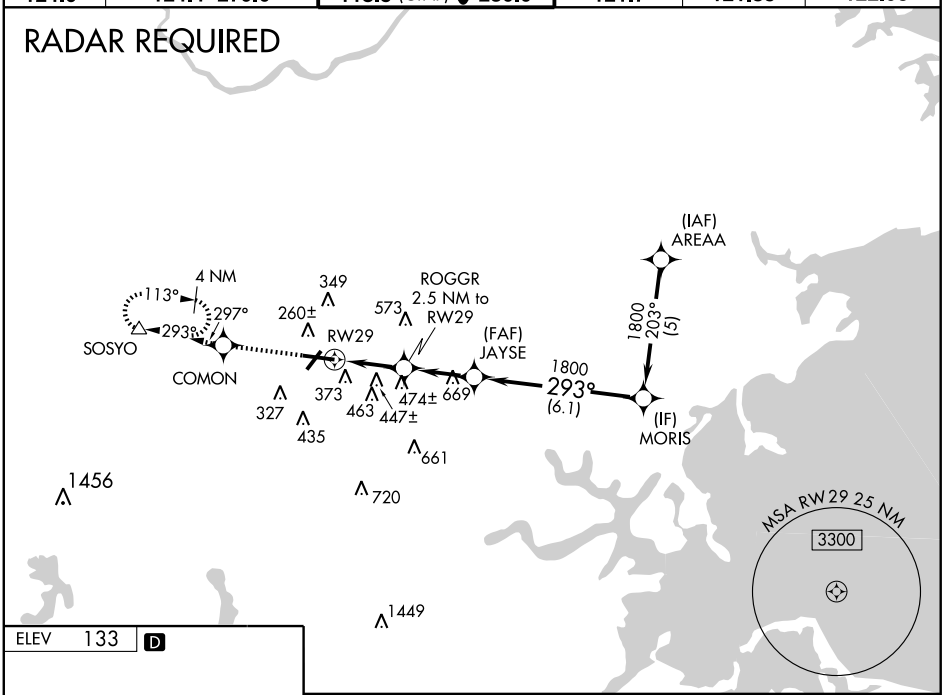
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

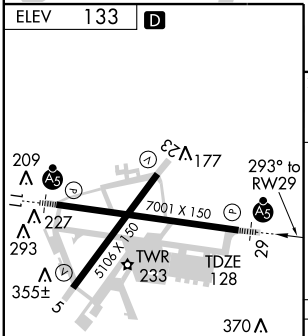
Baro-VNAV NA when using Boston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 48 ft and all MDA 60 ft; increase LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibilities ¼ mile. VDP NA when using Boston altimeter setting.

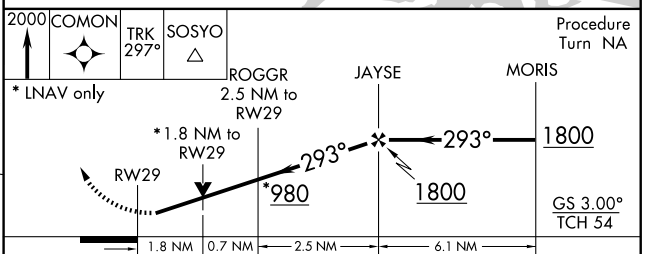
MALSR

MISSED APPROACH: Climb to 2000 direct COMON and via 297° track to SOSYO and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 328-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 793-1¾ 665 (700-1¾) | | | |
| LNAV MDA | 740-½ 612 (700-½) | | 740-1¼ 612 (700-1¼) | 740-1½ 612 (700-1½) |
| CIRCLING | 740-1 607 (700-1) | | 780-1¾ 647 (700-1¾) | 800-2 667 (700-2) |

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

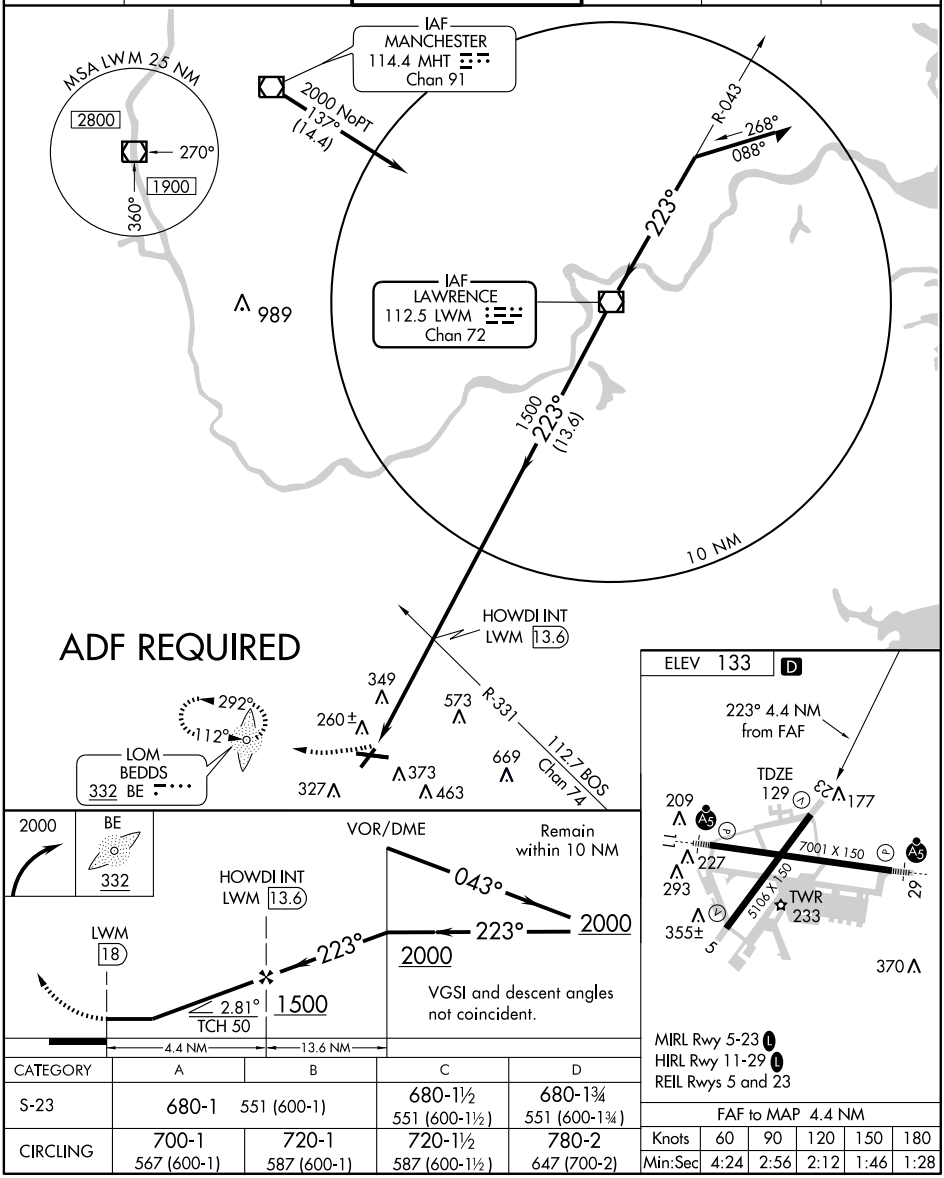
| VOR/DME LWM | APP CRS | Rwy Idg | 5106 |
|---|---|---|---|
| 112.5 | 223° | TDZE | 129 |
| Chan 72 | | Apt Elev | 133 |

# VOR RWY 23

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

MISSED APPROACH: Climbing right turn to 2000 direct BE LOM and hold.

| ATIS | BOSTON APP CON | HANSCOM TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.6 | 124.4 279.6 | 118.5 (CTAF) L 236.6 | 121.7 | 121.85 | 122.95 |




MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 680-1 551 (600-1) | | 680-1½ 551 (600-1½) | 680-1¾ 551 (600-1¾) |
| CIRCLING | 700-1 567 (600-1) | 720-1 587 (600-1) | 720-1½ 587 (600-1½) | 780-2 647 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

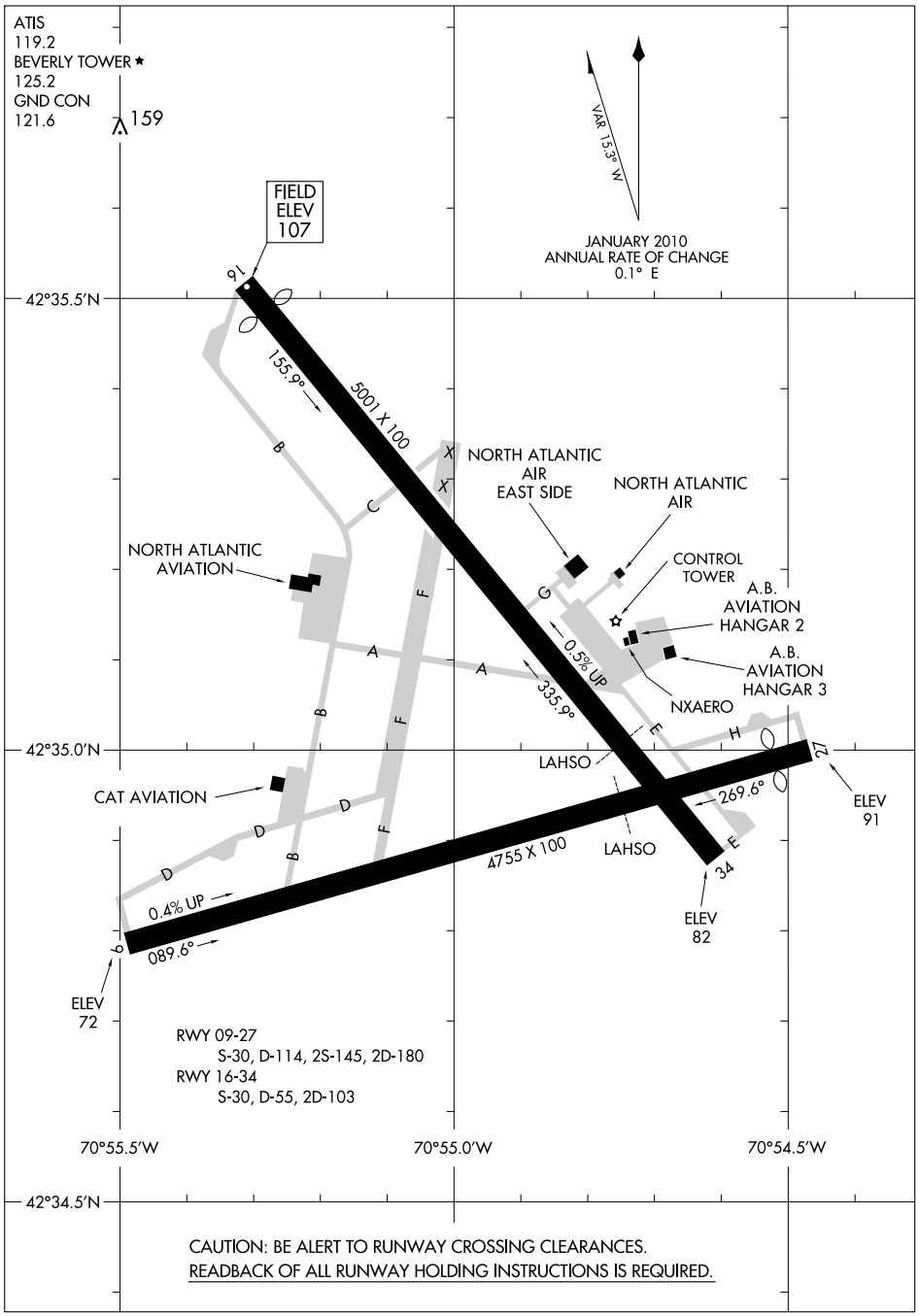


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS





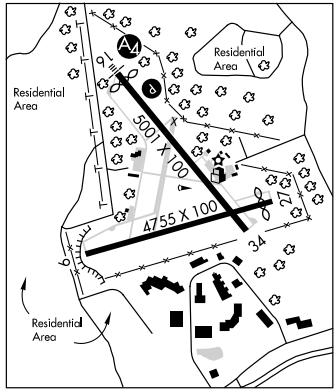

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BEVERLY, MASSACHUSETTS
BEVERLY MUNI (BVY)

10210

**BEVERLY MUNI** (BVY) 3 NW UTC−5(−4DT) N42°35.05′ W70°54.97′ **NEW YORK COPTER**
107 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE BVY **H–11D, 12K, L–33D**
**RWY 16–34:** H5001X100 (ASPH) S–30, D–55, 2D–103 **IAP, AD**
MIRL 0.5% up NW
**RWY 16:** MALS. PAPI(P4L)—GA 3.5° TCH 40′. Thld dsplcd 239′. Trees.
**RWY 34:** REIL.
**RWY 09–27:** H4755X100 (ASPH–GRVD) S–30, D–114, 2S–145, 2D–180 MIRL 0.4% up E
**RWY 09:** Tree. **RWY 27:** Thld dsplcd 250′. Trees.



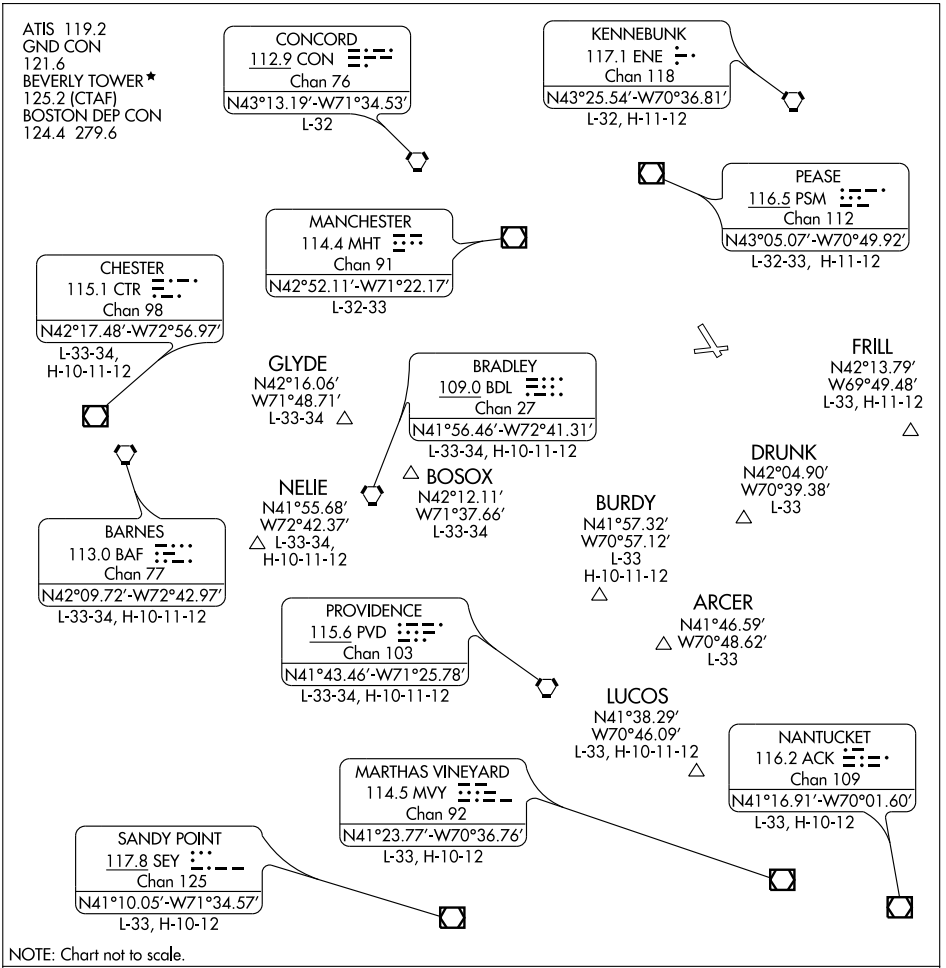

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 09 | 16–34 | 3450 |
| RWY 16 | 09–27 | 4000 |

**AIRPORT REMARKS:** Attended 1200Z‡–dusk. Fuel svc 1100–0300Z‡, after hours by prior req only on 978–774–2070. Birds frequently on and invof arpt; occasional deer or coyote on rwy. Rwy safety areas have drop offs and/or rough terrain. East ramp sfc rough with loose stones. Twy A east 800′ clsd indef. Noise sensitive arpt. Voluntary compliance requested of all acft exceeding 75 DB to not land/depart arpt 0400–1200Z‡. Noise abatement procedures in effect ctc arpt manager 978–921–6072. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off end of Rwy 09 and south of Rwy 09. No tiedown ropes on public transient parking. Transient acft must use anti–theft device when acft unattended. Parking–west side transient at North Atlantic Air. East side transient parking for small acft located on north end of East Ramp, larger acft by south end of East Ramp. Rwy 16 NSTD MALS—800′. ACTIVATE MIRL Rwy 09–27 and Rwy 16–34; MALS Rwy 16 and REIL Rwy 34—CTAF; when twr clsd ACTIVATE PAPI Rwy 16—CTAF. Overnight parking fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (978) 921–5042. LAWRS.
**COMMUNICATIONS: CTAF** 125.2 **ATIS** 119.2 **UNICOM** 122.95
Ⓡ **BOSTON APP/DEP CON** 124.4
**TOWER** 125.2 (15 May–31 Oct 1200–0200Z‡; 1 Nov–14 May 1200–0100Z‡) **GND CON** 121.6
**AIRSPACE: CLASS D** svc 15 May–31 Oct 1200–0200Z‡, 1 Nov–14 May 1200–0100Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BVY.
**LAWRENCE (L) VOR/DME** 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 155° 12.3 NM to fld. 302/15W.
**TOPSFIELD NDB (MHW)** 269 TOF N42°37.16′ W70°57.41′ 156° 2.8 NM to fld. Unmonitored.
**ILS/DME** 110.5 I–BVY Chan 42 Rwy 16. LOC only.
**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at tower. Between 0300–1200Z‡ close flight plan with Boston twr—121.6.

**BOGEY** N41°42.97′ W70°12.18′ NOTAM FILE HYA.
**NDB (LOM)** 342 HY 246° 4.5 NM to Barnstable Muni–Boardman/Polando Fld. Unmonitored when twr clsd.

**BOSTON** N42°21.45′ W70°59.37′ NOTAM FILE BOS. **NEW YORK COPTER**
**(H) VOR/DME** 112.7 BOS Chan 74 at General Edward Lawrence Logan Intl. 20/16W. **H–11D, 12K, L–33D, 34J**
VOR portion unusable:
277°–024° byd 25 NM blo 3000′
DME unusable 277°–024° byd 35 NM blo 2500′




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.



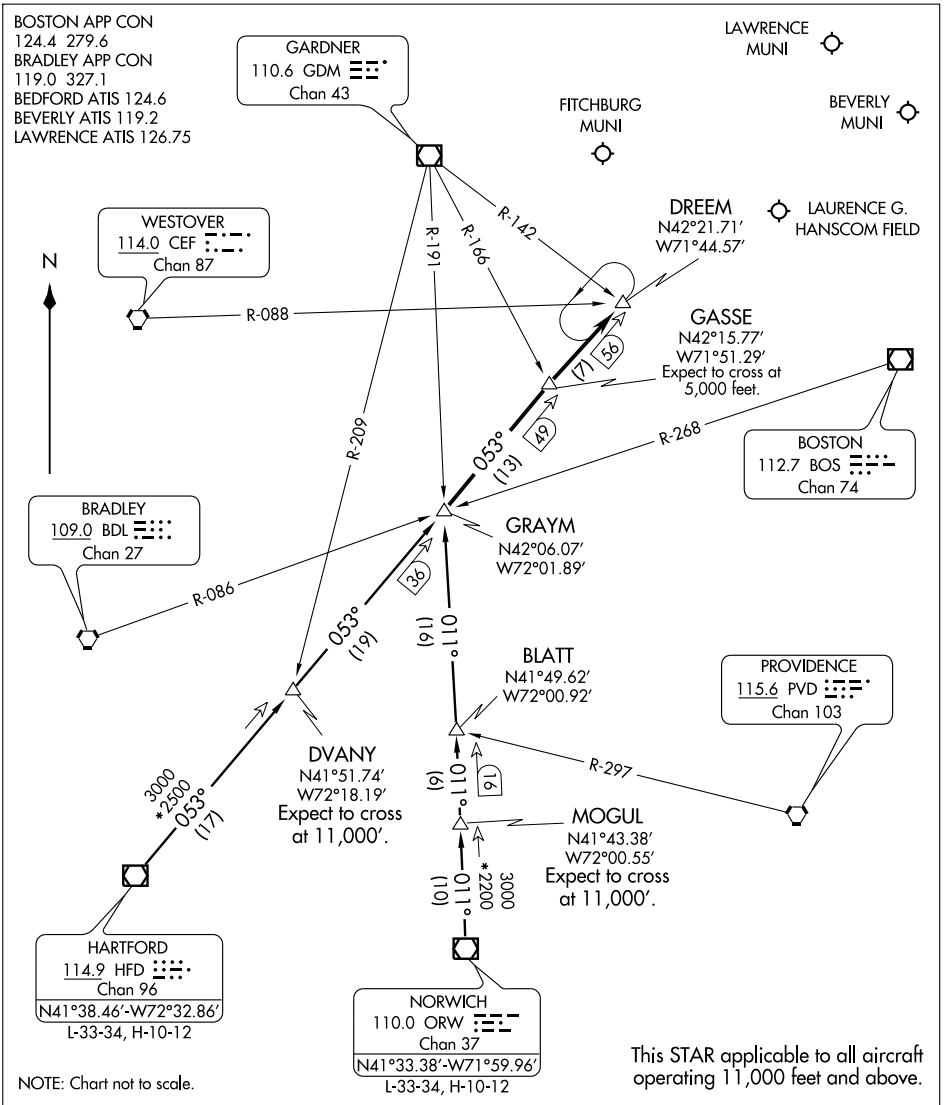
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS






HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BVY | APP CRS | Rwy Idg | 4762 |
|---|---|---|---|
| 110.5 | 157° | TDZE | 107 |
| Chan 42 | | Apt Elev | 107 |

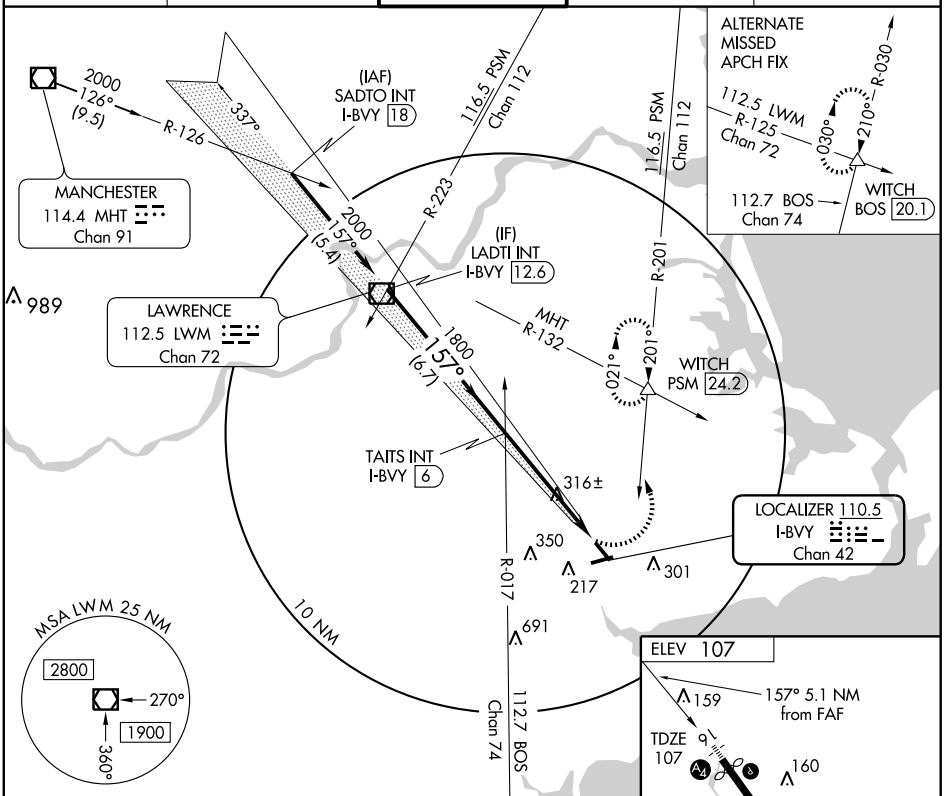
# LOC RWY 16
## BEVERLY MUNI (BVY)

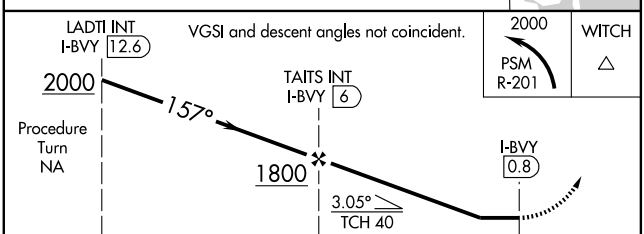
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence Muni altimeter setting and increase all MDA 40 feet and increase S-16 Cat C and D visibility ¼ mile.

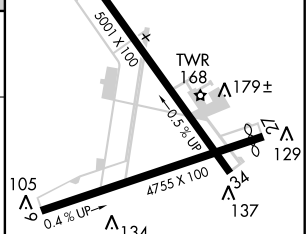
MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM VOR/DME R-201 to WITCH INT/PSM 24.2 DME and hold, continue climb-in-hold to 2000.

| ATIS | BOSTON APP CON | BEVERLY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.2 | 124.4 279.6 | 125.2 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 580-1 | 473 (500-1) | 580-1¼<br>473 (500-1¼) | 580-1½<br>473 (500-1½) |
| CIRCLING | 620-1 | 513 (600-1) | 620-1½<br>513 (600-1½) | 700-2<br>593 (600-2) |

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 16

BEVERLY MUNI (BVY)

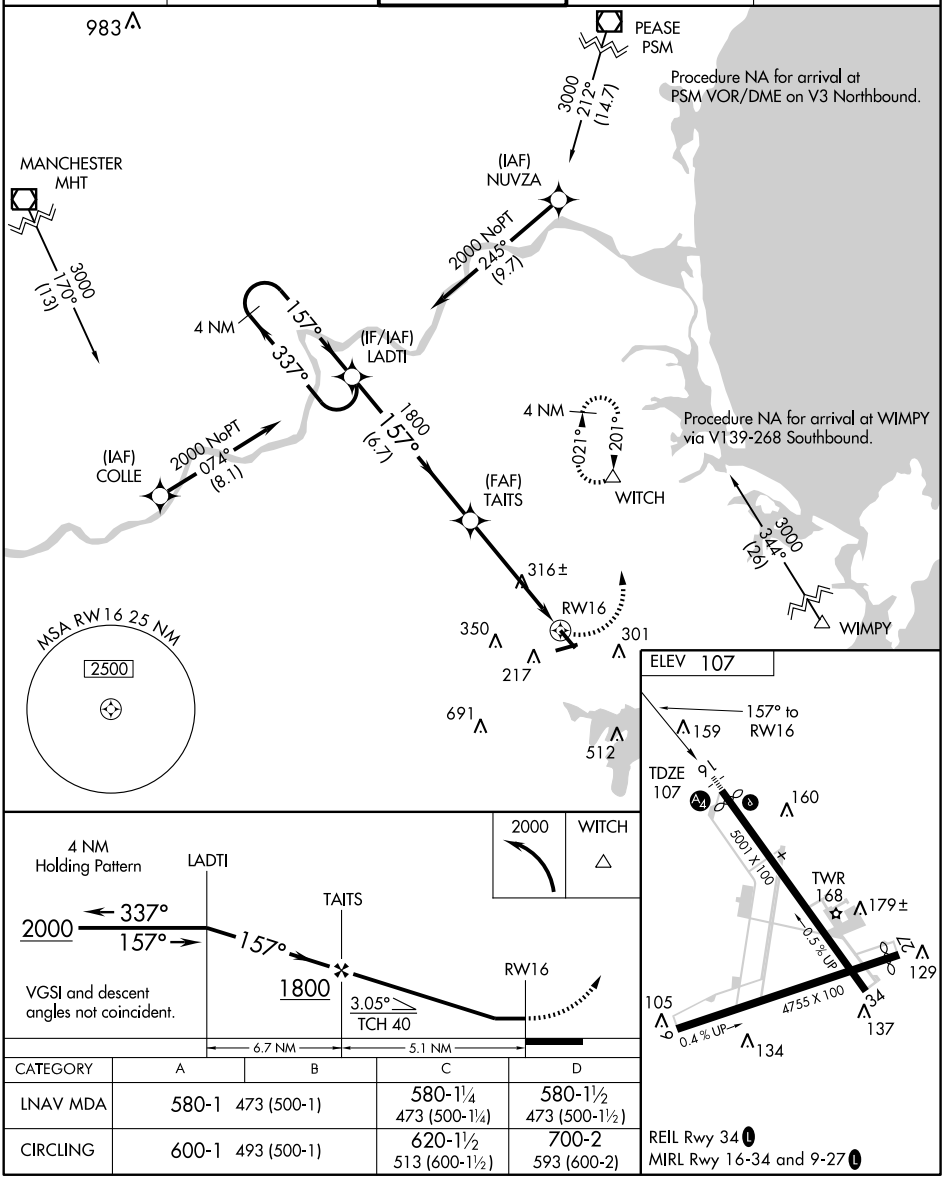
| APP CRS | Rwy Idg | 4762 |
|---|---|---|
| 157° | TDZE | 107 |
| | Apt Elev | 107 |

DME/DME RNP-0.3 NA. Inoperative table does not apply.

MALS

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

| ATIS | BOSTON APP CON | BEVERLY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.2 | 124.4 279.6 | 125.2 (CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 473 (500-1) | | 580-1¼ 473 (500-1¼) | 580-1½ 473 (500-1½) |
| CIRCLING | 600-1 493 (500-1) | | 620-1½ 513 (600-1½) | 700-2 593 (600-2) |

REIL Rwy 34 L

MIRL Rwy 16-34 and 9-27 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LWM | APP CRS | Rwy Idg | 4762 |
|---|---|---|---|
| 112.5 | 154° | TDZE | 107 |
| Chan 72 | | Apt Elev | 107 |

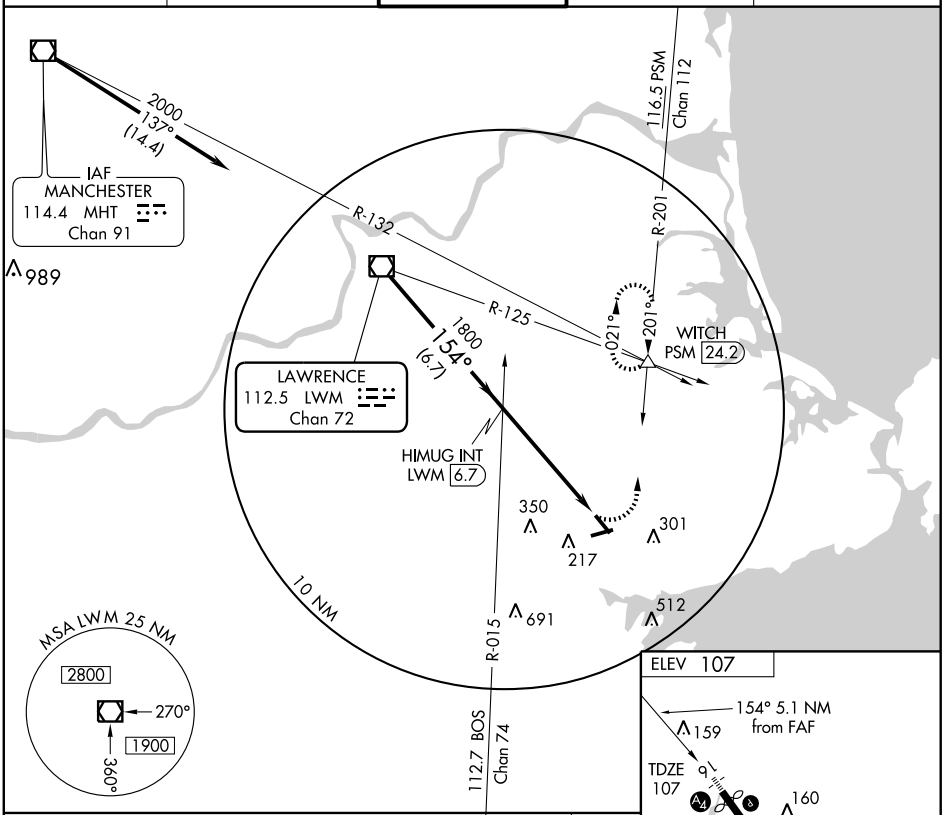
# VOR RWY 16
## BEVERLY MUNI (BVY)

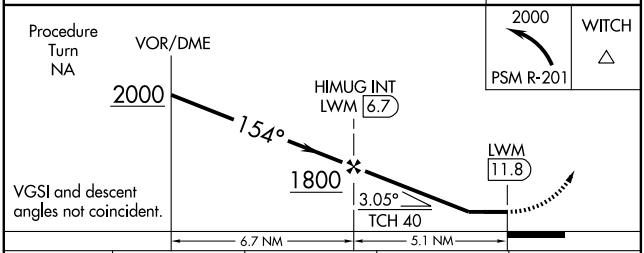
Inoperative table does not apply.

MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH INT/24.2 DME and hold.

| ATIS | BOSTON APP CON | BEVERLY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.2 | 124.4 279.6 | 125.2 (CTAF) L | 121.6 | 122.95 |



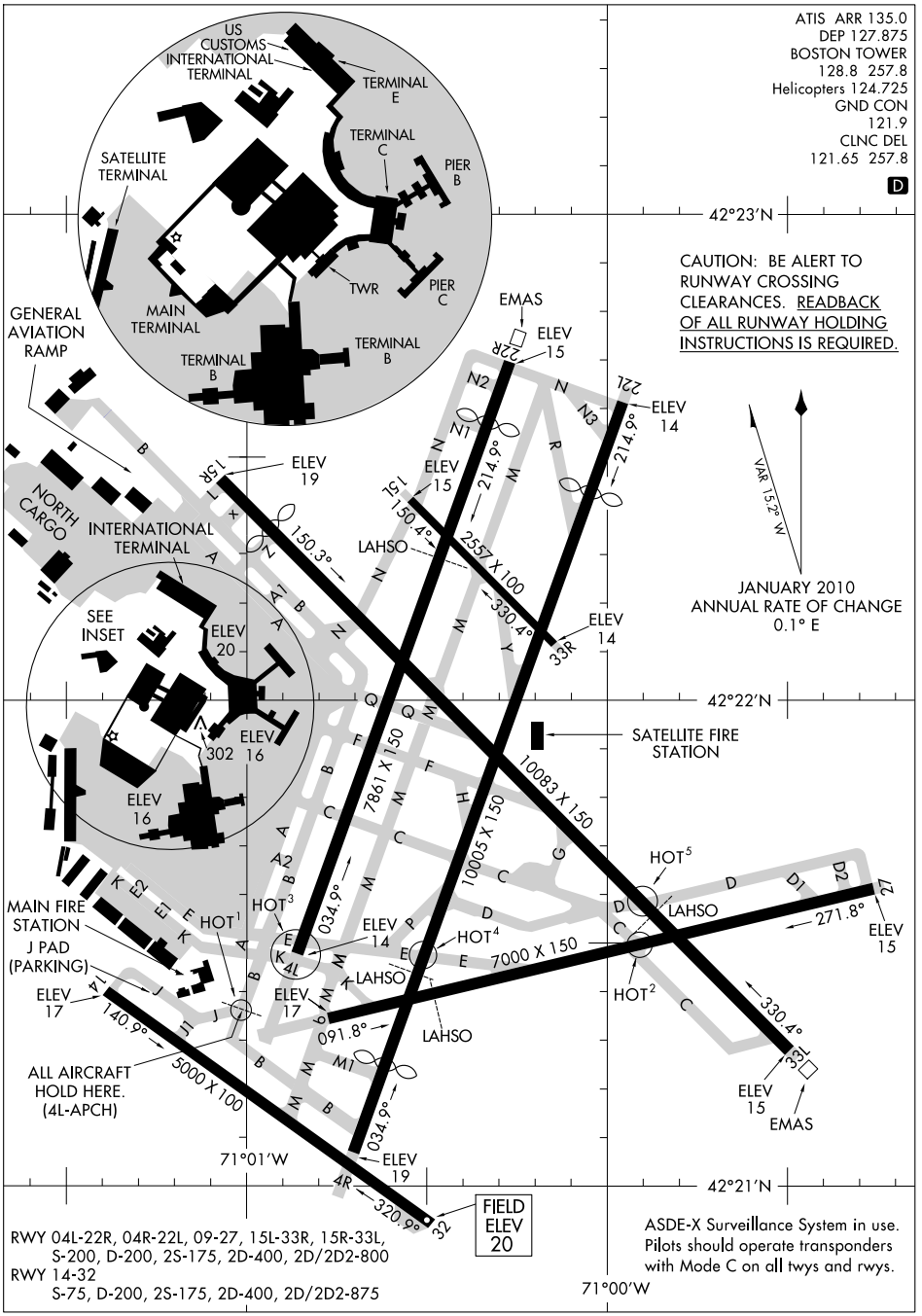

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 720-1 613 (700-1) | | 720-1¾ 613 (700-1¾) | 720-2 613 (700-2) |
| CIRCLING | 720-1 613 (700-1) | | 720-1¾ 613 (700-1¾) | 740-2 633 (700-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




RWY 04L-22R, 04R-22L, 09-27, 15L-33R, 15R-33L,
S-200, D-200, 2S-175, 2D-400, 2D/2D2-800
RWY 14-32
S-75, D-200, 2S-175, 2D-400, 2D/2D2-875



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## BOSTON

### GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) 1 E UTC−5(−4DT)

N42°21.78′ W71°00.39′

NEW YORK
COPTER
H–10J, 11D, 12K, L–33D, 34J
IAP, AD

20 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E

NOTAM FILE BOS

**RWY 15R–33L:** H10083X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

**RWY 15R:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 880′. Trees.

**RWY 33L:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 57′. Boat.

**RWY 04R–22L:** H10005X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

**RWY 04R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 67′.Thld dsplcd 1154′. Boat.

**RWY 22L:** MALSF. PAPI(P4R)—GA 3.0° TCH 55′. Thld dsplcd 1199′. Boat.

**RWY 04L–22R:** H7861X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL

**RWY 04L:** REIL. PAPI(P4L)—GA 3.0°TCH 50′. Boat.

**RWY 22R:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 815′. Boat.

**RWY 09–27:** H7000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL

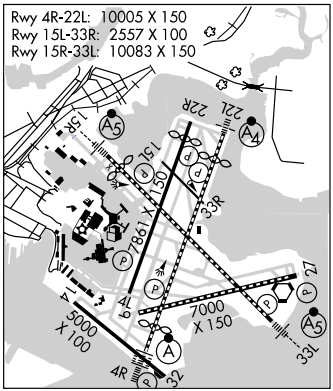
**RWY 09:** Boat.

**RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 71′. Boat.

**RWY 14–32:** H5000X100 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400, 2D/2D2–875 HIRL

**RWY 14:** Bldg. **RWY 32:** REIL. PAPI (P4L)—GA 3.0° TCH 45′.

**RWY 15L–33R:** H2557X100 (ASPH) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 MIRL




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 04L | 15L–33R | 5250 |
| RWY 15R | 09–27 | 6800 |
| RWY 22L | 09–27 | 6400 |
| RWY 27 | 04R–22L | 5650 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 04L:** | TORA–7861 | TODA–7861 | ASDA–7861 | LDA–7861 |
| **RWY 04R:** | TORA–10005 | TODA–10005 | ASDA–10005 | LDA–8851 |
| **RWY 09:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |
| **RWY 14:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 15L:** | TORA–2557 | TODA–2557 | ASDA–2557 | LDA–2557 |
| **RWY 15R:** | TORA–10083 | TODA–10083 | ASDA–10083 | LDA–9203 |
| **RWY 22L:** | TORA–10005 | TODA–10005 | ASDA–10005 | LDA–8806 |
| **RWY 22R:** | TORA–7861 | TODA–7861 | ASDA–7861 | LDA–7046 |
| **RWY 27:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |
| **RWY 32:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 33L:** | TORA–10083 | TODA–10083 | ASDA–10083 | LDA–10083 |
| **RWY 33R:** | TORA–2557 | TODA–2557 | ASDA–2557 | LDA–2557 |

**ARRESTING GEAR/SYSTEM**

**RWY 04L:** EMAS

**RWY 15R:** EMAS

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

**WEATHER DATA SOURCES:** ASOS (617) 567–5762. LLWAS. TDWR.

**COMMUNICATIONS: D–ATIS ARR** 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

**BOSTON RCO** 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

**BOSTON TOWER** 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

**PRE–TAXI CLNC** 121.65 **GATE CON** 134.05

**AIRSPACE: CLASS B** See VFR Terminal Area chart

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOS.

**BOSTON (H) VOR/DME** 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

**LYNDY NDB (HW)** 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

**HULLZ NDB (LOM)** 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

**MILTT NDB (LOM)** 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

**ILS/DME** 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

**ILS/DME** 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

**ILS** 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

**ILS/DME** 111.3 I–DGU Chan 50 Rwy 27. Class IE.

**ILS/DME** 110.7 I–MDC Chan 44 Rwy 15R.

**COMM/NAV/WEATHER REMARKS:** DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

## CAPE COD (See MARSTON MILLS)

## CAPE COD CGAS (See FALMOUTH)

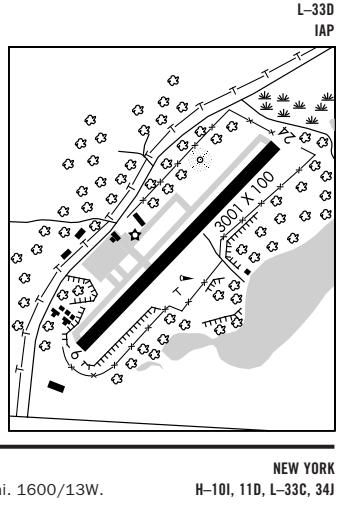
## CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

**RWY 06–24:** H3001X100 (ASPH) S–30 MIRL 0.4% up NE

**RWY 06:** Trees. **RWY 24:** Tank.




**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

**WEATHER DATA SOURCES:** ASOS 135.875 (508) 945–5034.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

**NAUSET NDB (MHW)** 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.

## CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

**(L) VOR/DME** 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

**RCO** 122.1R 115.1T (BURLINGTON RADIO)

## CRANLAND (See HANSON)

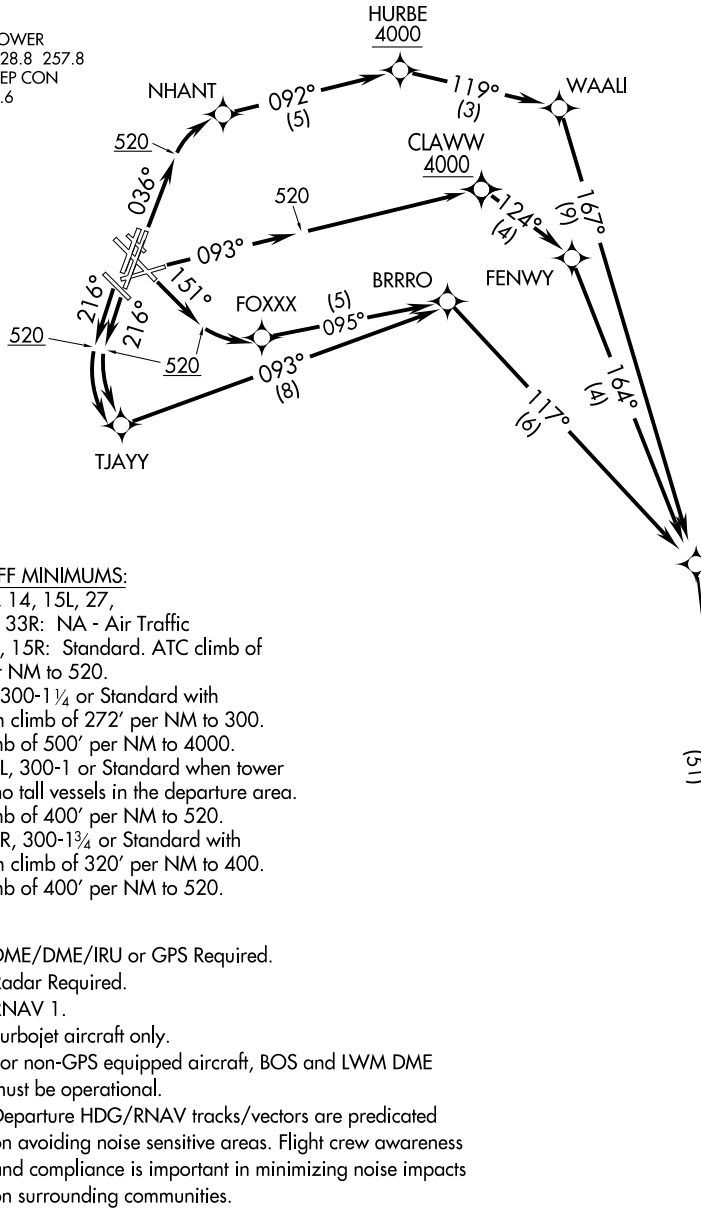
# BRUWN ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS



ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6




TAKE-OFF MINIMUMS:
RWY 4L, 14, 15L, 27,
32, 33L, 33R: NA - Air Traffic
RWY 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
RWY 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
RWY 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
RWY 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to BRUWN. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NANTUCKET TRANSITION (BRUWN1.ACK):

TAKE-OFF OBSTACLES:

RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

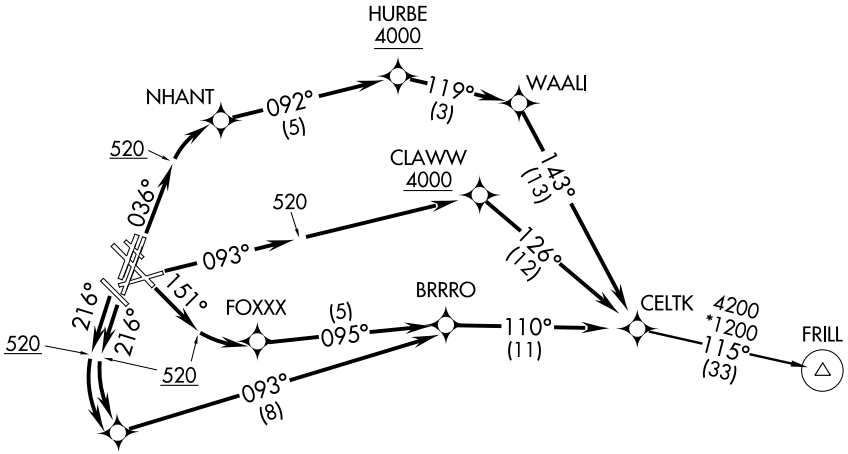
RWY 22L: RIG 2,441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

RWY 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

# CELTK ONE DEPARTURE (RNAV)



ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6




NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure, For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwys 9, 15R, 22L, 22R, departure, For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard.
ATC climb of 400' per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272' per NM to 300.
ATC climb of 500' per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400' per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320' per NM to 400.
ATC climb of 400' per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

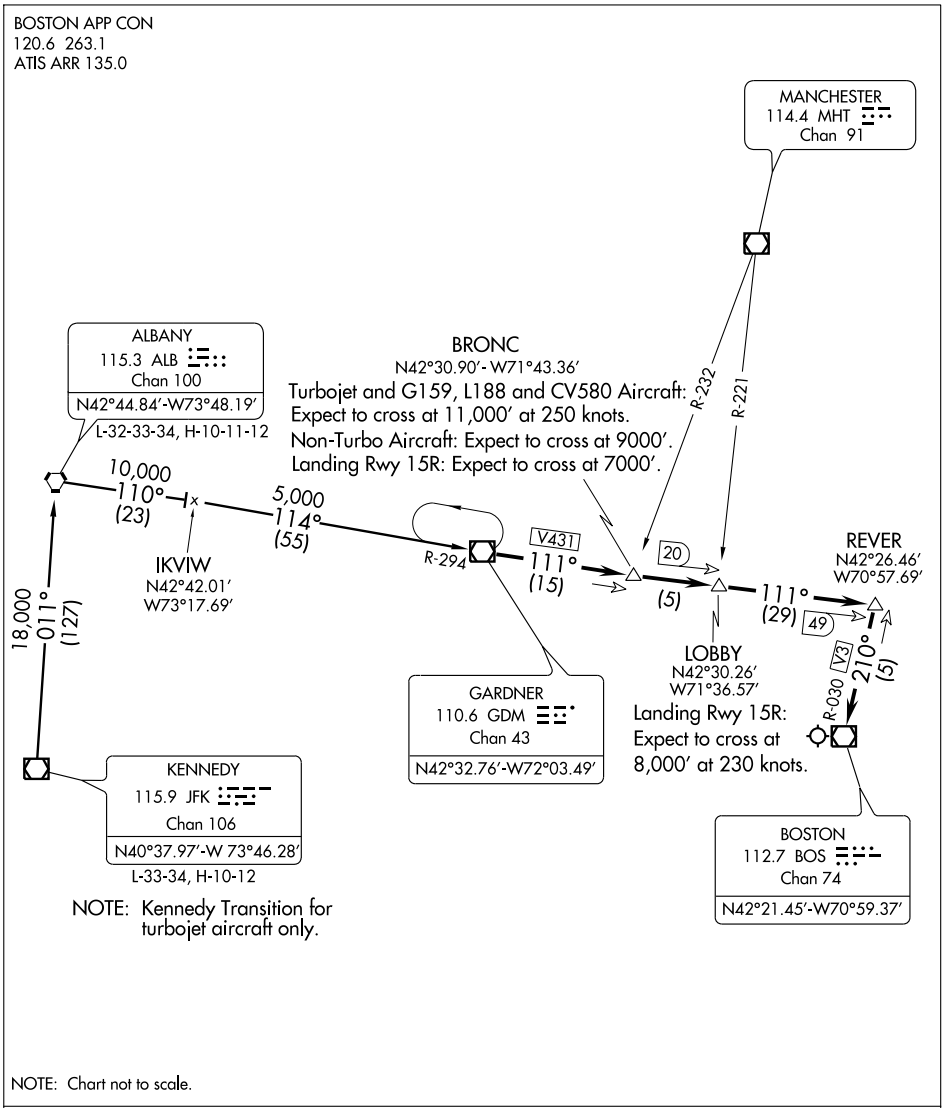
....via depicted route to CELTK. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

FRILL TRANSITION (CELTK1.FRILL):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

# GARDNER THREE ARRIVAL

ST-58 (FAA)




NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.GDM3): From over ALB VORTAC via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

KENNEDY TRANSITION (JFK.GDM3): From over JFK VOR/DME via JFK R-011 to ALB VORTAC, then via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

....From over GDM VOR/DME via GDM R-111 (V431) to BOS R-030 (V3) to BOS VOR/DME. Expect radar vectors to final approach course.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# HYLND ONE DEPARTURE (RNAV)





NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL 121.65 257.8
GND CON 121.9
BOSTON TOWER 132.225 128.8 257.8
BOSTON DEP CON 133.0 343.6

MANCHESTER
MHT

8000
*1900
328°
(18)

KERMT

*7700
*1500
330°
(5)

HYLND

(4)
295°

KANGY

(3)
311°

SHAAN

320°
(9)

PTRIK

337°
(3)

004°
(4)

322°
(7)

MARBB

350°
(6)

HEARR

024°
(2)

TURRN

040°
(4)

BOATT

092°
(7)

FOXXX

092°
(10)

TJAYY

151°

216°

216°

520

520

520

093°

520

036°

NHANT

092°
(5)

520

HURBE
4000

058°
(4)

STAYC

KNOFF

014°
(3)

BUOYY

049°
(3)

CLAWW
4000

TAKE-OFF MINIMUMS

Rwys 4L, 14, 15L, 27,32, 33L, 33R:
NA - Air Traffic
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned atitude direct CLAWW, cross CLAWW at or above 4000 thence . . . .

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence . . . .

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to HYLND. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

MANCHESTER TRANSITION (HYLND1.MHT):

TAKE-OFF OBSTACLES NOTES

Rwy 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 570′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.

Rwy 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.

Rwy 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.

Rwy 22R: RIG 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BOS | APP CRS | Rwy ldg | 8851 |
|---|---|---|---|
| 110.3 | 036° | TDZE | 18 |
| Chan 40 | | Apt Elev | 19 |

# ILS or LOC RWY 4R

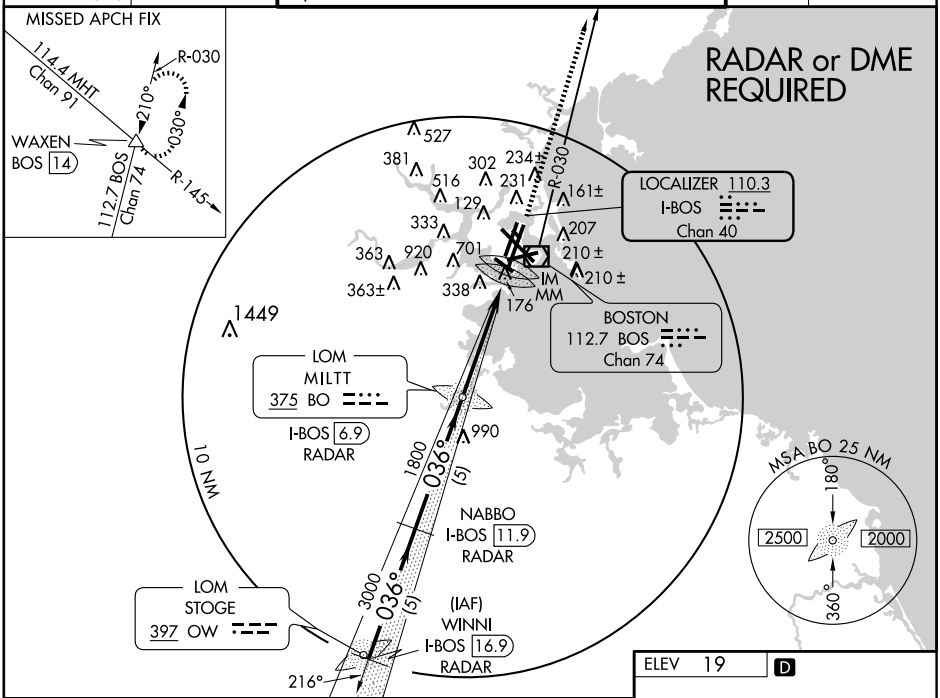
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

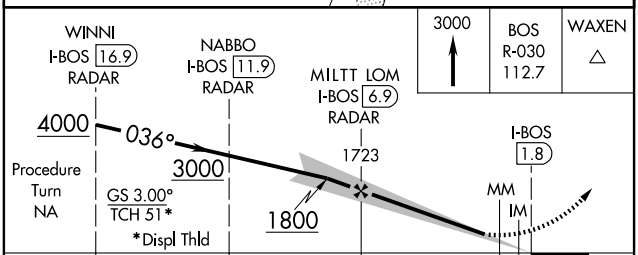
CATs C and D circling not authorized west of Rwys 4L and 15R.
** Inoperative table does not apply.

ALSF-2

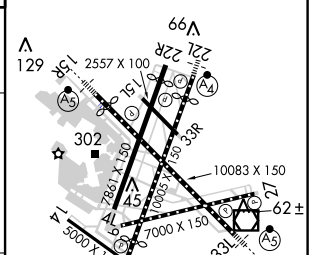
MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 218/18 200 (200-½) | | | |
| S-LOC 4R | 440/24 422 (500-½) | | 440/40 422 (500-¾) | |
| CIRCLING | 640-1 621 (700-1) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |
| APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA | | | | |
| S-ILS 4R** | 359/60 341 (400-1¼) | | | |
| S-LOC 4R** | 440/60 422 (500-1¼) | | | |




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-LIP | APP CRS | Rwy Idg | 10083 |
|---|---|---|---|
| 110.7 | 331° | TDZE | 16 |
| Chan 44 | | Apt Elev | 20 |

# ILS or LOC RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA for CATs C and D W of Rwys 4L and 15R.
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |

RADAR REQUIRED

114.4 MHT Chan 91

WAXEN BOS 14

LYNDY 382 LQ

LOCALIZER 110.7 I-LIP Chan 44

BOSTON 112.7 BOS Chan 74

ALTERNATE MISSED APCH FIX

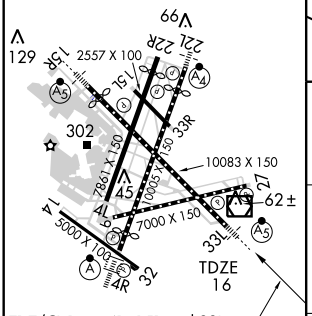
LYNDY LQ 382

MSA BOS 25 NM

NIMOY I-LIP 4.6 RADAR

COHAS I-LIP 9.6 RADAR

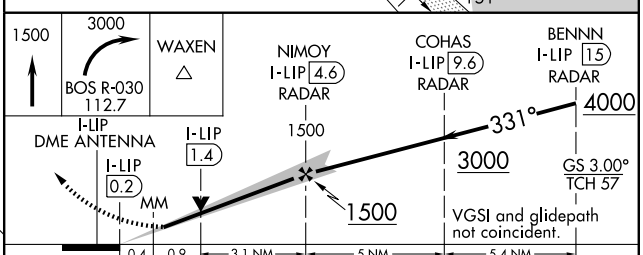
(IAF) BENNN I-LIP 15 RADAR




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° 4.4 NM from FAF

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33L | 216/18 200 (200-½) | | | |
| S-LOC 33L | 480/24 464 (500-½) | | 480/40 464 (500-¾) | 480/50 464 (500-1) |
| CIRCLING | 640-1 620 (700-1) | | 640-1¾ 620 (700-1¾) | 640-2 620 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BOS | APP CRS | Rwy ldg 8851 |
|---|---|---|
| 110.3 | 036° | TDZE 18 |
| Chan 40 | | Apt Elev 19 |

# ILS RWY 4R (CAT II)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure not authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |

MISSED APCH FIX

114.4 MHT Chan 91

R-030

210°

030°

R-145

WAXEN BOS 14

112.7 BOS Chan 74

RADAR or DME REQUIRED

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

LOM MILTT 375 BO

I-BOS 6.9 RADAR

LOM STOGE 397 OW

NABBO I-BOS 11.9 RADAR

(IAF) WINNI I-BOS 16.9 RADAR

10 NM

1800

036° (5)

3000

036° (5)

216°

MSA BO 25 NM

180°

2500

2000

360°

527 381 516 129 302 234± 231 161± 333 207 363 920 701 210± 363± 338 176 MM IM 210± 1449 990

Procedure Turn NA

3000 | BOS R-030 112.7 | WAXEN

WINNI I-BOS 16.9 RADAR

NABBO I-BOS 11.9 RADAR

MILTT LOM I-BOS 6.9 RADAR

4000

036°

3000

1800

1723

MM

IM

DH RA 99

18 MSL

GS 3.00°

TCH 51*

*Displ Thld

5 NM | 5 NM | 4.7 NM | 1368′ | 933′ | 1016′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R** | RA 99/12 | 100 DA 118 | | |

ELEV 19 D

129 99 2557 X 100 15R 22L 22R 15L 33R 15R 302 10083 X 150 7861 X 150 10005 45 27 62± 14 7000 X 150 3500 X 100 33L 4R 32 TDZE 18

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwy 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BOS | APP CRS | Rwy Idg 8851 |
|---|---|---|
| 110.3 | 036° | TDZE 18 |
| Chan 40 | | Apt Elev 19 |

# ILS RWY 4R (CAT III)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure not authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |

MISSED APCH FIX

114.4 MHT Chan 91

R-030 210° 030° R-145

WAXEN BOS 14

112.7 BOS Chan 74

RADAR or DME REQUIRED

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

LOM MILTT 375 BO

I-BOS 6.9 RADAR

LOM STOGE 397 OW

NABBO I-BOS 11.9 RADAR

(IAF) WINNI I-BOS 16.9 RADAR

10 NM

1800 036° (5)

3000 036° (5)

216°

MSA BO 25 NM

180° 2500 2000 360°

* Displ Thld

3000 | BOS R-030 112.7 | WAXEN

WINNI I-BOS 16.9 RADAR — NABBO I-BOS 11.9 RADAR — MILTT LOM I-BOS 6.9 RADAR

4000 — 036° — 3000 — 1800

Procedure Turn NA

GS 3.00° TCH 51*

MM 1723 — IM 190 — 121

18 MSL

5 NM | 5 NM | 4.7 NM | 1323′ | 978′ | 1016′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R** | CAT IIIa RVR 07 | | | |
| S-ILS 4R** | CAT IIIb RVR 06 | | | |
| S-ILS 4R | CAT IIIc NA | | | |

ELEV 19 D

2557 X 100 — 10083 X 150 — 7861 X 150 — 10005 X 150 — 7000 X 150 — 5000 X 100

TDZE 18

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MDC | APP CRS | Rwy Idg | 9201 |
|---|---|---|---|
| 110.7 | 150° | TDZE | 17 |
| Chan 44 | | Apt Elev | 19 |

# ILS RWY 15R

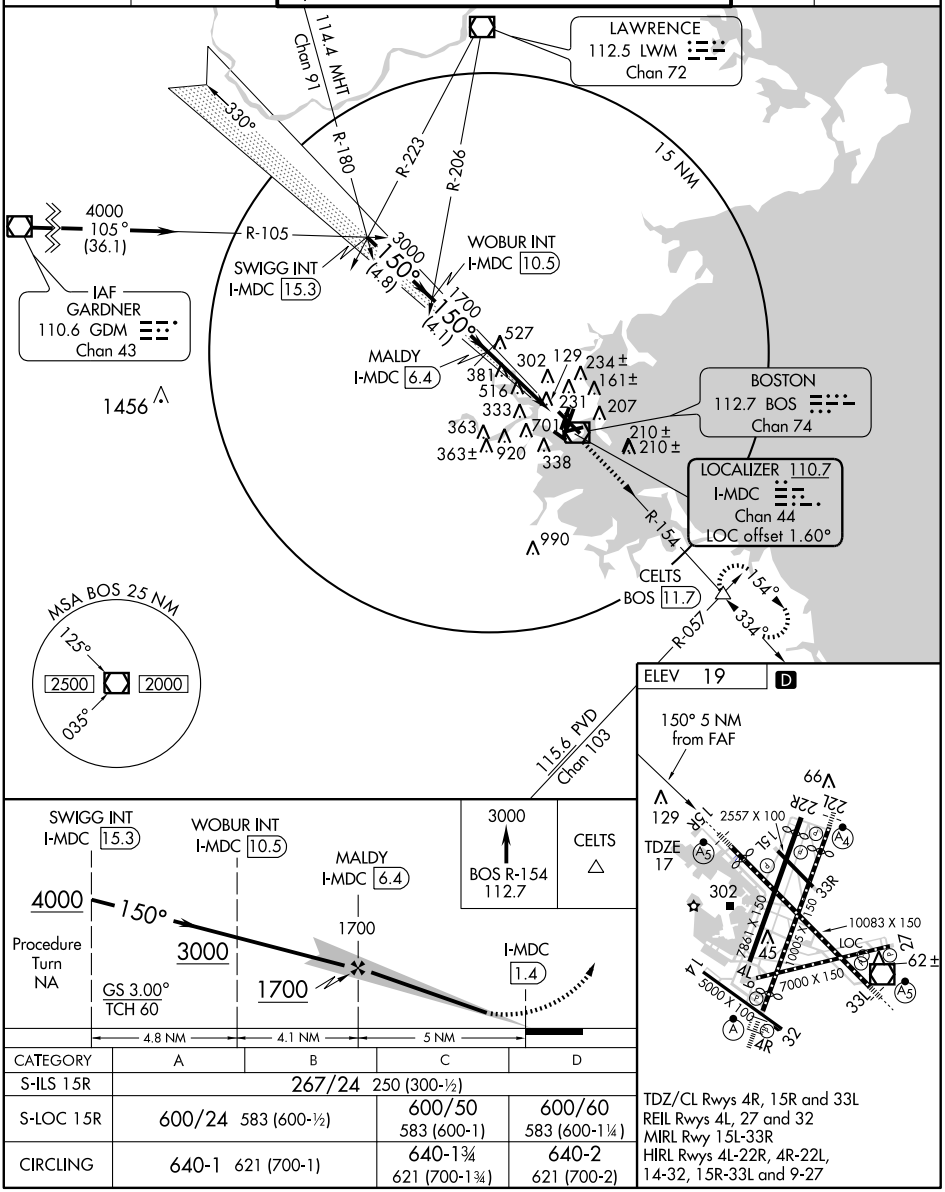
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CAT C and D circling not authorized west of Rwys 4L and 15R
For inoperative MALSR, increase S-LOC 15R CATs A and B visibility to RVR 5000. DME REQUIRED.

MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15R | 267/24 250 (300-½) | | | |
| S-LOC 15R | 600/24 583 (600-½) | | 600/50 583 (600-1) | 600/60 583 (600-1¼) |
| CIRCLING | 640-1 621 (700-1) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-LQN | APP CRS | Rwy Idg | 8806 |
|---|---|---|---|
| 110.3 | 216° | TDZE | 16 |
| Chan 40 | | Apt Elev | 19 |

# ILS RWY 22L

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

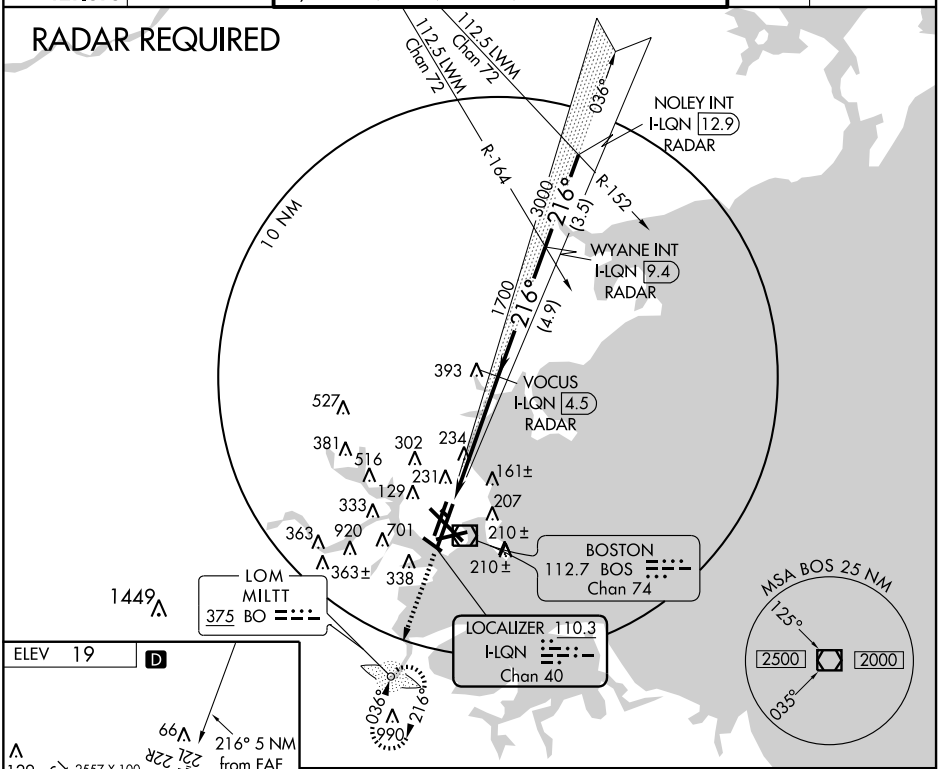
*DME or RADAR required for LOC minimums.
ADF REQUIRED
Circling not authorized Cat C and D west of Rwys 4L and 15R.
Inoperative table does not apply to S-LOC 22L Cat C.

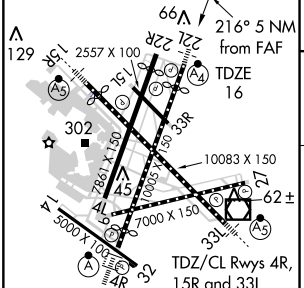
MALSF

MISSED APPROACH: Climb to 3000 direct MILTT LOM and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |

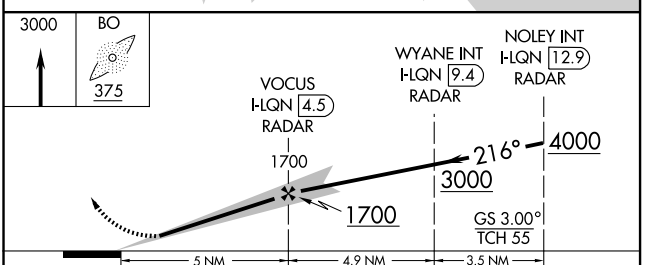
RADAR REQUIRED




REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 216/40 200 (200-¾) | | | |
| S-LOC 22L* | 540/40 524 (600-¾) | | 540 - 1½ 524 (600-1½) | 540 -1¾ 524 (600-1¾) |
| CIRCLING | 640-1 621 (700-1) | | 640 -1¾ 621 (700 -1¾) | 640 - 2 621 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-DGU | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.3 | 273° | TDZE | 17 |
| Chan 50 | | Apt Elev | 19 |

# ILS RWY 27

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

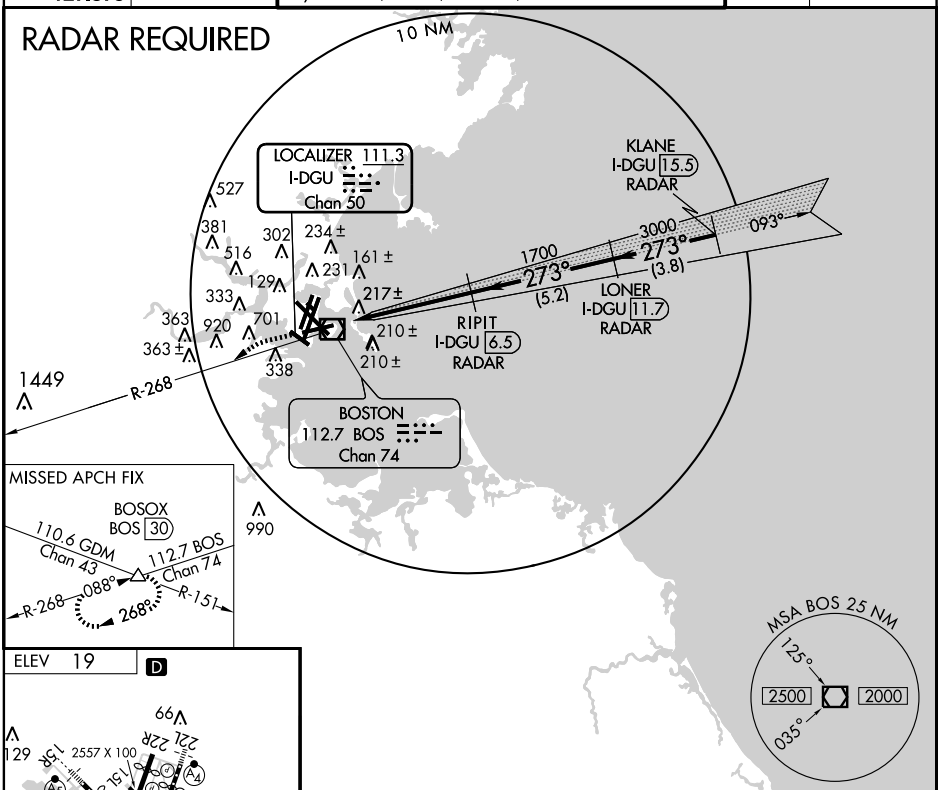
* Radar or DME REQUIRED.

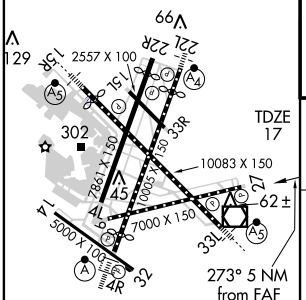
Cats C and D circling NA west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.

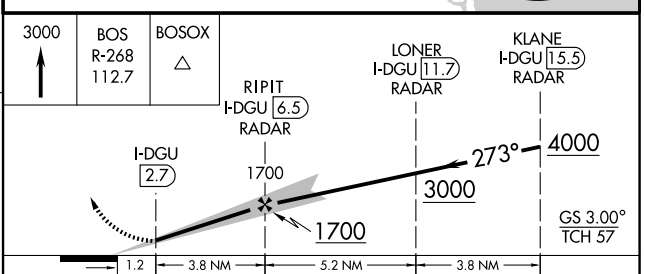
| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |

RADAR REQUIRED




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,
14-32, 15R-33L and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 460-1½ 443 (500-1½) | | | |
| S-LOC 27 * | 460-1½ 443 (500-1½) | | | |
| CIRCLING | 640-1½ 621 (700-1½) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-LIP | APP CRS | Rwy Idg | 10083 |
|---|---|---|---|
| 110.7 | 331° | TDZE | 16 |
| Chan 44 | | Apt Elev | 20 |

# ILS RWY 33L (CAT II)

## BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

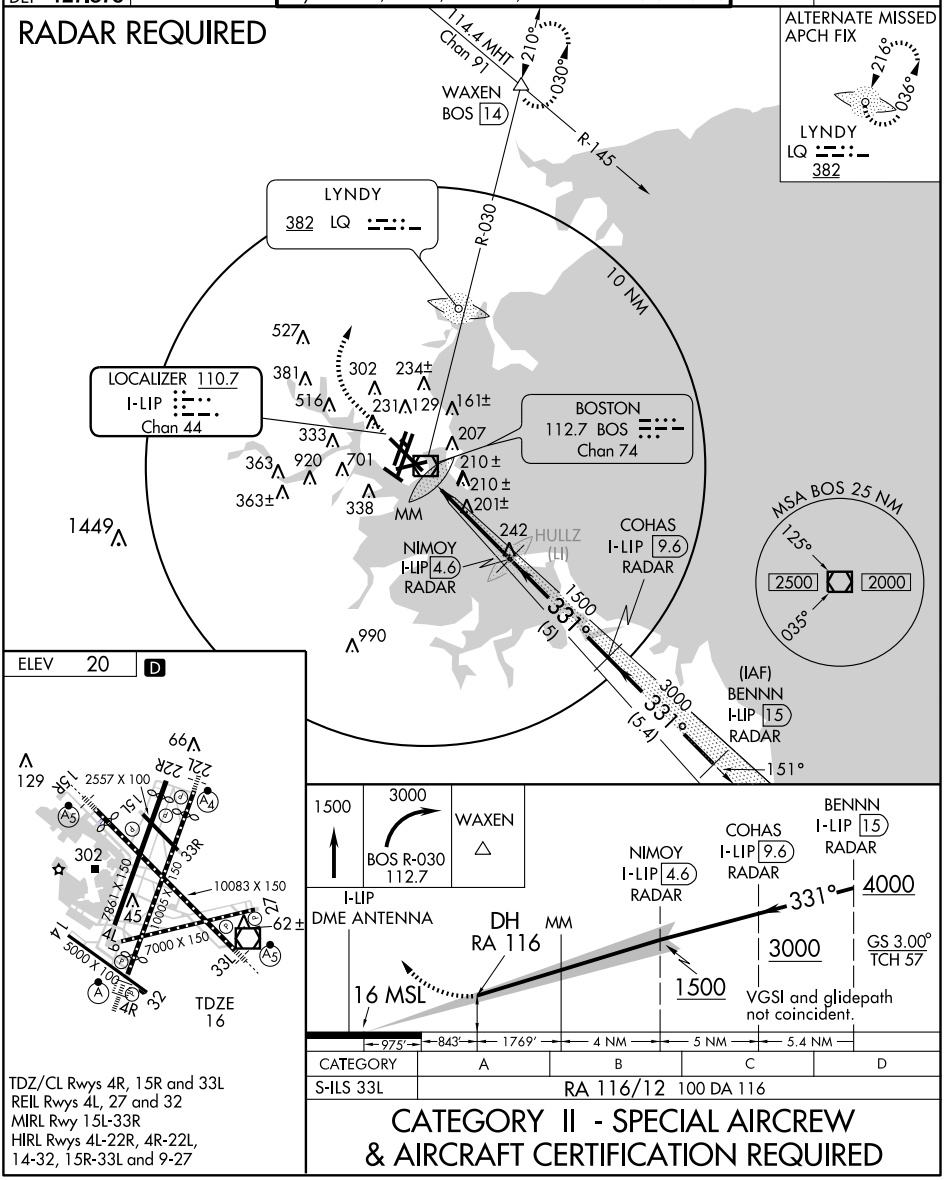
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. DME or Radar required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |

RADAR REQUIRED







TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33L | RA 116/12 100 DA 116 | | | |

## CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# INNDY TWO ARRIVAL (RNAV)

(INNDY.INNDY2) 09071

GENERAL EDWARD LAWRENCE LOGAN INTL

BOSTON, MASSACHUSETTS

## ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.INNDY2)
HAMPTON TRANSITION (HTO.INNDY2)
KENNEDY TRANSITION (JFK.INNDY2)

. . . . From PVD VORTAC via 095° track to INNDY WP, then via 023° heading. Expect radar vectors.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

GENERAL EDWARD LAWRENCE LOGAN INTL

ATIS ARR 135.0
BOSTON APP CON 120.6 263.1

PROVIDENCE
PVD
Rwy 4L/R: Expect to cross at 11000 feet and 250 Kts.
All other Rwys: Expect to cross at 11000 feet.

023°

8000
095°
(15)

INNDY

7 NM

NORWICH
ORW

11000
084°
(28)

RAALF

11000
082°
(39)

11000
064°
(40)

NEWES
Expect to cross at FL240.

FL180
064°
(20)

KENNEDY
JFK

CALVERTON
CCC

11000
060°
(52)

HAMPTON
HTO

11000
055°
(63)

N

NOTE: Chart not to scale.

(INNDY.INNDY2) 09071

INNDY TWO ARRIVAL (RNAV)

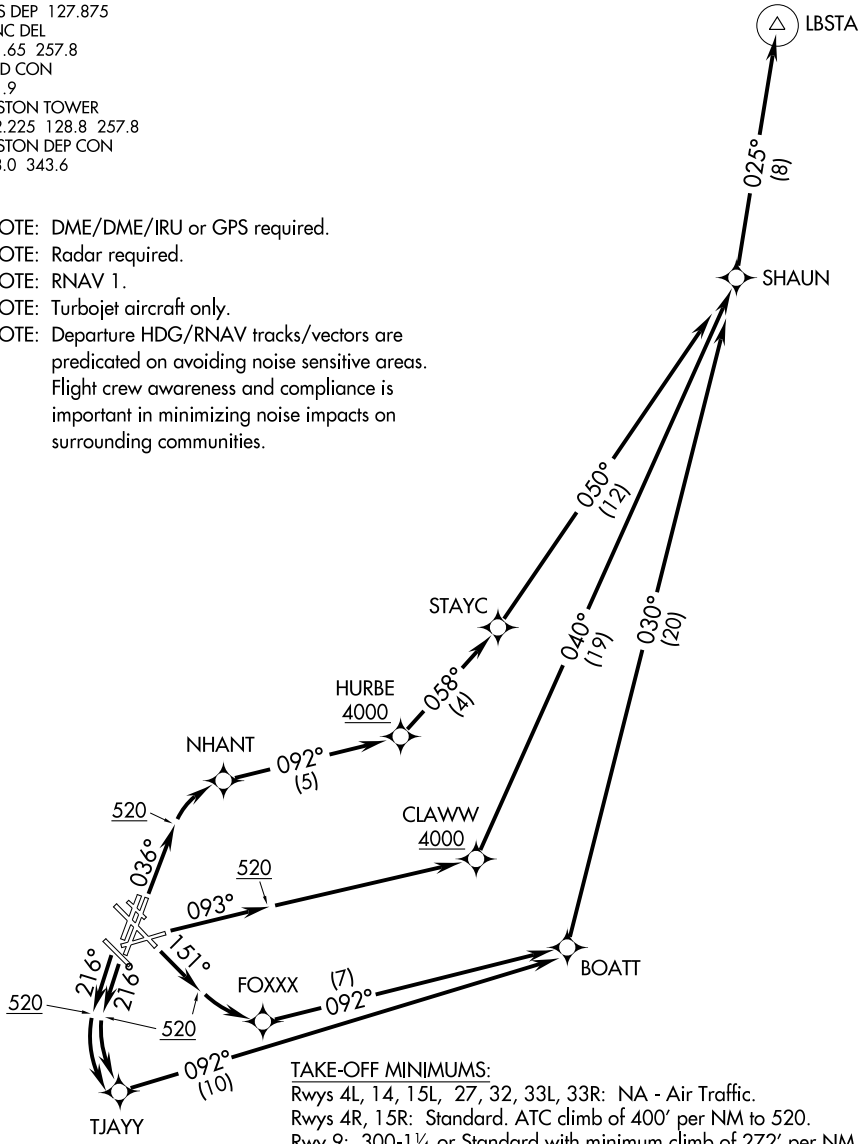
ST-58 (FAA)

GENERAL EDWARD LAWRENCE LOGAN INTL

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.




TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000 thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

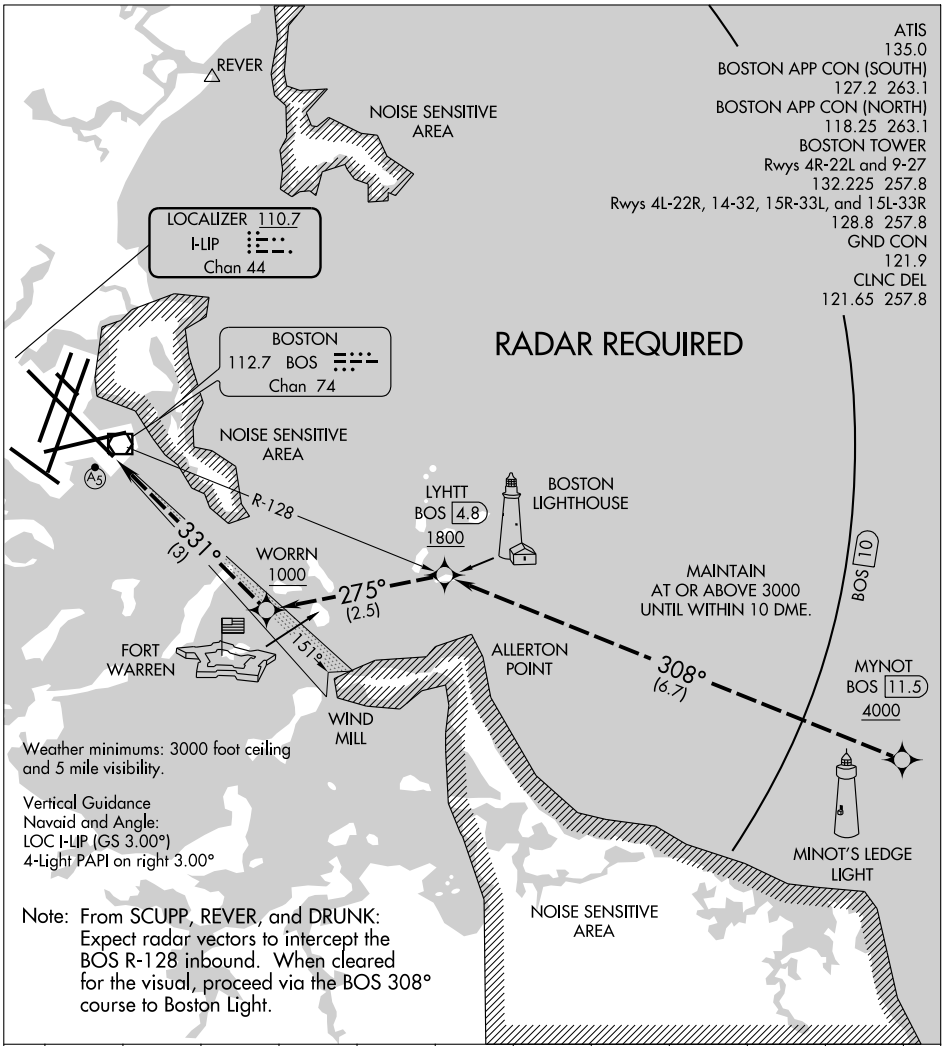
....via depicted route to LBSTA. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.


NE-1, 26 AUG 2010 to 23 SEP 2010

# LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS




LIGHT VISUAL RWY 33L

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Orig 09155

42°22'N - 71°00'W

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

# LOGAN FOUR DEPARTURE

(LOGAN4.LOGAN) 10042

BOSTON, MASSACHUSETTS

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

CONCORD
112.9 CON
Chan 76
N43°13.19′-W71°34.53′
L-32

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

PEASE
116.5 PSM
Chan 112
N43°05.07′-W70°49.92′
L-32-33, H-11-12

LBSTA
N42°48.00′
W70°36.81′
L-33

MANCHESTER
114.4 MHT
Chan 91
N42°52.11′-W71°22.17′
L-32-33

CHESTER
115.1 CTR
Chan 98
N42°17.48′-W72°56.96′
L-33-34, H-10-11-12

BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
L-33-34, H-10-11-12

090°
4 DME
2 DME
036°
316°
331°
BOSTON
112.7 BOS
Chan 74
093°
1 DME
273°
235°
120°
140°
2.2 DME
1 DME

GLYDE
N42°16.06′
W71°48.71′
L-33-34

BOSOX
N42°12.11′
W71°37.66′
L-33-34

DRUNK
N42°04.90′
W70°39.38′
L-33

FRILL
N42°13.79′
W69°49.48′
L-33
H-11-12

BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
L-33-34, H-10-11-12

NELIE
N41°55.68′
W72°42.37′
L-33-34
H-10-11-12

BURDY
N41°57.32′
W70°57.12′
L-33
H-10-11-12

ARCER
N41°46.59′
W70°48.62′
L-33

FREDO
N41°54.34′
W70°34.93′
L-33

MARCONI
114.7 LFV
Chan 94
N42°01.03′-W70°02.23′
L-33, H-10-11-12

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

LUCOS
N41°38.29′
W70°46.09′
L-33, H-10-11-12

46
R-067

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

MARTHAS VINEYARD
114.5 MVY
Chan 92
N41°23.77′-W70°36.76′
L-33, H-10-12

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

NOTE: Radar Required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGES)

LOGAN FOUR DEPARTURE
(LOGAN4.LOGAN) 10042
BOSTON, MASSACHUSETTS
BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

SL-58 (FAA)

DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....
TAKE-OFF RUNWAY 9: Fly heading 093°, thence....
TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....
TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....
TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000′ or lower assigned altitude. Non-jet aircraft maintain 3000′ or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000′ before proceeding on course.

TAKE-OFF MINIMUMS:
RWY 15L, 32, 33R, NA - ENVIRONMENTAL.
RWY 4R, STANDARD.
RWY 4L, 300-1 or STANDARD with minimum climb of 358′ per NM to 300′.
RWY 9, 300-1¼ or STANDARD with minimum climb of 272′ per NM to 300′.
RWY 14, STANDARD with minimum ATC climb of 500′ per NM to 420′.
RWY 15R, STANDARD with minimum ATC climb of 431′ per NM to 420′.
RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.
RWY 22R, 300-1¾ or STANDARD with minimum climb of 320′ per NM to 400′.
RWY 27, STANDARD with minimum climb of 477′ per NM to 1300′.
RWY 33L, STANDARD with minimum ATC climb of 465′ per NM to 200′.

(CONTINUED ON FOLLOWING PAGE)



NE-1, 26 AUG 2010 to 23 SEP 2010

(CONTINUED)

TAKE-OFF OBSTACLES:

RWY 4L, Light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL.
Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL.
Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL.
Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL.
Ship 694' from DER, on centerline, 50' AGL/50' MSL.
Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL.
Light on pole and mutiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL.

RWY 4R, Light on pole and mutiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL.
Ship 579' from DER, on centerline, 50' AGL/50' MSL.
Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL.
Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

RWY 9, Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL.
Ship 763' from DER, on centerline, 65' AGL/65' MSL.

RWY 14, Ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL.

RWY 15L, Sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL.

RWY 15R, Sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

RWY 22L, Rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL.
Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL.
Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

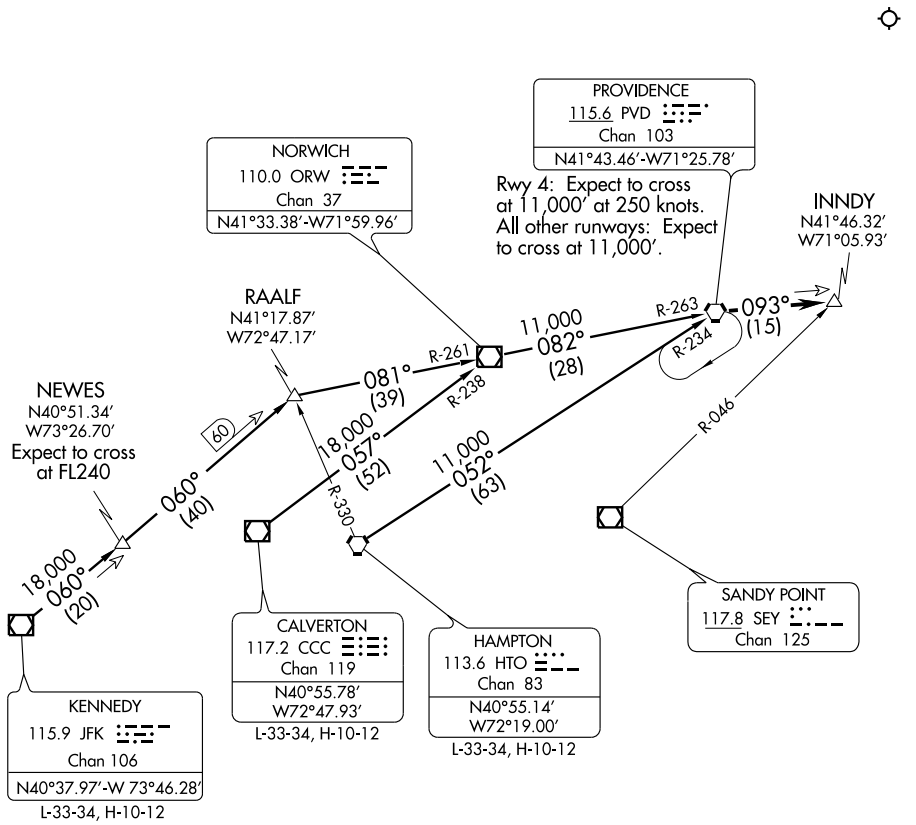
RWY 22R, Rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL.
Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL.
Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

RWY 27, Mutiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Mutiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

RWY 33L, Mutiple lights, rod on tank and light on building 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL.
Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL.
Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL.
Mutiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0




NOTE: For turbojet only.

NOTE: Chart not to scale.

CALVERTON TRANSITION (CCC.ORW3): From over CCC VOR/DME via CCC R-057 and ORW R-238 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

HAMPTON TRANSITION (HTO.ORW3): From over HTO VORTAC via HTO R-052 and PVD R-234 to PVD VORTAC. Thence....

KENNEDY TRANSITION (JFK.ORW3): From over JFK VOR/DME via R-060 to RAALF INT, then via ORW R-261 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

....From over PVD VORTAC via PVD R-093 to INNDY INT. Expect radar vectors to final approach course.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

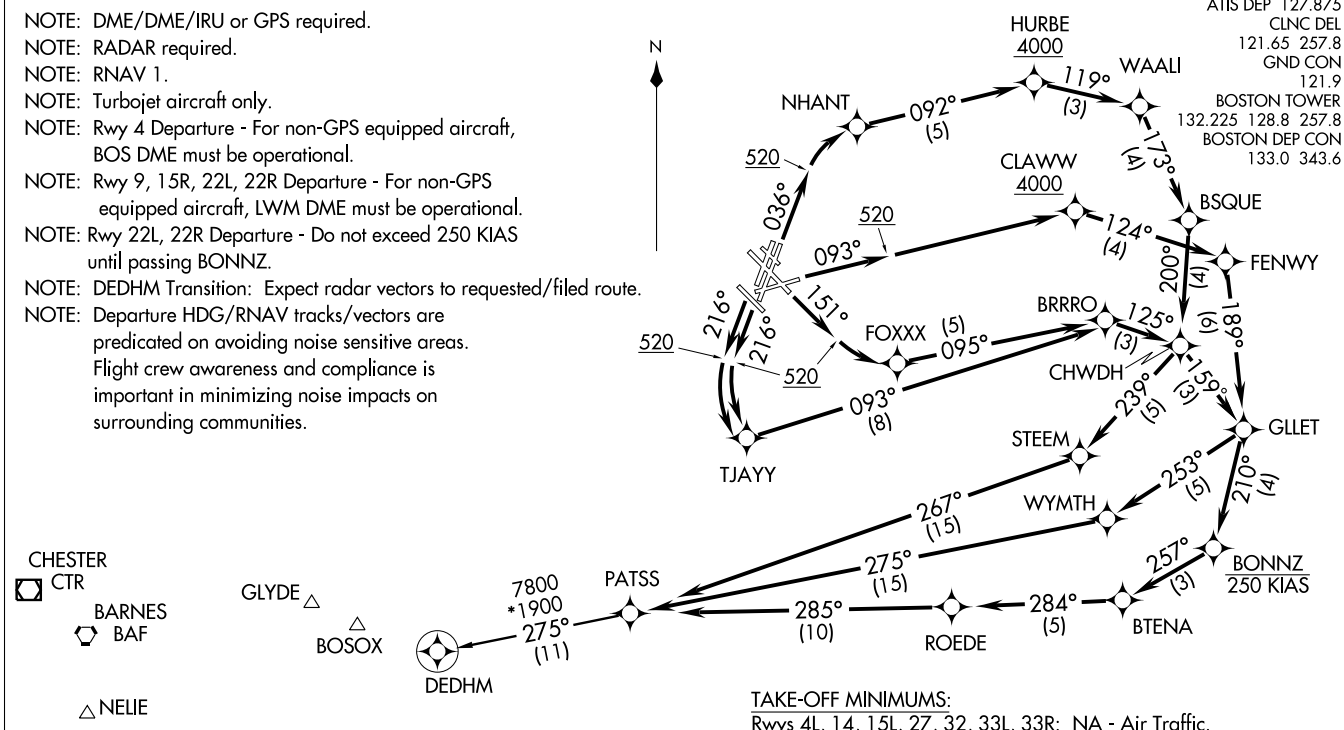
# PATSS ONE DEPARTURE (RNAV)

(PATSS1.PATSS) 09295

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4 Departure - For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R Departure - For non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Rwy 22L, 22R Departure - Do not exceed 250 KIAS until passing BONNZ.
NOTE: DEDHM Transition: Expect radar vectors to requested/filed route.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.




ATIS DEP 127.875
CLNC DEL 121.65 257.8
GND CON 121.9
BOSTON TOWER 132.225 128.8 257.8
BOSTON DEP CON 133.0 343.6

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PATSS ONE DEPARTURE (RNAV)
(PATSS1.PATSS) 09295
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

SL-58 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, and via track 119° to WAALI and track 173° to BSQUE and track 200° to CHWDH and track 239° to STEEM and track 267° to PATSS, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, and via track 124° to FENWY and track 189° to GLLET and track 253° to WYMTH and track 275° to PATSS, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX and via track 095° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY and via track 093° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

....Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DEDHM TRANSITION (PATSS1.DEDHM):

TAKE-OFF OBSTACLES:

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.



NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 4R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

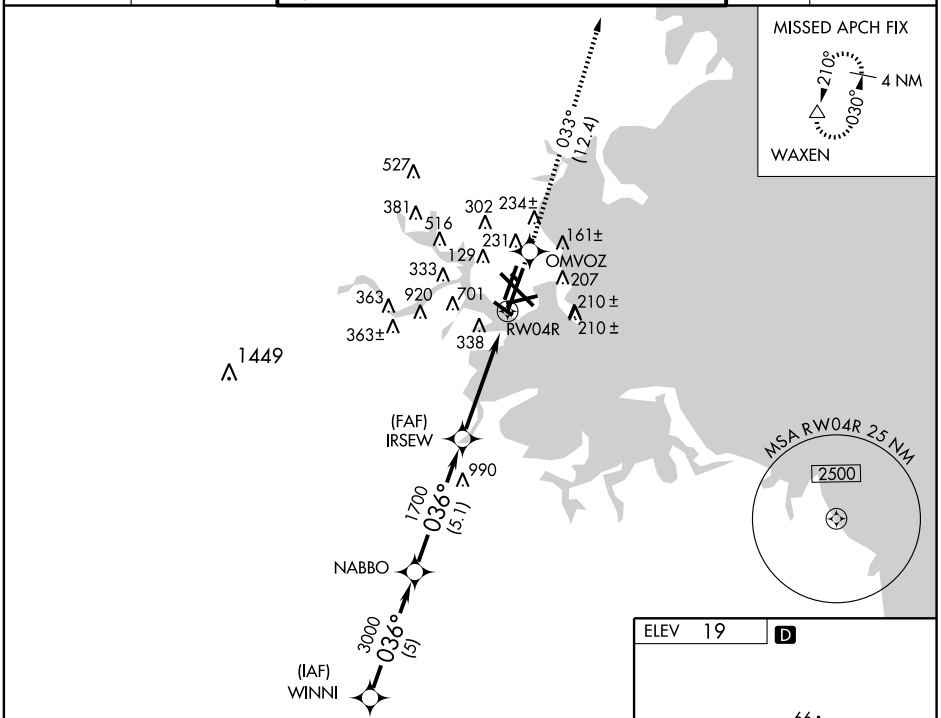
| APP CRS | Rwy Idg | 8851 |
|---|---|---|
| 036° | TDZE | 18 |
| | Apt Elev | 19 |

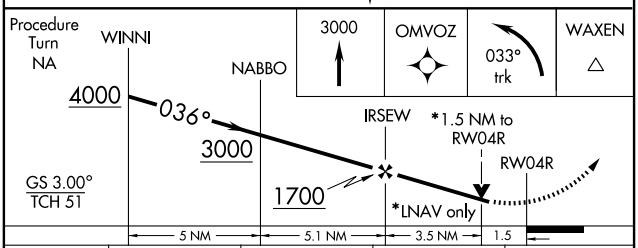
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
When control tower reports tall vessels in approach area, LNAV/VNAV DA NA, increase LNAV CAT A and B visibility to RVR 4000.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

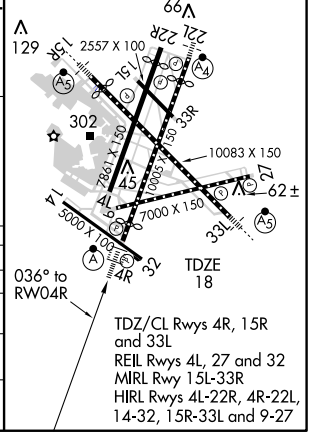
MISSED APPROACH: Climb to 3000 direct OMVOZ WP then left turn via 033° track to WAXEN WP and hold.

| ATIS | | BOSTON APP CON | | BOSTON TOWER | | GND CON | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|
| ARR | 135.0 | 120.6 | 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 | 257.8 |
| DEP | 127.875 | | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 560-1½ 542 (600-1½) | | | |
| LNAV MDA | 560/24 542 (600-½) | | 560/50 542 (600-1) | 560/60 542 (600-1¼) |
| CIRCLING | 640-2 621 (700-2) | | | |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9201 |
|---|---|---|
| 149° | TDZE | 17 |
| | Apt Elev | 19 |

# RNAV (GPS) RWY 15R

## BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

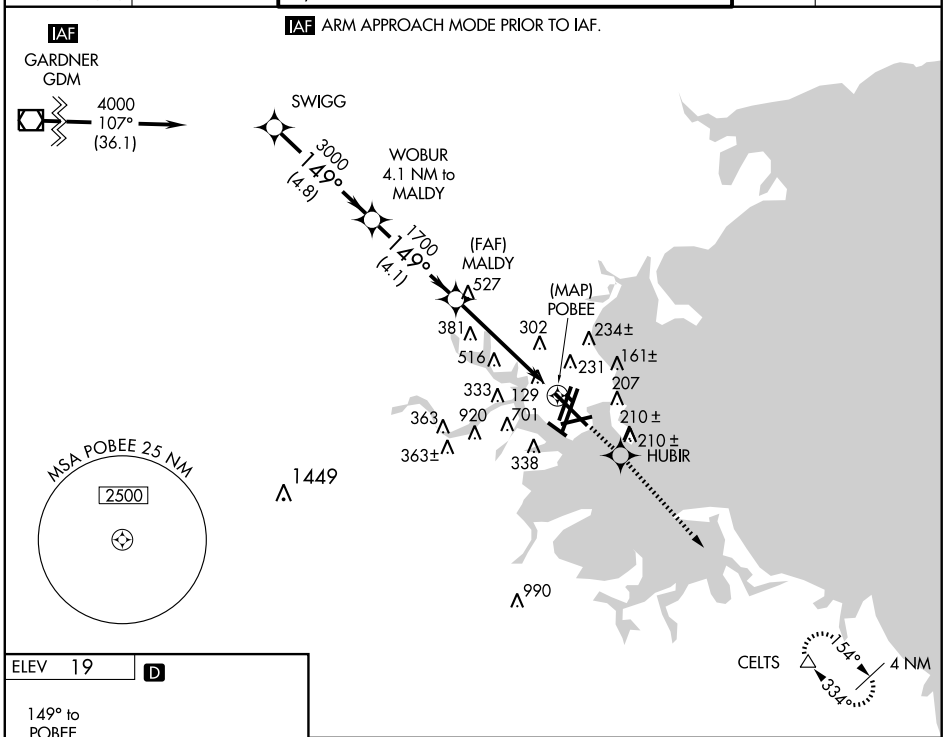
T A NA W — CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME NA.

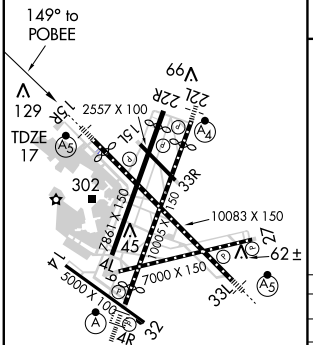
MALSR

MISSED APPROACH: Climb to 3000 direct HUBIR WP and via 154° track to CELTS WP and hold.

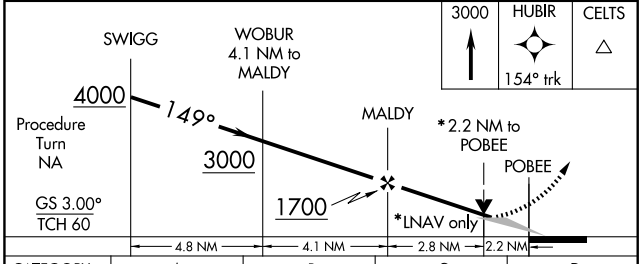
| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |

IAF ARM APPROACH MODE PRIOR TO IAF.




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 760-2 743 (800-2) | | | |
| LNAV MDA | 780/24 763 (800-½) | 780/40 763 (800-¾) | 780-1¾ 763 (800-1¾) | 780-2 763 (800-2) |
| CIRCLING | 780-2½ 761 (800-2½) | | | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 22L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

| APP CRS | Rwy ldg | 8806 |
|---|---|---|
| 216° | TDZE | 16 |
| | Apt Elev | 19 |

CATs C and D circling not authorized west of Rwys 4L and 15R.
Inoperative table does not apply to LNAV Cat C.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

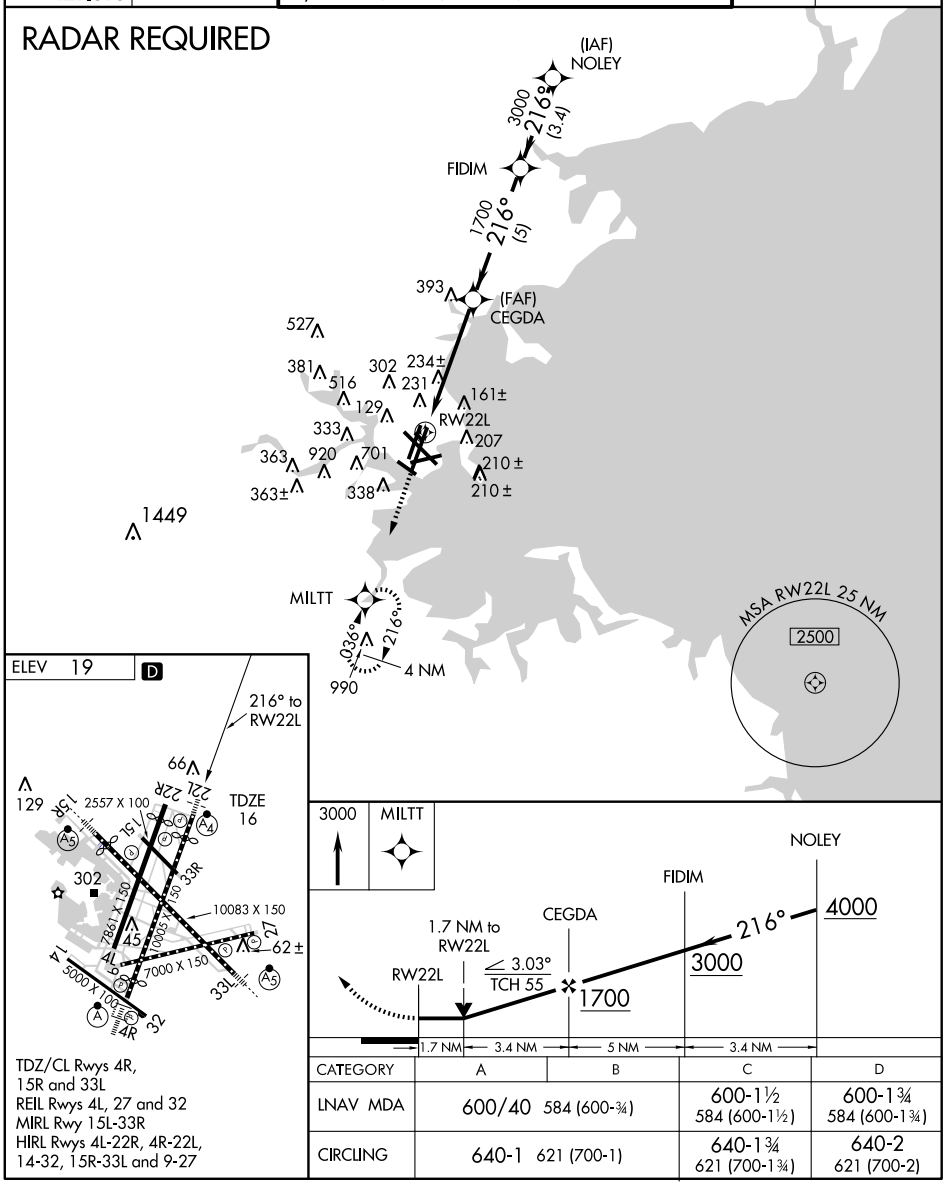
MALSF

MISSED APPROACH: Climb to 3000 direct MILTT WP and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | |



RADAR REQUIRED




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600/40 | 584 (600-¾) | 600-1½ 584 (600-1½) | 600-1¾ 584 (600-1¾) |
| CIRCLING | 640-1 | 621 (700-1) | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 27

## BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

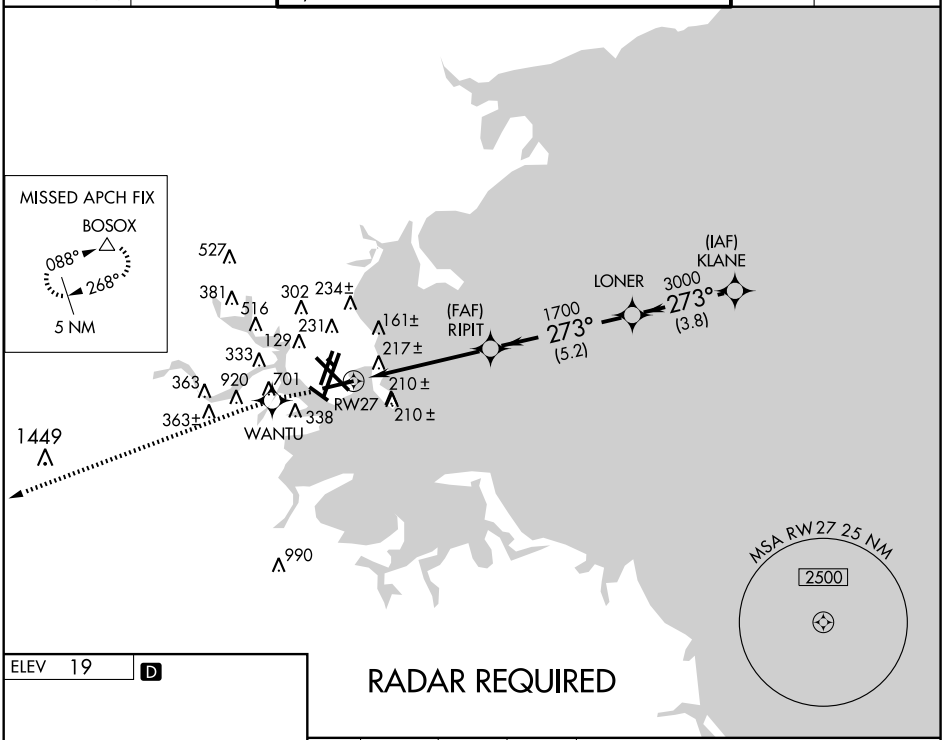
| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 273° | TDZE | 17 |
| | Apt Elev | 19 |

T NA W

CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.

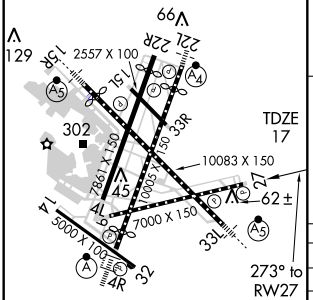
| ATIS | | BOSTON APP CON | | BOSTON TOWER | | GND CON | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|
| ARR | 135.0 | 120.6 | 263.1 | Rwys 4R-22L, 9-27 | 132.225 257.8 | 121.9 | 121.65 | 257.8 |
| DEP | 127.875 | | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R | 128.8 257.8 | | | |



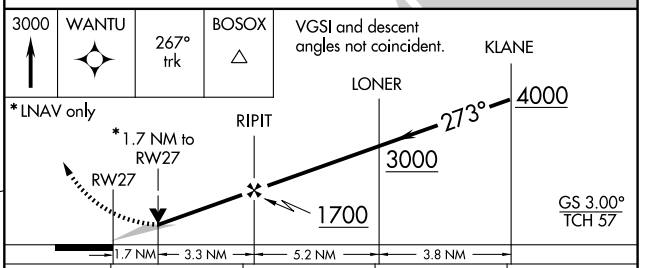



NE-1, 26 AUG 2010 to 23 SEP 2010

ELEV 19 D




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 480-1½ 463 (500-1½) | | | |
| LNAV MDA | 640-1 623 (700-1) | | 640-1¾ 623 (700-1¾) | 640-2 623 (700-2) |
| CIRCLING | 640-1½ 621 (700-1½) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 332° | TDZE | 20 |
| | Apt Elev | 20 |

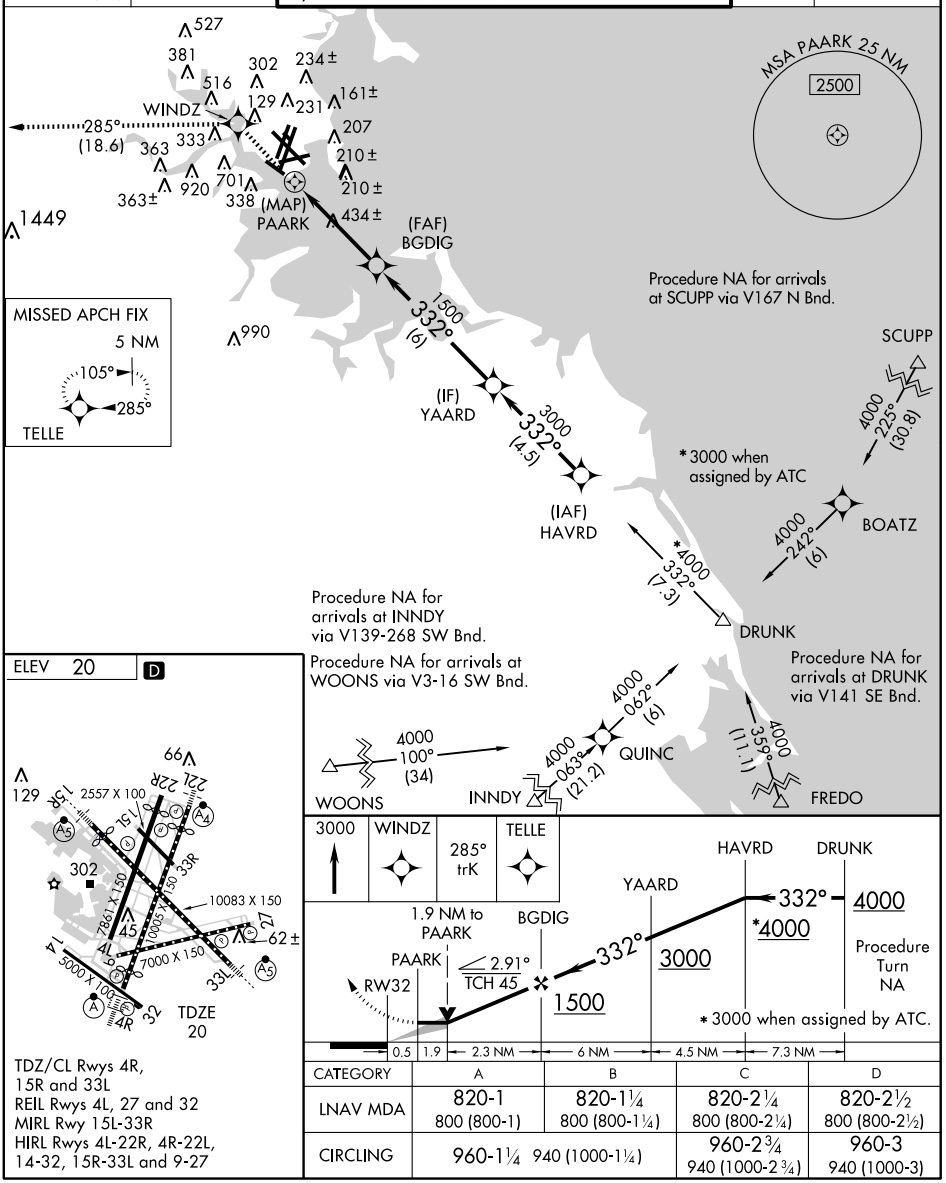
# RNAV (GPS) RWY 32

## BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.
Circling NA for Cats B, C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WINDZ and via 285° track to TELLE and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1<br>800 (800-1) | 820-1¼<br>800 (800-1¼) | 820-2¼<br>800 (800-2¼) | 820-2½<br>800 (800-2½) |
| CIRCLING | 960-1¼ 940 (1000-1¼) | | 960-2¾<br>940 (1000-2¾) | 960-3<br>940 (1000-3) |

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

| APP CRS | Rwy ldg | 10083 |
|---|---|---|
| 331° | TDZE | 16 |
| | Apt Elev | 19 |

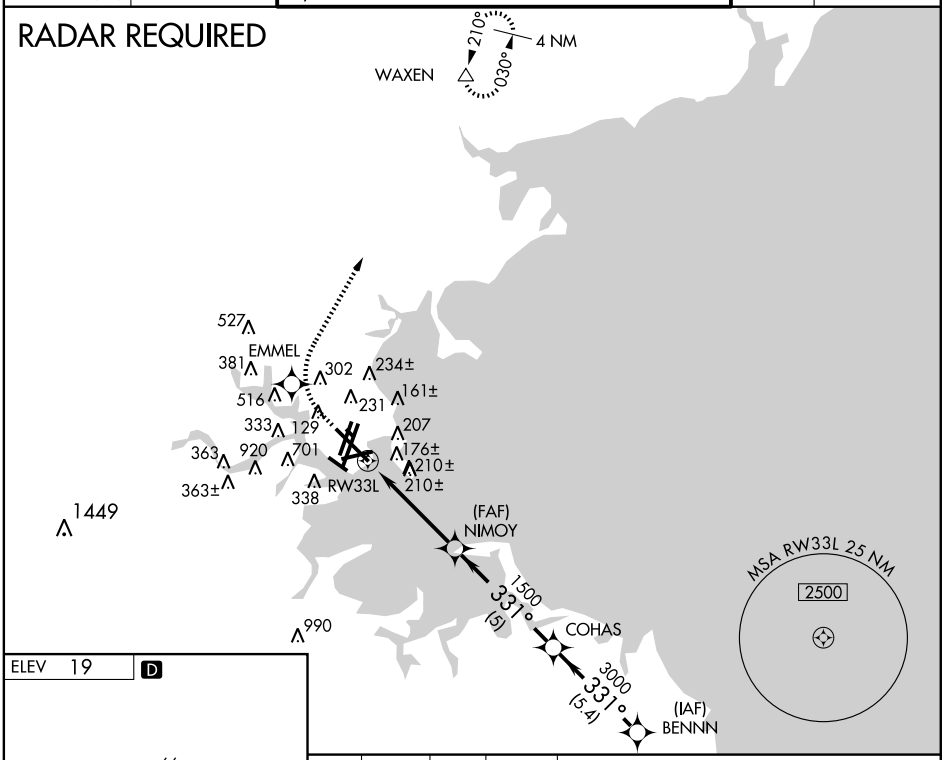
T A NA W — Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Cats C and D Circling not authorized west of Rwys 4L and 15R.

MALSR

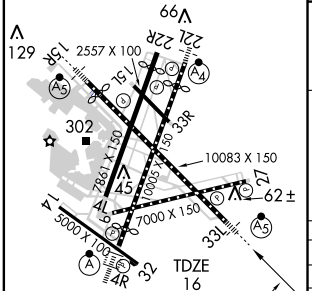
MISSED APPROACH: Climb to 3000 direct EMMEL WP and via 045° track to WAXEN WP and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |

RADAR REQUIRED

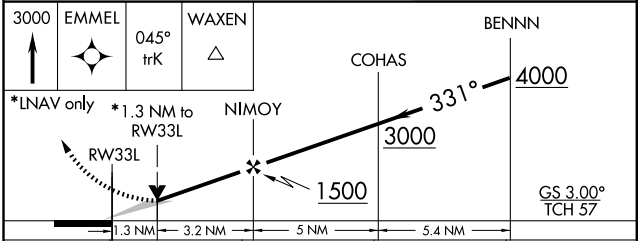



ELEV 19 D




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

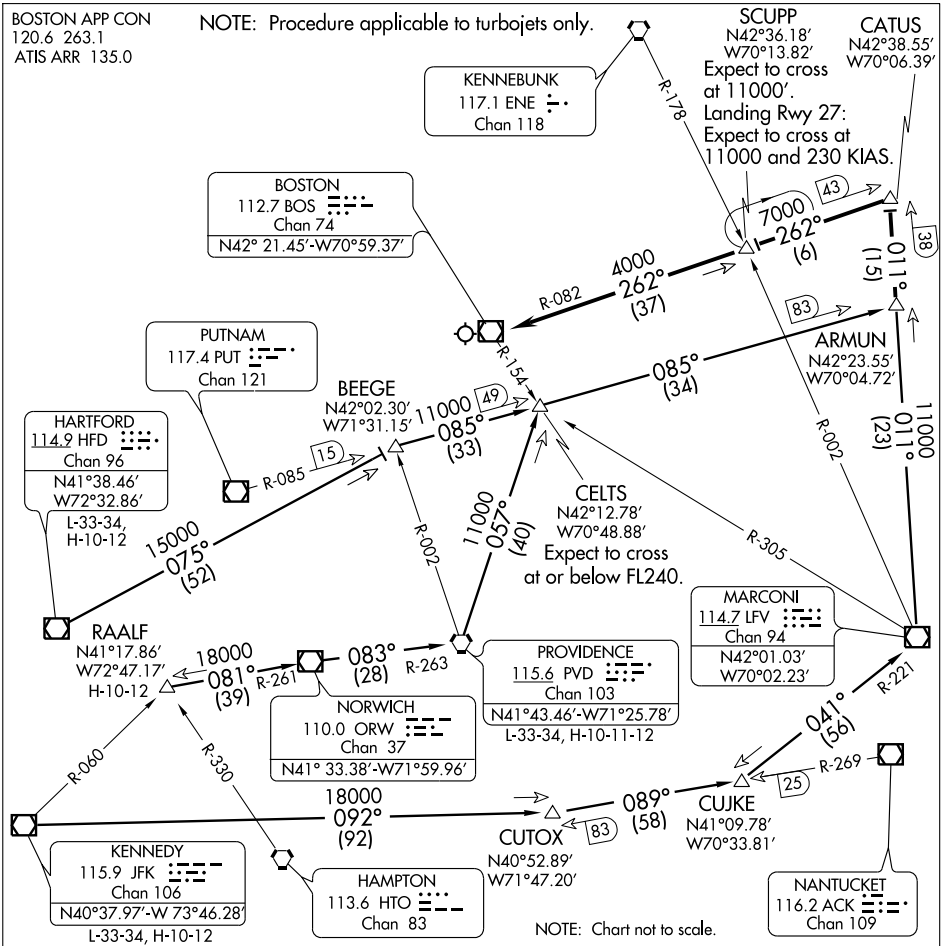
331° to RW33L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 480/50 464 (500-1) | | | |
| LNAV MDA | 480/24 464 (500-½) | | 480/40 464 (500-¾) | 480/50 464 (500-1) |
| CIRCLING | 640-1 621 (700-1) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




HARTFORD TRANSITION (HFD.SCUPP4): From over HFD VOR/DME via HFD R-075 to BEEGE INT, then via PUT R-085 to ARMUN INT. Thence....

KENNEDY TRANSITION (JFK.SCUPP4): From over JFK VOR/DME via JFK R-092 to CUTOX INT, then via ACK R-269 to CUJKE INT, then via LFV R-221 to LFV VOR/DME, then via LFV R-011 to ARMUN INT. Thence....

PROVIDENCE TRANSITION (PVD.SCUPP4): From over the PVD VORTAC via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

RAALF TRANSITION (RAALF.SCUPP4): From over RAALF INT via ORW R-261 to ORW VOR/DME, then via PVD R-263 to PVD VORTAC, then via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

....From over ARMUN INT via LFV VOR/DME R-011 to CATUS INT, then via BOS VOR/DME R-082 to SCUPP INT, then via BOS R-082 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

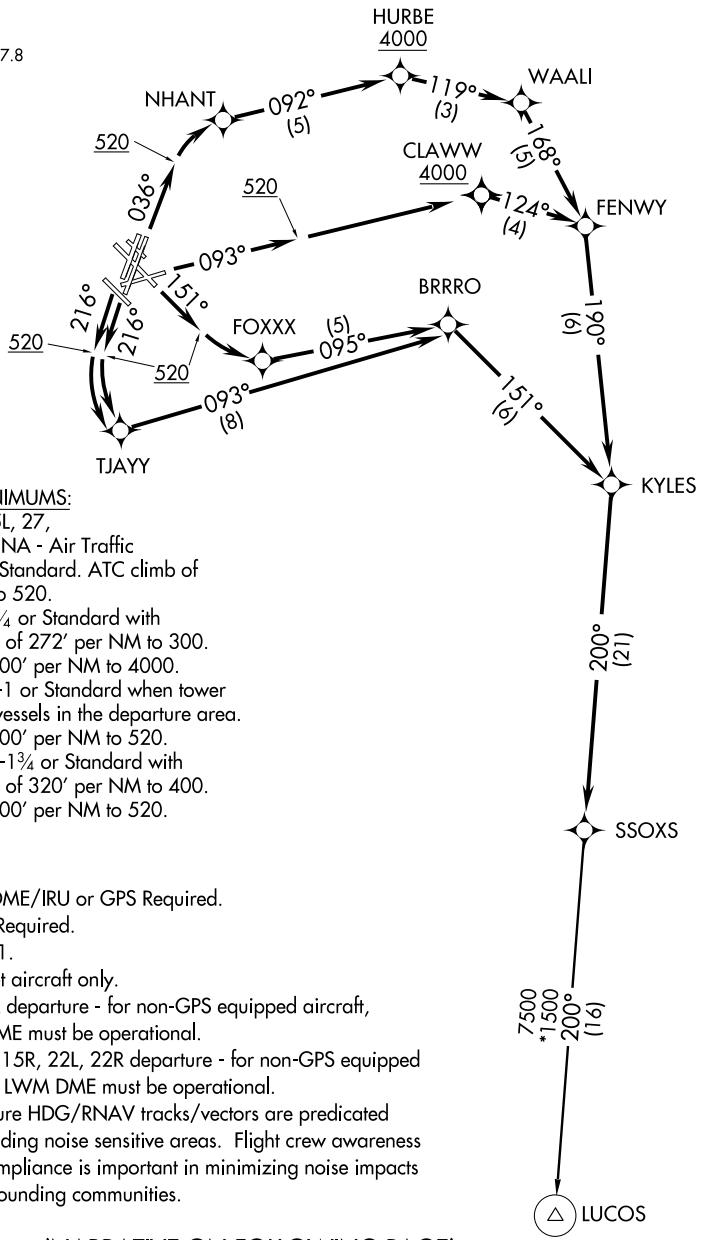


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# SSOXS ONE DEPARTURE (RNAV)



ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6




TAKE-OFF MINIMUMS:
Rwy 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure - for non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R departure - for non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to SSOXS. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LUCOS TRANSITION (SSOXS1.LUCOS):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2,001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME BOS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.7 | 310° | TDZE | N/A |
| Chan 74 | | Apt Elev | 19 |

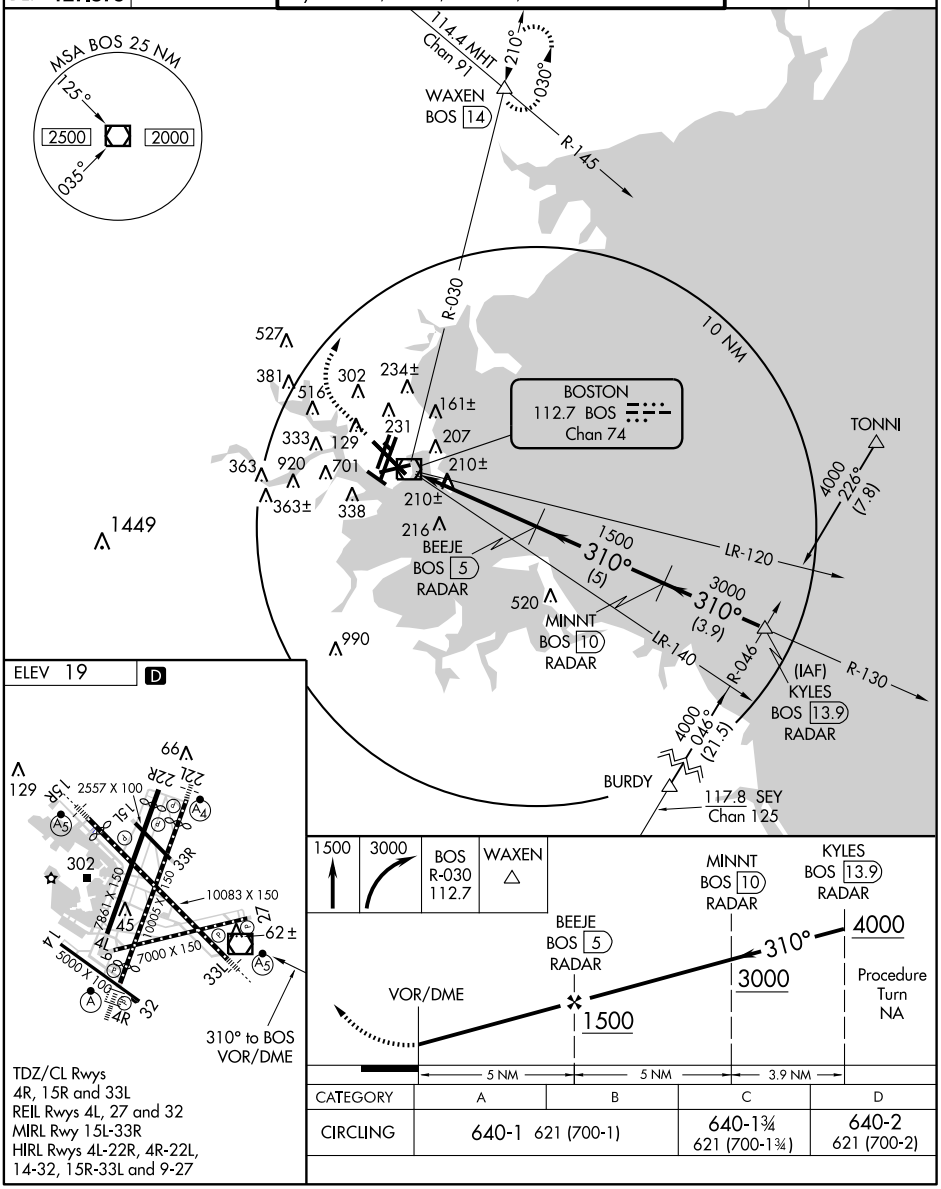
# VOR/DME or GPS-A

## BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling not authorized for CATs C and D Rwy 4L clockwise to Rwy 15R.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |







TDZ/CL Rwys
4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 621 (700-1) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME BOS | APP CRS | Rwy Idg | 9201 |
|---|---|---|---|
| 112.7 | 144° | TDZE | 17 |
| Chan 74 | | Apt Elev | 19 |

# VOR/DME RWY 15R

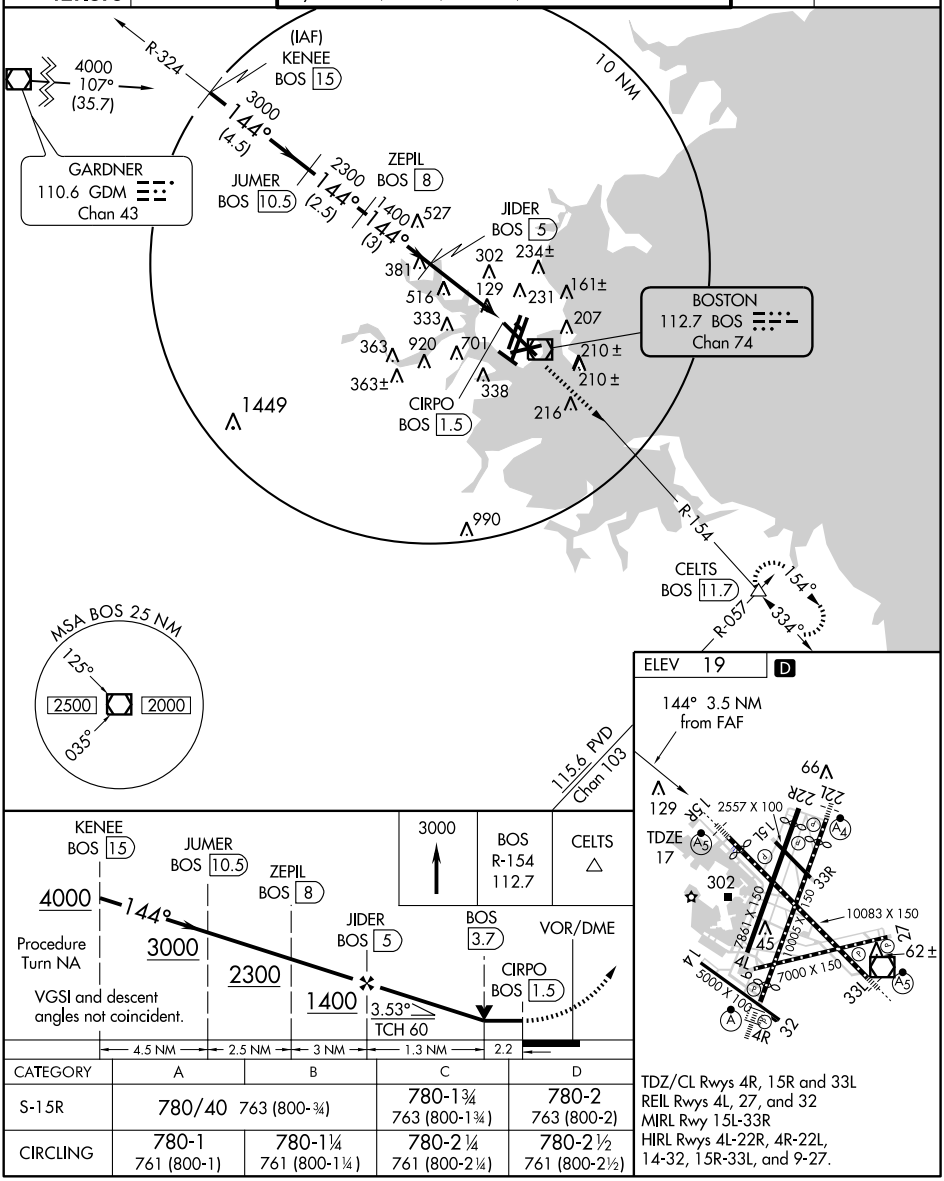
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For inoperative MALSR, increase S-15R Cat A visibility to RVR 5000.
Cat C and D circling not authorized west of Rwys 4L and 15R.

MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15R | 780/40 763 (800-¾) | | 780-1¾ 763 (800-1¾) | 780-2 763 (800-2) |
| CIRCLING | 780-1 761 (800-1) | 780-1¼ 761 (800-1¼) | 780-2¼ 761 (800-2¼) | 780-2½ 761 (800-2½) |

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27, and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L, and 9-27.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME BOS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 112.7 | 260° | TDZE | 17 |
| Chan 74 | | Apt Elev | 19 |

# VOR/DME RWY 27

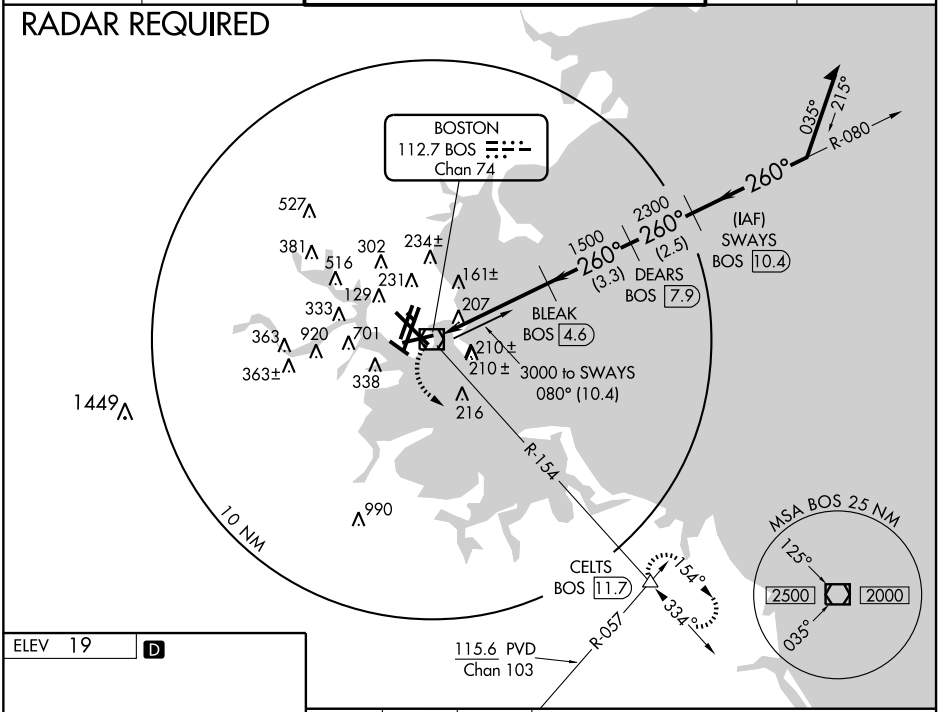
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

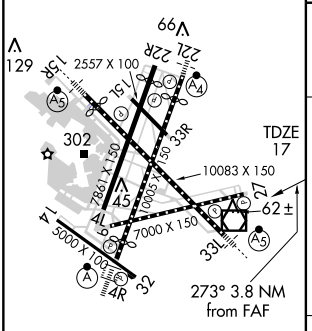
Circling not authorized CATs C and D west of Rwys 4L and 15R.

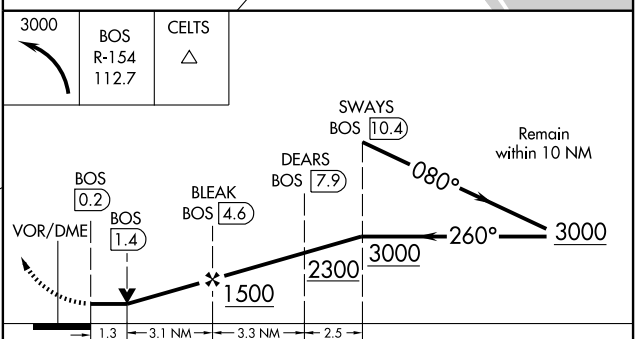
MISSED APPROACH: Climbing left turn to 3000 via BOS R-154 to CELTS Int and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 460-1½ 443 (500-1½) | | | |
| CIRCLING | 640-1½ 621 (700-1½) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,


NE-1, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

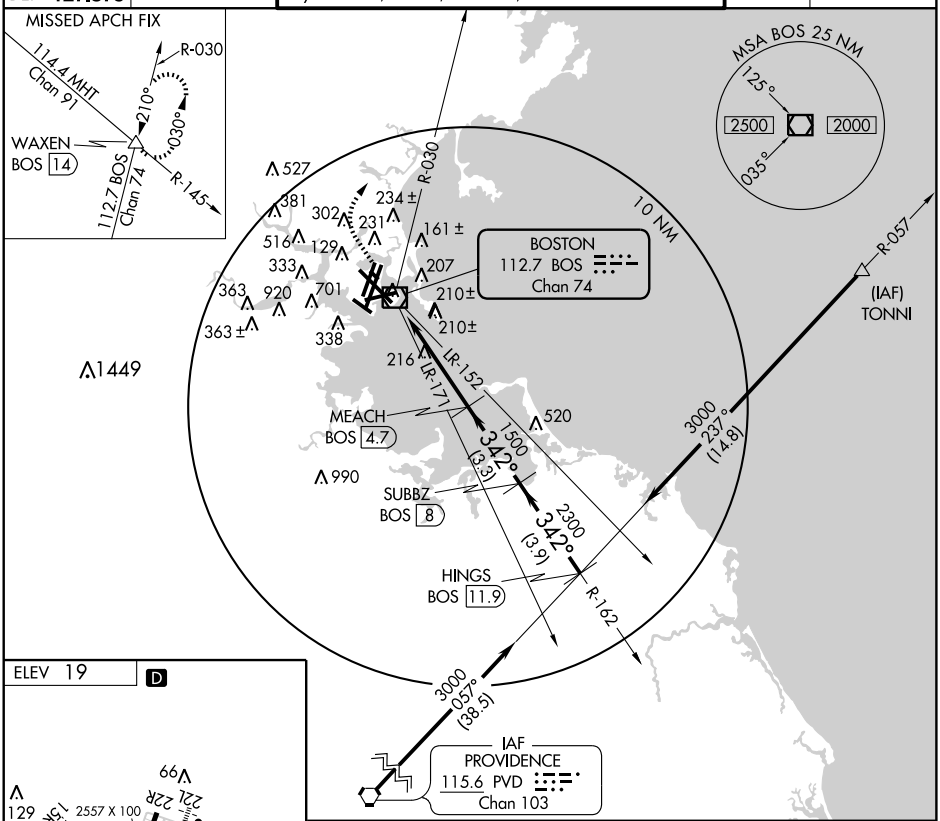
| VOR/DME BOS | APP CRS | Rwy ldg | 10,083 |
|---|---|---|---|
| 112.7 | 342° | TDZE | 16 |
| Chan 74 | | Apt Elev | 19 |

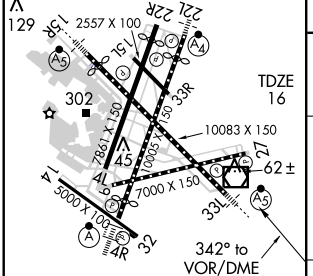
Circling not authorized for CATs C and D west of Rwys 4L and 15R.

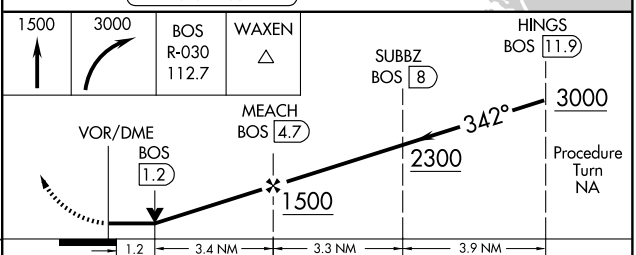
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

| ATIS | BOSTON APP CON | BOSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 135.0 | 120.6 263.1 | Rwys 4R-22L, 9-27 132.225 257.8 | 121.9 | 121.65 257.8 |
| DEP 127.875 | | Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8 | | |



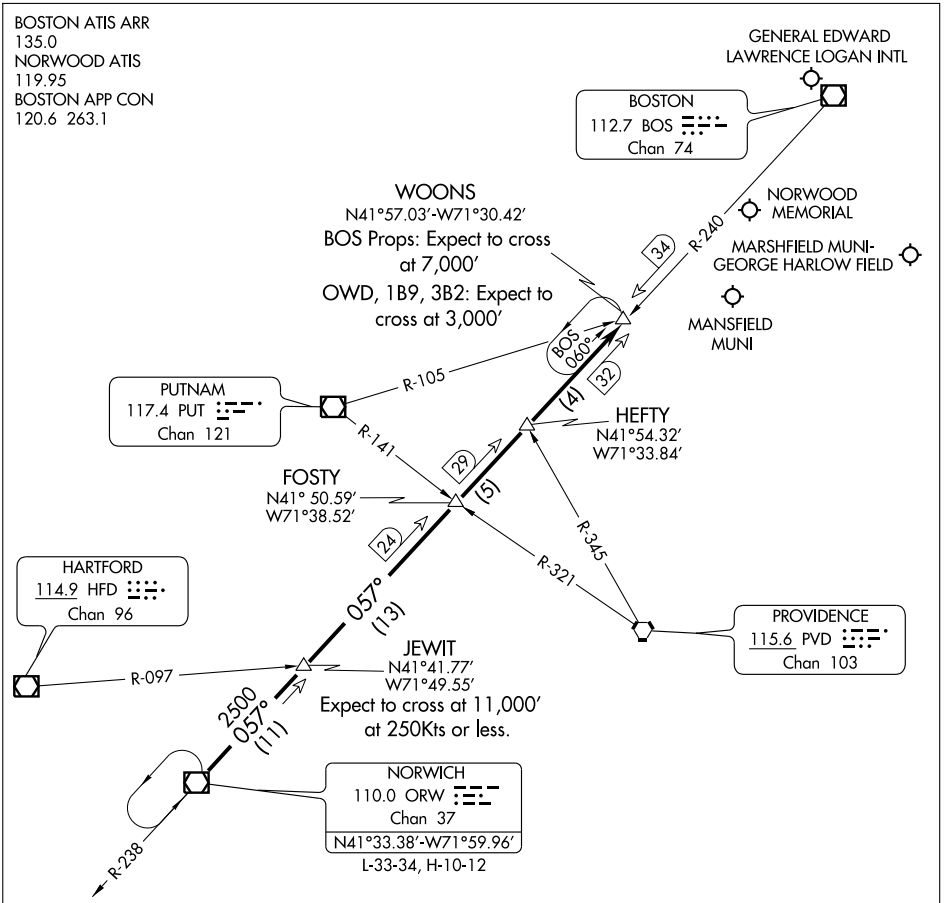




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33L | 480/24 464 (500-½) | | 480/40 464 (500-¾) | 480/50 464 (500-1) |
| CIRCLING | 640-1 621 (700-1) | | 640-1¾ 621 (700-1¾) | 640-2 621 (700-2) |

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale
NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# WYLYY SEVEN DEPARTURE (RNAV)

(WYLYY7.WYLYY) 09295

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

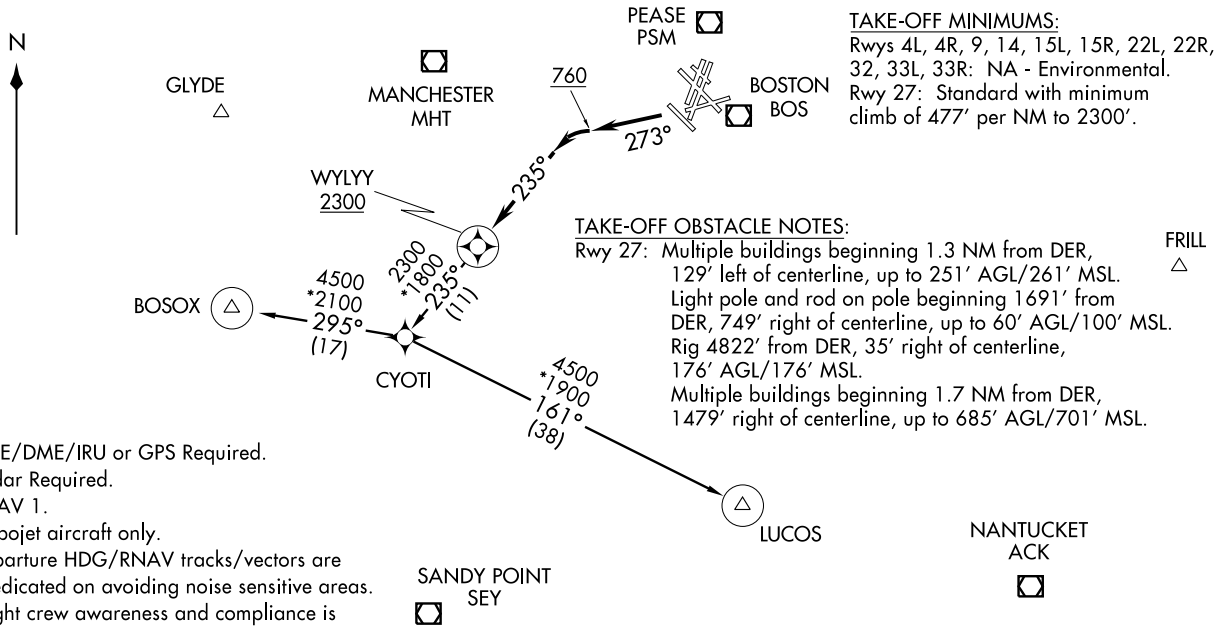
## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb heading 273° to 760 MSL, then climbing left turn on 235° course to WYLYY, thence....

....via depicted route. Cross WYLYY at or above 2300'. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

BOSOX TRANSITION (WYLYY7.BOSOX):

LUCOS TRANSITION (WYLYY7.LUCOS):




TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 9, 14, 15L, 15R, 22L, 22R, 32, 33L, 33R: NA - Environmental.
Rwy 27: Standard with minimum climb of 477' per NM to 2300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 27: Multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

WYLYY SEVEN DEPARTURE (RNAV)
(WYLYY7.WYLYY) 09295
BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

SL-58 (FAA)

CONTINUED FROM PRECEDING PAGE

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

**WEATHER DATA SOURCES:** ASOS (617) 567–5762. LLWAS. TDWR.

**COMMUNICATIONS: D–ATIS ARR** 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

**BOSTON RCO** 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

**BOSTON TOWER** 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

**PRE–TAXI CLNC** 121.65 **GATE CON** 134.05

**AIRSPACE: CLASS B** See VFR Terminal Area chart

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOS.

**BOSTON (H) VOR/DME** 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

**LYNDY NDB (HW)** 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

**HULLZ NDB (LOM)** 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

**MILTT NDB (LOM)** 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

**ILS/DME** 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

**ILS/DME** 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

**ILS** 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

**ILS/DME** 111.3 I–DGU Chan 50 Rwy 27. Class IE.

**ILS/DME** 110.7 I–MDC Chan 44 Rwy 15R.

**COMM/NAV/WEATHER REMARKS:** DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

## CAPE COD (See MARSTON MILLS)

## CAPE COD CGAS (See FALMOUTH)

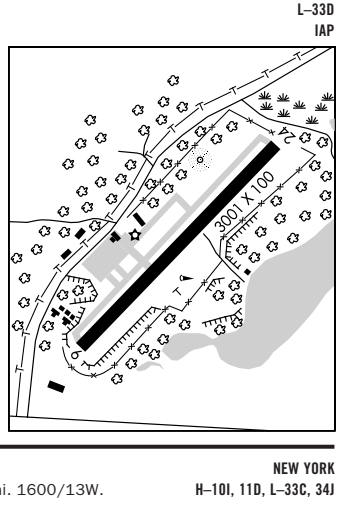
## CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

**RWY 06–24:** H3001X100 (ASPH) S–30 MIRL 0.4% up NE

**RWY 06:** Trees. **RWY 24:** Tank.




**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

**WEATHER DATA SOURCES:** ASOS 135.875 (508) 945–5034.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

**NAUSET NDB (MHW)** 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.

## CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

**(L) VOR/DME** 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

**RCO** 122.1R 115.1T (BURLINGTON RADIO)

## CRANLAND (See HANSON)

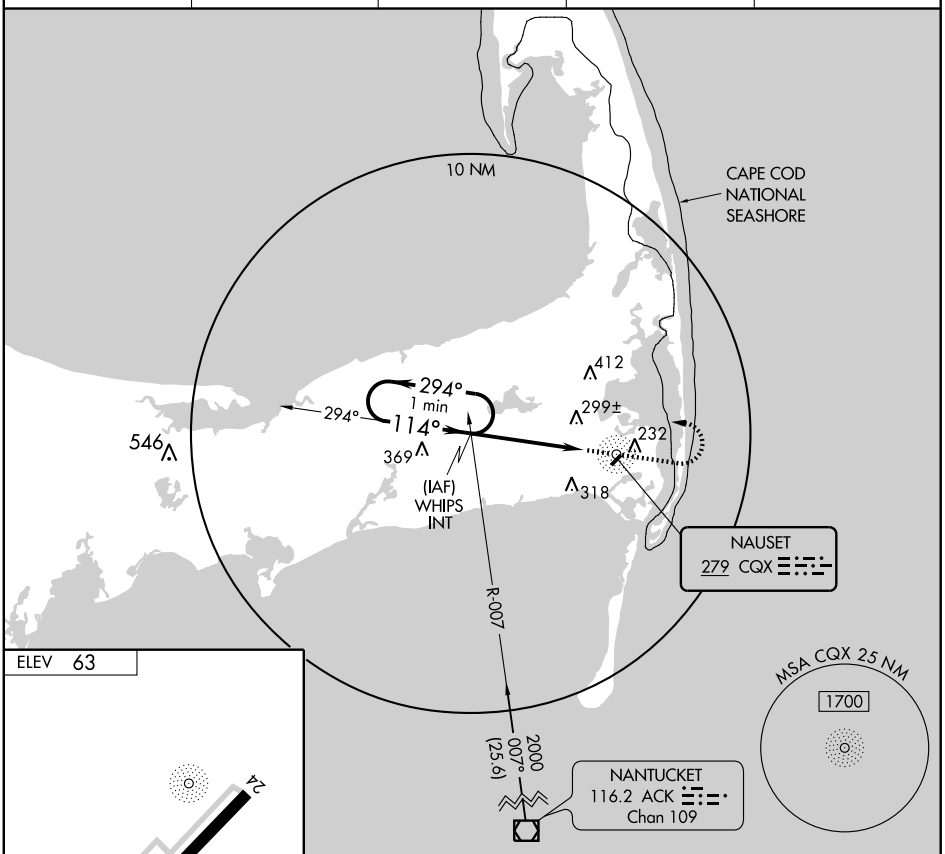
| NDB CQX 279 | APP CRS 114° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 63 |
|---|---|---|

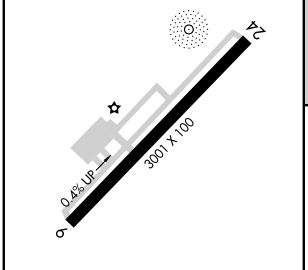
# NDB-A
## CHATHAM MUNI (CQX)

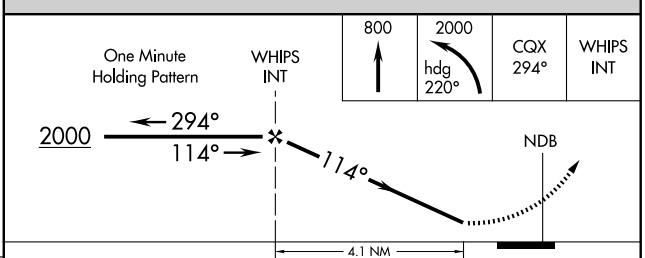
V A NA — When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

| ASOS | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 135.875 | 118.2 | 127.3 | 122.8 (CTAF) | 122.95 L |




| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1½ 537 (600-1½) | | 680-1¾ 617 (700-1¾) | 680-2 617 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

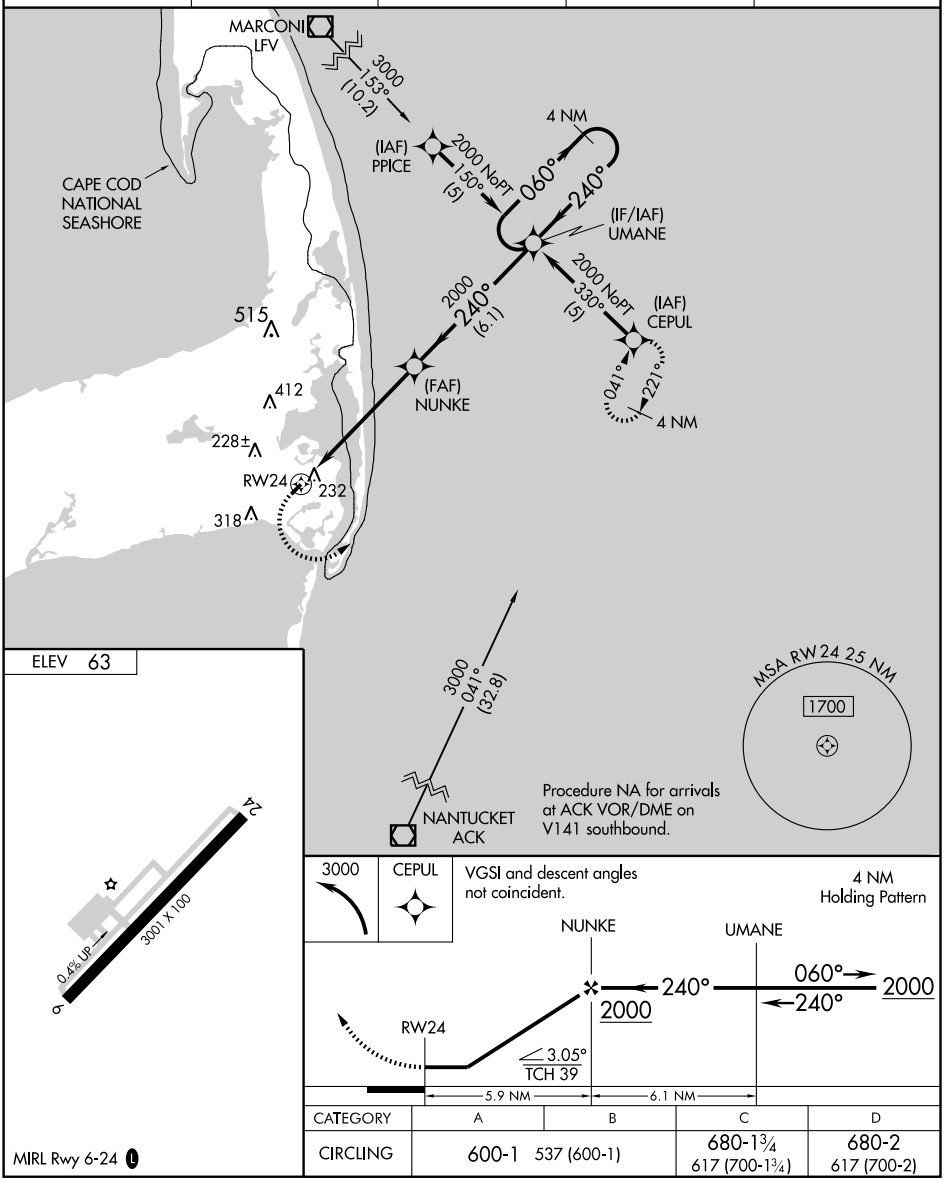
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 240° | TDZE | N/A |
| | Apt Elev | 63 |

# RNAV (GPS)-B
## CHATHAM MUNI (CQX)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

| ASOS | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 135.875 | 118.2 | 127.3 | 122.8 (CTAF) | 122.95 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1 | 537 (600-1) | 680-1¾ 617 (700-1¾) | 680-2 617 (700-2) |

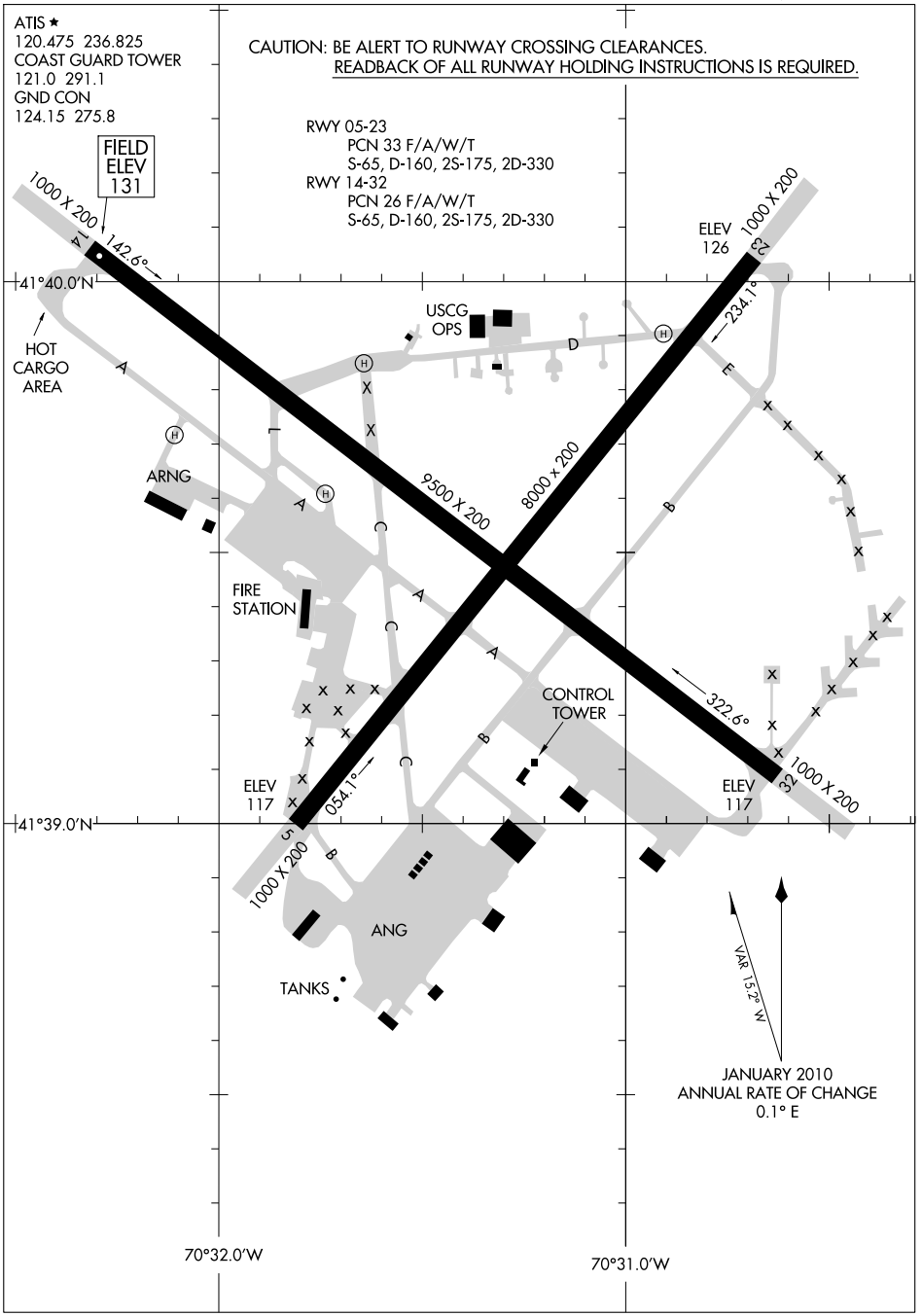
MIRL Rwy 6-24 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

FALMOUTH/CAPE COD COAST GUARD AIR STATION (FMH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

FALMOUTH, MASSACHUSETTS
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

10210

**DALTON** N42°28.26′ W73°10.21′ NOTAM FILE PSF. **NEW YORK**
**NDB (MHW)** 370 DXT 259° 6.1 NM to Pittsfield Muni. **L–33B, 34J**
Unusable beyond 12 NM.

**DUNCA** N42°16.47′ W72°01.20′ NOTAM FILE ORH. **NEW YORK**
**NDB (LOM)** 279 RS 109° 6.4 NM to Worcester Rgnl. **L–33C, 34J**

## EDGARTOWN

**KATAMA AIRPARK** (1B2) 2 S UTC−5(−4DT) N41°21.51′ W70°31.47′ **NEW YORK**
18 S2 **FUEL** 100LL TPA—1018 (1000) NOTAM FILE BDR
**RWY 03–21:** 3700X50 (TURF)
**RWY 03:** Thld dsplcd 245′. Road. **RWY 21:** Thld dsplcd 300′. Pole.
**RWY 06–24:** 2700X50 (TURF)
**RWY 06:** Thld dsplcd 300′. Road. **RWY 24:** Road.
**RWY 17–35:** 2600X50 (TURF)
**RWY 17:** Thld dsplcd 200′. Building.
**AIRPORT REMARKS:** Attended May 15–Sep 15 dawn–dusk. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Rwy 03 and 21 and 06 and 17 dsplcd thlds marked with flush white paving blocks.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

## FALMOUTH

**CAPE COD CGAS** (FMH) (KFMH) ANG (ARNG CG) 1E UTC−5(−4DT) N41°39.51′ W70°31.291′ **NEW YORK**
131 B TPA—See Remarks NOTAM FILE BDR Not insp. **H–10J, 11D, 12K, L–33D**
**RWY 14–32:** H9500X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 26 F/A/W/T HIRL **IAP, DIAP, AD**
**RWY 14:** PAPI(P4L)—GA 2.5°. **RWY 32:** SALSF. PAPI(P4L).
**RWY 05–23:** H8000X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 33 F/A/W/T HIRL
**RWY 05:** AF OVRN. PAPI(P4L)—GA 2.5°. **RWY 23:** ALSF1. PAPI(P4L).
**MILITARY SERVICE: LGT** PAPI glide slope 2.5°. Rwy 23 and Rwy 32 ILS and PAPI glide slope not coincidental.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Info. **RSTD** 24 hr PPR req for all acft not base assigned. Ctc USCG Ops C508–968–6360/6361 to obtain PPR. No tran svcs avbl including fuel. ANG ramp clsd. ANG apron is the only apron capable of accepting C5 at gross weight. **CAUTION** Many lgt acft transiting area. Extensive bird activity vicinity all rwys especially during low ceiling and wet wx. **TFC PAT** Army acft tfc pat alt NSTD, Rotary/Wing 1000(869), Fixed Wing 1600(1469). Jet overhead 2100 (1969). **MISC** First 300′ Rwy 05 and Rwy 23 concrete, mid portion asphalt. First 2800′ Rwy 14 and first 500′ Rwy 32 concrete, mid portion asphalt. Rwy 14–32 and Rwy 5–23 have 25′ shoulders. PPR rqrd if ACN exceeds published PCN. Ctc USCG airfield mgmt C508–968–6673/6674 to obtain approval. **ARNG** Opr Mon–Fri 1200–2000Z‡. Limited svc may be avbl Sat–Sun with prior coord. RSTD Official Business Only. ARNG OPS C508–968–5850 or DSN 557–5850. Ctc ''Yankee OPS'' 10 min prior to arrival on 242.4, 138.5, 46.85. Flt crew brief rqrd prior to ops in R–4101. Ctc OSA F/W det C508–968–5291/5292 or DSN 557–5291/5292 to coordinate JOSAC pax arr/dep. **CG** PPR req for Coast Guard ramp; ltd svc may be avbl with prior coordination C508–968–6360/6361, DSN 557–6360/6361, or C800–673–1056. Arr acft ctc Cape Cod Air 345.0, 122.975 or 164.55 15 minutes prior to arrival. Ltd Fuel avbl dependent on CG SAR ops. Boarding ramps not avbl.
**COMMUNICATIONS: ATIS** 120.475 236.825
Ⓡ **APP CON** 118.2 118.75 284.6 (North) 126.3 318.1 (South) Remarks: Opr 5 May–30 Sep, 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡, other times ctc **BOSTON CENTER APP CON** 132.9 387.1
**COAST GUARD TOWER** 121.0 291.1 236.6 **GND CON** 124.15 275.8
Ⓡ **DEP CON** 284.6 291.1 (North) 318.1 (South) Remarks: 15 May–30 Sep. 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡), other times ctc **BOSTON CENTER DEP CON** 132.9 387.1
**ARNG** 242.4 46.85 138.5 **ANG BASE OPS** 372.2
**CG CAPE COD AIR** 122.975 164.55 345.0 (164.55 VHF–FM). Remarks: (345.0 Opr Mon–Fri 1230–2030Z‡ except holidays.)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**OTIS (L) TACAN** Chan 105 FMH (115.8) N41°39.58′ W70°30.84′ at fld. 120/15W. No NOTAM MP Mon 1500–1600Z‡.
**ILS Y** 110.1 I–FMH Rwy 23. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.
**ILS** 109.9 I–BNX Rwy 32. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.

| LOC I-FMH | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 110.1 | 234° | TDZE | 125 |
| | | Apt Elev | 130 |

# COPTER ILS or LOC/DME RWY 23

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

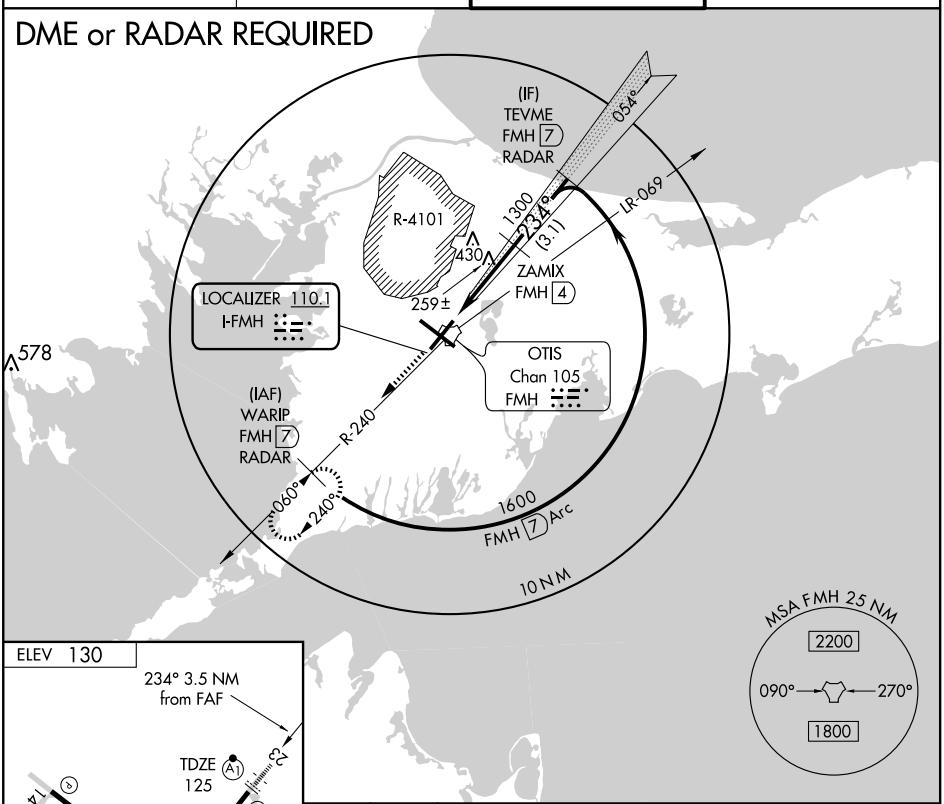
NA — TACAN required. United States Coast Guard use only. For inoperative ALSF-1, increase S-ILS-23 and S-LOC 23 visibility to RVR 2400. DME from FMH TACAN. Simultaneous reception of I-FMH and FMH DME required.

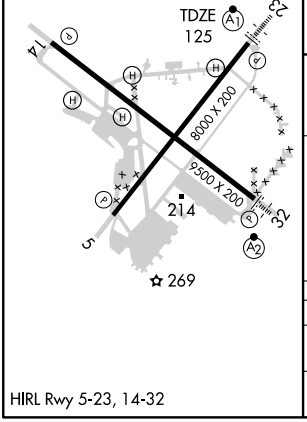
ALSF-1

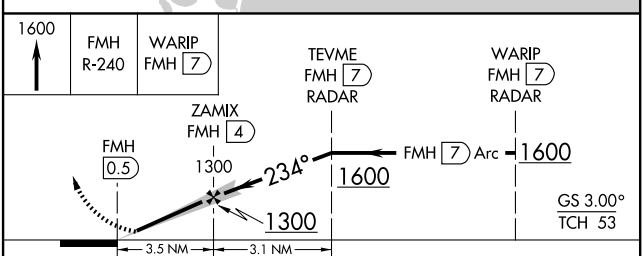
MISSED APPROACH: Climb to 1600 via FMH R-240 to WARIP/FMH 7 DME/RADAR and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |

## DME or RADAR REQUIRED




| CATEGORY | COPTER | |
|---|---|---|
| S-ILS 23 | 225/12 | 100 (100-¼) |
| S-LOC 23 | 520/12 | 395 (400-¼) |

HIRL Rwy 5-23, 14-32



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC I-FMH | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 110.1 | 234° | TDZE | 125 |
| | | Apt Elev | 130 |

# ILS or LOC RWY 23

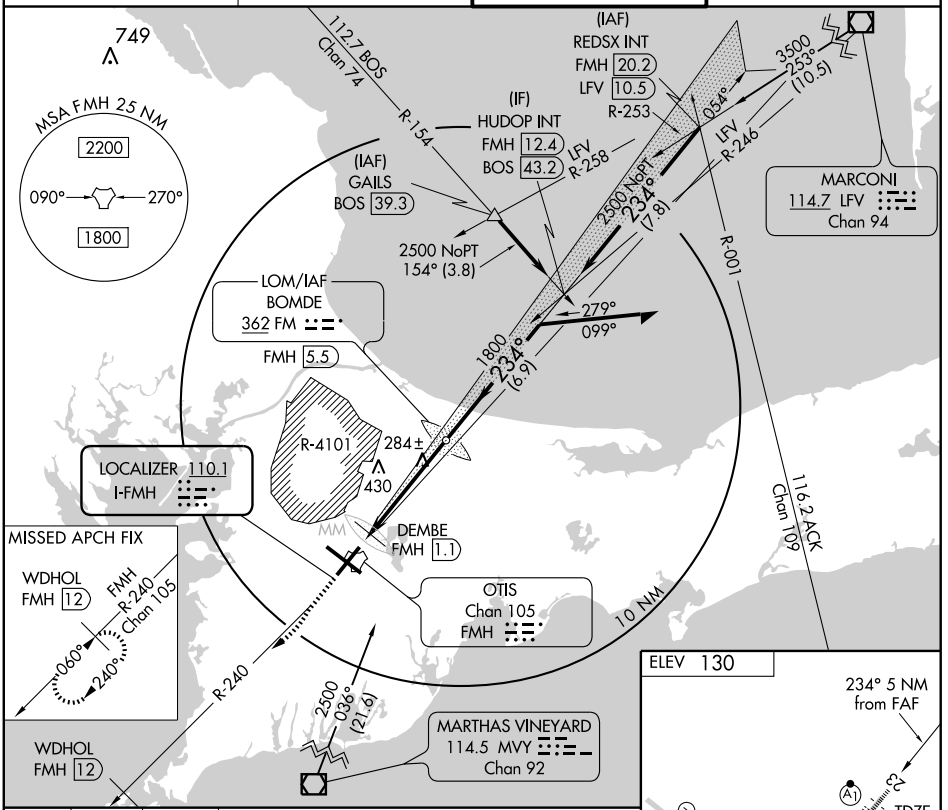
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

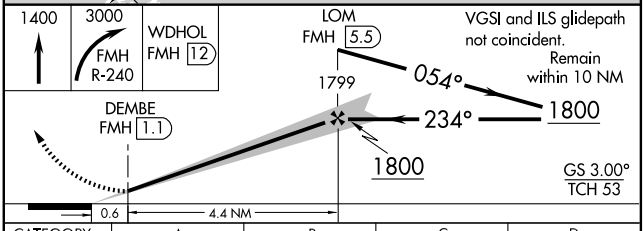
Circling NA NE of Rwy 14 and NW of Rwy 23. TACAN Required.

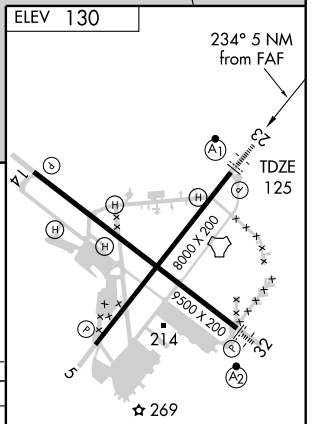
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 325/24 200 (200-½) | | | |
| S-LOC 23 | 640/24 515 (600-½) | | 640/50 515 (600-1) | 640/60 515 (600-1¼) |
| CIRCLING | 640-1 510 (600-1) | | 640-1½ 510 (600-1½) | 680-2 550 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC I-BNX | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 109.9 | 322° | TDZE | 117 |
| | | Apt Elev | 130 |

# ILS or LOC RWY 32

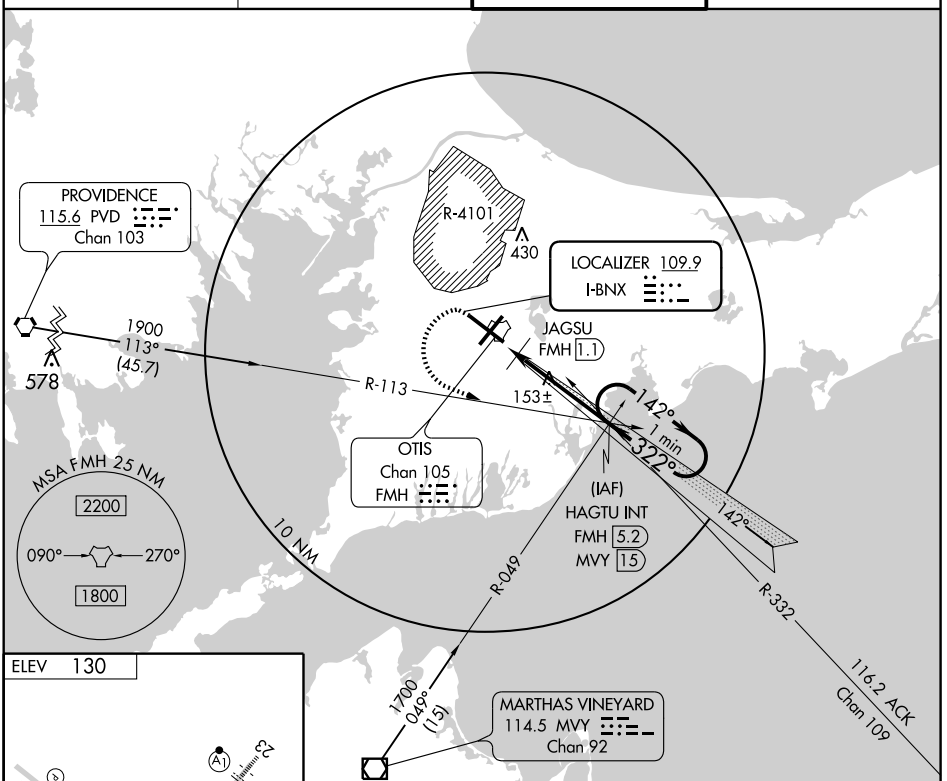
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

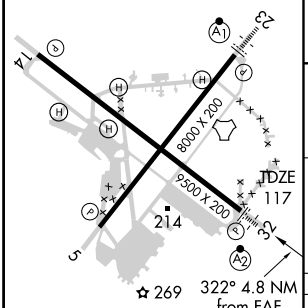
Inoperative table does not apply to S-LOC 32 Cat C. Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 via heading 112° and I-BNX SE course to HAGTU INT/FMH 5.2 DME and hold.

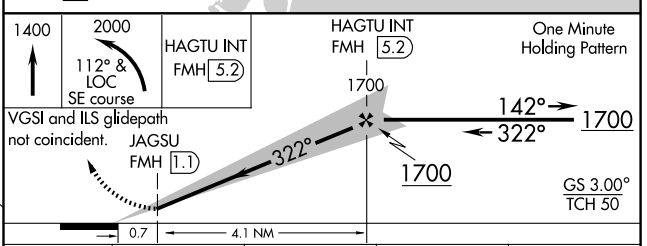
| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




HIRL Rwy 5-23, 14-32

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 317- ¾ 200 (200-¾) | | | |
| S-LOC 32 | 540- ¾ 423 (500-¾) | | 540-1¼ 423 (500-1¼) | |
| CIRCLING | 580-1 450 (500-1) | | 580-1½ 450 (500-1½) | 680-2 550 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB FM | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 362 | 234° | TDZE | 125 |
| | | Apt Elev | 130 |

# NDB RWY 23

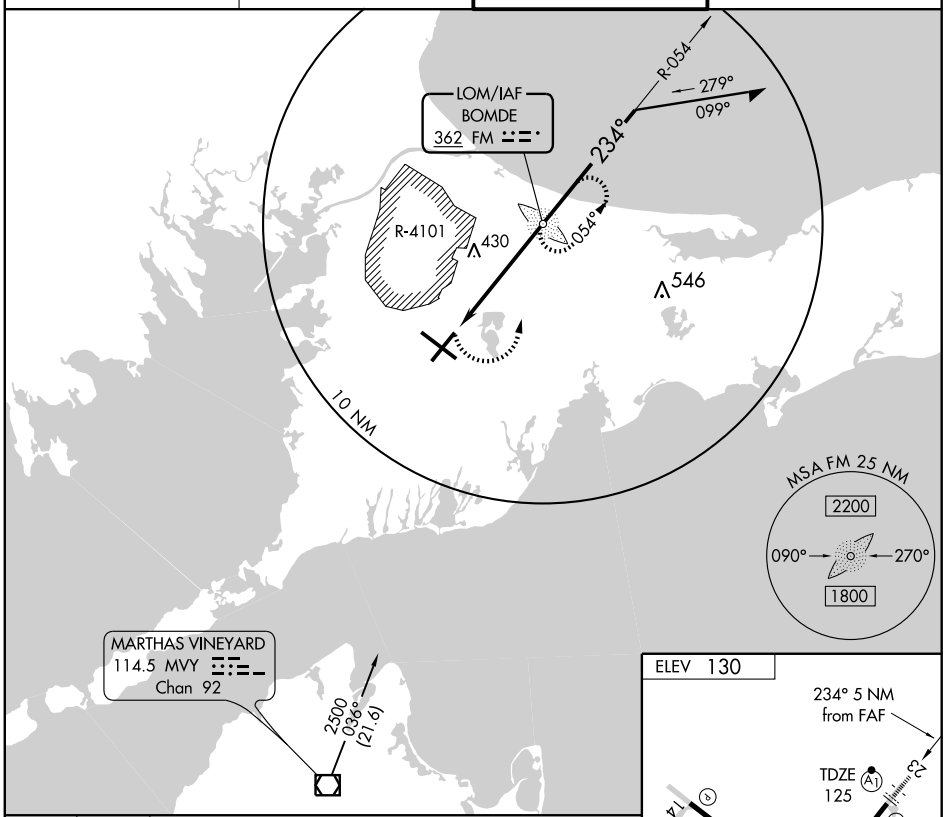
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

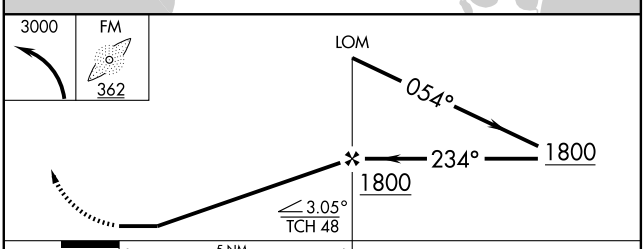
Circling NA NE of Rwy 14 and NW of Rwy 23.

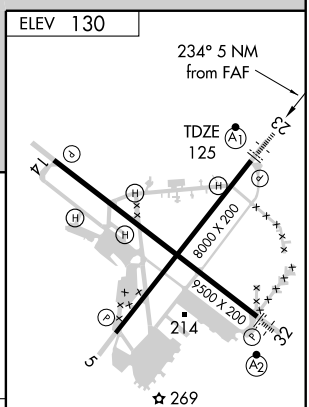
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 780/40 | 655 (700-¾) | 780/60<br>655 (700-1¼) | 780 - 1¾<br>655 (700-1¾) |
| CIRCLING | 780-1 | 650 (700-1) | 780-1¾<br>650 (700-1¾) | 780-2<br>650 (700-2) |

HIRL Rwy 5-23, 14-32

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:01 | 3:21 | 2:31 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| TACAN FMH Chan 105 | APP CRS 063° | Rwy Idg 8000<br>TDZE 117<br>Apt Elev 130 |
|---|---|---|

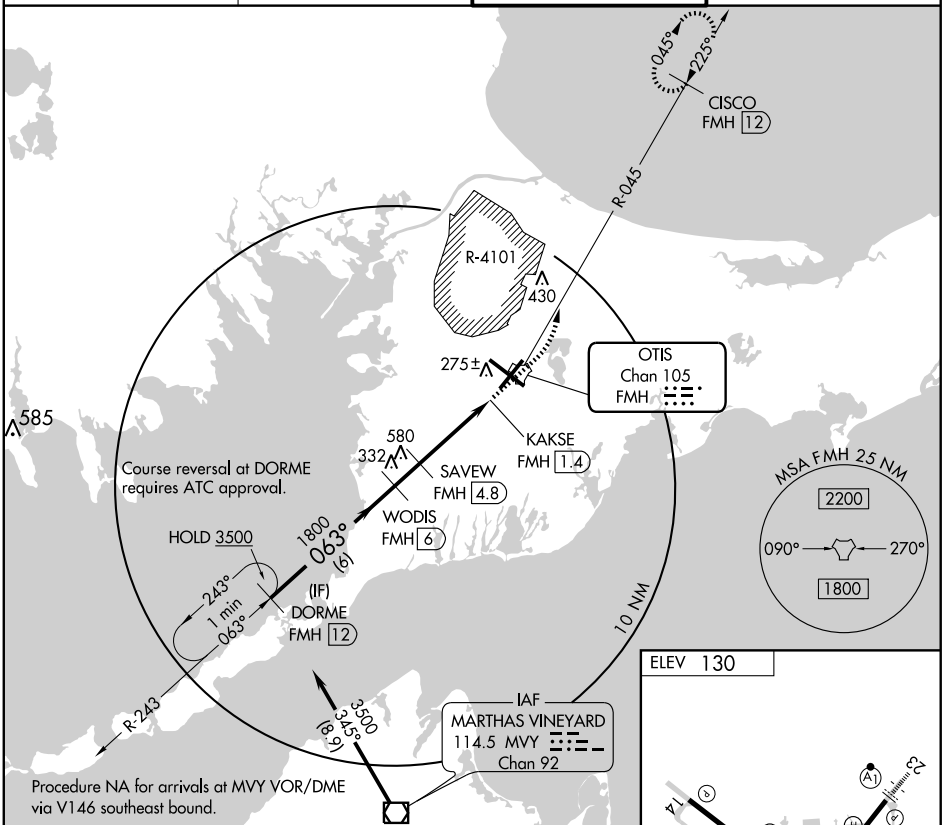
# TACAN RWY 5

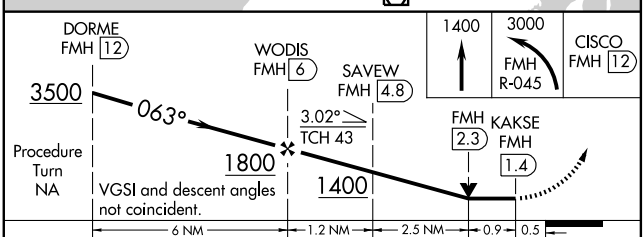
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

Circling NA NE of Rwy 14 and NW of Rwy 23.

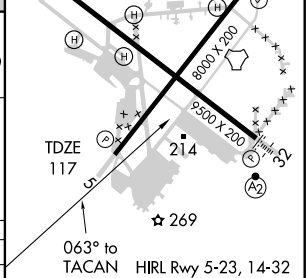
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 540-1 423 (500-1) | | 540-1¼ 423 (500-1¼) | |
| CIRCLING | 580-1 450 (500-1) | | 580-1½ 450 (500-1½) | 680-2 550 (600-2) |




FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| TACAN FMH Chan 105 | APP CRS 134° | Rwy Idg 9500<br>TDZE 130<br>Apt Elev 130 |
|---|---|---|

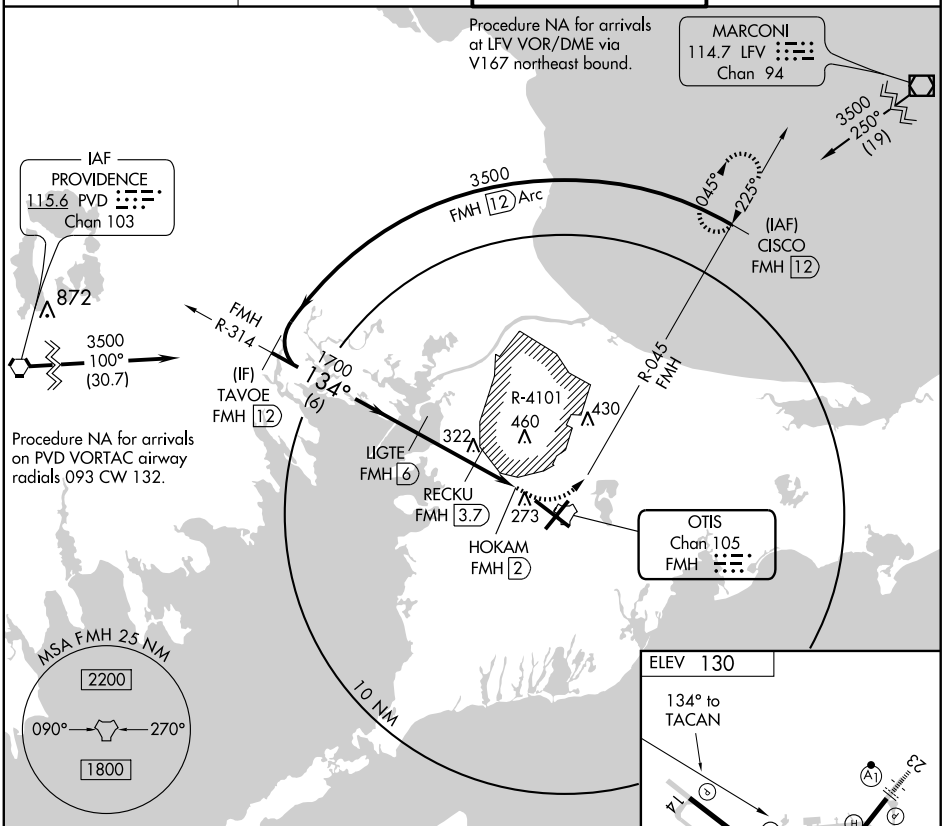
# TACAN RWY 14

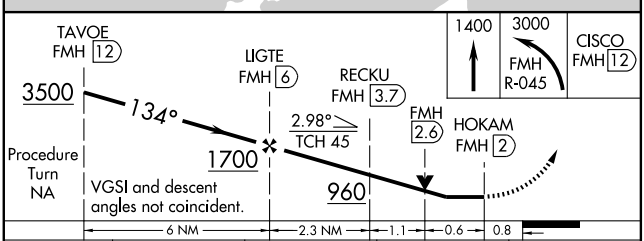
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

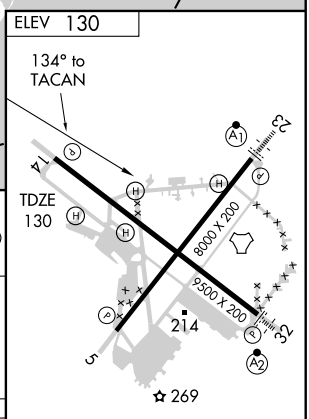
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




HIRL Rwy 5-23, 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 540-1 410 (500-1) | | 540-1¼ 410 (500-1¼) | |
| CIRCLING | 580-1 450 (500-1) | | 580-1½ 450 (500-1½) | 680-2 550 (600-2) |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| TACAN FMH Chan 105 | APP CRS 222° | Rwy Idg 8000<br>TDZE 125<br>Apt Elev 130 |
|---|---|---|

# TACAN RWY 23

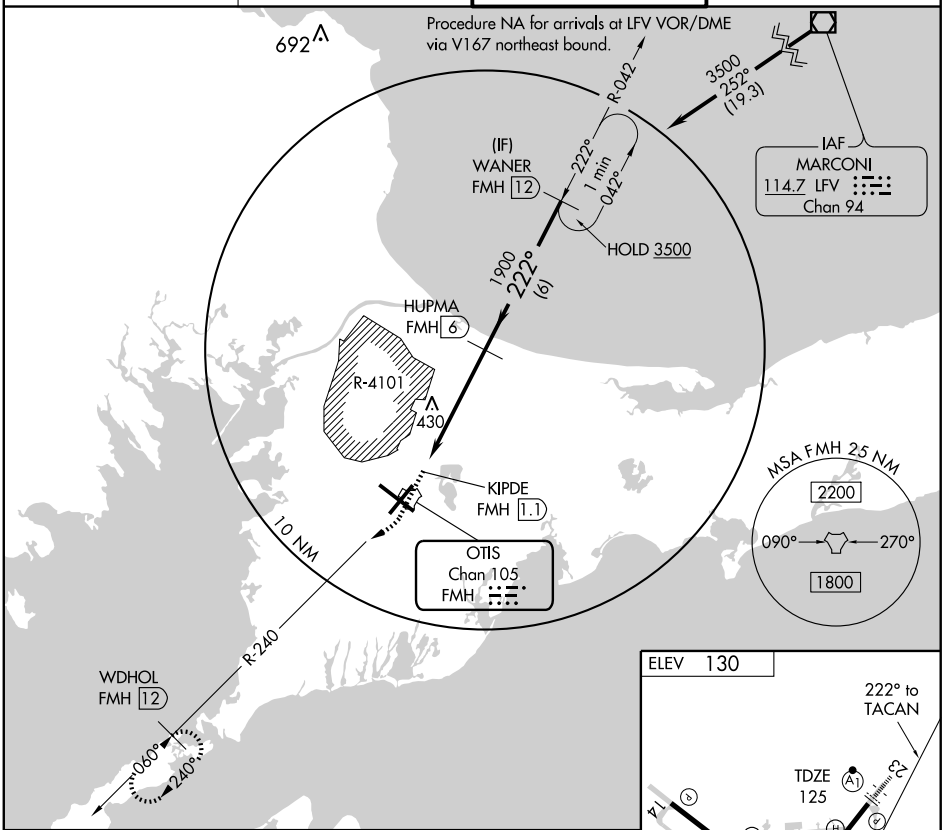
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

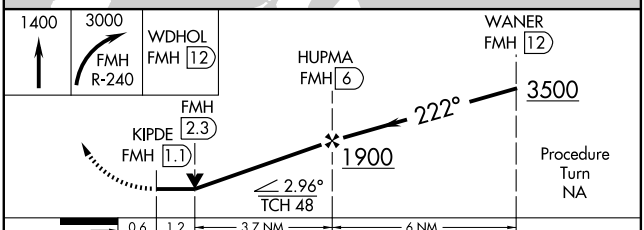
Circling NA NE of Rwy 14 and NW of Rwy 23.

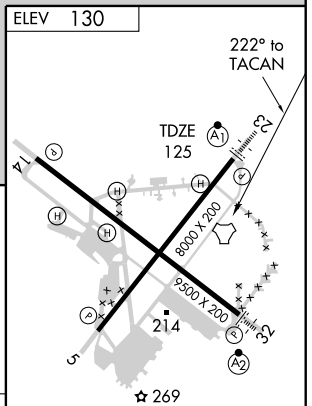
ALSF-1 (A1)

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH TACAN R-240 to WDHOL/FHM 12 DME and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 740/24 615 (700-½) | | 740/60<br>615 (700-1¼) | 740-1½<br>615 (700-1½) |
| CIRCLING | 740-1 610 (700-1) | | 740-1¾<br>610 (700-1¾) | 740-2<br>610 (700-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| TACAN FMH Chan 105 | APP CRS 336° | Rwy Idg 9500 / TDZE 117 / Apt Elev 130 |
|---|---|---|

# TACAN RWY 32

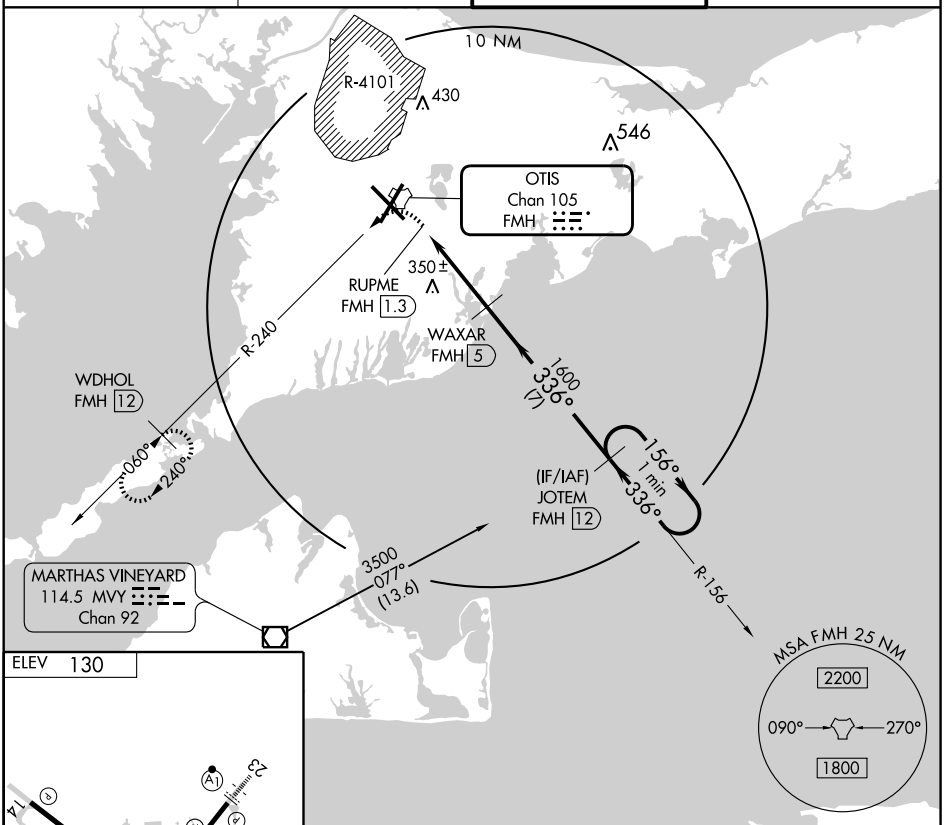
## FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

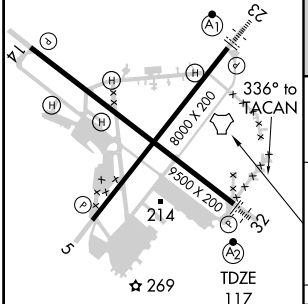
Inoperative table does not apply to Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF (A2)

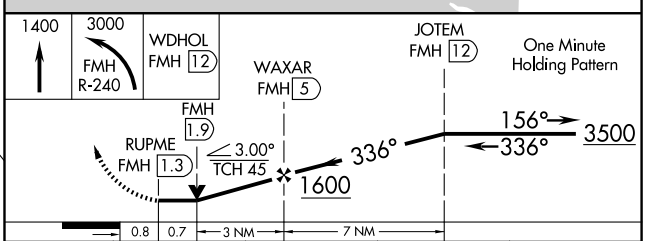
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

| ATIS ★ | CAPE APP CON | COAST GUARD TOWER | GND CON |
|---|---|---|---|
| 120.475 236.825 | 118.2 284.6 | 121.0 291.1 | 124.15 275.8 |




| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



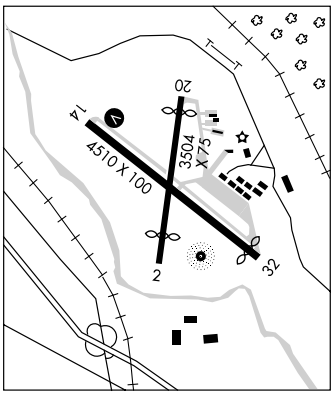

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 620-¾ 503 (500-¾) | | 620-1½ 503 (500-1½) | |
| CIRCLING | 620-1 490 (500-1) | | 620-1½ 490 (500-1½) | 680-2 550 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

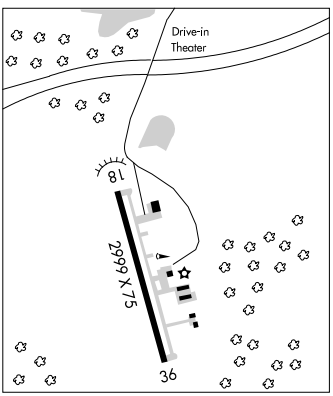
**FALMOUTH AIRPARK** (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
**RWY 07–25:** H2298X40 (ASPH) S–4 LIRL
**RWY 07:** TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
**AIRPORT REMARKS:** Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

**FITCHBURG MUNI** (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
**RWY 14–32:** H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
**RWY 14:** VASI(V2L)—GA 3.0°. Trees.
**RWY 32:** REIL. Thld dsplcd 242′. Trees.
**RWY 02–20:** H3504X75 (ASPH) S–30, D–41 0.5% up N
**RWY 02:** Thld dsplcd 567′. Trees.
**RWY 20:** Thld dsplcd 459′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
**WEATHER DATA SOURCES:** ASOS 135.175 (978) 343–9121
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
**NDB (MHW)** 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.




**GARDNER** N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
**(L) VOR/DME** 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
**RCO** 122.1R 110.6T (BRIDGEPORT RADIO)

**GARDNER MUNI** (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
**RWY 18–36:** H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
**RWY 18:** Trees. **RWY 36:** Trees.
**AIRPORT REMARKS:** Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**(L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



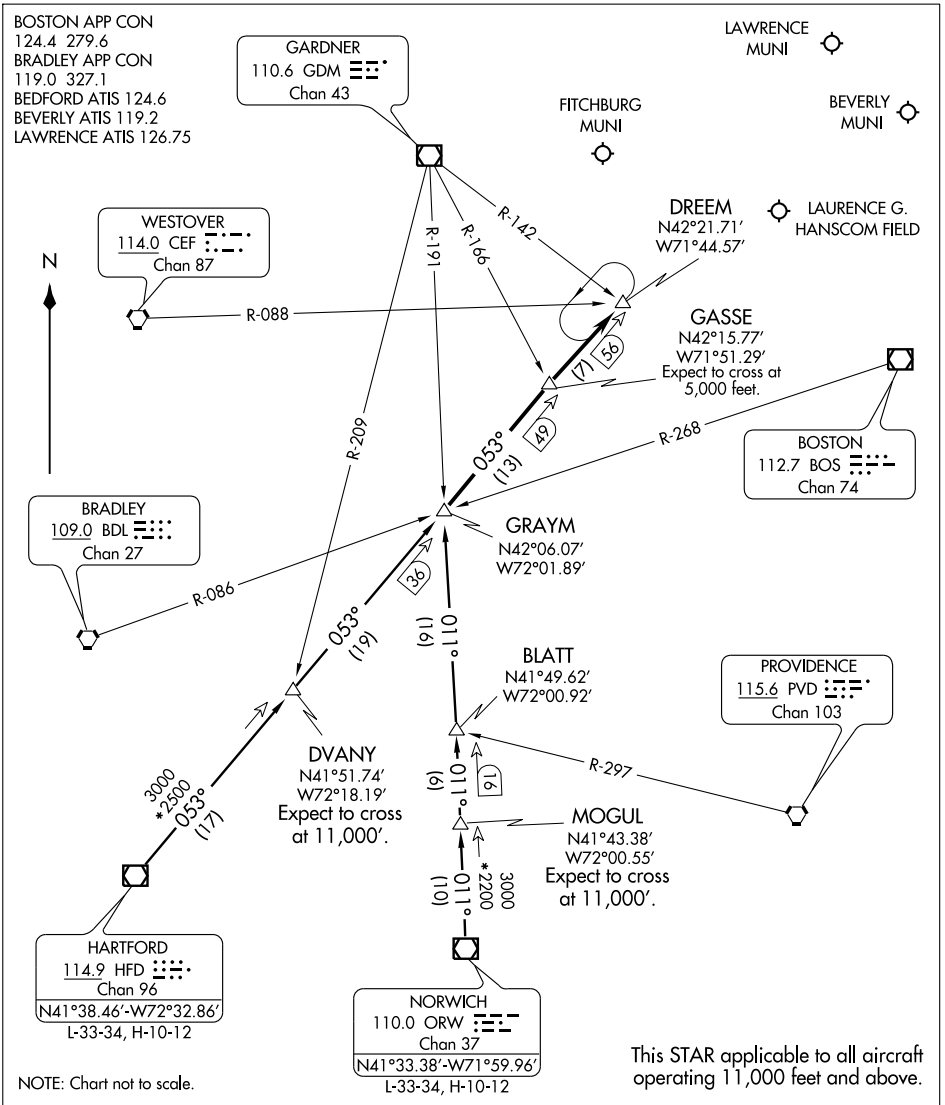

**GENERAL EDWARD LAWRENCE LOGAN INTL** (See BOSTON)

# GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS






HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB FIT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 365 | 317° | TDZE | N/A |
| | | Apt Elev | 348 |

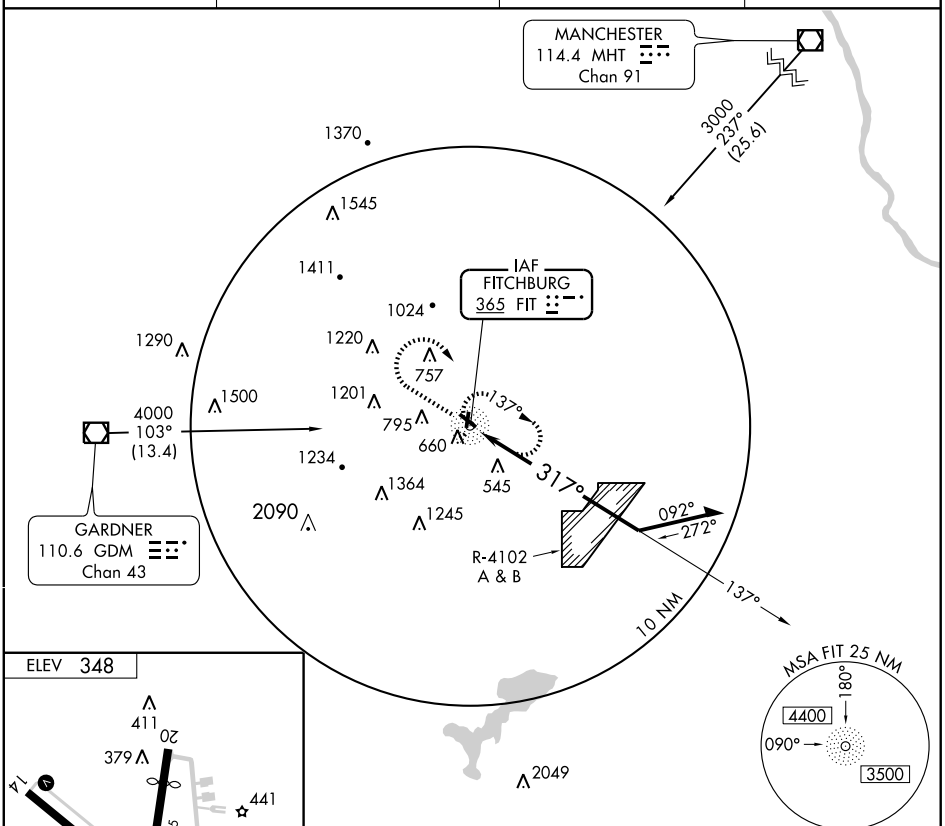
# NDB-A
## FITCHBURG MUNI (FIT)

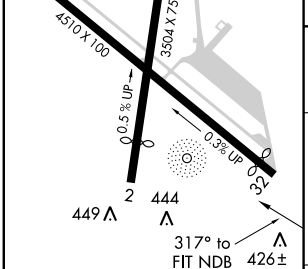
MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct FIT NDB and hold.

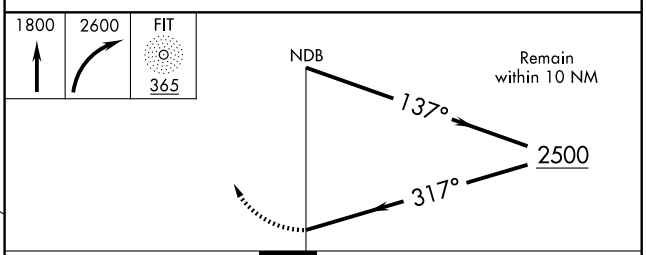
| ASOS | BOSTON APP CON | UNICOM | 123.0 L |
|---|---|---|---|
| 135.175 | 124.4 279.6 | 122.7 (CTAF) | |



NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1180-1<br>832 (900-1) | 1320-1½<br>972 (1000-1½) | 1340-3<br>992 (1000-3) | NA |

REIL Rwy 32 L
MIRL Rwy 14-32 L

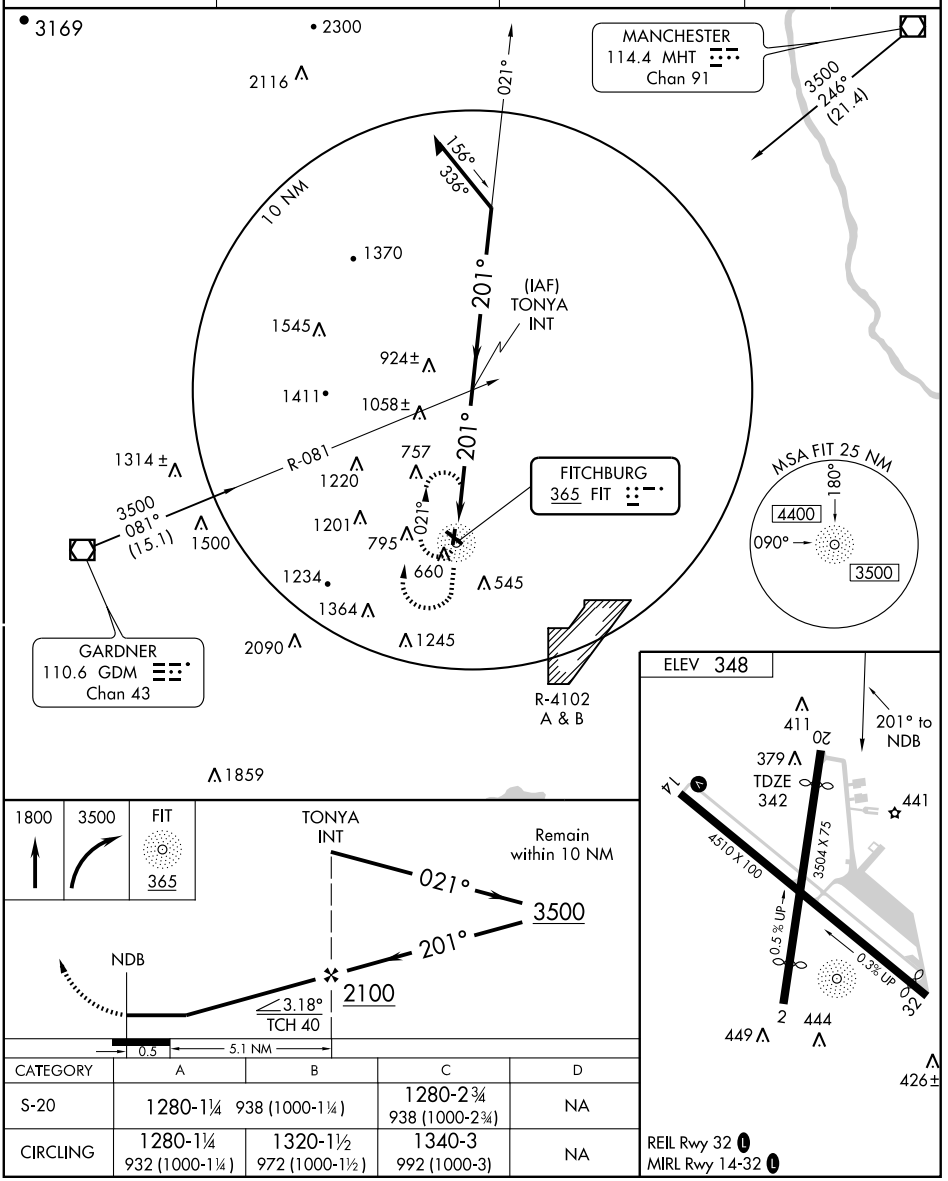
| NDB FIT | APP CRS | Rwy Idg | 3043 |
|---|---|---|---|
| 365 | 201° | TDZE | 342 |
| | | Apt Elev | 348 |

# NDB RWY 20
## FITCHBURG MUNI (FIT)

Straight-in minimums NA at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 direct FIT NDB and hold.

| ASOS | BOSTON APP CON | UNICOM | |
|---|---|---|---|
| 135.175 | 124.4 279.6 | 122.7 (CTAF) | 123.0 L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1280-1¼ 938 (1000-1¼) | | 1280-2¾ 938 (1000-2¾) | NA |
| CIRCLING | 1280-1¼ 932 (1000-1¼) | 1320-1½ 972 (1000-1½) | 1340-3 992 (1000-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4510 |
|---|---|---|
| 158° | TDZE | 340 |
| | Apt Elev | 348 |

AL-747 (FAA)

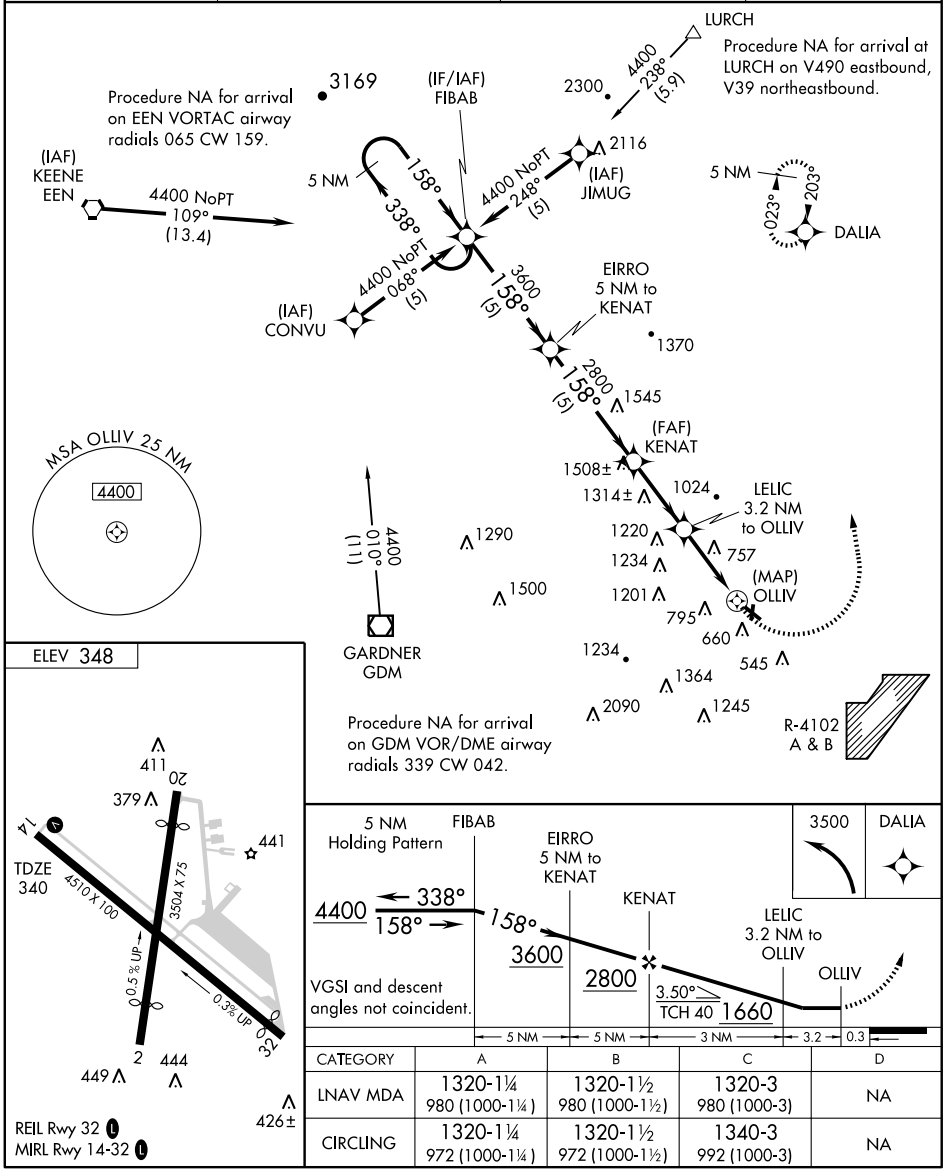
# RNAV (GPS) RWY 14

FITCHBURG MUNI (FIT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

| ASOS | BOSTON APP CON | UNICOM | |
|---|---|---|---|
| 135.175 | 124.4 279.6 | 122.7 (CTAF) | 123.0 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1¼ 980 (1000-1¼) | 1320-1½ 980 (1000-1½) | 1320-3 980 (1000-3) | NA |
| CIRCLING | 1320-1¼ 972 (1000-1¼) | 1320-1½ 972 (1000-1½) | 1340-3 992 (1000-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

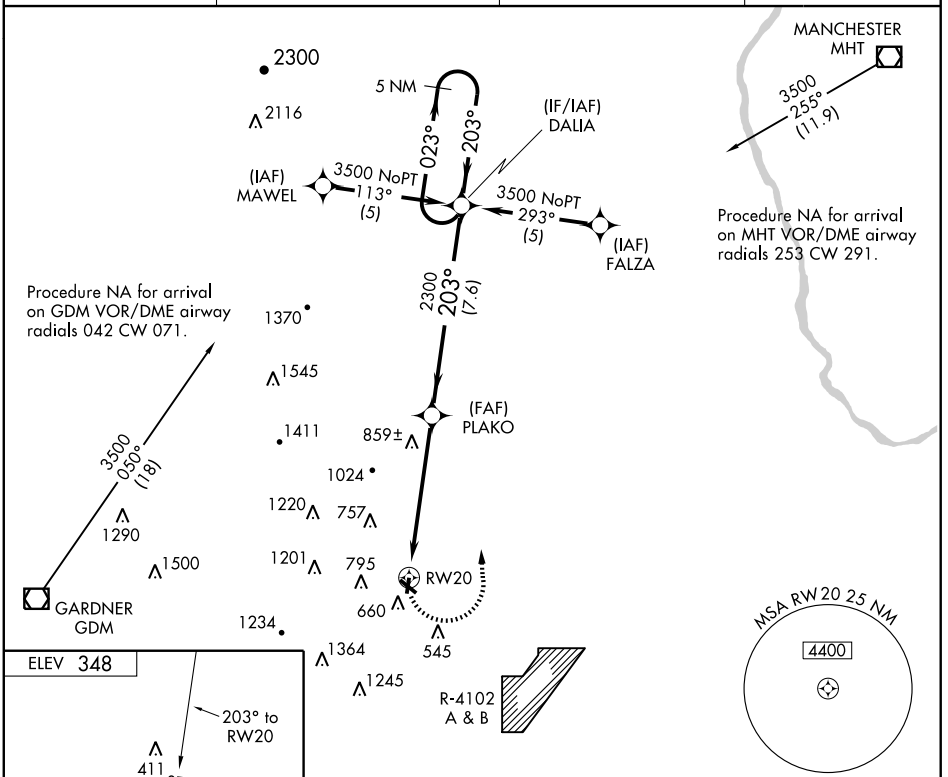
| APP CRS | Rwy Idg | 3043 |
|---|---|---|
| 203° | TDZE | 342 |
| | Apt Elev | 348 |

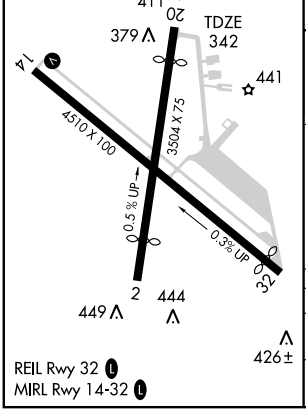
# RNAV (GPS) RWY 20
## FITCHBURG MUNI (FIT)

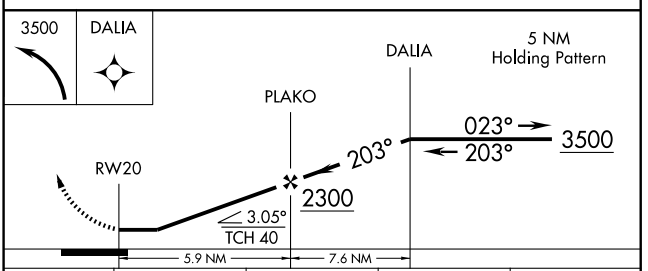
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

| ASOS | BOSTON APP CON | UNICOM | 123.0 L |
|---|---|---|---|
| 135.175 | 124.4 279.6 | 122.7 (CTAF) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1<br>778 (800-1) | 1120-1¼<br>778 (800-1¼) | 1120-2¼<br>778 (800-2¼) | NA |
| CIRCLING | 1120-1<br>772 (800-1) | 1320-1½<br>972 (1000-1½) | 1340-3<br>992 (1000-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

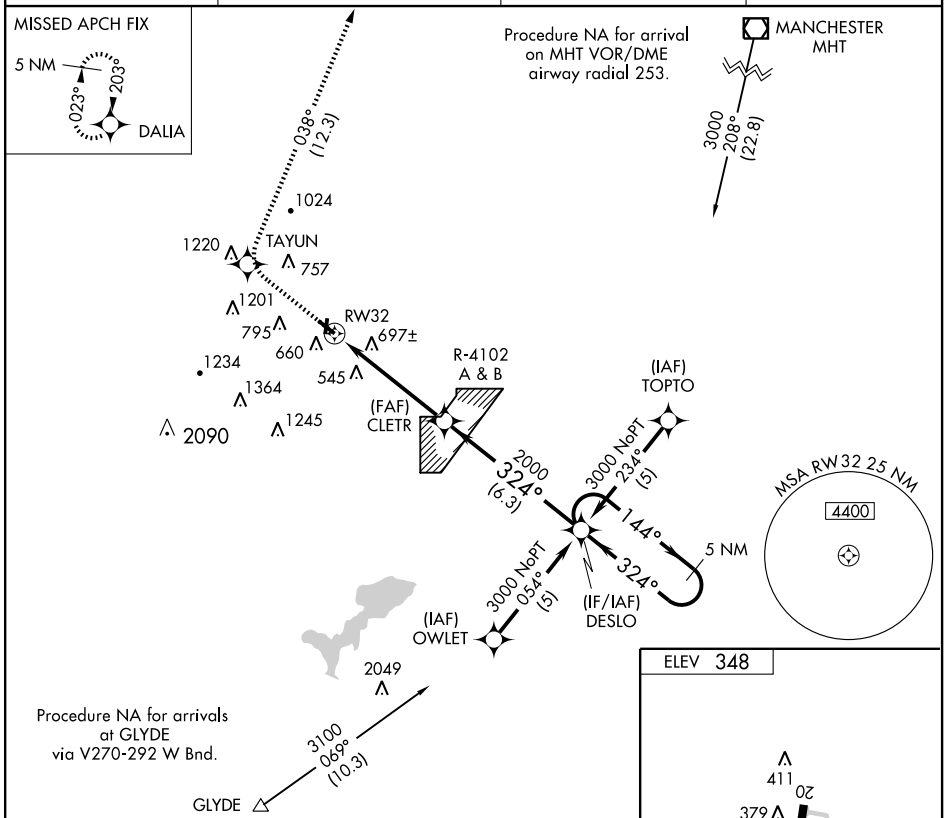
| APP CRS | Rwy Idg | 4269 |
|---|---|---|
| 324° | TDZE | 335 |
| | Apt Elev | 348 |

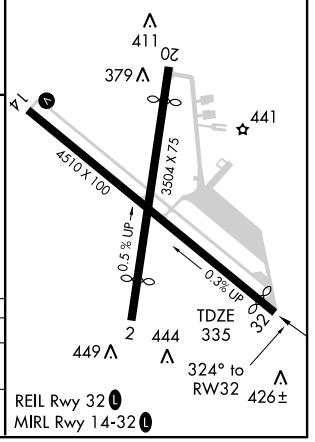
# RNAV (GPS) RWY 32
## FITCHBURG MUNI (FIT)

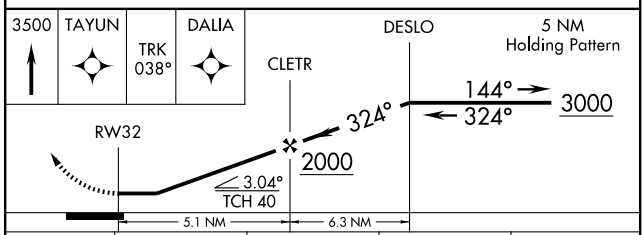
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TAYUN and via 038° track to DALIA and hold.

| ASOS | BOSTON APP CON | UNICOM | 123.0 L |
|---|---|---|---|
| 135.175 | 124.4 279.6 | 122.7 (CTAF) | |



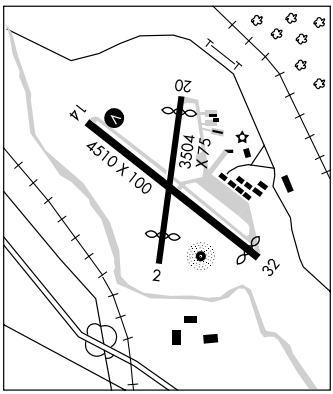

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1<br>785 (800-1) | 1120-1¼<br>785 (800-1¼) | 1120-2¼<br>785 (800-2¼) | NA |
| CIRCLING | 1120-1<br>772 (800-1) | 1320-1½<br>972 (1000-1½) | 1340-3<br>992 (1000-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

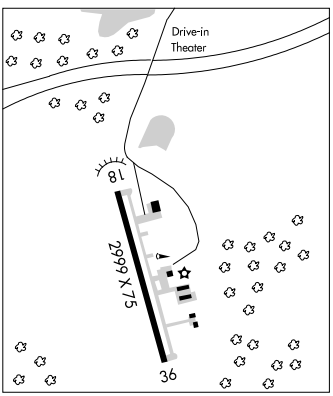
**FALMOUTH AIRPARK** (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
**RWY 07–25:** H2298X40 (ASPH) S–4 LIRL
**RWY 07:** TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
**AIRPORT REMARKS:** Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

**FITCHBURG MUNI** (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
**RWY 14–32:** H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
**RWY 14:** VASI(V2L)—GA 3.0°. Trees.
**RWY 32:** REIL. Thld dsplcd 242′. Trees.
**RWY 02–20:** H3504X75 (ASPH) S–30, D–41 0.5% up N
**RWY 02:** Thld dsplcd 567′. Trees.
**RWY 20:** Thld dsplcd 459′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
**WEATHER DATA SOURCES:** ASOS 135.175 (978) 343–9121
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
**NDB (MHW)** 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.




**GARDNER** N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
**(L) VOR/DME** 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
**RCO** 122.1R 110.6T (BRIDGEPORT RADIO)

**GARDNER MUNI** (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
**RWY 18–36:** H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
**RWY 18:** Trees. **RWY 36:** Trees.
**AIRPORT REMARKS:** Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**(L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.




**GENERAL EDWARD LAWRENCE LOGAN INTL** (See BOSTON)

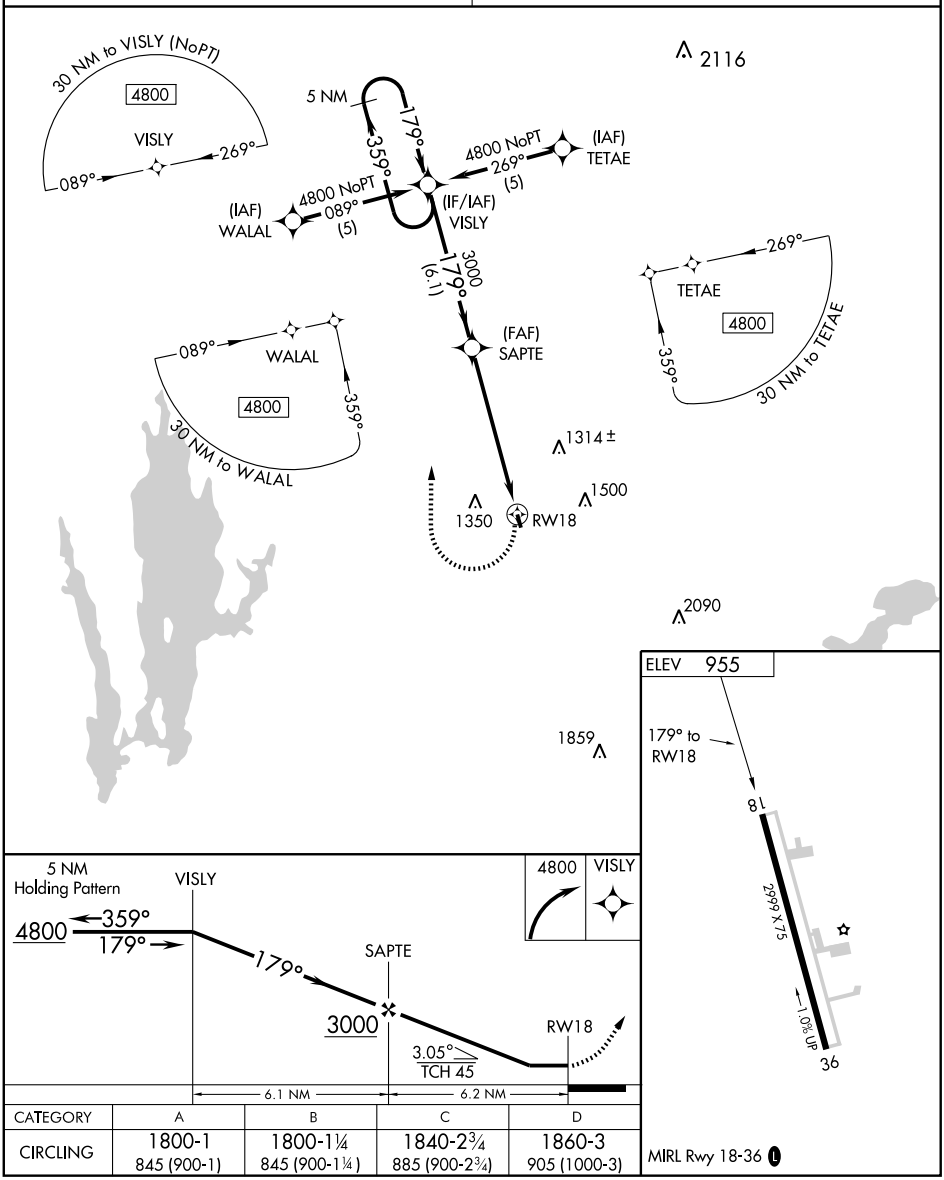
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 179° | TDZE | N/A |
| | Apt Elev | 955 |

# RNAV (GPS)-B
## GARDNER MUNI (GDM)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold 4800.

| BOSTON CENTER | UNICOM |
|---|---|
| 123.75 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1800-1<br>845 (900-1) | 1800-1¼<br>845 (900-1¼) | 1840-2¾<br>885 (900-2¾) | 1860-3<br>905 (1000-3) |

MIRL Rwy 18-36 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GDM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 097° | TDZE | N/A |
| Chan 43 | | Apt Elev | 955 |

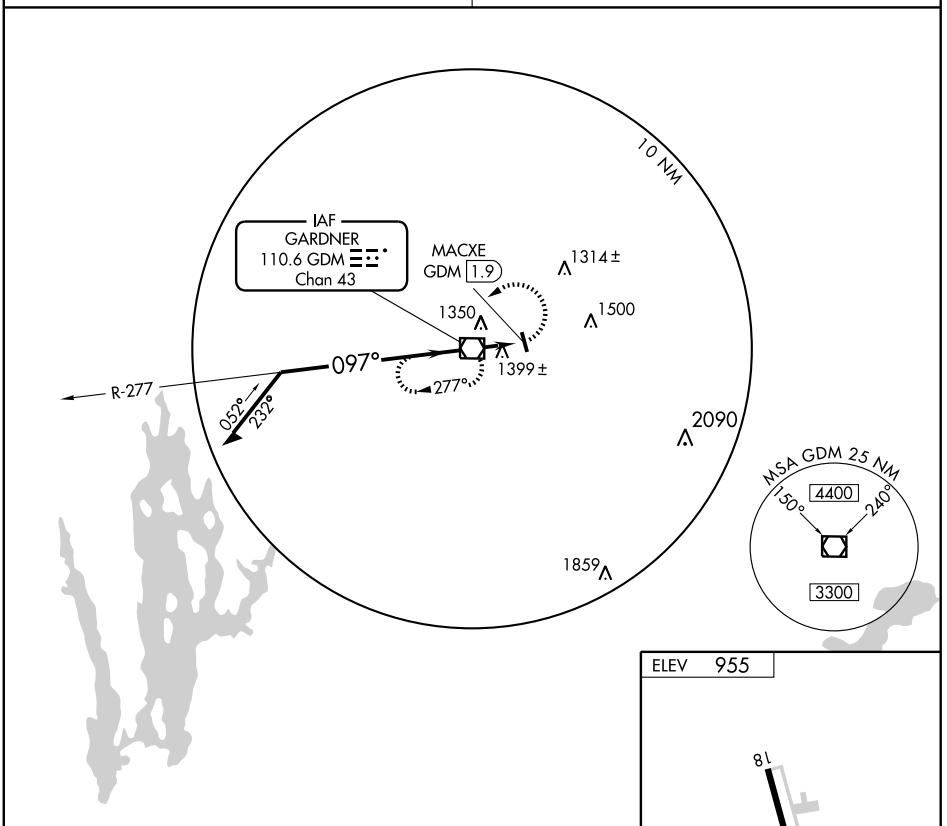
# VOR-A
## GARDNER MUNI (GDM)

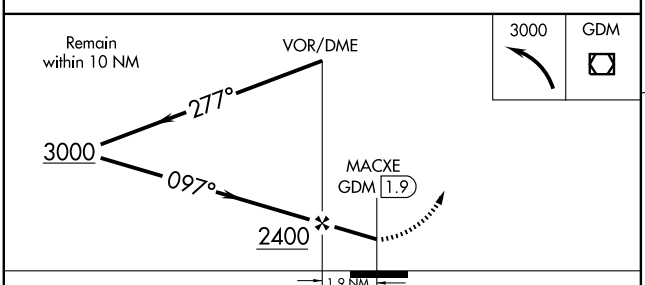
Use Worcester altimeter setting; when not recieved use Orange Muni altimeter setting and increase all MDA 40 feet.

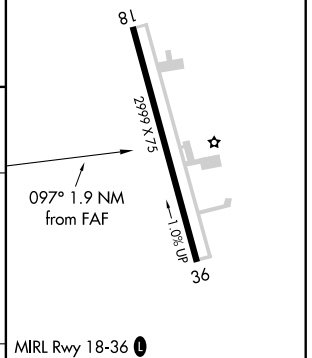
NA

MISSED APPROACH: Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.

| BOSTON CENTER | UNICOM |
|---|---|
| 123.75 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1760-1<br>805 (900-1) | 1760-1¼<br>805 (900-1¼) | 1840-2¾<br>885 (900-2¾) | 1860-3<br>905 (1000-3) |

| FAF to MAP 1.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |

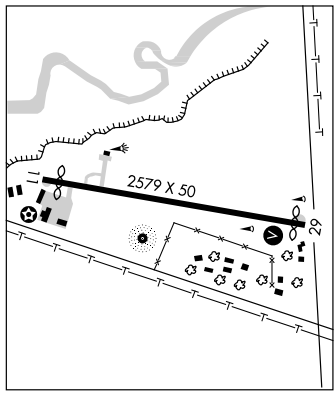


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**GOZZR** N42°15.59′ W71°44.12′ NOTAM FILE ORH. NEW YORK
**NDB (LOM)** 417 EK 289° 6.3 NM to Worchester Rgnl.

## GREAT BARRINGTON

**WALTER J. KOLADZA** (GBR) 2 W UTC−5(−4DT) N42°11.05′ W73°24.19′ NEW YORK
739 B S4 **FUEL** 100LL NOTAM FILE BTV L–33B, 34I
**RWY 11–29:** H2579X50 (ASPH) S–8 LIRL IAP
**RWY 11:** REIL. Thld dsplcd 170′. Trees.
**RWY 29:** VASI(NSTD)—GA 3.0° TCH 13′. Thld dsplcd 75′. Trees.
**AIRPORT REMARKS:** Attended dalgt hours. Arpt lgts opr dusk–0400Z‡. Deer and birds on and invof arpt. Practice VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tfc. Touch and go ldg not authorized. Rwy 11 lgtd thld relocated 170 ft; 2409 ft of rwy usable for ngt ops. ACTIVATE LIRL Rwy 11–29; VASI Rwy 29; REIL Rwy 11 and rotating bcn—121.6. VASI OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ALBANY APP/DEP CON** 132.825
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CHESTER (L) VOR/DME** 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 266° 21.2 NM to fld. 1600/13W.
**GREAT BARRINGTON NDB (MHW)** 395 GBR N42°10.98′ W73°24.24′ at fld. Unusable byd 15 NM.




**GREAT BARRINGTON** N42°10.98′ W73°24.24′ NOTAM FILE BTV. NEW YORK
**NDB (MHW)** 395 GBR at Walter J. Koladza L–33B, 34I
Unusable byd 15 NM.

**HAGET** N42°38.65′ W71°11.83′ NOTAM FILE LWM. NEW YORK
**NDB (LOM)** 402 LW 052° 5.5 NM to Lawrence Muni. COPTER

## HALIFAX

**MONPONSETT POND SPB** (MA6) 2 NW UTC−5(−4DT) N42°00.59′ W70°50.59′ NEW YORK
52 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
**WATERWAY 17–35:** 4600X500 (WATER)
**WATERWAY 17:** Trees. **WATERWAY 35:** Rgt tfc.
**WATERWAY 10–28:** 3200X300 (WATER)
**WATERWAY 10:** P-line. Rgt tfc. **WATERWAY 28:** Trees.
**SEAPLANE REMARKS:** Attended continuously.
**COMMUNICATIONS: CTAF** 122.9

## HANSON

**CRANLAND** (28M) 3 SE UTC−5(−4DT) N42°01.51′ W70°50.29′ NEW YORK
71 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
**RWY 18–36:** H1860X60 (ASPH) S–8
**RWY 18:** Trees. **RWY 36:** Thld dsplcd 507′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2200Z‡. Open excavation and 8′ dirt mound north of Rwy 18–36.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

**HARRIMAN–AND–WEST** (See NORTH ADAMS)

| APP CRS | Rwy Idg | 2409 |
|---|---|---|
| 115° | TDZE | 739 |
| | Apt Elev | 739 |

# GPS RWY 11

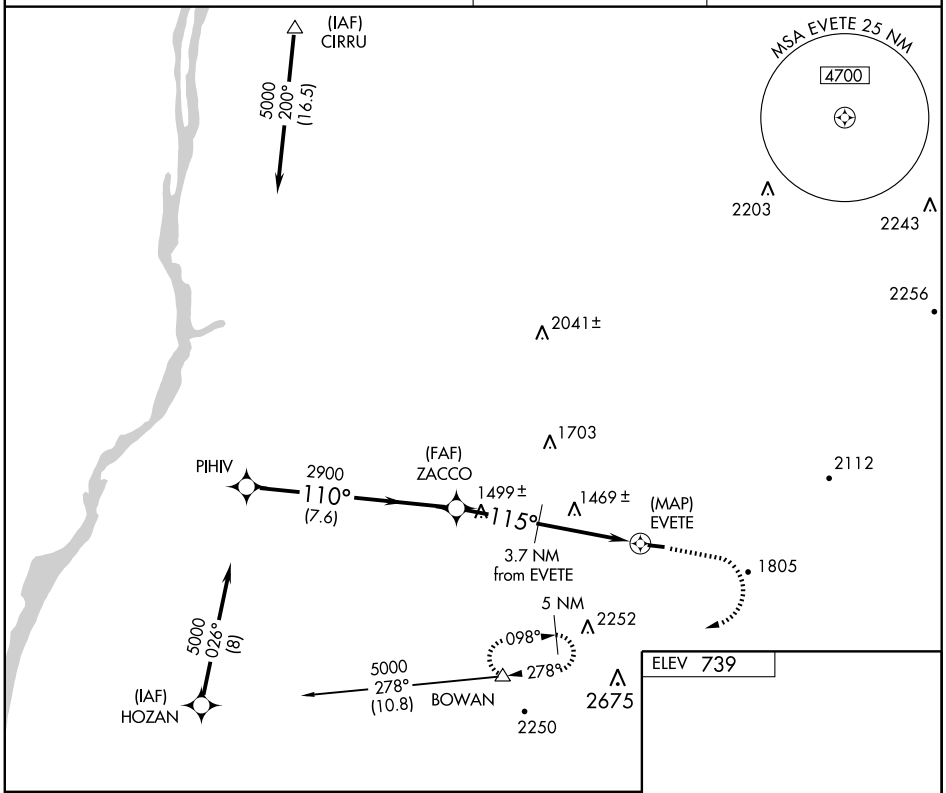
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

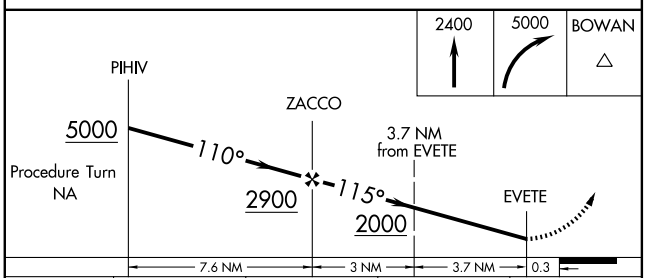
When local altimeter setting not recieved, procedure not authorized.

NA

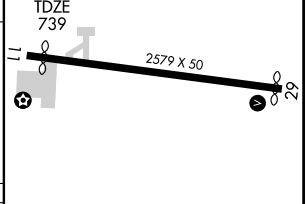
MISSED APPROACH: Climb to 2400, then climbing right turn to 5000 direct BOWAN WP and hold.

| ALBANY APP CON | UNICOM | |
|---|---|---|
| 132.825 307.2 | 122.8 (CTAF) | 121.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1720-1¼ 981 (1000-1¼) | 1720-1½ 981 (1000-1½) | NA | |
| CIRCLING | 1720-1¼ 981 (1000-1¼) | 1720-1½ 981 (1000-1½) | NA | |




REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB GBR 395 | APP CRS 346° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 739 |
|---|---|---|

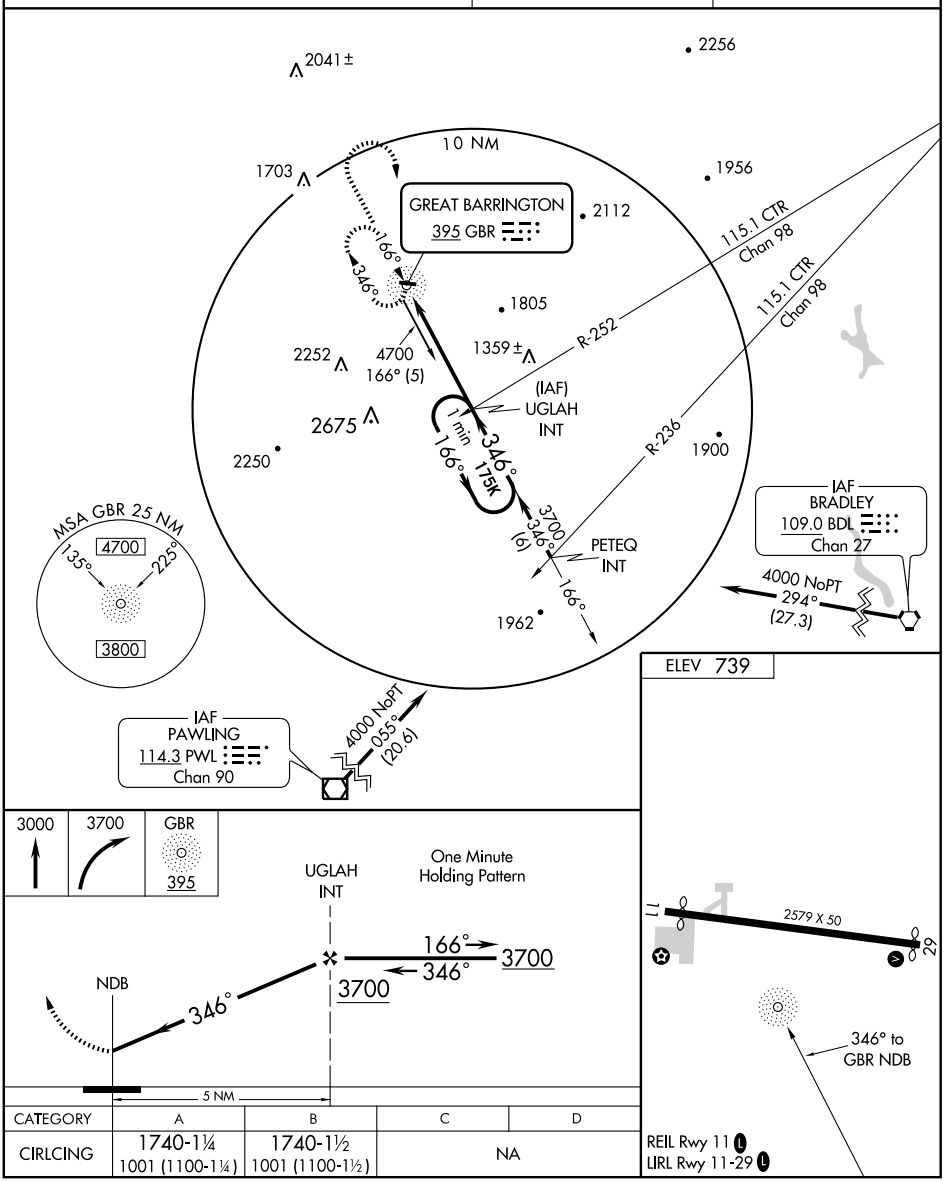
# NDB or GPS-A

GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

T NA When local altimeter setting not recieved, procedure not authorized.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3700 direct GBR NDB and hold.

| ALBANY APP CON | UNICOM | |
|---|---|---|
| 132.825 307.2 | 122.8 (CTAF) | 121.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRLCING | 1740-1¼ 1001 (1100-1¼) | 1740-1½ 1001 (1100-1½) | NA | |

REIL Rwy 11 L
LIRL Rwy 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## HOPEDALE INDUSTRIAL PARK (1B6) 3 SE UTC−5(−4DT) N42°06.39′ W71°30.61′

NEW YORK
L–33C, 34J
IAP

269 B S2 **FUEL** 100LL NOTAM FILE BDR

**RWY 18–36:** H3172X90 (ASPH) S–12 LIRL 1.0% up N

**RWY 18:** Trees. **RWY 36:** Thld dsplcd 110′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri dawn–dusk. Arpt CLOSED to transient acft SS–SR. Arpt CLOSED to transient student training. Arpt CLOSED to jets and ngt ldgs except PPR call 508–478–1726. Rwy 18 two story house 27′ AGL (291′ MSL) located approximately 400′ NW rwy thld. Rwy lgts and rotating bcn opr dusk–0300Z‡.

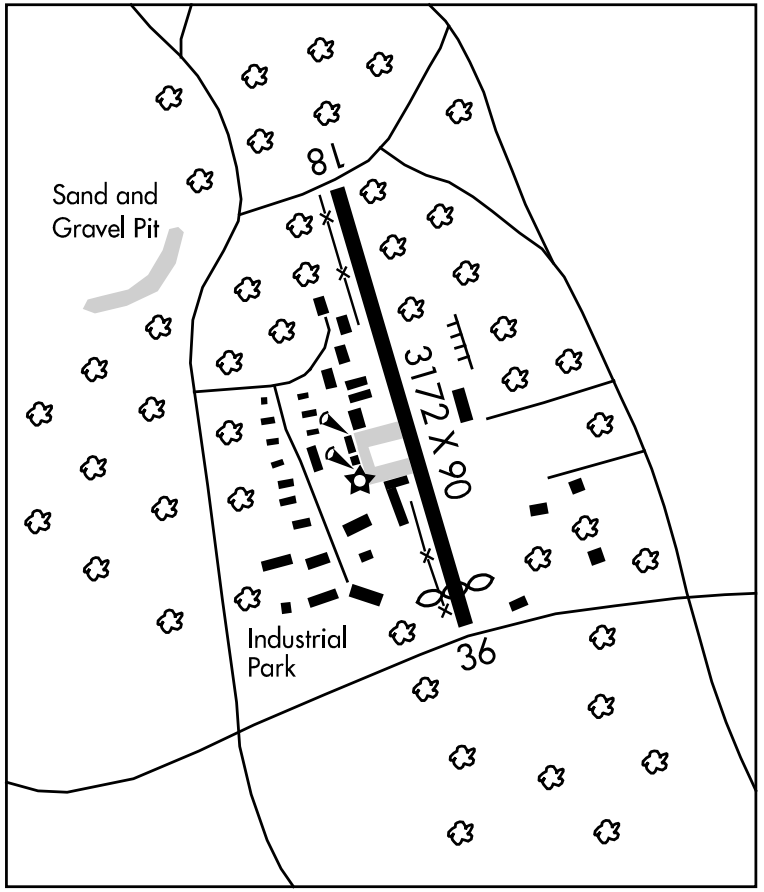
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 073° 17.5 NM to fld. 650/14W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




## HULLZ N42°18.19′ W70°55.31′ NOTAM FILE BOS.

**NDB (LOM)** 346 LI 330° 5.2 NM to General Edward Lawrence Logan Intl.

## HYANNIS N41°40.16′ W70°16.82′

NEW YORK
L–33D

**RCO** 126.425 (BRIDGEPORT RADIO)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 074° | TDZE | N/A |
| | Apt Elev | 269 |

# GPS-A

## HOPEDALE INDUSTRIAL PARK (1B6)

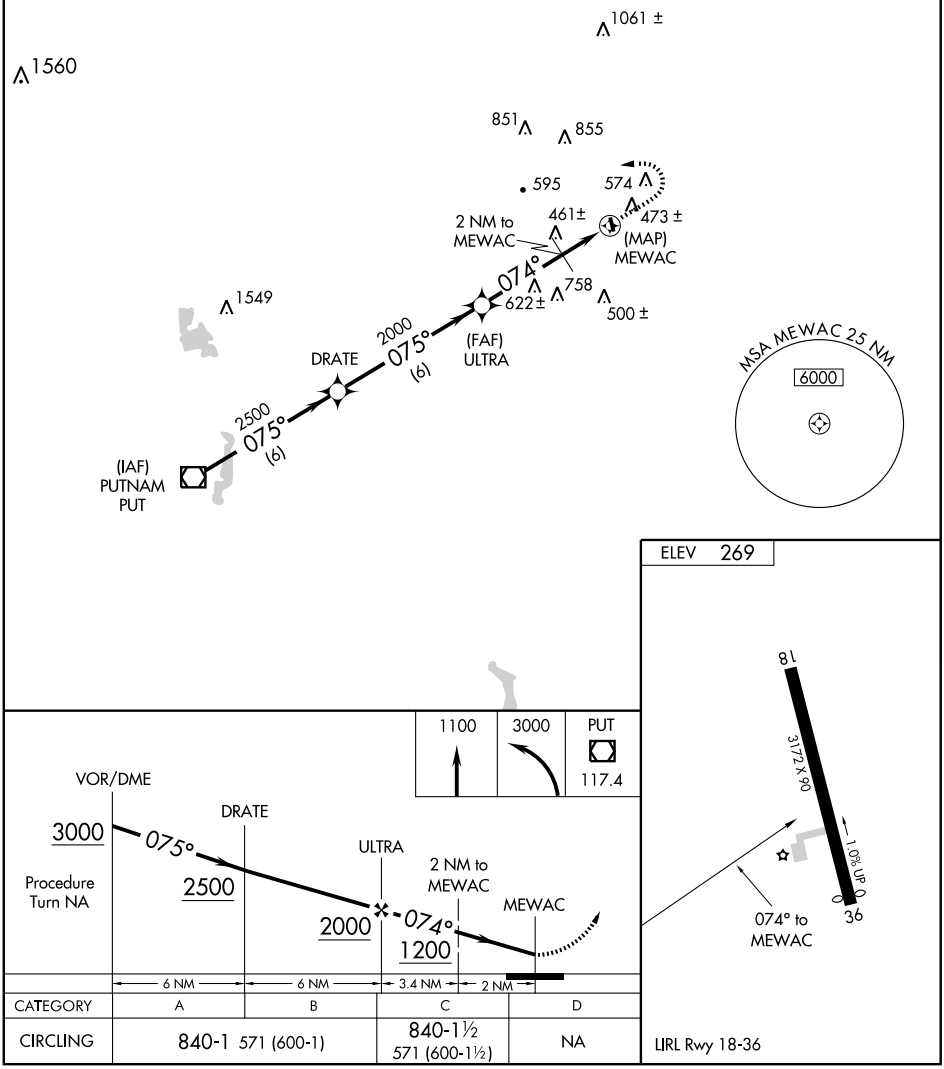
Use North Central, Pawtucket, RI altimeter setting.
Procedure NA at night except by prior arrangement for runway lights. Circling Rwy 18 NA at night.

NA

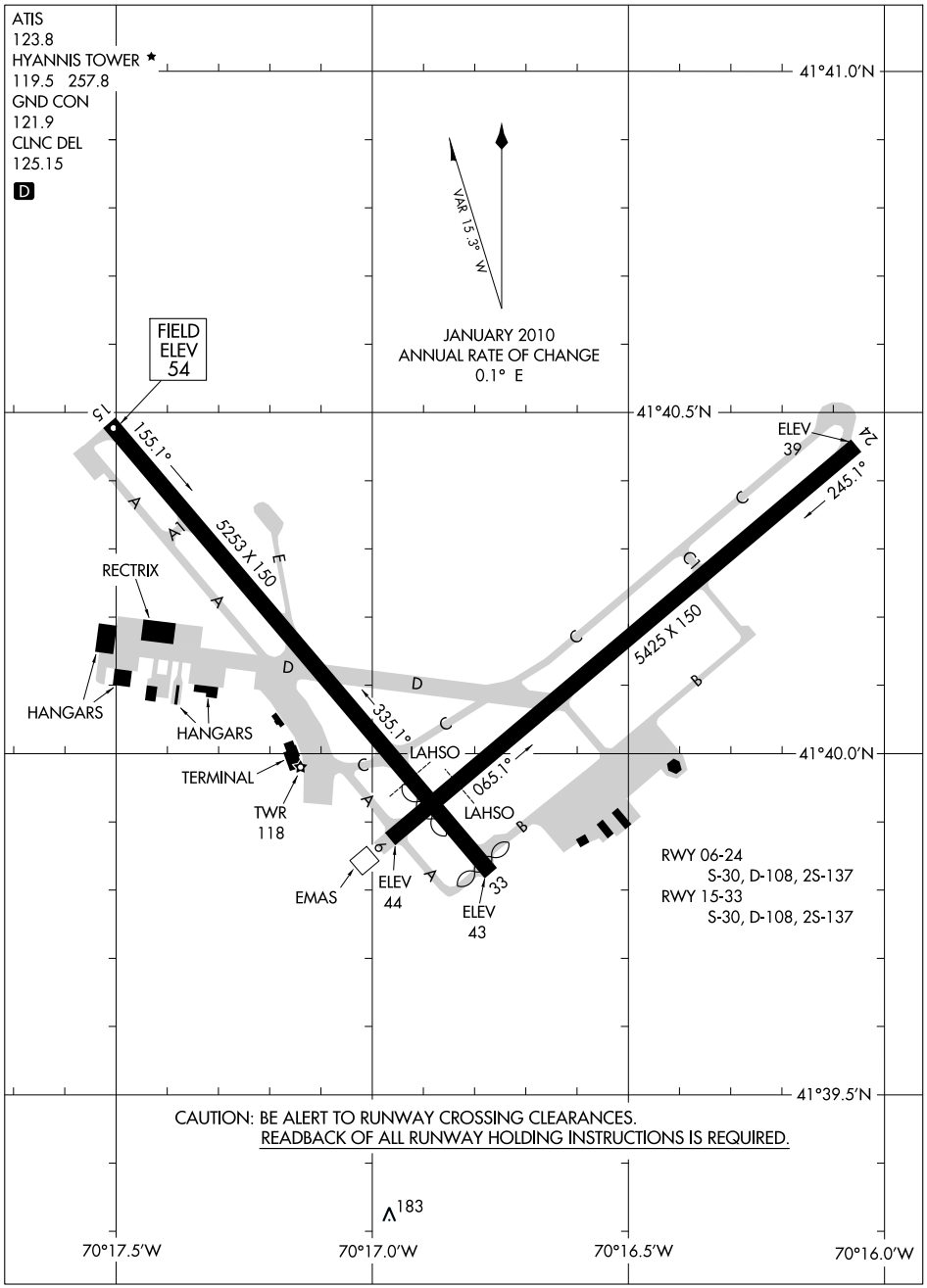
MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct PUT VOR/DME.

| BRADLEY APP CON | UNICOM |
|---|---|
| 119.0 | 122.8 (CTAF) |






NE-1, 26 AUG 2010 to 23 SEP 2010




AIRPORT DIAGRAM
HYANNIS, MASSACHUSETTS
10210
HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## HYANNIS

### BARNSTABLE MUNI–BOARDMAN/POLANDO FLD (HYA) 1 N UTC−5(−4DT)

N41°40.16′ W70°16.82′

NEW YORK
H–10J, 11D, 12K, L–33D
IAP, AD

54 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE HYA

**RWY 06–24:** H5425X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

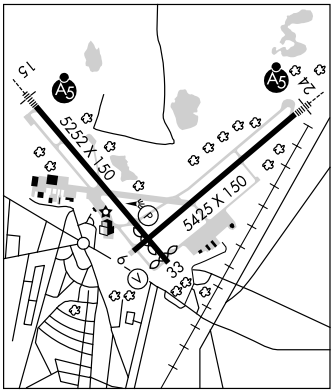
**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 36′. Thld dsplcd 406′.

**RWY 24:** MALSR. Train.

**RWY 15–33:** H5253X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

**RWY 15:** MALSR. P–line.

**RWY 33:** VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 150′. Tree.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 15 | 06–24 | 4150 |
| RWY 24 | 15–33 | 4650 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 06:** | TORA–5425 | TODA–5425 | ASDA–5425 | LDA–5019 |
| **RWY 15:** | TORA–5252 | TODA–5252 | ASDA–5252 | LDA–5252 |
| **RWY 24:** | TORA–5425 | TODA–5425 | ASDA–5425 | LDA–5425 |
| **RWY 33:** | TORA–5252 | TODA–5252 | ASDA–5252 | LDA–5102 |

**ARRESTING GEAR/SYSTEM**

**RWY 24:** EMAS

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 9 passenger seats 0500–1100Z‡ except 1 hr PPR arpt manager 508–778–7770. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Do not confuse Cape Cod CGAS—10 NM W—with Barnstable Muni. Birds, deer, and coyotes on and invof arpt. Arpt has noise abatement ctc arpt manager 508–778–7765. Touch and go ops prohibited between 0200–1059Z‡ unless prior approval by arpt manager. AER 15 is not vsbl from Twy D east of Rwy 15–33. AER 33 not vsbl from Twy E. Twy B from Rwy 33 to east ramp has soft shoulders and marked. Rwy 15 touchdown rwy visual range avbl. All transient and general aviation pilots must ctc arpt ops on frequency 122.95 prior to engine shutdown for airfield escort. ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 15–33 and MALSR Rwys 15 and 24—CTAF. Ldg fee for all acft over 6000 lbs.

**WEATHER DATA SOURCES:** ASOS (508) 862–2601. LAWRS.

**COMMUNICATIONS: CTAF** 119.5 **ATIS** 123.8 (508–778–1143) **UNICOM** 122.95

**HYANNIS RCO** 126.425 (BRIDGEPORT RADIO)

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sep 30, (1100–0300Z‡) Oct 1–May 14). **CLNC DEL** 125.15

**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡) May 15–Sep 30, (0300–1100Z‡) Oct 1–May 14.

**HYANNIS TOWER** 119.5 1100–0300Z‡. **GND CON** 121.9

**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MVY.

**MARTHAS VINEYARD (L) VOR/DME** 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ 057° 22.2 NM to fld. 60/15W.

**BOGEY NDB (LOM)** 342 HY N41°42.97′ W70°12.18′ 246° 4.5 NM to fld. Unmonitored when twr clsd.

**ILS/DME** 108.95 I–BCU Chan 26(Y) Rwy 15. Class IB. (LOC only).

**ILS** 109.15 I–HYA Chan 28(Y) Rwy 24. Class IT. LOM BOGEY NDB. ILS unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at tower.

### KATAMA AIRPARK (See EDGARTOWN)

### LAURENCE G HANSCOM FLD (See BEDFORD)

| LOC/DME I-BCU | APP CRS | Rwy Idg 5253 |
|---|---|---|
| 108.95 | 156° | TDZE 54 |
| Chan 26 (Y) | | Apt Elev 54 |

# ILS or LOC RWY 15

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T A * RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet , increase S-LOC 15 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

| ATIS | CAPE APP CON ★ | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.8 | 118.2 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |

IAF BOSTON 112.7 BOS Chan 74

692

2000 NoPT 159° (39.8)

MARCONI 114.7 LFV Chan 94

R-159

2000 255° (22.2)

R-336

156° 1 min 336°

R-255

(IF/IAF) DUCEG INT I-BCU 12.7

R-239

Procedure NA for arrivals at BOS VOR/DME via V141 northwest bound.

2000 156° (6)

R-030

LOM BOGEY 342 HY

KENAD INT I-BCU 6.7

R-4101

269 546 220± 205 235 75± 130± 305 10 NM

R-042

2000 030° (26.5)

LOCALIZER 108.95 I-BCU Chan 26 (Y)

MSA HY 25 NM 1900

MARTHAS VINEYARD 114.5 MVY Chan 92

MISSED APCH FIX

MARCONI LFV 114.7 Chan 94

180° 360° R-180

ALTERNATE MISSED APCH FIX

066° R-066 246°

BOGEY 342 HY

One Minute Holding Pattern

DUCEG INT I-BCU 12.7

KENAD INT I-BCU 6.7

1000 2000 LFV 114.7

I-BCU 2.2 I-BCU 1

2000 336° 156° 156° 2000

GS 3.10° TCH 55

6 NM 4.5 NM 1.1 NM

ELEV 54 D

156° 5.7 NM from FAF

113± 82±

TDZE 54

15 24

5253 X 150 5425 X 150

TWR 118

33 216 105± 89±

183

REIL Rwy 6

HIRL Rwys 6-24 and 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | * 254/24 200 (200-½) | | | |
| S-LOC 15 | 480/24 426 (500-½) | | 480/40 426 (500-¾) | |
| CIRCLING | 560-1 506 (600-1) | | 580-1½ 526 (600-1½) | 620-2 566 (600-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HYA | APP CRS | Rwy Idg 5425 |
|---|---|---|
| 109.15 | 246° | TDZE 43 |
| Chan 28 (Y) | | Apt Elev 54 |

# ILS or LOC RWY 24

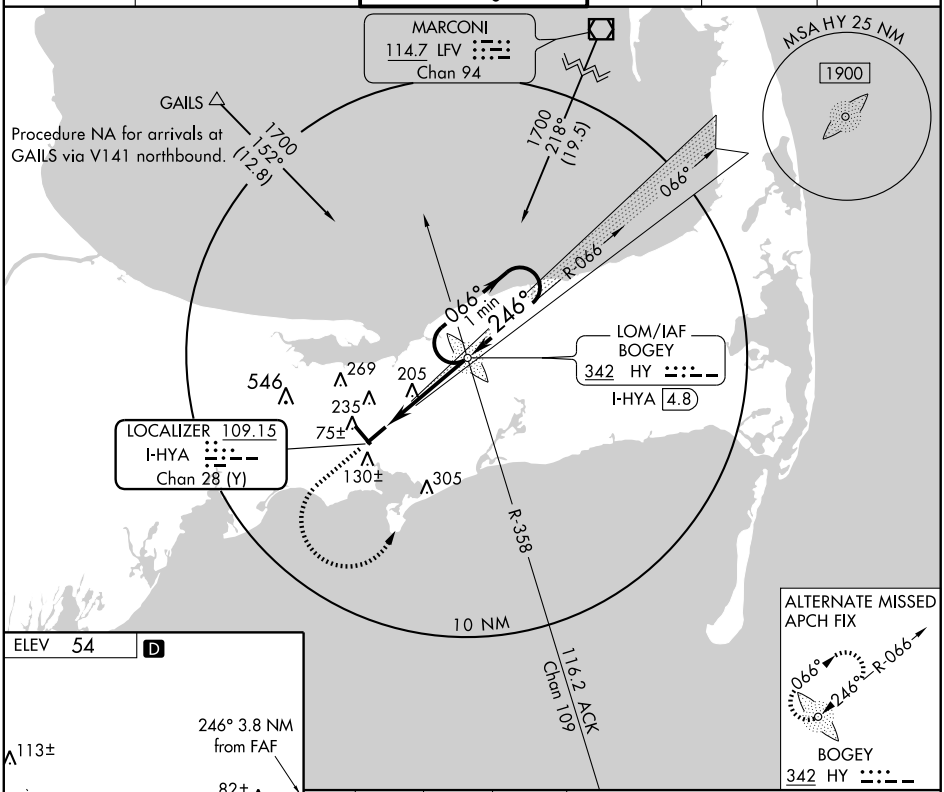
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

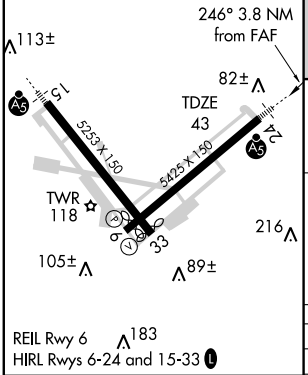
T Visibility reduction by helicopters NA. When local altimeter setting not
A received, use Chatham altimeter setting and increase all DA/MDA 40 feet. Inoperative table does not apply to S-ILS all Cats, S-LOC Cats A and B. For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

MALSR

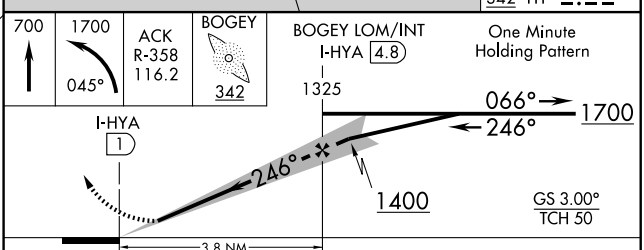
MISSED APPROACH: Climb to 700, then climbing left turn to 1700 via heading 045° and ACK VOR/DME R-358 to BOGEY LOM/INT/I-HYA 4.8 DME and hold.

| ATIS | CAPE APP CON ★ | | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 123.8 | 118.2 | 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |




| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | | 293/50 | 250 (300-1) | |
| S-LOC 24 | | 460/50 | 417 (500-1) | |
| CIRCLING | 560-1 506 (600-1) | | 580-1½ 526 (600-1½) | 620-2 566 (600-2) |


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5019 |
|---|---|---|---|
| CH 45799 | 066° | TDZE | 45 |
| W06A | | Apt Elev | 54 |

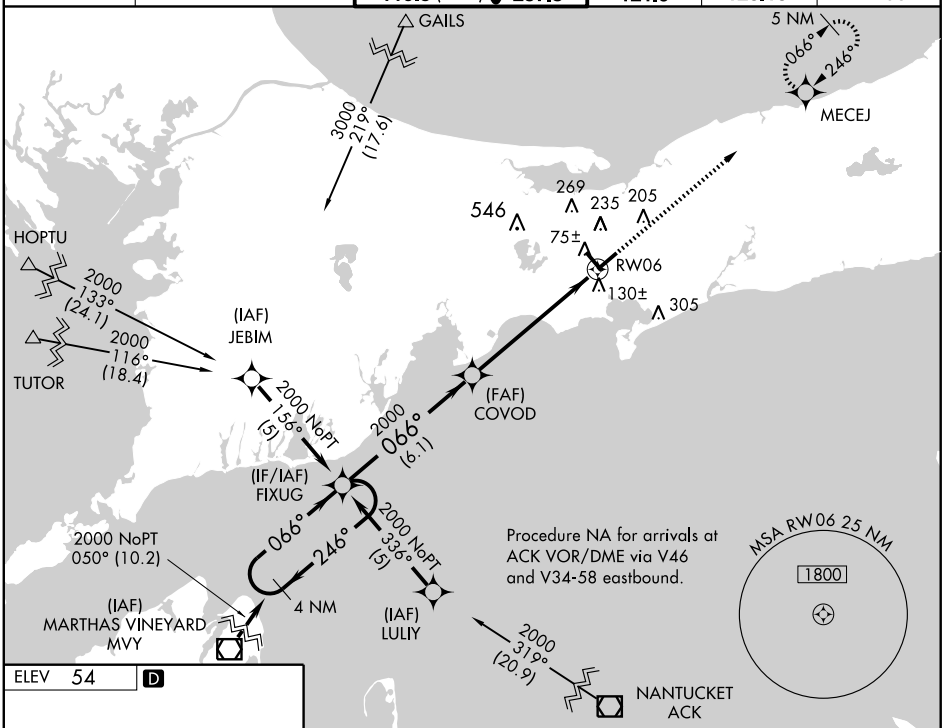
# RNAV (GPS) RWY 6

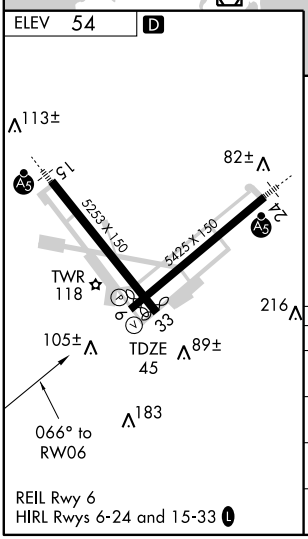
## HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

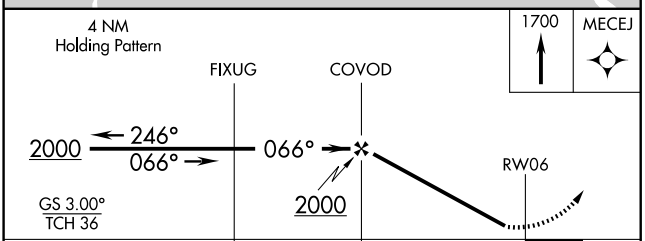
T A W DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). BARO-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

| ATIS | CAPE APP CON ★ | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.8 | 118.2 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 316-1 271 (300-1) | | | |
| LNAV/VNAV DA | 443-1½ 398 (400-1½) | | | |
| LNAV MDA | 480-1 435 (500-1) | | 480-1¼ 435 (500-1¼) | 480-1½ 435 (500-1½) |
| CIRCLING | 560-1½ 506 (600-1½) | | 580-1½ 526 (600-1½) | 620-2 566 (600-2) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5253 |
|---|---|---|---|
| CH 61112 | 156° | TDZE | 54 |
| W15A | | Apt Elev | 54 |

# RNAV (GPS) RWY 15

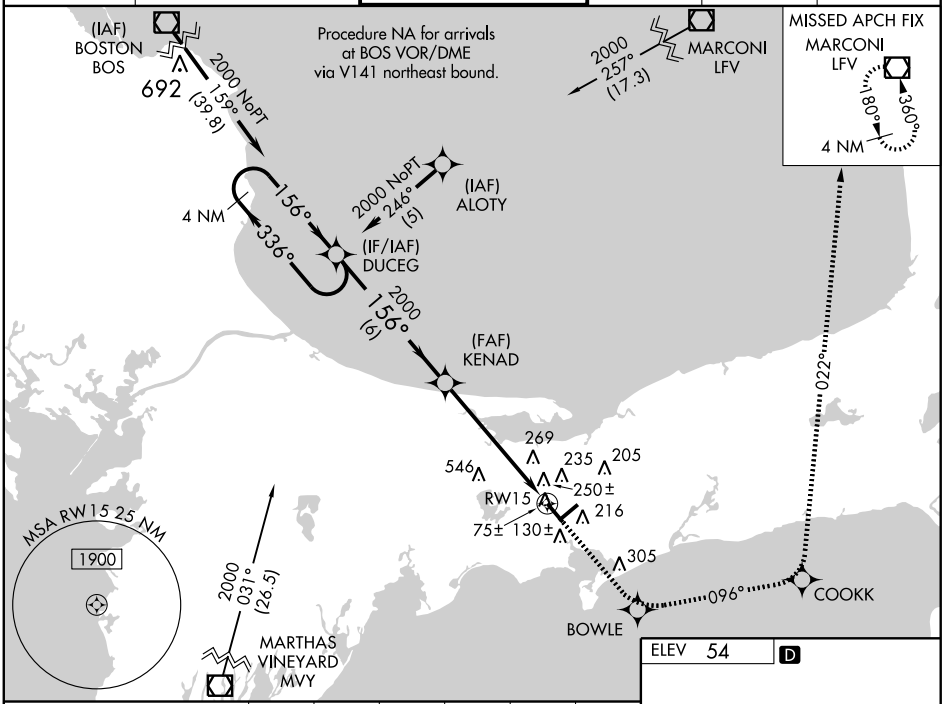
HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP -0.3. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Chatham altimeter setting.

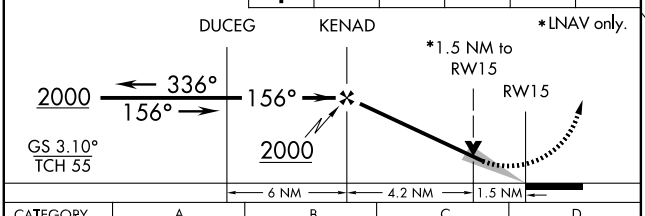
MALSR

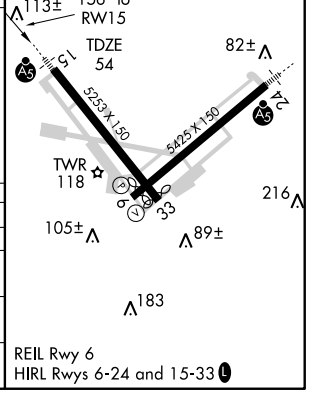
MISSED APPROACH: Climb to 2000 direct BOWLE and via 096° track to COOKK and via 022° track to LFV VOR/DME and hold.

| ATIS | CAPE APP CON ★ | | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 123.8 | 118.2 | 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |




| 4 NM Holding Pattern | 2000 | BOWLE | 096° track | COOKK | 022° track | LFV |
|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 254/24 | 200 (200-½) | | |
| LNAV/ VNAV DA | 569/60 | 515 (600-1¼) | | |
| LNAV MDA | 600/24 | 546 (600-½) | 600/50 546 (600-1) | 600/60 546 (600-1¼) |
| CIRCLING | 600-1 | 546 (600-1) | 600-1½ 546 (600-1½) | 620-2 566 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5425 |
|---|---|---|---|
| CH 77812 | 246° | TDZE | 43 |
| W24A | | Apt Elev | 54 |

# RNAV (GPS) RWY 24

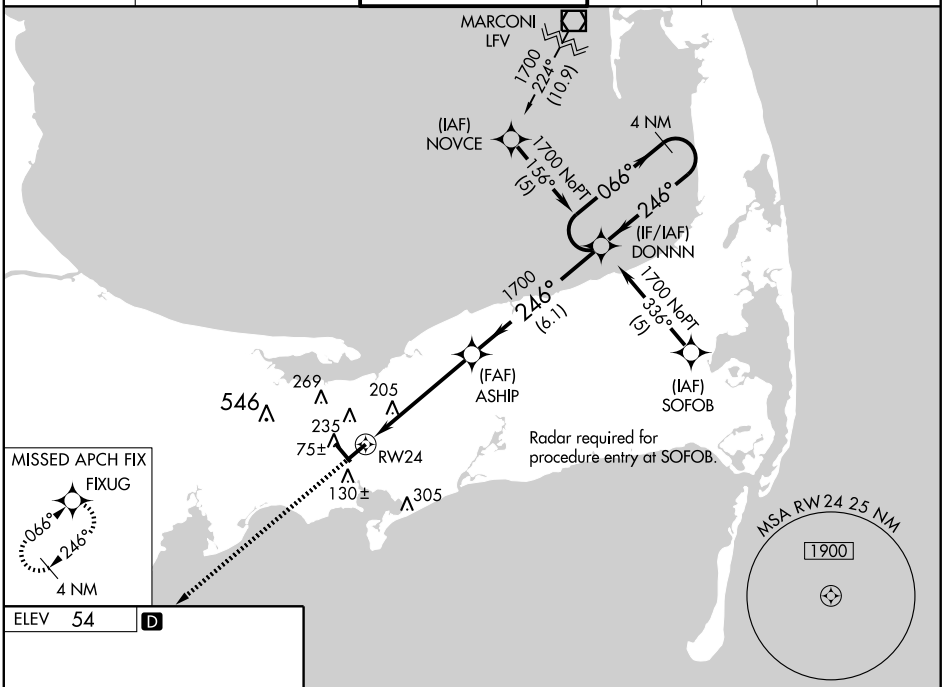
## HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

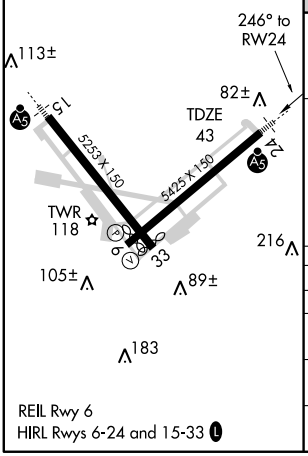
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting. For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000. Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

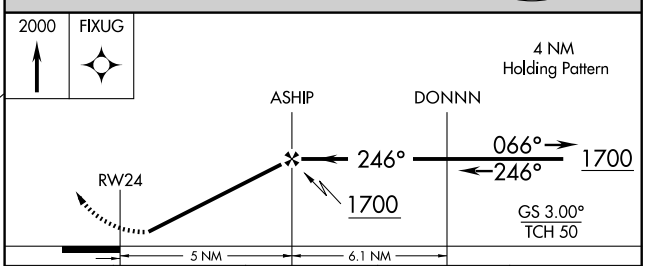
MALSR

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

| ATIS | CAPE APP CON ★ | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.8 | 118.2 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 318/50 | | 275 (300-1) | |
| LNAV/VNAV DA | 441/50 | | 398 (400-1) | |
| LNAV MDA | 500/50 | | 457 (500-1) | |
| CIRCLING | 560-1 | 506 (600-1) | 580-1½ 526 (600-1½) | 620-2 566 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MVY | APP CRS | Rwy ldg | 5019 |
|---|---|---|---|
| 114.5 | 058° | TDZE | 45 |
| Chan 92 | | Apt Elev | 54 |

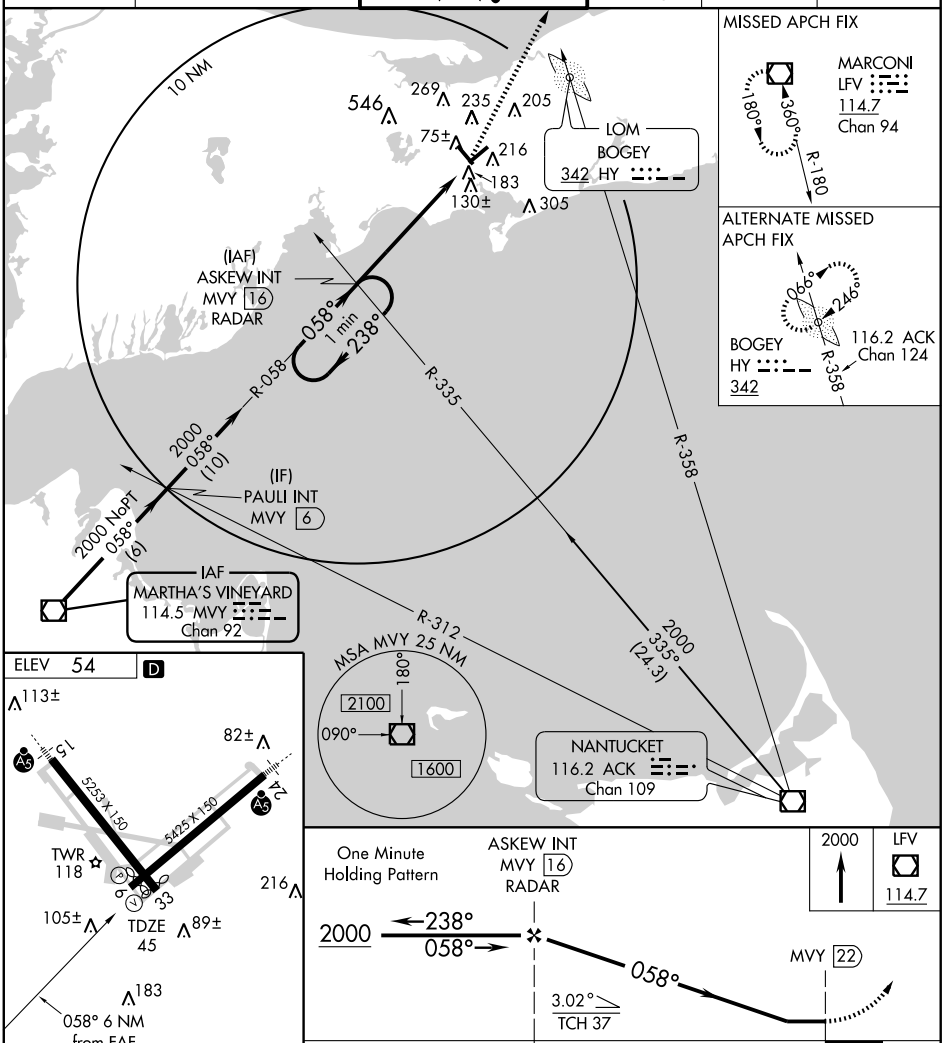
# VOR RWY 6

## HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

If local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

| ATIS | CAPE APP CON ★ | HYANNIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.8 | 118.2 284.6 | 119.5 (CTAF) L 257.8 | 121.9 | 125.15 | 122.95 |







REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:59 | 3:59 | 2:59 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 900-1<br>855 (900-1) | 900-1¼<br>855 (900-1¼) | 900-2½<br>855 (900-2½) | 900-2¾<br>855 (900-2¾) |
| CIRCLING | 900-1<br>846 (900-1) | 900-1¼<br>846 (900-1¼) | 900-2½<br>846 (900-2½) | 900-2¾<br>846 (900-2¾) |

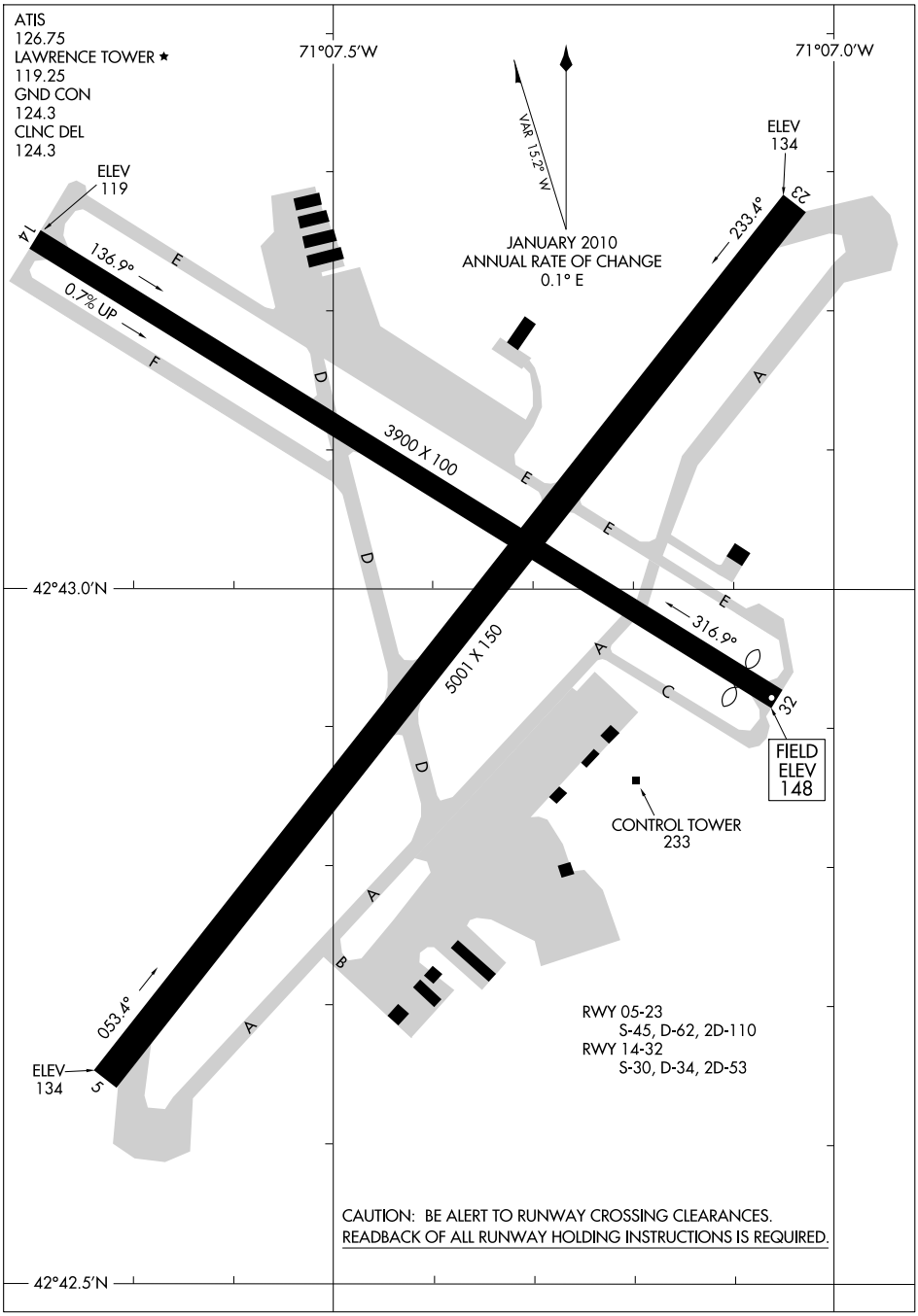


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-654 (FAA)

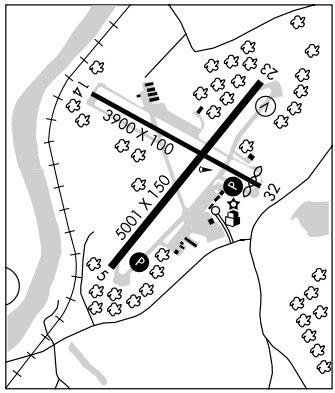
LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS




NE-1, 26 AUG 2010 to 23 SEP 2010

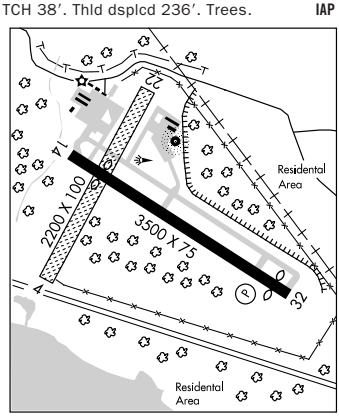
NE-1, 26 AUG 2010 to 23 SEP 2010

**LAWRENCE MUNI** (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ **NEW YORK COPTER**
148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM **H–11D, 12K, L–33D**
**RWY 05–23:** H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL **IAP, AD**
**RWY 05:** REIL. PAPI(P4R)–GA 3.0° TCH 55′.
**RWY 23:** REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.
**RWY 14–32:** H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE
**RWY 32:** REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.
**COMMUNICATIONS: CTAF** 119.25 **ATIS** 126.75 **UNICOM** 122.8
**RCO** 122.1R 112.5T (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)
**TOWER** 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWM.
**(L) VOR/DME** 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.
**HAGET NDB (LOM)** 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.
**ILS** 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.




**LYNDY** N42°27.12′ W70°57.80′ NOTAM FILE BOS. **NEW YORK COPTER L–33D**
**NDB (HW)** 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. NDB unusable 165°–035° byd 20 NM.

**MANSFIELD MUNI** (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ **NEW YORK COPTER L–33D, 34J IAP**
122 B S4 **FUEL** 100LL NOTAM FILE BDR
**RWY 14–32:** H3500X75 (ASPH) S–26 MIRL
**RWY 14:** Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.
**RWY 04–22:** 2200X100 (TURF)
**RWY 04:** Trees. **RWY 22:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 121.725 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.
**NDB (MHW)** 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



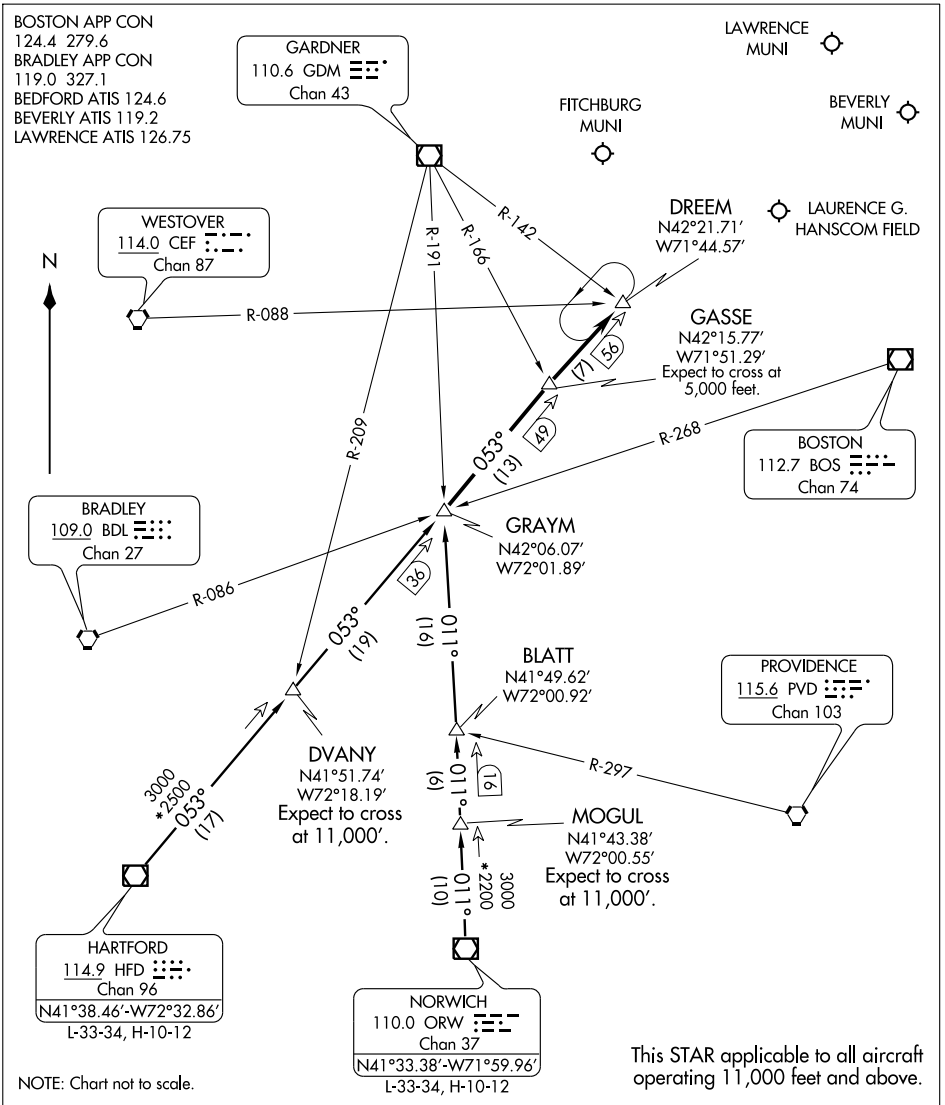

**MARCONI** N42°01.03′ W70°02.23′ NOTAM FILE BDR. **NEW YORK**
**(H) VORW/DME** 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** **H–10J, 11D, 12K, L–33D**

# GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS






HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

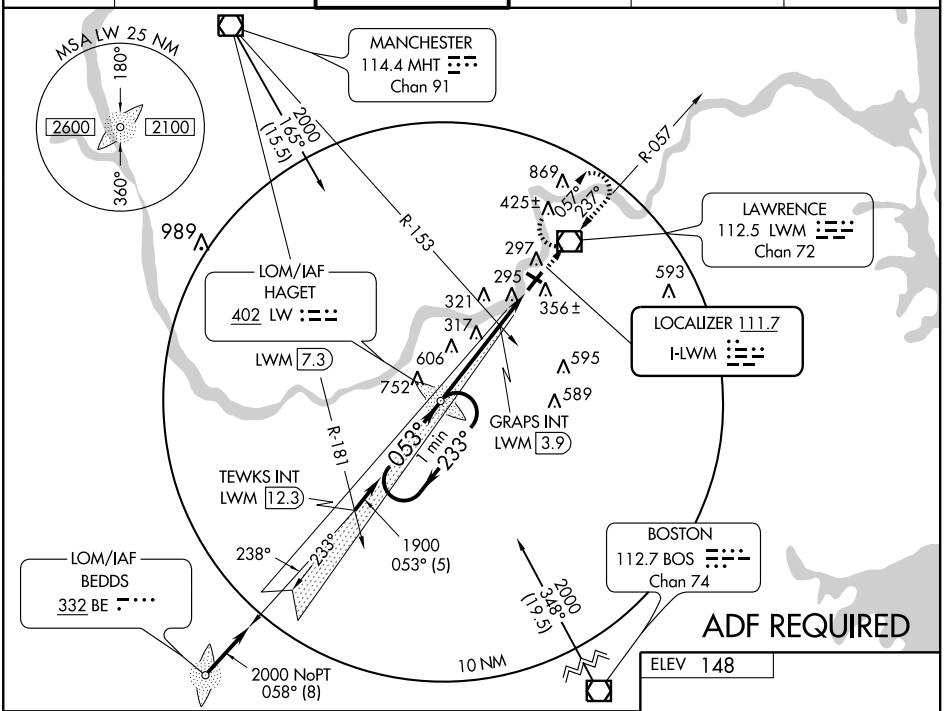
NE-1, 26 AUG 2010 to 23 SEP 2010

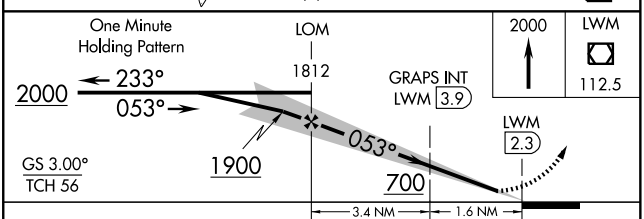
| LOC I-LWM | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.7 | 053° | TDZE | 144 |
| | | Apt Elev | 148 |

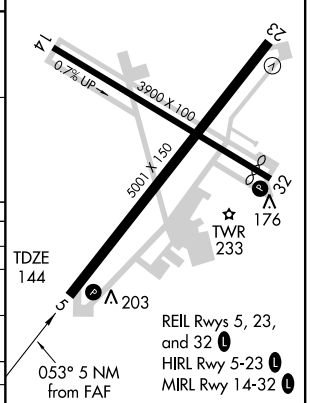
# ILS RWY 5
## LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

| ATIS | BOSTON APP CON | | LAWRENCE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 126.75 | 124.4 | 279.6 | 119.25 (CTAF) L | 124.3 | 124.3 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 344-¾ 200 (200-¾) | | | |
| S-LOC 5 | 700-1 556 (600-1) | | 700-1½ 556 (600-1½) | 700-1¾ 556 (600-1¾) |
| CIRCLING | 720-1 572 (600-1) | | 720-1½ 572 (600-1½) | 740-2 592 (600-2) |
| GRAPS INT MINIMUMS | | | | |
| S-LOC 5 | 500-1 356 (400-1) | | | 500-1¼ 356 (400-1¼) |
| CIRCLING | 720-1 572 (600-1) | | 720-1½ 572 (600-1½) | 740-2 592 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

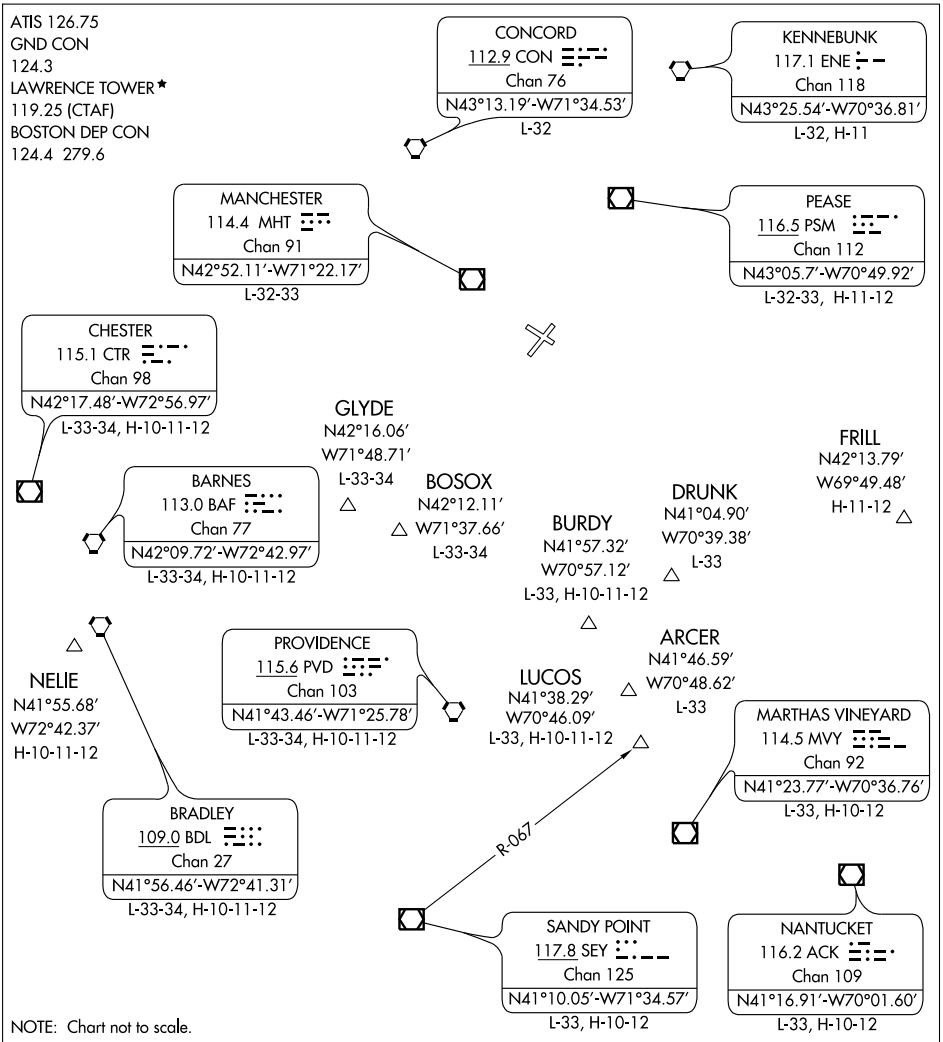


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# LAWRENCE FOUR DEPARTURE AL-654 (FAA)








NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearace to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

LAWRENCE FOUR DEPARTURE

LAWRENCE, MASSACHUSETTS
LAWRENCE MUNI(LWM)

(LWM4.LWM) 08213

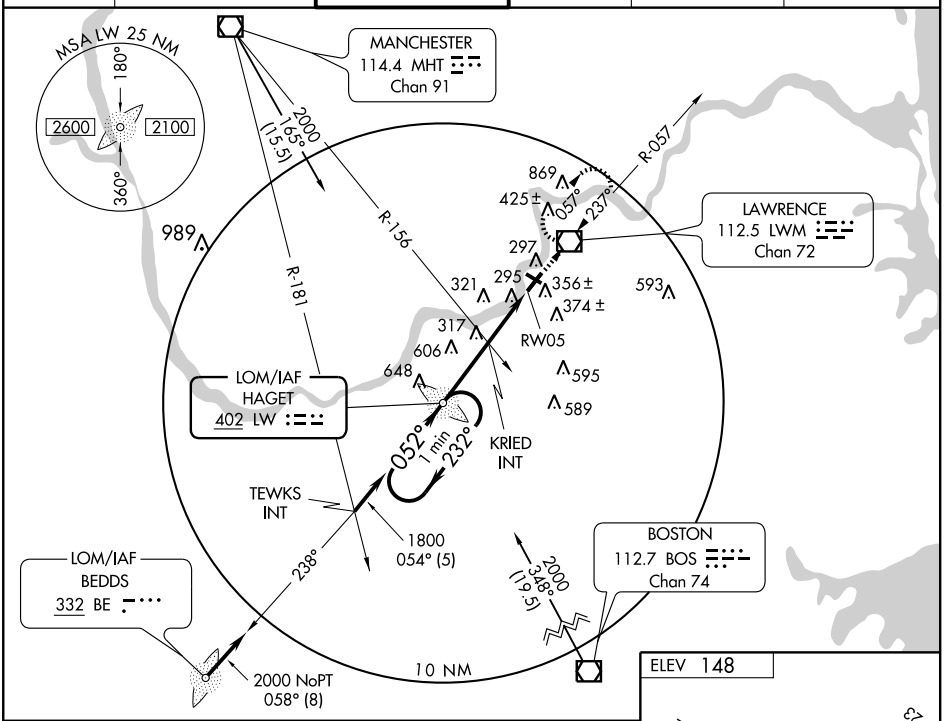
NE-1, 26 AUG 2010 to 23 SEP 2010

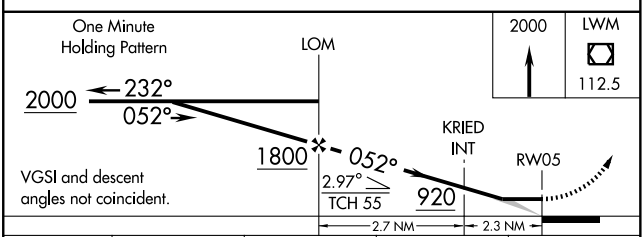
| LOM LW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 402 | 052° | TDZE | 144 |
| | | Apt Elev | 148 |

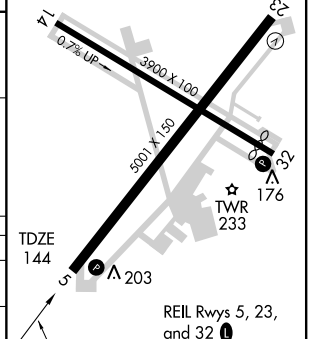
# NDB or GPS RWY 5
## LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

| ATIS | BOSTON APP CON | LAWRENCE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 124.4 279.6 | 119.25 (CTAF) L | 124.3 | 124.3 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 920-1<br>776 (800-1) | 920-1¼<br>776 (800-1¼) | 920-2¼<br>776 (800-2¼) | 920-2½<br>776 (800-2½) |
| CIRCLING | 920-1<br>772 (800-1) | 920-1¼<br>772 (800-1¼) | 920-2¼<br>772 (800-2¼) | 920-2½<br>772 (800-2½) |
| KRIED INT MINIMUMS | | | | |
| S-5 | 680-1 536 (600-1) | | 680-1½<br>536 (600-1½) | 680-1¾<br>536 (600-1¾) |
| CIRCLING | 720-1 572 (600-1) | | 720-1½<br>572 (600-1½) | 740-2<br>592 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



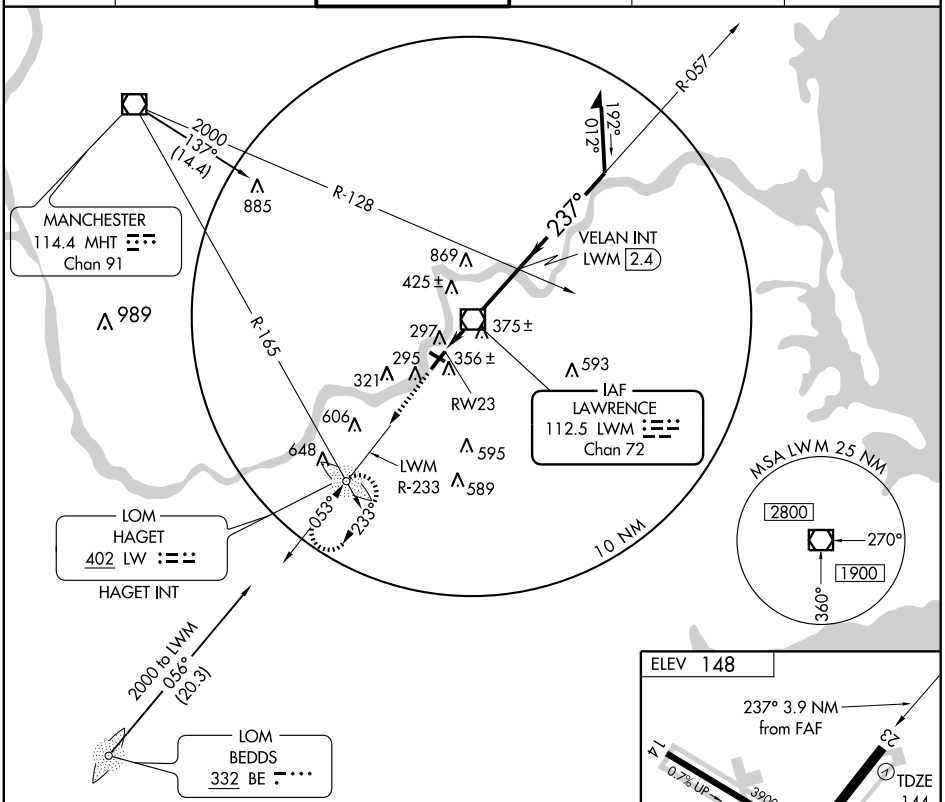
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

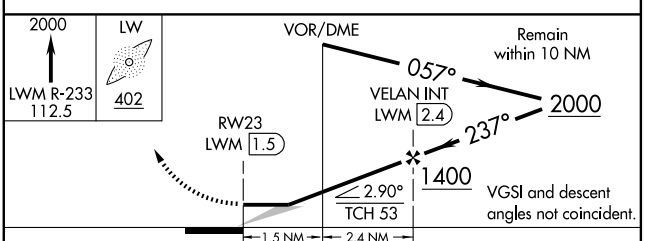
| VOR/DME LWM | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 112.5 | 237° | TDZE | 144 |
| Chan 72 | | Apt Elev | 148 |

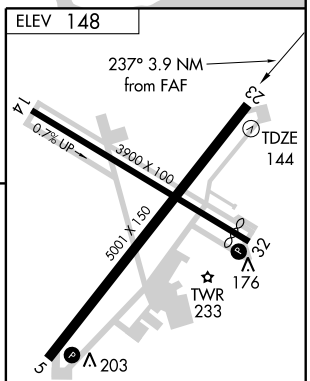
# VOR or GPS RWY 23
## LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 via LWM R-233 to HAGET LOM/Int and hold.

| ATIS | BOSTON APP CON | | LAWRENCE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 126.75 | 124.4 | 279.6 | 119.25 (CTAF) L | 124.3 | 124.3 | 122.8 |



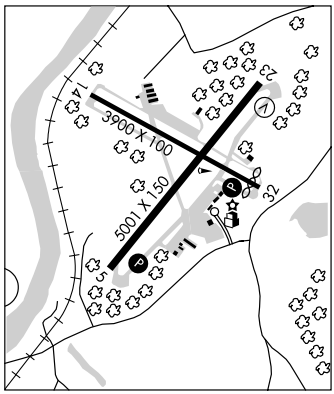

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 640-1 | 496 (500-1) | 640-1¼ 496 (500-1¼) | 640-1½ 496 (500-1½) |
| CIRCLING | 720-1 | 572 (600-1) | 720-1½ 572 (600-1½) | 740-2 592 (600-2) |

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



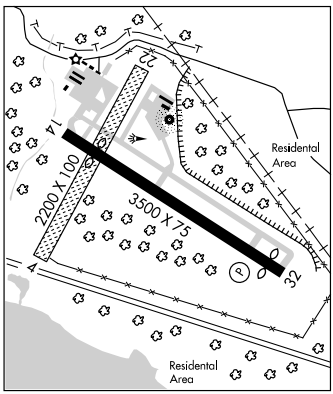
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**LAWRENCE MUNI** (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ NEW YORK COPTER
148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM H–11D, 12K, L–33D
**RWY 05–23:** H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL IAP, AD
**RWY 05:** REIL. PAPI(P4R)–GA 3.0° TCH 55′.
**RWY 23:** REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.
**RWY 14–32:** H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE
**RWY 32:** REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.
**COMMUNICATIONS: CTAF** 119.25 **ATIS** 126.75 **UNICOM** 122.8
**RCO** 122.1R 112.5T (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)
**TOWER** 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWM.
**(L) VOR/DME** 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.
**HAGET NDB (LOM)** 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.
**ILS** 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.




**LYNDY** N42°27.12′ W70°57.80′ NOTAM FILE BOS. NEW YORK COPTER
**NDB (HW)** 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. L–33D
NDB unusable 165°–035° byd 20 NM.

**MANSFIELD MUNI** (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ NEW YORK COPTER
122 B S4 **FUEL** 100LL NOTAM FILE BDR L–33D, 34J
**RWY 14–32:** H3500X75 (ASPH) S–26 MIRL IAP
**RWY 14:** Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.
**RWY 04–22:** 2200X100 (TURF)
**RWY 04:** Trees. **RWY 22:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 121.725 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.
**NDB (MHW)** 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

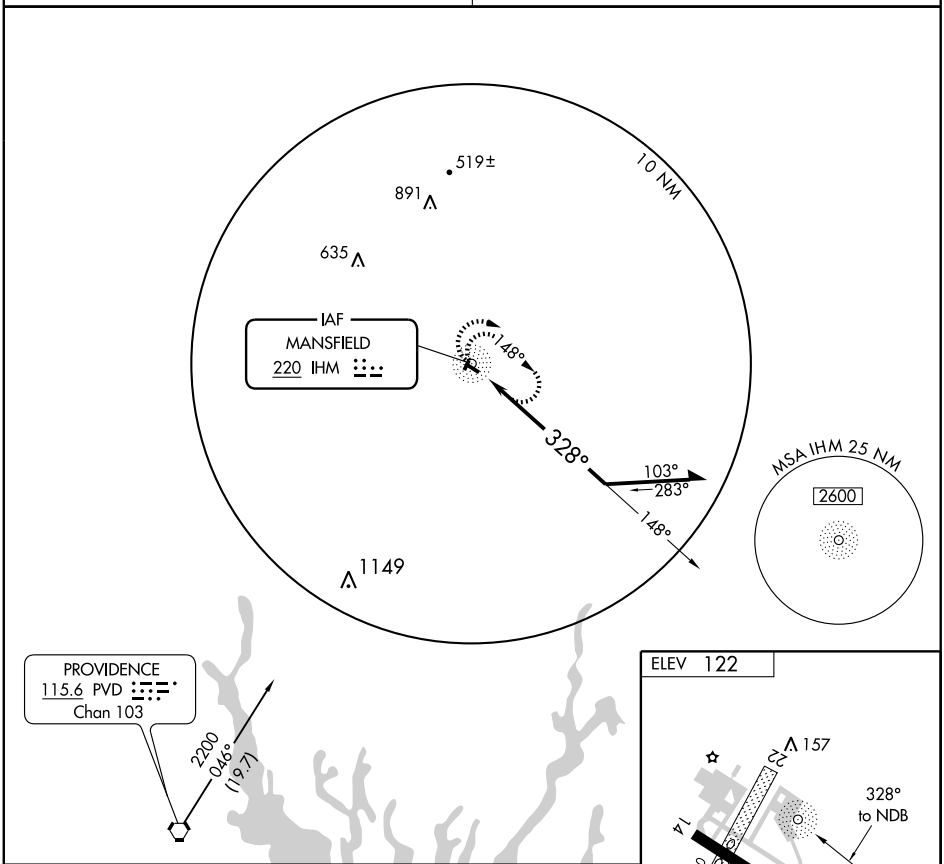


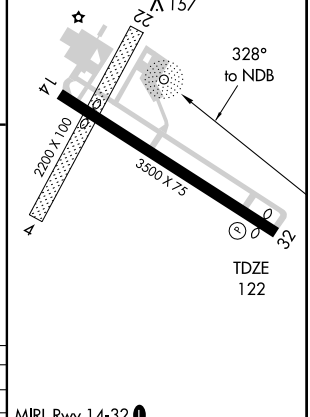

**MARCONI** N42°01.03′ W70°02.23′ NOTAM FILE BDR. NEW YORK
**(H) VORW/DME** 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** H–10J, 11D, 12K, L–33D

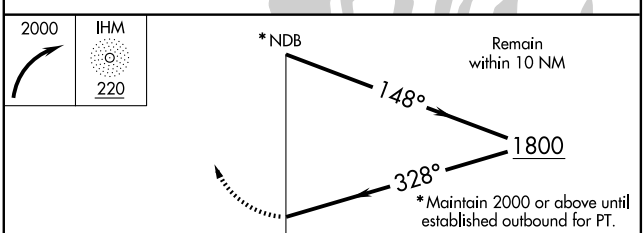
| NDB IHM 220 | APP CRS 328° | Rwy Idg 3264<br>TDZE 122<br>Apt Elev 122 |
|---|---|---|

# NDB RWY 32
## MANSFIELD MUNI (1B9)

| | |
|---|---|
| Use Taunton Muni - King Field altimeter setting.<br>Circling NA to Rwys 4 and 22. | MISSED APPROACH: Climbing right turn to 2000 in IHM NDB holding pattern. |
| BOSTON APP CON<br>**124.1 382.0** | UNICOM<br>**123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 720-1 | 598 (600-1) | NA | |
| CIRCLING | 720-1 | 598 (600-1) | NA | |

MIRL Rwy 14-32 L




NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3264 |
|---|---|---|
| 319° | TDZE | 122 |
| | Apt Elev | 122 |

# RNAV (GPS) RWY 32

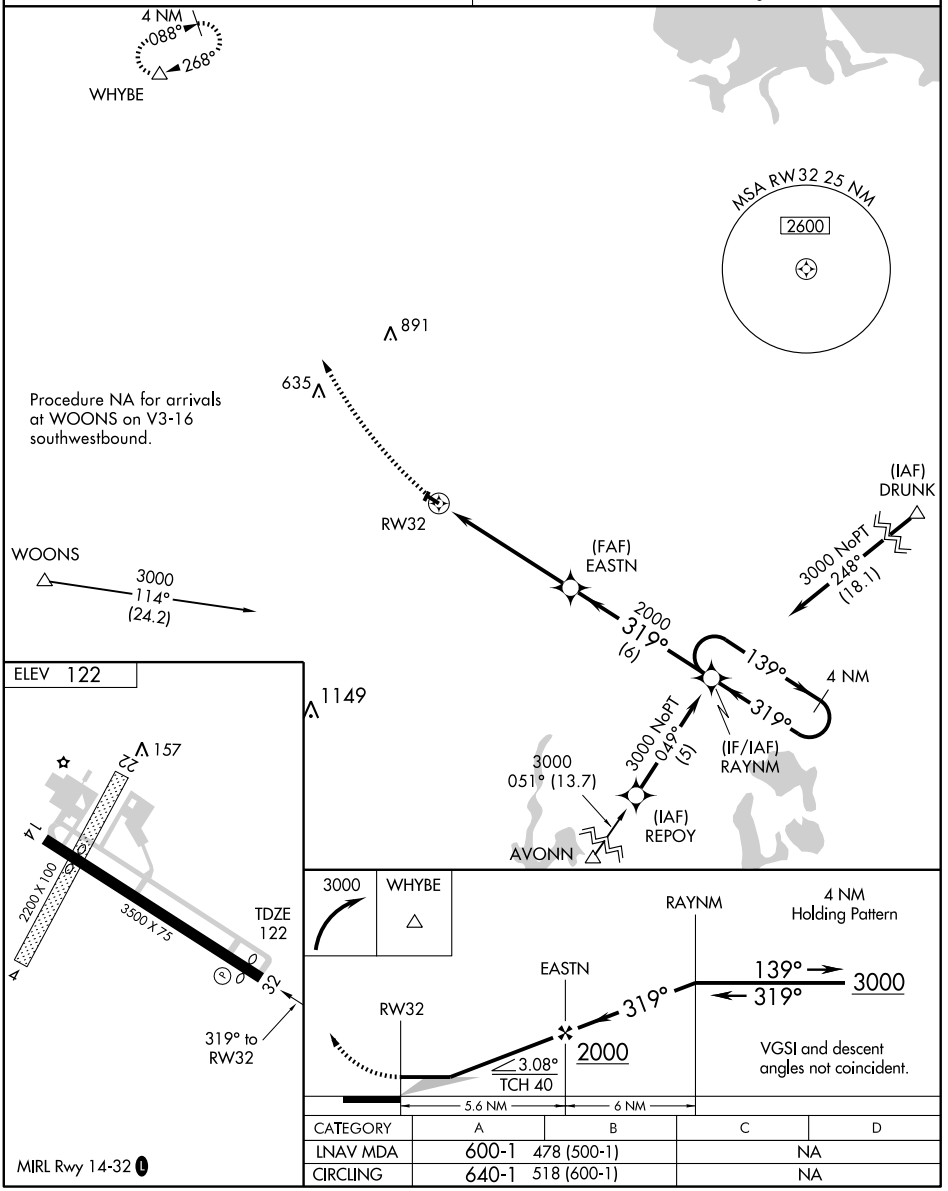
## MANSFIELD MUNI (1B9)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climbing right turn to 3000 direct WHYBE WP and hold.

| BOSTON APP CON | UNICOM |
|---|---|
| 124.1 382.0 | 123.0 (CTAF) |

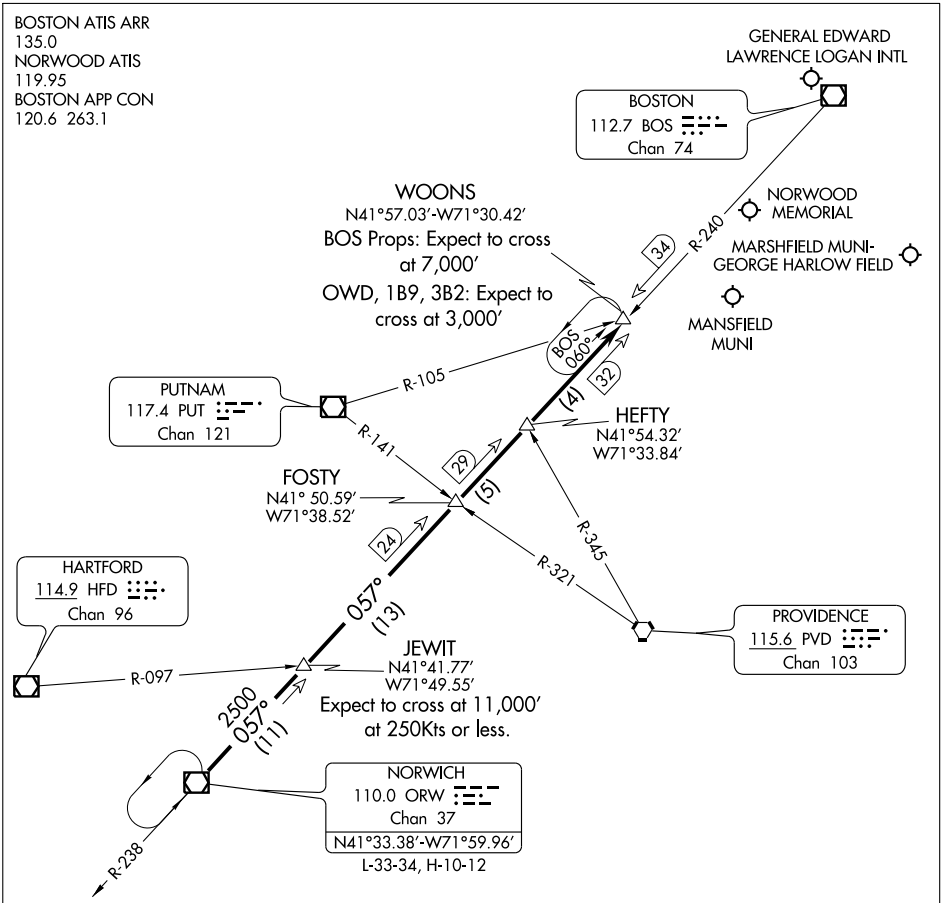



MIRL Rwy 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 | 478 (500-1) | NA | |
| CIRCLING | 640-1 | 518 (600-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale
NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

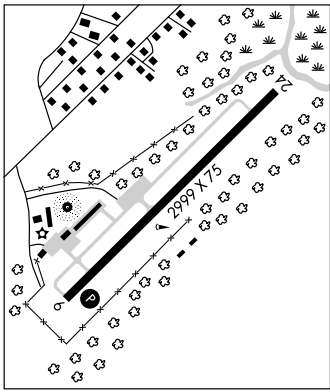
From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**MARLBORO** (9B1) 2 E UTC−5(−4DT) N42°20.59′ W71°30.54′ **NEW YORK COPTER**
285 S4 **FUEL** 100LL TPA—1385(1100) NOTAM FILE BDR
**RWY 14–32:** H1659X45 (ASPH) S–9
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. No touch and go landings. No ngt ops. No low apchs blo 500′ AGL.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

**MARSHFIELD MUNI–GEORGE HARLOW FLD** (GHG) 2 E UTC−5(−4DT) N42°05.90′ W70°40.33′ **NEW YORK COPTER L–33D IAP**
9 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE BDR
**RWY 06–24:** H2999X75 (ASPH) S–12.5 MIRL
**RWY 06:** REIL. PAPI(P4R)—GA 4.0° TCH 40′. Trees.
**RWY 24:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. After hrs service by request. Birds and wildlife on and invof arpt. Extensive flt training activity. No touch and go ldgs between 2100–0730 local. Security procedures in effect. All engine runups at midfield ramp. ACTIVATE MIRL Rwy 06–24, REIL and PAPI Rwy 06—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.0 (781) 837–0555. LAWRS
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOS.
**BOSTON (H) VOR/DME** 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 154° 21 NM to fld. 20/16W.
**NDB (MHW)** 368 IMR N42°05.88′ W70°40.55′ at fld. NOTAM FILE 3B2. NDB unmonitored. NDB located 800′ inbound of AER 06, 550′ northwest of centerline.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




## MARSTON MILLS

**CAPE COD** (2B1) 5 SE UTC−5(−4DT) N41°41.12′ W70°24.14′ **NEW YORK**
103 S2 **FUEL** 100LL TPA—803(700) NOTAM FILE BDR
**RWY 09–27:** 2700X60 (TURF)
**RWY 09:** Trees. **RWY 27:** Trees.
**RWY 17–35:** 2060X60 (TURF)
**RWY 17:** Trees. **RWY 35:** P–line.
**RWY 05–23:** 2035X50 (TURF)
**RWY 05:** Trees. **RWY 23:** Trees.
**AIRPORT REMARKS:** Attended dalgt hours. Parachute Jumping. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for radio control airplanes NE corner air fld. PPR for Rwy 05–23 ops. Banner tow ops in progress Jun thru Aug north side of airfield. Glider tow ops during dalgt hours. Rwy 35 also has trees.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

**MARTHAS VINEYARD** (See VINEYARD HAVEN)

**MILTT** N42°16.43′ W71°02.95′ NOTAM FILE BOS.
**NDB (LOM)** 375 BO 036° 5.7 NM to General Edward Lawrence Logan Intl.

**MINUTE MAN AIR FIELD** (See STOW)

**MONPONSETT POND SPB** (See HALIFAX)

| NDB IMR 368 | APP CRS 062° | Rwy Idg 2999<br>TDZE 11<br>Apt Elev 11 |
|---|---|---|

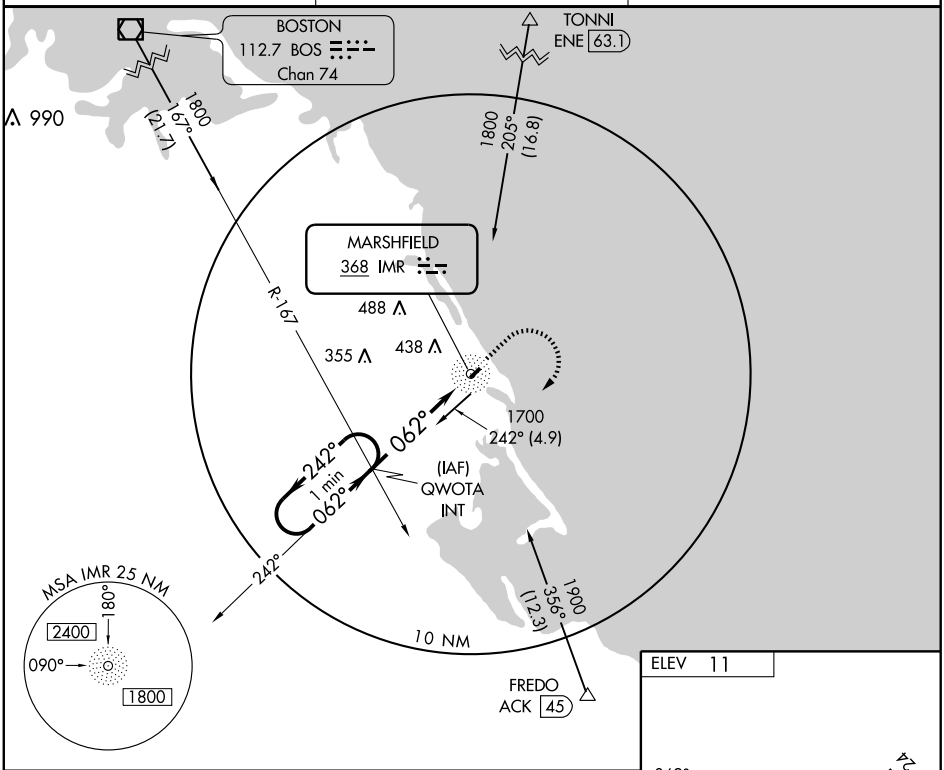
# NDB RWY 6

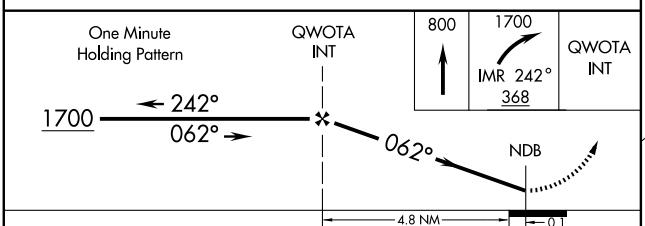
## MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

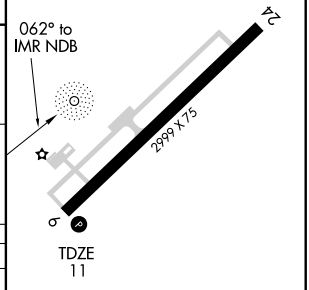
NA — Obtain local altimeter setting on CTAF; when not received, use Boston-Logan altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 via IMR NDB bearing 242° to QWOTA Int and hold.

| AWOS-3 | BOSTON APP CON | UNICOM |
|---|---|---|
| 120.0 | 124.1 | 122.8 (CTAF) L |




REIL Rwy 6 L
MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 580-1 | 569 (600-1) | NA | |
| CIRCLING | 580-1<br>569 (600-1) | 600-1<br>589 (600-1) | NA | |
| BOSTON-LOGAN ALTIMETER SETTING MINIMUMS | | | | |
| S-6 | 640-1 | 629 (700-1) | NA | |
| CIRCLING | 640-1<br>629 (700-1) | 660-1<br>649 (700-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB IMR 368 | APP CRS 248° | Rwy Idg 2999<br>TDZE 9<br>Apt Elev 11 |
|---|---|---|

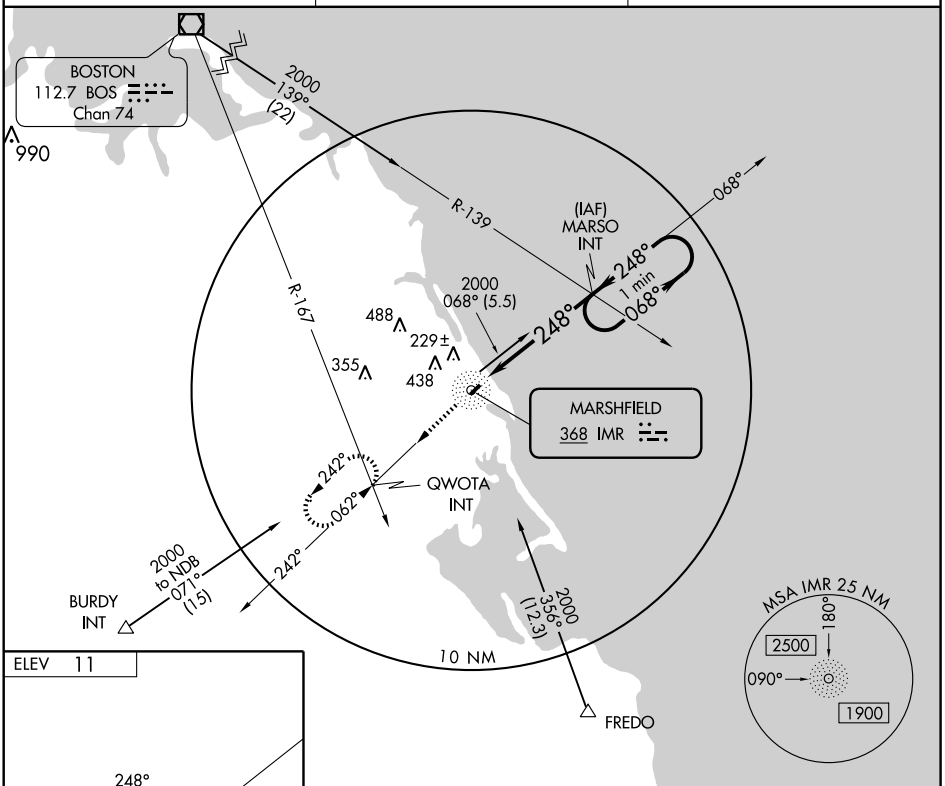
# NDB RWY 24

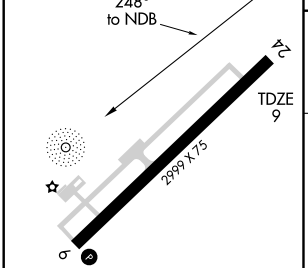
## MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

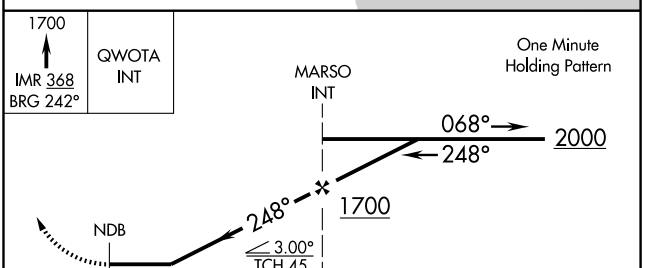
MISSED APPROACH: Climb to 1700 via 242° bearing from IMR NDB to QWOTA INT and hold.

| AWOS-3 | BOSTON APP CON | UNICOM |
|---|---|---|
| 120.0 | 124.1 | 122.8 (CTAF) L |




REIL Rwy 6 L
MIRL Rwy 6-24 L




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 580-1 571 (600-1) | | NA | |
| CIRCLING | 580-1 569 (600-1) | 620-1 609 (700-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2999 |
|---|---|---|
| 062° | TDZE | 9 |
| | Apt Elev | 11 |

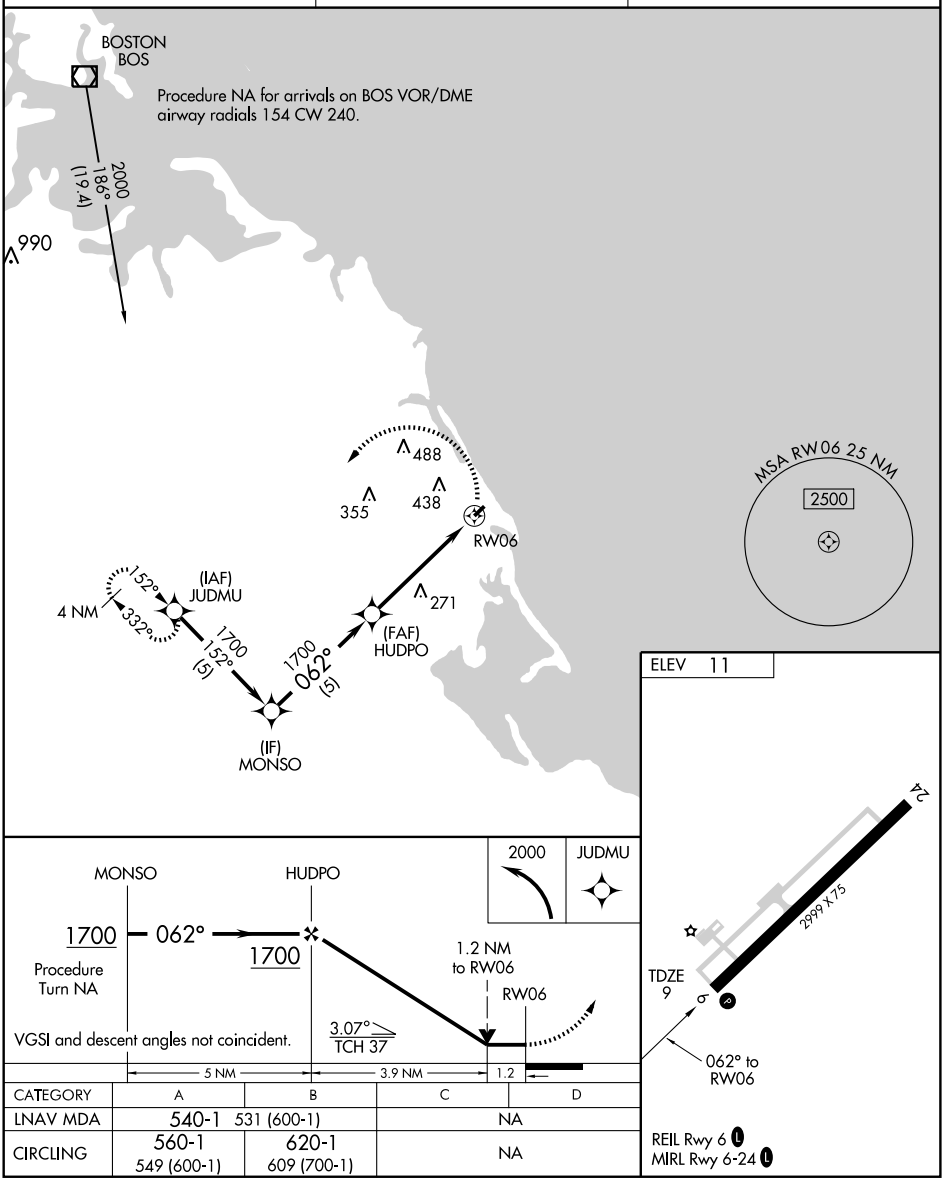
# RNAV (GPS) RWY 6

## MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct JUDMU and hold.

| AWOS-3 | BOSTON APP CON | UNICOM |
|---|---|---|
| 120.0 | 124.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 531 (600-1) | NA | |
| CIRCLING | 560-1<br>549 (600-1) | 620-1<br>609 (700-1) | NA | |

REIL Rwy 6 L
MIRL Rwy 6-24 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2999 |
|---|---|---|
| 242° | TDZE | 9 |
| | Apt Elev | 11 |

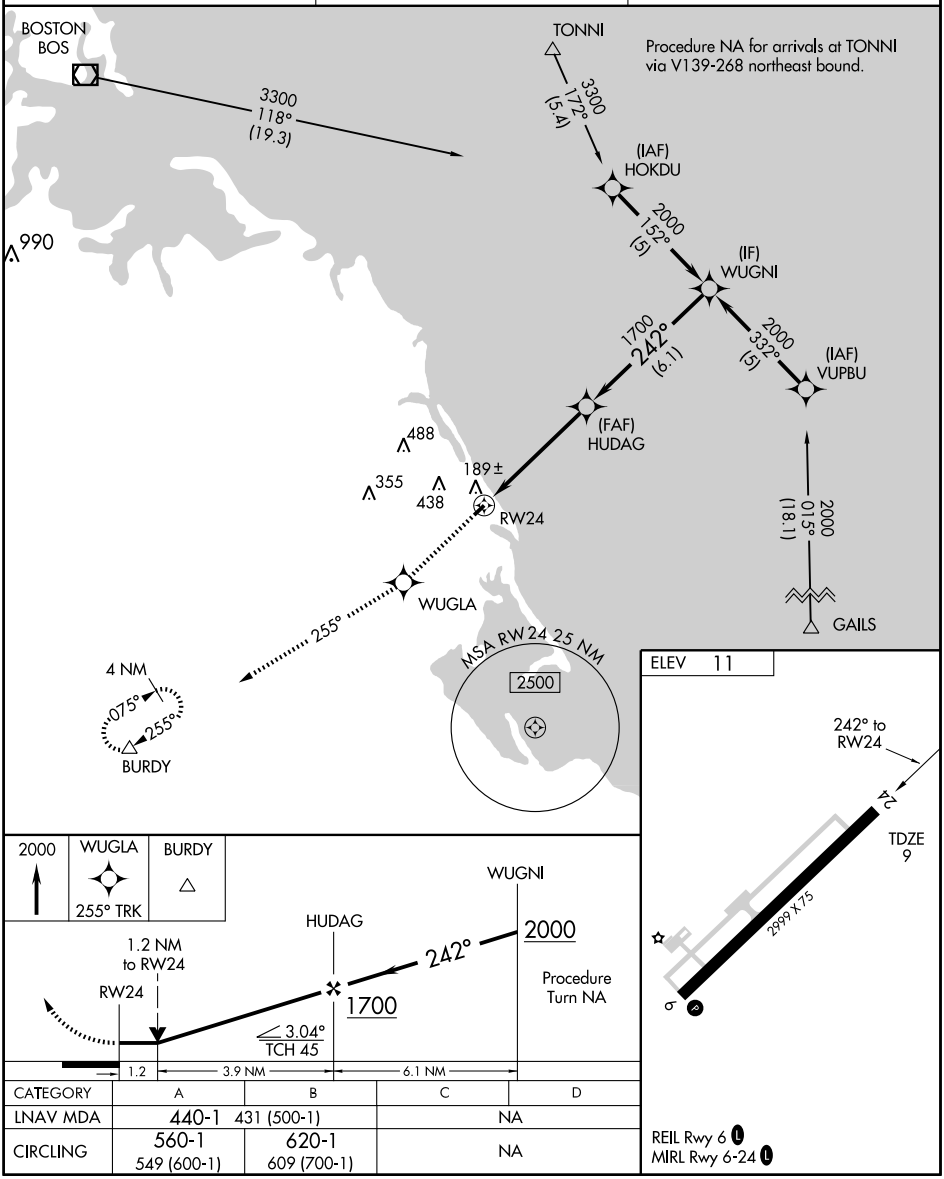
# RNAV (GPS) RWY 24

## MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WUGLA and via 255° track to BURDY and hold.

| AWOS-3 | BOSTON APP CON | UNICOM |
|---|---|---|
| 120.0 | 124.1 | 122.8 (CTAF) L |

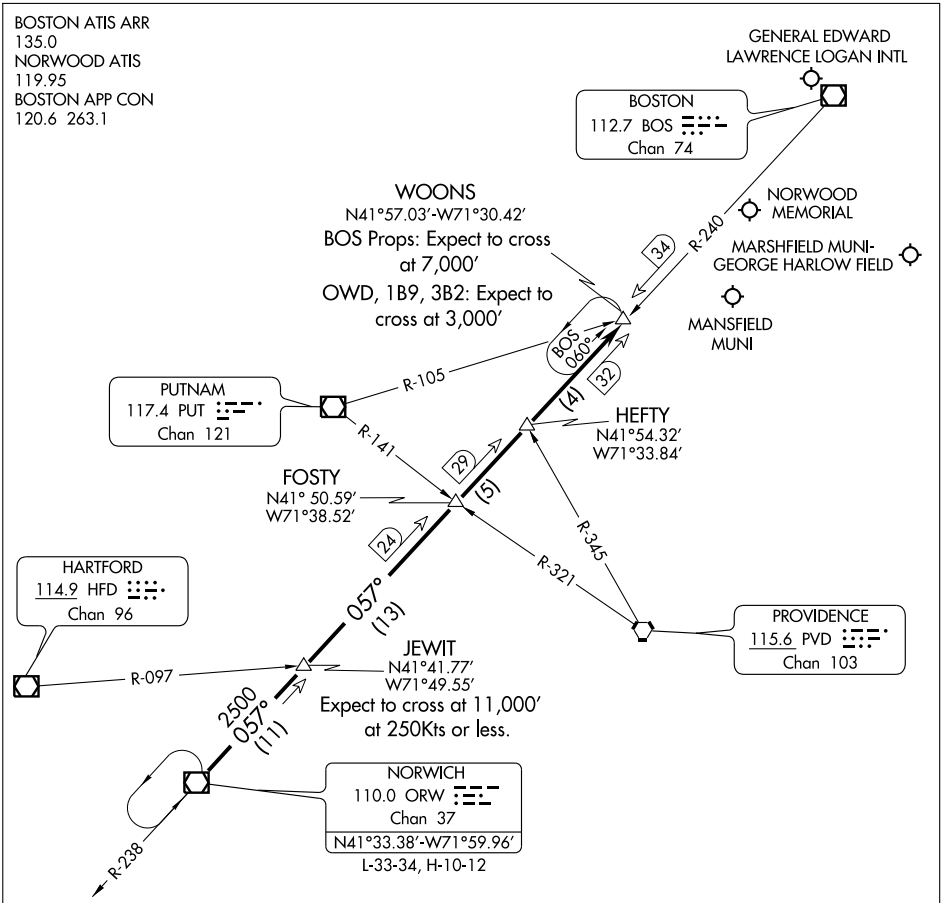



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 431 (500-1) | NA | |
| CIRCLING | 560-1<br>549 (600-1) | 620-1<br>609 (700-1) | NA | |

REIL Rwy 6 L
MIRL Rwy 6-24 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale
NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# MONTAGUE

## TURNERS FALLS (ØB5) 3 N UTC−5(−4DT) N42°35.48′ W72°31.37′

NEW YORK
L–33C, 34J
IAP

356 B S4 **FUEL** 100LL NOTAM FILE BTV

**RWY 16–34:** H3013X75 (ASPH) S–30 MIRL 0.3% up SE

**RWY 16:** Trees.

**RWY 34:** REIL. VASI(V2L)—GA 4.3°TCH 46′. Trees.

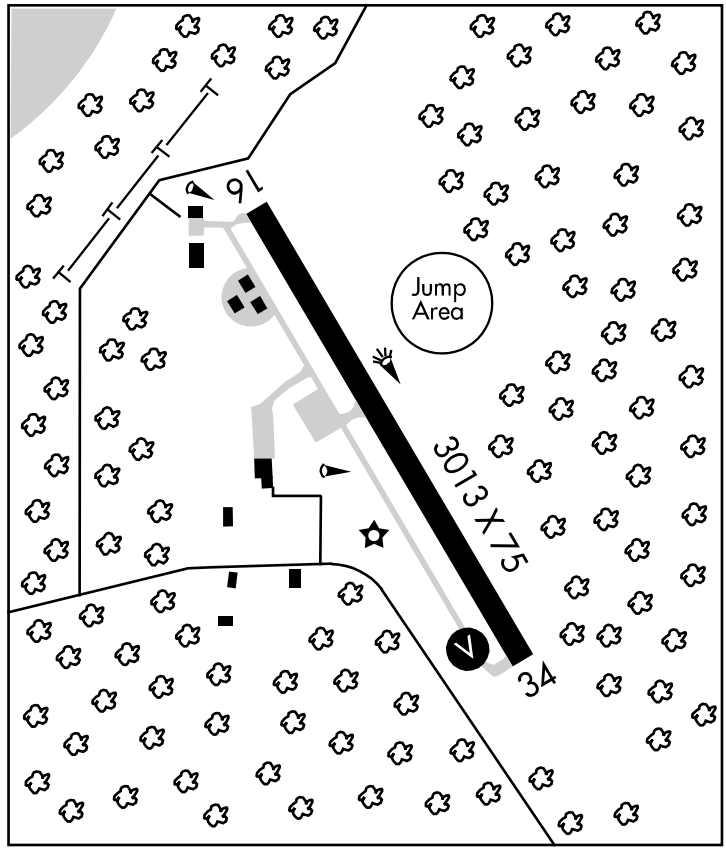
**AIRPORT REMARKS:** Attended 1330–2230Z‡. Parachute Jumping. Noise abatement procedures Rwy 34, calm wind rwy, wind 3–5 Kts or less, heading of 335° after departure. Acft departing Rwy 34 will avoid overflight of residential and commercial areas by taking a heading of 335°. Rwy 34 REIL OTS indef. Rwy 34 VASI OTS indef. ACTIVATE MIRL Rwy 16–34; VASI Rwy 34 and REIL Rwy 34—CTAF.

**COMMUNICATIONS: CTAF** 123.0 **UNICOM** 123.0 (1300–2300Z‡)

**BOSTON CENTER APP/DEP CON** 123.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 20.8 NM to fld. 1280/14W.




## MYRICKS (See BERKLEY)

| VOR/DME GDM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 292° | TDZE | N/A |
| Chan 43 | | Apt Elev | 356 |

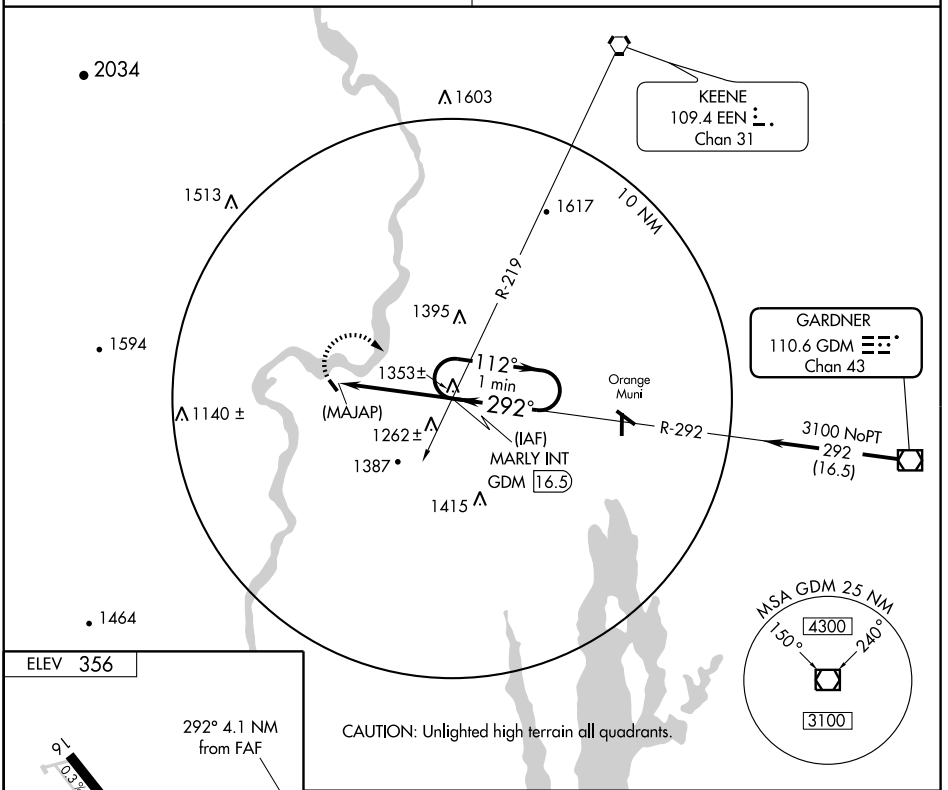
# VOR or GPS-A

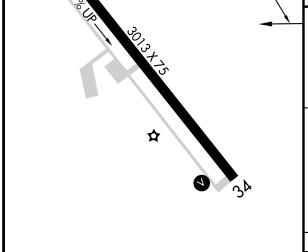
MONTAGUE/ TURNERS FALLS (ØB5)

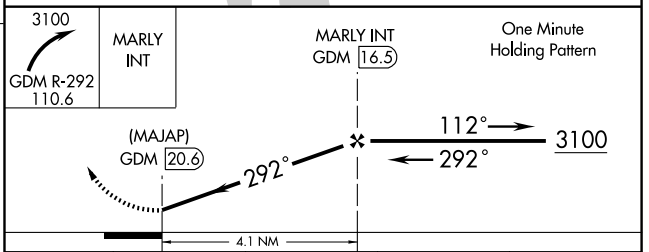
T NA Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via GDM R-292 to MARLY Int and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 123.75 338.2 | 123.0 (CTAF) L |




REIL Rwy 34 L
MIRL Rwy 16-34 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1¼<br>1164 (1200-1¼) | 1520-1½<br>1164 (1200-1½) | 1520-3<br>1164 (1200-3) | NA |
| ORANGE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1580-1¼<br>1224 (1300-1¼) | 1580-1½<br>1224 (1300-1½) | 1580-3<br>1224 (1300-3) | NA |

NE-1, 26 AUG 2010 to 23 SEP 2010

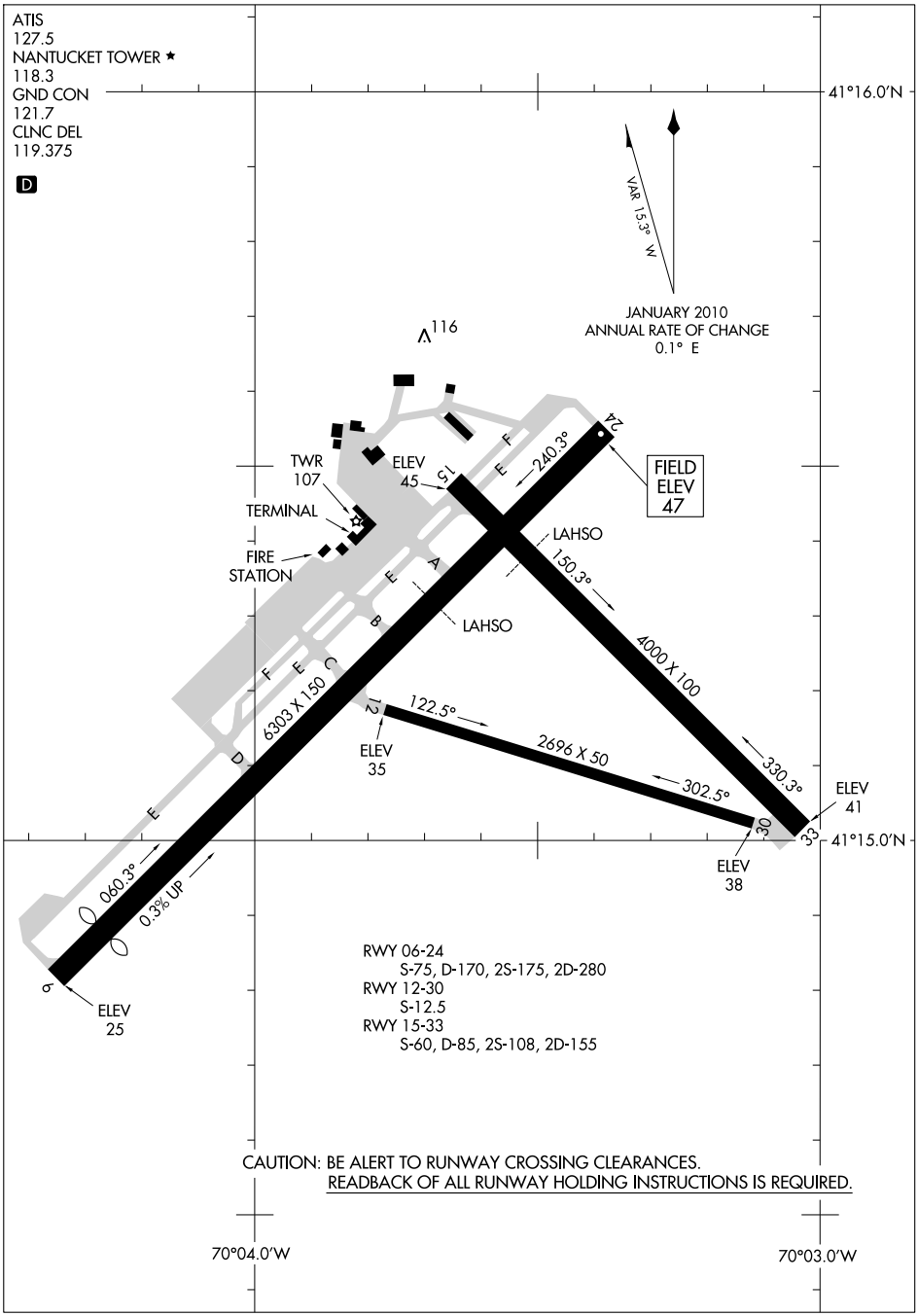
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS






RWY 06-24
S-75, D-170, 2S-175, 2D-280
RWY 12-30
S-12.5
RWY 15-33
S-60, D-85, 2S-108, 2D-155

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

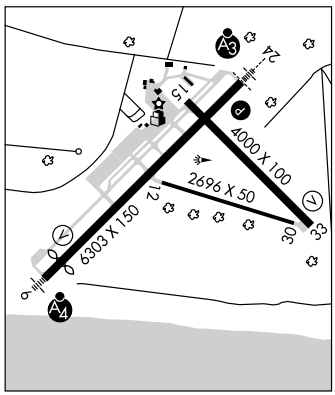
AIRPORT DIAGRAM

NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL (ACK)

10210

NE-1, 26 AUG 2010 to 23 SEP 2010

**NANTUCKET MEM** (ACK) 3 SE UTC−5(−4DT) N41°15.19′ W70°03.62′ **NEW YORK**
47 B **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ACK **H–10J, 12K, L–33D**
**RWY 06–24:** H6303X150 (ASPH) S–75, D–170, 2S–175, 2D–280 HIRL CL 0.3% up NE. **IAP, AD**
**RWY 06:** MALSF. VASI(V4L)—GA 3.0°. Thld dsplcd 537′.
**RWY 24:** SSALR. TDZL. PAPI(P4L)–GA 3.0° TCH 48′.
**RWY 15–33:** H4000X100 (ASPH) S–60, D–85, 2S–108, 2D–155 MIRL
**RWY 15:** REIL. Building.
**RWY 33:** REIL. VASI(V4R)—GA 3.0°TCH 43′.
**RWY 12–30:** H2696X50 (ASPH) S–12.5




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 06 | 15–33 | 4316 |
| RWY 33 | 06–24 | 3150 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 06:** | TORA–6303 | TODA–6303 | ASDA–6303 | LDA–5752 |
| **RWY 12:** | TORA–2696 | TODA–2696 | ASDA–2696 | LDA–2696 |
| **RWY 15:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |
| **RWY 24:** | TORA–6303 | TODA–6303 | ASDA–6303 | LDA–6303 |
| **RWY 30:** | TORA–2696 | TODA–2696 | ASDA–2696 | LDA–2696 |
| **RWY 33:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |

**AIRPORT REMARKS:** Attended continuously. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Deer and birds on and invof arpt. Rwy 12–30 VFR/Day use only aircraft under 12,500 lbs. Arpt has noise abatement procedures ctc Noise Officer 508–325–5300. PPR 2 hours for unscheduled air carrier ops with more than 9 passenger seat, call arpt manager 508–325–5300. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 midpoint and rollout runway visual range avbl. When twr clsd ACTIVATE MALSF Rwy 06; SSALR Rwy 24; HIRL Rwy 06–24; MIRL Rwy 15–33; PAPI Rwy 24 and twy lgts—CTAF. VASI Rwy 06 and Rwy 33 opr 24 hrs. Rwy 24 SSALR unmonitored when twr clsd. Twy F between A and B clsd indef. Twy F prohibited to air carrier acft with more than 9 passenger seats when twr clsd. Fee for non-commercial acft parking over 2 hrs or over 6000 lbs. NOTE: See Special Notices—VFR Noise Abatement Procedures.
**WEATHER DATA SOURCES:** ASOS (508) 325–6082. LAWRS.
**COMMUNICATIONS: CTAF** 118.3 **ATIS** 127.5 (508–228–5375) **UNICOM** 122.95
**RCO** 122.1R 116.2T (BRIDGEPORT RADIO)
Ⓡ **CAPE APP/DEP CON** 126.1 (1100–0400Z‡) May 15–Sept 30, (1100–0300Z‡) Oct 1–May 14.
**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡) May 15–Sept 30, (0300–1100Z‡) Oct 1–May 14.
**TOWER** 118.3 May 15–Sep 30 (1100–0300Z‡), Oct 1–May 14 (1100–0200Z‡).
**GND CON** 121.7 **CLNC DEL** 119.375
**AIRSPACE: CLASS D** svc May 15–Sep 30 1100–0300Z‡, Oct 1–May 14 1100–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ACK.
**(H) VOR/DME** 116.2 ACK Chan 109 N41°16.91′ W70°01.60′ 236°2.3 NM to fld. 99/15W.
**WAIVS NDB (LOM)** 248 AC N41°18.68′ W69°59.21′ 240° 4.8 NM to fld.
**ILS/DME** 109.1 I–ACK Chan 28 Rwy 24. Class IE. LOM WAIVS NDB. ILS unmonitored when twr clsd.
**ILS/DME** 109.1 I–RNE Chan 28 Rwy 06. Class IE.

**NAUSET** N41°41.51′ W69°59.39′ NOTAM FILE BDR. **NEW YORK**
**NDB (MHW)** 279 CQX at Chatham Muni. NDB unusable 220°–280° byd 20 NM. **L–33D**

**NEFOR** N41°37.30′ W71°01.06′ NOTAM FILE EWB.
**NDB (LOM)** 274 EW 055° 4.3 NM to New Bedford Rgnl.

# DEEPO ONE ARRIVAL (RNAV)



CAPE APP CON
133.75 284.6
NANTUCKET ATIS
127.5
NANTUCKET TOWER
118.3 (CTAF)

GROTON TRANSITION (GON.DEEPO1)

NORWICH TRANSITION (ORW.DEEPO1)

RIFLE TRANSITION (RIFLE.DEEPO1)

. . . . From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.






NE-1, 26 AUG 2010 to 23 SEP 2010

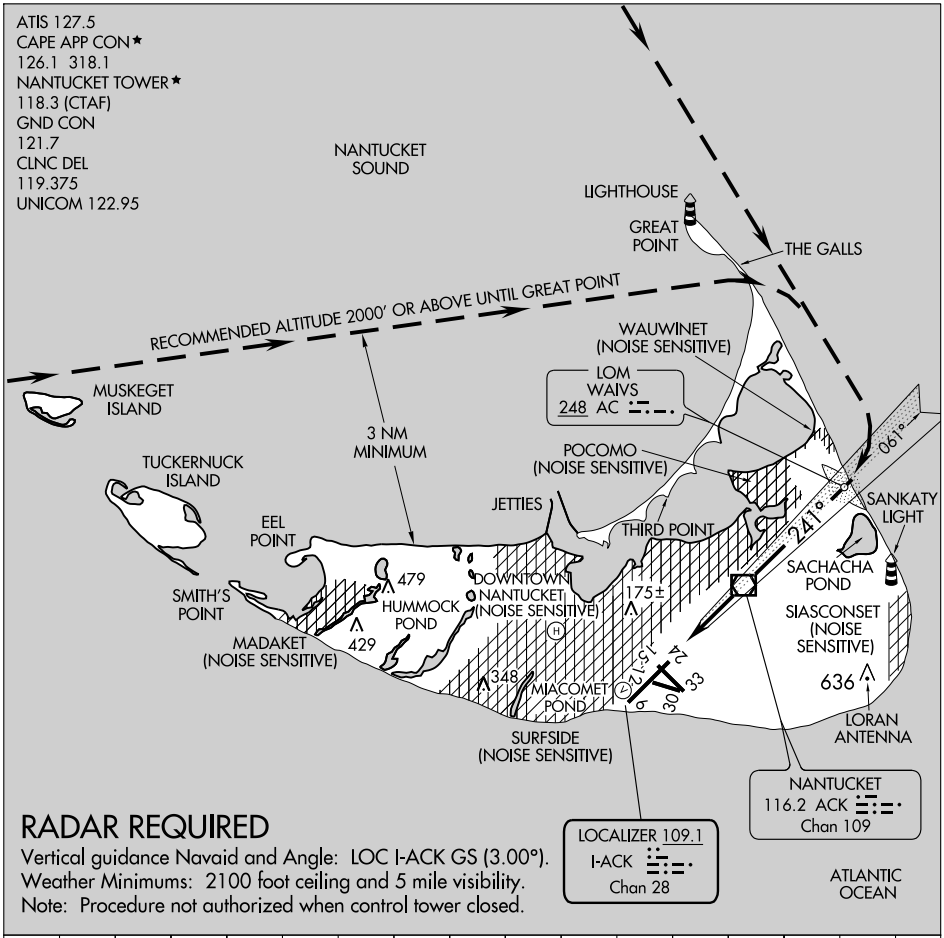
DEEPO ONE ARRIVAL (RNAV)
(DEEPO.DEEPO1) 07354

NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL

# GREAT POINT VISUAL RWY 24

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS




## RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

| 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-RNE | APP CRS | Rwy Idg 5752 |
|---|---|---|
| 109.1 | 061° | TDZE 39 |
| Chan 28 | | Apt Elev 48 |

# ILS or LOC RWY 6

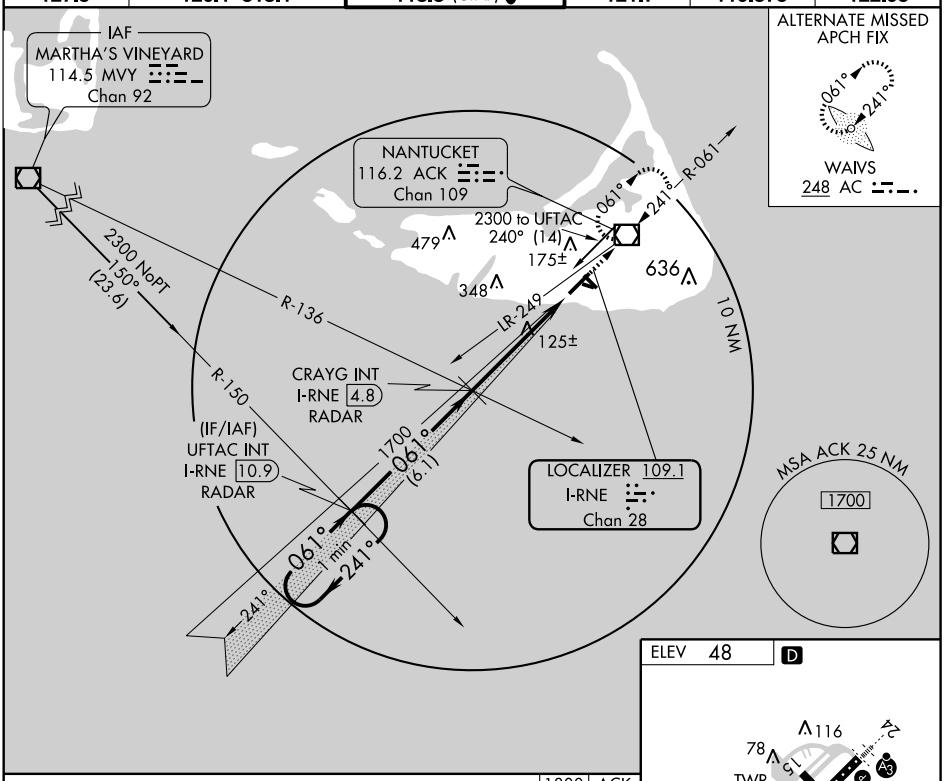
## NANTUCKET MEMORIAL (ACK)

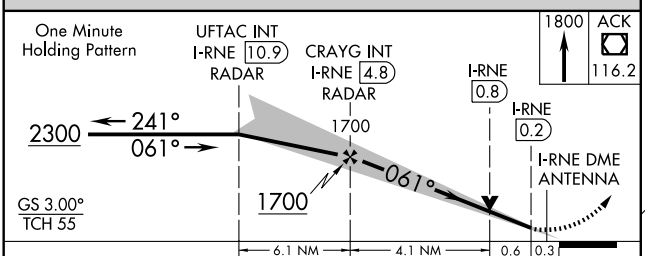
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-ILS 6 all Cats visibility to RVR 5000 and S-LOC Cats C and D visibility to RVR 6000. VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to S-LOC 6 Cat C when using Hyannis altimeter setting.

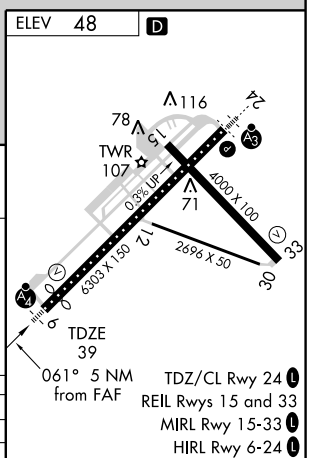
MALSF

MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.

| ATIS | CAPE APP CON★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 239/40 200 (200-¾) | | | |
| S-LOC 6 | 380/40 341 (400-¾) | | | 380/50 341 (400-1) |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ACK | APP CRS | Rwy Idg 6303 |
|---|---|---|
| 109.1 | 241° | TDZE 48 |
| Chan 28 | | Apt Elev 48 |

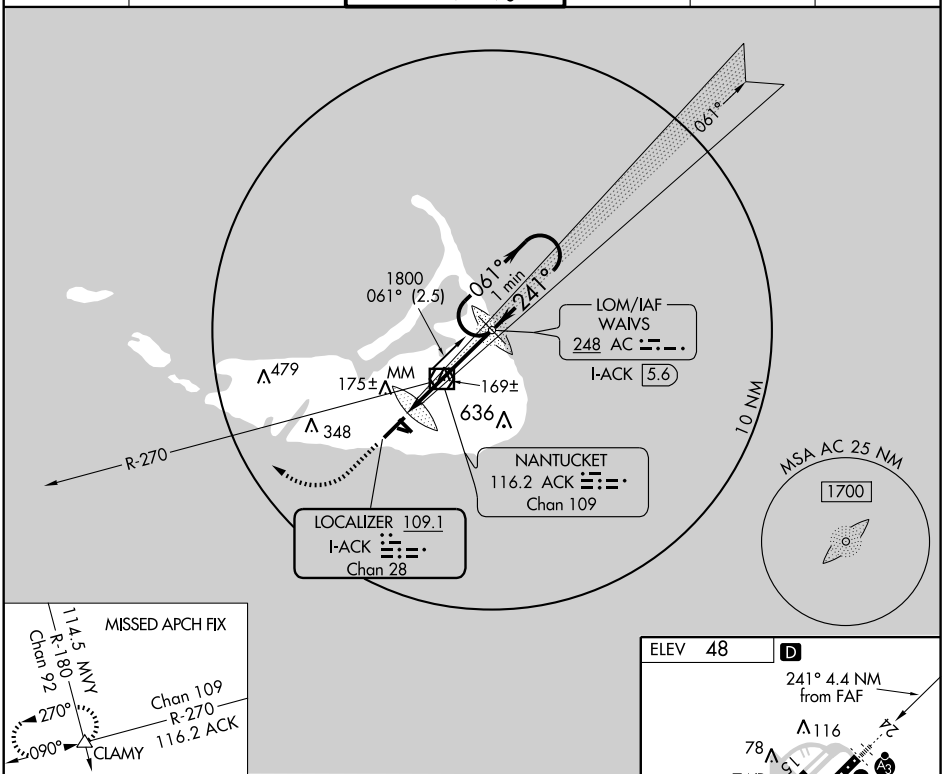
# ILS or LOC RWY 24
## NANTUCKET MEMORIAL (ACK)

When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 63 feet and all MDA 80 feet; increase S-LOC 24 Cat C visibility to RVR 4000 and Cat D visibility to RVR 5000. VDP NA when using Hyannis altimeter setting. For inoperative SSALR when using Hyannis altimeter setting, increase S-ILS 24 visibility to RVR 5000. ADF or DME Required.

SSALR

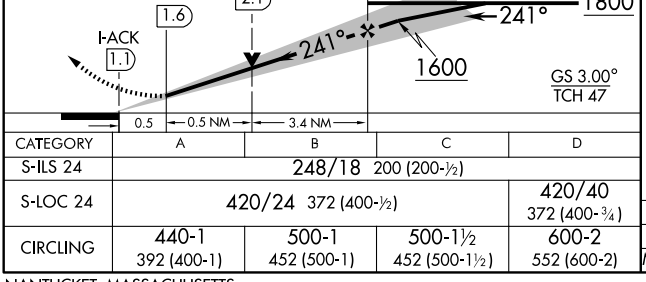
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

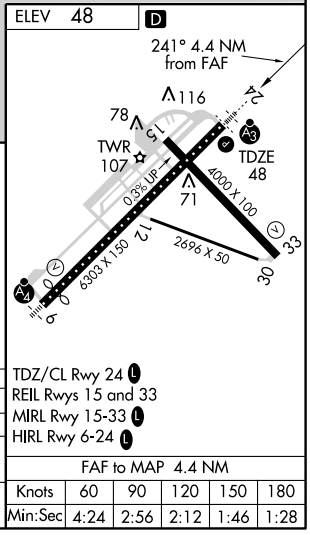
| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 248/18 200 (200-½) | | | |
| S-LOC 24 | 420/24 372 (400-½) | | | 420/40 372 (400-¾) |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| ACK VOR/DME | APP CRS | Rwy Idg | 6303 |
|---|---|---|---|
| 116.2 | 241° | TDZE | 48 |
| Chan 109 | | Apt Elev | 48 |

# NDB RWY 24

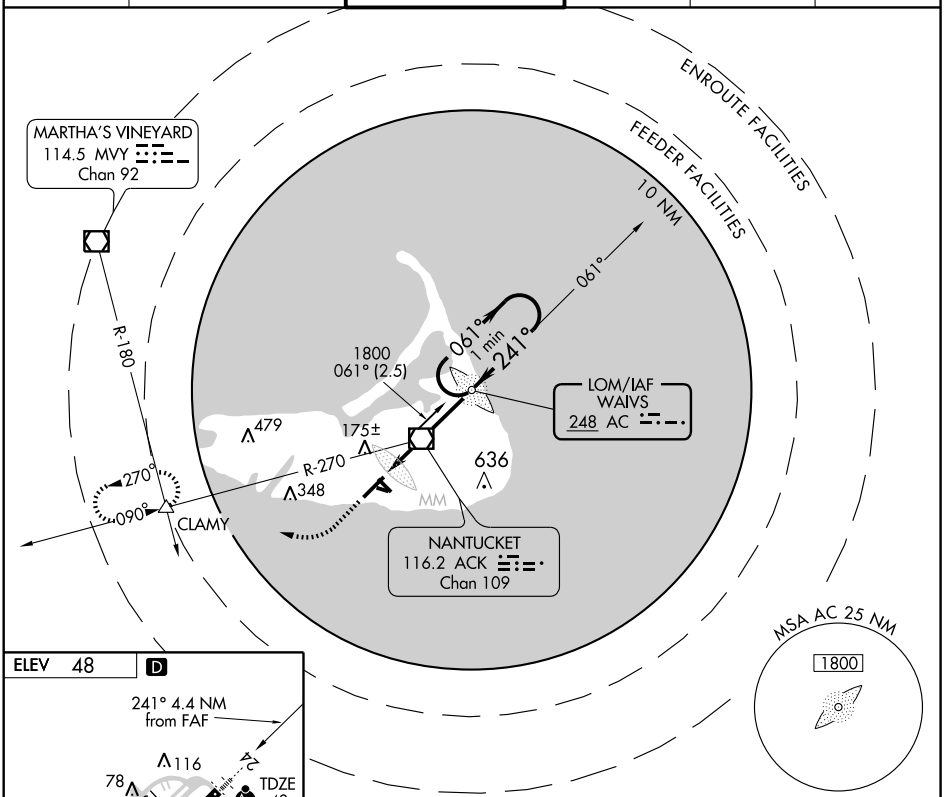
## NANTUCKET MEMORIAL (ACK)

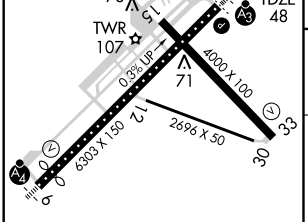
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

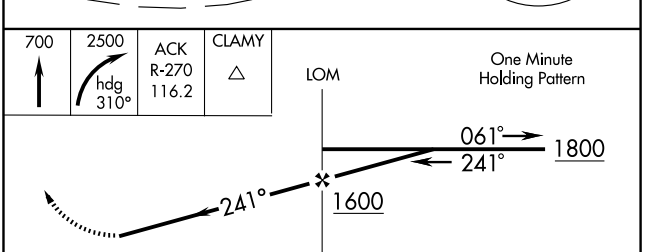
| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 480/40 432 (500-¾) | | | 480/60 432 (500-1¼) |
| CIRCLING | 480-1 432 (500-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |

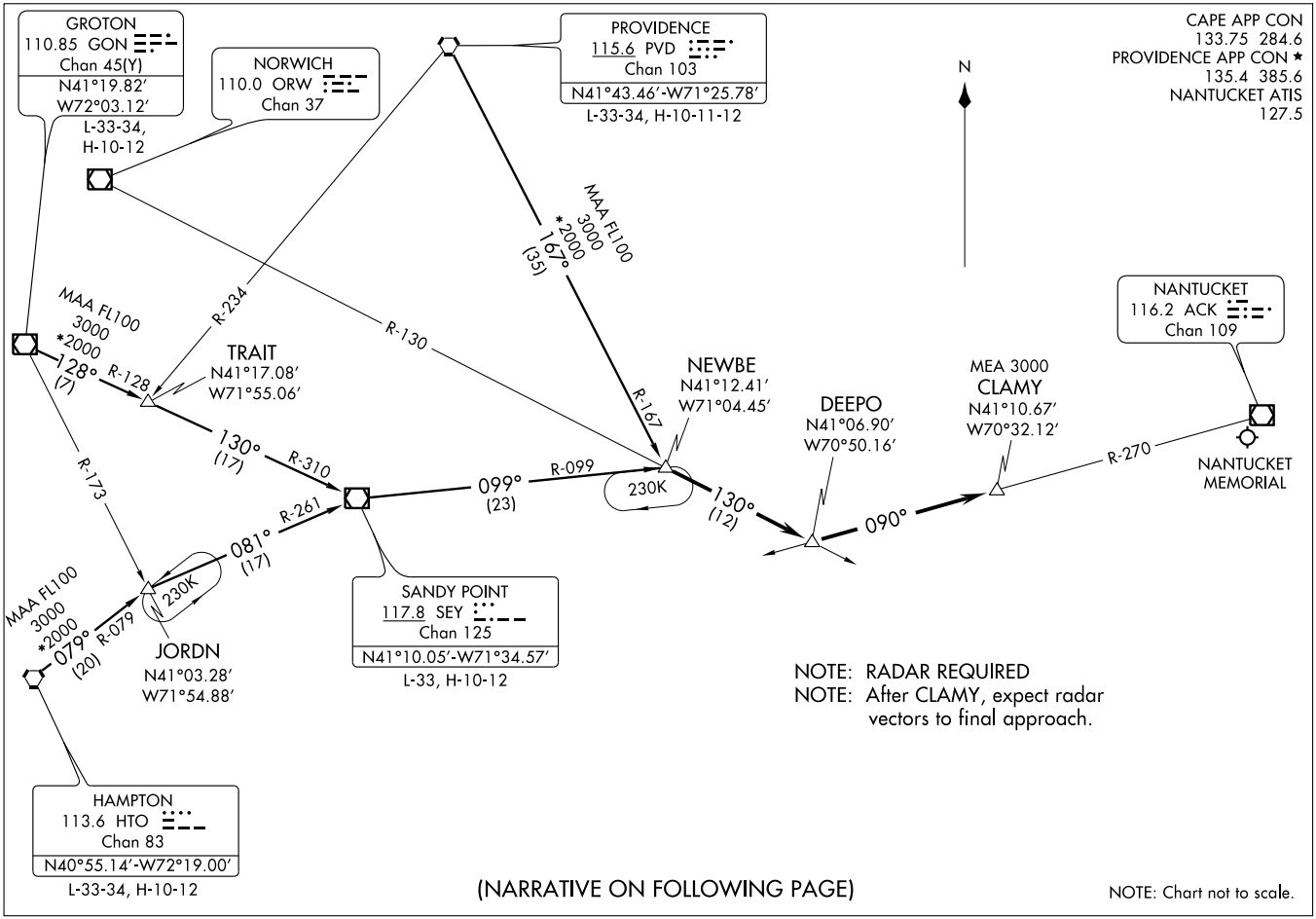


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# NEWBE ONE ARRIVAL

(NEWBE.NEWBE1) 07298

NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL




(NEWBE.NEWBE1) 07298

NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence . . . .

. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 81912 W06A | APP CRS 061° | Rwy Idg 5752<br>TDZE 39<br>Apt Elev 48 |
|---|---|---|

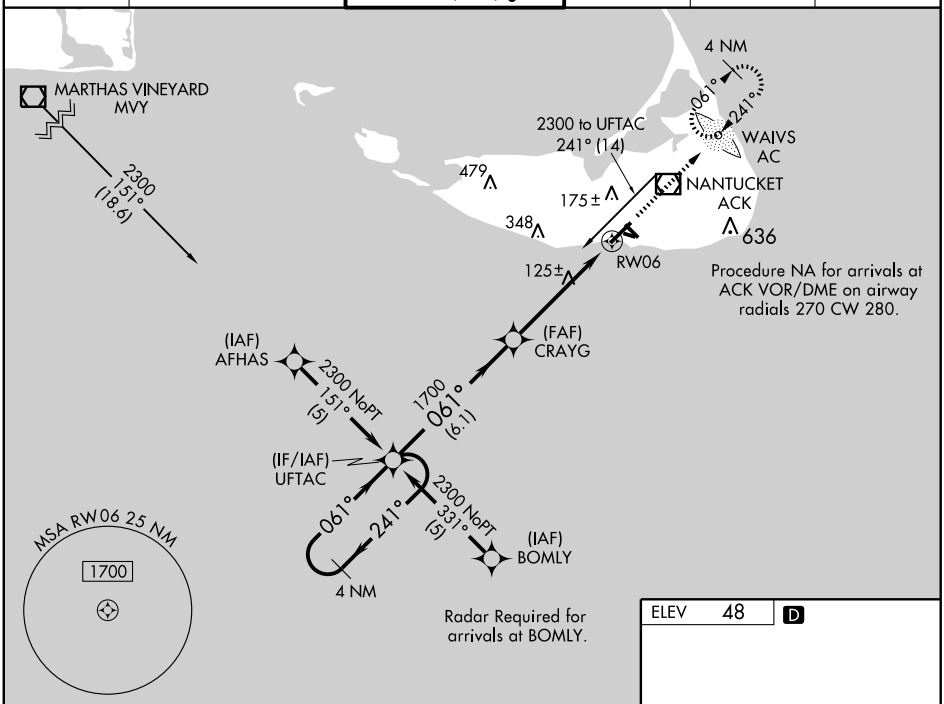
# RNAV (GPS) RWY 6
## NANTUCKET MEMORIAL (ACK)

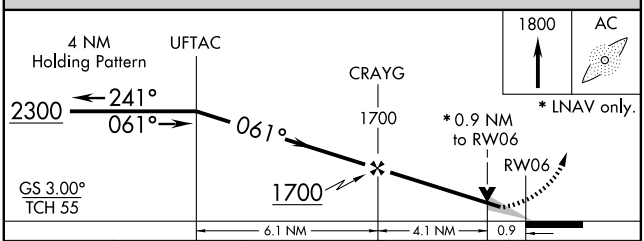
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats and LNAV Cats C and D visibility to RVR 6000. Baro-VNAV and VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C when using Hyannis altimeter setting.

MALSF

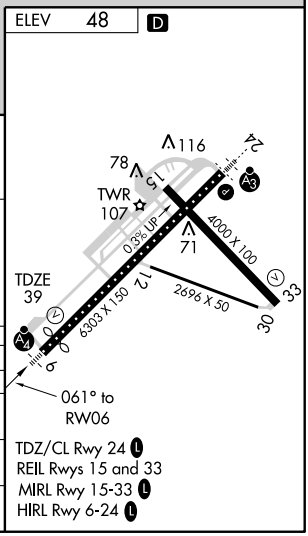
MISSED APPROACH: Climb to 1800 direct WAIVS LOM and hold.

| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 239/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 352/40 313 (400-¾) | | | 352/50 313 (400-1) |
| LNAV MDA | 380/40 341 (400-¾) | | | 380/50 341 (400-1) |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |





NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 93612 W24A | APP CRS 241° | Rwy Idg 6303 TDZE 48 Apt Elev 48 |
|---|---|---|

# RNAV (GPS) RWY 24

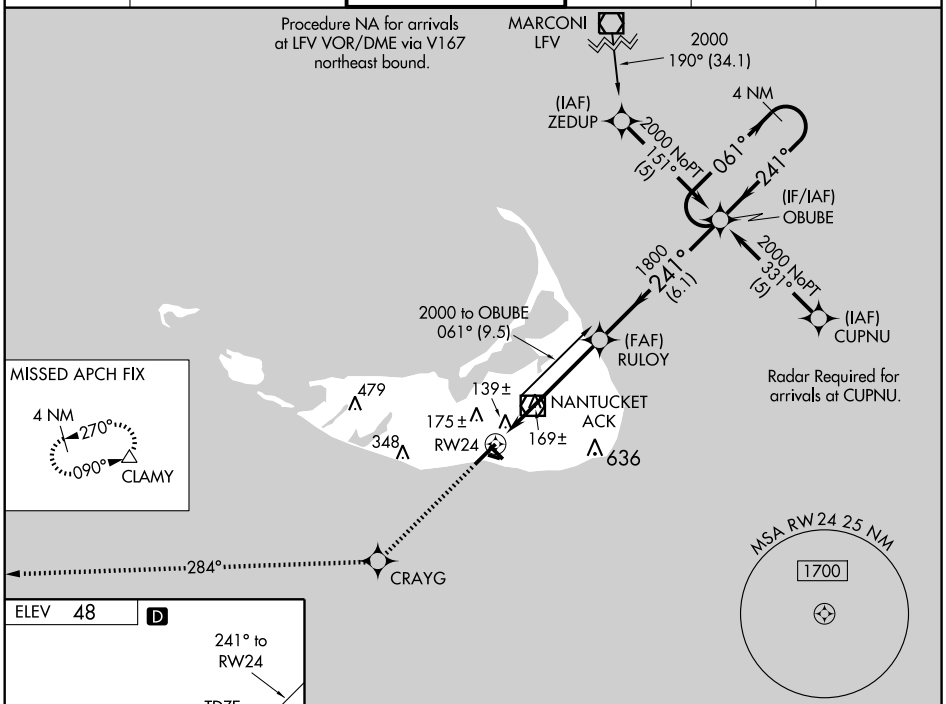
## NANTUCKET MEMORIAL (ACK)

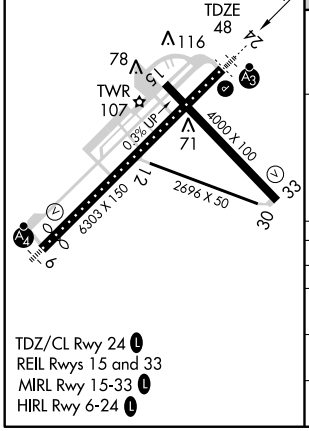
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting. For inoperative SSALR, increase LNAV Cat D visibility to RVR 6000. For inoperative SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 5000.

SSALR

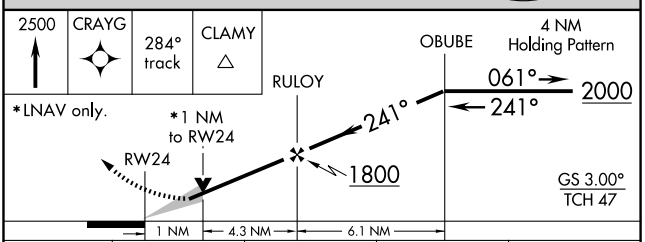
MISSED APPROACH: Climb to 2500 direct CRAYG and via 284° track to CLAMY and hold.

| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 248/24 200 (200-½) | | | |
| LNAV/VNAV DA | 435/40 387 (400-¾) | | | |
| LNAV MDA | 420/24 372 (400-½) | | | 420/50 372 (400-1) |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

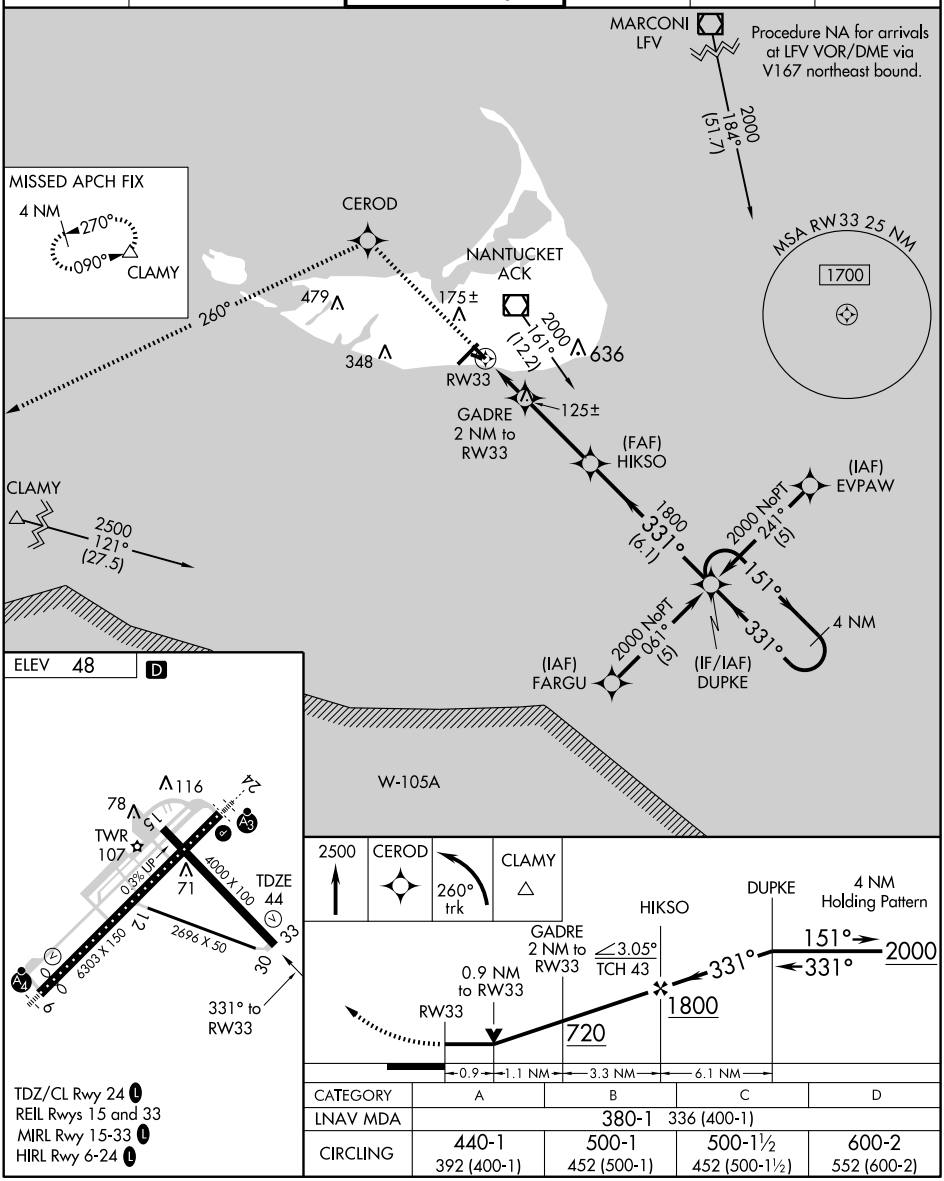
## NANTUCKET MEMORIAL (ACK)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 331° | TDZE | 44 |
| | Apt Elev | 48 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ mile. VDP NA when using Hyannis altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEROD and left turn via 260° track to CLAMY and hold.

| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 336 (400-1) | | | |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

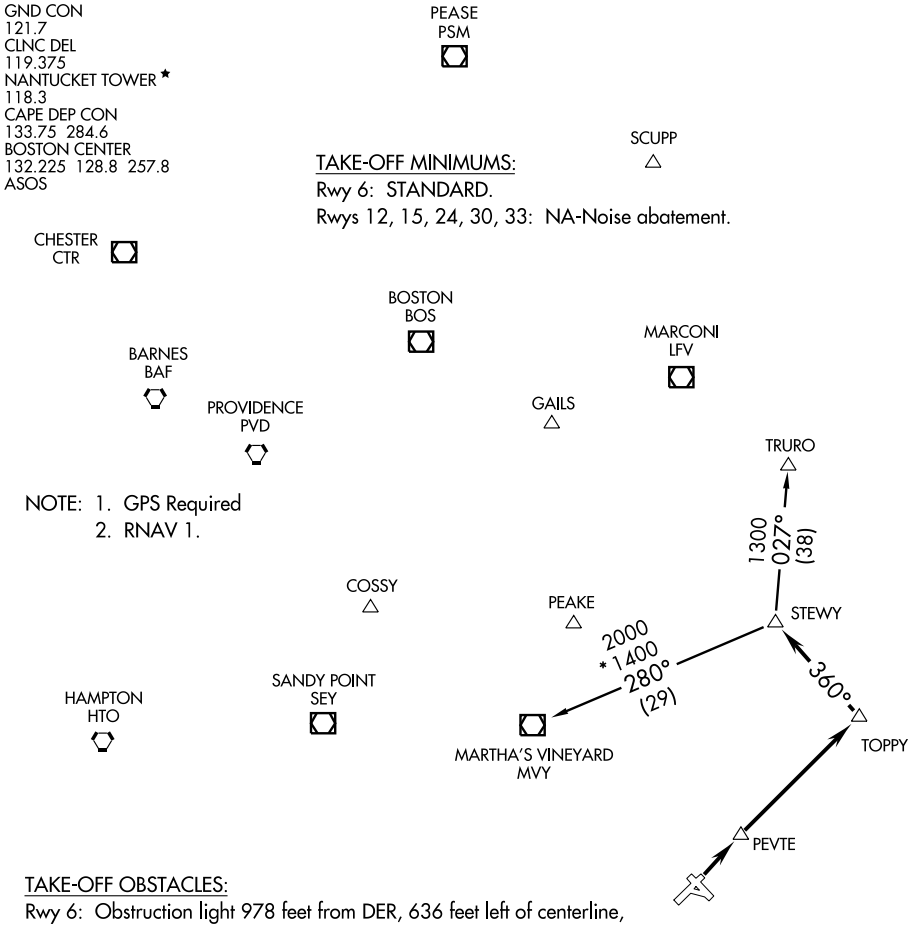


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# STEWY ONE DEPARTURE (RNAV)

ATIS 127.5
GND CON
121.7
CLNC DEL
119.375
NANTUCKET TOWER ★
118.3
CAPE DEP CON
133.75 284.6
BOSTON CENTER
132.225 128.8 257.8
ASOS

TAKE-OFF MINIMUMS:
Rwy 6: STANDARD.
Rwys 12, 15, 24, 30, 33: NA-Noise abatement.




TAKE-OFF OBSTACLES:
Rwy 6: Obstruction light 978 feet from DER, 636 feet left of centerline, 14 feet AGL/73 feet MSL,
Trees, 1827 feet from DER, 480 feet right of centerline, 15 feet AGL/75 feet MSL,
Multiple trees beginning 3586 feet from DER, 1134 feet left of centerline up to 60 feet AGL/139 feet MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb to 2000 direct PEVTE, direct TOPPY, then via 360° track to STEWY, thence. . .
. . .via transition/route or assigned fix. Expect filed altitude 10 minutes after departure.

TRURO TRANSITION (STEWY1.TRURO): From over STEWY INT via 027° track to TRURO INT.
MVY TRANSITION (STEWY1.MVY): From over STEWY INT via 280° track to MVY VOR/DME.



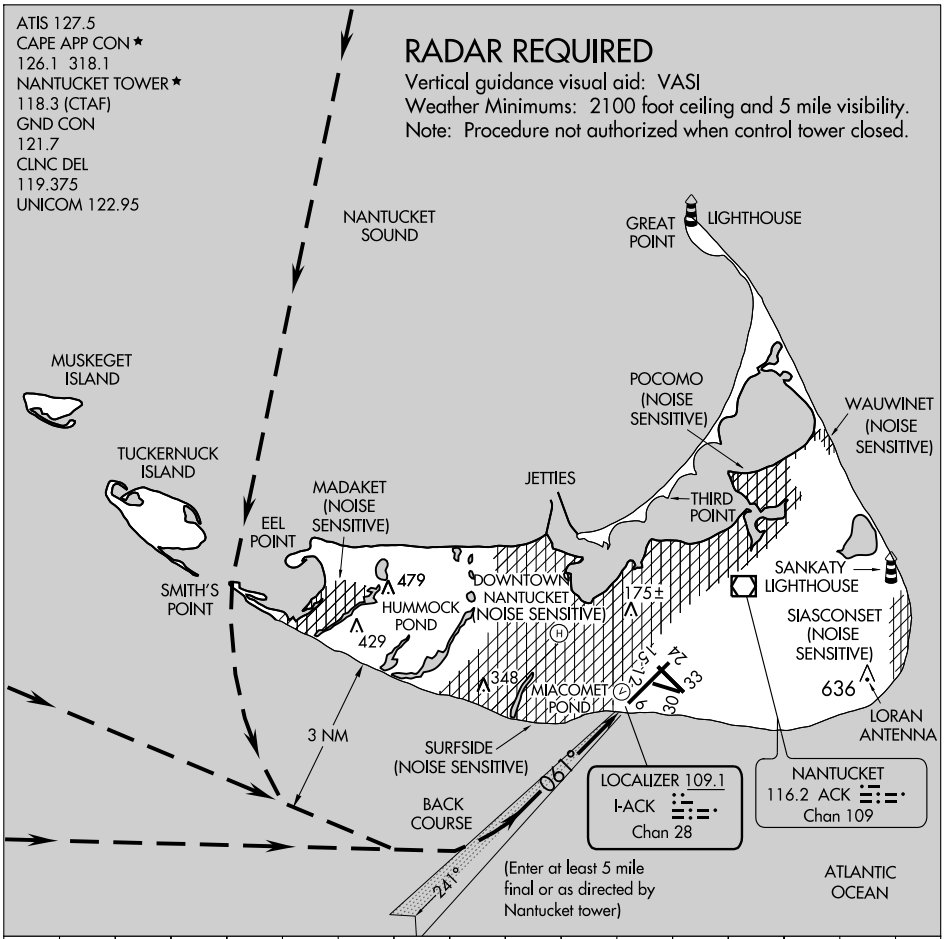
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# TUCKERNUCK VISUAL RWY 6

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS






NE-1, 26 AUG 2010 to 23 SEP 2010



41°15'N - 70°04'W

# VOR RWY 24

## NANTUCKET MEMORIAL (ACK)

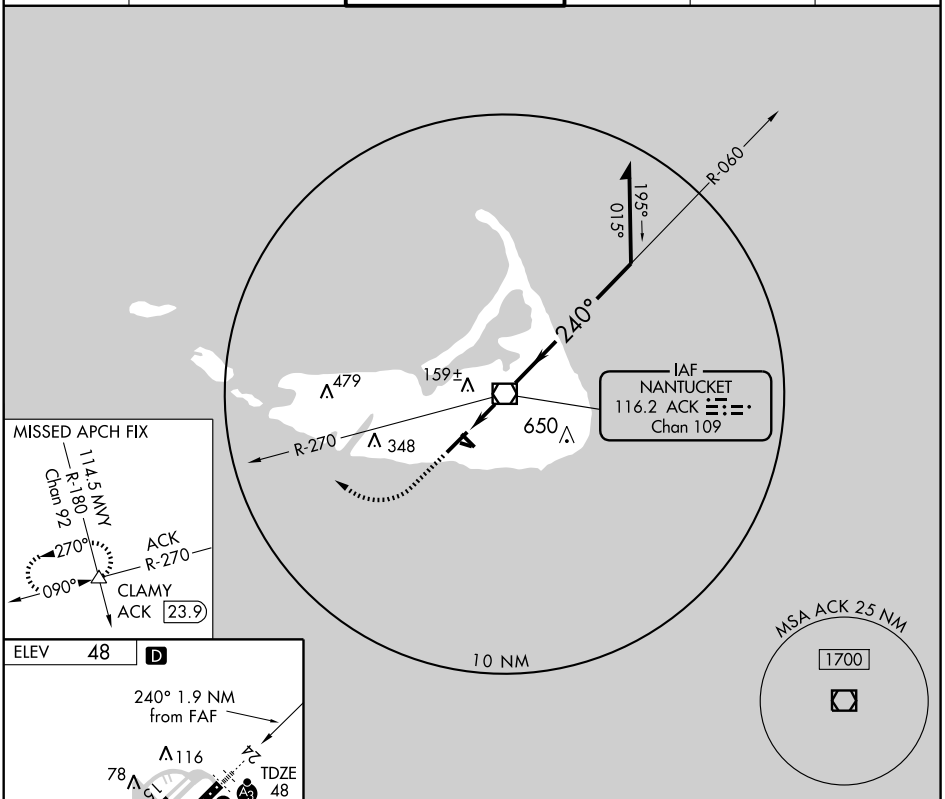
| ACK VOR/DME | APP CRS | Rwy Idg | 6303 |
|---|---|---|---|
| 116.2 | 240° | TDZE | 48 |
| Chan 109 | | Apt Elev | 48 |

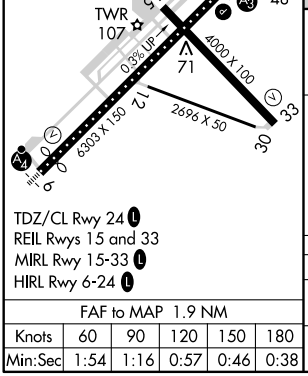
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

SSALR

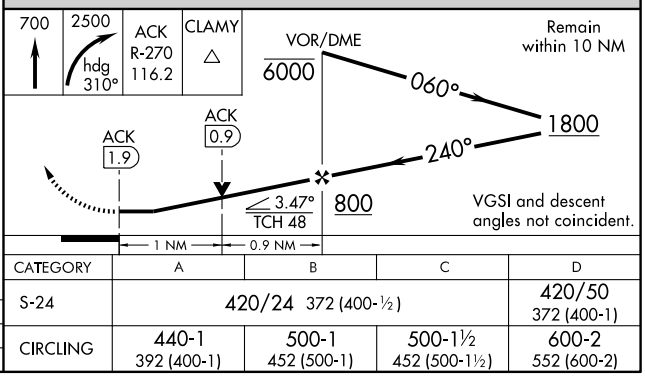
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

| ATIS | CAPE APP CON ★ | NANTUCKET TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.5 | 126.1 318.1 | 118.3 (CTAF) L | 121.7 | 119.375 | 122.95 |




| FAF to MAP | 1.9 NM | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 420/24 372 (400-½) | | | 420/50 372 (400-1) |
| CIRCLING | 440-1 392 (400-1) | 500-1 452 (500-1) | 500-1½ 452 (500-1½) | 600-2 552 (600-2) |



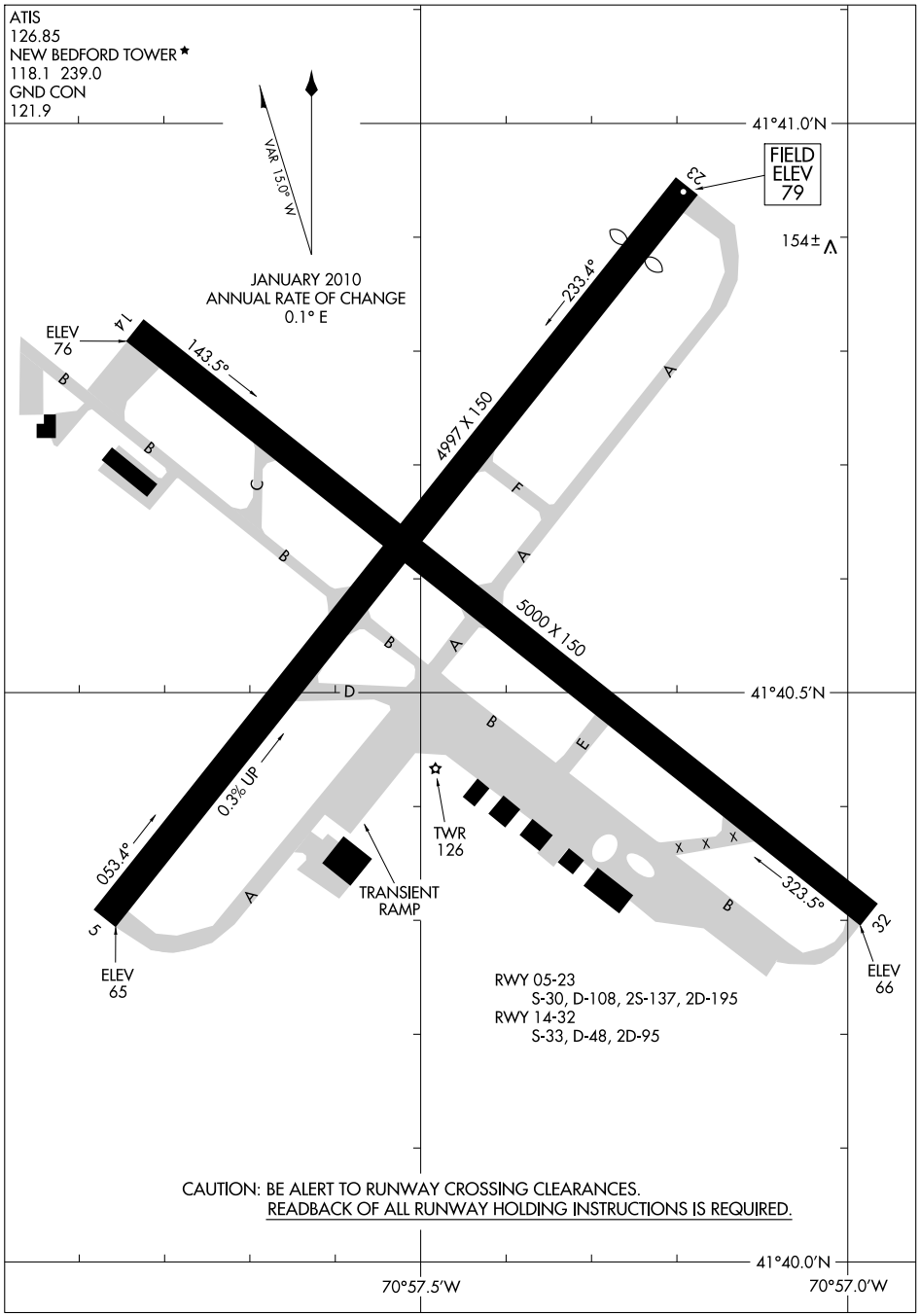
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-644 (FAA)

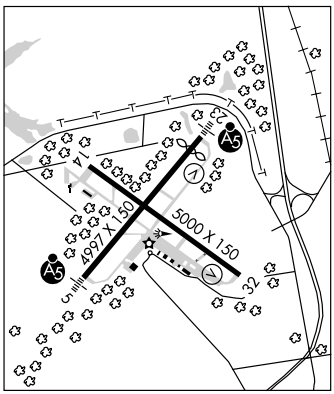
NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS






NE-1, 26 AUG 2010 to 23 SEP 2010

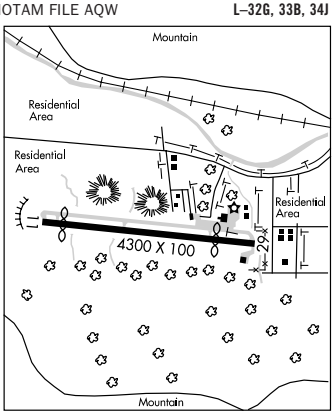
## NEW BEDFORD RGNL (EWB) 2 NW UTC−5(−4DT) N41°40.59′ W70°57.47′ NEW YORK
79 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE EWB H–10J, 11D, 12J, L–33D
**RWY 14–32:** H5000X150 (ASPH) S–33, D–48, 2D–95 MIRL IAP, AD
**RWY 14:** Tree.
**RWY 32:** REIL. VASI(V4L)—GA 3.0°TCH 52′. Trees.
**RWY 05–23:** H4997X150 (ASPH) S–30, D–108, 2S–137, 2D–195 HIRL 0.3% up NE
**RWY 05:** MALSR. Tree.
**RWY 23:** MALSR. VASI(V4L)—GA 3.1° TCH 31′. Thld dsplcd 414′. Tree.




**AIRPORT REMARKS:** Attended 1100–0500Z‡. Birds and deer on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 05–23, MIRL Rwy 14–32, MALSR Rwys 05 and Rwy 23, REIL Rwy 32—CTAF. VASI Rwys 23 and 32 ops 24 hours. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (508) 992–0195. LAWRS.
**COMMUNICATIONS: CTAF** 118.1 **ATIS** 126.85 508–994–6277.
**UNICOM** 122.95
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**TOWER** 118.1 (1200–0300Z‡) **GND CON** 121.9
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 112° 21.4 NM to fld. 49/14W. **HIWAS.**
**NEFOR NDB (LOM)** 274 EW N41°37.30′ W71°01.06′ 055° 4.3 NM to fld.
**ILS/DME** 109.7 I–EWB Chan 34 Rwy 05. LOM NEFOR NDB. EW NDB unusable byd 7.0 NM. LOC backcourse and backcourse DME unusable byd 12 NM. LOC backcourse and backcourse DME unusable 15° left and right of course. Autopilot coupled apch blo 470′ not authorized. ILS unmonitored when twr clsd.

## NEWBURYPORT
### PLUM ISLAND (2B2) 1 SE UTC−5(−4DT) N42°47.72′ W70°50.37′ NEW YORK
11 S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR
**RWY 14–32:** 2300X100 (TURF–GRVL)
**RWY 14:** Trees **RWY 32:** Trees
**RWY 10–28:** H2105X50 (ASPH) S–8
**RWY 10:** Trees. **RWY 28:** Thld dsplcd 300′. Fence.
**AIRPORT REMARKS:** Attended Apr–Sep 1300–2300Z‡. Attended irregularly Oct–Mar. No touch and go allowed. Rwy 10–28 outlined with reflectors.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BOSTON APP/DEP CON** 124.4
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

## NORTH ADAMS
### HARRIMAN–AND–WEST (AQW) 3 W UTC−5(−4DT) N42°41.77′ W73°10.21′ NEW YORK
654 B S6 **FUEL** 100LL, JET A OX 3 TPA—1654(1000) NOTAM FILE AQW L–32G, 33B, 34J
**RWY 11–29:** H4300X100 (ASPH) S–25 MIRL
**RWY 11:** Thld dsplcd 1180′. Trees.
**RWY 29:** Thld dsplcd 800′. Trees.




**AIRPORT REMARKS:** Attended dawn–dusk. Mountain ranges 9,100 ft north at elev 1,894 ft; 4,300 ft north at elev 2,254 ft; 10,800 ft south at elev 2,951 ft; 12,800 ft south at elev 2,690 ft. Extensive glider operations sunrise–sunset surface–18,000 ft year round, primarily weekends and holidays. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 11–29—CTAF.
**WEATHER DATA SOURCES:** ASOS 134.775 (413) 664–6658.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 171° 19.5 NM to fld. 1490/14W. **HIWAS.**

| LOC/DME I-EWB | APP CRS | Rwy Idg | 4997 |
|---|---|---|---|
| 109.7 | 054° | TDZE | 72 |
| Chan 34 | | Apt Elev | 80 |

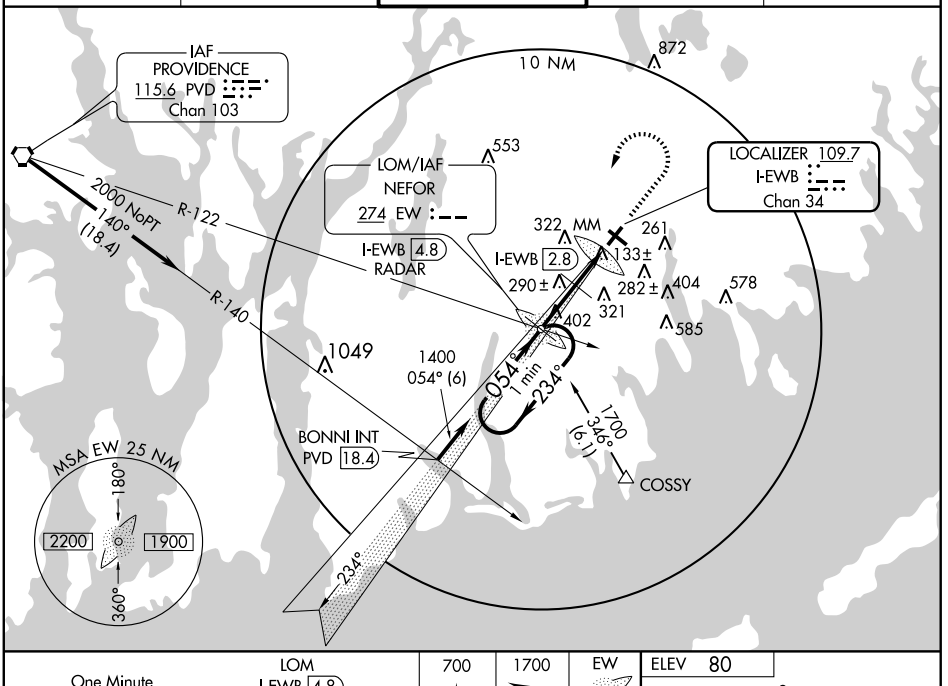
# ILS or LOC RWY 5
## NEW BEDFORD RGNL (EWB)

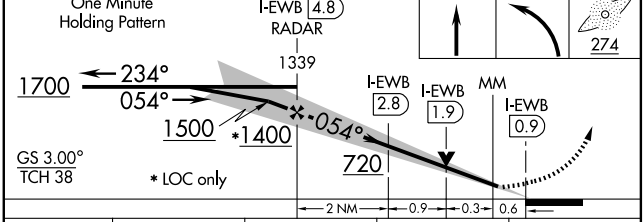
Auto coupled approach NA below 470.
ADF required.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

| ATIS | PROVIDENCE APP CON★ | NEW BEDFORD TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 128.7 269.525 | 118.1 (CTAF) L 239.0 | 121.9 | 122.95 |

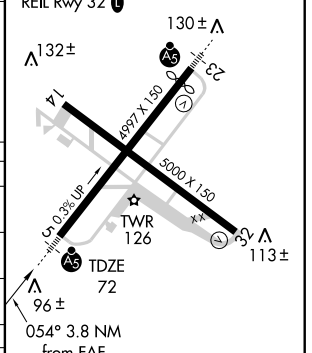



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 272/24 200 (200-½) | | | |
| S-LOC 5 | 720/24 648 (700-½) | | 720/60 648 (700-1¼) | 720-1½ 648 (700-1½) |
| CIRCLING | 720-1 640 (700-1) | | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |
| DME MINIMUMS | | | | |
| S-LOC 5 | 420/24 348 (400-½) | | | 420/40 348 (400-¾) |
| CIRCLING | 620-1 540 (600-1) | | 640-1½ 560 (600-1½) | 640-2 560 (600-2) |

ELEV 80

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L




FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-EWB | APP CRS | Rwy Idg | 4583 |
|---|---|---|---|
| 109.7 | 234° | TDZE | 78 |
| Chan 34 | | Apt Elev | 80 |

# LOC BC RWY 23

## NEW BEDFORD RGNL (EWB)

For inoperative MALSR, increase S-23 visibility ¼ mile all Cats.

MALSR

MISSED APPROACH: Climb to 1700 via I-EWB SW course to NEFOR LOM/Int/I-EWB 4.8 DME/RADAR and hold.

| ATIS | PROVIDENCE APP CON★ | NEW BEDFORD TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 128.7 269.525 | 118.1 (CTAF) L 239.0 | 121.9 | 122.95 |

BACK COURSE
RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-EWB
Chan 34

FURBS
I-EWB 9.8

CUSON OM
I-EWB 4.6
RADAR

LOM
NEFOR
274 EW

NEFOR INT
I-EWB 4.8/RADAR

115.6 PVD
Chan 103

R-122

R-4101

MSA EW 25 NM
180°
2200
1900
360°

ELEV 80

234° 4.7 NM from FAF

TDZE 78

4997 X 150

5000 X 150

0.3% UP

TWR 126

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

1700
I-EWB
SW CRS

EW
274

CUSON OM
I-EWB 4.6
RADAR

FURBS
I-EWB 9.8

2000

I-EWB
0.5

1900

3.51°
TCH 50

VGSI and descent angle not coincident.

Disregard GS indications.

0.6 4.1 NM 5.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 460-¾ 382 (400-¾) | | | 460-1 382 (400-1) |
| CIRCLING | 620-1 540 (600-1) | | 640-1½ 560 (600-1½) | 640-2 560 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOM EW | APP CRS | Rwy Idg | 4997 |
|---|---|---|---|
| 274 | 055° | TDZE | 72 |
| | | Apt Elev | 80 |

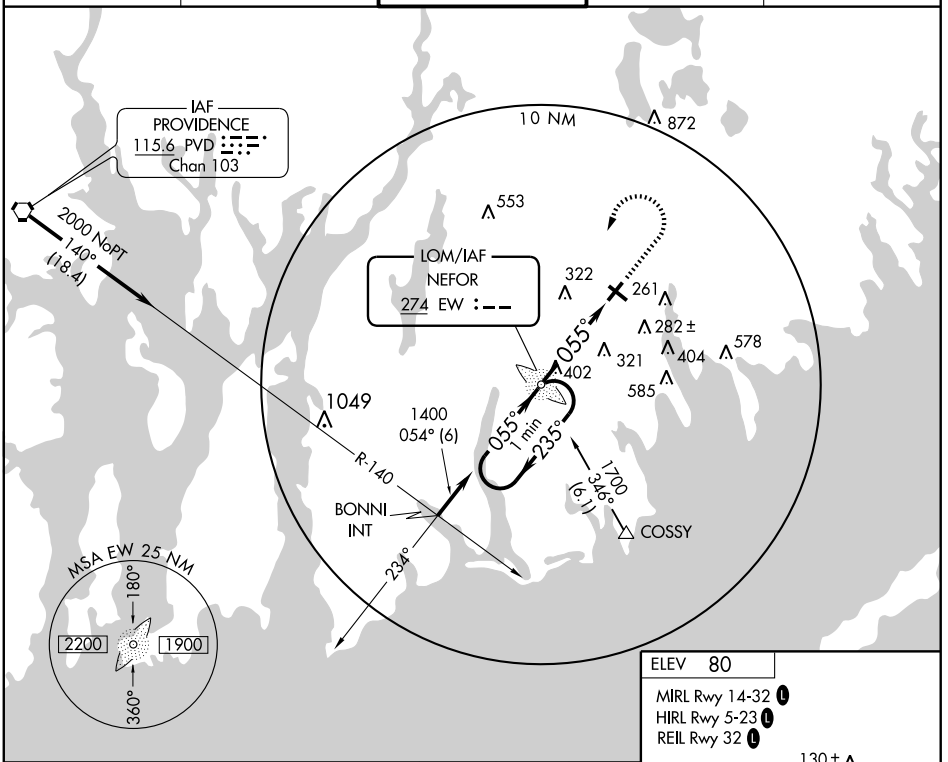
# NDB RWY 5

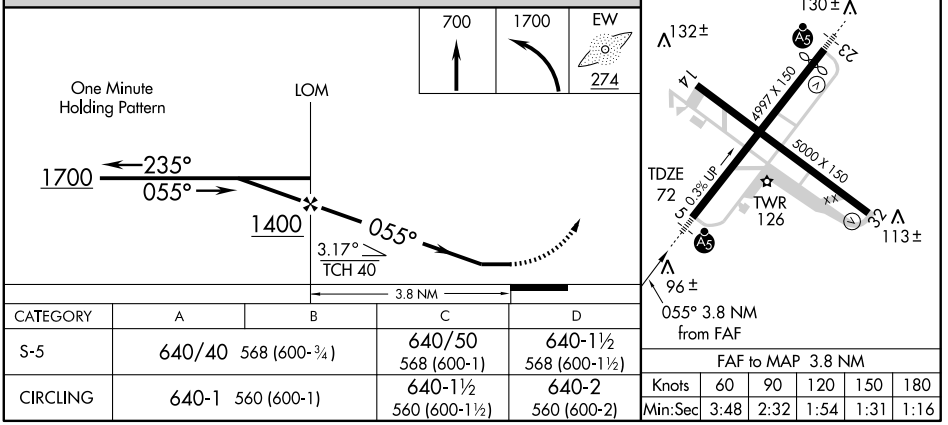
## NEW BEDFORD RGNL (EWB)

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

| ATIS | PROVIDENCE APP CON★ | NEW BEDFORD TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 128.7 269.525 | 118.1 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 640/40 568 (600-¾) | | 640/50 568 (600-1) | 640-1½ 568 (600-1½) |
| CIRCLING | 640-1 560 (600-1) | | 640-1½ 560 (600-1½) | 640-2 560 (600-2) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

NEW BEDFORD RGNL (EWB)

| APP CRS | Rwy Idg | 4997 |
|---|---|---|
| 054° | TDZE | 72 |
| | Apt Elev | 80 |

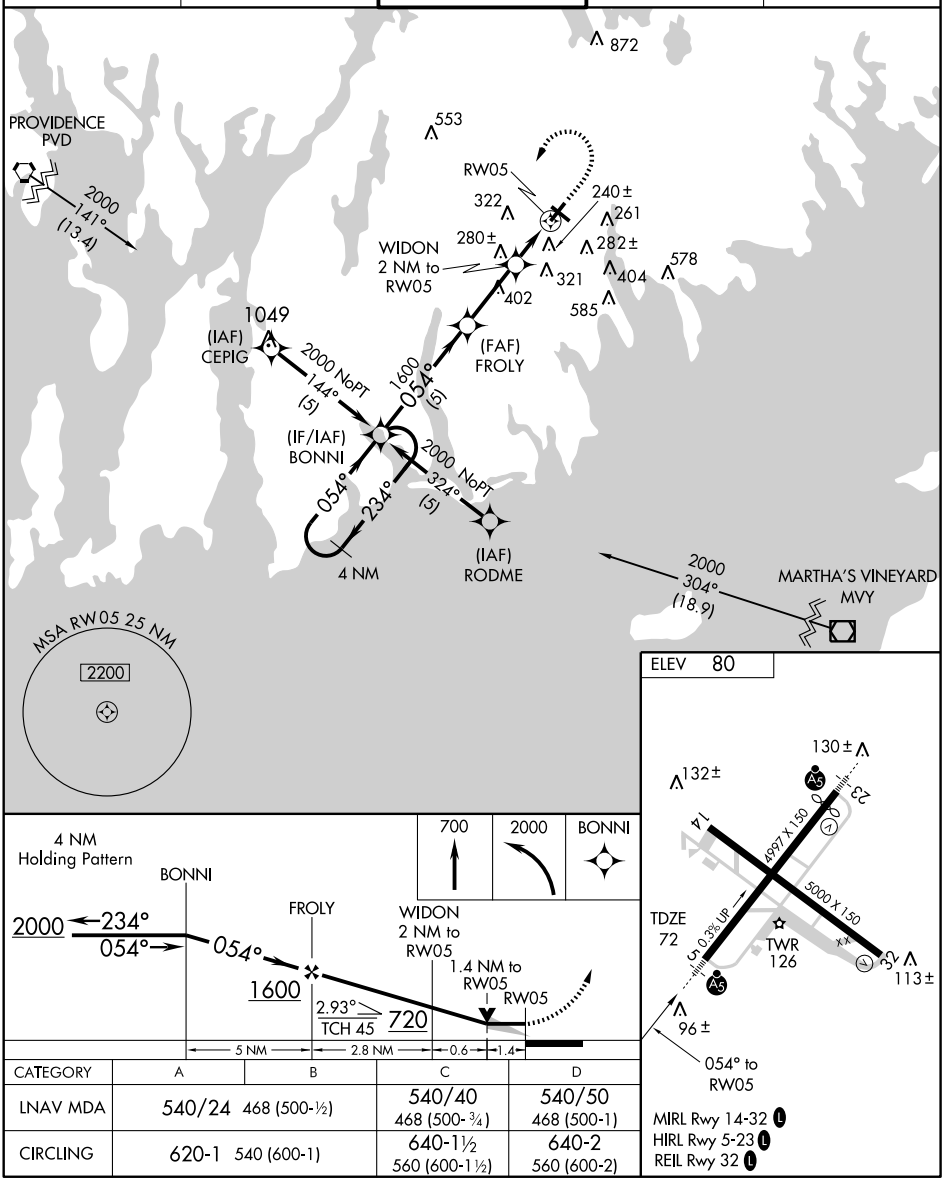
T
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BONNI WP and hold.

| ATIS | PROVIDENCE APP CON★ | NEW BEDFORD TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 128.7 269.525 | 118.1 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540/24 468 (500-½) | | 540/40 468 (500-¾) | 540/50 468 (500-1) |
| CIRCLING | 620-1 540 (600-1) | | 640-1½ 560 (600-1½) | 640-2 560 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23

## NEW BEDFORD RGNL (EWB)

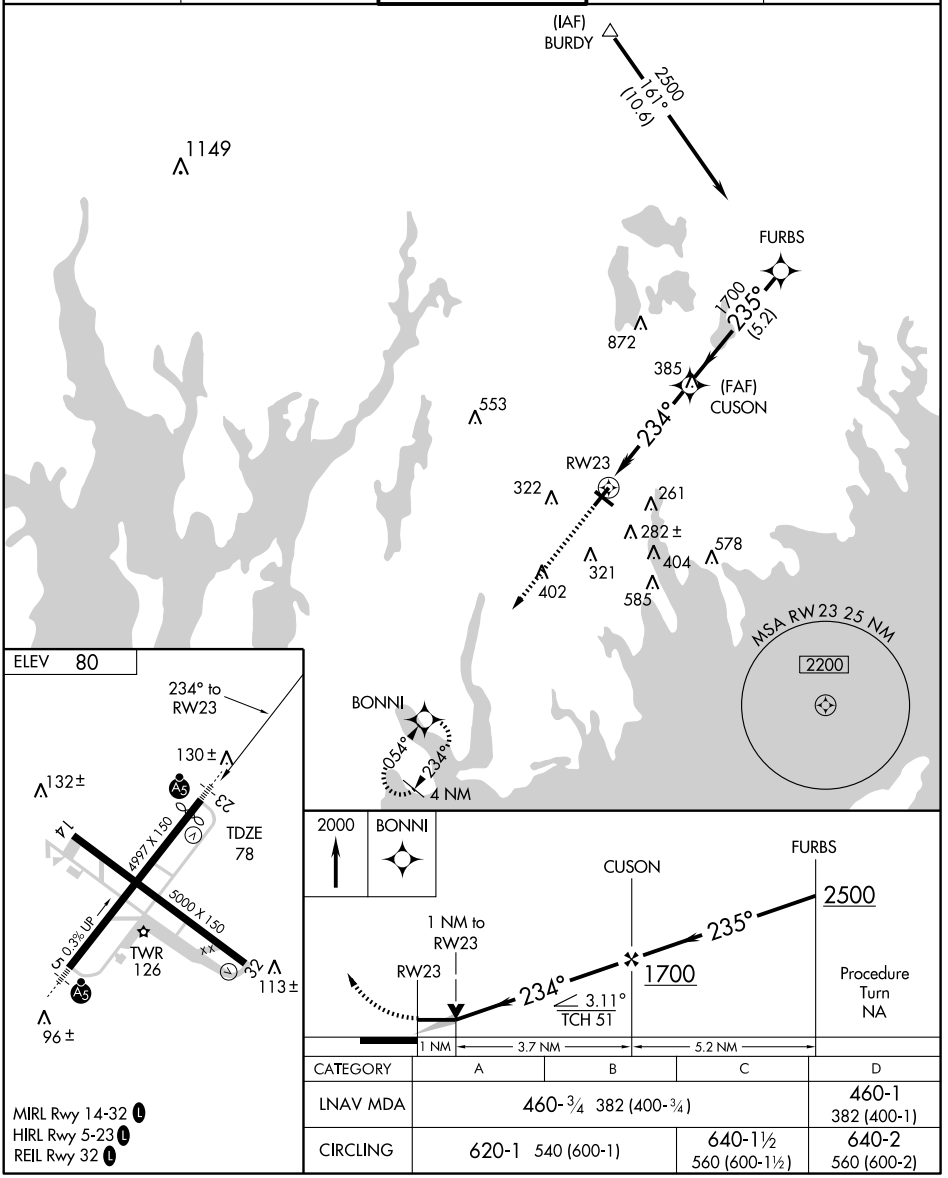
| APP CRS | Rwy Idg | 4583 |
|---|---|---|
| 234° | TDZE | 78 |
| | Apt Elev | 80 |

T NA — For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1, Cat D to 1¼. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct to BONNI WP and hold.

| ATIS | PROVIDENCE APP CON★ | NEW BEDFORD TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 128.7 269.525 | 118.1 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-¾ 382 (400-¾) | | | 460-1 382 (400-1) |
| CIRCLING | 620-1 540 (600-1) | | 640-1½ 560 (600-1½) | 640-2 560 (600-2) |

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

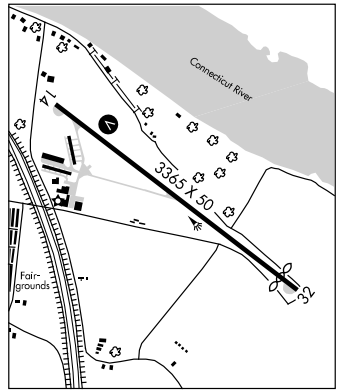


NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**NORTHAMPTON** (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′
121 B S2 **FUEL** 100LL NOTAM FILE BTV
**RWY 14–32:** H3365X50 (ASPH) S–7.5 HIRL
**RWY 14:** VASI(V4L)—GA 4.0° TCH 58′. Trees.
**RWY 32:** Thld dsplcd 250′. Trees.
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEF.
**BARNES (L) VORTAC** 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.

NEW YORK
L–33C, 34J
IAP




**NORWOOD MEM** (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD
**RWY 17–35:** H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL
**RWY 17:** PAPI(P4R)—GA 3.0° TCH 40′. Trees.
**RWY 35:** MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
**RWY 10–28:** H3995X75 (ASPH) S–58, D–69, 2S–88
**RWY 10:** PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
**RWY 28:** Trees. Rgt tfc.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 35 | 10–28 | 3320 |

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
**WEATHER DATA SOURCES:** ASOS (781) 762–4314. LAWRS.
**COMMUNICATIONS: CTAF** 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
**TOWER** 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
**AIRSPACE: CLASS D** svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOS.
**BOSTON (H) VOR/DME** 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
**STOGE NDB (LOM)** 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
**ILS/DME** 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.

NEW YORK
COPTER
L–33D, 34J
IAP, AD



# RNAV (GPS) RWY 14

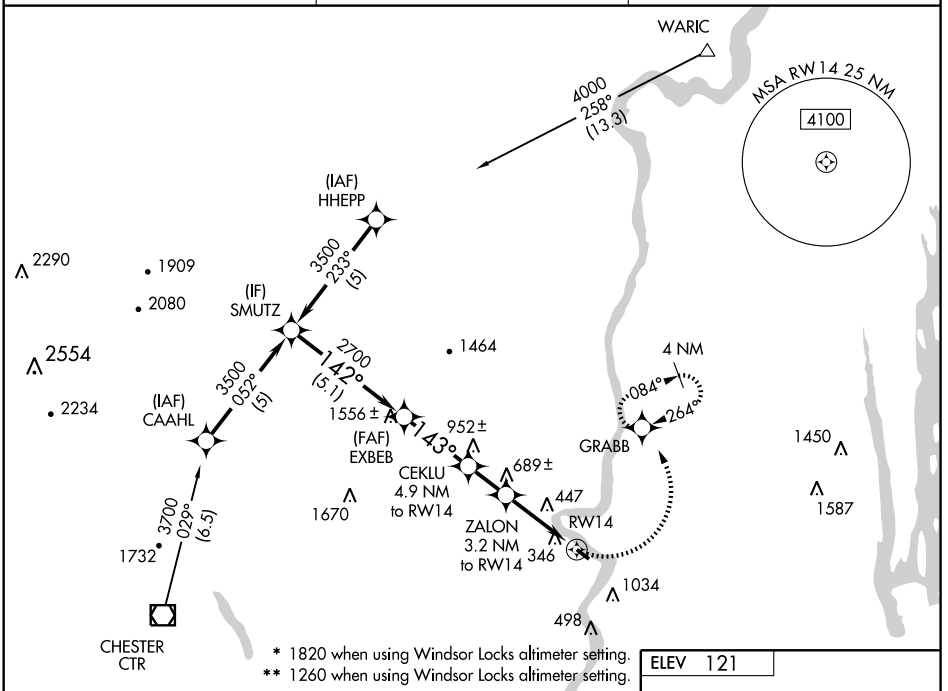
## NORTHAMPTON (7B2)

| APP CRS | Rwy Idg | 3365 |
|---|---|---|
| 143° | TDZE | 121 |
| | Apt Elev | 121 |

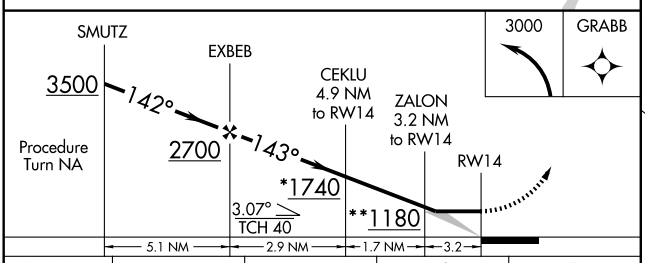
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

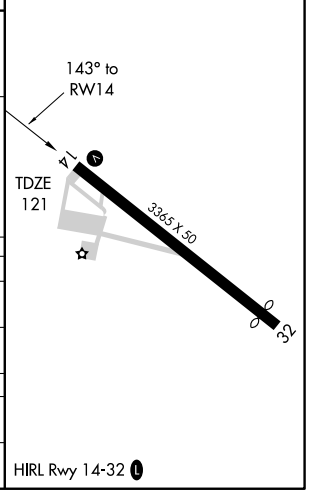
| BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.35 281.5 | 133.6 | 122.7 (CTAF) L |




* 1820 when using Windsor Locks altimeter setting.
** 1260 when using Windsor Locks altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 819 (900-1) | 940-1¼ 819 (900-1¼) | NA | |
| CIRCLING | 940-1 819 (900-1) | 940-1¼ 819 (900-1¼) | NA | |
| WINDSOR LOCKS ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1020-1¼ 899 (900-1¼) | | NA | |
| CIRCLING | 1020-1¼ 899 (900-1¼) | | NA | |




HIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

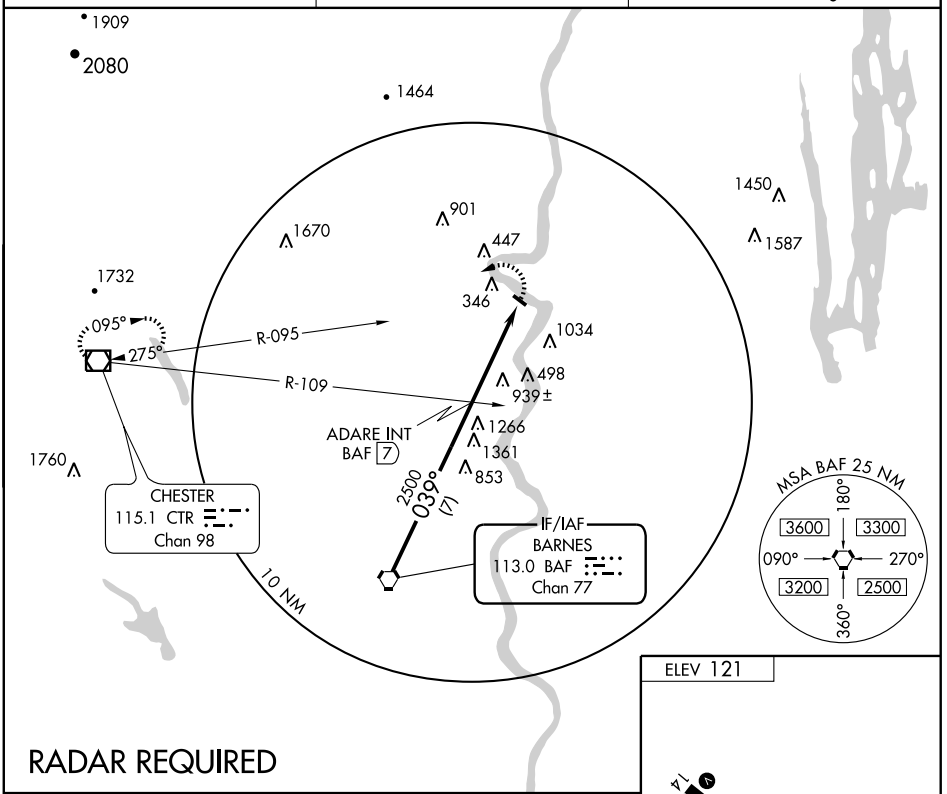
| VORTAC BAF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.0 | 039° | TDZE | N/A |
| Chan 77 | | Apt Elev | 121 |

# VOR-A
## NORTHAMPTON (7B2)

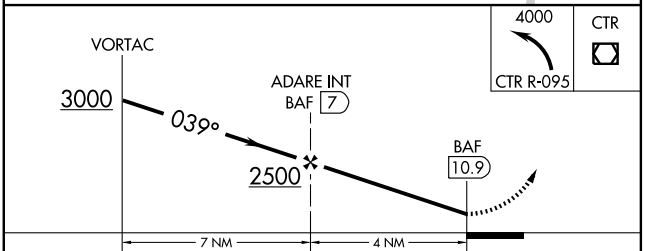
NA — Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 via CTR VOR/DME R-095 to CTR VOR/DME and hold.

| BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.35 281.5 | 133.6 | 122.7 (CTAF) L |

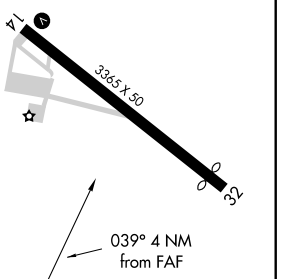



RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1540-1¼ (1419 (1500-1¼)) | 1540-1½ (1419 (1500-1½)) | NA | |
| WINDSOR LOCKS ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1620-1¼ (1499 (1500-1¼)) | 1620-1½ (1499 (1500-1½)) | NA | |

ELEV 121




HIRL Rwy 14-32 L

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BAF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.0 | 219° | TDZE | N/A |
| Chan 77 | | Apt Elev | 121 |

# VOR/DME-B
## NORTHAMPTON (7B2)

T NA — Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

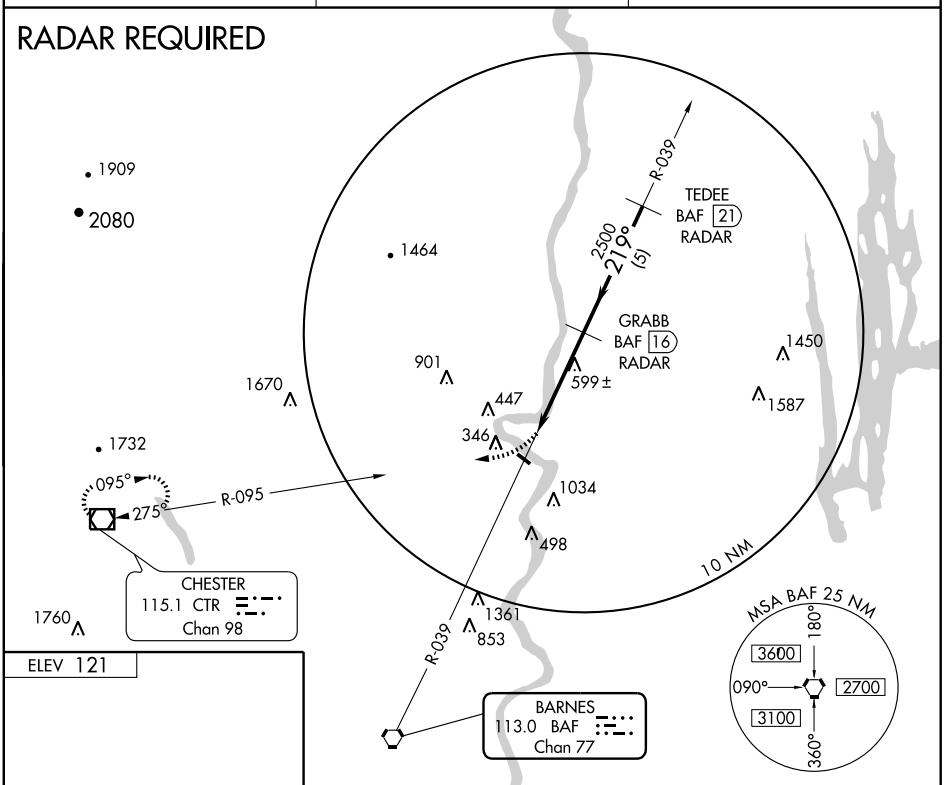
MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

| BRADLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.35 281.5 | 133.6 | 122.7 (CTAF) L |

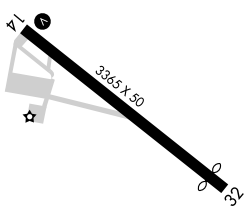


NE-1, 26 AUG 2010 to 23 SEP 2010

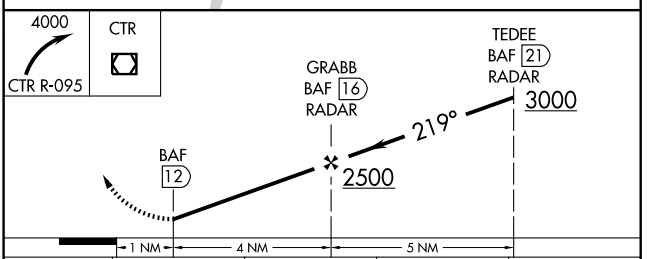
RADAR REQUIRED




ELEV 121




HIRL Rwy 14-32 L

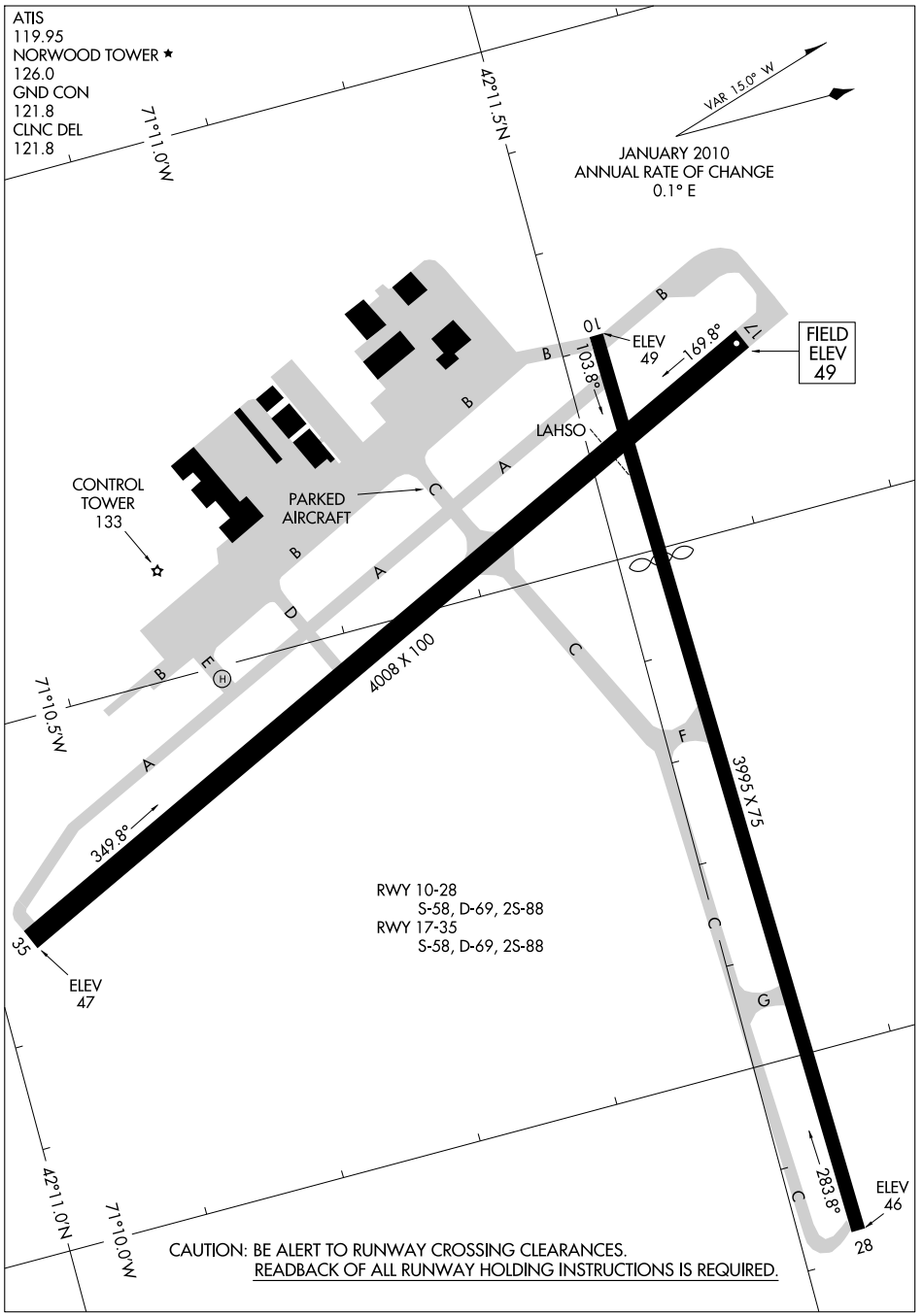



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1¼<br>1179 (1200-1¼) | 1300-1½<br>1179 (1200-1½) | NA | |
| WINDSOR LOCKS ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1360-1¼<br>1239 (1300-1¼) | 1360-1½<br>1239 (1300-1½) | NA | |

# AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS




AIRPORT DIAGRAM

NORWOOD, MASSACHUSETTS
NORWOOD MEMORIAL (OWD)

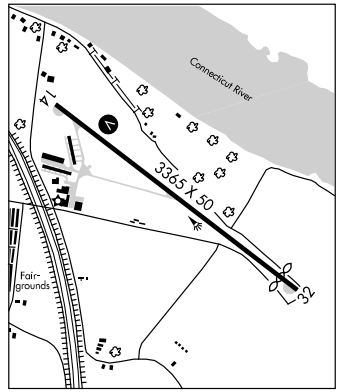
10210



NE-1, 26 AUG 2010 to 23 SEP 2010

**NORTHAMPTON** (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′
121 B S2 **FUEL** 100LL NOTAM FILE BTV
**RWY 14–32:** H3365X50 (ASPH) S–7.5 HIRL
**RWY 14:** VASI(V4L)—GA 4.0° TCH 58′. Trees.
**RWY 32:** Thld dsplcd 250′. Trees.
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEF.
**BARNES (L) VORTAC** 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.

NEW YORK
L–33C, 34J
IAP




**NORWOOD MEM** (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD
**RWY 17–35:** H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL
**RWY 17:** PAPI(P4R)—GA 3.0° TCH 40′. Trees.
**RWY 35:** MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
**RWY 10–28:** H3995X75 (ASPH) S–58, D–69, 2S–88
**RWY 10:** PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
**RWY 28:** Trees. Rgt tfc.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 35 | 10–28 | 3320 |

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
**WEATHER DATA SOURCES:** ASOS (781) 762–4314. LAWRS.
**COMMUNICATIONS: CTAF** 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
**TOWER** 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
**AIRSPACE: CLASS D** svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOS.
**BOSTON (H) VOR/DME** 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
**STOGE NDB (LOM)** 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
**ILS/DME** 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.

NEW YORK
COPTER
L–33D, 34J
IAP, AD



| LOC/DME I-OWD | APP CRS | Rwy Idg | 4008 |
|---|---|---|---|
| 108.3 | 350° | TDZE | 49 |
| Chan 20 | | Apt Elev | 49 |

# LOC RWY 35

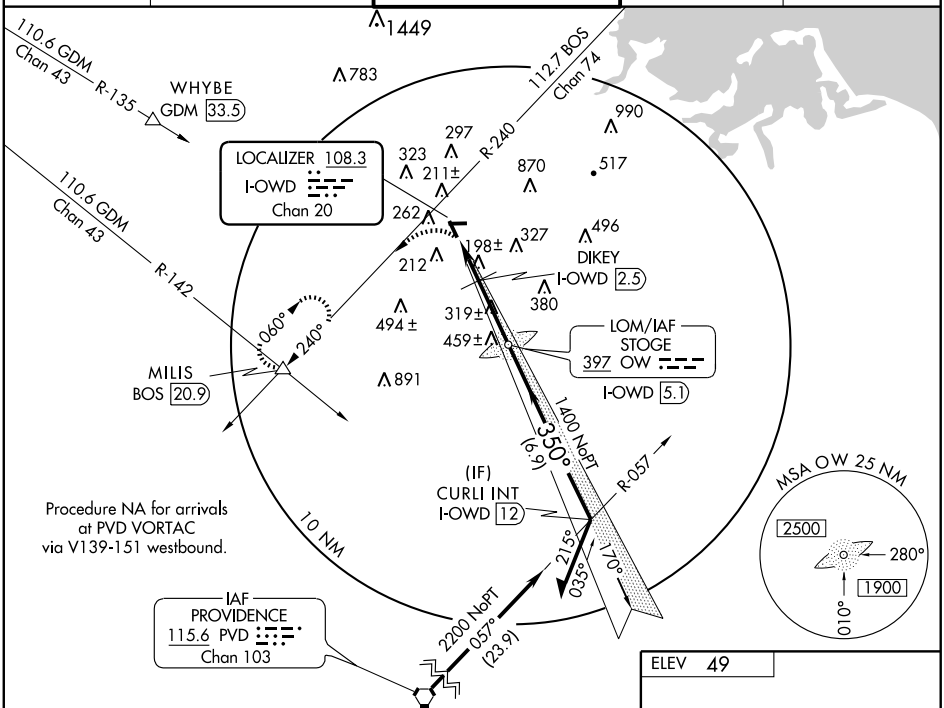
## NORWOOD MEMORIAL (OWD)

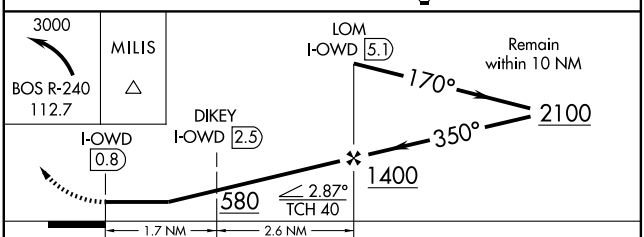
Circling to Rwy 10/28 NA at night.
Inoperative table does not apply to Cat C.

MALSF

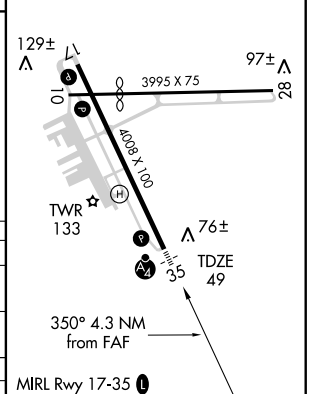
MISSED APPROACH: Climbing left turn to 3000 via BOS VOR/DME R-240 to MILIS INT/BOS 20.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | BOSTON APP CON | NORWOOD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.95 | 124.1 263.1 | 126.0 (CTAF) L | 121.8 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 580-¾ 531 (600-¾) | | 580-1½ 531 (600-1½) | 580-1¾ 531 (600-1¾) |
| CIRCLING | 600-1 551 (600-1) | | 640-1½ 591 (600-1½) | 680-2 631 (700-2) |
| DIKEY FIX MINIMUMS | | | | |
| S-35 | 500-¾ 451 (500-¾) | | 500-1¼ 451 (500-1¼) | 500-1½ 451 (500-1½) |
| CIRCLING | 600-1 551 (600-1) | | 640-1½ 591 (600-1½) | 680-2 631 (700-2) |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

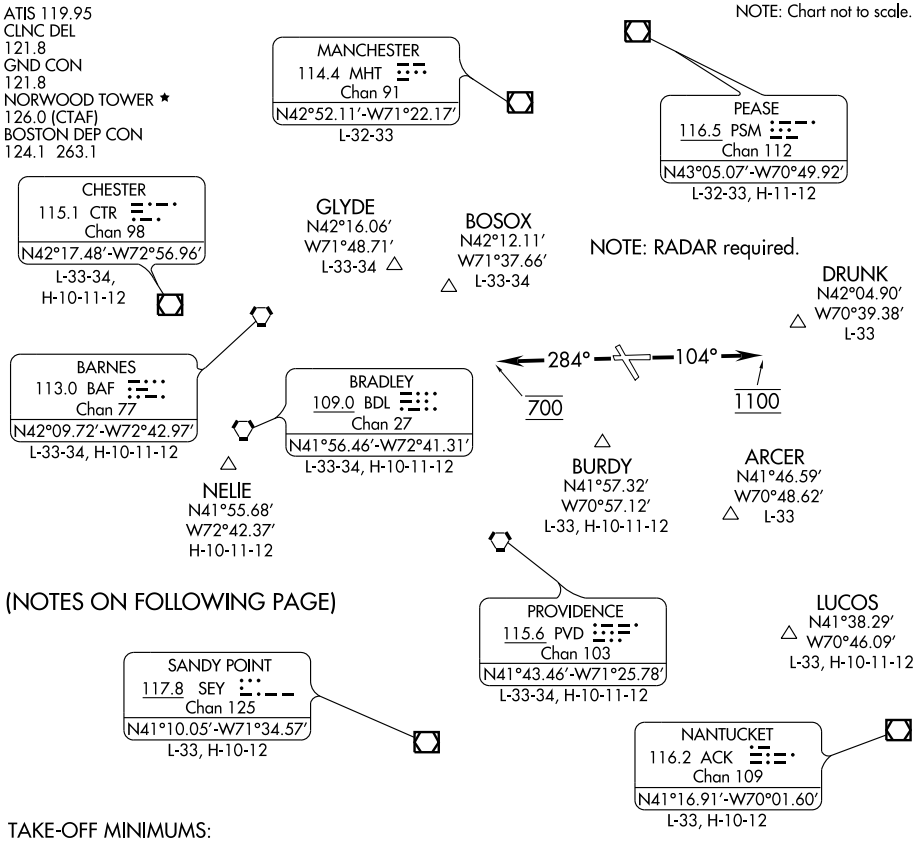
# NORWOOD EIGHT DEPARTURE

SL-725 (FAA)



ATIS 119.95
CLNC DEL
121.8
GND CON
121.8
NORWOOD TOWER ★
126.0 (CTAF)
BOSTON DEP CON
124.1 263.1

NOTE: Chart not to scale.




(NOTES ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwy 10, 300-2 ¼ or STANDARD with minimum climb of 340′ per NM to 400.
Rwy 17, 300-2 ¼ or STANDARD with minimum climb of 220′ per NM to 400,
or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later then 1600′ prior to departure end of runway.
Rwy 28, 400-2 or STANDARD with minimum climb of 385′ per NM to 400.
Rwy 35, 300-2 or STANDARD with minimum climb of 230′ per NM to 500,
or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later thatn 2100′ prior to departure end of runway.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 104° to 1100, then as assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 17: Climb on assigned heading for radar vectors to assigned NAVAID/FIX, Thence . . .
TAKE-OFF RUNWAY 28: Climb heading 284° to 700, then assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 35: Climb heading 280° to 330° as assigned by ATC, Thence . . .

. . . All aircraft expect radar vectors to appropriate depicted NAVAID/FIX. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.



NE-1, 26 AUG 2010 to 23 SEP 2010

TAKE-OFF OBSTACLES:

Rwy 10: Trees and bushes beginning abeam DER, 177′ right of centerline, up to 100′ AGL/178′ MSL. Tree 4488′ from DER, 911′ right of centerline, up 100′ AGL/237′ MSL. Tree 5428′ from DER, 1946′ right of centerline, 100′ AGL/267′ MSL. Trees beginning abeam DER, 34′ left of centerline, up to 100′ AGL/149′ MSL. Tree 1.9 NM from DER, 2124′ left of centerline, 100′ AGL/346′ MSL.

Rwy 17: Trees beginning 42′ from DER, 248′ left of centerline, up to 78′ AGL/126′ MSL. Tree 1.2 NM from DER, 2183′ left of centerline, 100′ AGL/257′ MSL. Trees beginning 612′ from DER, 155′ right of centerline, up to 100′ AGL/198′ MSL. Tree 1.8 NM from DER, 3301′ right of centerline, 100′ AGL/346′ MSL.

Rwy 28: Trees beginning 594′ from DER, 41′ left of centerline, up to 70′ AGL/188′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Stack spire, rod on stack, light, antenna, and power poles beginning 202′ from DER, 211′ left of centerline, up to 99′ AGL/335′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Vehicle on highway 1499′ from DER, 877′ left of centerline, 17′ AGL/105′ MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225′ from DER, 301′ right of centerline, up to 70′ AGL/335′ MSL. Vehicle on highway 1316′ from DER, 459′ right of centerline, 17′ AGL/85′ MSL. Building 1016′ from DER 59′ right of centerline, 30′ AGL/89′ MSL. Tower 4466′ from DER, 238′ right of centerline, 157′ AGL/262′ MSL. Tree 1.7 NM from DER, 673′ right of centerline,100′ AGL/365′ MSL.
Trees 549′ from DER, 49′ right of centerline, up to 70′ AGL/188′ MSL.

Rwy 35: Trees beginning 647′ from DER, 36′ left of centerline, up to 74′ AGL/133′ MSL. Tree 1.4 NM from DER, 2382′ left of centerline, up to 100′ AGL/306′ MSL. Tree 1.7 NM from DER, 2657′ left of centerline, up to 100′ AGL/316′ MSL. Buildings 1994′ from DER, 1031′ left of centerline, up to 70′ AGL/129′ MSL. Trees beginning 694′ from DER, 60′ right of centerline, up to 73′ AGL/125′ MSL. Poles beginning 5686′ from DER, 769′ right of centerline, up to 148′ AGL/216′ MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4008 |
|---|---|---|---|
| CH 86400 | 350° | TDZE | 49 |
| W35A | | Apt Elev | 49 |

# RNAV (GPS) RWY 35

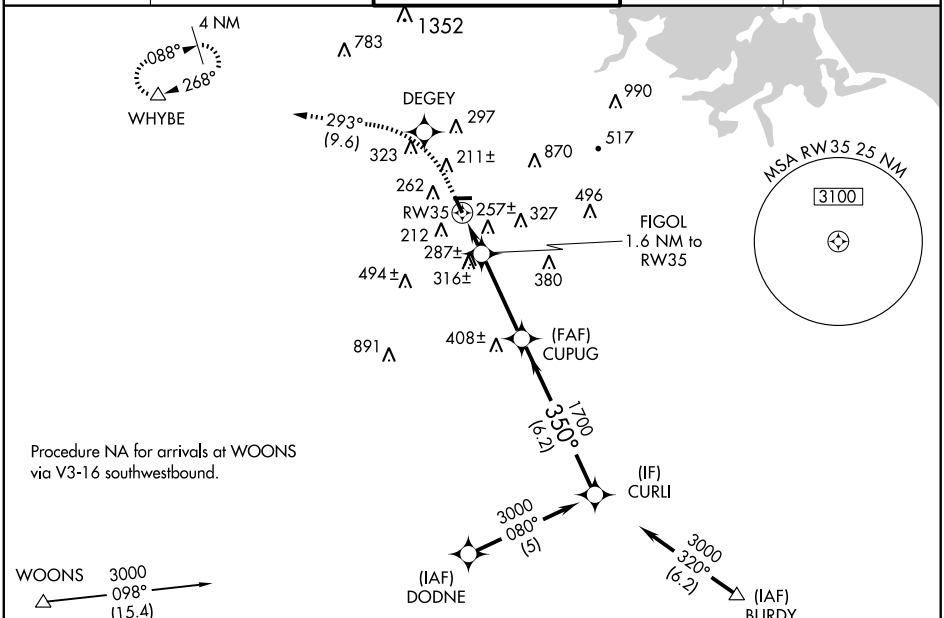
## NORWOOD MEMORIAL (OWD)

T W Circling to Rwy 28 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

MALSF

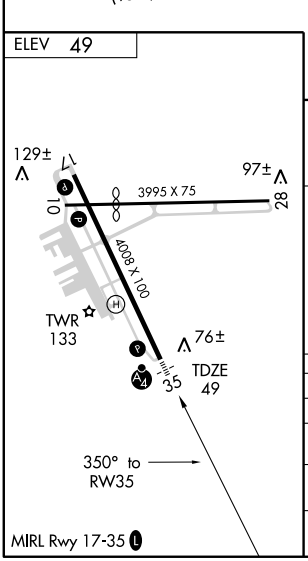
MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

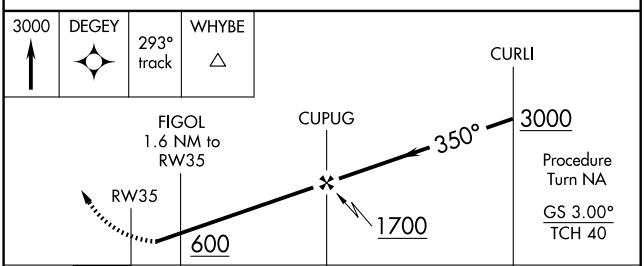
| ATIS | BOSTON APP CON | NORWOOD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.95 | 124.1 263.1 | 126.0 (CTAF) L | 121.8 | 121.8 |



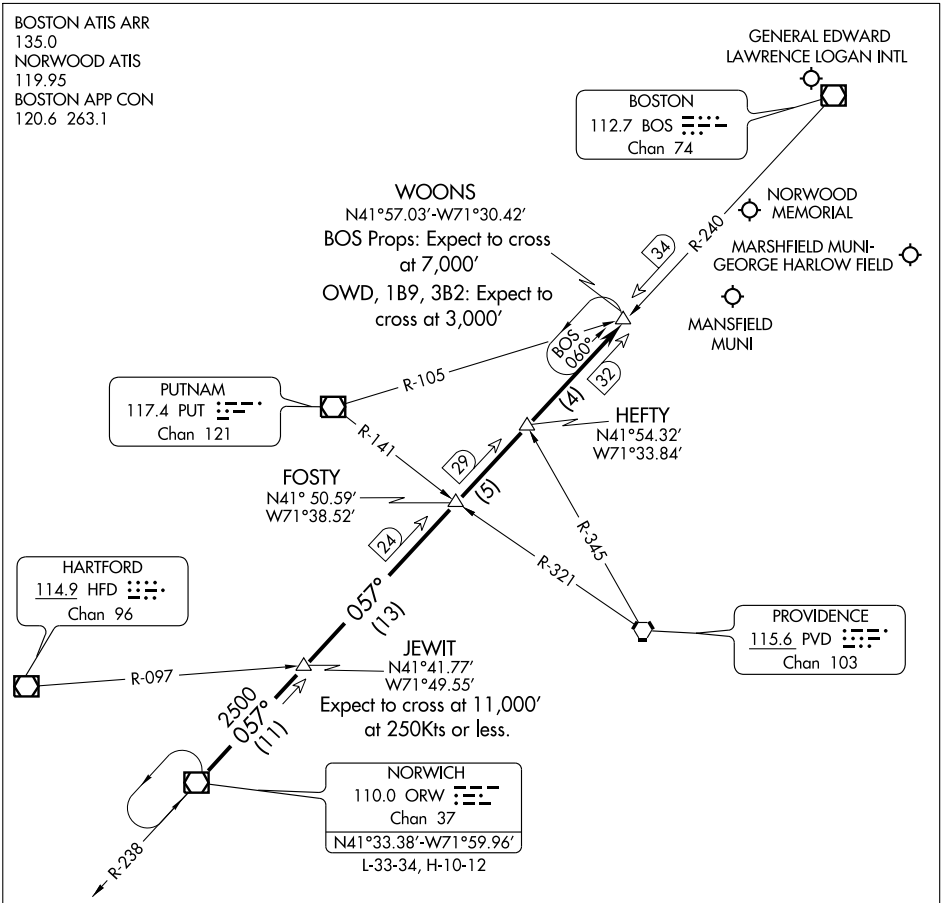

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-1 295 (300-1) | | | |
| LNAV/VNAV DA | 594-2 545 (600-2) | | | |
| LNAV MDA | 540-¾ 491 (500-¾) | | 540-1¼ 491 (500-1¼) | 540-1½ 491 (500-1½) |
| CIRCLING | 600-2 551 (600-2) | | 640-2 591 (600-2) | 680-2 631 (700-2) |



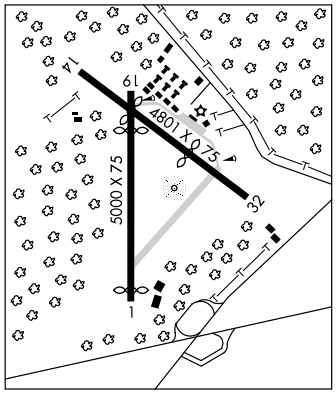

NOTE: Chart not to scale
NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

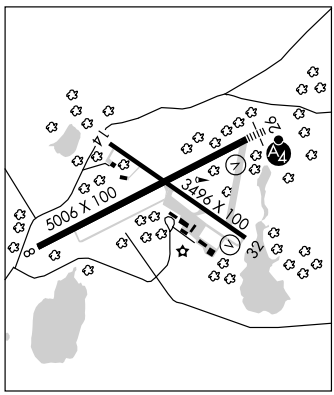
**ORANGE MUNI** (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12J, L–33C, 34J**
**RWY 01–19:** H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
**RWY 01:** Thld dsplcd 100′. Trees.
**RWY 19:** Thld dsplcd 850′. Trees.
**RWY 14–32:** H4801X75 (ASPH) S–25 MIRL 0.4% up SE
**RWY 14:** Thld dsplcd 1477′. Trees.
**RWY 32:** Thld dsplcd 1659′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.675 (978) 544–6774.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
**NDB (MHW)** 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




**OTIS** N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
**(L) TACAN** Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

**PLUM ISLAND** (See NEWBURYPORT)

**PITTSFIELD MUNI** (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12J, L–33B, 34I**
**RWY 08–26:** H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
**RWY 08:** Trees.
**RWY 26:** MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
**RWY 14–32:** H3496X100 (ASPH) S–25 MIRL 0.8% up NW
**RWY 14:** Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
**WEATHER DATA SOURCES:** ASOS 135.375 (413) 499–3273.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.05 (BURLINGTON RADIO)
**ALBANY APP/DEP CON** 132.825 **CLNC DEL** 128.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CHESTER (L) VOR/DME** 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
**DALTON NDB (MHW)** 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF.
Unusable byd 12 NM.
**ILS/DME** 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



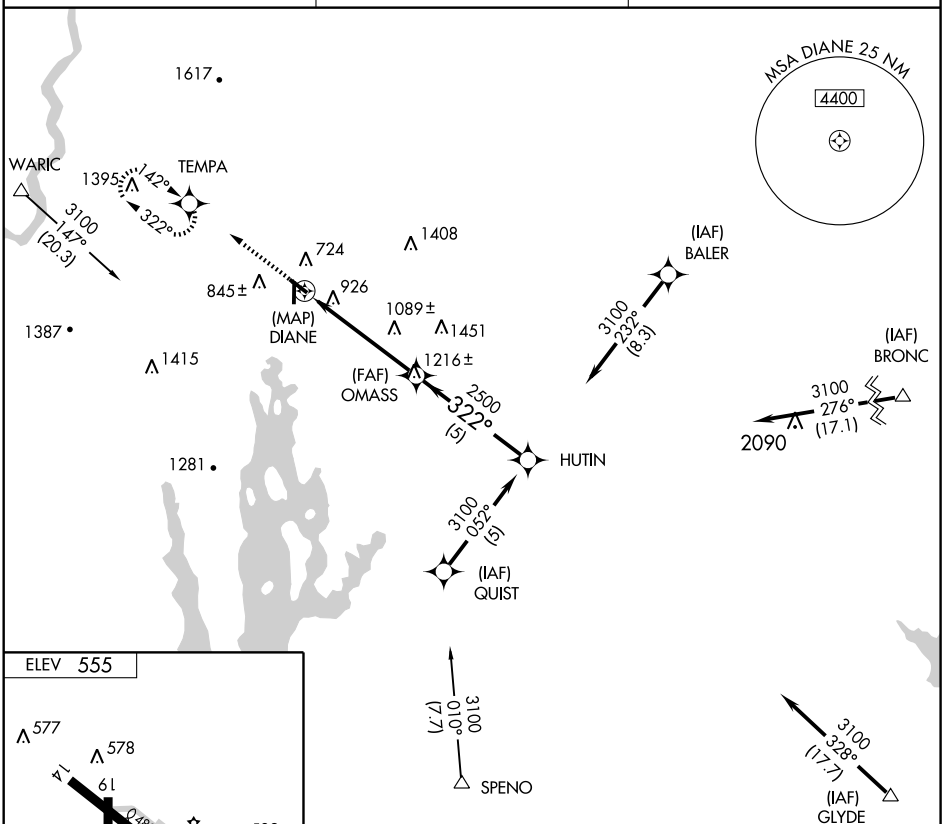
| APP CRS | Rwy Idg | 3142 |
|---|---|---|
| 322° | TDZE | 550 |
| | Apt Elev | 555 |

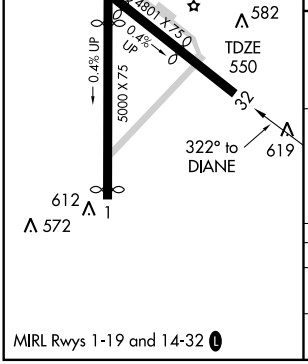
# GPS RWY 32
## ORANGE MUNI (ORE)

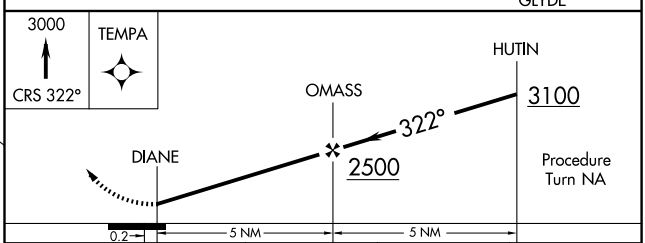
NA

MISSED APPROACH: Climb to 3000 via 322° course to TEMPA WP and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.75 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1480-1¼ 930 (1000-1¼) | | 1480-2¾ 930 (1000-2¾) | NA |
| CIRCLING | 1480-1¼ 925 (1000-1¼) | | 1480-2¾ 925 (1000-2¾) | NA |

MIRL Rwys 1-19 and 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB ORE | APP CRS | | |
|---|---|---|---|
| 205 | 022° | Rwy Idg | 4900 |
| | | TDZE | 552 |
| | | Apt Elev | 555 |

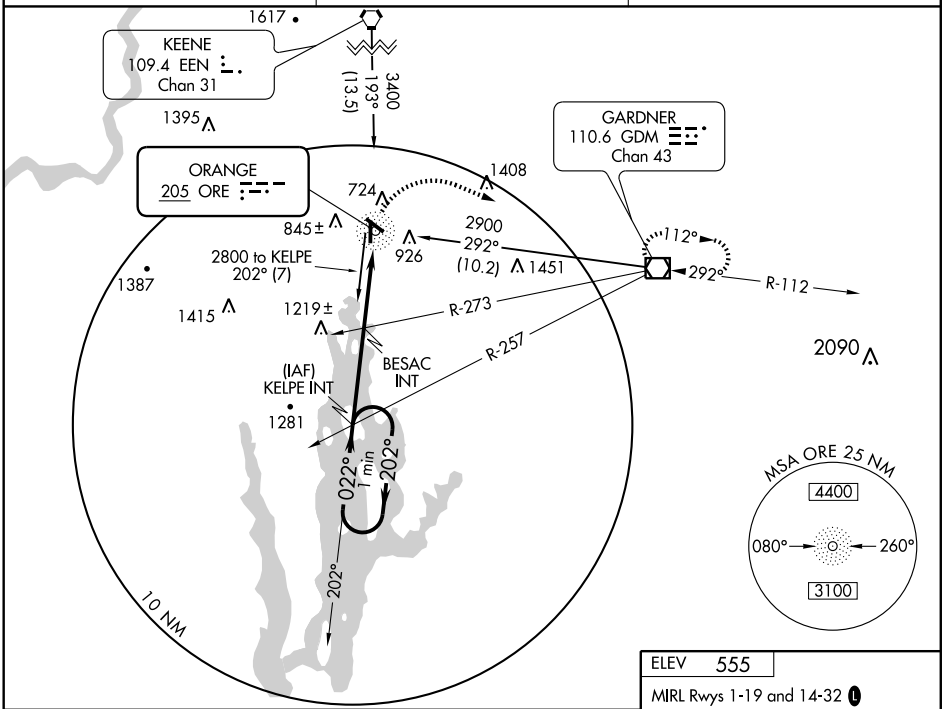
# NDB RWY 1
## ORANGE MUNI(ORE)

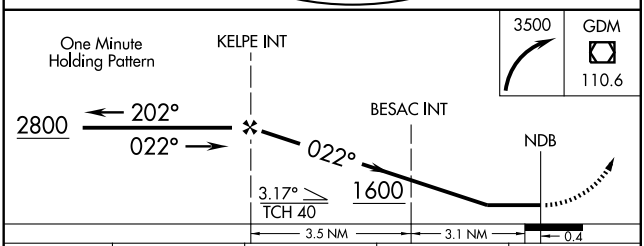
Cat D circling NA to Rwy 14-32.

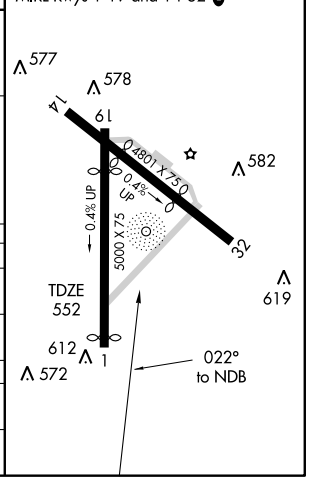
NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.75 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1600-1¼ 1048 (1100-1¼) | 1600-1½ 1048 (1100-1½) | 1600-3 1048 (1100-3) | |
| CIRCLING | 1600-1¼ 1045 (1100-1¼) | 1600-1½ 1045 (1100-1½) | 1600-3 1045 (1100-3) | |
| BESAC FIX MINIMUMS | | | | |
| S-1 | 1520-1¼ 968 (1000-1¼) | 1520-1½ 968 (1000-1½) | 1520-3 968 (1000-3) | |
| CIRCLING | 1520-1¼ 965 (1000-1¼) | 1520-1½ 965 (1000-1½) | 1520-3 965 (1000-3) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

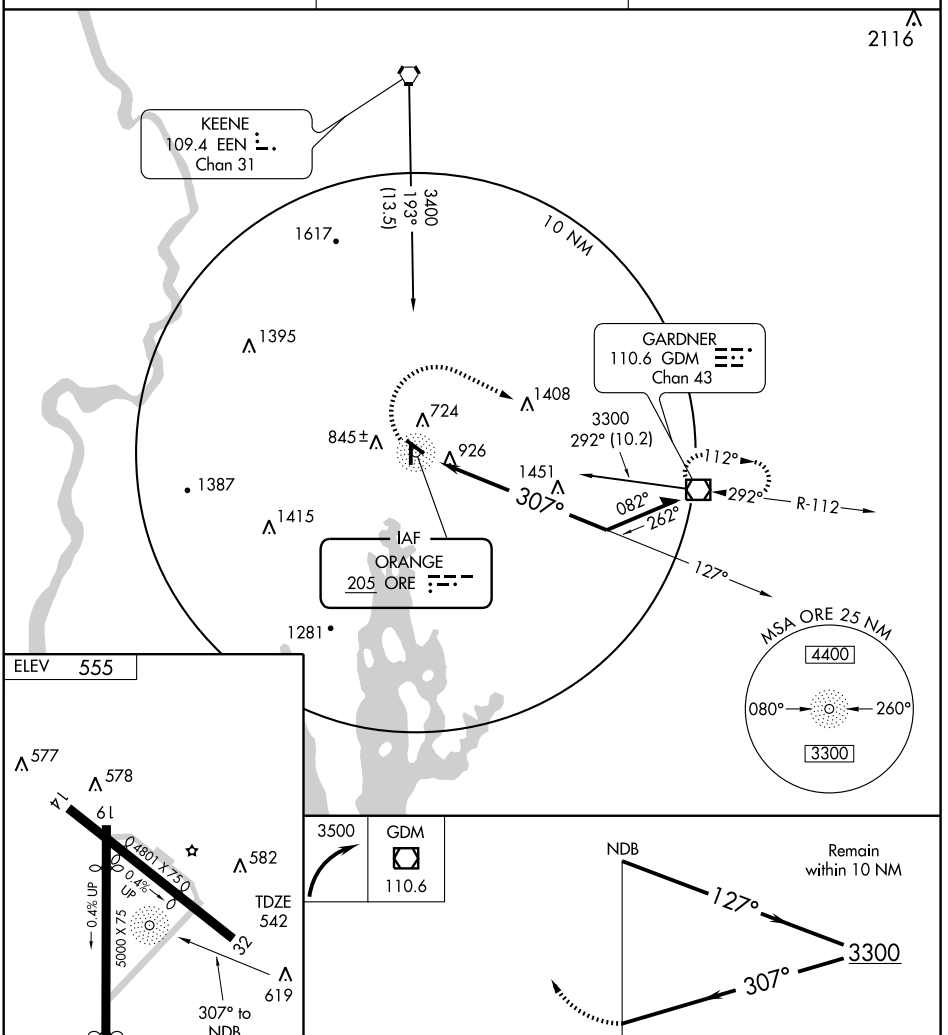
| NDB ORE | APP CRS | Rwy Idg | 3142 |
|---|---|---|---|
| 205 | 307° | TDZE | 542 |
| | | Apt Elev | 555 |

# NDB RWY 32
ORANGE MUNI(ORE)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.75 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1860-1¼<br>1318 (1400-1¼) | 1860-1½<br>1318 (1400-1½) | 1860-3<br>1318 (1400-3) | NA |
| CIRCLING | 1860-1¼<br>1305 (1400-1¼) | 1860-1½<br>1305 (1400-1½) | 1860-3<br>1305 (1400-3) | NA |

MIRL Rwys 1-19 and 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

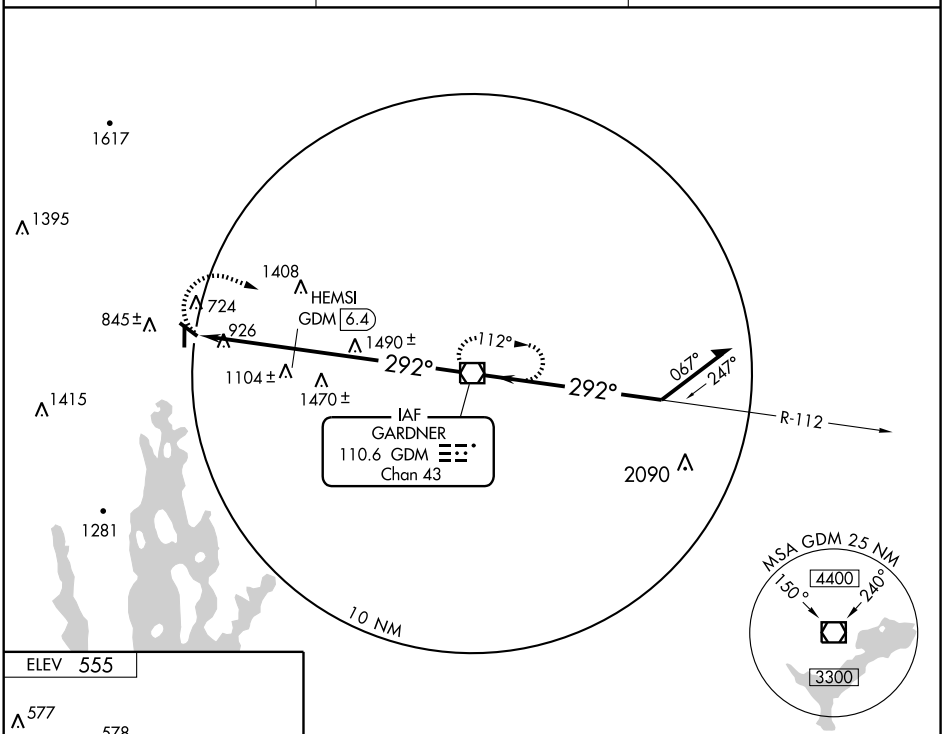
| VOR/DME GDM 110.6 Chan 43 | APP CRS 292° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 555 |
|---|---|---|

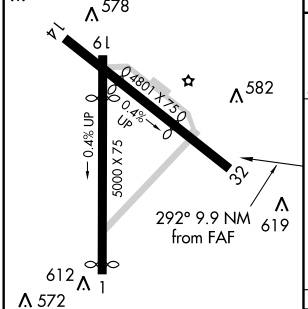
# VOR-A
## ORANGE MUNI(ORE)

Circling to Rwy 14-32 NA for Cat D.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

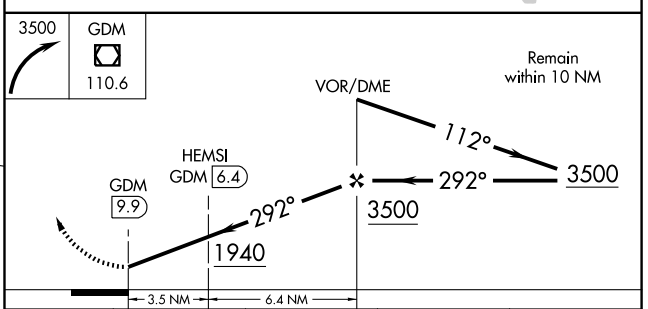
| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.675 | 123.75 338.2 | 122.8 (CTAF) L |




MIRL Rwys 1-19 and 14-32 L

| FAF to MAP 9.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:54 | 6:36 | 4:57 | 3:58 | 3:18 |

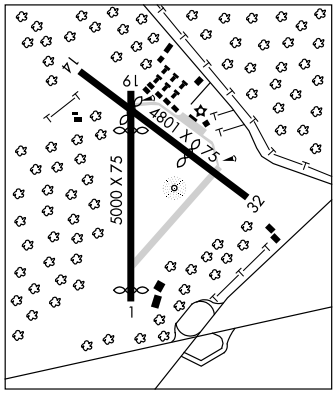



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1¼<br>1385 (1400-1¼) | 1940-1½<br>1385 (1400-1½) | 1940-3 | 1385 (1400-3) |
| | HEMSI FIX MINIMUMS | | | |
| CIRCLING | 1360-1<br>805 (900-1) | 1360-1¼<br>805 (900-1¼) | 1360-2¼<br>805 (900-2¼) | 1360-2½<br>805 (900-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

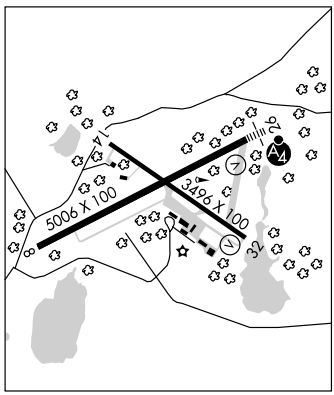
**ORANGE MUNI** (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12J, L–33C, 34J**
**RWY 01–19:** H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
**RWY 01:** Thld dsplcd 100′. Trees.
**RWY 19:** Thld dsplcd 850′. Trees.
**RWY 14–32:** H4801X75 (ASPH) S–25 MIRL 0.4% up SE
**RWY 14:** Thld dsplcd 1477′. Trees.
**RWY 32:** Thld dsplcd 1659′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.675 (978) 544–6774.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
**NDB (MHW)** 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
**COMM/NAV/WEATHER REMARKS:** CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




**OTIS** N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
**(L) TACAN** Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

**PLUM ISLAND** (See NEWBURYPORT)

**PITTSFIELD MUNI** (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12J, L–33B, 34I**
**RWY 08–26:** H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
**RWY 08:** Trees.
**RWY 26:** MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
**RWY 14–32:** H3496X100 (ASPH) S–25 MIRL 0.8% up NW
**RWY 14:** Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
**WEATHER DATA SOURCES:** ASOS 135.375 (413) 499–3273.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.05 (BURLINGTON RADIO)
**ALBANY APP/DEP CON** 132.825 **CLNC DEL** 128.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CHESTER (L) VOR/DME** 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
**DALTON NDB (MHW)** 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF.
Unusable byd 12 NM.
**ILS/DME** 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



| LOC/DME I-EIF | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 108.3 | 259° | TDZE | 1176 |
| Chan 20 | | Apt Elev | 1194 |

# LOC RWY 26

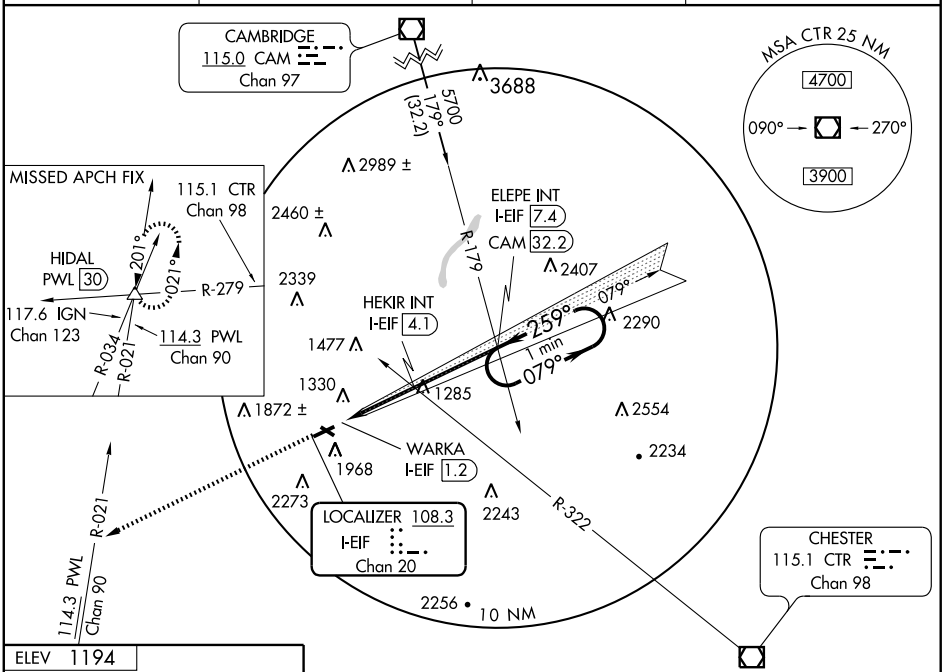
## PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. Inoperative table does not apply.
Circling NA south of Runways 8 and 32.
Visibility reduction by helicopters NA.
DME required for procedure entry.

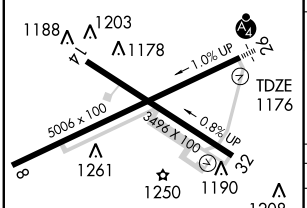
MALSF

MISSED APPROACH: Climb to 4000 on heading 259° and PWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.

| ASOS | ALBANY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.825 307.2 | 128.6 | 122.7 L (CTAF) |

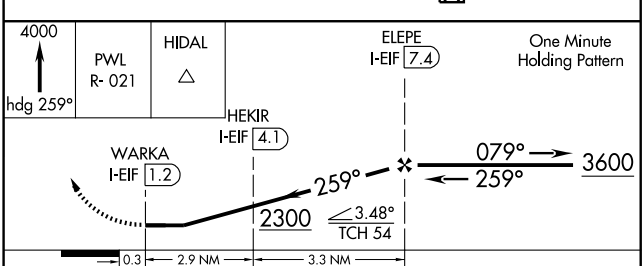



ELEV 1194




MIRL Rwys 8-26 and 14-32 L

| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 2300-1¼ 1124 (1200-1¼) | | 2300-3 1124 (1200-3) | |
| CIRCLING | 2300-1¼ 1106 (1200-1¼) | 2300-1½ 1106 (1200-1½) | 2300-3 1106 (1200-3) | |
| HEKIR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-26 | 1880-1 704 (700-1) | | 1880-2 704 (700-2) | 1880-2¼ 704 (700-2¼) |
| CIRCLING | 1880-1 686 (700-1) | | 1880-2 686 (700-2) | 2200-3 1006 (1100-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5006 |
|---|---|---|
| 079° | TDZE | 1194 |
| | Apt Elev | 1194 |

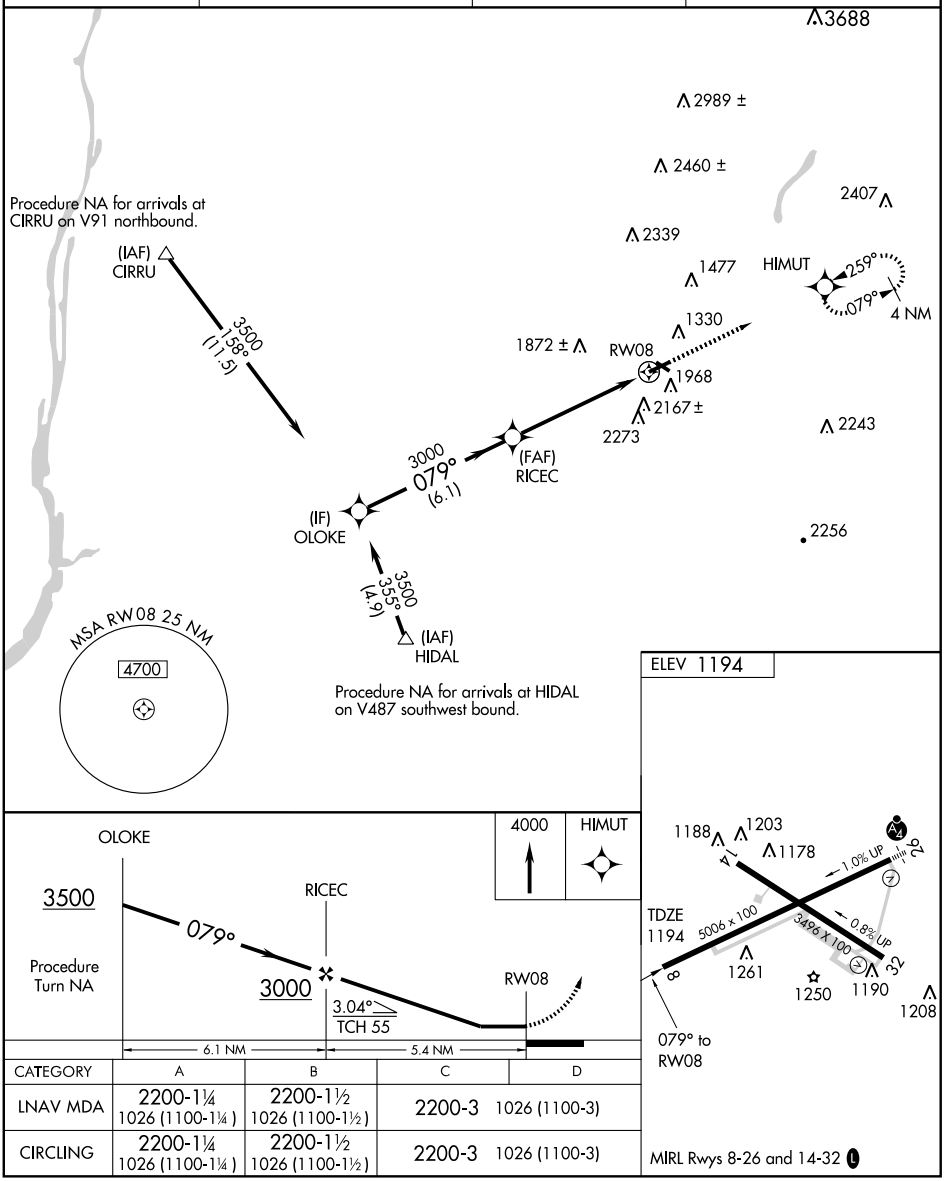
# RNAV (GPS) RWY 8

PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet. Circling NA south of Rwys 8 and 32.

MISSED APPROACH: Climb to 4000 direct HIMUT and hold, continue climb-in-hold to 4000.

| ASOS | ALBANY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.825 307.2 | 128.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2200-1¼ 1026 (1100-1¼) | 2200-1½ 1026 (1100-1½) | 2200-3 1026 (1100-3) | |
| CIRCLING | 2200-1¼ 1026 (1100-1¼) | 2200-1½ 1026 (1100-1½) | 2200-3 1026 (1100-3) | |

MIRL Rwys 8-26 and 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

PITTSFIELD MUNI (PSF)

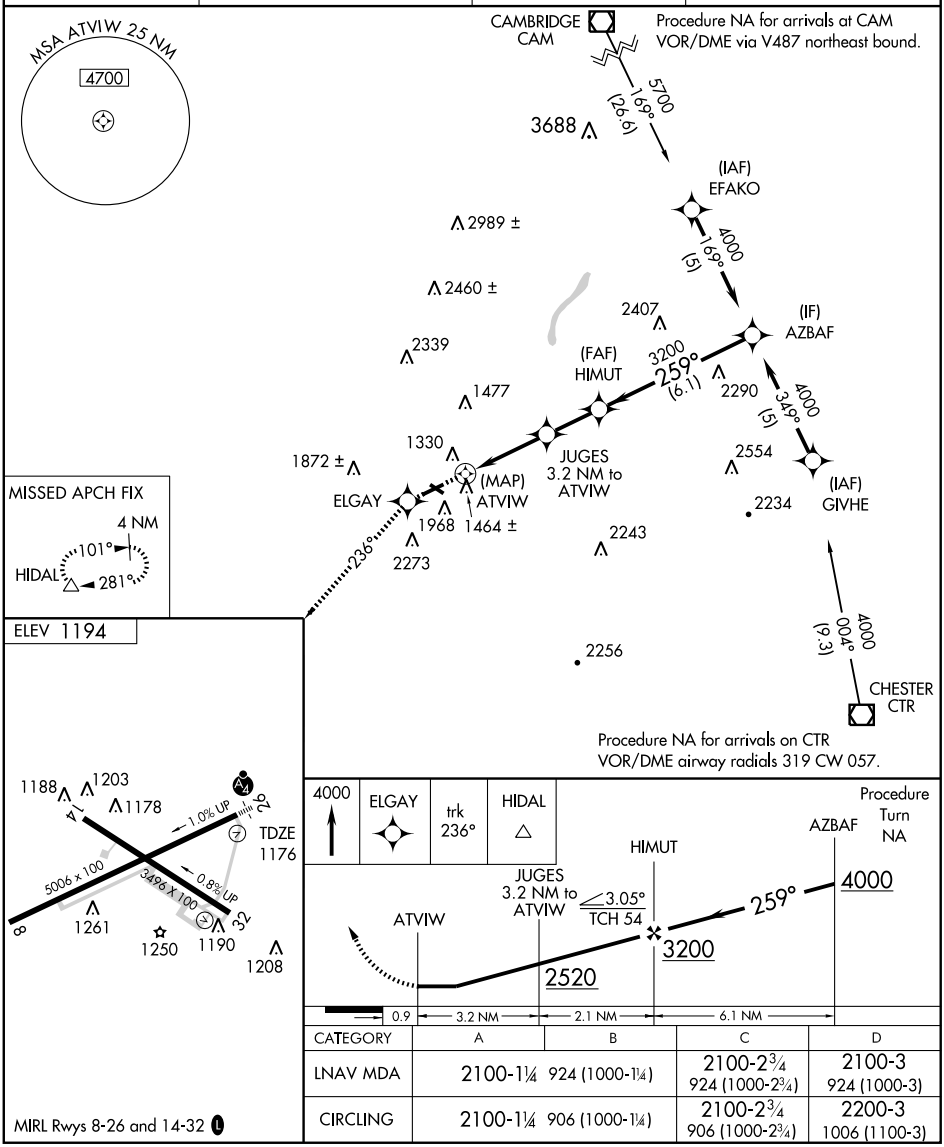
| APP CRS | | |
|---|---|---|
| 259° | Rwy Idg | 5006 |
| | TDZE | 1176 |
| | Apt Elev | 1194 |

Circling to Rwy 14/32 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA south of Rwys 8 and 32. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet and increase all Cat B and C visibilities ¼ mile.

MALSF

MISSED APPROACH: Climb to 4000 direct ELGAY and via track 236° to HIDAL and hold.

| ASOS | ALBANY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 132.825 307.2 | 128.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1¼ 924 (1000-1¼) | | 2100-2¾ 924 (1000-2¾) | 2100-3 924 (1000-3) |
| CIRCLING | 2100-1¼ 906 (1000-1¼) | | 2100-2¾ 906 (1000-2¾) | 2200-3 1006 (1100-3) |

MIRL Rwys 8-26 and 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010

## PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′

NEW YORK
L–33D
IAP

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

**RWY 06–24:** H4349X75 (ASPH) S–25 MIRL 0.3% up NE

**RWY 06:** MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

**RWY 24:** REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

**RWY 15–33:** H3351X75 (ASPH) S–25 MIRL 0.4% up NW

**RWY 15:** Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

**AIRPORT REMARKS:** Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

**WEATHER DATA SOURCES:** ASOS 135.625 (508) 746–8003.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

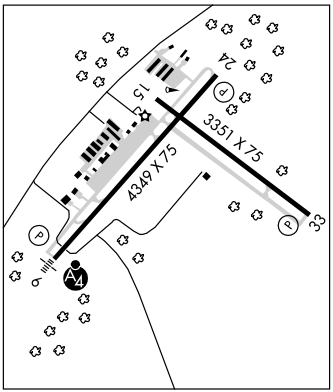
**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

**NDB (MHW)** 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

**ILS/DME** 109.35 I–PYM Chan 30(Y) Rwy 06.




## PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′

NEW YORK
COPTER
L–33D
IAP

8 B S2 **FUEL** 100LL NOTAM FILE PVC

**RWY 07–25:** H3502X100 (ASPH) S–25 HIRL

**RWY 07:** MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

**RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

**AIRPORT REMARKS:** Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

**WEATHER DATA SOURCES:** AWOS–3 119.025 (508) 487–6435.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

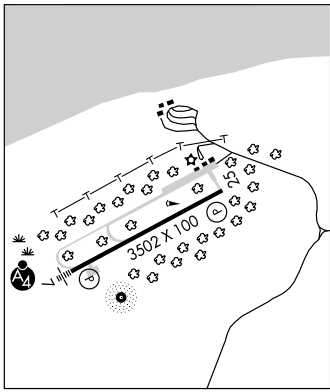
**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

**NDB (MHW)** 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

**ILS/DME** 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.




## SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED.

NEW YORK
COPTER
L–33D, 34J

**NDB (MHW)** 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

| LOC/DME I-PYM | APP CRS | Rwy Idg | 4349 |
|---|---|---|---|
| 109.35 | 056° | TDZE | 145 |
| Chan 30 (Y) | | Apt Elev | 148 |

# ILS or LOC/DME RWY 6

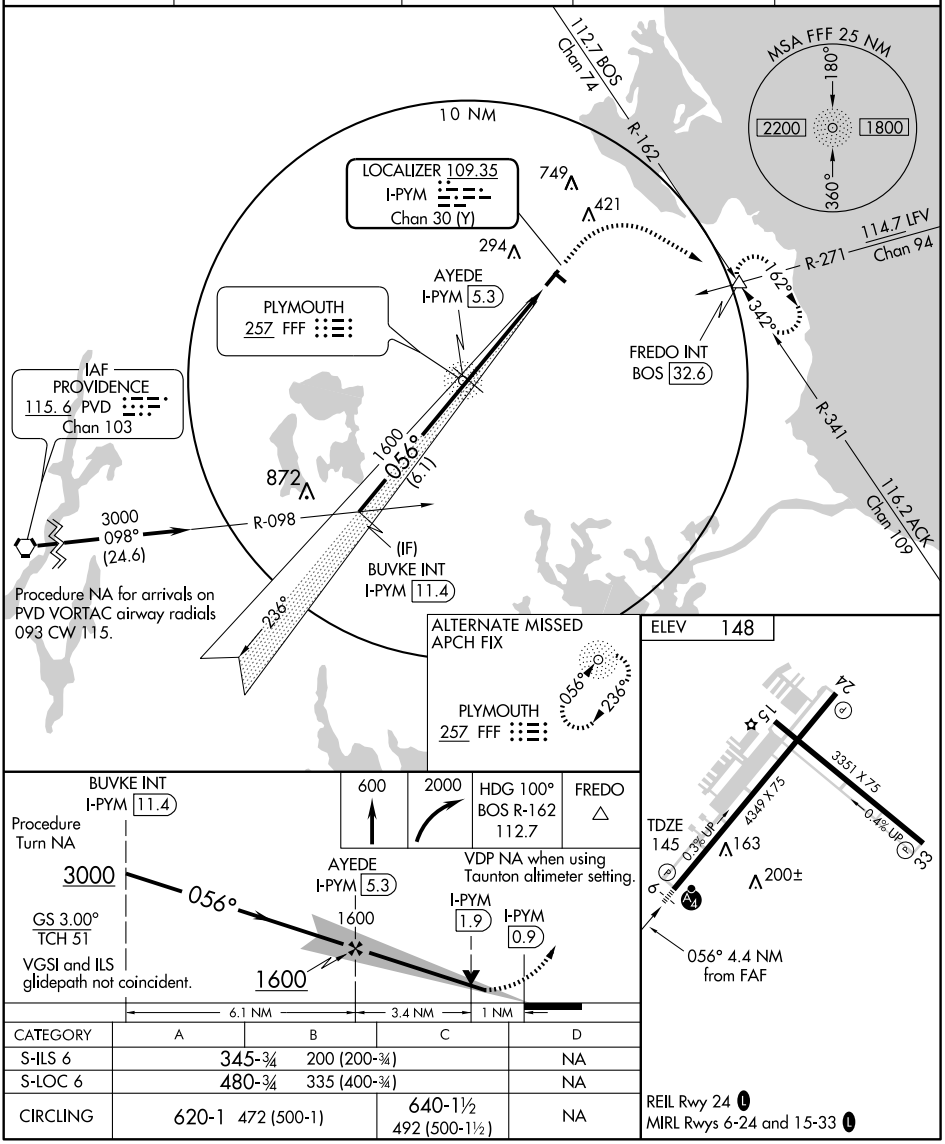
PLYMOUTH MUNI (PYM)

If local altimeter setting not received, use Taunton altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA at night to Rwy 15.
When VGSI inop, circling Rwy 24, 33 NA at night.

MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 100° and the BOS R-162 to FREDO Int/BOS 32.6 DME and hold.

| ASOS | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 135.625 | 118.2 284.6 | 127.75 | 123.0 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 345-¾ | 200 (200-¾) | | NA |
| S-LOC 6 | 480-¾ | 335 (400-¾) | | NA |
| CIRCLING | 620-1 472 (500-1) | | 640-1½ 492 (500-1½) | NA |

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4349 |
|---|---|---|
| 056° | TDZE | 145 |
| | Apt Elev | 148 |

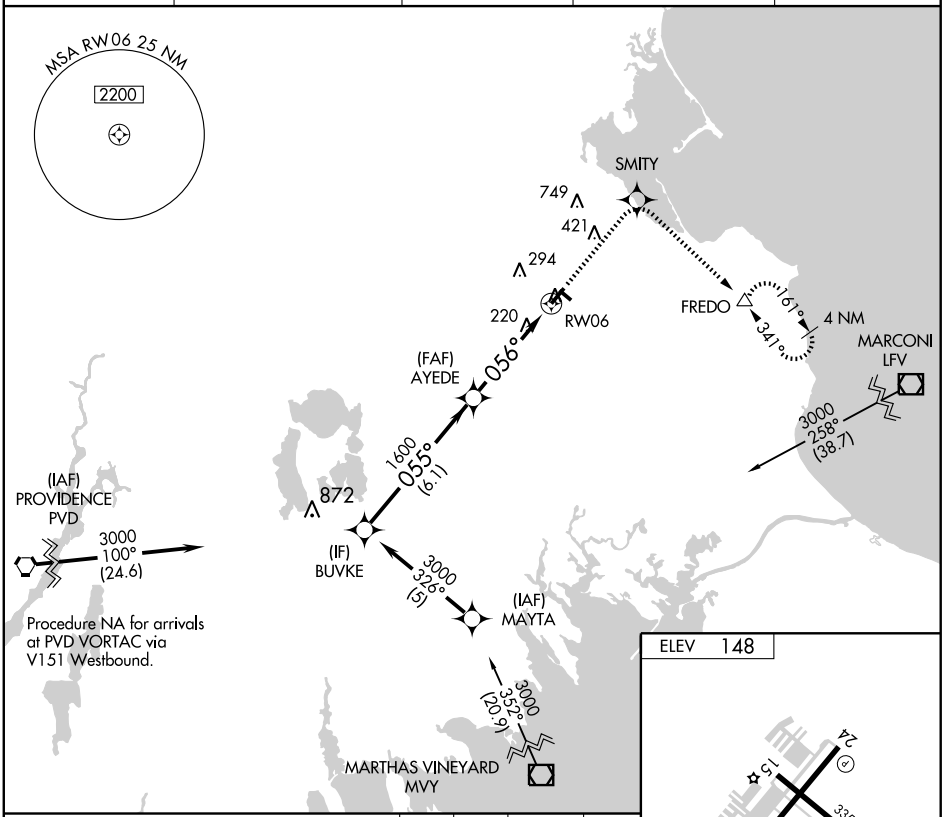
# RNAV (GPS) RWY 6
## PLYMOUTH MUNI (PYM)

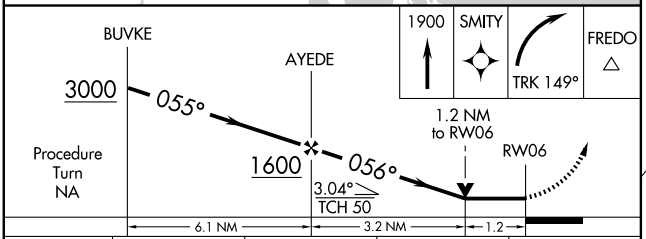
If local altimeter setting not received, use Taunton altimeter setting and increase all MDAs 60 feet. VDP NA when using Taunton altimeter setting. Inoperative table does not apply to LNAV Cat C. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSF

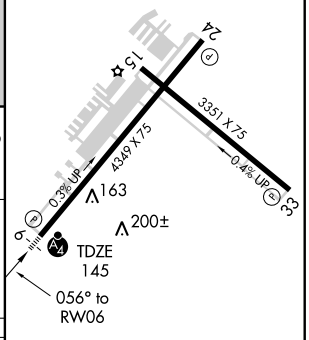
MISSED APPROACH: Climb to 1900 direct SMITY and right turn via 149° track to FREDO and hold.

| ASOS | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 135.625 | 118.2 284.6 | 127.75 | 123.0 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-¾ | 415 (500-¾) | 560-1¼ 415 (500-1¼) | NA |
| CIRCLING | 620-1 | 472 (500-1) | 640-1½ 492 (500-1½) | NA |




REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′

NEW YORK
L–33D
IAP

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

**RWY 06–24:** H4349X75 (ASPH) S–25 MIRL 0.3% up NE

**RWY 06:** MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

**RWY 24:** REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

**RWY 15–33:** H3351X75 (ASPH) S–25 MIRL 0.4% up NW

**RWY 15:** Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

**AIRPORT REMARKS:** Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

**WEATHER DATA SOURCES:** ASOS 135.625 (508) 746–8003.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

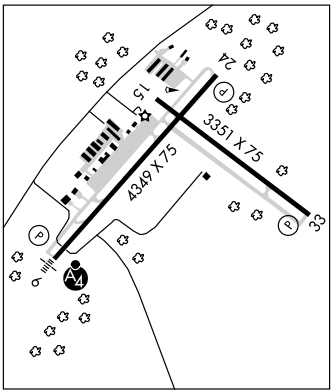
**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

**NDB (MHW)** 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

**ILS/DME** 109.35 I–PYM Chan 30(Y) Rwy 06.




## PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′

NEW YORK
COPTER
L–33D
IAP

8 B S2 **FUEL** 100LL NOTAM FILE PVC

**RWY 07–25:** H3502X100 (ASPH) S–25 HIRL

**RWY 07:** MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

**RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

**AIRPORT REMARKS:** Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

**WEATHER DATA SOURCES:** AWOS–3 119.025 (508) 487–6435.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

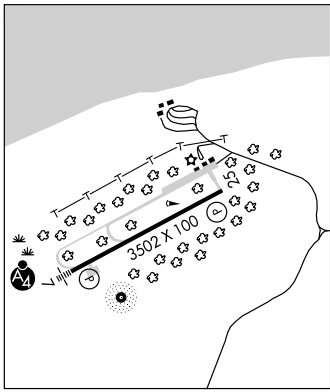
**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**MARCONI (H) VORW/DME** 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

**NDB (MHW)** 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

**ILS/DME** 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.




## SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED.

NEW YORK
COPTER
L–33D, 34J

**NDB (MHW)** 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

| LOC/DME I-VQO | APP CRS | Rwy Idg | 3502 |
|---|---|---|---|
| 111.1 | 075° | TDZE | 9 |
| Chan 48 | | Apt Elev | 9 |

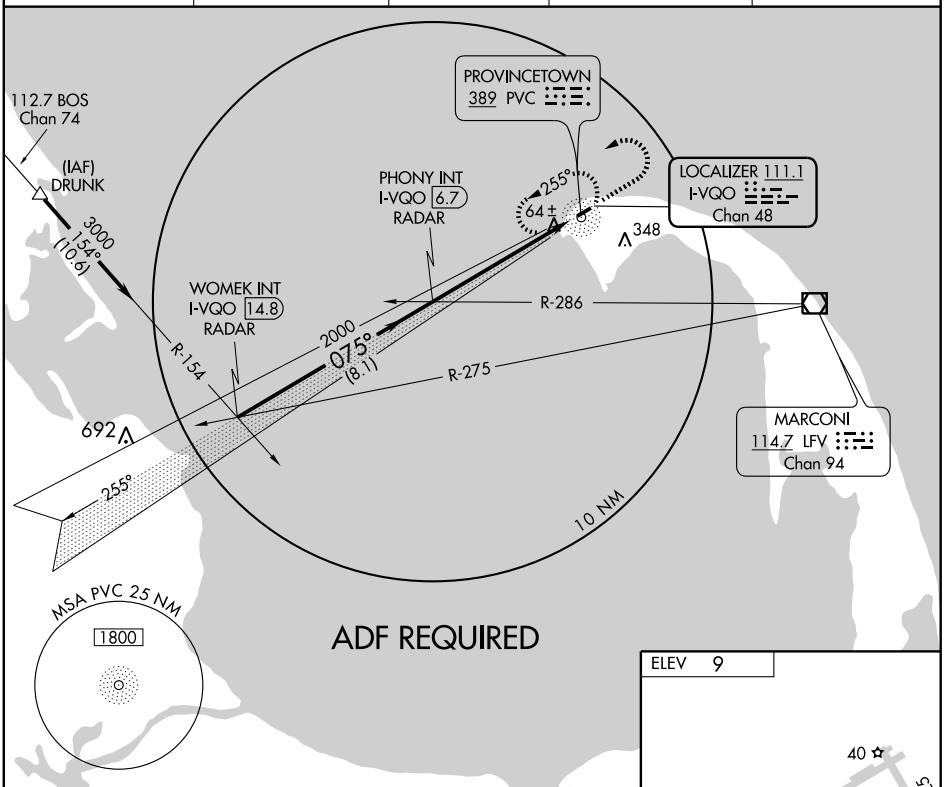
# ILS RWY 7
## PROVINCETOWN MUNI (PVC)

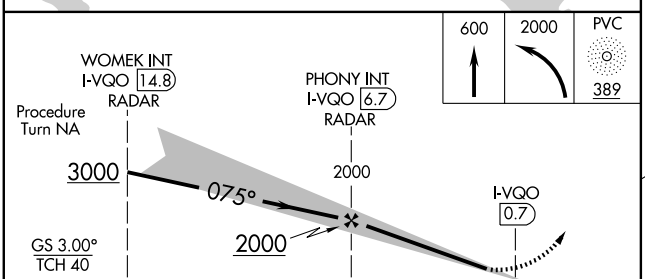
T
NA
If local altimeter setting not received, use Hyannis altimeter setting and increase all DH/MDAs 80 feet.

MALSF

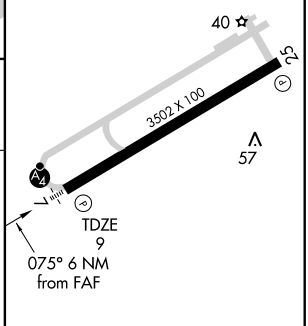
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct PVC NDB and hold.

| AWOS-3 | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 119.025 | 118.2 | 120.65 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 209-¾ | 200 (200-¾) | NA | |
| S-LOC 7 | 320-¾ | 311 (400-¾) | NA | |
| CIRCLING | 460-1 | 451 (500-1) | NA | |




REIL Rwy 7 and 25
HIRL Rwy 7-25 L

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB PVC | APP CRS | Rwy Idg | 3502 |
|---|---|---|---|
| 389 | 247° | TDZE | 9 |
| | | Apt Elev | 9 |

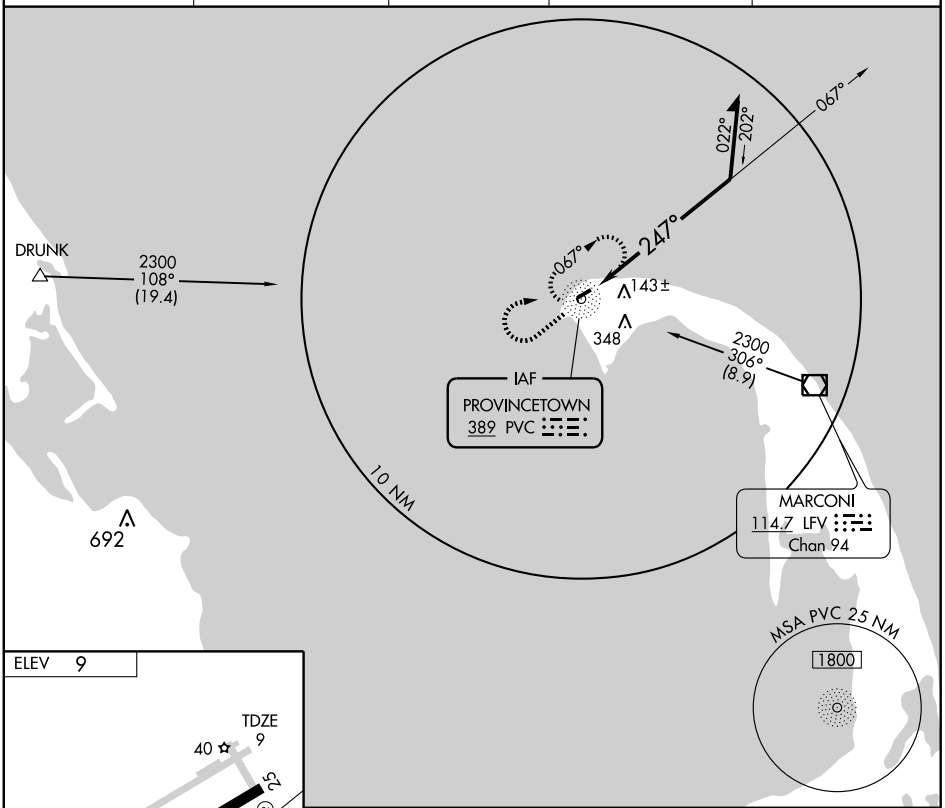
# NDB RWY 25

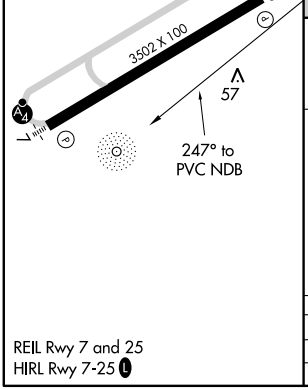
## PROVINCETOWN MUNI (PVC)

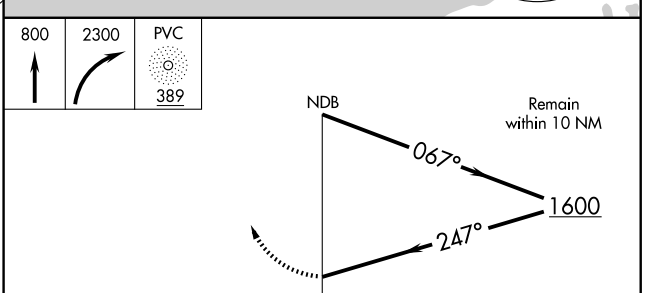
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

| AWOS-3 | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 119.025 | 118.2 | 120.65 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 500-1 | 491 (500-1) | NA | |
| CIRCLING | 500-1 | 491 (500-1) | NA | |

REIL Rwy 7 and 25
HIRL Rwy 7-25 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3502 |
|---|---|---|
| 075° | TDZE | 9 |
| | Apt Elev | 9 |

# RNAV (GPS) RWY 7

## PROVINCETOWN MUNI (PVC)

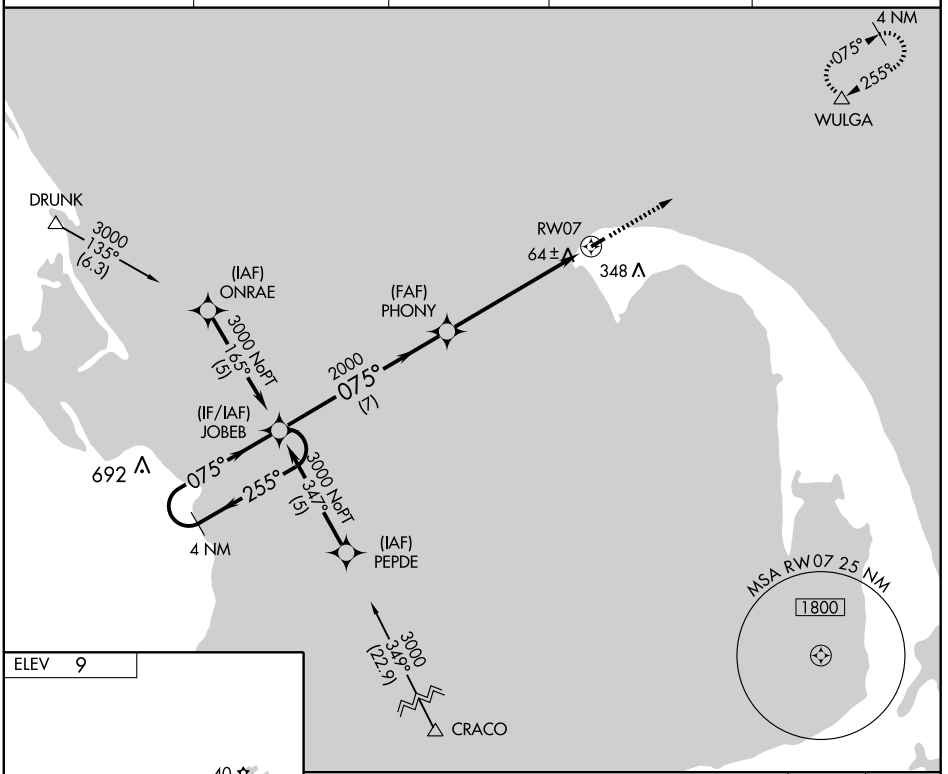
T NA W

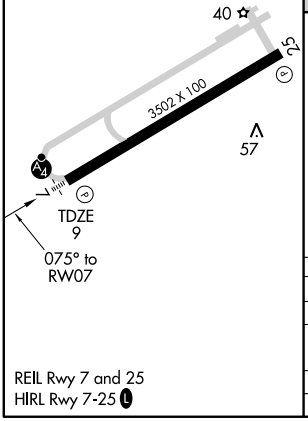
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
BARO-VNAV NA below -15C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSF

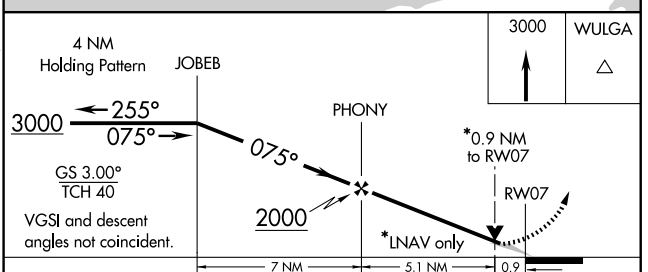
MISSED APPROACH: Climb to 3000 direct WULGA WP and hold.

| AWOS-3 | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 119.025 | 118.2 | 120.65 | 122.8 (CTAF) | 122.85 L |




REIL Rwy 7 and 25
HIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 280-¾ | 271 (300-¾) | NA | |
| LNAV MDA | 320-¾ | 311 (400-¾) | NA | |
| CIRCLING | 460-1 | 451 (500-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 255° | Rwy Idg | 3502 |
| | TDZE | 9 |
| | Apt Elev | 9 |

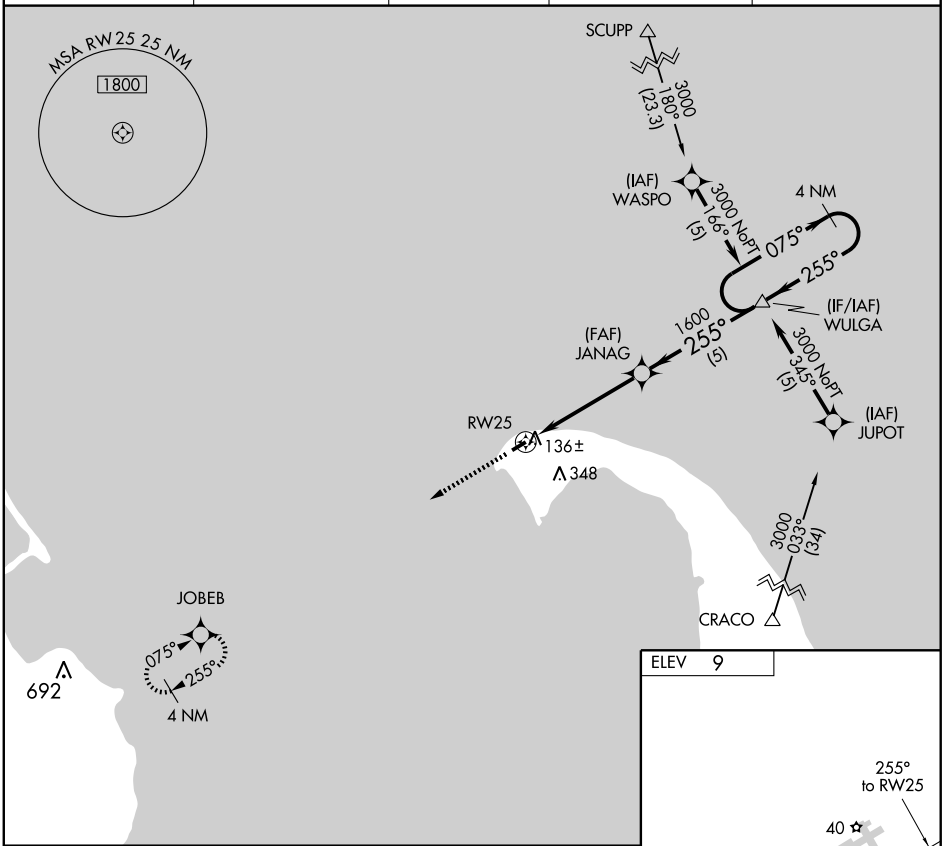
# RNAV (GPS) RWY 25
## PROVINCETOWN MUNI (PVC)

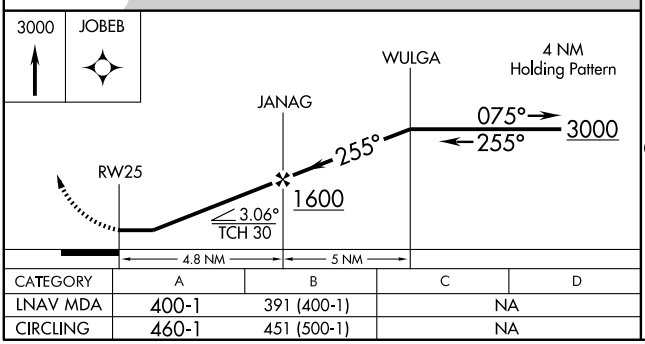
T
NA

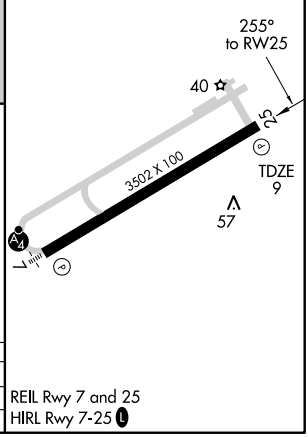
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JOBEB WP and hold.

| AWOS-3 | CAPE APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 119.025 | 118.2 | 120.65 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 | 391 (400-1) | NA | |
| CIRCLING | 460-1 | 451 (500-1) | NA | |

REIL Rwy 7 and 25
HIRL Rwy 7-25 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## SOUTHBRIDGE MUNI (3BØ) 2 N UTC−5(−4DT) N42°06.07′ W72°02.33′

NEW YORK
L–33C, 34J
IAP

699 B S4 **FUEL** 100LL NOTAM FILE BDR

**RWY 02–20:** H3501X75 (ASPH) S–28 MIRL 0.3% up N

**RWY 02:** REIL. PAPI(P2L)—GA 3.0°. Trees.

**RWY 20:** REIL. PAPI(P2L)—GA 3.5°. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 02 REIL OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and 20—CTAF.

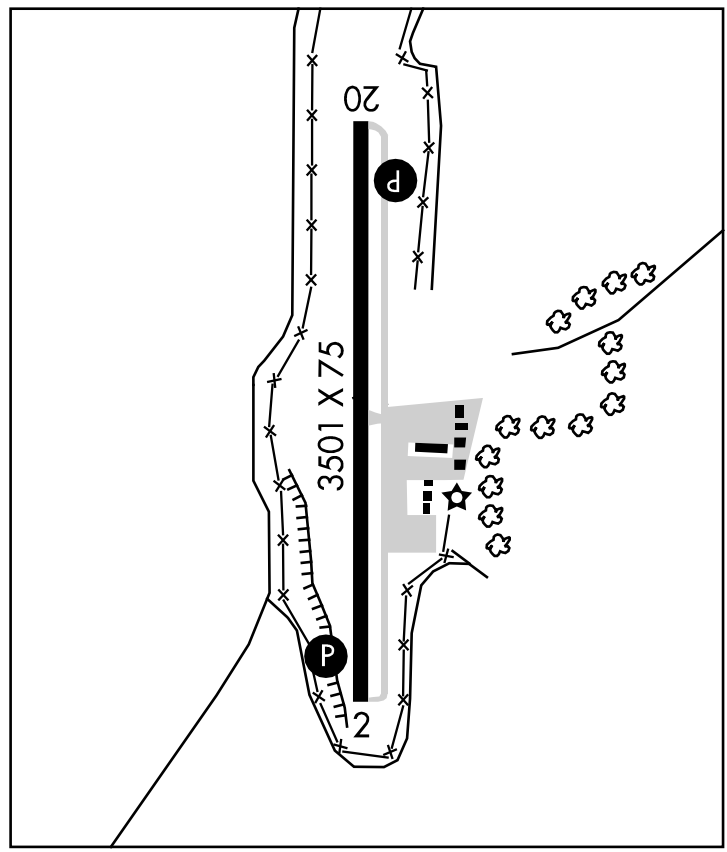
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.

**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 329° 12.3 NM to fld. 650/14W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




## SPENCER (6ØM) 2 NE UTC−5(−4DT) N42°17.43′ W71°57.88′

NEW YORK

1040 S4 **FUEL** 100LL TPA—1840(800) NOTAM FILE BDR

**RWY 01–19:** 1949X50 (ASPH) LIRL

**RWY 01:** Trees. **RWY 19:** Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡. ACTIVATE LIRL Rwy 01–19—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

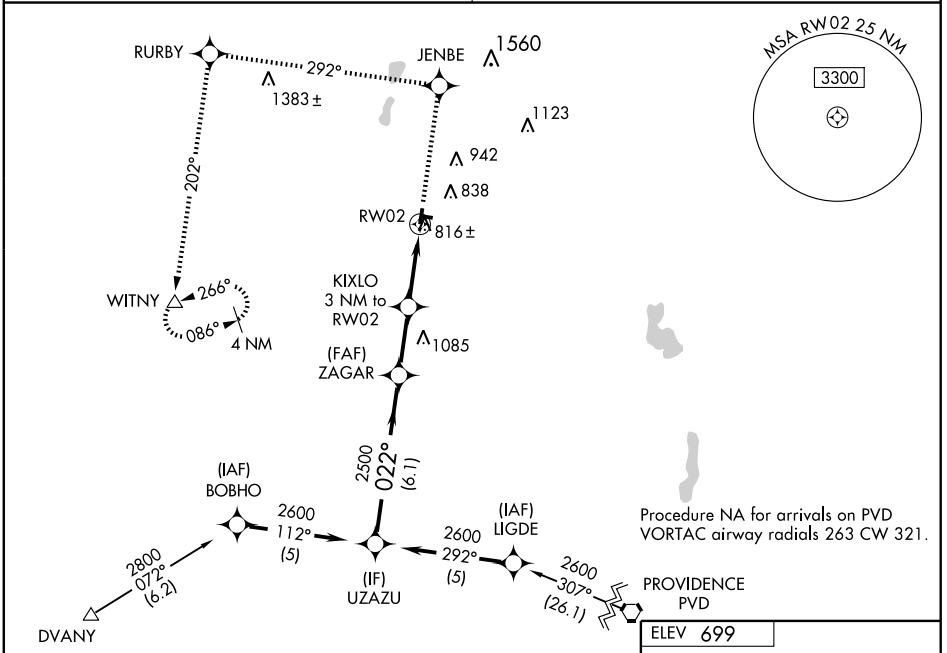
| WAAS CH 42616 W02A | APP CRS 022° | Rwy Idg 3501<br>TDZE 696<br>Apt Elev 699 |
|---|---|---|

# RNAV (GPS) RWY 2
## SOUTHBRIDGE MUNI (3B0)

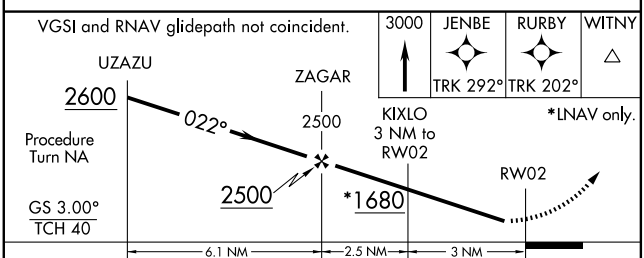
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Circling to Rwy 10-28 NA.

MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

| BRADLEY APP CON | UNICOM |
|---|---|
| 119.0 327.1 | 122.8 (CTAF) L |

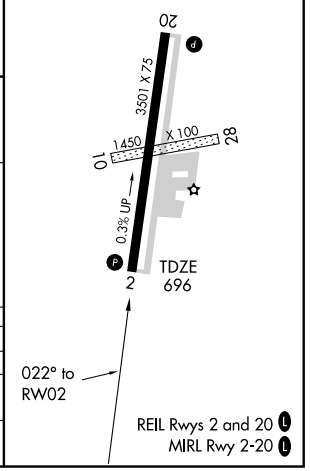



VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1018-1¼ 322 (400-1¼) | | | NA |
| LNAV MDA | 1300-1 604 (700-1) | | 1300-1¾ 604 (700-1¾) | NA |
| CIRCLING | 1360-1 661 (700-1) | | 1360-1¾ 661 (700-1¾) | NA |

ELEV 699






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PUT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.4 | 329° | TDZE | N/A |
| Chan 121 | | Apt Elev | 697 |

# VOR/DME-B
## SOUTHBRIDGE MUNI (3B0)

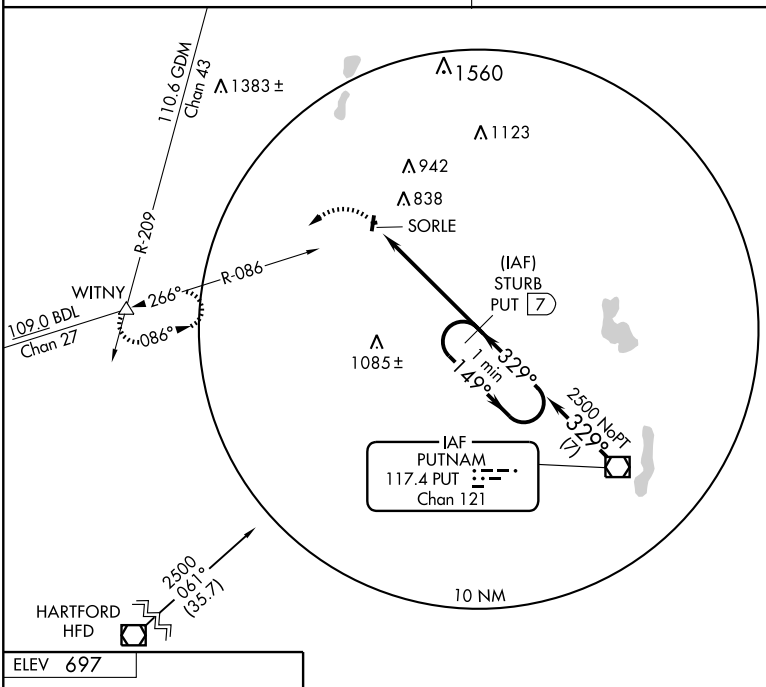
T
NA

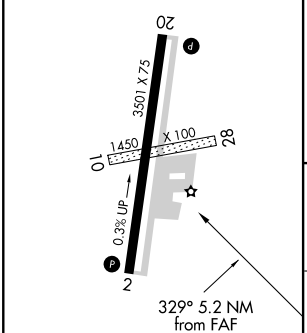
Use Worcester altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via BDL R-086 to WITNY Int and hold.

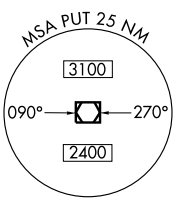
BRADLEY APP CON
**119.0 327.1**

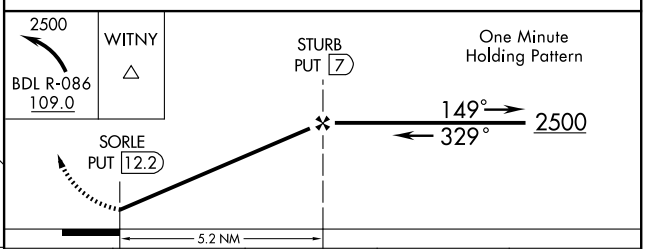
UNICOM
**122.8** (CTAF) L




REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L



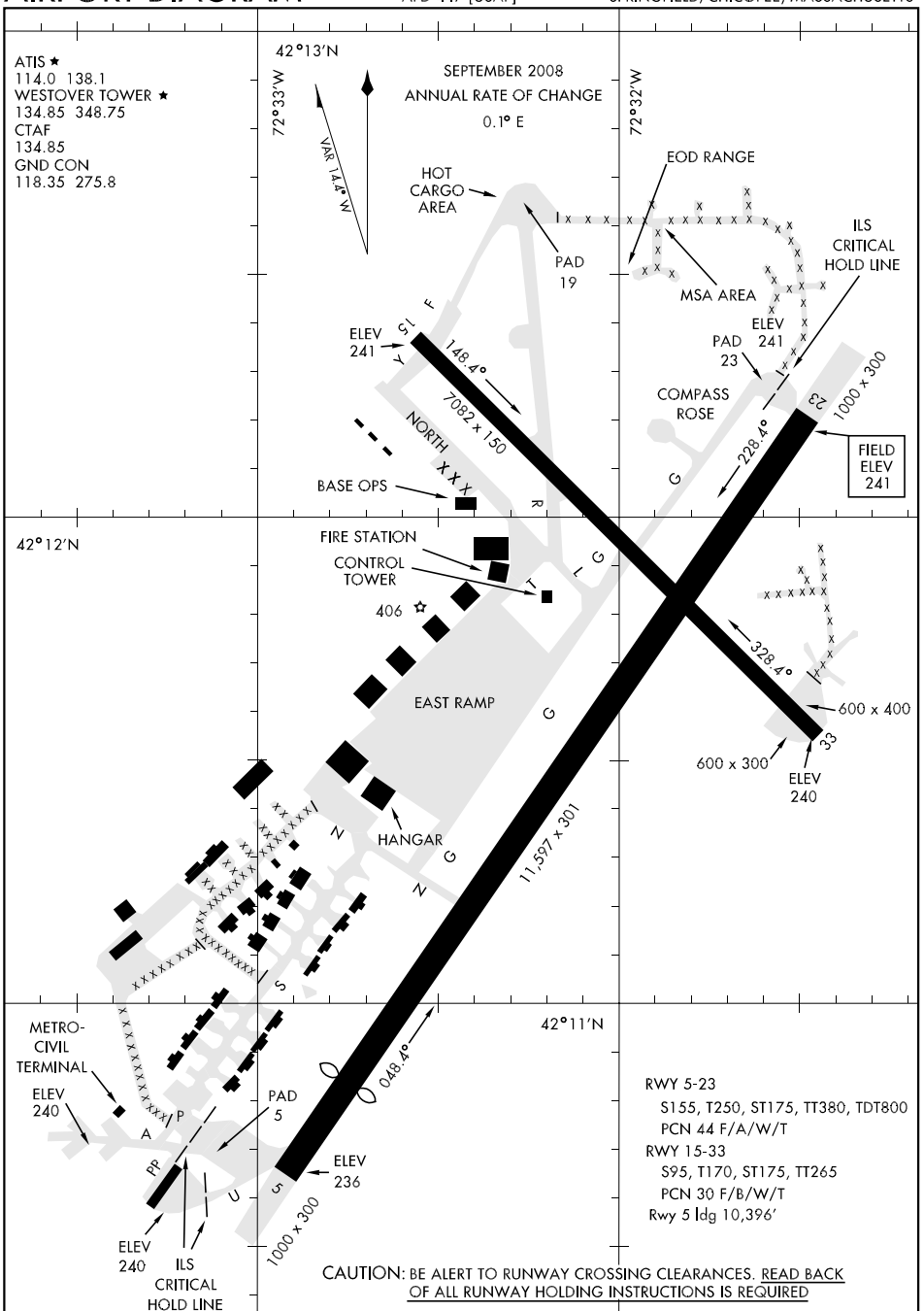




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1 663 (700-1) | | 1360-1¾ 663 (700-1¾) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## SPRINGFIELD/CHICOPEE

**WESTOVER ARB/METROPOLITAN** (CEF)(KCEF) CIV/MIL/AFRC 3 NE UTC−5(−4DT) **NEW YORK**
N42°11.64′ W72°32.09′ **H–10I, 11D, 12J, L–33C, 34J**
241 B **FUEL** 100LL, JET A TPA–See Remarks Class I, ARFF Index E NOTAM FILE CEF **DIAP, AD**

**RWY 05–23:** H11597X301 (ASPH) S–155, D–250, 2S–175, 2D–380, C5–840, 2D/2D2–840 PCN 44 F/A/W/T HIRL

**RWY 05:** ALSF1. PAPI(P4L)—GA 3.0°. TCH 72′. Thld dsplcd 1201′. Rgt tfc.

**RWY 23:** ALSF1. PAPI(P4L)—GA 3.0°. TCH 64′.

**RWY 15–33:** H7082X150 (ASPH) S–95, D–170, 2D–175, C5–630, 2D/2D2–630 PCN 30 F/B/W/T HIRL

**RWY 15:** PAPI(P4L)—GA 3.0° TCH 76′. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 75′. Rgt tfc.

**MILITARY SERVICE: JASU** (A/M32A–86) 2(MA–1A) 2(MC–1A) 3(LASS) **FUEL** J8(Mil) (NC–100LL, JET A)

**FLUID** SP PRESAIR De–Ice (Not avbl for frost/snow removal except AFRC/AMC missions.) LHOX LOX LHNIT

**OIL** O–148–156 **TRAN ALERT** Opr Sun–Sat 1200–0400Z‡ except holidays.

**AIRPORT REMARKS:** Attended 1200–0400Z‡. Fuel operating hrs 1100–0300Z‡ weekdays, 1100–1900Z‡ weekends except holidays. Arpt CLOSED 0400–1200Z‡. Bird hazard. Unlit obstruction west side Rwy 05 clear zone, ARNG no obstruction lgt. Strobe lgt located atop stacks 4000′ left Rwy 23 thld; occasional steam cloud. VMC departing acft remain at or blo 1000 ft until past departure end of rwy to ensure separation from VFR overhead and clsd pattern tfc. First 1000′ each end Rwy 05–23 concrete and middle 9600′ is asphalt. Rwy 05–23 1000′ overrun both ends of rwy. Transient parking area unlighted. Vehicle traffic on Sierra twy uncontrolled by twr. Uncontrolled vehicular tfc on ramps and twys. Twy S clsd at intersection of Twy N. Airfield lgts avbl only during operating hours. Rotating bcn clear side is split clear lgt. Daylight turned on when airfield is IFR. Heavy VFR tfc blo 10,000 ft along river and highway 5 NM SW of airfield. Extensive hang glider and glider activity in the Mt. Greylock area approximately 45 NM NW of field. Light acft tfc, hang glider operations and hot air ballooning activity along river W and NW of arpt. Expect delay or full stop ldg when local or tactical training missions are in progress. Westover ARB is a joint–use airfield. IFR tkf and ldg minimums as prescribed by USAF regulations apply. Call arpt manager at C413–593–5543 for clarification. Civilian training limited to low apchs only. Compass rose clsd to ngt ops for all acft, areas not lgtd. Compass rose unavbl for compass calibrations. TPA rectangular light acft 1000(759), large acft 2000(1759), overhead 2500(2259). PAPI all rwys provides proper TCH for height Group 4 acft only. Rwy 23 PAPI unusable byd 6° right. PAPI off during opr hr periods of no tfc. Ldg fee.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR DSN 589–2951, C413–557–2951, fax extension 2156. AMC, AMC–GAINED and AFRC acft opr restricted during Bird Watch Conditions Moderate (tkf or ldg permissions only when dep/arr route avoid identified bird activity, no local traffic pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS for current Bird Watch Condition Code. Continue opr by non–AMC, AMC–GAINED and AFRC or civil acft during Bird Watch Condition Severe or Moderate are at their own discretion and will be strongly advised to discontinue opr. No transient C–5 acft arrivals authorized unless approved by 439th OG/CC DSN 589–2204. Circling to Rwy 05 not allowed due to noise abatement restrictions unless approved by 439 OG/CC. **CAUTION** Potential for hydroplaning after any precipitation. Ponding at intersection Rwy 05–23 and Rwy 15–33 measured in 1/10 th inches. See NOTAMS for KCEF. Uncontrolled vehicles on ramps and twys. **NS ABTMT** No practice apch for transient acft Sun 0300–0400Z‡, 1200–1700Z‡ and circle to Rwy 05 not allowed unless approved by 439 OG/DO only. **CSTMS/AG/IMG** Avbl thru Base OPS 24 hr prior coordination required, DSN 589–2917/2951. Ctc PTD 2 hr prior to ldg via direct air/ground communications or telephone patch. **MISC** Advise twr of drag chute deployment prior to ldg. Tran aircrews ctc Base OPS 30 minutes prior to ldg with intentions. Base OPS does not have COMSEC avbl for tran aircrews. Tran aircrews should plan to arrive with appropriate amount of COMSEC to complete mission.

**COMMUNICATIONS: CTAF** 134.85 **ATIS** 114.0 138.1 (1200–0400Z‡) **UNICOM** 123.0 **PTD** 372.2

Ⓡ **BRADLEY APP/DEP CON** 125.35 281.5

**TOWER** 134.85 348.75 (1200–0400Z‡) **GND CON** 118.35 275.8

**COMD POST 439 AW** (CASINO ROYALE) 252.1 (Opr 24 hours)

**PMSV METRO** 274.75 Full svc 1100–0400Z‡, DSN 589–2879, other times ctc 15th OWS DSN 576–9702. Ngt obsn ltd due to high ints security lgt. Afld WX is monitored by AN/FMQ–19. Automated obs are quality controlled for accuracy during published flying hrs.

**AIRSPACE: CLASS D** svc effective 1200–0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEF.

**BARNES (L) VORTAC** 113.0 BAF Chan 77 N42°09.72′W72°42.97′ 091° 8.3 NM to fld. 270/14W.

**(L) VORTACW** 114.0 CEF Chan 87 N42°11.85′ W72°31.58′ at fld. 241/14W. NOTAM FILE CEF. No NOTAM MP; VOR MP Tue 1400–1600Z‡, TACAN MP Thu 1400–1600Z‡.

VOR unusable:

051°–129° byd 20 NM blo 4000′ 221°–299° byd 20 NM blo 4500′

130°–220° byd 20 NM blo 5000′ 300°–050° byd 12 NM blo 4500′

TACAN unusable:

052°–201° byd 25 NM blo 8000′ 300°–051° byd 25 NM blo 7000′

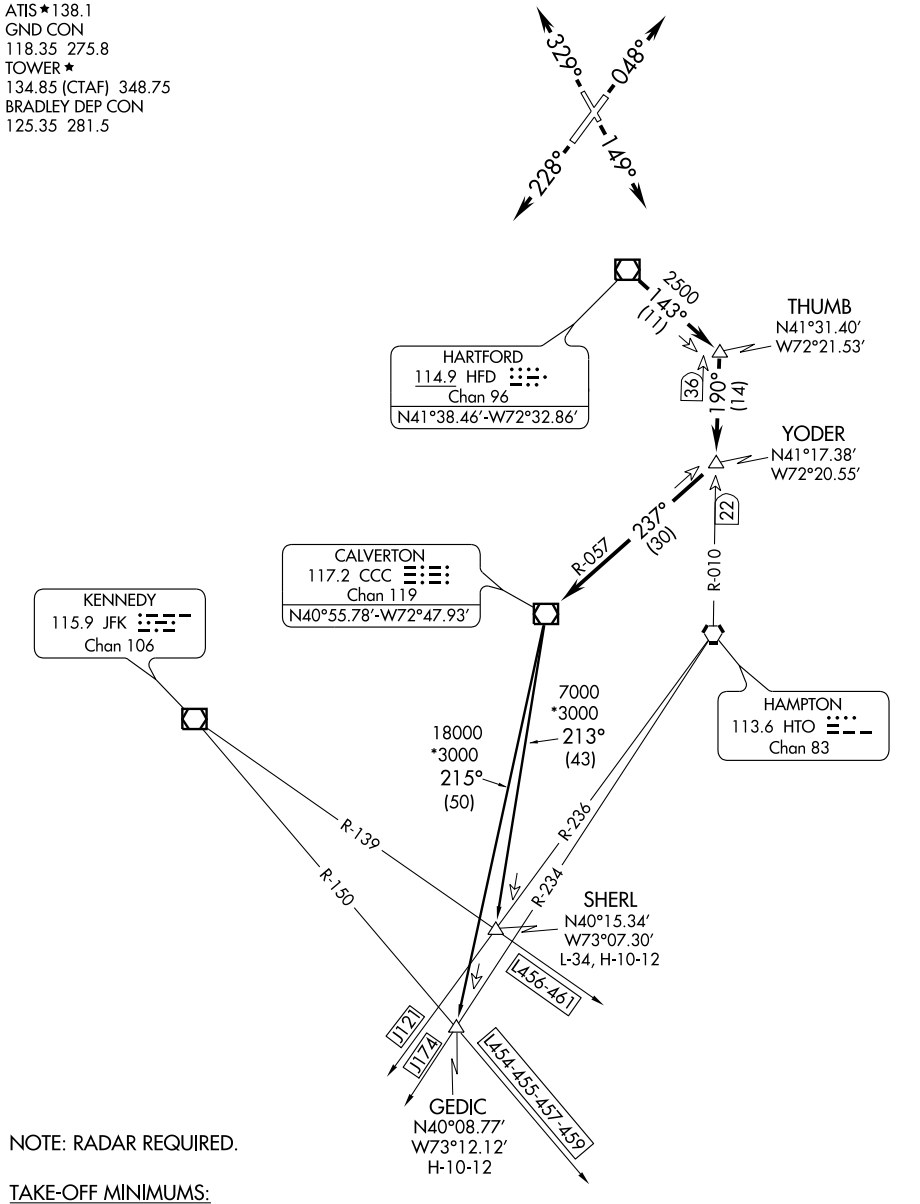
202°–299° byd 25 NM blo 6000′

**ILS** 109.9 I–GWJ Rwy 05. Class IT No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

**ILS** 109.9 I–CEF Rwy 23. Monitored 1200–0400Z‡. No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

**COMM/NAV/WEATHER REMARKS:** Twr ops extensions/irregular hours by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z†.

# COASTAL THREE DEPARTURE




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 05, 900-3 or STANDARD with a minimum climb of 250 feet per NM to 900.
Rwy 33, 1400-3 or STANDARD with a minimum climb of 320 feet per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

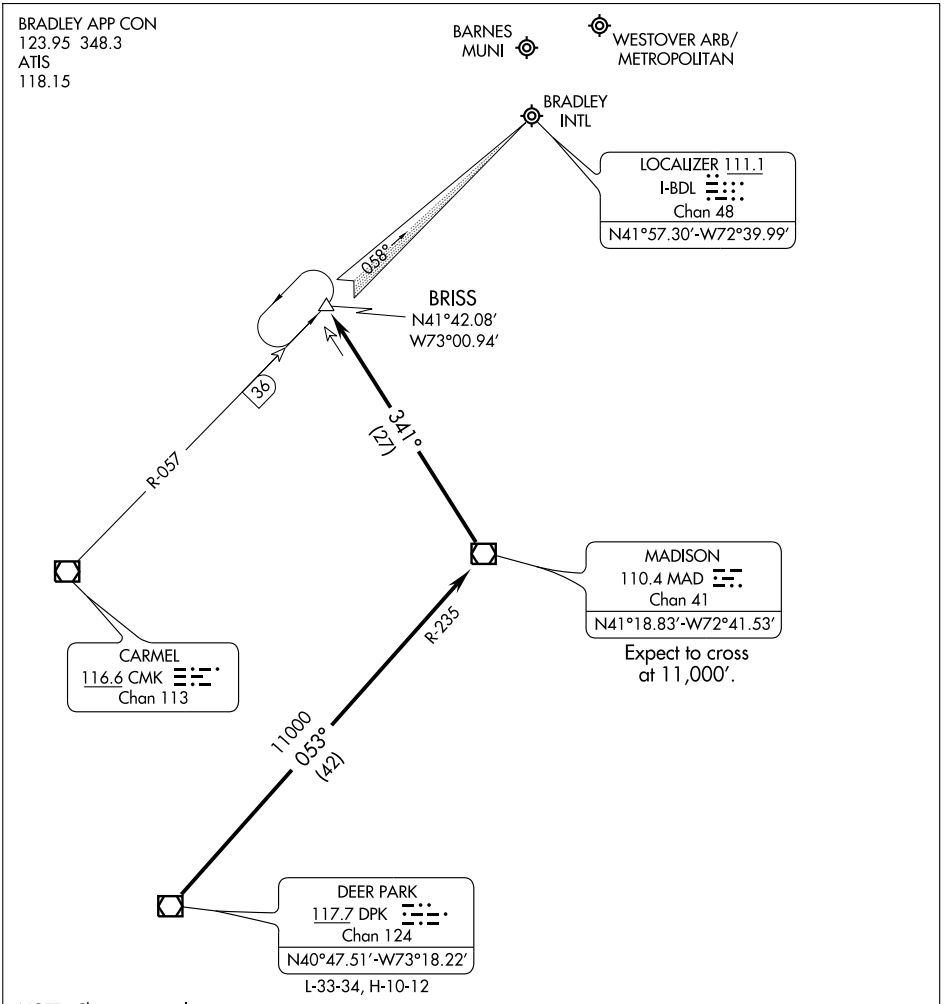
TAKE-OFF RWY 5: Climb heading 048° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 149° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 23: Climb heading 228° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 329° or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 15: 307′ tree 1013′ from DER, 526′ left of extended centerline, 294′ tree 1268′ from DER, 619′ left of extended centerline, 317′ tree 1340′ from DER, 686′ left of extended centerline, 318′ tree 1686′ from DER, 911′ left of extended centerline, 305′ tree 1911′ from DER, 832′ left of extended centerline, 321′ tree 2104′ from DER, 942′ left of extended centerline, 329′ tree 2959′ from DER, 1277′ left of extended centerline, 334′ tree 3236′ from DER, 1278′ left of extended centerline, 343′ tree 3515′ from DER, 1287′ left of extended centerline, 310′ tree 2421′ from DER, 1062′ left of extended centerline, 323′ tree 2695′ from DER, 369′ right of extended centerline, 321′ tree 2796′ from DER, 608′ right of extended centerline, 321′ tree 2945′ from DER, 909′ right of extended centerline, 335′ tree 3567′ from DER, 1320′ left of extended centerline.
Rwy 33: 296′ tree 1191′ from DER, 726′ left of extended centerline, 289′ tree 1704′ from DER, 202′ right of extended centerline, 291′ tree 1737′ from DER, 205′ left of extended centerline.

NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 5

| LOC I-GWJ | APCH CRS | Rwy ldg 10,396 / TDZE 237 / Arpt Elev 241 | AL-447 [USAF] | WESTOVER ARB/METROPOLITAN (KCEF) |
|---|---|---|---|---|
| 109.9 | 048° | | | |

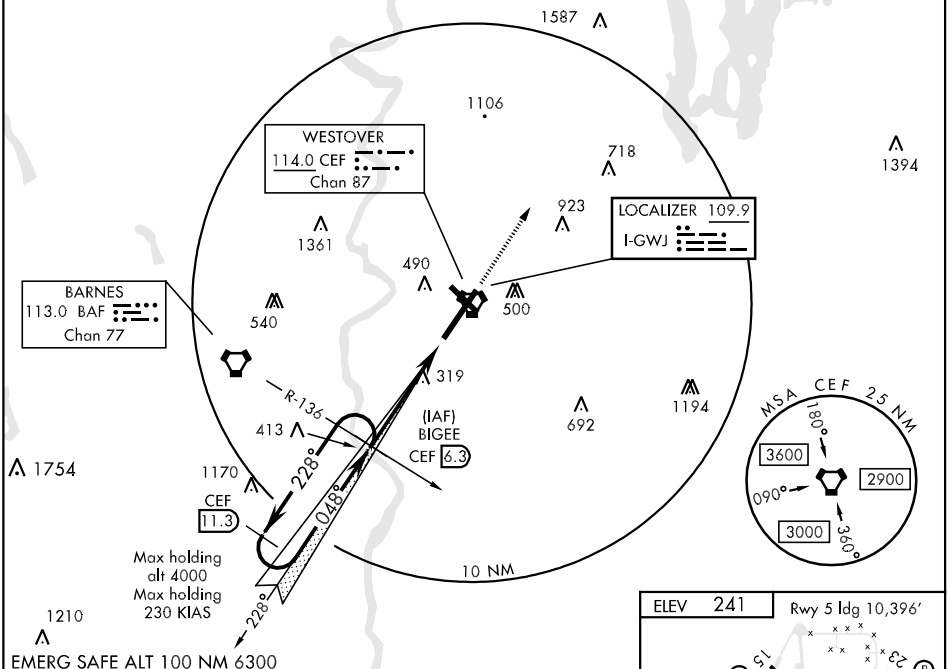
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

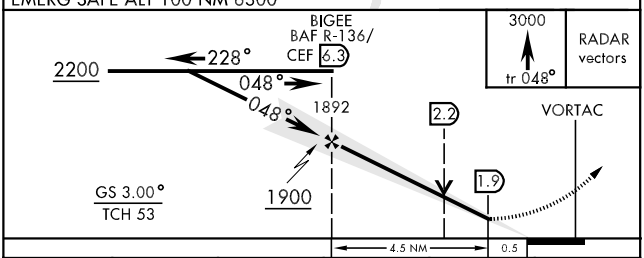
ALSF-1

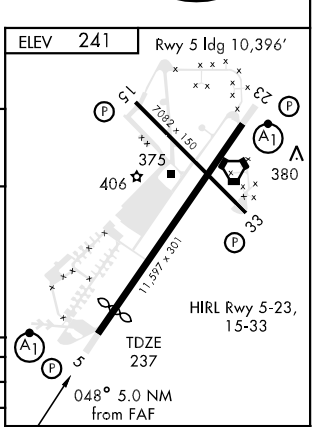
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 * | 437/24 | | 200 | (200-½) | |
| S-LOC 5 ** | 580/24 | 343 (400-½) | 580/40 | 343 | (400-¾) |
| CIRCLING | 800-1 | 559 (600-1) | 800-1½ 559 (600-1½) | 800-2 559 (600-2) | 1240-3 999 (1000-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS Y or LOC RWY 23

| LOC I-CEF | APCH CRS | Rwy ldg | 11,597 |
|---|---|---|---|
| 109.9 | 228° | TDZE | 241 |
| | | Arpt Elev | 241 |

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |

CAUTION: IFR operations prohibited to Rwy 33 at night.

MSA CEF 25 NM
180° 3600
090° 2900
360° 3000

CHESTER
115.1 CTR
Chan 98

Max holding alt 4000
Max holding 230 KIAS

1587
048°
228°
1 min
1150
1106
R-105
718
(IAF) ZIPNA
644
923
326
1361
490
500
390
1760
540
WESTOVER
114.0 CEF
Chan 87
LOCALIZER 109.9
I-CEF
392
456
692
1194
413
1754
1170
10 NM
ENROUTE FACILITIES

RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300

3000 tr 228°
RADAR vectors
ZIPNA
CTR R-105
048°
228°
2600
One minute holding pattern
VORTAC
2070
228°
2300
GS 3.00°
TCH 46
0.5
5.0 NM

ELEV 241
228° 5.5 NM from FAF
Rwy 5 ldg 10,396'
TDZE 241
7082 x 150
11,597 x 301
323
375
406
380
HIRL Rwy 5-23, 15-33

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23 * | 441/24 | | 200 | (200-½) | |
| S-LOC 23 ** | 900/24 | 659 (700-½) | 900/60 659(700-1¼) | 900-1½ 659(700-1½) | 900-1¾ 659(700-1¾) |
| CIRCLING | 900-1 | 659 (700-1) | 900-1¾ 659(700-1¾) | 900-2 659(700-2) | 1240-3 999(1000-3) |

FAF to MAP 5.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|---|
| Min:Sec | 4:58 | 3:19 | 2:29 | 1:59 | 1:39 | 1:30 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS Z or LOC/DME RWY 23

| LOC I-CEF | APCH CRS | Rwy ldg 11,597 / TDZE 241 / Arpt Elev 241 |
|---|---|---|
| 109.9 | 228° | |

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

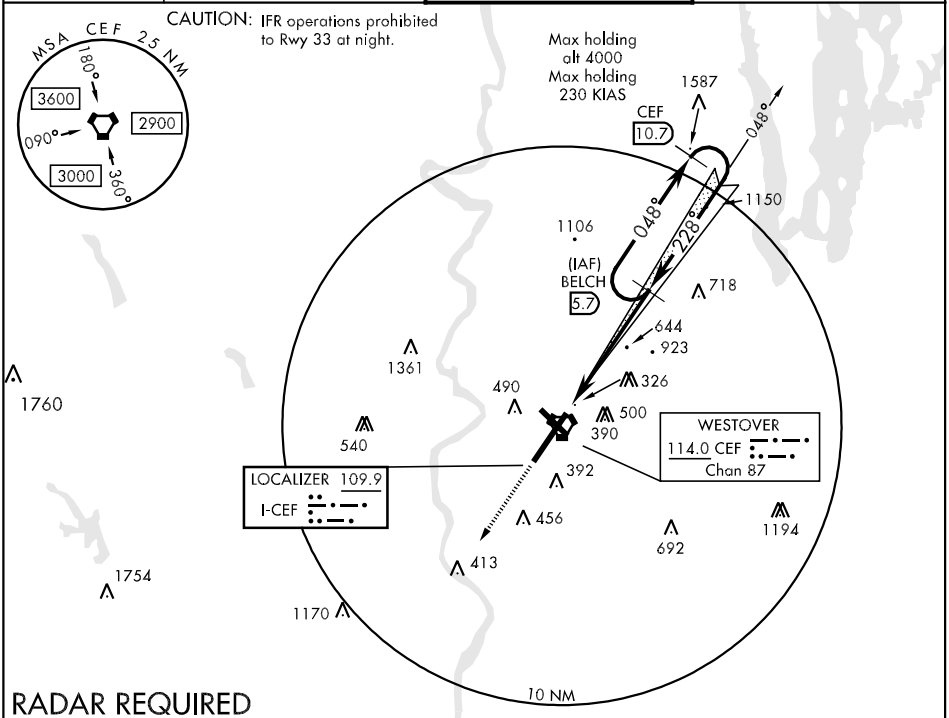
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR TO 60 vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

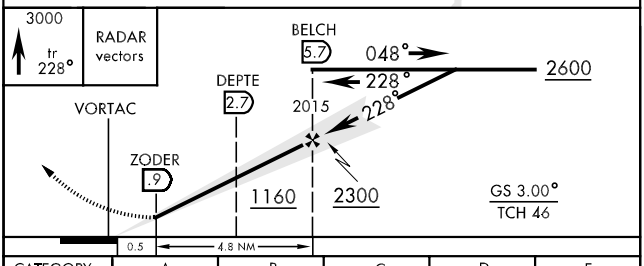
| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |

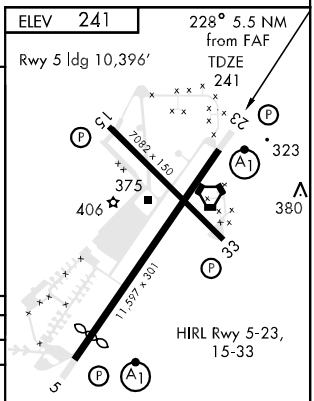
CAUTION: IFR operations prohibited to Rwy 33 at night.




## RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23 * | 441/24 | | 200 | (200-½) | |
| S-LOC/ ** DME 23 | 700/24 459 (500-½) | | 700/40 459(500-¾) | 700/50 459 (500-1) | |
| CIRCLING | 800-1 559 (600-1) | | 800-1½ 559(600-1½) | 800-2 559(600-2) | 1240-3 999(1000-3) |




NE-1, 26 AUG 2010 to 23 SEP 2010

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT




NOTE: Wilet, Audil, and HNK transitions are high altitude only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
WINDSOR LOCKS, CONNECTICUT
07298
NE-1, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 5

| VORTAC CEF | APCH CRS | Rwy ldg 10,396 |
|---|---|---|
| 114.0 | 053° | TDZE 237 |
| Chan 87 | | Arpt Elev 241 |

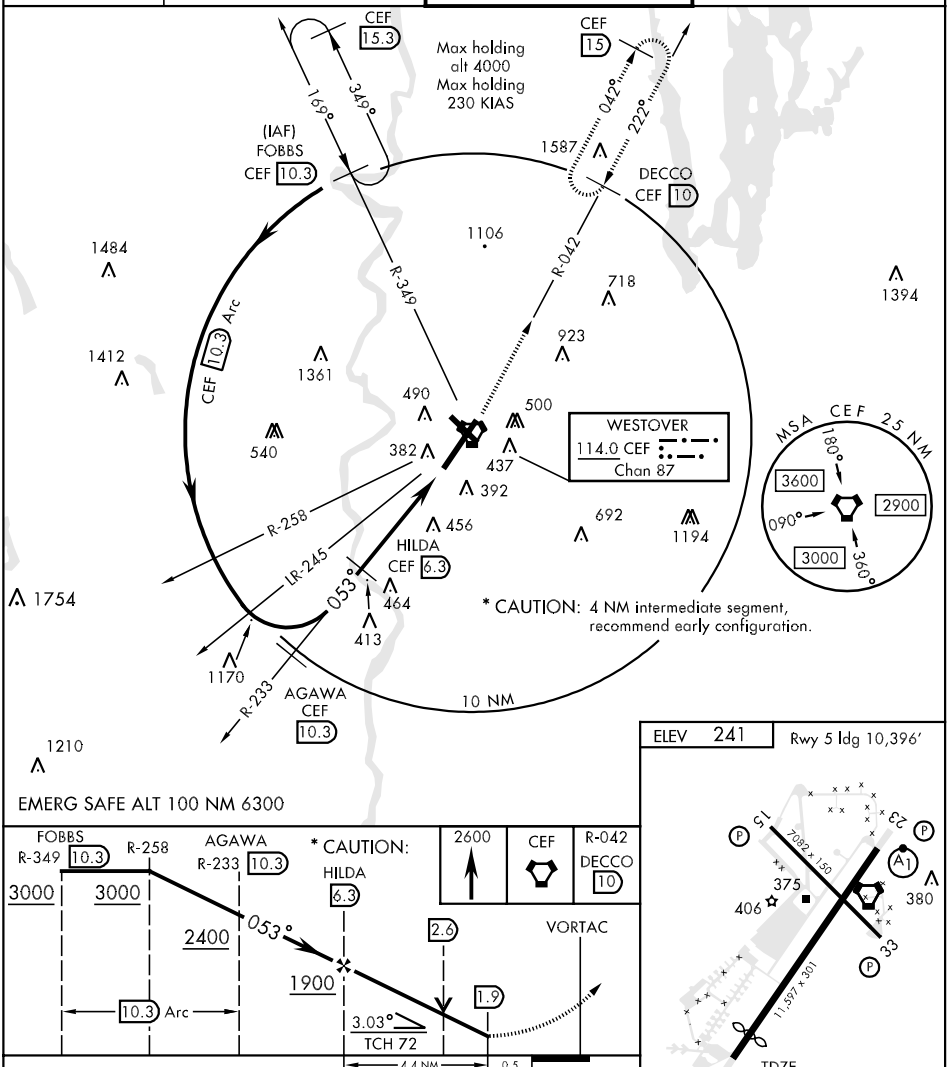
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

CAUTION: IFR operations prohibited to Rwy 33 at night.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2600 via CEF then R-042 to DECCO and hold.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 ** | 720/24 483 (500-½) | | 720/40 483 (500-¾) | 720/50 483 (500-1) | 720/60 483 (500-1¼) |
| CIRCLING | 800-1 559 (600-1) | | 800-1½ 559 (600-1½) | 800-2 559 (600-2) | 1240-3 999 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 23

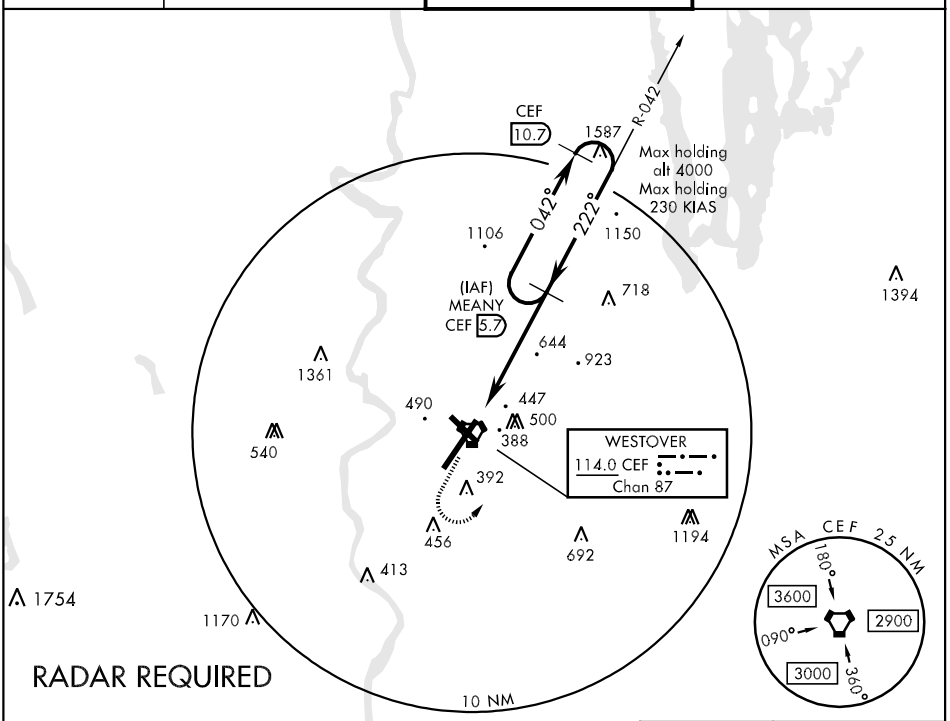
| VORTAC CEF | APCH CRS | Rwy ldg 11,597 | AL-447 [USAF] | WESTOVER ARB/METROPOLITAN (KCEF) |
|---|---|---|---|---|
| 114.0 Chan 87 | 222° | TDZE 241 Arpt Elev 241 | | |

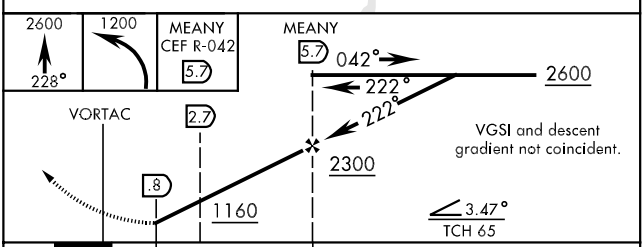
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

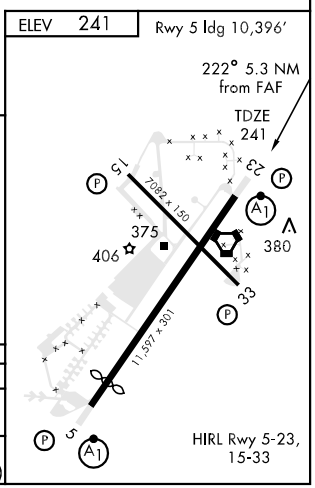
ALSF-1

MISSED APPROACH: Climb to 2600 tracking 228°, passing 1200, turn left direct MEANY and hold.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 * | 700/24 459 (500-½) | | 700/40 459 (500-¾) | 700/50 459 (500-1) | |
| CIRCLING | 800-1 559 (600-1) | | 800-1½ 559 (600-1½) | 800-2 559 (600-2) | 1240-3 999 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 23

| VORTAC CEF | APCH CRS | Rwy ldg 11,597 |
|---|---|---|
| 114.0 | 222° | TDZE 241 |
| Chan 87 | | Arpt Elev 241 |

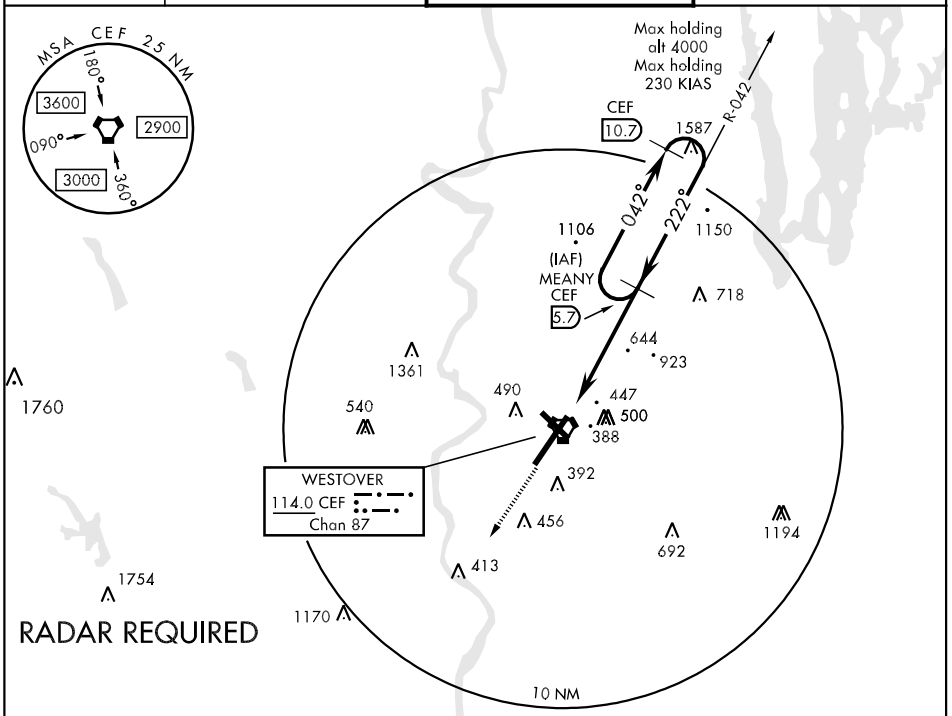
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night.

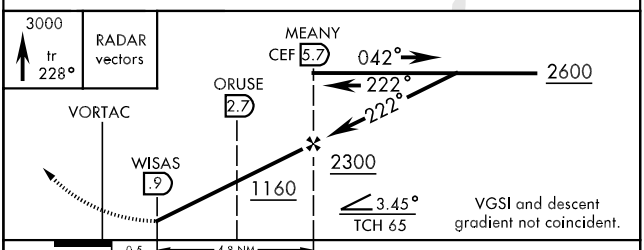
ALSF-1

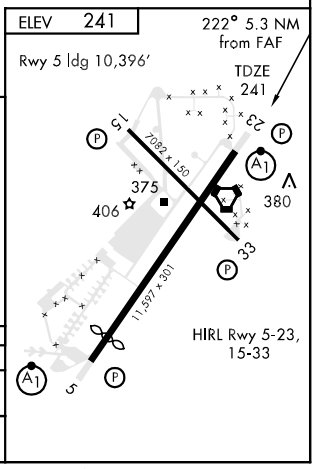
MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-VOR/ * DME 23 | 700/24 | 459 (500-½) | 700/40 459(500-¾) | 700/50 | 459(500-1) |
| CIRCLING | 800-1 | 559 (600-1) | 800-1½ 559(600-1½) | 800-2 559(600-2) | 1240-3 999(1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# VOR RWY 5

| VORTAC CEF | APCH CRS | Rwy ldg 10,396 |
|---|---|---|
| 114.0 | 053° | TDZE 237 |
| Chan 87 | | Arpt Elev 241 |

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

CAUTION: IFR operations prohibited to Rwy 33 at night.

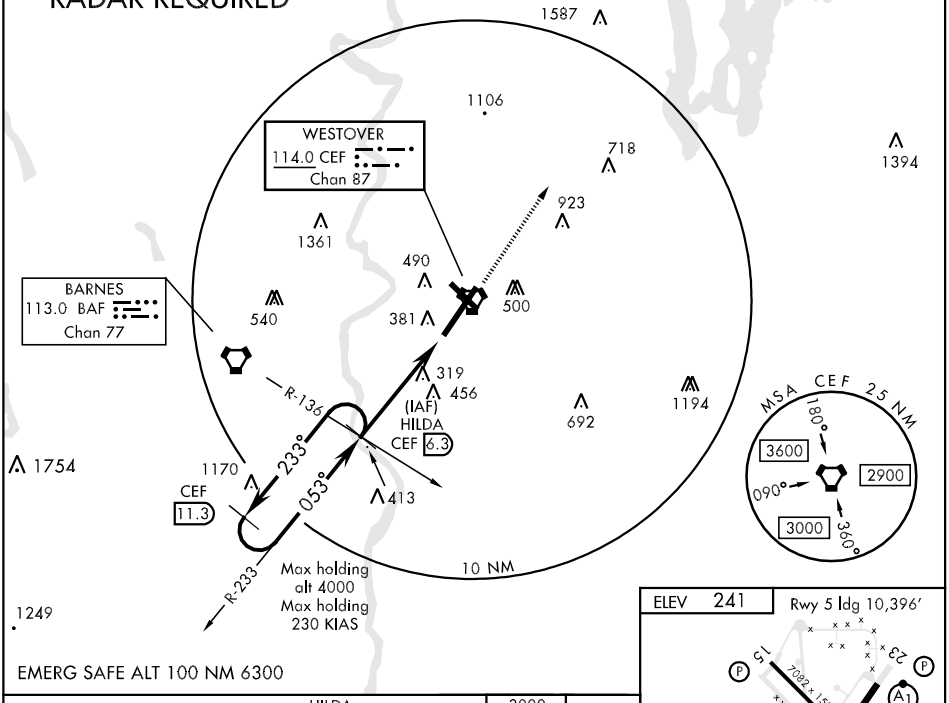
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

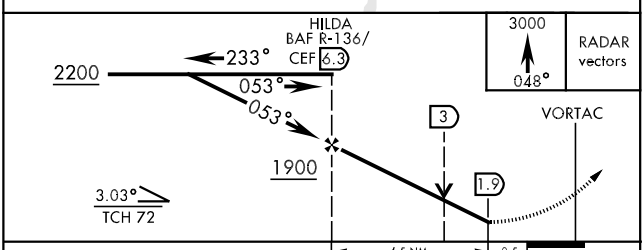
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

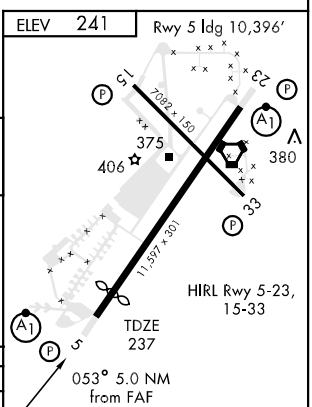
| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |

RADAR REQUIRED




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 * | 820/24 583 (600-½) | | 820/50 583 (600-1) | 820/60 583 (600-1¼) | 820-1½ 583 (600-1½) |
| CIRCLING | 820-1 579 (600-1) | | 820-1½ 579 (600-1½) | 820-2 579 (600-2) | 1260-3 1019(1100-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# VOR RWY 23

| VORTAC CEF | APCH CRS | Rwy ldg 11,597 |
|---|---|---|
| 114.0 | 222° | TDZE 241 |
| Chan 87 | | Arpt Elev 241 |

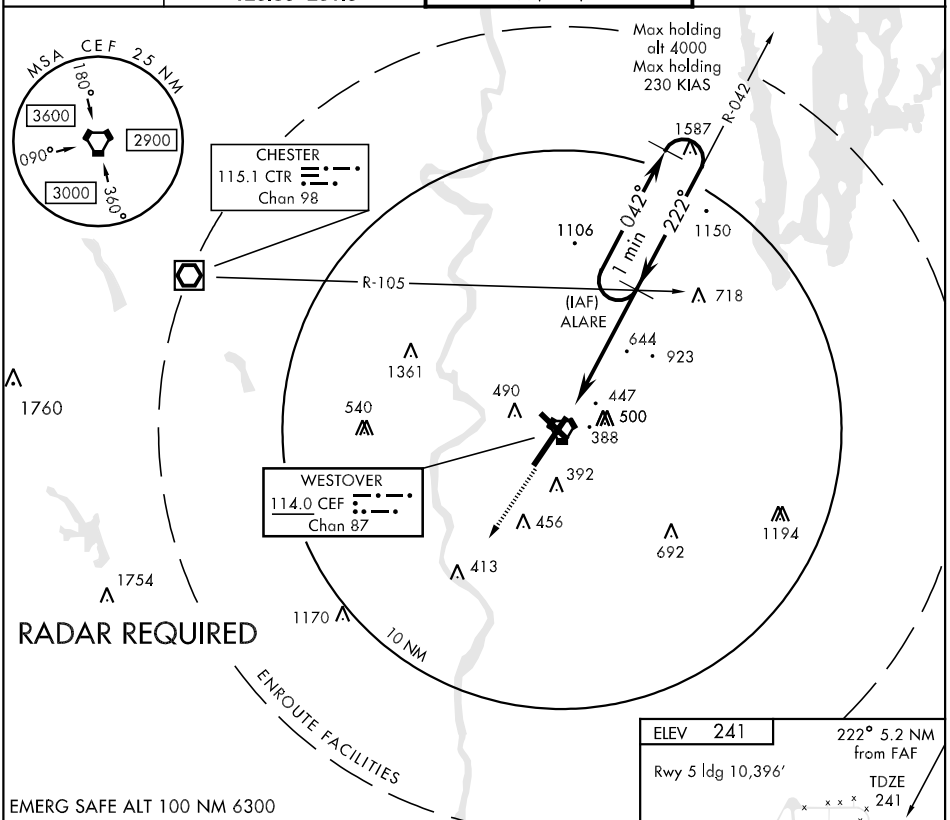
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

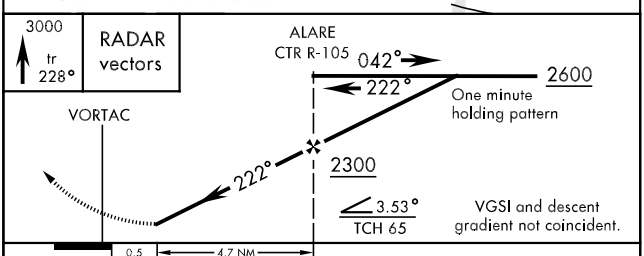
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night

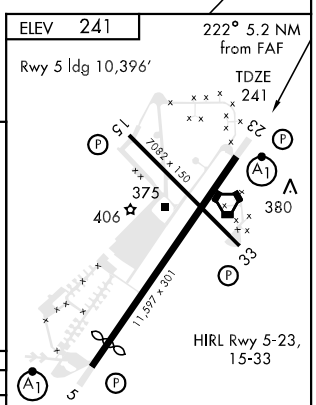
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

| ATIS ★ | BRADLEY APP CON | WESTOVER TOWER ★ | GND CON |
|---|---|---|---|
| 114.0 138.1 | 125.35 281.5 | 134.85 (CTAF) 348.75 | 118.35 275.8 |



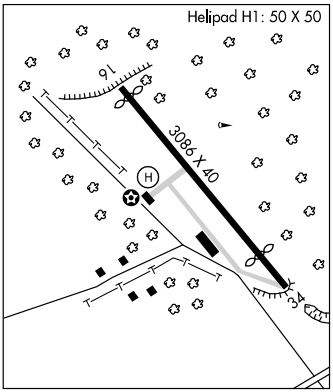

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-VOR 23* | 900/24 | 659 (700-½) | 900/60 659(700-1¼) | 900-1½ 659(700-1½) | 900-1¾ 659(700-1¾) |
| CIRCLING | 900-1 | 659 (700-1) | 900-1¾ 659(700-1¾) | 900-2 659(700-2) | 1240-3 999(1000-3) |

| FAF to MAP 4.7 NM | | | | | | |
|---|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 | 1:24 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

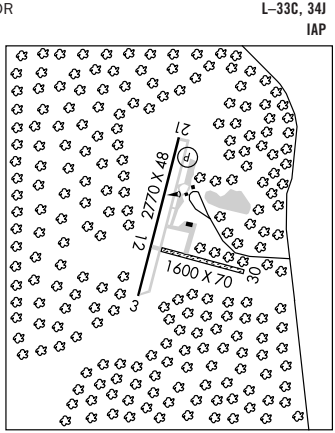
**STERLING** (3B3) 2 SW UTC−5(−4DT) N42°25.56′ W71°47.57′ **NEW YORK**
459 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
**RWY 16–34:** H3086X40 (ASPH) S–8 LIRL (NSTD)
**RWY 16:** Thld dsplcd 150′. Trees.
**RWY 34:** Thld dsplcd 500′. Tree.
**AIRPORT REMARKS:** Attended Thu–Sun 1300–2300Z‡. Glider ops in vicinity of arpt SR–SS daily. Intensive glider activity on weekends. Rwy 16–34 NSTD LIRL; first 240′ Rwy 16 unlgtd; first 240′ Rwy 34 unlgtd. ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF. Rwy lgts begin 200 ft down Rwy 16, and 300 ft down Rwy 34.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 135° 13.8 NM to fld. 1280/14W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.
• • • • • • • • • • • • • • • • • •
**HELIPAD H1:** H50X50 (ASPH)




**STOGE** N42°07.18′ W71°07.70′ NOTAM FILE OWD. **NEW YORK**
**NDB (LOM)** 397° OW 350° 4.7 NM to Norwood Mem. **L–33D, 34J**

## STOW

**MINUTE MAN AIR FIELD** (6B6) 2 N UTC−5(−4DT) N42°27.67′ W71°31.12′ **NEW YORK**
268 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR **L–33C, 34J**
**RWY 03–21:** H2770X48 (ASPH) S–12.5 LIRL **IAP**
**RWY 03:** Hill. **RWY 21:** REIL. PAPI(P2L)—GA 3.5° TCH 25′. Trees.
**RWY 12–30:** 1600X70 (TURF–GRVL)
**RWY 12:** Trees. **RWY 30:** Trees.
**AIRPORT REMARKS:** Attended 1400–2100Z‡. Tree obstruction in apch, primary and transition surfaces Rwy 03–21 and Rwy 12–30. Upwind and crosswind apchs not recommended. Noise abatement procedures in effect notify arpt manager 978–897–3933 of intention to opr between 0400–1100Z‡. TPA for light acft 1300(1032). Helicopters use rgt tfc. Rotating bcn OTS 0400–1200Z‡. ACTIVATE REIL Rwy 21—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHT.
**MANCHESTER (L) VOR/DME** 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 210° 25.3 NM to fld. 469/15W.
**BEDDS NDB (LOM)** 332 BE N42°28.79′ W71°23.32′ 275° 5.9 NM to fld. NOTAM FILE BED.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.




**TANNER—HILLER** (See BARRE/BARRE PLAINS)

| LOM BE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 332 | 275° | TDZE | N/A |
| | | Apt Elev | 268 |

# NDB-A

## STOW/ MINUTE MAN AIRFIELD (6B6)

▼ NA — Procedure NA at night. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 12-30.

MISSED APPROACH: Climb to 1300 then climbing right turn to 1900 direct BE LOM and hold.

| BOSTON APP CON | UNICOM |
|---|---|
| 124.4 279.6 | 122.8 (CTAF) L |

RADAR REQUIRED

LAWRENCE
112.5 LWM
Chan 72

2000 to LOM
235°
(20.3)

612 612

422± (MAHUY)

095°
1 min
275°

275°

524±

511 568

LOM/IAF
BEDDS
332 BE

1456

2049

10 NM

MSA BE 25 NM
3300
205°
2000
025°
295°
2500

ELEV 268

21

275° 5.8 NM
from FAF

2270 X 48

1600 X 70

12

30

3

REIL Rwy 21 L
LIRL Rwy 3-21

1300 | 1900 | BE

LOM

One Minute
Holding Pattern

095°
1900
275°

(MAHUY)

275°

5.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>752 (800-1) | 1020-1¼<br>752 (800-1¼) | NA | |

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2770 |
|---|---|---|
| 211° | TDZE | 268 |
| | Apt Elev | 268 |

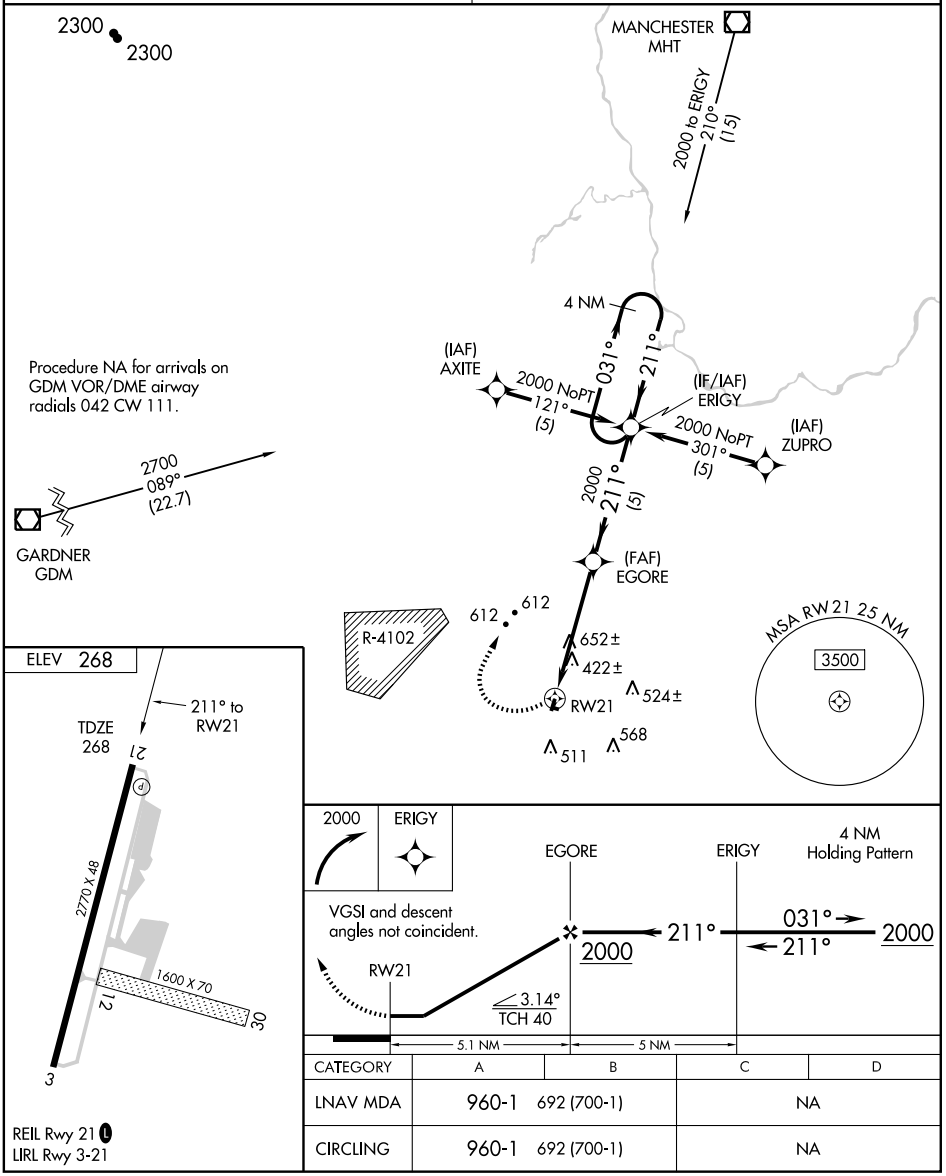
# RNAV (GPS) RWY 21

## STOW/ MINUTE MAN AIRFIELD (6B6)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet and increase Cat B visibility ¼ mile. Procedure NA at night. Circling NA to Rwy 12-30.

MISSED APPROACH: Climbing right turn to 2000 direct ERIGY and hold.

| BOSTON APP CON | UNICOM |
|---|---|
| 124.4 279.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 692 (700-1) | | NA | |
| CIRCLING | 960-1 692 (700-1) | | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MHT | APP CRS | Rwy Idg | 2770 |
|---|---|---|---|
| 114.4 | 210° | TDZE | 268 |
| Chan 91 | | Apt Elev | 268 |

# VOR/DME RWY 21

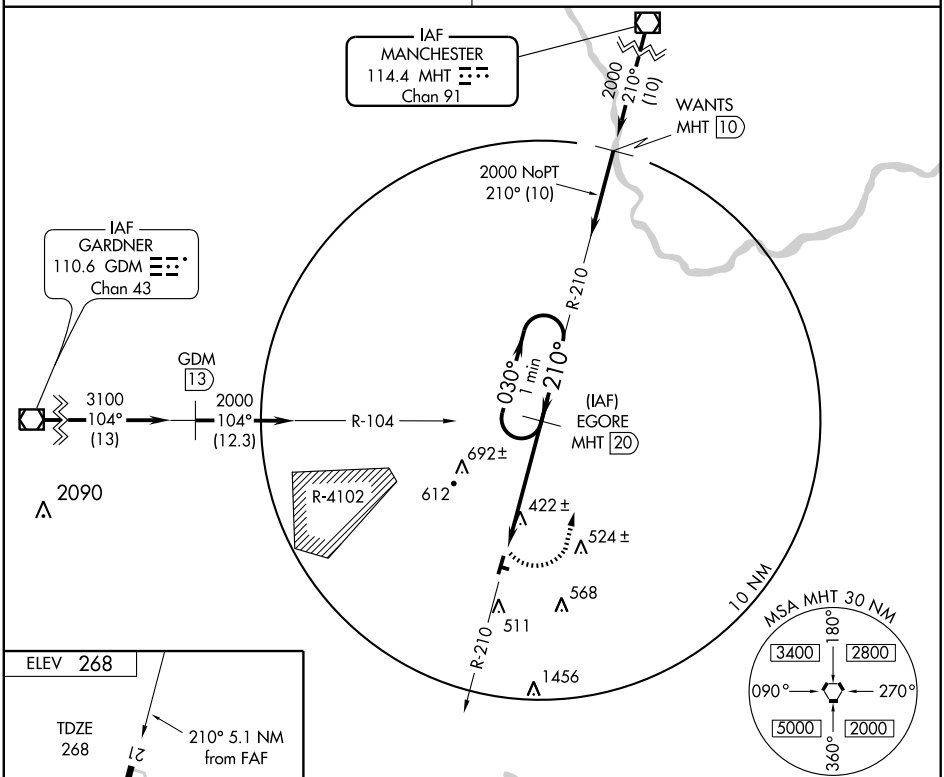
STOW/MINUTE MAN AIRFIELD (6B6)

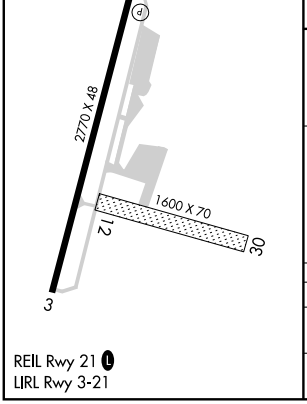
Use Bedford altimeter setting; when Bedford control zone not in effect, use Boston altimeter setting and increase all MDA's 60 feet.

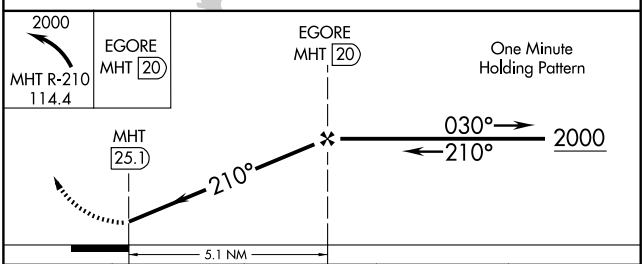
NA Circling NA at night.

MISSED APPROACH: Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

| BOSTON APP CON | UNICOM |
|---|---|
| 124.4 279.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | NA | |
| CIRCLING | 980-1<br>712 (800-1) | 980-1¼<br>712 (800-1¼) | NA | |

REIL Rwy 21 L
LIRL Rwy 3-21



NE-1, 26 AUG 2010 to 23 SEP 2010

## TAUNTON MUNI–KING FIELD (TAN) 3 E UTC−5(−4DT) N41°52.46′ W71°01.00′

NEW YORK
L–33D
IAP

43 B S4 **FUEL** 100LL NOTAM FILE BDR

**RWY 12–30:** H3500X75 (ASPH) S–21 MIRL

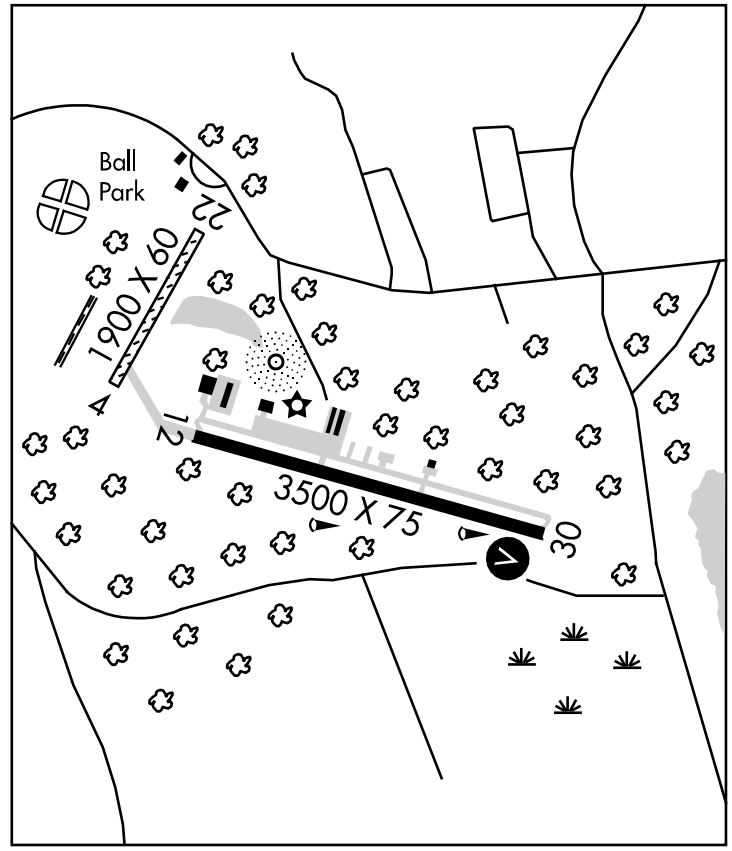
**RWY 12:** Trees.

**RWY 30:** REIL. VASI(V4L)—GA 3.6°TCH 45′. Trees.

**RWY 04–22:** 1900X60 (TURF–GRVL)

**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Attended Sep–May 1300–2200Z‡, Jun–Aug 1300–2300Z‡. Rwy 04–22 surface rough and loose stones. Avoid flying over the elementary school at the departure end of Rwy 30. Helicopters avoid overflight of densely populated areas west and south of arpt. ACTIVATE MIRL Rwy 12–30; VASI Rwy 30 and lgtd windsock—CTAF.




**WEATHER DATA SOURCES:** ASOS 132.675 (508) 824–5005.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.

**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 078° 20.6 NM to fld. 49/14W. **HIWAS.**

**NDB (MHW)** 227 TAN N41°52.59′ W71°01.02′ at fld. NOTAM FILE BDR. Unmonitored. NDB unusable 090°–180° beyond 15 NM.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

## TOPSFIELD N42°37.16′ W70°57.41′ NOTAM FILE BVY.

NEW YORK
COPTER
L–33D

**NDB (MHW)** 269 TOF 156° 2.8 NM to Beverly Muni. (Unmonitored).

## TURNERS FALLS (See MONTAGUE)

| NDB TAN 227 | APP CRS 314° | Rwy Idg 3500<br>TDZE 43<br>Apt Elev 43 |
|---|---|---|

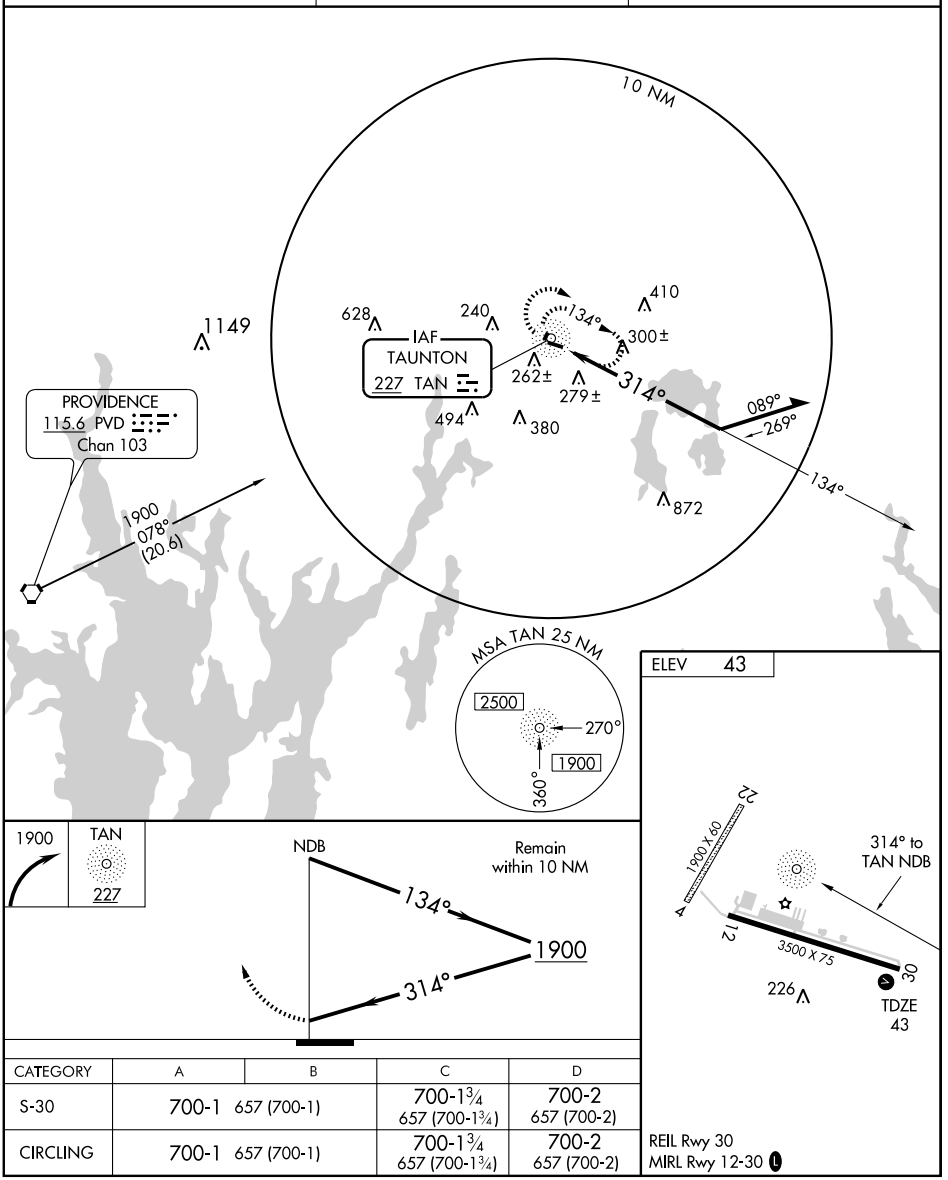
# NDB RWY 30

## TAUNTON MUNI - KING FIELD (TAN)

NA When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet, S-30 and Circling Cats. C and D visibility ¼ mile. Circling NA for Rwy 4-22.

MISSED APPROACH: Climbing right turn to 1900 in TAN NDB holding pattern.

| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.675 | 128.7 269.525 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 700-1 657 (700-1) | | 700-1¾ 657 (700-1¾) | 700-2 657 (700-2) |
| CIRCLING | 700-1 657 (700-1) | | 700-1¾ 657 (700-1¾) | 700-2 657 (700-2) |

REIL Rwy 30
MIRL Rwy 12-30 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 304° | TDZE | 43 |
| | Apt Elev | 43 |

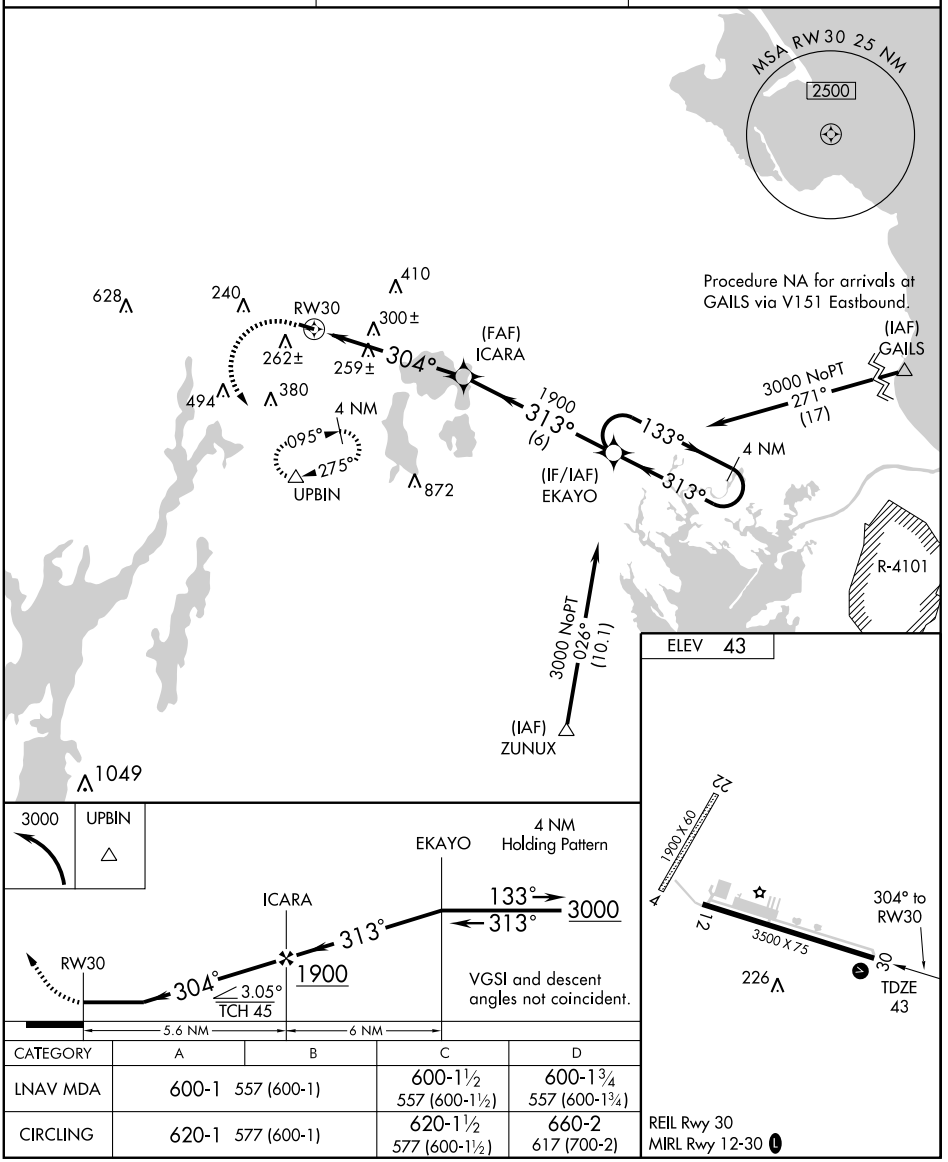
# RNAV (GPS) RWY 30

## TAUNTON MUNI - KING FIELD (TAN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet; LNAV Cats. C and D and Circling Cat. C visibility ¼ mile. Circling NA to Rwy 4-22.

MISSED APPROACH: Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.675 | 128.7 269.525 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 557 (600-1) | | 600-1½ 557 (600-1½) | 600-1¾ 557 (600-1¾) |
| CIRCLING | 620-1 577 (600-1) | | 620-1½ 577 (600-1½) | 660-2 617 (700-2) |

REIL Rwy 30
MIRL Rwy 12-30 L




NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

VINEYARD HAVEN / MARTHAS VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS
AL-694 (FAA)



ATIS
126.25
VINEYARD TOWER ★
121.4
GND CON
124.35
CLNC DEL
124.35
CLNC DEL
119.7 (When Twr Closed)

D

FIELD ELEV 67

5
145.7°

VAR 15.1° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° E

ELEV 63
24
235.6°

3297 X 75

0.3% UP
325.7°

B
A
A
E

ELEV 57
33

5504 X 100

C

TWR 128
TERMINAL

RWY 06-24
S-65, D-108, 2S-137, 2D-185
RWY 15-33
S-31, D-45, 2D-61

D
A
055.6°
6

ELEV 54

TURF TIE-DOWN AREA

HANGAR COMPLEX

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

41°24.0′ N
41°23.5′ N
41°23.0′ N
70°37.0′ W
70°36.5′ W

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

VINEYARD HAVEN, MASSACHUSETTS
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

10210

# VINEYARD HAVEN

## MARTHAS VINEYARD (MVY) 3 S UTC−5(−4DT) N41°23.58′ W70°36.86′

NEW YORK
H–10J, 12J, L–33D
IAP, AD

67 B **FUEL** 100LL, JET A TPA–1068(1000) Class I, ARFF Index A NOTAM FILE MVY

**RWY 06–24:** H5504X100 (ASPH–GRVD) S–65, D–108, 2S–137, 2D–185 HIRL

**RWY 06:** REIL. VASI(V4L)—GA 3.0°TCH 60′. Trees.

**RWY 24:** MALSR. Rgt tfc.

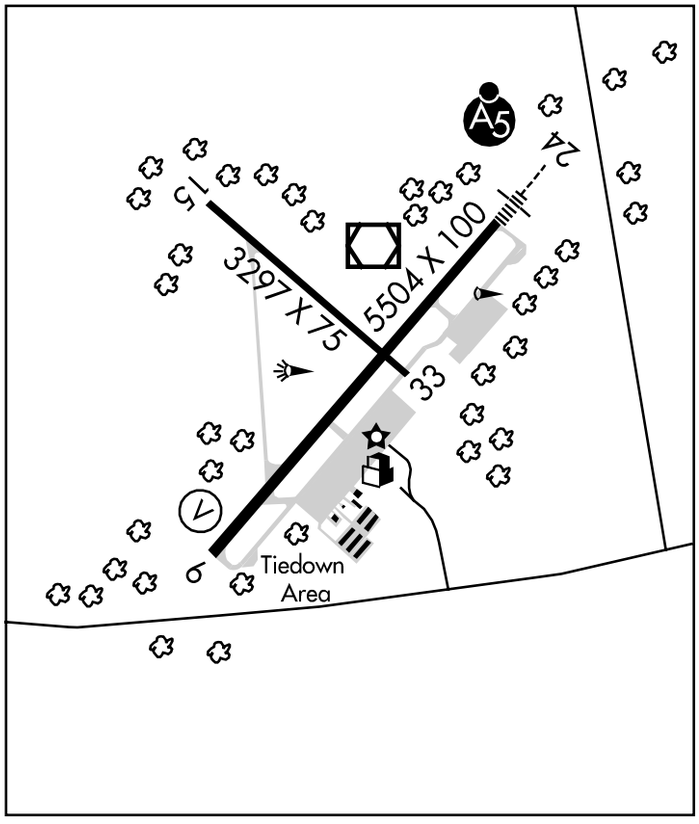
**RWY 15–33:** H3297X75 (ASPH) S–31, D–45, 2D–61 MIRL 0.3% up NW

**RWY 15:** Trees. **RWY 33:** REIL. Trees. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 15:** TORA–3297 TODA–3297 ASDA–3297 LDA–3297

**RWY 33:** TORA–3297 TODA–3297 ASDA–3297 LDA–3297




**AIRPORT REMARKS:** Attended 1100–0300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Arpt has noise abatement procedures, ctc ops 508–693–7022. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 508–693–7022. Rwy 24 touchdown runway visual range avbl. Twy E clsd to acft with over 9 passengers. REIL Rwy 06 OTS indef. When twr clsd ACTIVATE HIRL Rwy 06–24, MALSR Rwy 24, MIRL Rwy 15–33, REIL Rwy 33—CTAF. ACTIVATE REIL Rwy 06 (24 hours)—CTAF. Parking fee all acft. Ldg fee all acft over 6000 lbs.

**WEATHER DATA SOURCES:** ASOS (508) 696–6988.

**COMMUNICATIONS: CTAF** 121.4 **ATIS** 126.25 508–693–7685.

**UNICOM** 122.95

**RCO** 122.1R 114.5T (BRIDGEPORT RADIO)

Ⓡ **CAPE APP/DEP CON** 134.65 133.75 119.7 (3000′ to 14,000′) (1100–0400Z‡) May 15–Sept 30 (1100–0300Z‡) Oct 1–May 14.

**CLNC DEL** 119.7 (when twr clsd)

**BOSTON CENTER APP/DEP CON** 128.75 (0400–1100Z‡) May 15–Sept 30 (0300–1100Z‡) Oct 1–May 14.

**VINEYARD TOWER** 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡) **GND CON** 124.35

**CLNC DEL** 124.35

**AIRSPACE: CLASS D** svc May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MVY.

**(L) VOR/DME** 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ at fld. 60/15W.

**ILS/DME** 108.7 I–MVY Chan 24 Rwy 24. Class 1E. ILS unmonitored.

## WAIVS N41°18.68′ W69°59.21′ NOTAM FILE ACK.

**NDB (LOM)** 248 AC 240° 4.8 NM to Nantucket Meml.

## WALTER J. KOLADZA (See GREAT BARRINGTON)

| LOC/DME I-MVY | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 108.7 | 236° | TDZE | 62 |
| Chan 24 | | Apt Elev | 67 |

# ILS or LOC RWY 24

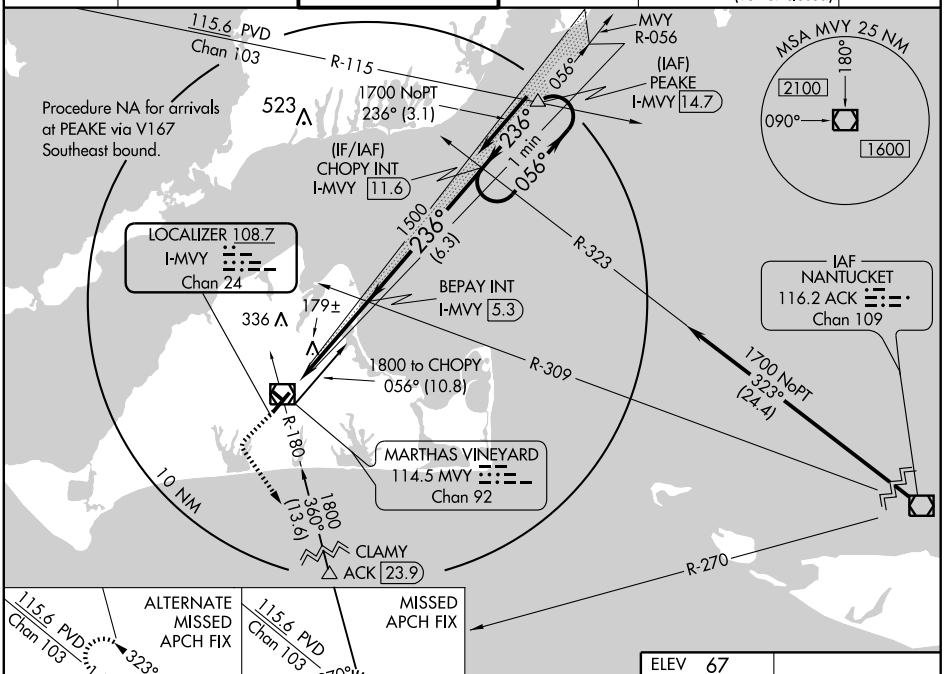
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

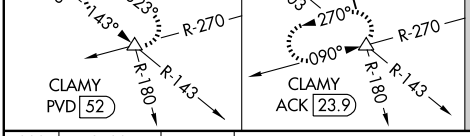
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

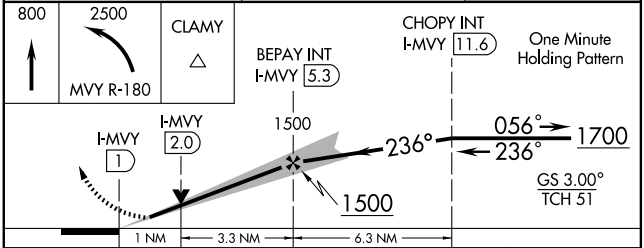
MALSR

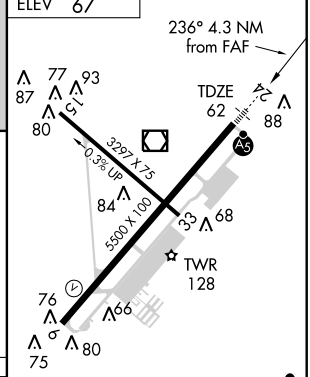
MISSED APPROACH: Climb to 800 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int / ACK 23.9 DME and hold.

| ATIS | CAPE APP CON * | VINEYARD TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 119.7 | 121.4 L (CTAF) | 124.35 | 124.35 119.7 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | * 262/24 200 (200-½) | | | |
| S-LOC 24 | 440/24 378 (400-½) | | | 440/40 378 (400-¾) |
| CIRCLING | 460-1 393 (400-1) | 520-1 453 (500-1) | 520-1½ 453 (500-1½) | 620-2 553 (600-2) |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 42601 | 056° | TDZE | 58 |
| W06A | | Apt Elev | 67 |

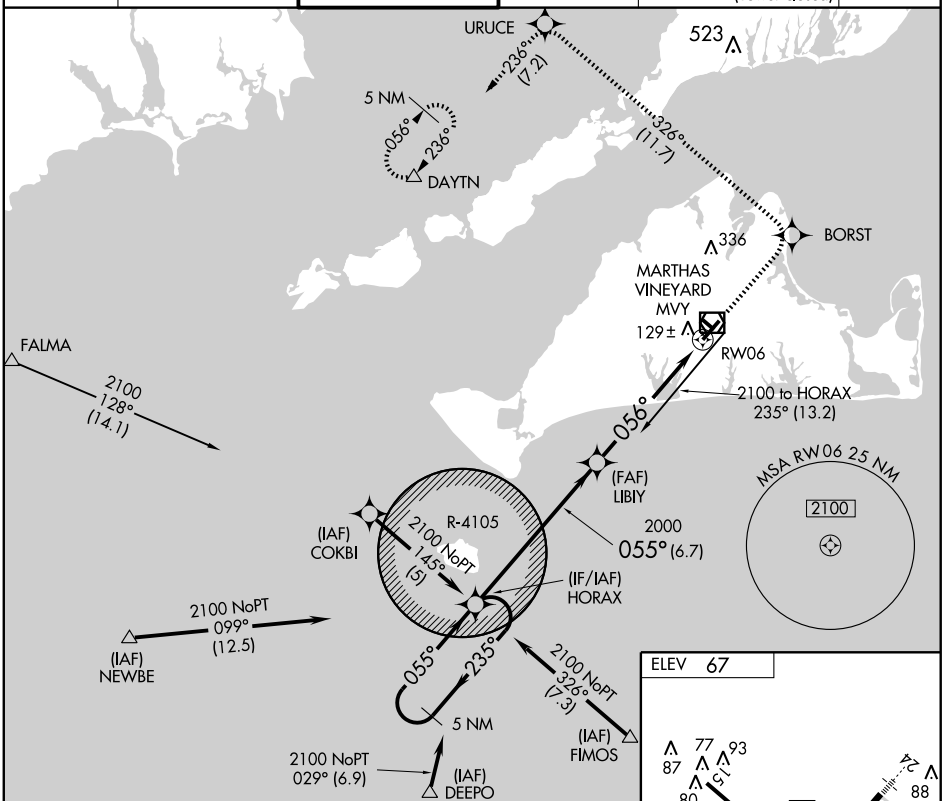
# RNAV (GPS) RWY 6

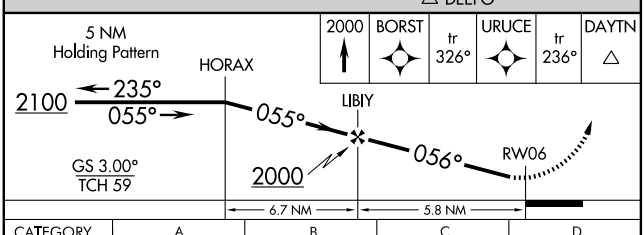
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

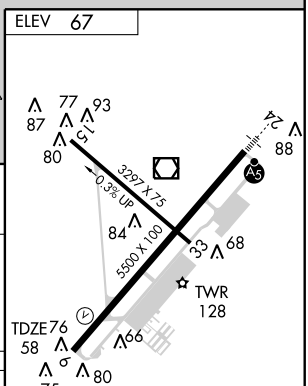
T A W If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-03 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BORST and via 326° track to URUCE and via 236° track to DAYTN and hold.

| ATIS | CAPE APP CON ★ | VINEYARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 119.7 | 121.4 L (CTAF) | 124.35 | 124.35 119.7 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-1 | 265 (300-1) | | |
| LNAV/VNAV DA | 399-1¼ | 341 (400-1¼) | | |
| LNAV MDA | 380-1 | 322 (400-1) | | |
| CIRCLING | 460-1 393 (400-1) | 520-1 453 (500-1) | 520-1½ 453 (500-1½) | 620-2 553 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 48804 | 236° | TDZE | 62 |
| W24A | | Apt Elev | 67 |

# RNAV (GPS) RWY 24

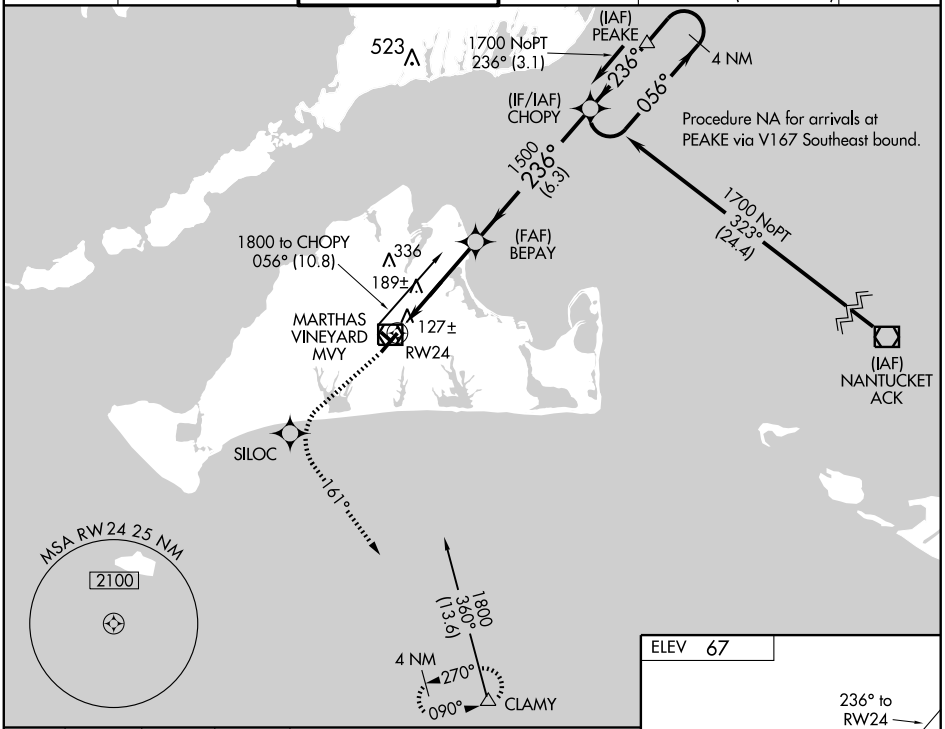
## VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

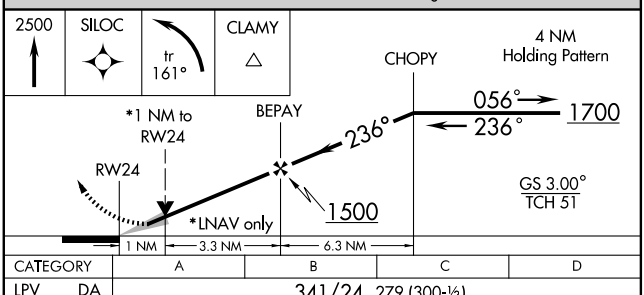
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

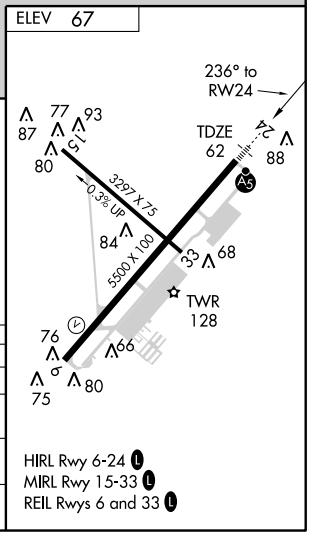
MALSR

MISSED APPROACH: Climb to 2500 direct SILOC and left turn via 161° track to CLAMY and hold.

| ATIS | CAPE APP CON ★ | VINEYARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 119.7 | 121.4 (L) (CTAF) | 124.35 | 124.35 119.7 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 341/24 279 (300-½) | | | |
| LNAV/VNAV DA | 392/40 330 (400-¾) | | | |
| LNAV MDA | 440/24 378 (400-½) | | | 440/50 378 (400-1) |
| CIRCLING | 460-1 393 (400-1) | 520-1 453 (500-1) | 520-1½ 453 (500-1½) | 620-2 553 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MVY | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 114.5 | 050° | TDZE | 59 |
| Chan 92 | | Apt Elev | 68 |

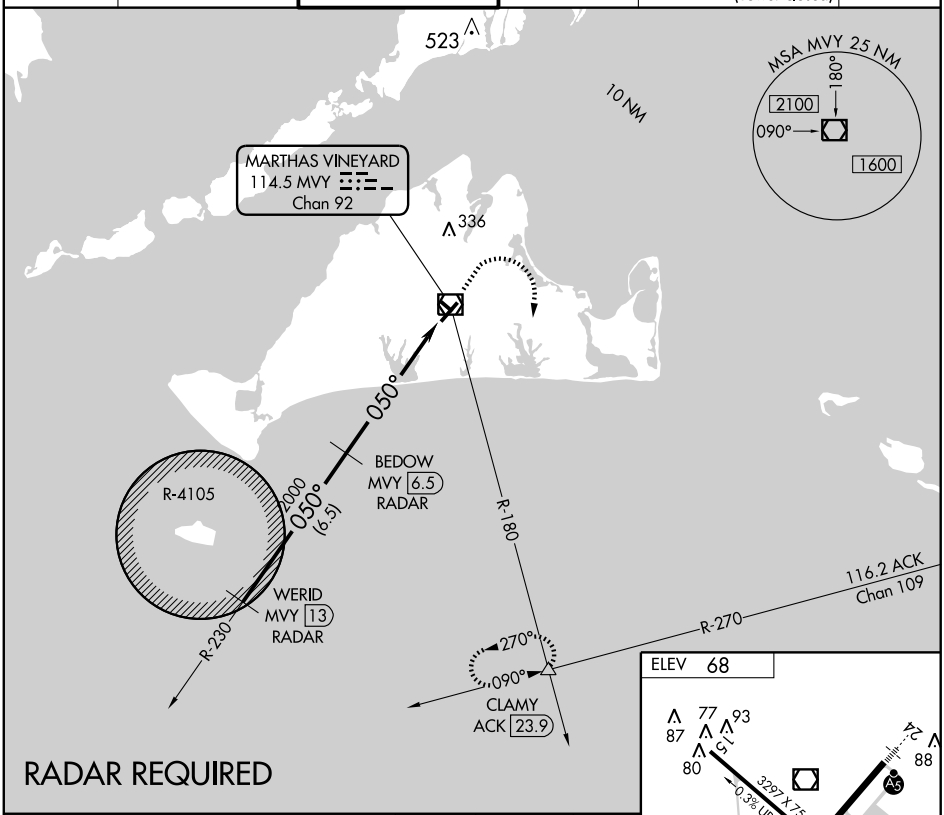
# VOR RWY 6

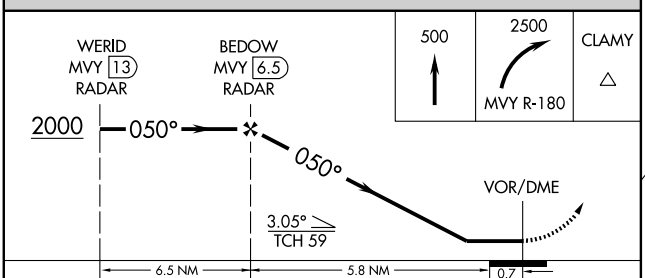
## VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

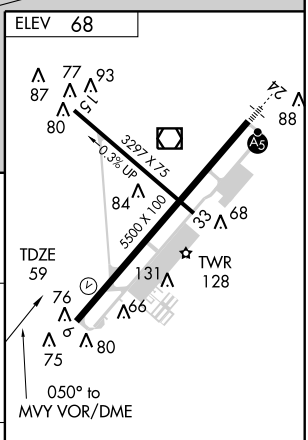
Radar or DME Required.
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

| ATIS | CAPE APP CON ★ | VINEYARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 119.7 | 121.4 L (CTAF) | 124.35 | 124.35 119.7 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | | 400-1 | 341 (400-1) | |
| CIRCLING | 460-1<br>392 (400-1) | 520-1<br>452 (500-1) | 520-1½<br>452 (500-1½) | 620-2<br>552 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MVY | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 114.5 | 247° | TDZE | 63 |
| Chan 92 | | Apt Elev | 68 |

# VOR RWY 24

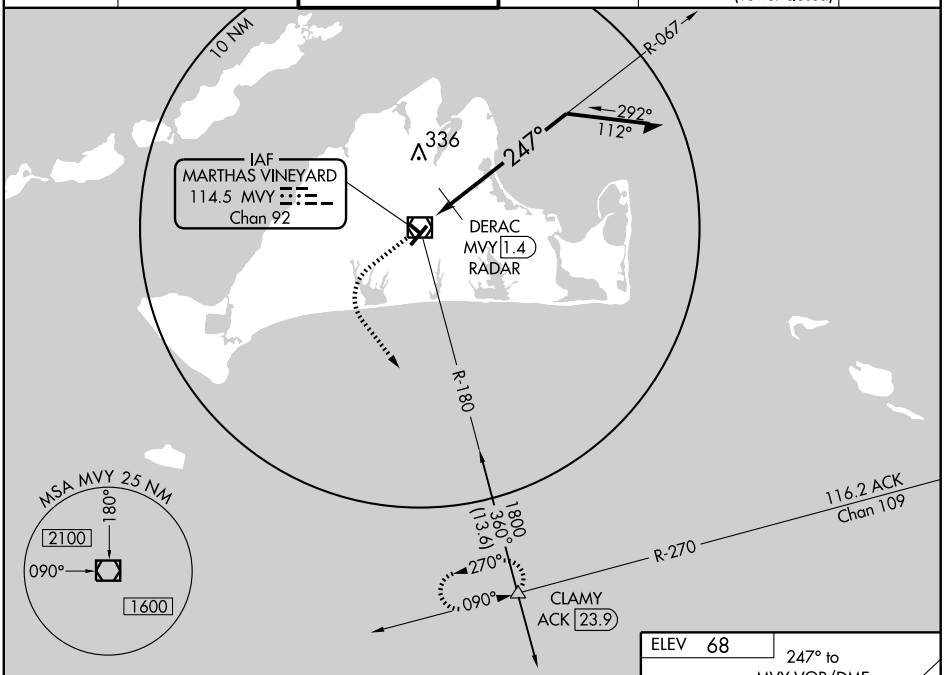
## VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

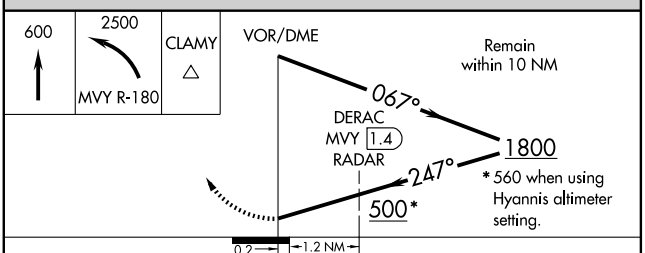
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR, increase DERAC fix minimums Cat D visibility to RVR 6000.

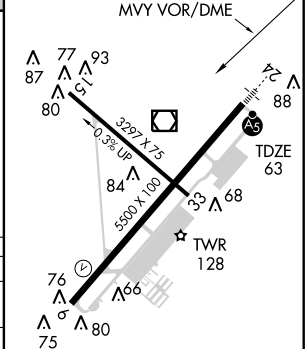
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

| ATIS | CAPE APP CON ★ | VINEYARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 119.7 | 121.4 L (CTAF) | 124.35 | 124.35 119.7 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 500/24 437 (500-½) | | 500/40 437 (500-¾) | 500/50 437 (500-1) |
| CIRCLING | 500-1 432 (500-1) | 520-1 452 (500-1) | 520-1½ 452 (500-1½) | 620-2 552 (600-2) |
| DERAC FIX MINIMUMS | | | | |
| S-24 | 440/24 377 (400-½) | | | 440/50 377 (400-1) |
| CIRCLING | 460-1 392 (400-1) | 520-1 452 (500-1) | 520-1½ 452 (500-1½) | 620-2 552 (600-2) |



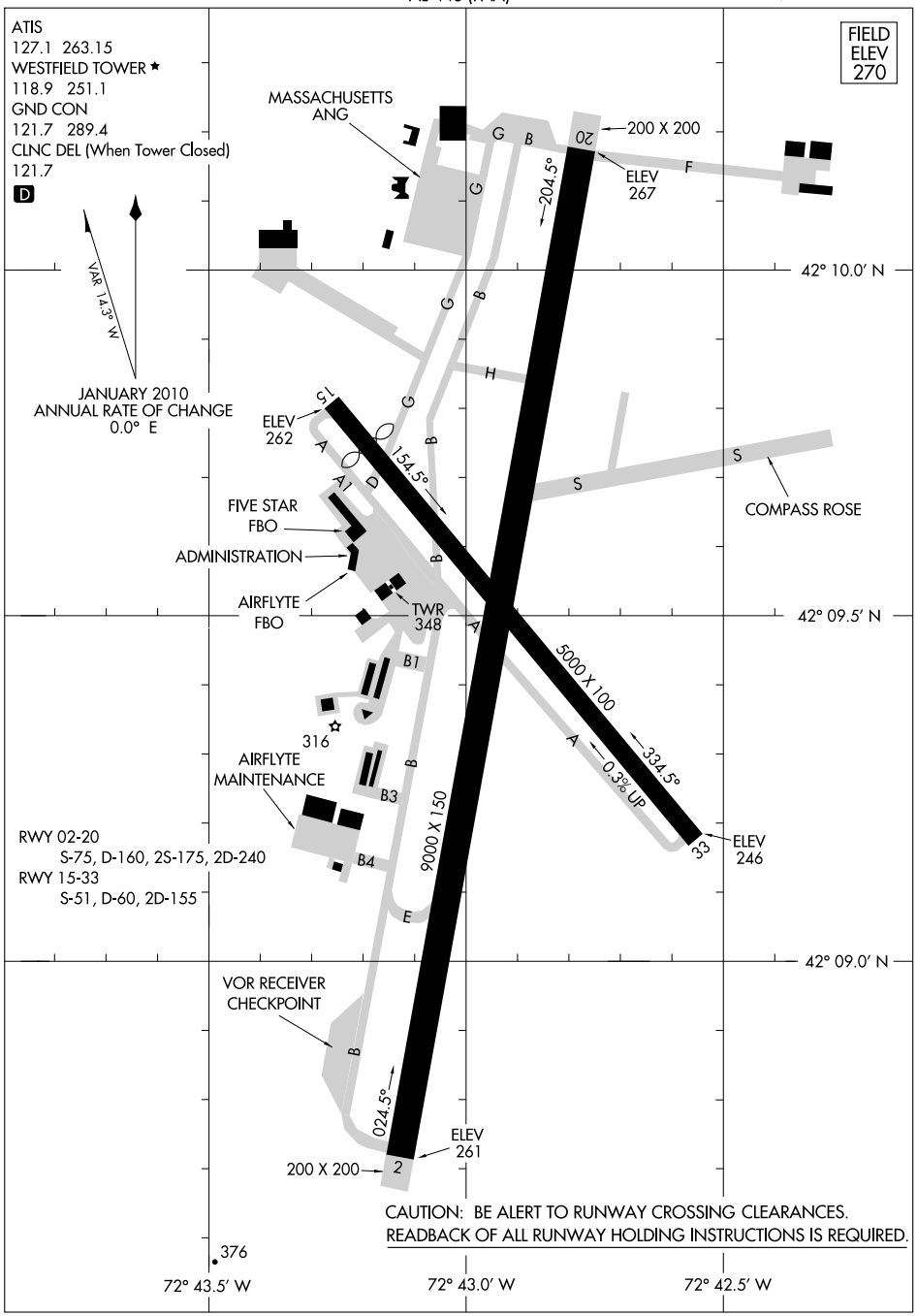
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-446 (FAA)

WESTFIELD/BARNES MUNI (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS






NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

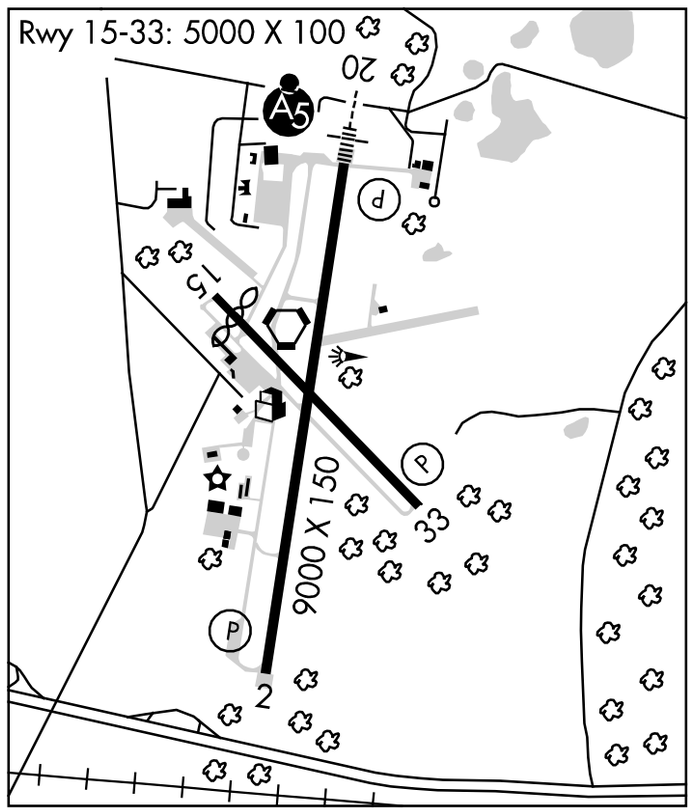
WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD/ BARNES MUNI (BAF)

# WESTFIELD/SPRINGFIELD

**BARNES MUNI** (BAF) 3 N UTC−5(−4DT) N42°09.46′ W72°42.94′ **NEW YORK**

270 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA–See Remarks LRA **H–10I, 11D, 12J, L–33C, 34J**

Class IV, ARFF Index A NOTAM FILE BAF **IAP, AD**




**RWY 02–20:** H9000X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–240 HIRL

**RWY 02:** PAPI(P4L)—GA 3.0° TCH 50′. Trees.

**RWY 20:** MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

**RWY 15–33:** H5000X100 (ASPH) S–51, D–60, 2D–155 MIRL 0.3% up NW.

**RWY 15:** Thld dsplcd 490′. Trees.

**RWY 33:** PAPI(P4R)—GA 3.5° TCH 41′. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 02:** | TORA–9000 | TODA–9000 | ASDA–9000 | LDA–9000 |
| **RWY 15:** | TORA–5000 | TODA–5000 | ASDA–4508 | LDA–4510 |
| **RWY 20:** | TORA–9000 | TODA–9000 | ASDA–8919 | LDA–8919 |
| **RWY 33:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |

**AIRPORT REMARKS:** Attended 1200–0100Z‡. Fuel avbl 1200–0100Z‡, for svc after 0100Z‡ by prior arrangement or by phone 413–485–0053 or 413–562–4999. Severe downdraft apch end Rwy 33 when wind northwest in excess of 15 kts. Birds and other wildlife on and invof arpt. Twy G clsd to civilian ops. Acft and helicopter noise abatement procedures in effect, ctc arpt manager for complete noise abatement procedures at 413–572–6275. TPA 1299(1029) lgt acft, 1799(1529) heavy and military acft. Expect military overhead and clsd pattern tfc. No touch and go landing or practice low approaches 0300–1200Z‡. PPR 24 hours for air carrier ops with more than 9 passenger seats call arpt manager 413–572–6275. Jet acft starting units avbl. When twr clsd ACTIVATE MALSR Rwy 20; HIRL Rwy 02–20; MIRL Rwy 15–33—CTAF. Landing fee for commercial, corporate and all acft over 5000 lbs. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (413) 568–2267. LAWRS.

**COMMUNICATIONS: CTAF** 118.9 **ATIS** 127.1 (413) 572–4561

**RCO** 122.1R 113.0T (BURLINGTON RADIO)

Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 121.7 (0300–1200Z‡)

**WESTFIELD TOWER** 118.9 (1200–0300Z‡) **GND CON** 121.7

**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEF.

**(L) VORTAC** 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ at fld. 270/14W.

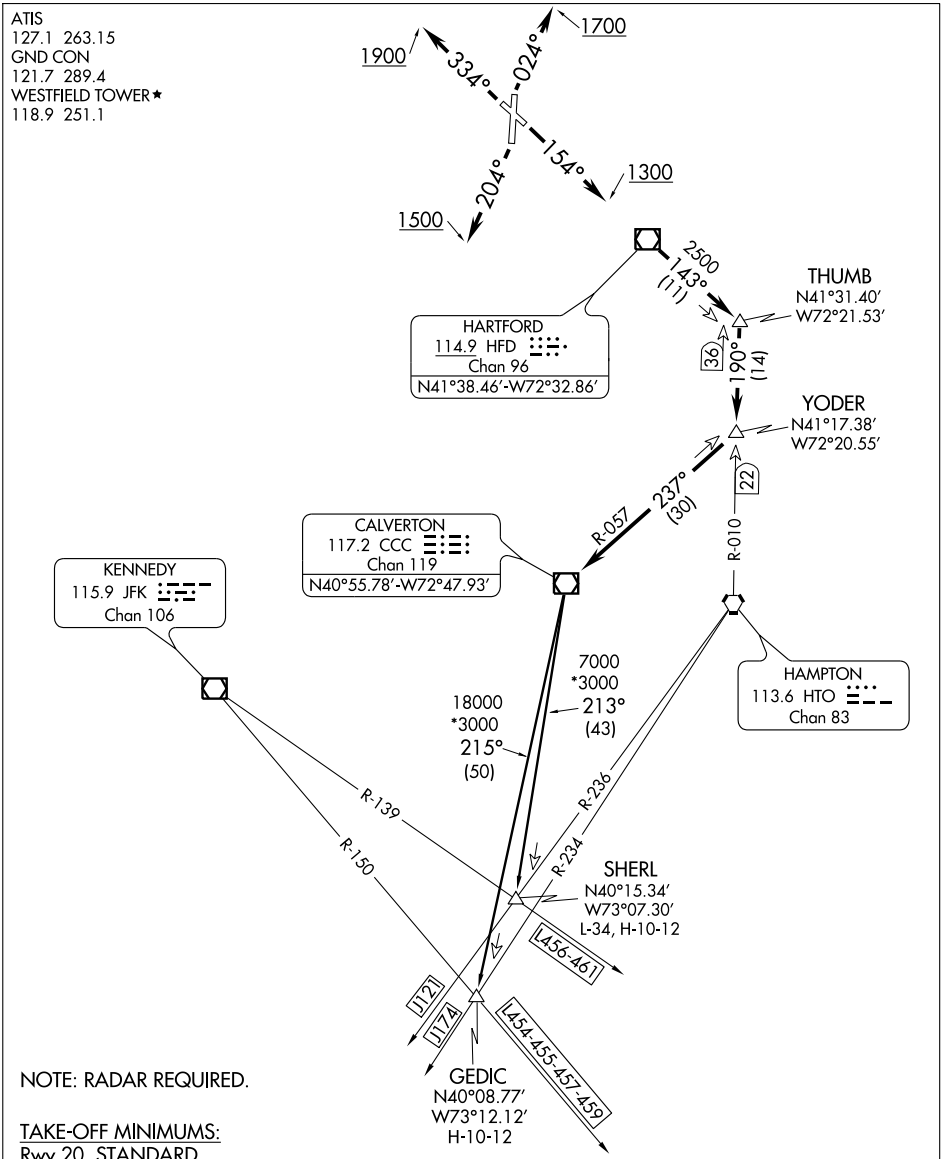
VORTAC unusable 310°–340° byd 25NM blo 6500′.

**ILS** 111.9 I–BAF Rwy 20. Class IA. ILS unmonitored when twr clsd.

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**WESTOVER ARB/METROPOLITAN** (See SPRINGFIELD/CHICOPEE)

# COASTAL THREE DEPARTURE




NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 20, STANDARD.
Rwy 2, 300-1½ or STANDARD with a minimum climb of 204 feet per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.
Rwy 15, 400-2 or STANDARD with a minimum climb of 404 feet per NM to 700.
Rwy 33, STANDARD with a minimum climb of 323 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

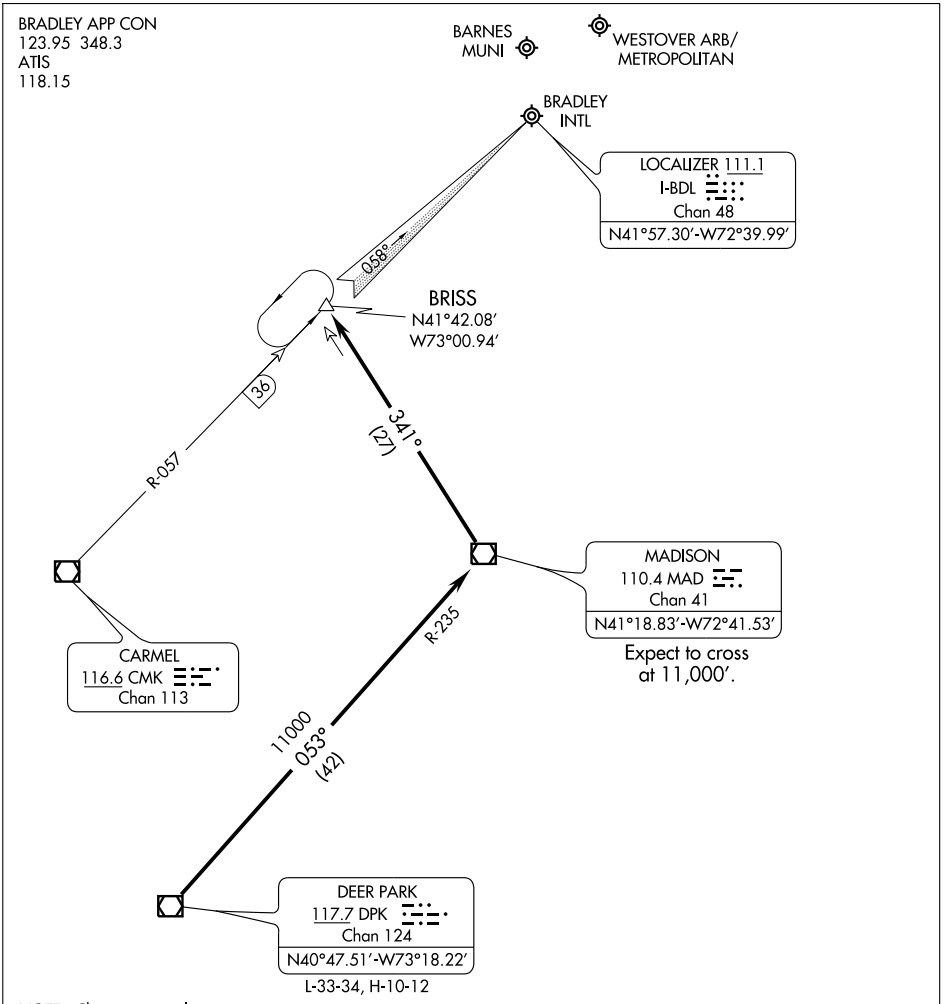
TAKE-OFF RWY 2: Climb heading 024° to 1700, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 154° to 1300, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 204° to 1500, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 334° to 1900, expect radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Trees beginning 1186′ from DER, 144′ left of centerline up to 100′ AGL/385′ MSL. Trees beginning 1098′ from DER, 431′ right of centerline, up to 100′ AGL/465′ MSL.
Rwy 15: Trees beginning 245′ from DER, 74′ left of centerline, up to 100′ AGL/576′ MSL. Bush 245′ from DER, 285′ left of centerline, up to 20′ AGL/265′ MSL. OL on tank 4773′ from DER, 1315′ left of centerline, 190′ AGL/440′ MAL. Trees beginning 360′ from DER, 8′ right of centerline, up to 100′ AGL/508′ MSL.
Rwy 20: Trees beginning 18′ from DER, 47′ left of centerline, up to 100′ AGL/321′ MSL. Trees beginning 541′ from DER, 38′ right of centerline, up to 100′ AGL/329′ MSL.
Rwy 33: Trees and bushes beginning 151′ from DER, 138′ left of centerline, up to 100′ AGL/483′ MSL. OL on radio tower and towers beginning 1.5 NM from DER, 2641′ left of centerline, up to 305′ AGL/545′ MSL. Trees beginning 311′ from DER, 35′ right of centerline, up to 100′ AGL/513′ MSL.

NE-1, 26 AUG 2010 to 23 SEP 2010




NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC I-BAF | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 111.9 | 204° | 9000 | 271 | 271 |

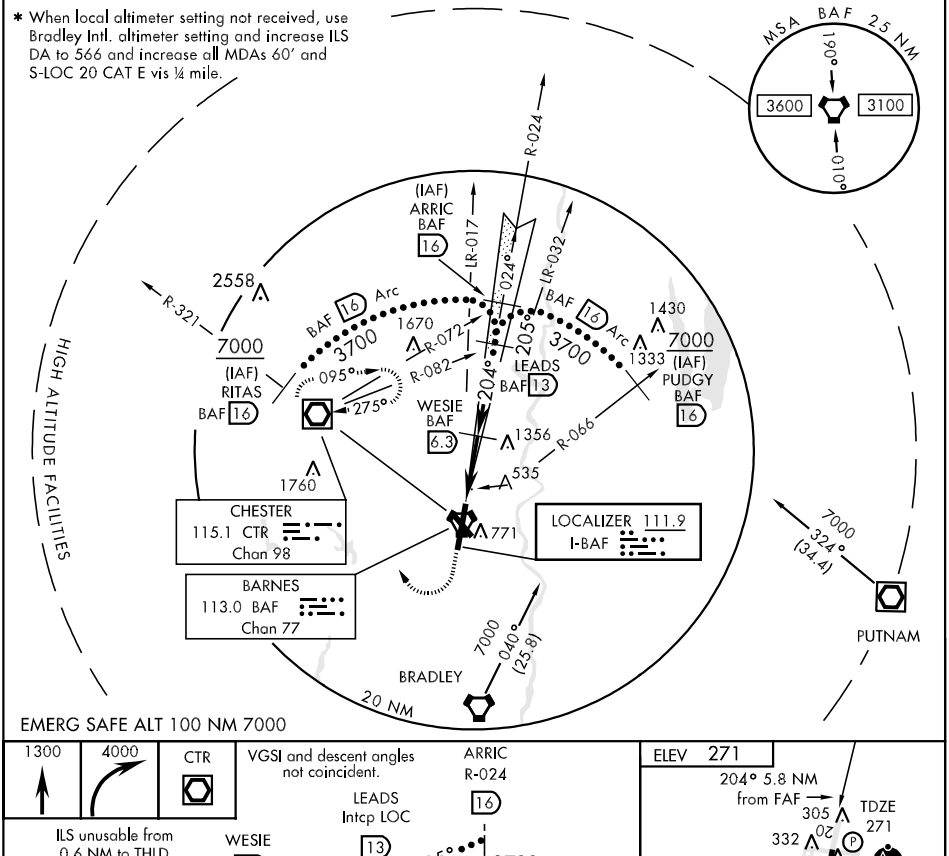
JAL-446 [USAF] WESTFIELD/BARNES MUNI (KBAF)

MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct CTR VOR/DME and hold. (TACAN acft climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.)

| ATIS | BRADLEY APP CON | WESTFIELD TOWER ★ | GND CON |
|---|---|---|---|
| 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 |

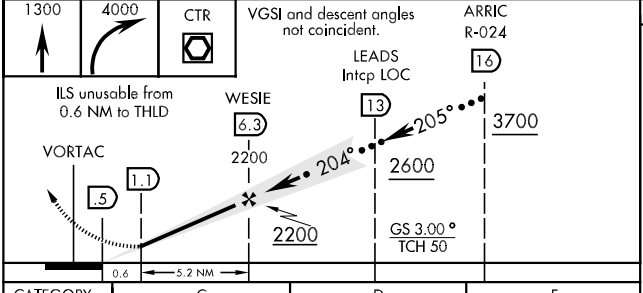
* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase ILS DA to 566 and increase all MDAs 60′ and S-LOC 20 CAT E vis ¼ mile.

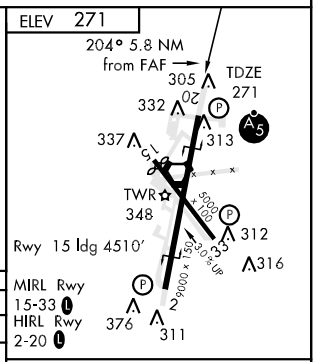



EMERG SAFE ALT 100 NM 7000

| 1300 | 4000 | CTR |
|---|---|---|

VGSI and descent angles not coincident.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 20 * | 521/40 250 (300-¾) | | |
| S-LOC 20 * | 800/50 529 (600-1) | 800/60 529 (600-1¼) | |
| CIRCLING | 1160-2¾ 889 (900-2¾) | 1160-3 889 (900-3) | 1500-3 1229 (1300-3) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BAF 113.0 Chan 77 | APCH CRS 208° | Rwy ldg 9000 TDZE 271 Arpt Elev 271 |
|---|---|---|

JAL-446 [USAF]

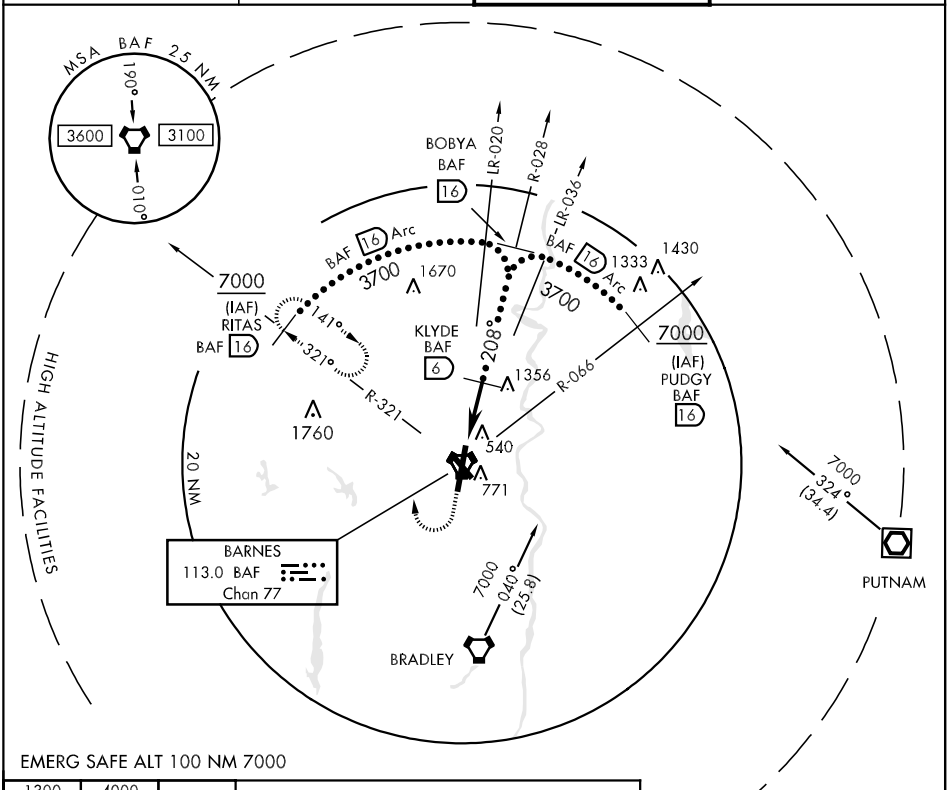
WESTFIELD/BARNES MUNI (KBAF)

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase all MDAs 60' and S-20 CAT E vis ¼ mile.

MALSR

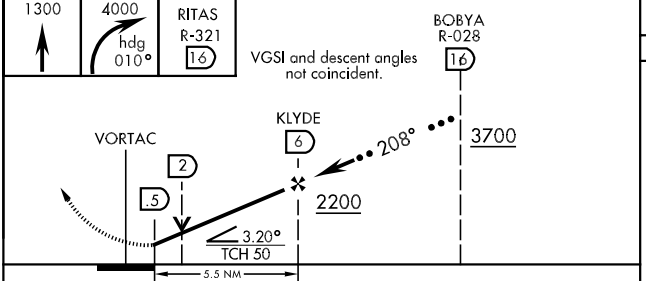
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.

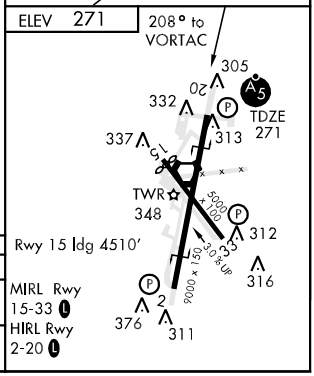
| ATIS | BRADLEY APP CON | WESTFIELD TOWER ★ | GND CON |
|---|---|---|---|
| 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 |




EMERG SAFE ALT 100 NM 7000

| 1300 | 4000 hdg 010° | RITAS R-321 16 |
|---|---|---|




| CATEGORY | C | D | E |
|---|---|---|---|
| S-20 * | 800/50 529 (600-1) | 800/60 529 (600-1¼) | |
| CIRCLING | 1160-2¾ 889 (900-2¾) | 1160-3 889 (900-3) | 1500-3 1229 (1300-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC I-BAF | APP CRS | Rwy Idg | 8919 |
|---|---|---|---|
| 111.9 | 204° | TDZE | 271 |
| | | Apt Elev | 271 |

# ILS or LOC RWY 20

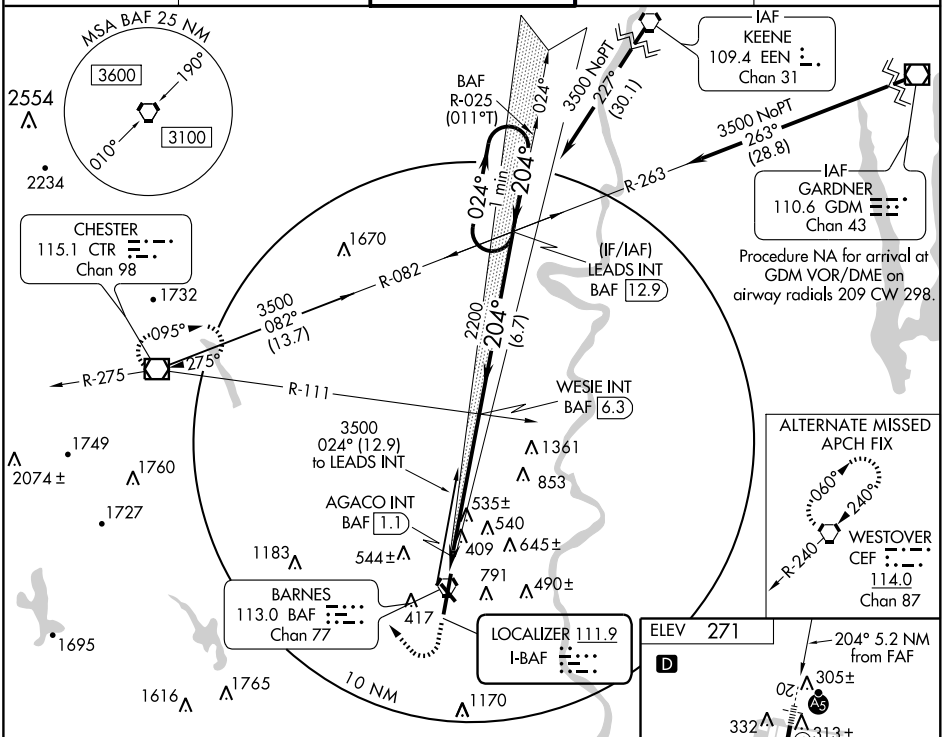
WESTFIELD / BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase ILS DA to 566 and increase all MDAs 60 feet.
For inoperative MALSR, increase S-LOC 20 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS 20.
Visibiltiy reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

| ATIS | BRADLEY APP CON | WESTFIELD TOWER★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.1 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 521/40 250 (300-¾) | | | |
| S-LOC 20 | 800/40 529 (600-¾) | | 800/50 529 (600-1) | 800/60 529 (600-1¼) |
| CIRCLING | 1160-1¼ 889 (900-1¼) | | 1160-2¾ 889 (900-2¾) | 1160-3 889 (900-3) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| CH 77817 | 024° | TDZE | 264 |
| W02A | | Apt Elev | 270 |

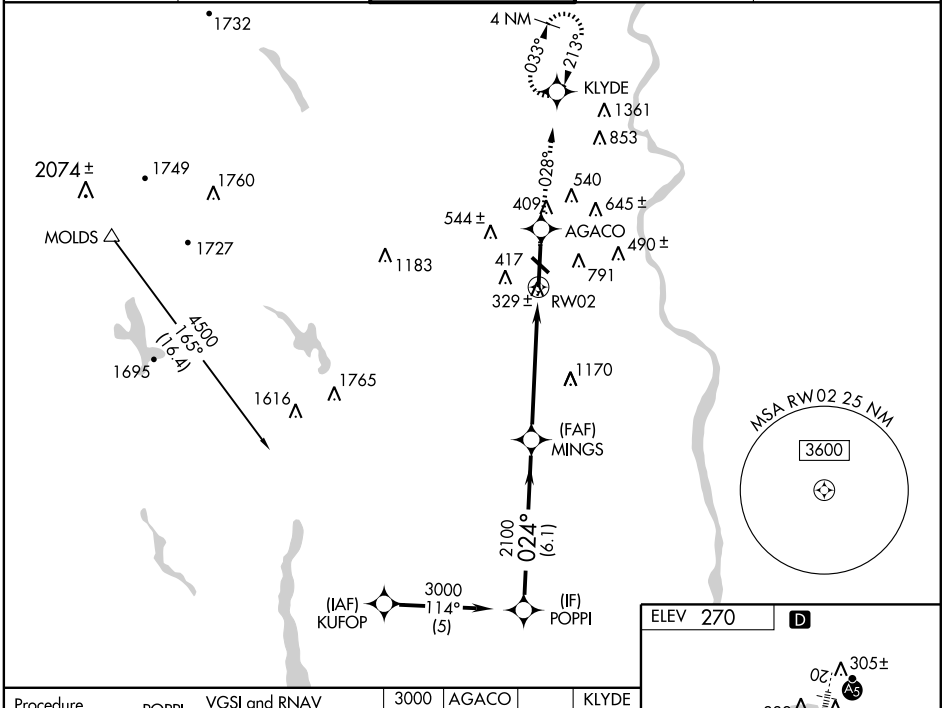
# RNAV (GPS) RWY 2

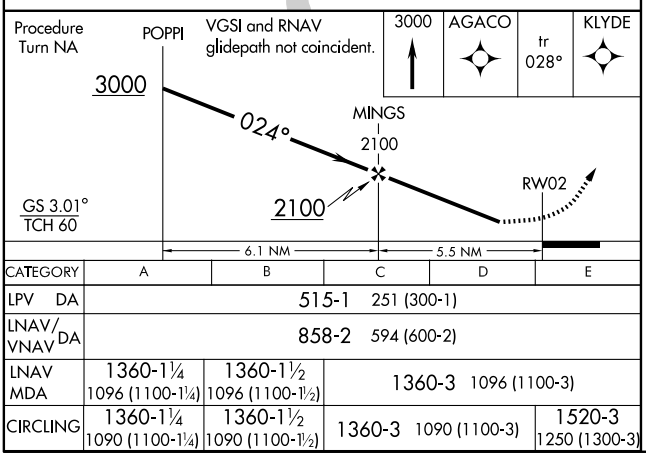
## WESTFIELD/BARNES MUNI (BAF)

Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

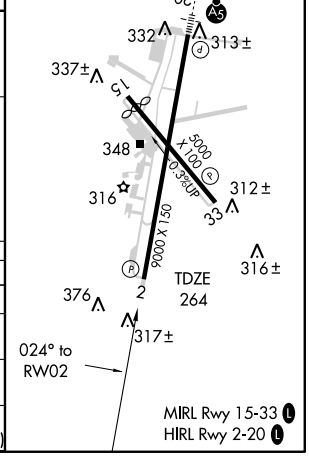
MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

| ATIS | BRADLEY APP CON | WESTFIELD TOWER★ | GND CON | CLNC DEL★ |
|---|---|---|---|---|
| 127.1 263.15 | 125.35 281.5 | 118.9 (CTAF) 251.1 | 121.7 289.4 | 121.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 515-1 251 (300-1) | | | | |
| LNAV/VNAV DA | 858-2 594 (600-2) | | | | |
| LNAV MDA | 1360-1¼ 1096 (1100-1¼) | 1360-1½ 1096 (1100-1½) | 1360-3 1096 (1100-3) | | |
| CIRCLING | 1360-1¼ 1090 (1100-1¼) | 1360-1½ 1090 (1100-1½) | 1360-3 1090 (1100-3) | | 1520-3 1250 (1300-3) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8919 |
|---|---|---|---|
| CH 86405 | 204° | TDZE | 271 |
| W20A | | Apt Elev | 271 |

# RNAV (GPS) RWY 20

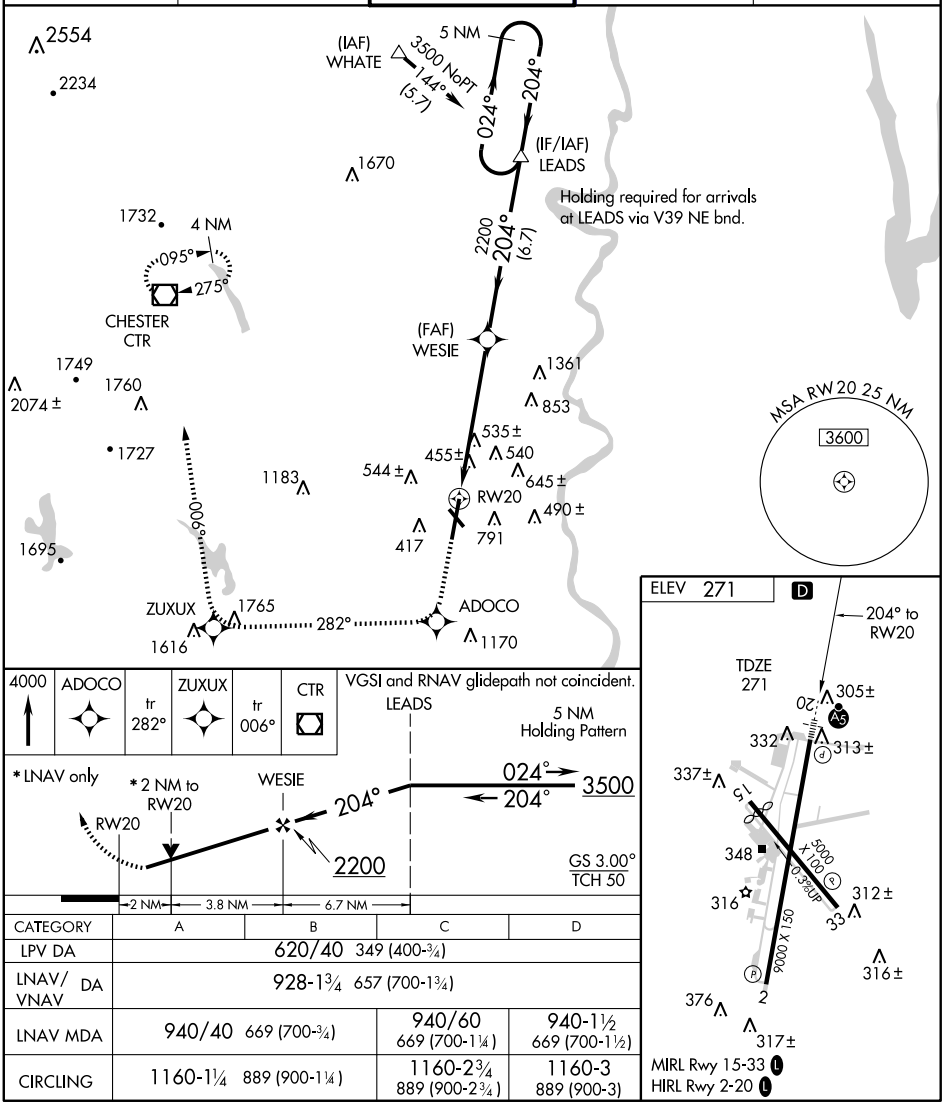
## WESTFIELD/BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 665, LNAV/VNAV DA to 973, and all MDAs 60 feet. VDP NA when using Bradley Intl altimeter setting. Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, increase LNAV Cats A and B visibility to RVR 5000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 4000 direct ADOCO and via 282° track to ZUXUX and via 006° track to CTR VOR/DME and hold.

| ATIS | BRADLEY APP CON | WESTFIELD TOWER ★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.1 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 620/40 349 (400-¾) | | | |
| LNAV/VNAV DA | 928-1¾ 657 (700-1¾) | | | |
| LNAV MDA | 940/40 669 (700-¾) | | 940/60 669 (700-1¼) | 940-1½ 669 (700-1½) |
| CIRCLING | 1160-1¼ 889 (900-1¼) | | 1160-2¾ 889 (900-2¾) | 1160-3 889 (900-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT




NOTE: Wilet, Audil, and HNK transitions are high altitude only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
WINDSOR LOCKS, CONNECTICUT
07298
NE-1, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

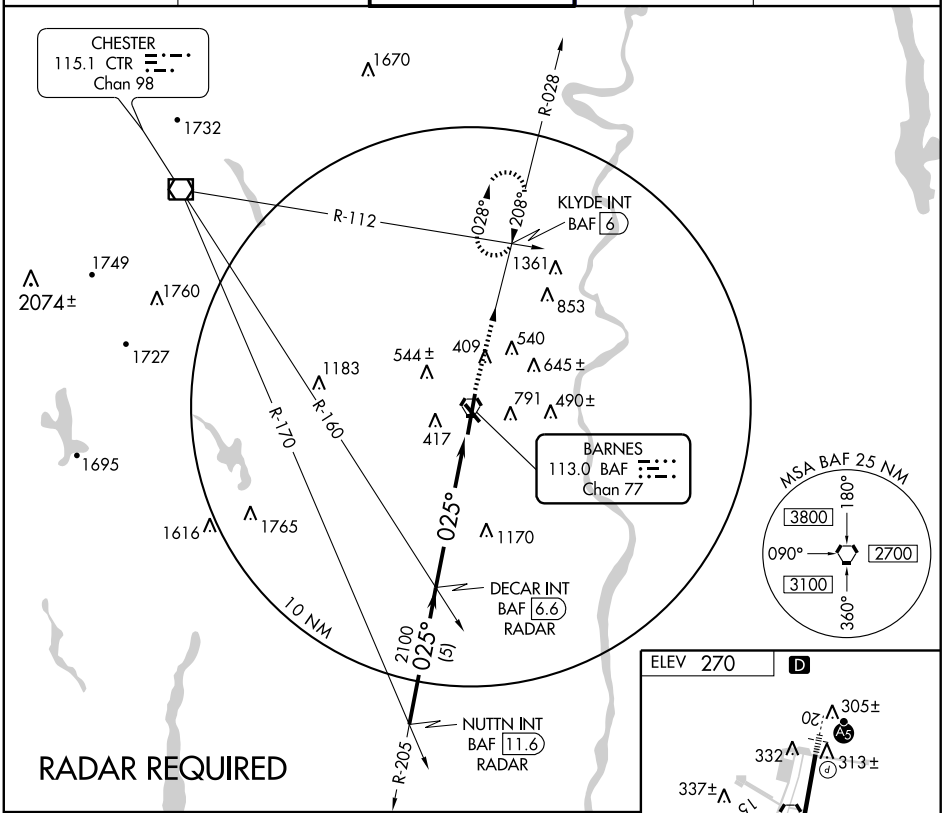
| BAF VORTAC | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 113.0 | 025° | TDZE | 264 |
| Chan 77 | | Apt Elev | 270 |

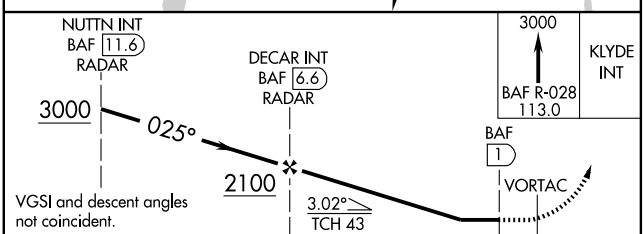
# VOR or TACAN RWY 2

## WESTFIELD/BARNES MUNI (BAF)

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

| ATIS | BRADLEY APP CON | WESTFIELD TOWER★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.1 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 | 121.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-2 | 780-1 516 (600-1) | | 780-1½ 516 (600-1½) | 780-1¾ 516 (600-1¾) | |
| CIRCLING | 1160-1¼ 890 (900-1¼) | | 1160-2¾ 890 (900-2¾) | 1160-3 890 (900-3) | 1520-3 1250 (1300-3) |

025° 5.6 NM from FAF

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| BAF VORTAC | APP CRS | Rwy Idg 8919 |
|---|---|---|
| 113.0 | 208° | TDZE 271 |
| Chan 77 | | Apt Elev 271 |

# VOR RWY 20

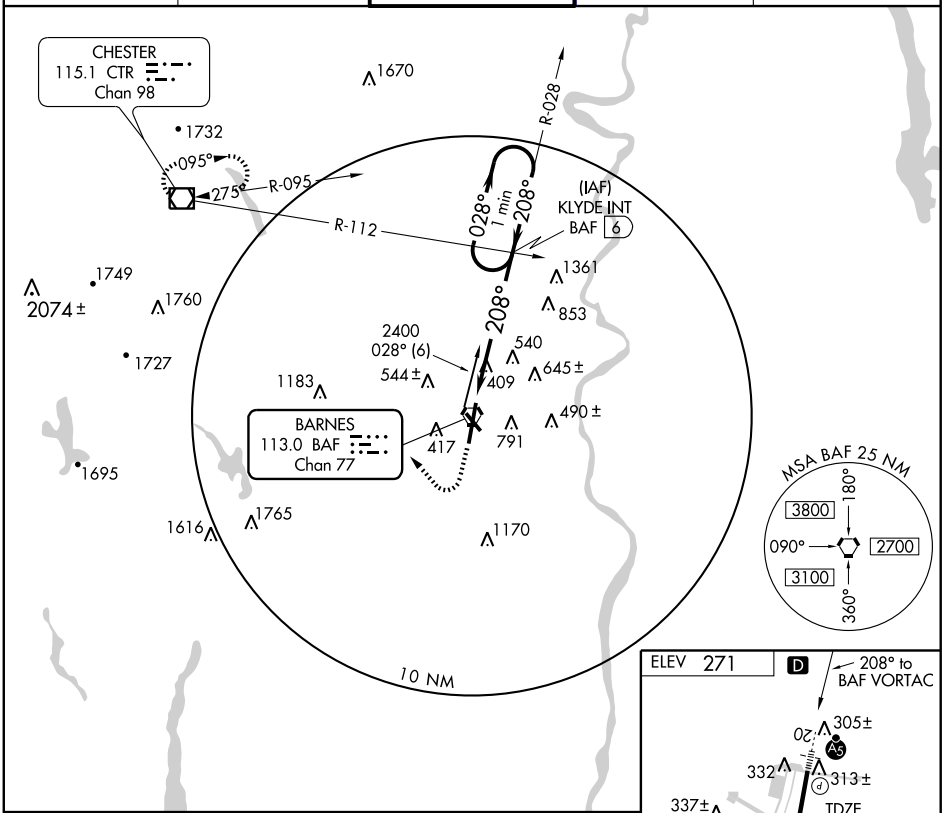
## WESTFIELD/ BARNES MUNI (BAF)

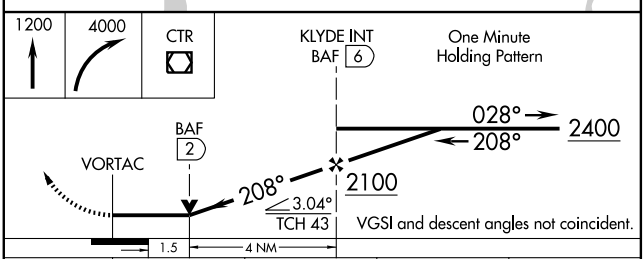
Visibility reduction by helicopters NA.
For inoperative MALSR, increase Cat A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold.

| ATIS | BRADLEY APP CON | WESTFIELD TOWER★ | GND CON | CLNC DEL ★ |
|---|---|---|---|---|
| 127.1 263.15 | 125.35 281.5 | 118.9 (CTAF) L 251.1 | 121.7 289.4 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 940/40 | 669 (700-¾) | 940/60 669 (700-1¼) | 940-1½ 669 (700-1½) |
| CIRCLING | 1160-1¼ | 889 (900-1¼) | 1160-2¾ 889 (900-2¾) | 1160-3 889 (900-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-652 (FAA)

WORCESTER RGNL (ORH)
WORCESTER, MASSACHUSETTS




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

WORCESTER, MASSACHUSETTS
WORCESTER RGNL (ORH)

10210

## WORCESTER RGNL (ORH) 3 W UTC−5(−4DT) N42°16.04′ W71°52.54′

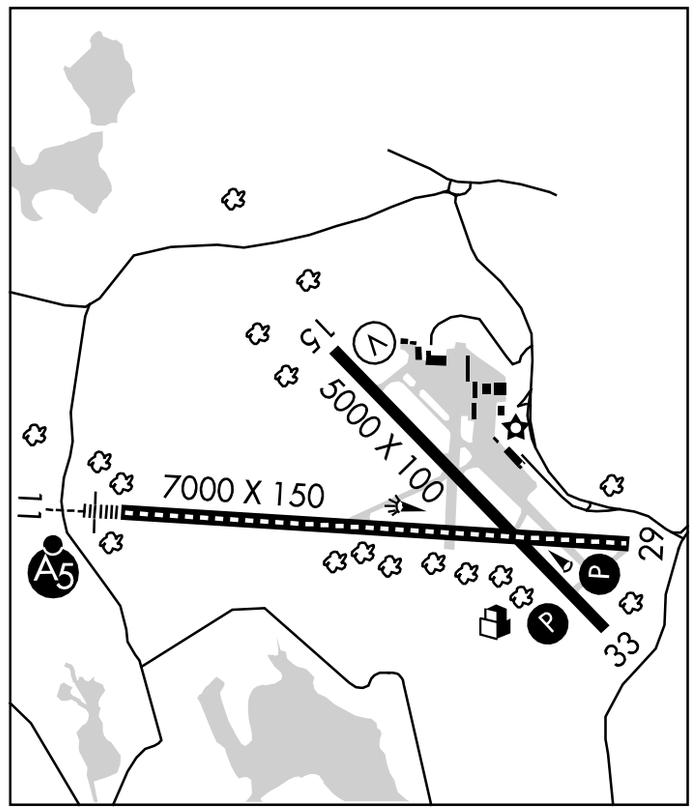
1009 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B
NOTAM FILE ORH

**RWY 11–29:** H7000X150 (ASPH–GRVD) S–60, D–108, 2S–138, 2D–164 HIRL CL
**RWY 11:** MALSR. TDZL. Building.
**RWY 29:** REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
**RWY 15–33:** H5000X100 (ASPH–GRVD) S–60, D–108, 2S–138, 2D–164 MIRL
**RWY 15:** REIL. VASI(V4L)—GA 3.0° TCH 35′. Antenna.
**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 11:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |
| **RWY 15:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 29:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |
| **RWY 33:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |

**ARRESTING GEAR/SYSTEM**
**RWY 11:** EMAS
**RWY 29:** EMAS




**AIRPORT REMARKS:** Attended continuously. Wildlife invof arpt, birds on and invof arpt. Use caution for arpt vehicles monitoring CTAF and opr on arpt during non–towered hrs. During snow removal ops 30 minutes PPR on frequency 120.5 during twr hrs or frequency 119.0 during non twr hrs or call 508–799–1325. ACTIVATE HIRL Rwy 11–29; MIRL Rwy 15–33; MALSR Rwy 11 and PAPI Rwy 29 and Rwy 33—CTAF. Rwy 11 and Rwy 29 touchdown and rollout RVR avbl. Transient acft ctc FBO on 122.95 for svcs. Ldg fee for multi-engine acft and larger. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (508) 795–7546.

**COMMUNICATIONS: CTAF** 120.5 **ATIS** 126.55 508–757–0962
**UNICOM** 122.95
**RCO** 122.2 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP/DEP CON** 119.0 **CLNC DEL** 119.0 (0200–1130Z‡)
**TOWER** 120.5 (1130–0200Z‡) **GND CON** 123.85 **CLNC DEL** 128.65

**AIRSPACE: CLASS D** svc 1130–0200Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 168° 18.6 NM to fld. 1280/14W.
**DUNCA NDB (LOM)** 279 RS N42°16.47′ W72°01.20′ 109° 6.4 NM to fld.
**GOZZR NDB (LOM)** 417 EK N42°15.59′ W71°44.12′ 289° 6.3 NM to fld.
**ILS/DME** 110.9 I–RSR Chan 46 Rwy 11. Class IT. LOM DUNCA NDB. ILS unmonitored when tower clsd. DME unusable byd 15 NM.
**ILS/DME** 110.9 I–EKW Chan 46 Rwy 29. Class IB. LOM GOZZR NDB. Unmonitored when twr clsd. GS unusable coupled apch blo 1226′ MSL. LOC unusable byd 25° left and byd 25° right of course.

| LOC/DME I-RSR | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 110.9 | 109° | TDZE | 981 |
| Chan 46 | | Apt Elev | 1010 |

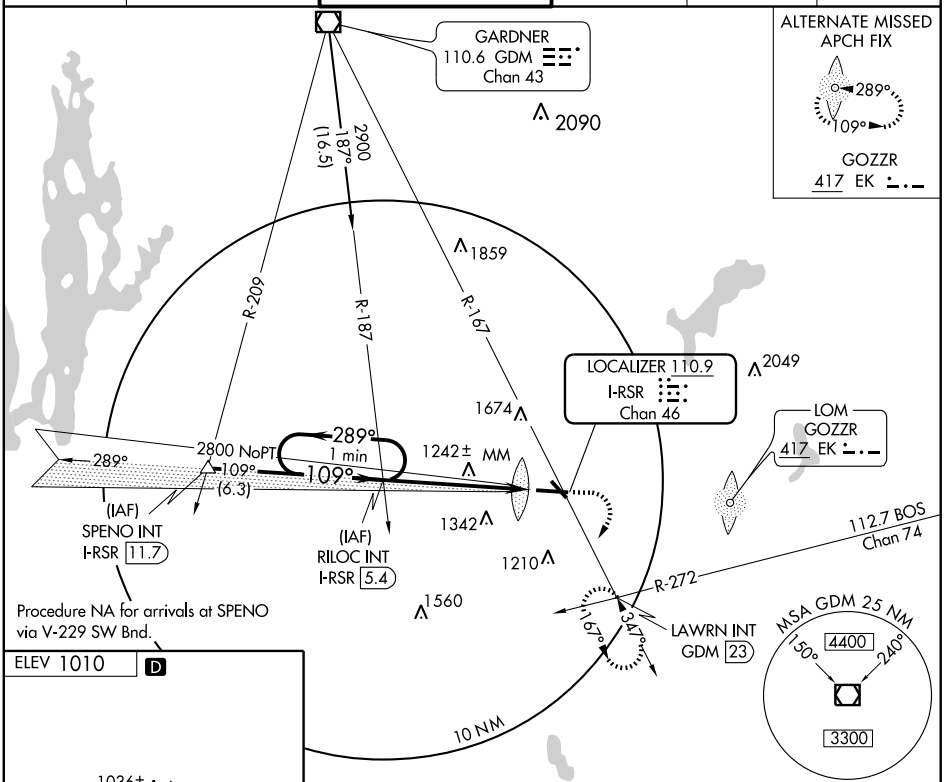
# ILS or LOC RWY 11
## WORCESTER RGNL (ORH)

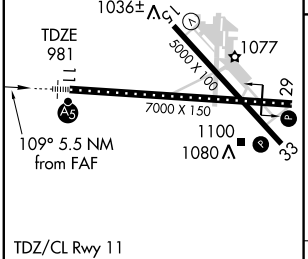
If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
VDP NA when using Laurence G. Hanscom Fld altimeter setting.

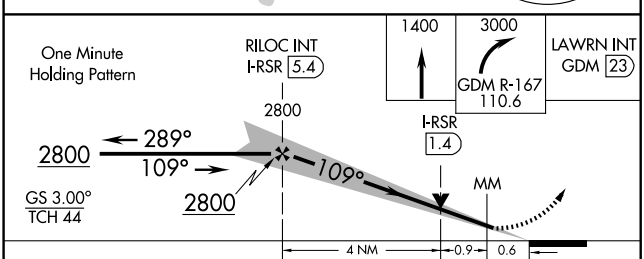
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 1181/18 | 200 (200-½) | | |
| S-LOC 11 | 1500/24 | 519 (500-½) | 1500/50 519 (500-1) | 1500/60 519 (500-1¼) |
| CIRCLING | 1540-1 530 (600-1) | 1640-1 630 (700-1) | 1720-2 710 (800-2) | 2000-3 990 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

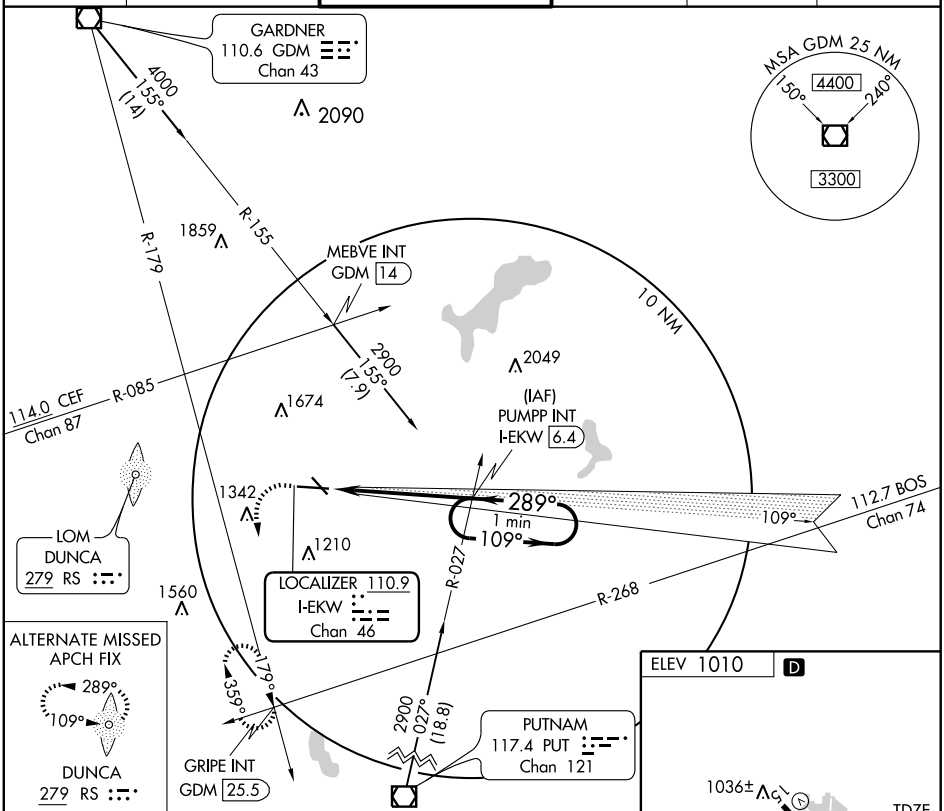
| LOC/DME I-EKW | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 110.9 | 289° | TDZE | 991 |
| Chan 46 | | Apt Elev | 1010 |

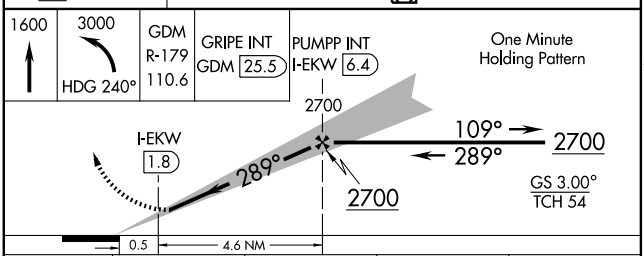
# ILS or LOC RWY 29
## WORCESTER RGNL (ORH)

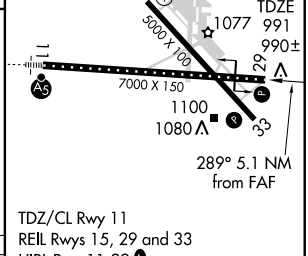
Autopilot coupled approach NA below 1226 feet. DME REQUIRED. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 240° and GDM R-179 to GRIPE Int/GDM 25.5 DME and hold.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 1191/40 200 (200-¾) | | | |
| S-LOC 29 | 1260/50 269 (300-1) | | | |
| CIRCLING | 1540-1 530 (600-1) | 1640-1 630 (700-1) | 1720-2 710 (800-2) | 2000-3 990 (1000-3) |

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOM RS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 279 | 109° | TDZE | 981 |
| | | Apt Elev | 1010 |

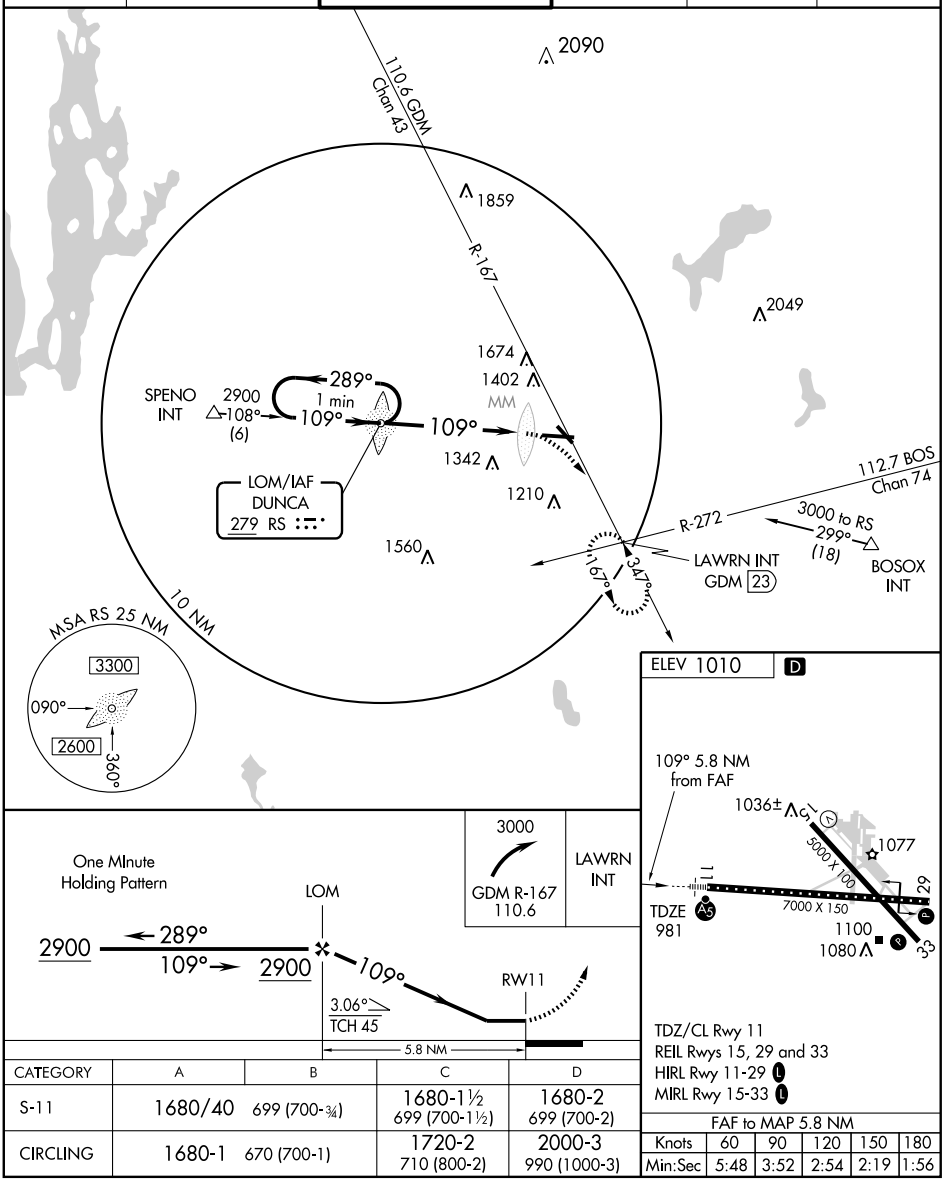
# NDB RWY 11
## WORCESTER RGNL (ORH)

If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all MDAs 200'.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1680/40 | 699 (700-¾) | 1680-1½ 699 (700-1½) | 1680-2 699 (700-2) |
| CIRCLING | 1680-1 | 670 (700-1) | 1720-2 710 (800-2) | 2000-3 990 (1000-3) |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 11

## WORCESTER RGNL (ORH)

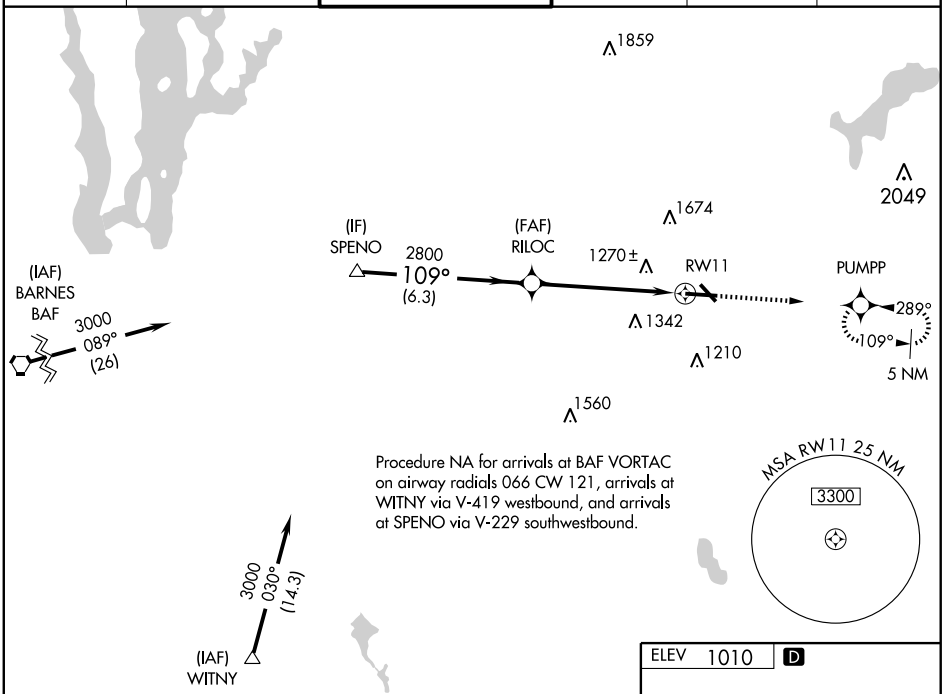
| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| Ch 77999 | 109° | TDZE | 981 |
| W11A | | Apt Elev | 1010 |

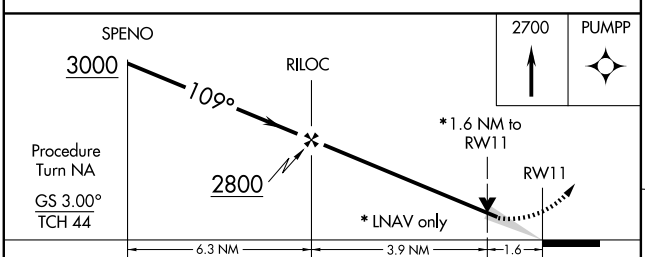
T DME/DME RNP -0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to RVR 6000. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
A
W VDP NA when using Laurence G. Hanscom Fld altimeter setting.

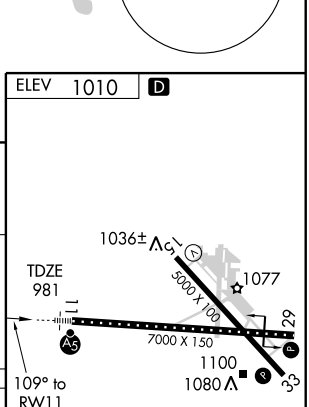
MALSR

MISSED APPROACH: Climb to 2700 direct PUMPP and hold. When authorized by ATC, continue climb-in-hold to 3000.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1334/40 353 (400- ¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1520/24 539 (600-½) | | 1520/50 539 (600-1) | 1520/60 539 (600-1 ¼) |
| CIRCLING | 1540 - 1¼ 530 (600-1¼) | 1640 - 1¼ 630 (700-1¼) | 1720 - 2 710 (700-2) | 2000 - 3 990 (1000-3) |

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| Ch 82299 | 289° | TDZE | 991 |
| W29A | | Apt Elev | 1010 |

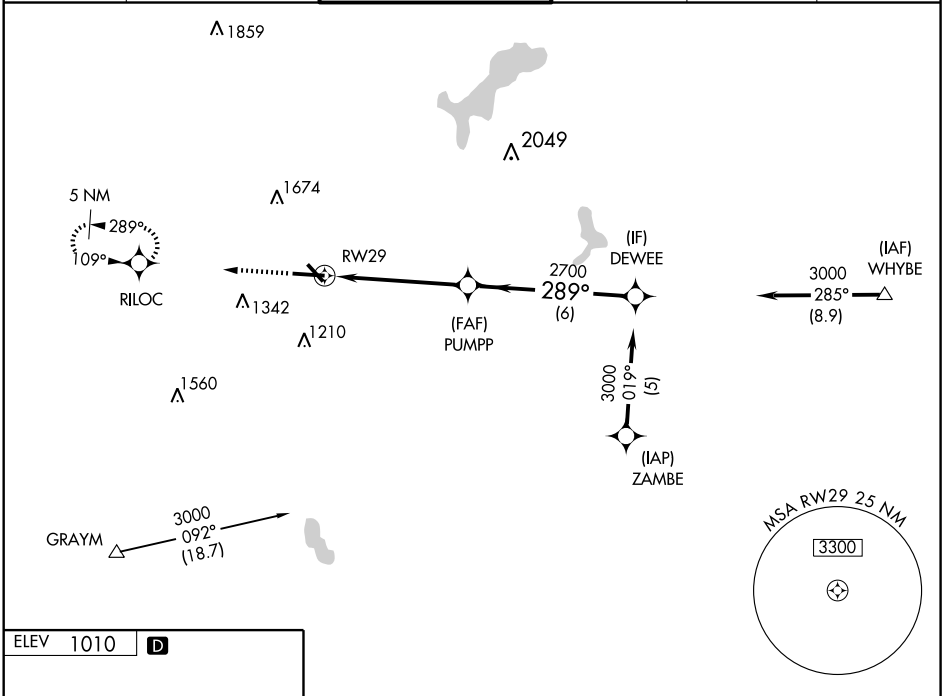
# RNAV (GPS) RWY 29

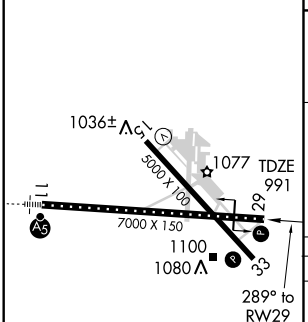
WORCESTER RGNL (ORH)

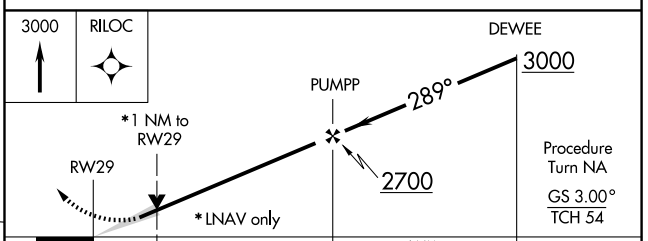
T A W DME/DME RNP -0.3 NA. Baro VNAV NA below -17°C (2°F). If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'. VDP and Baro-VNAV NA when using Laurence G. Hanscom Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1241/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 1361/60 370 (400-1¼) | | | |
| LNAV MDA | 1360/50 369 (400-1) | | | 1360/60 369 (400-1¼) |
| CIRCLING | 1540 - 1¼ 530 (600-1¼) | 1640 - 1¼ 630 (700-1¼) | 1720 - 2 710 (700-2) | 2000 - 3 990 (1000-3) |

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 333° | TDZE | 999 |
| | Apt Elev | 1010 |

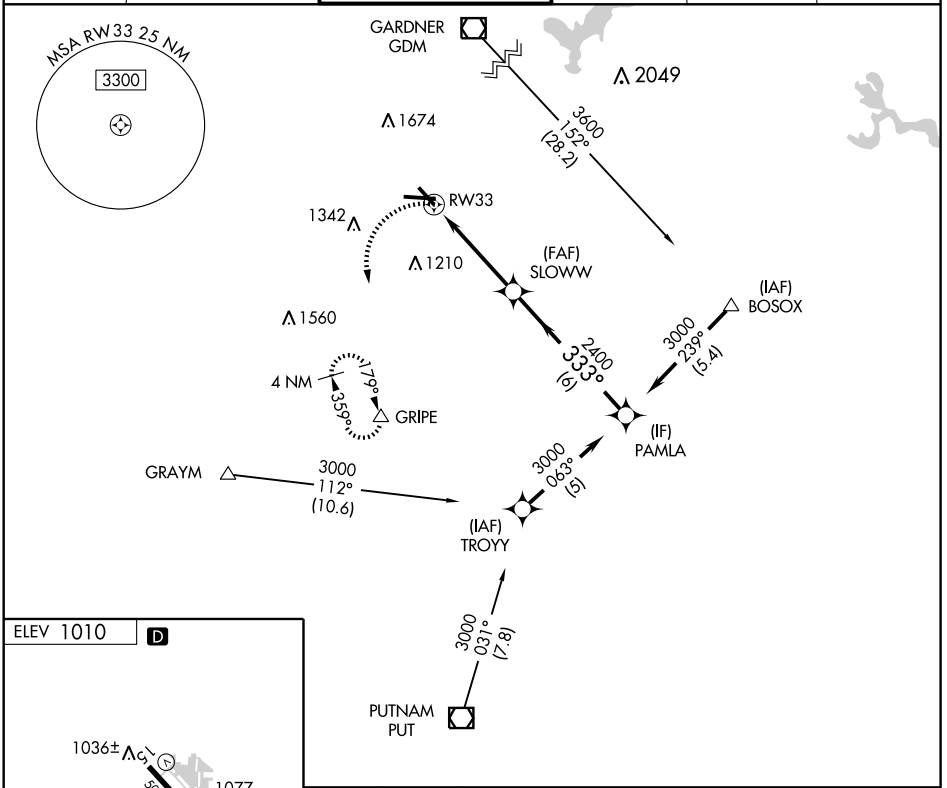
# RNAV (GPS) RWY 33

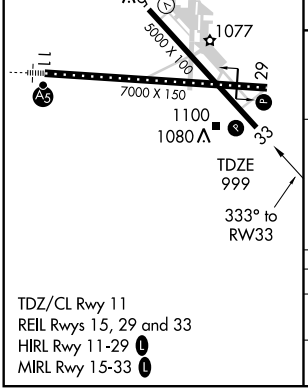
## WORCESTER RGNL (ORH)

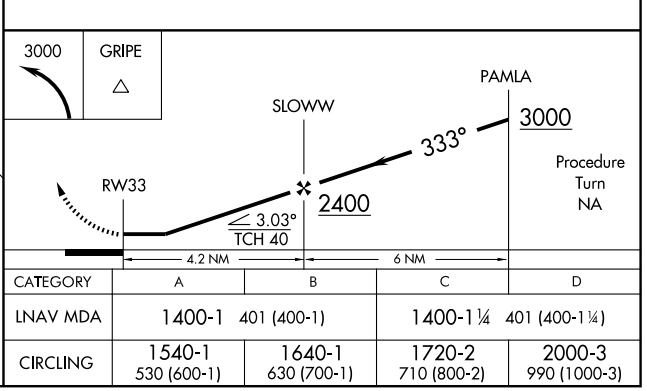
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laurence G Hanscom Field altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat C visibility ¾ mile, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 401 (400-1) | | 1400-1¼ 401 (400-1¼) | |
| CIRCLING | 1540-1 530 (600-1) | 1640-1 630 (700-1) | 1720-2 710 (800-2) | 2000-3 990 (1000-3) |

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT




NOTE: Wilet, Audil, and HNK transitions are high altitude only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
WINDSOR LOCKS, CONNECTICUT
07298
NE-1, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 26 AUG 2010 to 23 SEP 2010

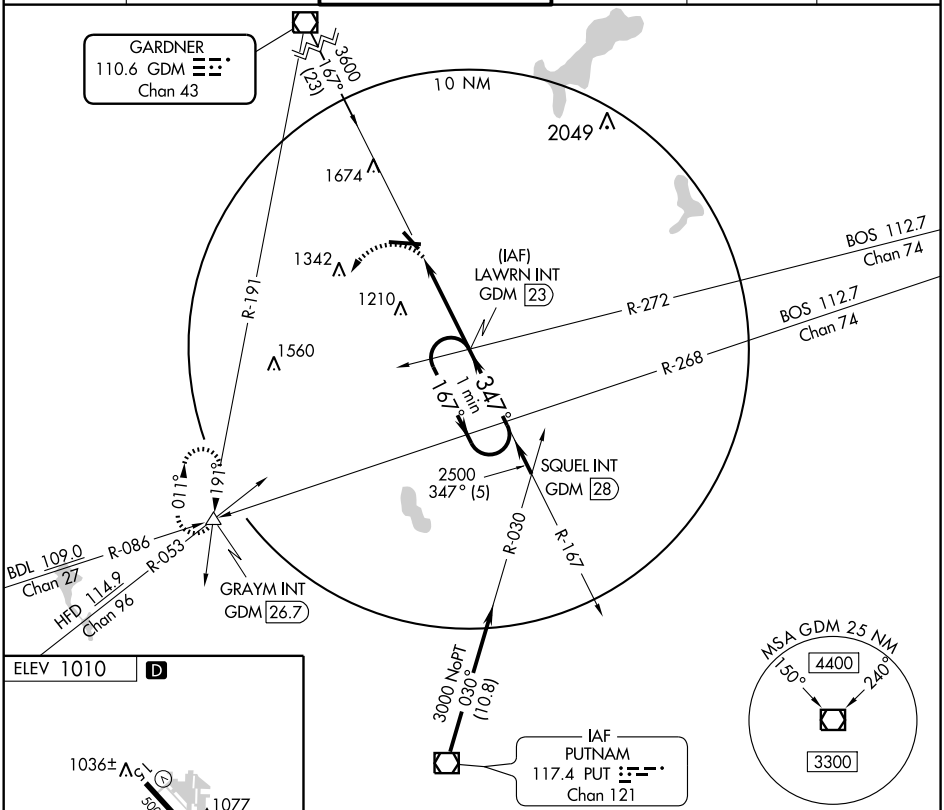
| VORTAC GDM | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.6 | 347° | TDZE | 997 |
| Chan 43 | | Apt Elev | 1010 |

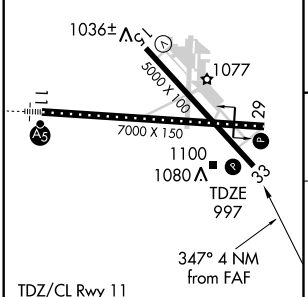
# VOR/DME RWY 33

WORCESTER RGNL (ORH)

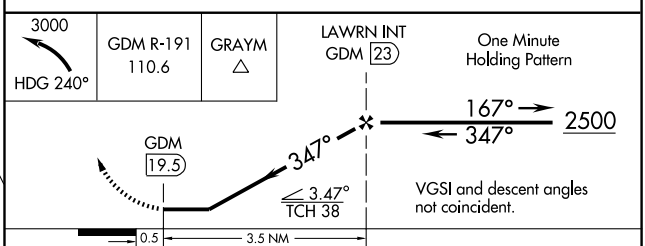
MISSED APPROACH: Climbing left turn to 3000 via heading 240° and GDM R-191 to GRAYM Int/GDM 26.7 DME and hold.

| ATIS | BRADLEY APP CON | WORCESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.55 | 119.0 327.1 | 120.5 (CTAF) L 263.0 | 123.85 | 128.65 | 122.95 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1520-1 | 523 (600-1) | 1520-1½ 523 (600-1½) | 1520-1¾ 523 (600-1¾) |
| CIRCLING | 1540-1 530 (600-1) | 1640-1 630 (700-1) | 1720-2 710 (800-2) | 1960-3 950 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ABINGDON, VA**
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR/DME-B**
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

**ANNAPOLIS, MD**
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

**BALTIMORE, MD**
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
**ILS or LOC Rwy 28[2]**
**VOR Rwy 10[3]**
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
**LOC Rwy 15[2]**
**VOR/DME or TACAN Z Rwy 15[4]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

**BLACKSBURG, VA**
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CHARLOTTESVILLE, VA**
CHARLOTTESVILLE-
ALBEMARLE .. .....**ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3[34]**
**RNAV (GPS) Y Rwy 21[35]**
**RNAV (GPS) Z Rwy 21[3]**
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

**COLLEGE PARK, MD**
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**CULPEPER, VA**
CULPEPER RGNL ..... **LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**VOR-A[2]**
[1]NA when FBO closed.
[2]NA when local weather not available.

**DANVILLE, VA**
DANVILLE RGNL ..... **ILS or LOC Rwy 2**
**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR Rwy 2**
**VOR Rwy 20[1]**
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**DUBLIN, VA**
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**EASTON, MD**

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

**EMPORIA, VA**

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**FARMVILLE, VA**

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

**FELKER AAF (KFAF)**

FORT EUSTIS, VA..... ORIG 08297
**NDB Rwy 14**
**COPTER NDB Rwy 14**
**RNAV (GPS) Rwy 14**
**COPTER RNAV (GPS) Rwy 14**
NA when control tower closed.

**FORT MEADE (ODENTON), MD**

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

**FREDERICK, MD**

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
**RNAV (GPS) Y Rwy 23[1]**
**RNAV (GPS) Z Rwy 23[3]**
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

**GAITHERSBURG, MD**

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**GALAX/HILLSVILLE, VA**

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**GEORGETOWN, DE**

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**HAGERSTOWN, MD**

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**
NA when local weather not available.
[1]NA when control tower closed.

**HOT SPRINGS, VA**

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEESBURG, VA**

LEESBURG EXECUTIVE **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

**LEONARDTOWN, MD**

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**LOUISA, VA**

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

**LYNCHBURG, VA**

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**VOR/DME Rwy 22[4]**
**VOR Rwy 4[3]**
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

**MANASSAS, VA**

MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
**RNAV (GPS) Rwy 16L**
NA when control tower closed.

**MARION/WYTHEVILLE, VA**

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**MARTINSVILLE, VA**

BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

**MELFA, VA**

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**MIDDLETOWN, DE**

SUMMIT ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
**ILS or LOC Rwy 25[1]**
**LOC/DME Rwy 20[12]**
**RNAV (GPS) Rwy 7[2]**
**RNAV (GPS) Rwy 20[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**OCEAN CITY, MD**

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 32[12]**
**VOR-A[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**PETERSBURG, VA**

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**
NA when local weather not available.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
**VOR Rwy 22**
**VOR/DME Rwy 22**
**RNAV (GPS) Rwy 22**
NA when control tower closed.

**RICHLANDS, VA**

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**RICHMOND, VA**

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
**VOR Rwy 16[1]**
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

**ROANOKE, VA**

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
**LDA Rwy 6[2]**
**VOR/NDB Rwy 33[3]**
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SALISBURY, MD**

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
**RNAV (GPS) Rwy 32**
**VOR Rwy 23[1]**
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

**SOUTH HILL, VA**

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**STAUNTON-WAYNESBORO-HARRISONBURG, VA**

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
**NDB Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
[1]ILS, Category D, 700-2.

**SUFFOLK, VA**

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 7**
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**WALLOPS ISLAND, VA**

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**WASHINGTON, DC**

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
**ILS or LOC/DME Rwy 1L[1]**
**ILS or LOC/DME Rwy 12[1]**
**ILS or LOC/DME Rwy 19C[1]**
**ILS or LOC/DME Rwy 19R[1]**
**ILS or LOC Rwy 1R[1]**
**ILS or LOC Rwy 19L[1]**
**RNAV (GPS) Y Rwy 19R[2]**
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
**LDA/DME Rwy 19[2]**
**RNAV (GPS) RWY 33[3]**
**ROSSLYN LDA Rwy 19,** 1100-3
**VOR/DME or GPS Rwy 15[4]**
**VOR/DME or GPS Rwy 19[5]**
**VOR Rwy 1[2]**
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**WEST POINT, VA**

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
**VOR-A**
NA when local weather not available.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**WILMINGTON, DE**

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[2]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 19[2]**
**RNAV (GPS) Rwy 27[2]**
**VOR Rwy 1[23]**
**VOR Rwy 27[3]**
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**WINCHESTER, VA**

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

**WISE,VA**

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
**RNAV (GPS) Rwy 6[12]**
**RNAV (GPS) Rwy 24[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.


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## ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

**RADAR - (E)** 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽ **ELEV 280**

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 1L[1] | | AB | **760**/24 | 500 | (500-½) |
| | | | C | **760**/40 | 500 | (500-¾) |
| | | | D | **760**/50 | 500 | (500-1) |
| | | | E | **760**/60 | 500 | (500-1¼) |
| | 19R[4] | | AB | **780**/24 | 507 | (500-½) |
| | | | CD | **780**/50 | 507 | (500-1) |
| | | | E | **780**/60 | 507 | (500-1¼) |
| | 19L[2] | | ABC | **720**/40 | 440 | (500-¾) |
| | | | DE | **720**/50 | 440 | (500-1) |
| | 1R[1] | | ABC | **760**/40 | 495 | (500-¾) |
| | | | D | **760**/50 | 495 | (500-1) |
| | | | E | **760**/60 | 495 | (500-1¼) |
| CIR[3] | 19L | | A | **720**-1 | 440 | (500-1) |
| | | | B | **740**-1 | 460 | (500-1) |
| | | | C | **740**-1½ | 460 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |
| | 19R | | AB | **780**-1 | 500 | (500-1) |
| | | | C | **780**-1½ | 500 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |
| | 1L, 1R | | AB | **760**-1 | 480 | (500-1) |
| | | | C | **760**-1½ | 480 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

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## DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 11, 10098 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽△ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 32 | 3.0°/34/689 | ABCD | **346**/50 | 280 | (300-1) |
| | 14 | 3.0°/59/1114 | ABCD | **642**-2 | 590 | (600-2) |

When control tower clsd procedure NA.
[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.



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## NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN) ELEV 17

**RADAR - (E)** 119.2x 120.2x 279.525 322.525 335.8 353.55

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 10[2 3] | 3.0°/50/948 | ABCDE | **117**-¼ | 100 | (100-¼) |
| | 28[4] | 3.0°/36/682 | ABCDE | **265**-¾ | 250 | (300-¾) |
| COPTER PAR[1] | 10[2 3] | 3.0°/50/948 | COPTER | **117**-¼ | 100 | (100-¼) |
| | 28[4] | 3.0°/36/682 | COPTER | **265**-¾ | 250 | (300-¾) |
| PAR W/O GS[1] | 28[5] | | ABCDE | **460**-1 | 445 | (500-1) |
| | 10[6] | | ABC | **460**-¾ | 443 | (500-¾) |
| | | | DE | **460**-1 | 443 | (500-1) |
| ASR[1] | 10[7] | | AB | **520**-¾ | 503 | (600-¾) |
| | | | CD | **520**-1 | 503 | (600-1) |
| | | | E | **520**-1¼ | 503 | (600-1¼) |
| | 28[6] | | ABC | **460**-1 | 445 | (500-1) |
| | | | DE | **460**-1¼ | 445 | (500-1¼) |
| CIR ASR[8 9] | 10, 28 | | AB | **520**-1¼ | 503 | (600-1¼) |
| | | | C | **520**-1½ | 503 | (600-1½) |
| | | | DE | **580**-2 | 563 | (600-2) |
| CIR PAR W/O GS[8 9] | 10, 28 | | AB | **520**-1¼ | 503 | (600-1¼) |
| | | | C | **520**-1½ | 503 | (600-1½) |
| | | | DE | **580**-2 | 563 | (600-2) |

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.


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## OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

**RADAR - (E)** 124.825 310.8 328.4 346.4 348.75 352.1 363.1

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[8] | 5R[1] | 3.0°/36/686 | ABCDE | **120**-¼ | 100 | (100-¼) |
| | 23L[1] | 3.0°/42/809 | ABCDE | **122**-¼ | 100 | (100-¼) |
| | 5L | 3.0°/40/753 | ABCDE | **121**-½ | 100 | (100-½) |
| | 23R | 3.0°/44/841 | ABCDE | **121**-½ | 100 | (100-½) |
| | 32L[1] | 3.0°/41/782 | ABCDE | **123**-¼ | 100 | (100-¼) |
| | 14R | 3.0°/38/711 | ABCDE | **272**-1 | 250 | (300-1) |
| PAR | 14R | | ABCDE | **360**-1¼ | 338 | (400-1¼) |
| W/O GS[8] | 5R[2] | | ABCD | **420**-¾ | 400 | (400-¾) |
| | | | E | **420**-1 | 400 | (400-1) |
| | 5L | | ABCD | **420**-1¼ | 399 | (400-1¼) |
| | | | E | **420**-1½ | 399 | (400-1½) |
| | 32L[4] | | ABCDE | **360**-¾ | 337 | (400-¾) |
| | 23L[3] | | ABC | **460**-¾ | 438 | (500-¾) |
| | | | DE | **460**-1 | 438 | (500-1) |
| | 14R | | ABCDE | **300**-1¼ | 278 | (300-1¼) |
| | 23R | | ABC | **460**-1¼ | 439 | (500-1¼) |
| | | | DE | **460**-1½ | 439 | (500-1½) |
| PAR | 32R | | AB | **360**-1¼ | 339 | (400-1¼) |
| SIDESTEP[8] | | | C | **360**-1½ | 339 | (400-1½) |
| | | | DE | **360**-2 | 339 | (400-2) |
| | 14L | | AB | **360**-1¼ | 340 | (400-1¼) |
| | | | C | **360**-1½ | 340 | (400-1½) |
| | | | DE | **360**-2 | 340 | (400-2) |
| | 5L | | ABC | **420**-1½ | 399 | (400-1½) |
| | | | DE | **420**-2 | 399 | (400-2) |
| | 23L | | ABC | **460**-1½ | 438 | (500-1½) |
| | | | DE | **460**-2 | 438 | (500-2) |
| | 23R | | ABC | **460**-1½ | 439 | (500-1½) |
| | | | DE | **460**-2 | 439 | (500-2) |
| PAR W/O | 5L | | AB | **420**-1¼ | 399 | (400-1¼) |
| GS SIDESTEP[8] | | | C | **420**-1½ | 399 | (400-1½) |
| | | | DE | **420**-2 | 399 | (400-2) |
| | 32R | | AB | **360**-1¼ | 339 | (400-1¼) |
| | | | C | **360**-1½ | 339 | (400-1½) |
| | | | DE | **360**-2 | 339 | (400-2) |
| | 14L | | AB | **360**-1¼ | 340 | (400-1¼) |
| | | | C | **360**-1½ | 340 | (400-1½) |
| | | | DE | **360**-2 | 340 | (400-2) |
| | 23L | | AB | **460**-1¼ | 438 | (500-1¼) |
| | | | C | **460**-1½ | 438 | (500-1½) |
| | | | DE | **460**-2 | 438 | (500-2) |
| | 23R | | AB | **460**-1¼ | 439 | (500-1¼) |
| | | | C | **460**-1½ | 439 | (500-1½) |
| | | | DE | **460**-2 | 439 | (500-2) |



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## OCEANA NAS (KNTU), (Continued)

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 5R[5] | | AB | **420**-½ | 400 | (400-½) |
| | | | CD | **420**-¾ | 400 | (400-¾) |
| | | | E | **420**-1 | 400 | (400-1) |
| | 5L | | ABC | **400**-1 | 379 | (400-1) |
| | | | DE | **400**-1¼ | 379 | (400-1¼) |
| | 32L[6] | | AB | **440**-½ | 417 | (500-½) |
| | | | CD | **440**-¾ | 417 | (500-¾) |
| | | | E | **440**-1 | 417 | (500-1) |
| | 23L[7] | | AB | **460**-½ | 438 | (500-½) |
| | | | C | **460**-¾ | 438 | (500-¾) |
| | | | DE | **460**-1 | 438 | (500-1) |
| | 14R | | AB | **460**-1 | 438 | (500-1) |
| | | | C | **460**-1¼ | 438 | (500-1¼) |
| | | | DE | **460**-1½ | 438 | (500-1½) |
| | 14L | | AB | **460**-1 | 440 | (500-1) |
| | | | C | **460**-1¼ | 440 | (500-1¼) |
| | | | DE | **460**-1½ | 440 | (500-1½) |
| | 23R | | AB | **460**-1 | 439 | (500-1) |
| | | | C | **460**-1¼ | 439 | (500-1¼) |
| | | | DE | **460**-1½ | 439 | (500-1½) |
| | 32R | | AB | **440**-1 | 419 | (500-1) |
| | | | CD | **440**-1¼ | 419 | (500-1¼) |
| | | | E | **440**-1½ | 419 | (500-1½) |
| CIR | All Rwy | | AB | **480**-1 | 457 | (500-1) |
| ASR | | | C | **480**-1½ | 457 | (500-1½) |
| | | | D | **580**-2 | 557 | (600-2) |
| | | | E | **620**-2 | 597 | (600-2) |
| CIR | All Rwy | | ABC | **480**-1¾ | 457 | (500-1¾) |
| PAR | | | D | **580**-2 | 557 | (600-2) |
| | | | E | **620**-2¼ | 597 | (600-2¼) |
| CIR | All Rwy | | AB | **480**-1¼ | 457 | (500-1¼) |
| PAR W/O GS | | | C | **480**-1½ | 457 | (500-1½) |
| | | | D | **580**-2 | 558 | (600-2) |
| | | | E | **620**-2 | 598 | (600-2) |

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.



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## PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

**RADAR - (E)** 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 6[2] | 3.0°/46/971 | ABCDE | **139**-¼ | 100 | (100-¼) |
| | 24 | 3.0°/43/805 | ABCDE | **120**-½ | 100 | (100-½) |
| | 14 | 3.0°/37/735 | ABCDE | **127**-½ | 100 | (100-½) |
| | 32 | 3.0°/48/892 | ABCDE | **268**-1 | 250 | (300-1) |
| PAR W/O GS | 6[4] | | ABCD | **360**-½ | 321 | (400-½) |
| | | | E | **360**-¾ | 321 | (400-¾) |
| | 14 | | ABCDE | **340**-1¼ | 313 | (400-1¼) |
| | 24 | | ABCDE | **320**-1¼ | 300 | (400-1¼) |
| | 32 | | ABCDE | **340**-1¼ | 322 | (400-1¼) |
| ASR | 14 | | ABC | **380**-1 | 353 | (400-1) |
| | | | DE | **380**-1¼ | 353 | (400-1¼) |
| | 32 | | ABC | **400**-1 | 382 | (400-1) |
| | | | DE | **400**-1¼ | 382 | (400-1¼) |
| | 6[3] | | AB | **500**-½ | 461 | (500-½) |
| | | | C | **500**-¾ | 461 | (500-¾) |
| | | | D | **500**-1 | 461 | (500-1) |
| | | | E | **500**-1¼ | 461 | (500-1¼) |
| | 24 | | AB | **440**-1 | 420 | (500-1) |
| | | | CD | **440**-1¼ | 420 | (500-1¼) |
| | | | E | **440**-1½ | 420 | (500-1½) |
| CIR[5] | 6-24, 14-32 | | A | **540**-1 | 501 | (600-1) |
| | | | B | **560**-1 | 521 | (600-1) |
| | | | C | **560**-1½ | 521 | (600-1½) |
| | | | D | **600**-2 | 561 | (600-2) |
| | | | E | **640**-2¼ | 601 | (700-2¼) |

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.


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## QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15 T

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[23] | 2 | 3.0°/35/670 | ABCD | **262**-1 | 252 | (300-1) |
| PAR W/O GS[2] | 2 | | ABCD | **400**-1¼ | 390 | (400-1¼) |
| ASR[2] | 2 | | AB | **560**-1 | 550 | (600-1) |
| | | | C | **560**-1½ | 550 | (600-1½) |
| | | | D | **560**-1¾ | 550 | (600-1¾) |
| CIR PAR or PAR W/O GS[4] | 2 | | A | **500**-1¼ | 490 | (500-1¼) |
| | | | B | **540**-1¼ | 530 | (600-1¼) |
| | | | C | **540**-1½ | 530 | (600-1½) |
| | | | D | **700**-2¼ | 690 | (700-2¼) |
| CIR[4] | 2 | | AB | **560**-1 | 550 | (600-1) |
| | | | C | **560**-1½ | 550 | (600-1½) |
| | | | D | **700**-2¼ | 690 | (700-2¼) |

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

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INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ABINGDON, VA**

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

**ANDREWS AFB/NAF (KADW)**

CAMP SPRINGS, MD. . . . . 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ANNAPOLIS, MD**

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course.

**Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

## BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

## BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

## BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

### BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039° to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

### BRIDGEWATER, VA

BRIDGEWATER AIRPARK ( VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

### BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

### CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

### CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA . . . . . 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

### CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

### CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

### CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

### CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

### CLINTON, MD
WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)
NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

### COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

### CRISFIELD, MD
CRISFIELD MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

### CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.
NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

### CUMBERLAND, MD
GREATER CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.
DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

### DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.
NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

### DAVISON AAF (KDAA)
FORT BELVOIR, VA
. . . . . .Rwy 32, 300-1*
* Or standard with minimum climb of 380/NM to 500.
TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

### DOVER AFB (KDOV)
DOVER, DE . . . . . 09155
TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

### DOVER/CHESWOLD, DE
DELAWARE AIRPARK
NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

**DUBLIN, VA**

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

**EASTON, MD**

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

**ELKTON, MD**

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

**EMPORIA, VA**

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

**FARMVILLE, VA**

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

**FELKER AAF (KFAF),**

FORT EUSTIS, VA . . . . . 08297

**Rwy 14, 32** standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

**FORT MEADE (ODENTON), MD**

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

### FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

### FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

### FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

### FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

### FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

### GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

### GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

### GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

### GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

### HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

### HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

### INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

## JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

## LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

## LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

## LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

## LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.

NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

## LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

## LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

## LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

## MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.


26 AUG 2010 to 23 SEP 2010

**MARTINSVILLE, VA**

BLUE RIDGE (MTV)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

**MELFA, VA**

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

**MIDDLETOWN, DE**

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

**MITCHELLVILLE, MD**

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

**MONETA, VA**

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

**NORFOLK, VA**

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

26 AUG 2010 to 23 SEP 2010

## NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

## NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

## NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA . . . . . 08269

**Rwy 28:** 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

### OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

### OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

### OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. . . . . 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

### ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

### PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD . . . . . 09267
**Rwy 6,** Obstacle identification surface begins 15' above DER.
**Rwy 14,** Obstacle identification surface begins 35' above DER.
**Rwy 20,** Obstacle identification surface begins 20' above DER.
**Rwy 24,** Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

### PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

### PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

### QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA . . . . . 09295
Diverse departures not authorized.
**Rwy 2**, 400-2½*
**Rwy 20,** 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

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**QUINTON, VA**

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

**RICHLANDS, VA**

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

**RICHMOND, VA**

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

**RICHMOND, VA (CON'T)**

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

**RIDGELY, MD**

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

### ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

### SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

### SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

### SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

### SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

### STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

### STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

### STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

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## SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

## TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

## TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

## WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

## WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

## WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

## WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

**Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

**Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

**WEST POINT, VA**

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

**WILLIAMSBURG, VA**

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**WILMINGTON, DE**

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

**WINCHESTER, VA**

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

**WISE, VA**

LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
**Rwy 24,** climb on heading 247° to 4900 before proceeding on course.

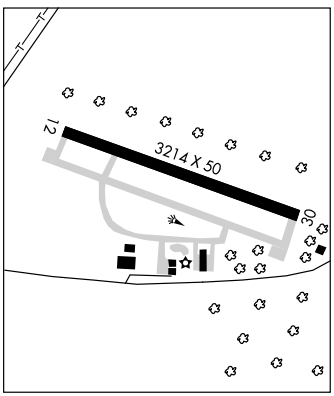
NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

**PHILLIPS AAF** (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
**RWY 04–22:** H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
**RWY 22:** ODALS. PVASI(PSIL).
**RWY 17–35:** H5004X149 (ASPH) PCN 10 F/C/W/T
**RWY 08–26:** H4849X149 (ASPH) PCN 11 F/B/W/T
**MILITARY SERVICE: LGT** HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
**MILITARY REMARKS:** Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
**COMMUNICATIONS: ATIS** 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
**TOWER** 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
**AIRSPACE: CLASS D** svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**(T) VORW/DME** 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
**ABERDEEN NDB (MHW)** 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

**PIER 7** (See BALTIMORE)

**POTOMAC AIRFIELD** (See FRIENDLY)

**RIDGELY AIRPARK** (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
**RWY 12–30:** H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
**RWY 12:** REIL. Trees. **RWY 30:** REIL. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2130Z‡. Hang glider ops on and invof arpt. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.225 (410) 634–1072.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**POTOMAC APP/DEP CON** 124.55
**DOVER APP/DEP CON** 132.425 (RNAV/GPS Rwy 30)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.




**ST. MARY'S COUNTY RGNL** (See LEONARDTOWN)

# NDB RWY 22

| NDB APG | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 349 | 226° | 7997 | 46 | 57 |

AL-555 [USA]

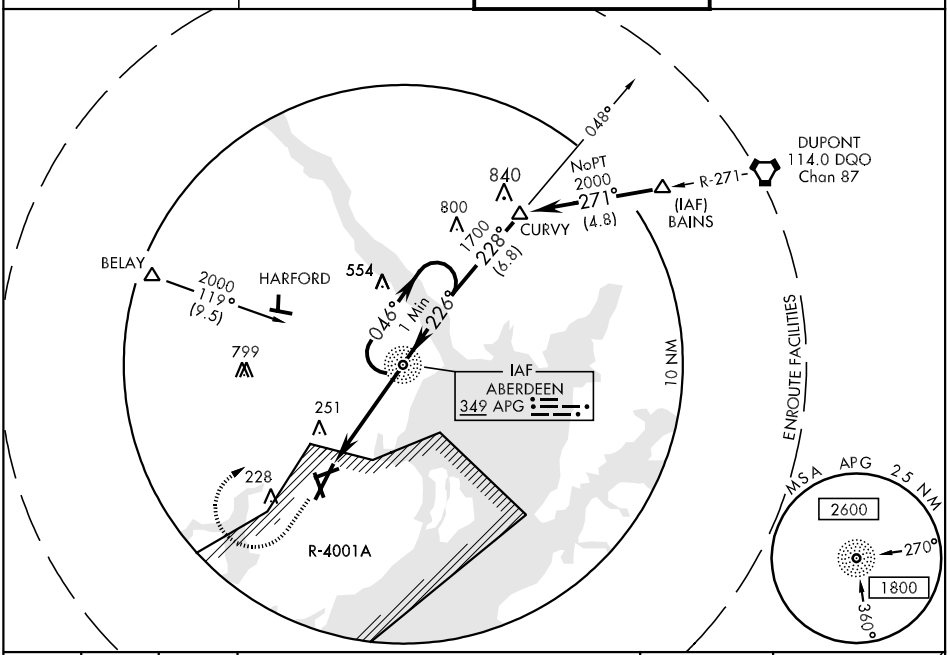
PHILLIPS AAF (APG)

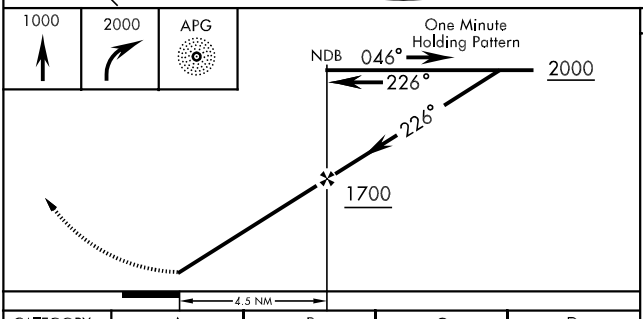
* When local altimeter setting not received, use BALTIMORE altimeter setting.

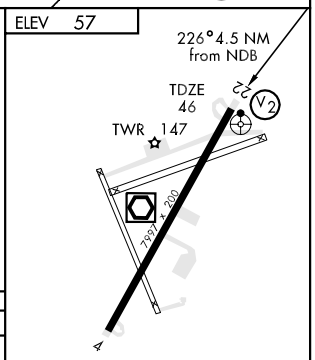
ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct to APG NDB and hold.

| ATIS ★ | POTOMAC APP CON | PHILLIPS TOWER ★ | GND CON |
|---|---|---|---|
| 108.4 | 126.75 307.9 | 126.15 229.6 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 560-¾<br>514(600-¾) | | 560-1¼<br>514(600-1¼) | 560-1½<br>514(600-1½) |
| CIRCLING | 560-1<br>502(600-1) | | 600-1½<br>542(600-1½) | 680-2<br>622(700-2) |
| * BALTIMORE ALTIMETER SETTING MINIMUMS | | | | |
| S-22 | 640-¾<br>594(600-¾) | | 640-1¼<br>594(600-1¼) | 640-1½<br>594(600-1½) |
| CIRCLING | 640-1<br>582(600-1) | | 680-1¾<br>622(700-1¾) | 760-2¼<br>702(800-2¼) |

HIRL Rwy 4-22

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 22

| APCH CRS | Rwy Idg | 7997 |
|---|---|---|
| 218° | TDZE | 45 |
| | Arpt Elev | 57 |

AL-555 [USA]

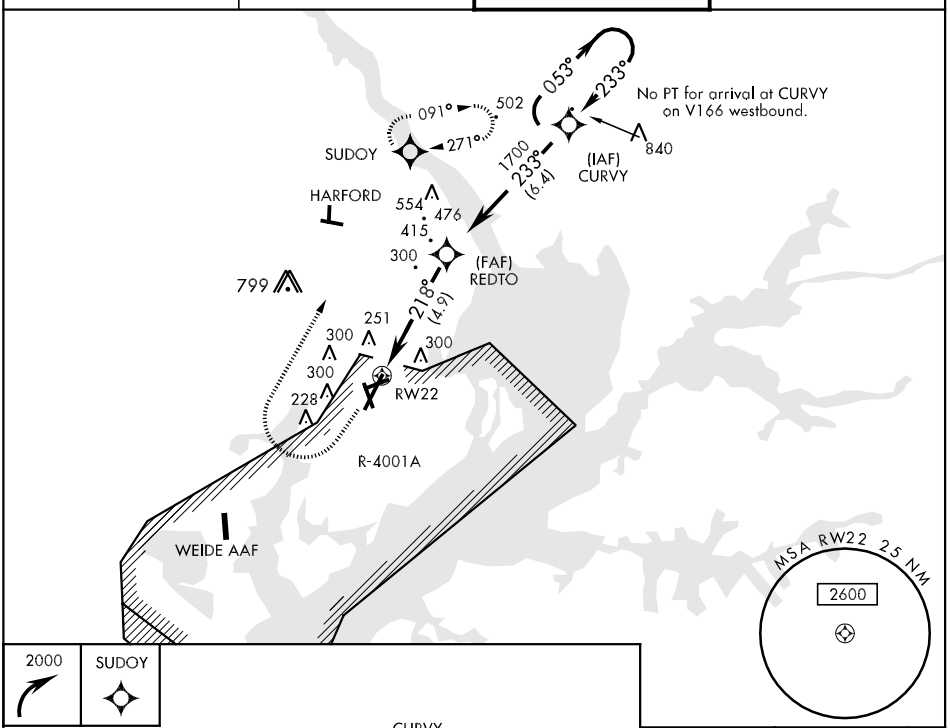
PHILLIPS AAF (APG)

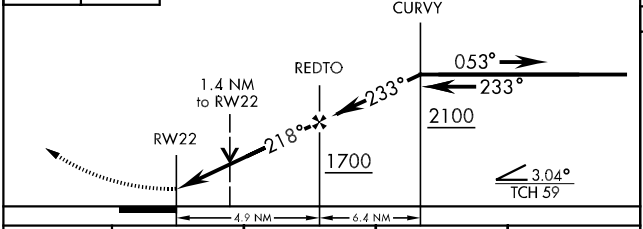
*For inoperative ODALS, increase LNAV all CATS visibility ¼ mile.
**When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.
DME/DME RNP-.3 NA

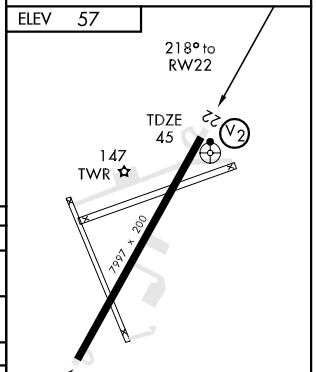
ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUDOY and hold.

| ATIS ★ | POTOMAC APP CON | PHILLIPS TOWER ★ | GND CON |
|---|---|---|---|
| 108.4 | 126.75 307.9 | 126.15 229.6 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 560- ¾<br>515(600-¾) | | 560-1¼<br>515(600-1¼) | 560-1½<br>515(600-1½) |
| CIRCLING | 560-1<br>503(600-1) | | 560-1½<br>503(600-1½) | 620-2<br>563(600-2) |
| ** BALTIMORE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA* | 640- ¾<br>595(600- ¾) | | 640-1¼<br>595(600-1¼) | 640-1½<br>595(600-1½) |
| CIRCLING | 640-1<br>583(600-1) | | 640-1½<br>583(600-1½) | 640-2<br>583(600-2) |

HIRL Rwy 4-22



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 22

| VOR/DME PPM 108.4 Chan 21 | APCH CRS 226° | Rwy ldg 7997 TDZE 46 Arpt Elev 57 |
|---|---|---|

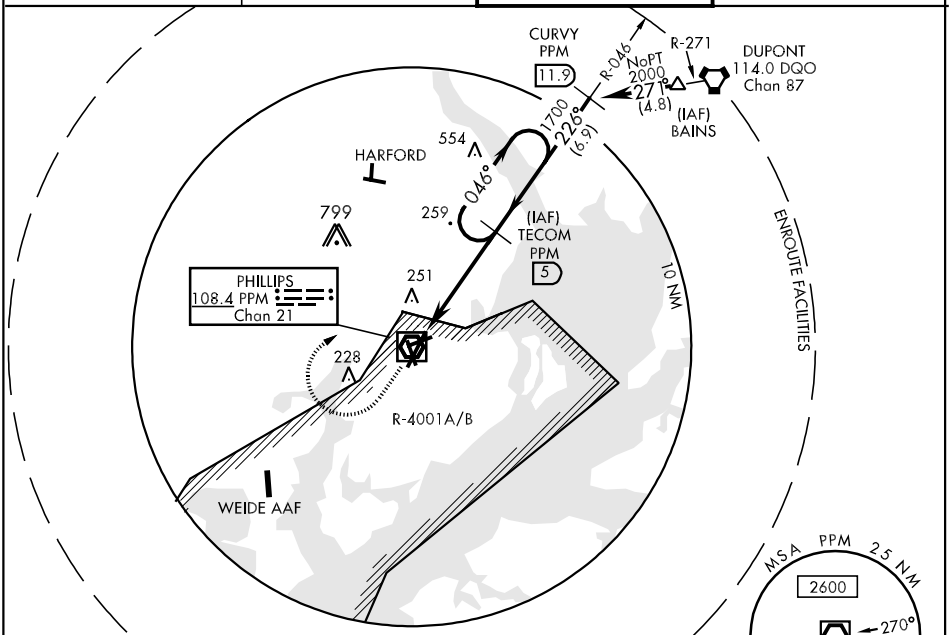
AL-555 [USA] PHILLIPS AAF (APG)

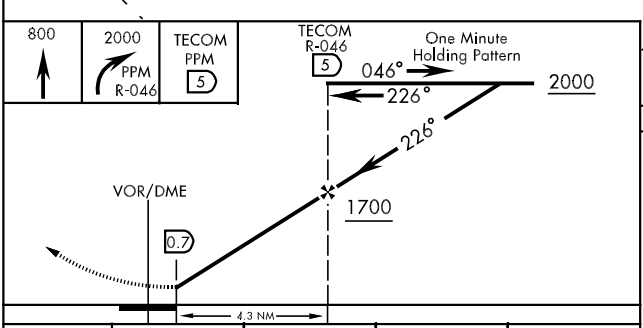
* When local altimeter setting not received use Baltimore altimeter setting.

ODALS

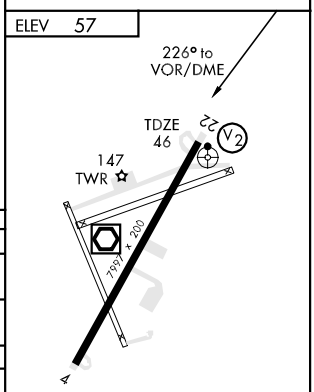
MISSED APPROACH: Climb to 800, then climbing right to 2000 via PPM R-046 to TECOM/5 DME and hold.

| ATIS ★ | POTOMAC APP CON | PHILLIPS TOWER ★ | GND CON |
|---|---|---|---|
| 108.4 | 126.75 307.9 | 126.15 229.6 | 121.9 |




ELEV 57




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 500-1 454(500-1) | | 500-1¼ 454(500-1¼) | 500-1½ 454(500-1½) |
| CIRCLING | 520-1 462-(500-1) | 560-1 502(600-1) | 600-1½ 542(600-1½) | 680-2 622(700-2) |
| * BALTIMORE ALTIMETER SETTING MINIMUMS | | | | |
| S-22 | 580-1 534(600-1) | | 580-1½ 534(600-1½) | 580-1¾ 534(600-1¾) |
| CIRCLING | 580-1 522(600-1) | 640-1 582(600-1) | 680-1¾ 622(700-1¾) | 760-2¼ 702(800-2¼) |

HIRL Rwy 4-22



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# VOR RWY 22

| VOR/DME PPM 108.4 Chan 21 | APCH CRS 225° | Rwy ldg 7997 TDZE 45 Arpt Elev 57 |
|---|---|---|

AL-555 [USA]

PHILLIPS AAF (APG)

* For inoperative ODALS, increase S-22 all CATs vis ¼ mile.
** When local altimeter setting not received, use Baltimore altimeter setting.
VDP NA with Baltimore altimeter setting.

ODALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct APG NDB and hold.

| ATIS ★ | POTOMAC APP CON | PHILLIPS TOWER ★ | GND CON |
|---|---|---|---|
| 108.4 | 126.75 307.9 | 126.15 229.6 | 121.9 |

FAC crosses Rwy center line extended 2,707' from THLD.

Procedure N/A for arrivals at CURVY via V166 eastbound.

(IAF) CURVY 2000 No PT

1700 228° (6.8)

2000 119° (9.5) BELAY

HARFORD

Descend to 2000 in APG NDB holding pattern prior to proceeding inbound.

046° 226°

IAF ABERDEEN 349 APG

225°

ADF REQUIRED

R-4001A

PHILLIPS 108.4 PPM Chan 21

WEIDE AAF

10 NM

MSA PPM 2.5 NM
2600
270°
1800
360°

1000 2000 APG

NDB 046° 226° 2000

VOR/DME PPM 2.1

225° 226°

1700

3.38°
TCH 59

VGSI and descent angles not coincident.

4.5 NM

ELEV 57

225° to VOR/DME

TDZE 45

22

147 TWR ★

7997 x 200

HIRL Rwy 4-22

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 * | 560- ¾<br>515(600-¾) | | 560-1¼<br>515(600-1¼) | 560-1½<br>515(600-1½) |
| CIRCLING | 560-1<br>503(600-1) | | 560-1½<br>503(600-1½) | 620-2<br>563(600-2) |
| ** BALTIMORE ALTIMETER SETTING MINIMUMS | | | | |
| S-22 * | 640- ¾<br>595(600- ¾) | | 640-1¼<br>595(600-1¼) | 640-1½<br>595(600-1½) |
| CIRCLING | 640-1<br>583(600-1) | | 640-1½<br>583(600-1½) | 640-2<br>583(600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

CONTINUED FROM PRECEDING PAGE

**AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter Navy ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

**COMMUNICATIONS: D–ATIS** 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

**TOWER** 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

**ANDREWS COMD POST** 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADW.

**(L) VORTACW** 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

**KIRBE NDB (LOM)** 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

**ILS** 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

**ILS** 110.5 I–VJM Rwy 01R.

**ILS** 110.5 I–GQZ Rwy 19L.

**ILS** 111.5 I–MXK Rwy 19R.

**ASR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima. Surveillance apch avbl for all rwys and are only authorized between 1300–0100Z‡.

## ANNAPOLIS

### LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′

WASHINGTON COPTER

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

L–29E, 34F, 36I, A

**RWY 12–30:** H2500X48 (ASPH) LIRL

IAP

**RWY 12:** APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees.

**RWY 30:** APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

**AIRPORT REMARKS:** Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. Twy clsd north of Rwy 30 adjacent to PAPI indef. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

**COMMUNICATIONS: CTAF** 122.9

**POTOMAC APP/DEP CON** 119.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

### ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA.

WASHINGTON COPTER L–29E, 34F, 36I, A

**NDB (MHW)** 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

### BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI.

WASHINGTON COPTER H–10H, L–29E, 34F, 36I, A

**(L) VORTAC** 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W. DME unusable 154° byd 15 NM, 300°–349° byd 35 NM.

**RCO** 122.2 122.1R 115.1T (LEESBURG RADIO)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 298° | TDZE | N/A |
| | Apt Elev | 34 |

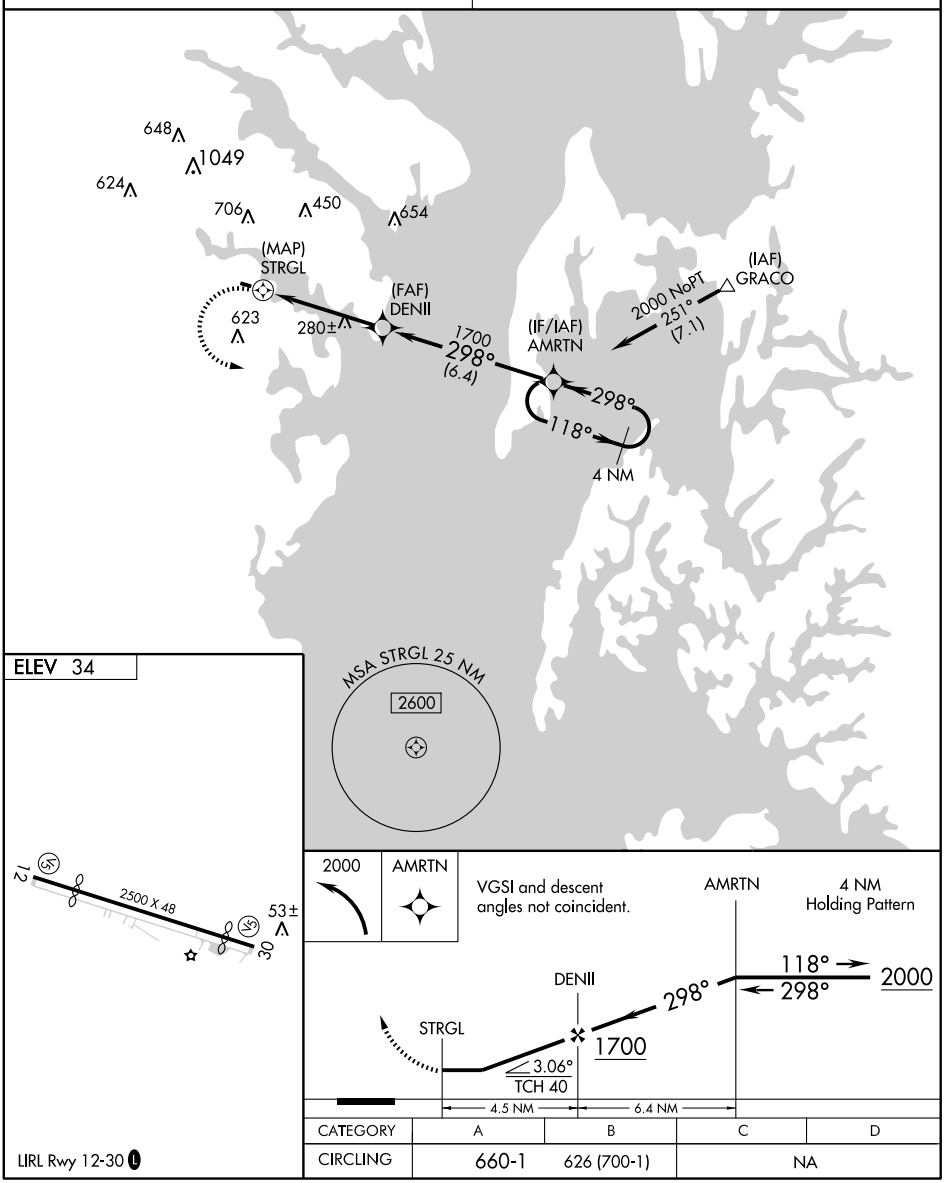
# RNAV (GPS)-A

ANNAPOLIS / LEE (ANP)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

| POTOMAC APP CON | CTAF |
|---|---|
| 119.7 290.475 | L 122.9 |

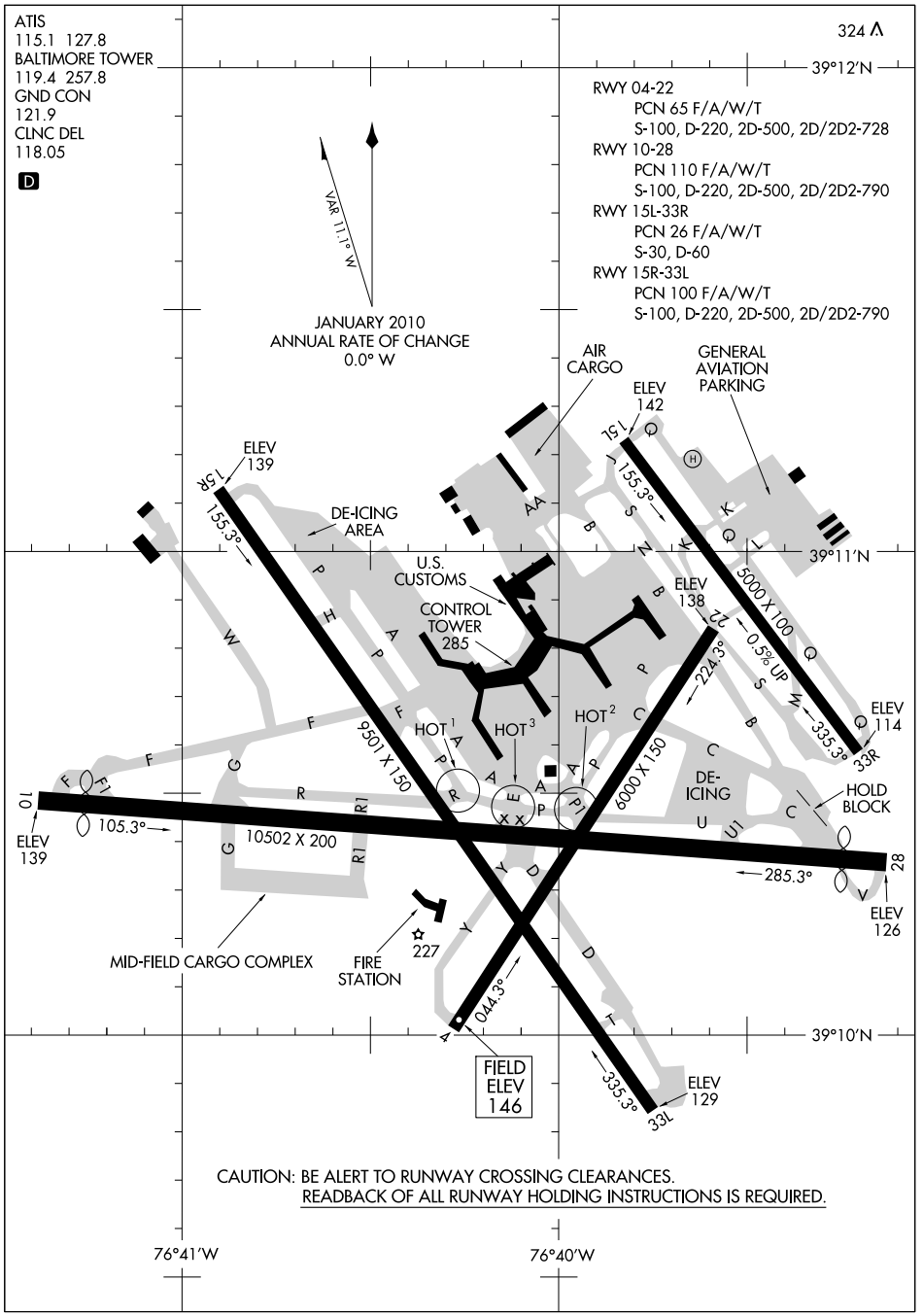



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 | 626 (700-1) | NA | |

LIRL Rwy 12-30 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010





NE-3, 26 AUG 2010 to 23 SEP 2010

## BALTIMORE

### BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) 9 S UTC−5(−4DT)

WASHINGTON

N39°10.52′ W76°40.10′

COPTER

146 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D

H–10H, 12I, L–29E, 34F, 36I, A

NOTAM FILE BWI

IAP, AD

**RWY 10–28:** H10502X200 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 110 F/A/W/T HIRL CL

**RWY 10:** ALSF2. TDZL. Thld dsplcd 550′. Tree.

**RWY 28:** MALSR. VASI(V4L)—GA 3.0°TCH 60′. Thld dsplcd 500′. Tree.

**RWY 15R–33L:** H9501X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–790 PCN 100 F/A/W/T HIRL CL

**RWY 15R:** MALSR. Antenna.

**RWY 33L:** MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 55′. Tower.

**RWY 04–22:** H6000X150 (ASPH–GRVD) S–100, D–220, 2D–500, 2D/2D2–728 PCN 65 F/A/W/T HIRL

**RWY 04:** REIL. VASI(V4L)—GA 3.0° TCH 49′. Tree.

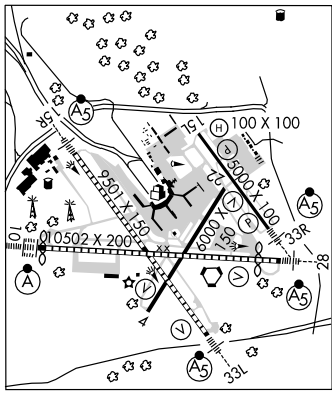
**RWY 22:** REIL. VASI(V4L)—GA 3.0° TCH 47′. Pole.

**RWY 15L–33R:** H5000X100 (ASPH–GRVD) S–30 D–60 PCN 26 F/A/W/T HIRL

0.5% up NW

**RWY 15L:** REIL. PAPI(P4L)—GA 3.0° TCH 47′. Pole.

**RWY 33R:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Tree.




**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 04:** | TORA–6000 | TODA–6000 | ASDA–6000 | LDA–6000 |
| **RWY 10:** | TORA–10502 | TODA–11202 | ASDA–10502 | LDA–9952 |
| **RWY 15L:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 15R:** | TORA–9501 | TODA–9501 | ASDA–9501 | LDA–9501 |
| **RWY 22:** | TORA–6000 | TODA–6000 | ASDA–6000 | LDA–6000 |
| **RWY 28:** | TORA–10502 | TODA–10502 | ASDA–10502 | LDA–10002 |
| **RWY 33L:** | TORA–9501 | TODA–9501 | ASDA–9501 | LDA–9501 |
| **RWY 33R:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |

**AIRPORT REMARKS:** Attended continuously. Rwy 04–22 CLOSED exc for taxi. Rwy 04–22 restrictions apply except for excessive crosswinds; emergencies; or non-availability of other rwys. Deer and birds occasionally on and invof arpt. Major construction on arpt daily. Acft movement and parking areas subject to short notice change/closure. For current information phone BWI ops center 410–859–7018. Noise abatement procedures in effect–restriction for Rwy 15L–33R except for emergencies or mercy flights, ctc arpt management for information. Practice landings and approaches by turbo–powered aircraft prohibited 0300–1100Z‡. Practice landings and takeoffs by B–747 acft prohibited Rwy 15R–33L. Rwy 04–22, Rwy 10–28, Rwy 15L–33R, pavement cond is fair with numerous cracks on all surfaces. No apron parking for unscheduled air carriers. General aviation acft ctc UNICOM prior to arriving at General Aviation ramp for security purposes. Acft parked at gates D–15, 16 encroach Rwy 04–22 7:1 to height of 58 ft. Rwy 15L touchdown rwy visual range avbl. Rwy 33R touchdown rwy visual range avbl. Taxiing prohibited between Gate C16 and adjacent building structure SW of Pier C. Taxi lanes A–1 and H, rstd to Group III acft with max wingspan of 118′. Twy A is restricted to Group IV acft, wingspan 171′ or less. Twy P between Twy P1 and Twy C rstd to wingspans of 171′ or less. Twy S, south of Rwy 22, restricted to acft 60000 lbs and less. Twy E clsd and barricaded between Rwy 10–28 and Twy P indef. Rwy 15L–33R restricted to acft producing less than 90 decibels except for emergencies. Continuous mowing ops adjacent all rwys and twys–Apr through Nov. Distracting lgts (golf driving range) rgt side extended centerline Rwy 33L from apch end rwy to ¼ mile final. Acft on visual apchs expect to maintain 3000 ft until 10 DME from BWI; departure acft should expect turns based on Baltimore DME. Rwy 15R de–ice pad, positions 1, 2 and 3 restricted to acft with wingspan of 135′ or less, position 4 restricted to acft with wingspan of 156′ or less, and position 5 restricted to acft with wingspan 214′ or less. Rwy 28 de–ice pad lane 1 rstd to acft with wingspan 171′ or less, lane 2 rstd to acft with wingspan 135′ or less, lane 3 is used by large acft maximum wingspan 215′ and when in use–lanes 2 and 4 are unavbl. Lanes 4,5 and 6 are rstd to acft wingspan 135′ or less. Concourse A – alternate de–icing area is rstd to B737–800 size aircraft with winglets or smaller on spots 6, 7A, and 8A. B737–700 size aircraft with winglets or smaller are rstd to spots 7B and 8B. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (410) 691–1278. TDWR.

**COMMUNICATIONS: D–ATIS** 115.1 127.8 **UNICOM** 122.95

**BALTIMORE RCO** 122.2 122.1R 115.1T (LEESBURG RADIO)

Ⓡ **POTOMAC APP CON** 119.0 (020°–100°) 124.55 (101°–130°) 119.7 (131°–180°) 128.7 (181°–019°) 126.75

**POTOMAC DEP CON** 126.75

**BALTIMORE TOWER** 119.4 **GND CON** 121.9 **CLNC DEL** 118.05

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.

**(L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ at fld. 140/11W.
TACAN unusable 300°–349° byd 35 NM
DME unusable 133°–155° byd 36 NM
VORTAC unusable 133°–155° byd 20 NM blo 10,000′.

**ELLICOTT NDB (MHW)** 371 FND N39°17.24′ W76°46.62′ 154° 8.4 NM to fld.
Unusable 140°–320° byd 12 NM blo 10,500′.

**ILS** 109.7 I–BAL Rwy 10. Class IIIE.

**ILS** 111.95 I–UQC Rwy 15L. Class IA

**ILS** 111.7 I–FND Rwy 15R. Class IA.

**ILS** 109.7 I–OEH Rwy 28. Class IA.

**ILS** 111.7 I–RUX Rwy 33L. Class IB.

**ILS** 111.95 I–BWI Rwy 33R. Class IB. Coupled apchs not authorized blo 700′ MSL. GS unusable 1.2 NM inbound blo 553′.

**HELIPAD H1:** H100X100 (ASPH)

**HELIPORT REMARKS:** H1 helipad located NE of Twy 'Q' on general aviation apron.

**ESSEX SKYPARK** (W48) 3 SE UTC−5(−4DT) N39°15.75′ W76°25.93′ **WASHINGTON COPTER**

15 B NOTAM FILE DCA

**RWY 16–34:** H2084X30 (ASPH) LIRL

**RWY 16:** APAP(PNIL)—GA 4.5° TCH 19′. Thld dsplcd 185′. Trees. Road.

**RWY 34:** APAP(PNIR)—GA 4.5° TCH 20′.

**AIRPORT REMARKS:** Unattended. No touch and go ldgs. No helicopter ops. ACTIVATE LIRL Rwy 16–34–CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

00

**WATERWAY 16–34:** 3000X300 (WATER)

| LOC I-BAL | APP CRS | Rwy Idg | 9952 |
|---|---|---|---|
| 109.7 | 105° | TDZE | 143 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS or LOC RWY 10

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

RADAR REQUIRED

117.9 EMI Chan 126 R-127 R-025 1549 ENSUE EMI 23.1 113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX 117.9 EMI Ch 126 307° R-025 127° R-127 ENSUE EMI 23.1 113.7 OTT Ch 84

1504 670 731 961 685 604 281± 340 281 245± 242± 741

BAL R-286 285° 1500 105° (6.1) (IF) COLUM BAL 11.4 RADAR 555 JEANS BAL 5.3 RADAR MM IM 290 372 560 591 533

LOCALIZER 109.7 I-BAL

BALTIMORE 115.1 BAL Chan 98

105° 285° R-105 HURTZ BAL 12.1 RADAR

10 NM

MSA BAL 25 NM 2600 090° 2100 360°

1049

ELEV 146 D

289± 260 256± 170 262 167 285 162 227 189 250

9501 X 150 10502 X 200 8000 X 100 0.5% UP 7SR 7SL 15R 33R 28 33L

TDZE 143

105° 4.1 NM from FAF

COLUM BAL 11.4 RADAR JEANS BAL 5.3 RADAR 2000 1500 105° MM IM GS 3.00° TCH 55 1500 6.1 NM 3.6 NM 0.3 NM 0.2

2500 BAL R-105 115.1 HURTZ BAL 12.1 RADAR

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 343/18 200 (200-½) | | | |
| S-LOC 10 | 580/24 437 (500-½) | | 580/40 437 (500-¾) | 580/50 437 (500-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-UQC | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.95 | 155° | TDZE | 142 |
| | | Apt Elev | 146 |

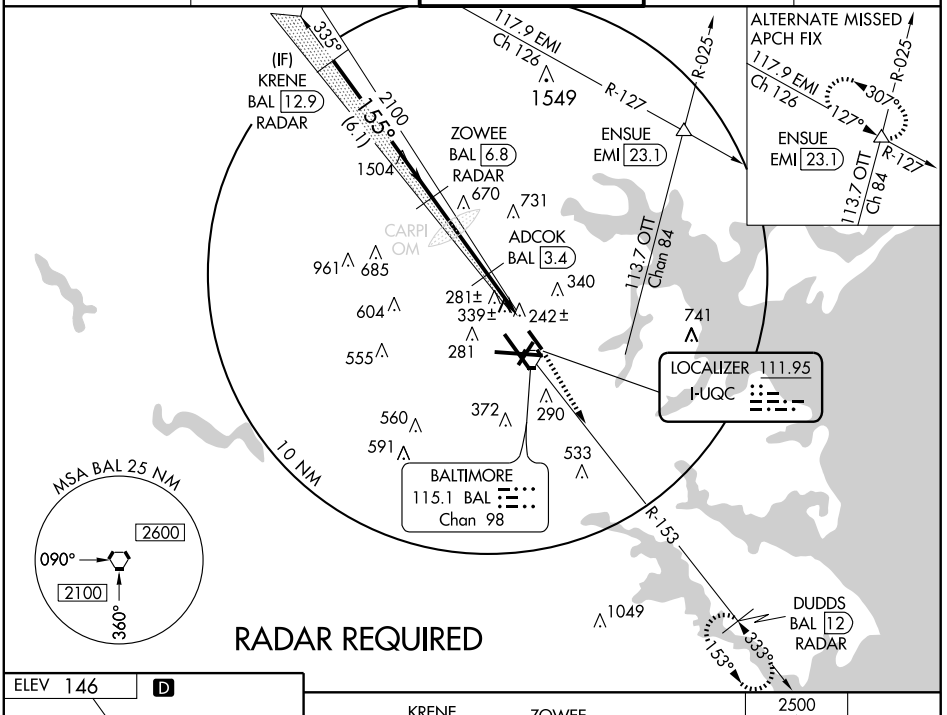
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

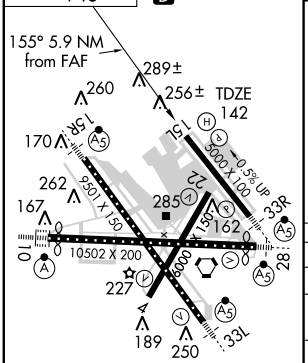
# ILS or LOC RWY 15L

▼ DME Required.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via heading 155° and BAL R-153 to DUDDS/BAL 12 DME/RADAR and hold.

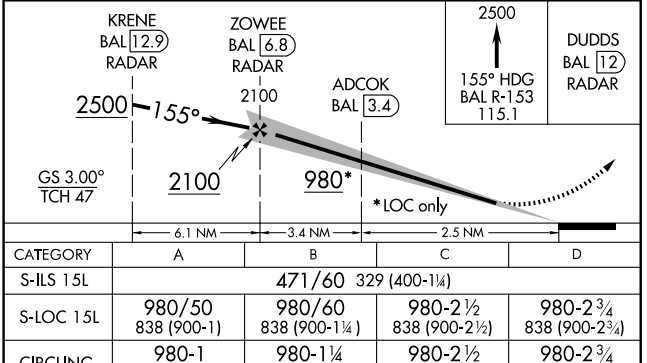
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15L | 471/60 329 (400-1¼) | | | |
| S-LOC 15L | 980/50 838 (900-1) | 980/60 838 (900-1¼) | 980-2½ 838 (900-2½) | 980-2¾ 838 (900-2¾) |
| CIRCLING | 980-1 834 (900-1) | 980-1¼ 834 (900-1¼) | 980-2½ 834 (900-2½) | 980-2¾ 834 (900-2¾) |
| ADCOK FIX MINIMUMS | | | | |
| S-LOC 15L | 560/50 418 (500-1) | | 560/60 418 (500-1¼) | |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-OEH | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| 109.7 | 285° | TDZE | 142 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

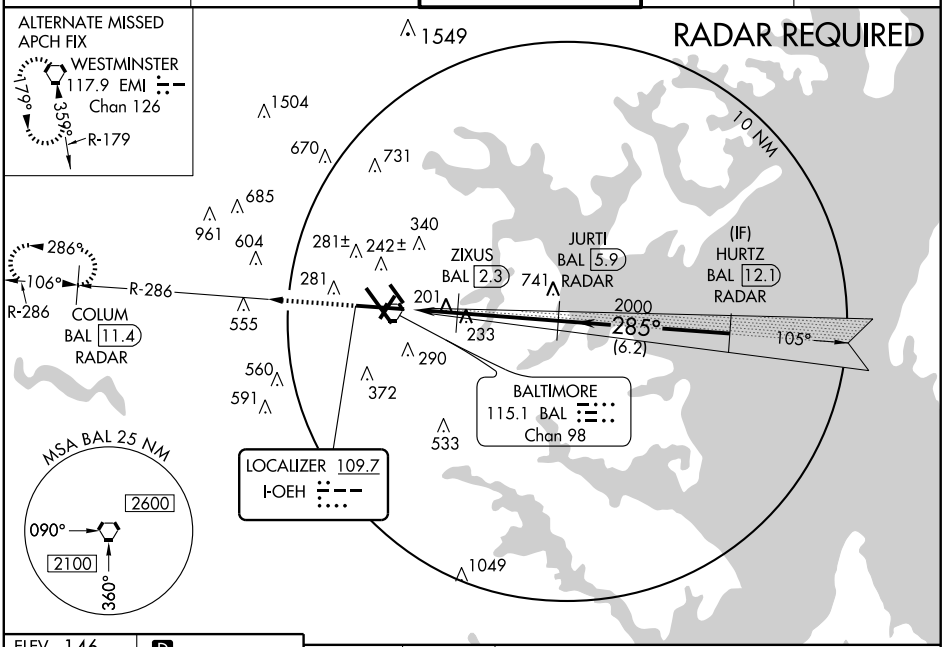
# ILS or LOC RWY 28

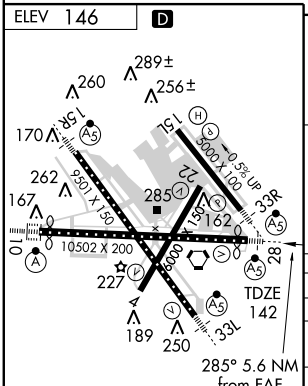
DME Required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.
ZIXUS Fix mimimums: For inoperative MALSR, increase S-LOC 28 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2500 via BAL R-286 to COLUM/BAL 11.4 DME/ RADAR and hold.

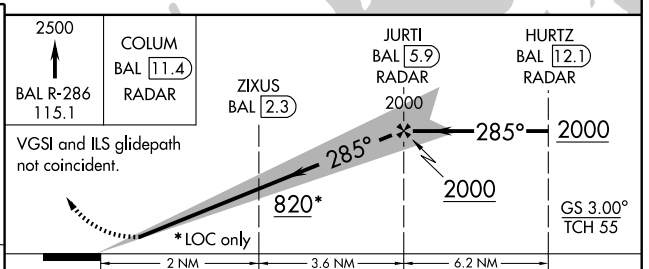
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | **342/24 200 (200-½) | | | |
| S-LOC 28 | 820/24 678 (700-½) | | 820-1½ 678 (700-1½) | 820-1¾ 678 (700-1¾) |
| CIRCLING | 820-1 674 (700-1) | | 820-2 674 (700-2) | 820-2¼ 674 (700-2¼) |
| ZIXUS FIX MINIMUMS | | | | |
| S-LOC 28 | 460/24 318 (400-½) | | | 460/40 318 (400-¾) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (500-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-RUX | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| 111.7 | 335° | TDZE | 142 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS or LOC RWY 33L

DME Required.

MALSR

MISSED APPROACH: Climb to 3000 via BAL R-334 to BMORE/BAL 13.8 DME/RADAR and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

ALTERNATE MISSED APCH FIX
WESTMINSTER
117.9 EMI
Chan 126
R-179

BMORE
BAL 13.8
RADAR

R-334

RADAR REQUIRED

LOCALIZER 111.7
I-RUX

BALTIMORE
115.1 BAL
Chan 98

GRAFE
BAL 4.4
RADAR

RUETT
OM

(IF)
JANNS
BAL 13
RADAR

MSA BAL 25 NM
2600
2100

10 NM

ELEV 146 D

TDZE 142

335° 4.1 NM from FAF

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

3000
BAL R-334
115.1

BMORE
BAL 13.8

GRAFE
BAL 4.4
RADAR

JANNS
BAL 13
RADAR

1500

335°

2000

1500

GS 3.00°
TCH 54

4.1 NM — 8.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33L | 342/18 200 (200-½) | | | |
| S-LOC 33L | 540/24 398 (400-½) | | | 540/40 398 (400-¾) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)
39°11'N - 76°40'W

ILS or LOC RWY 33L

NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-BWI | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.95 | 335° | TDZE | 124 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

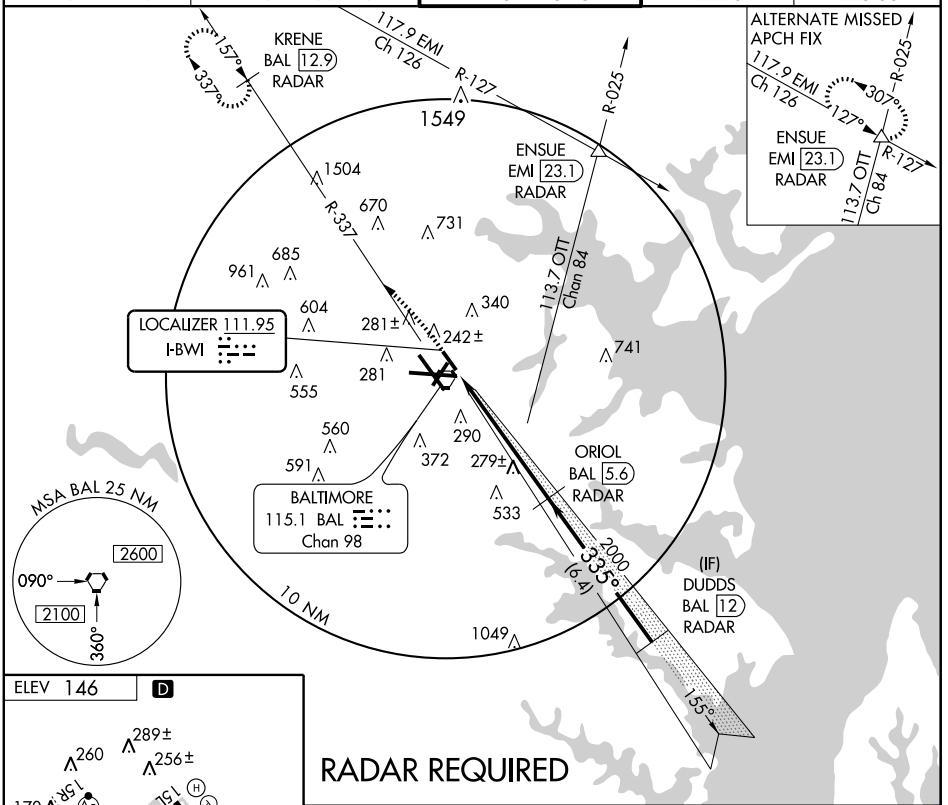
# ILS or LOC RWY 33R

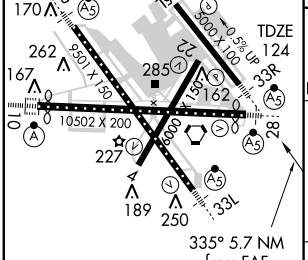
Autopilot coupled approach NA below 700. DME required.

MALSR

MISSED APPROACH: Climb to 3000 via heading 335° and via BAL R-337 to KRENE/BAL 12.9 DME/RADAR and hold.

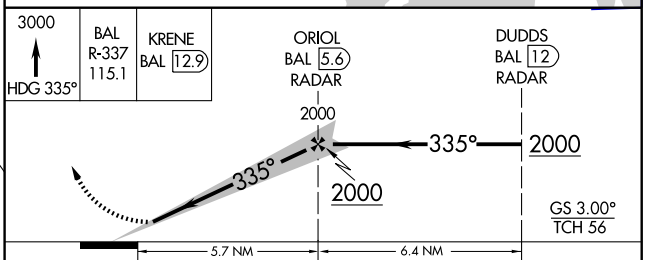
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33R | 331/24 207 (200-½) | | | |
| S-LOC 33R | 540/24 416 (400-½) | | 540/40 416 (400-¾) | |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-BAL | APP CRS | Rwy Idg | 9952 |
|---|---|---|---|
| 109.7 | 105° | TDZE | 143 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS RWY 10 (CAT II)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

RADAR REQUIRED

117.9 EMI Chan 126

R-127

R-025

1549

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126

307°

127°

R-025

R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504

670

731

961

685

604

281±

340

281

245±

242±

LOCALIZER 109.7 I-BAL

285°

1500

105°

(6.1)

555

(IF) COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM

IM

741

105°

285°

R-105

290

372

560

591

533

BALTIMORE 115.1 BAL Chan 98

HURTZ BAL 12.1 RADAR

10 NM

1049

MSA BAL 25 NM

2600

090°

2100

360°

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

2000

1500

105°

1500

MM

IM

DH RA 104

143 MSL

GS 3.00°

TCH 55

2500

BAL R-105 115.1

HURTZ BAL 12.1 RADAR

6.1 NM | 3.6 NM | 0.3 NM | 893' | 1014'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | RA 104/12 100 DA 243 | | | |

ELEV 146 D

289±

260

256±

170

15R

15L

5000 X 100

0.5% UP

262

167

9501 X 150

22

285

162

33R

28

10502 X 200

TDZE 143

227

8000

189

250

33L

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC I-BAL | APP CRS | Rwy Idg | 9952 |
|---|---|---|---|
| 109.7 | 105° | TDZE | 143 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# ILS RWY 10 (CAT III)

DME Required.

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

RADAR REQUIRED

117.9 EMI Chan 126 1549 R-127 R-025

ENSUE EMI 23.1

113.7 OTT Chan 84

ALTERNATE MISSED APCH FIX

117.9 EMI Ch 126 307° 127° R-025 R-127

ENSUE EMI 23.1

113.7 OTT Ch 84

1504 670 731 961 685 604 281± 340 281 245± 242± 741

LOCALIZER 109.7 I-BAL

285° 1500 105° (6.1) 555

(IF) COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM IM 560 591 290 372 533

BALTIMORE 115.1 BAL Chan 98

R-105 105° 285°

HURTZ BAL 12.1 RADAR

MSA BAL 25 NM 10 NM

2600 090° 2100 360°

1049

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

COLUM BAL 11.4 RADAR

JEANS BAL 5.3 RADAR

MM IM

2000 1500 105° 1500 355 244 143 MSL

GS 3.00° TCH 55

6.1 NM 3.6 NM 2117′ 918′ 1014′

2500 BAL R-105 115.1 HURTZ BAL 12.1 RADAR

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | | CAT IIIa RVR 07 | | |
| S-ILS 10 | | CAT IIIb RVR 06 | | |
| S-ILS 10 | | CAT IIIc NA | | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 146 D

289± 260 256± 170 15R 15L 262 167 9501 X 150 22 285 33R 162 10 10502 X 200 28 TDZE 143 227 6000 X 100 0.5% UP 189 250 33L

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| LOC I-FND | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| 111.7 | 155° | TDZE | 139 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

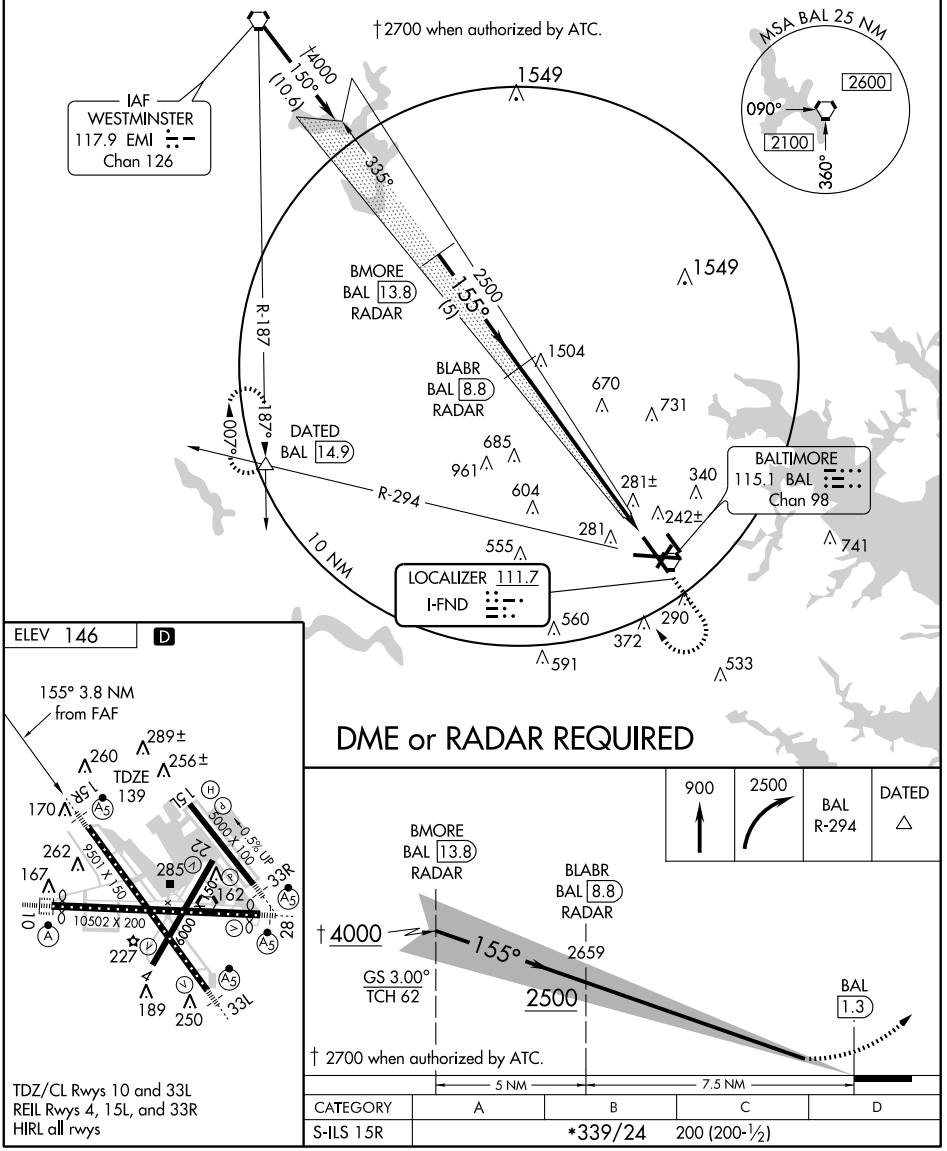
# ILS RWY 15R

*RVR 1800 authorized with use of FD or AP or HUD to DA. DME from BAL VORTAC.

MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2500 via BAL R-294 to DATED Int/BAL 14.9 DME and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15R | *339/24 | 200 (200-½) | | |

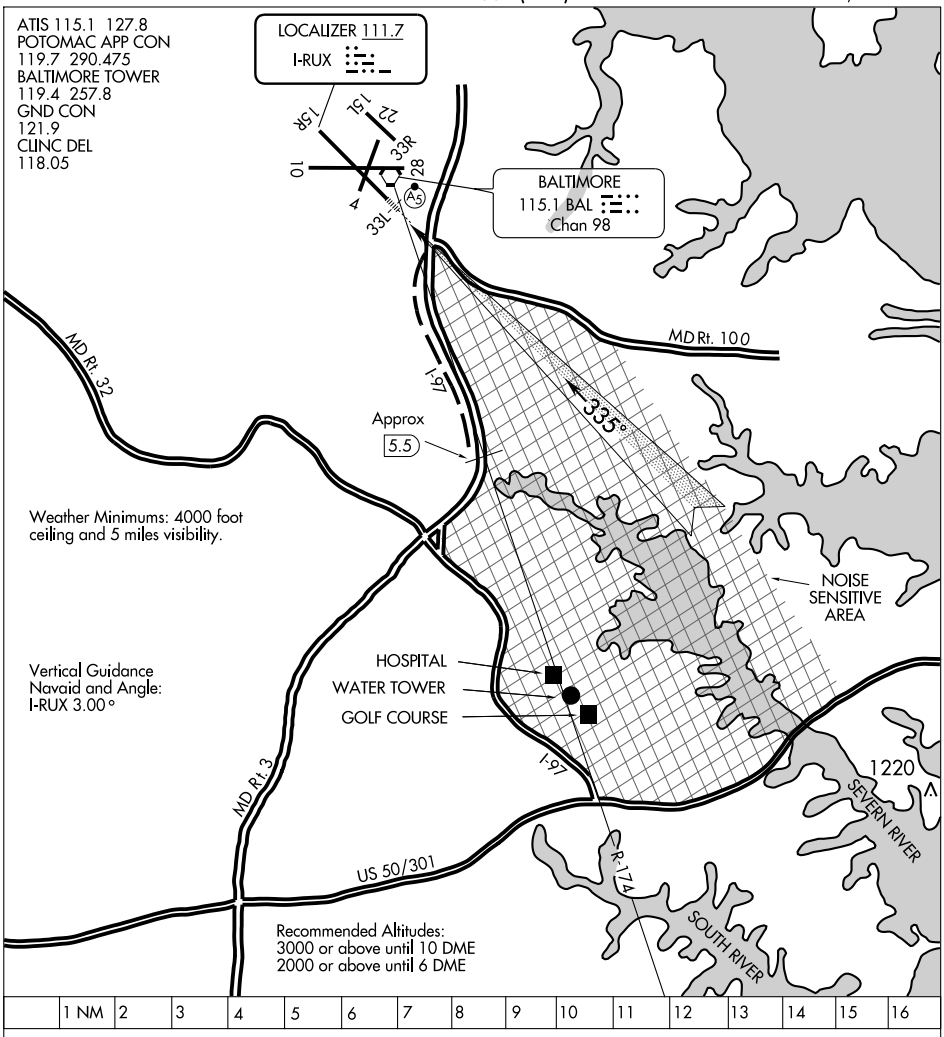
TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# INTERSTATE VISUAL RWY 33L

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

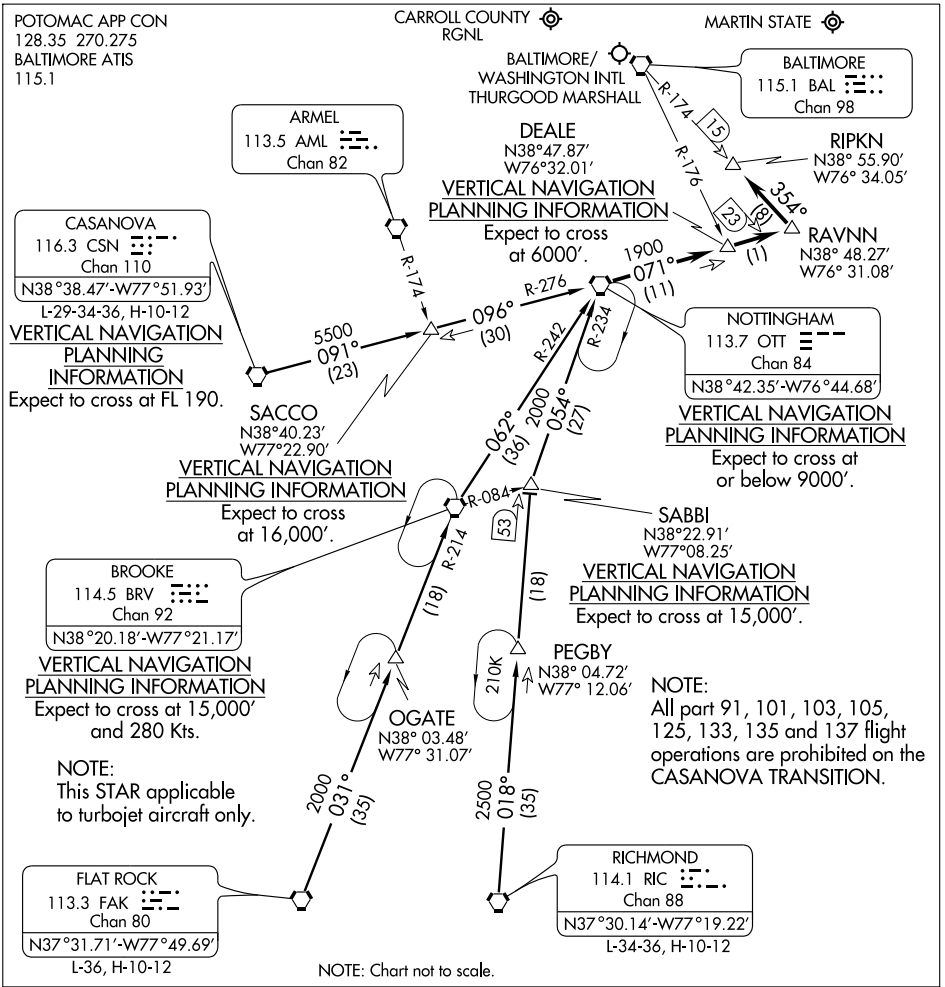
## INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALSR will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbo-jets arriving via OTT VORTAC.

# NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND



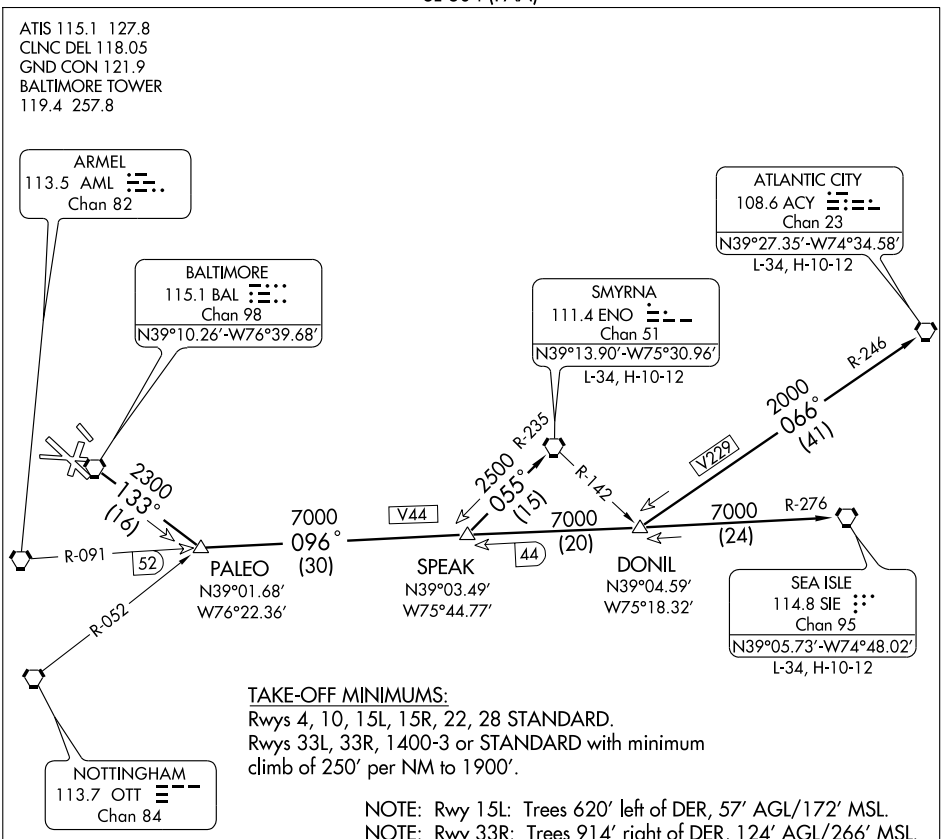



## ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.
SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.
SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

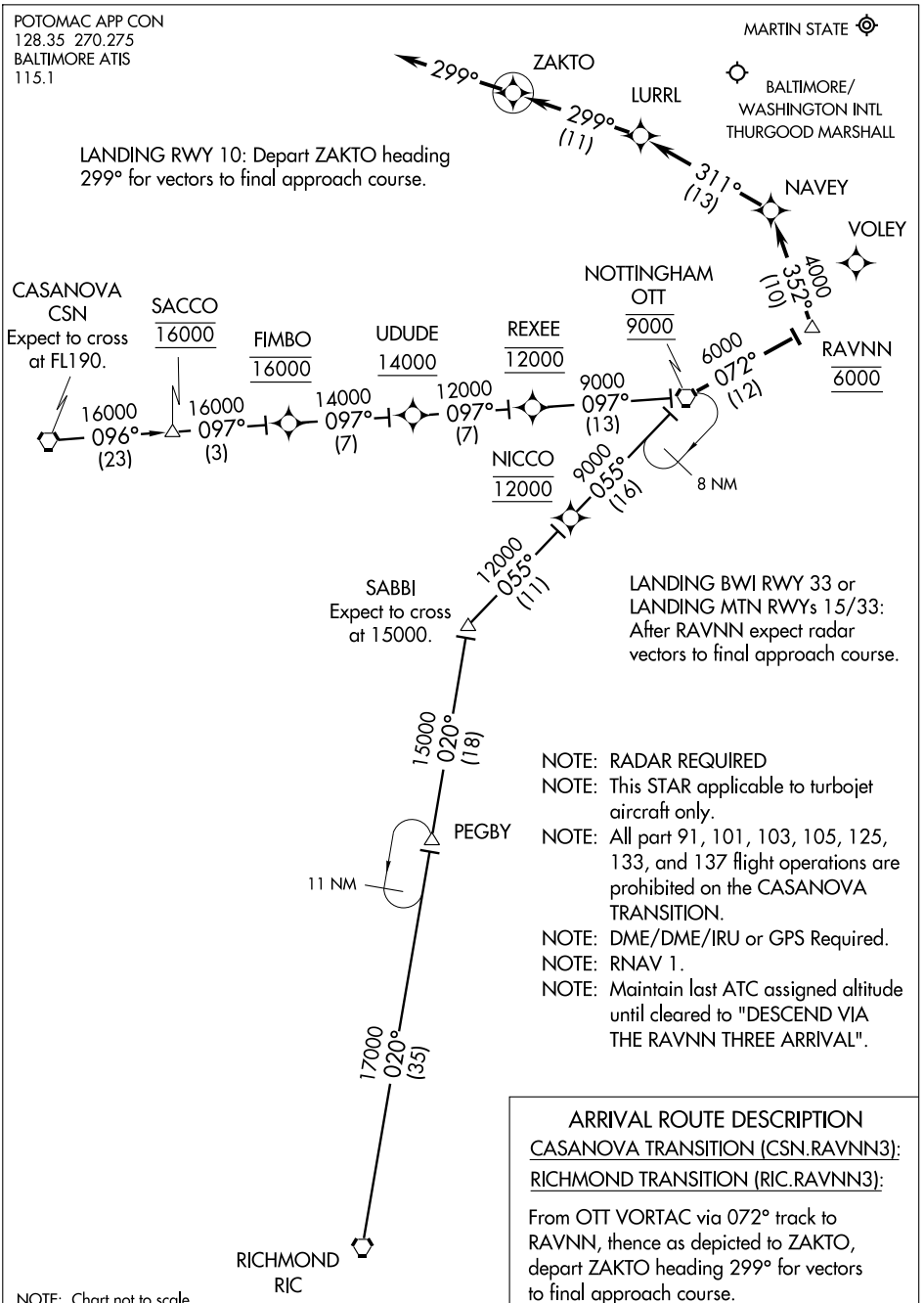


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND






NE-3, 26 AUG 2010 to 23 SEP 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

(RAVNN.RAVNN3) 09239

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 058° | TDZE | 146 |
| | Apt Elev | 146 |

# RNAV (GPS) RWY 4

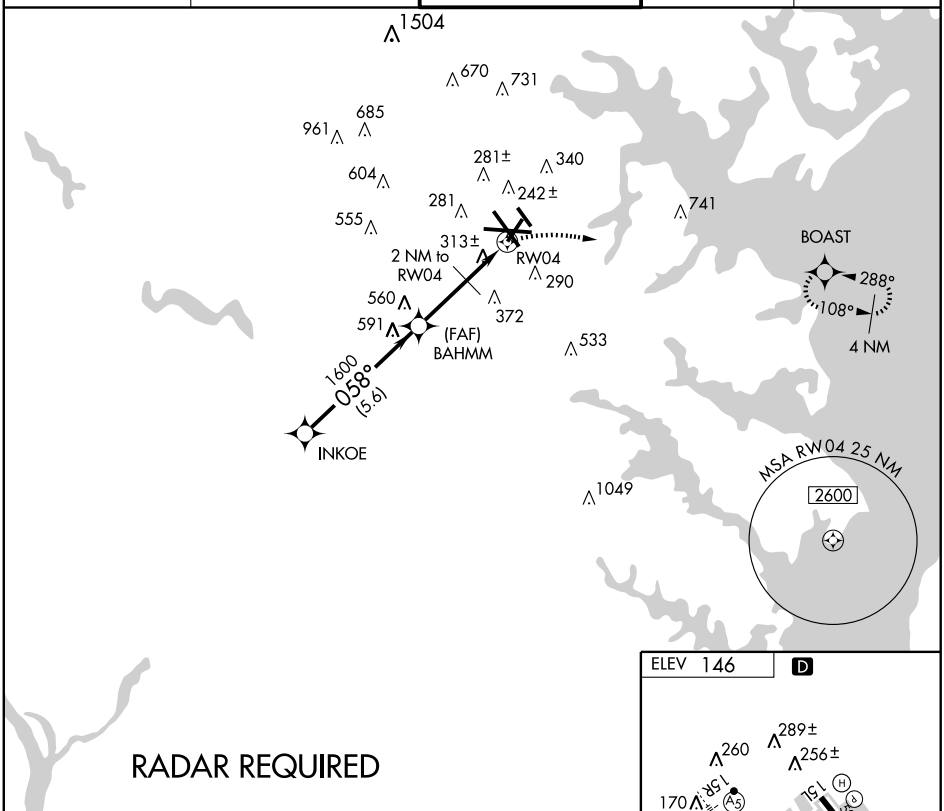
## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

NA

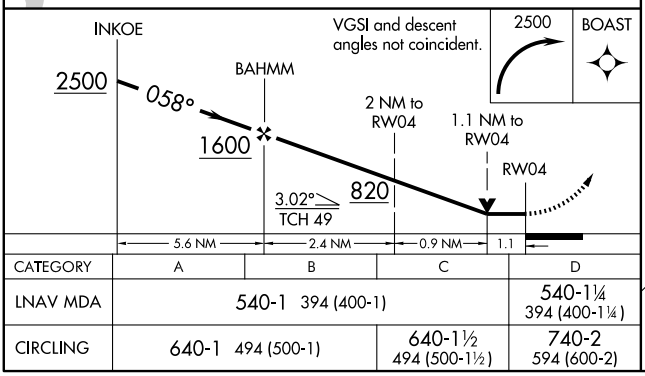
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct BOAST WP and hold.

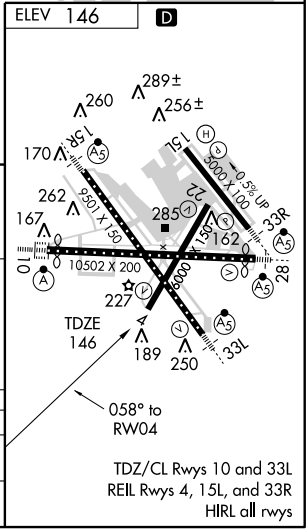
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 394 (400-1) | | | 540-1¼ 394 (400-1¼) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

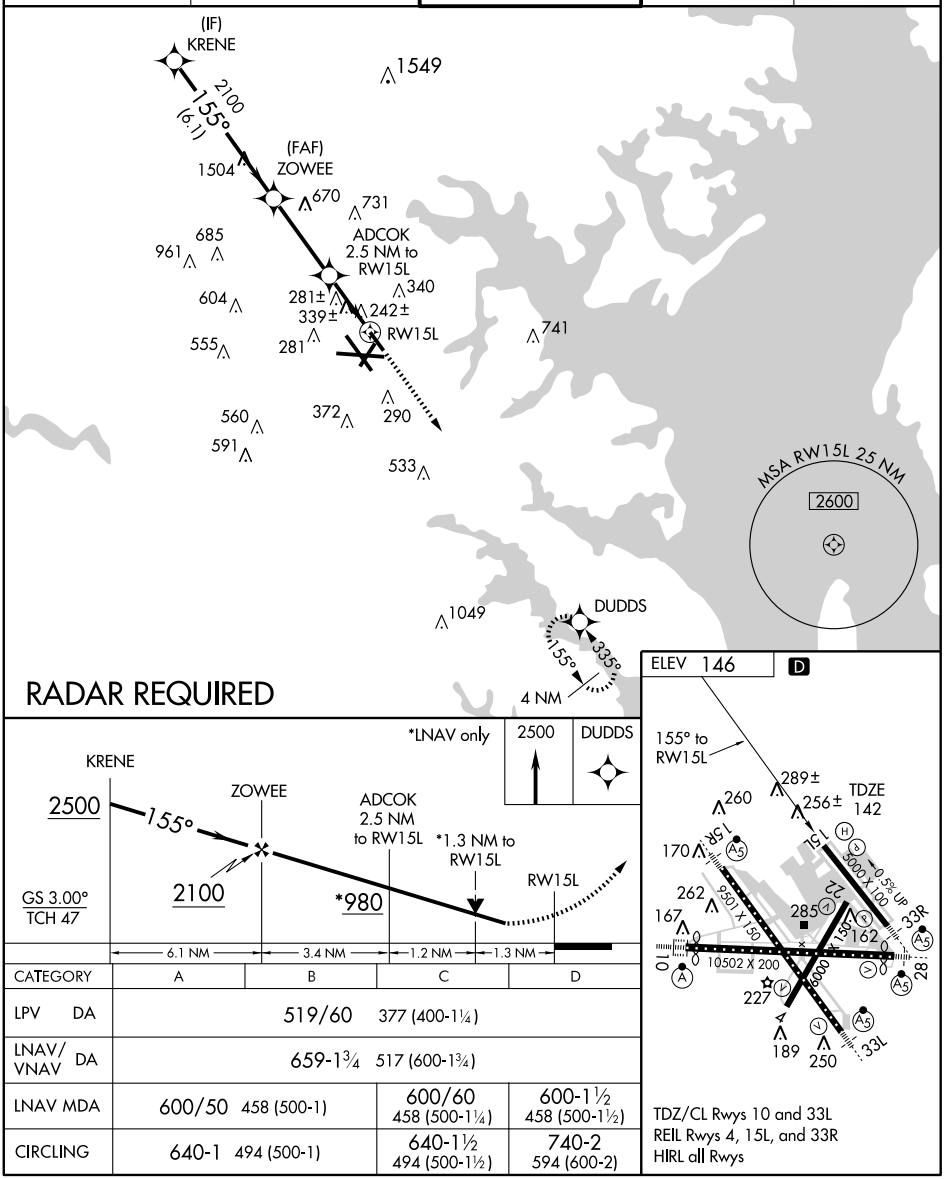
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 40108 | 155° | TDZE | 142 |
| W15A | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 15L

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 519/60 377 (400-1¼) | | | |
| LNAV/ VNAV DA | 659-1¾ 517 (600-1¾) | | | |
| LNAV MDA | 600/50 458 (500-1) | | 600/60 458 (500-1¼) | 600-1½ 458 (500-1½) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 224° | TDZE | 143 |
| | Apt Elev | 146 |

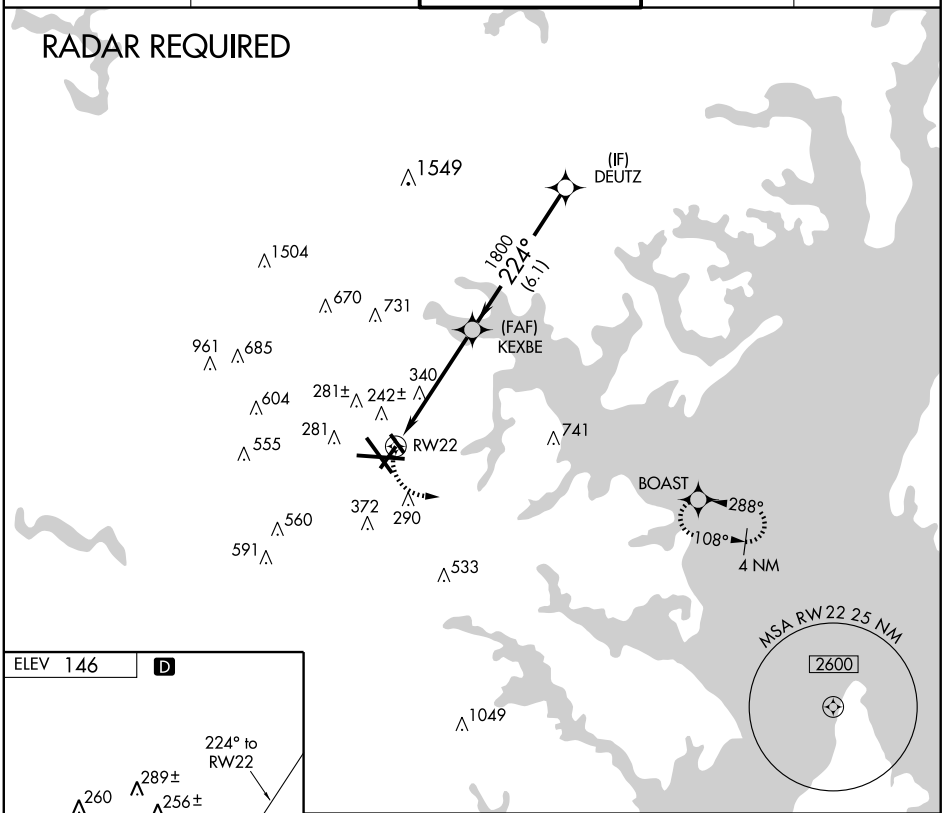
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
# RNAV (GPS) RWY 22

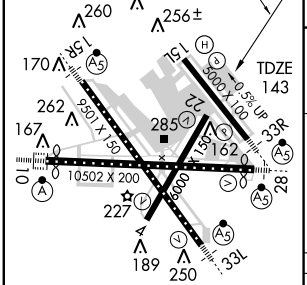
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct BOAST and hold.

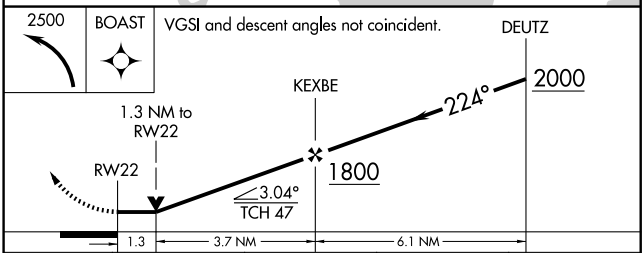
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

RADAR REQUIRED




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 457 (500-1) | | 600-1¼ 457 (500-1¼) | 600-1½ 457 (500-1½) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 69208 | 335° | TDZE | 124 |
| W33B | | Apt Elev | 146 |

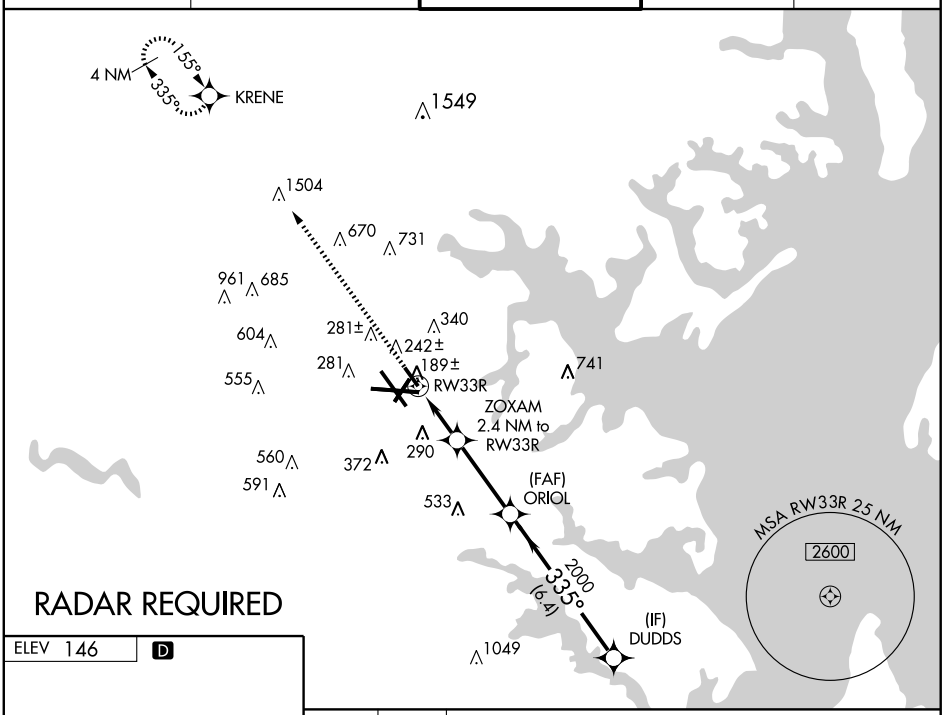
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 33R

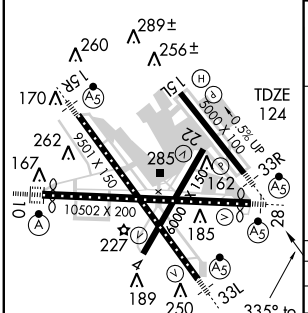
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP -0.3 NA.

MALSR

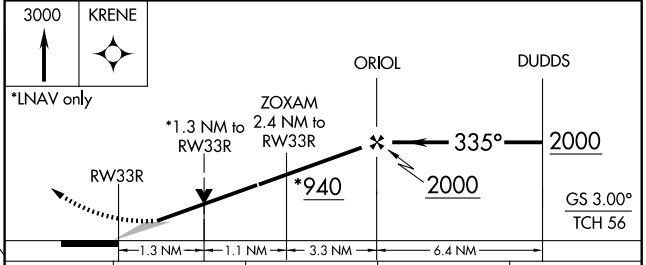
MISSED APPROACH: Climb to 3000 direct KRENE and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 392/24 268 (300-½) | | | |
| LNAV/ VNAV DA | 518/50 394 (400-1) | | | |
| LNAV MDA | 580/24 456 (500-½) | | 580/40 456 (500-¾) | 580/50 456 (500-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 53707 W10A | APP CRS 105° | Rwy Idg 9952 TDZE 143 Apt Elev 146 |
|---|---|---|

# RNAV (GPS) Y RWY 10

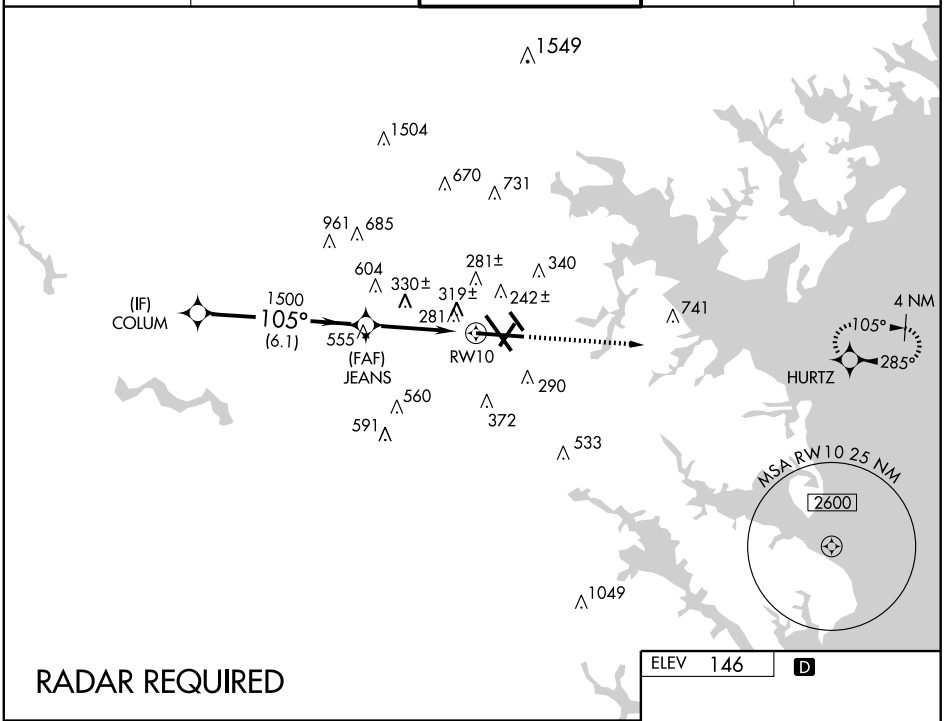
## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

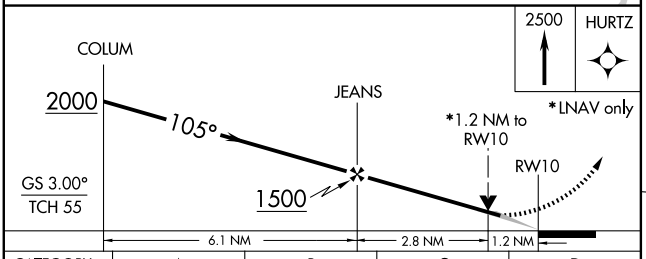
ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

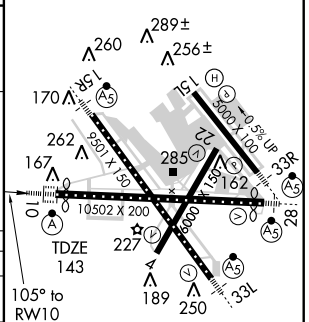
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 343/24 200 (200-½) | | | |
| LNAV/VNAV DA | 634/60 491 (500-1¼) | | | |
| LNAV MDA | 580/24 437 (500-½) | | 580/40 437 (500-¾) | 580/50 437 (500-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| CH 66007 | 155° | TDZE | 139 |
| W15B | | Apt Elev | 146 |

# RNAV (GPS) Y RWY 15R

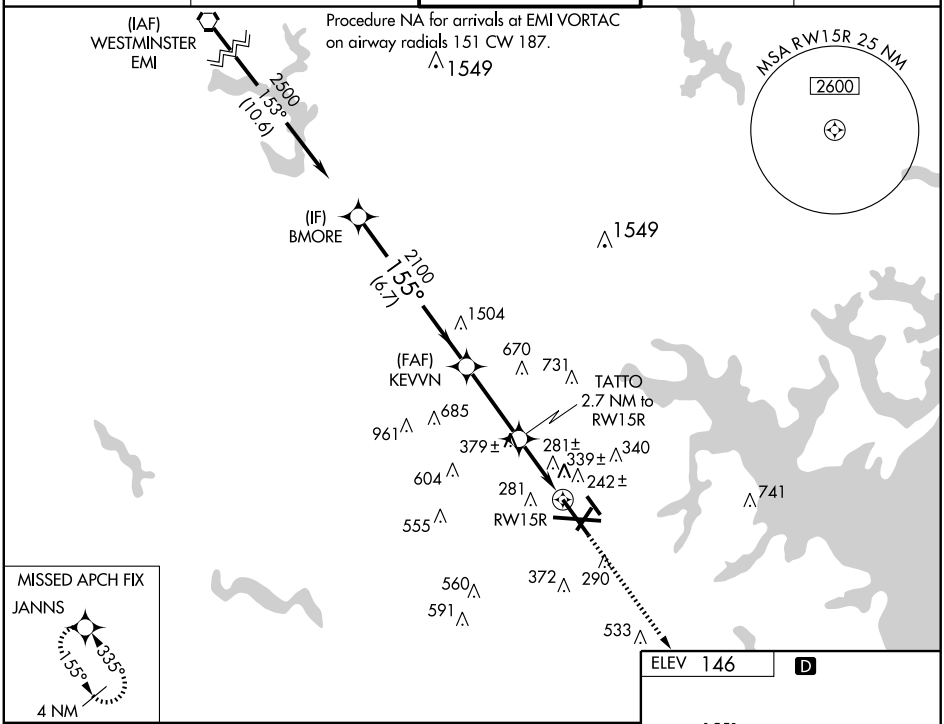
## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

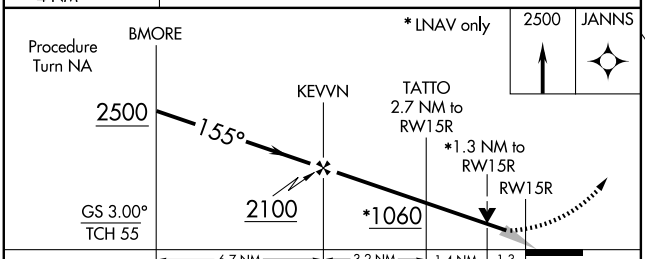
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

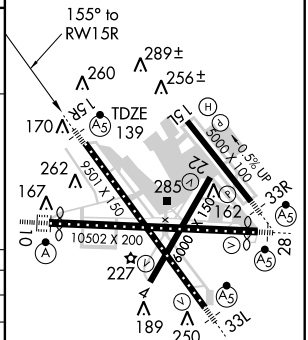
MALSR

MISSED APPROACH: Climb to 2500 direct JANNS and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 339/24 200 (200-½) | | | |
| LNAV/VNAV DA | 659/60 520 (600-1¼) | | | |
| LNAV MDA | 600/24 461 (500-½) | | 600/40 461 (500-¾) | 600/50 461 (500-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| CH 48808 | 285° | TDZE | 142 |
| W28A | | Apt Elev | 146 |

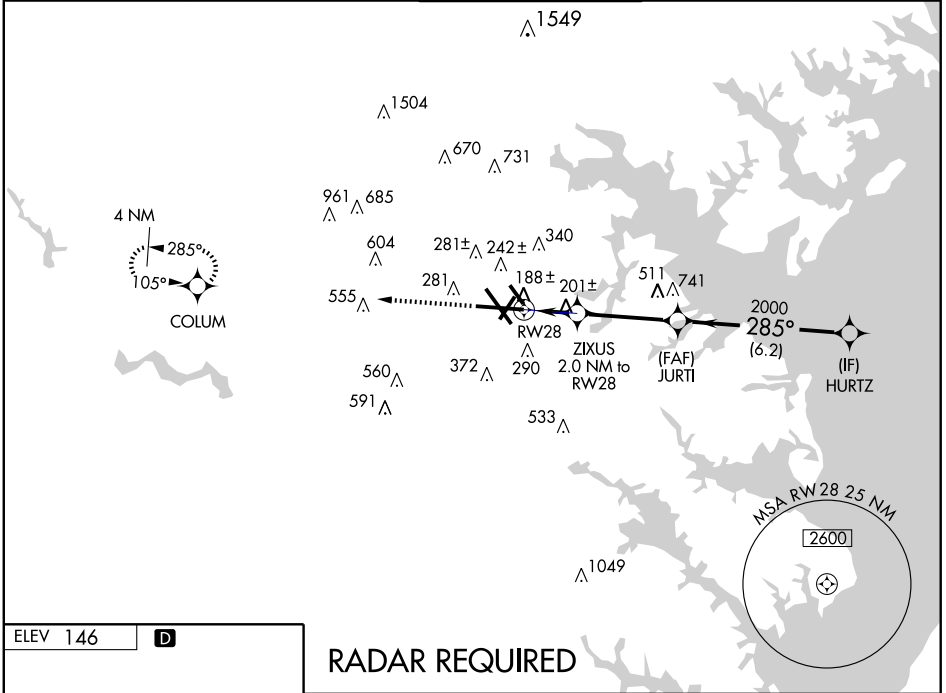
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) Y RWY 28

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

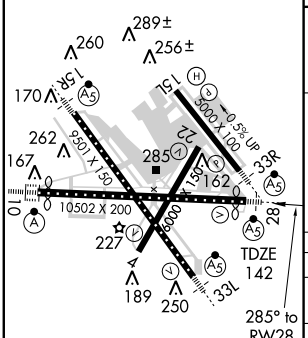
MALSR

MISSED APPROACH: Climb to 2500 direct COLUM and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

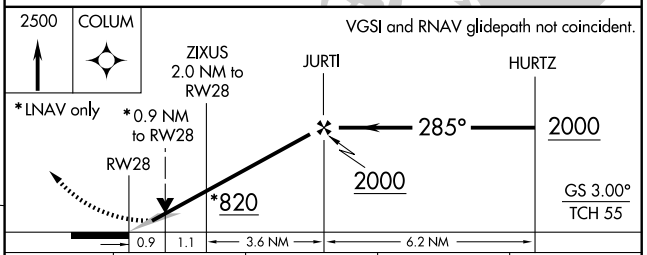



ELEV 146 D




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 342/24 200 (200-½) | | | |
| LNAV/ VNAV DA | 567/50 425 (500-1) | | | |
| LNAV MDA | 480/24 338 (400-½) | | | 480/50 338 (400-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1 ½ 494 (500-1½) | 740-2 594 (600-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| CH 82207 | 335° | TDZE | 142 |
| W33A | | Apt Elev | 146 |

# RNAV (GPS) Y RWY 33L

## BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

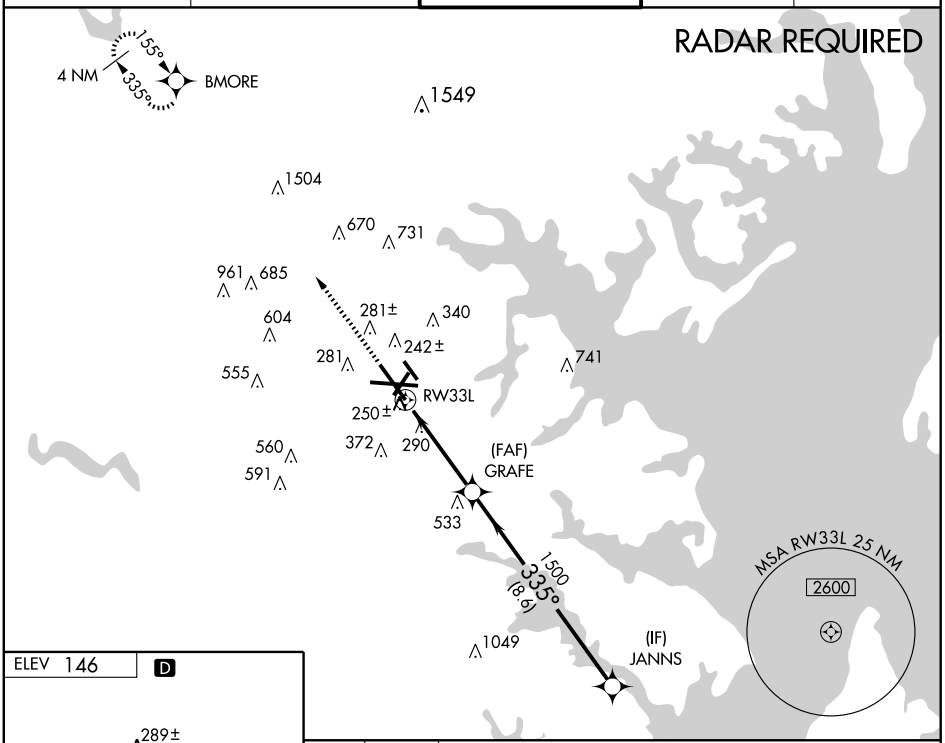
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

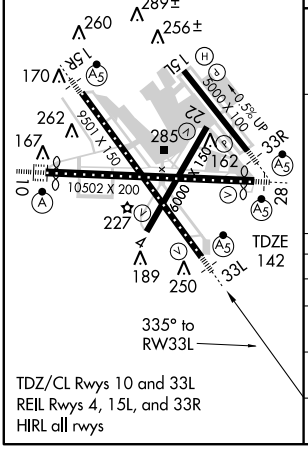
MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

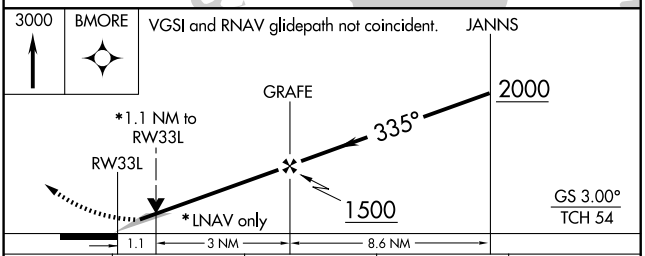
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

RADAR REQUIRED




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 342/24 200 (200-½) | | | |
| LNAV/VNAV DA | 510/40 368 (400-¾) | | | |
| LNAV MDA | 540/24 398 (400-½) | | | 540/50 398 (400-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9952 |
|---|---|---|
| 105° | TDZE | 143 |
| | Apt Elev | 146 |

# RNAV (RNP) Z RWY 10

## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

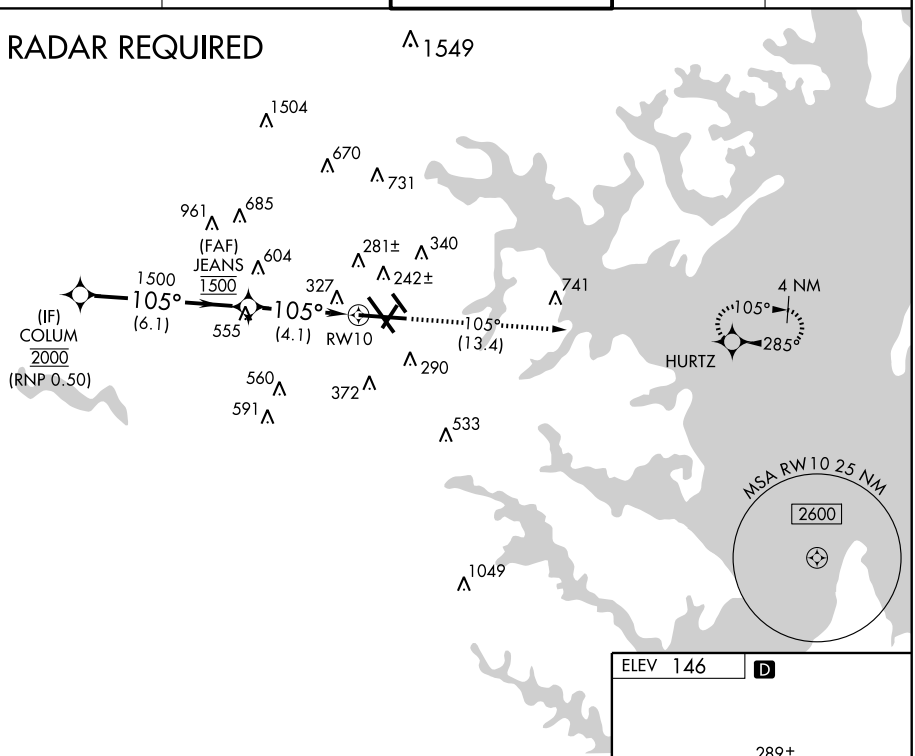
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). GPS Required.
For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.

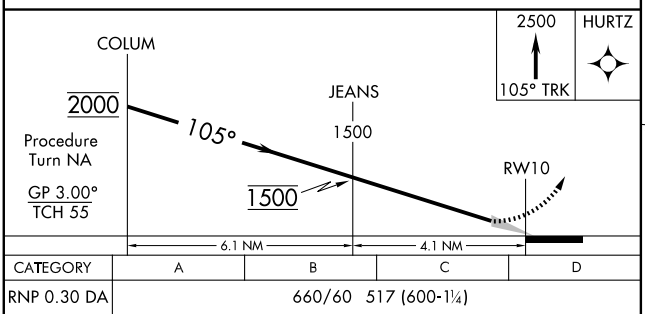
ALSF-2

MISSED APPROACH: Climb to 2500 via track 105° to HURTZ and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |

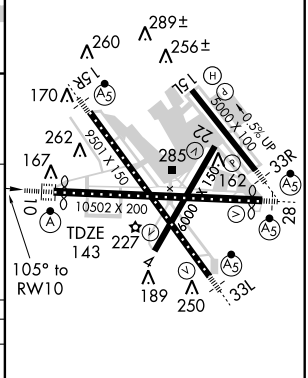
RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 660/60 | 517 (600-1¼) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 155° | TDZE | 139 |
| | Apt Elev | 146 |

# RNAV (RNP) Z RWY 15R

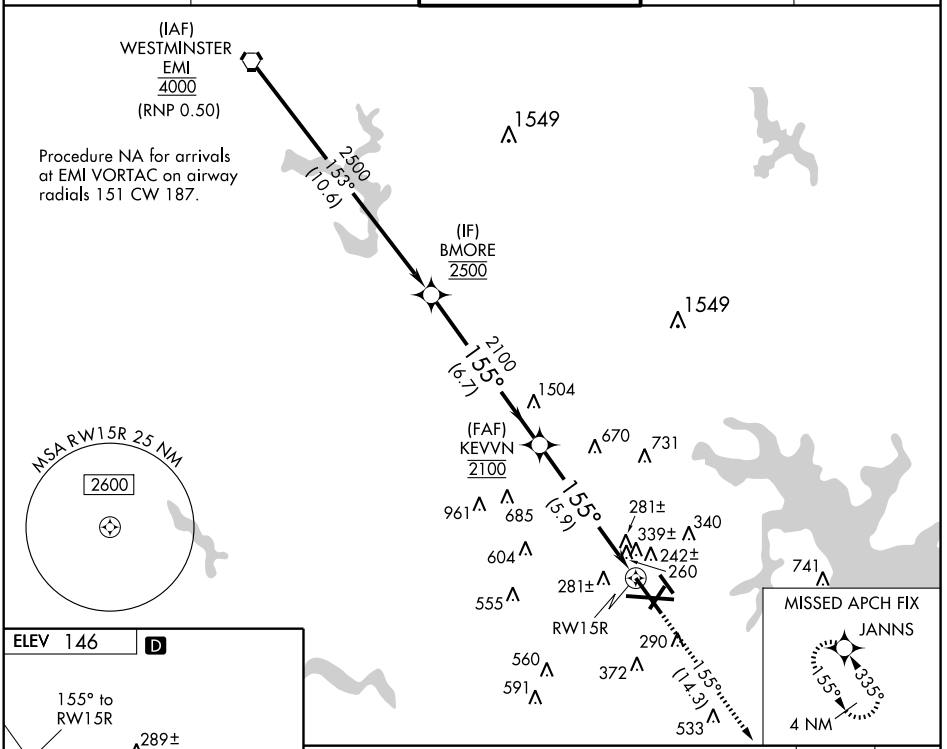
## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

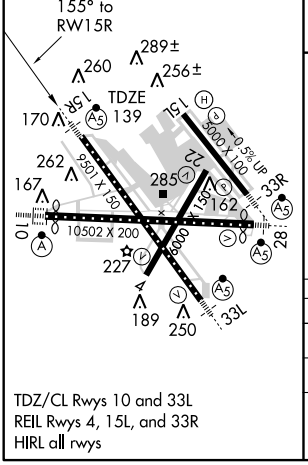
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.20 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1¾.

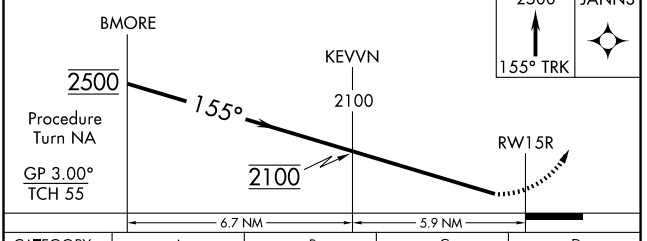
MALSR

MISSED APPROACH: Climb to 2500 via track 155° to JANNS and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 582/50 443 (500-1) | | | |
| RNP 0.30 DA | 640/60 501 (500-1¼) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 10002 |
|---|---|---|
| 285° | TDZE | 142 |
| | Apt Elev | 146 |

# RNAV (RNP) Z RWY 28

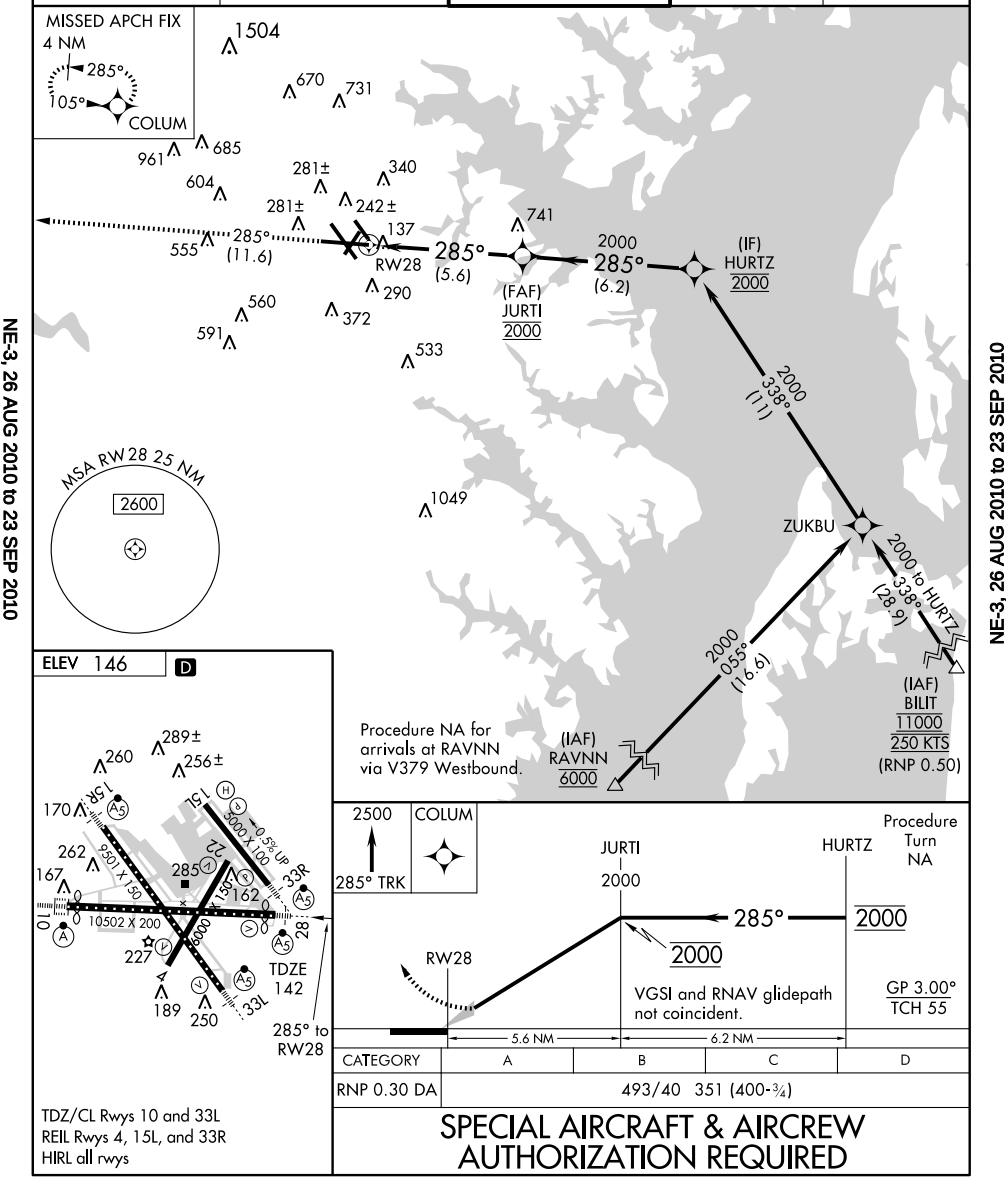
## BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For inoperative MALSR, increase RNP 0.30 all Cats visibility to RVR 6000. GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).

MALSR

MISSED APPROACH: Climb to 2500 via track 285° to COLUM and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 335° | TDZE | 142 |
| | Apt Elev | 146 |

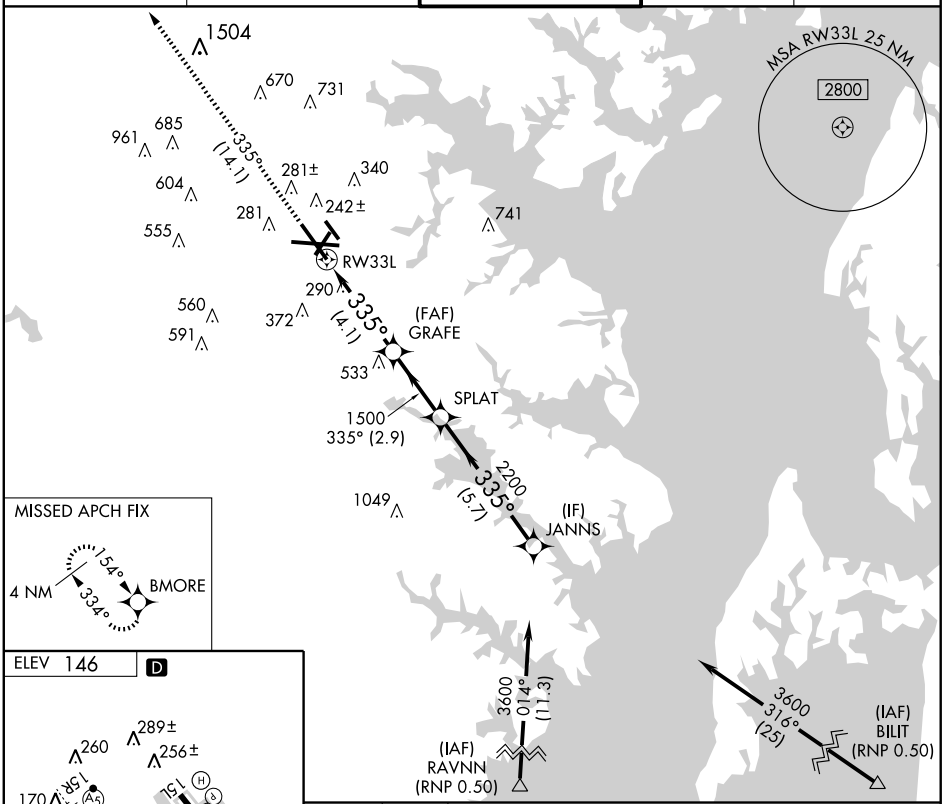
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (RNP) Z RWY 33L

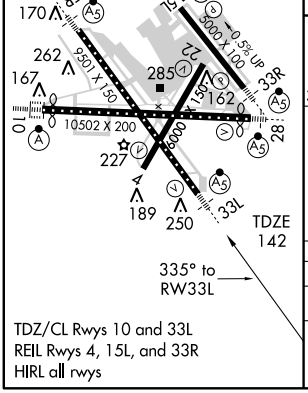
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000.

MALSR

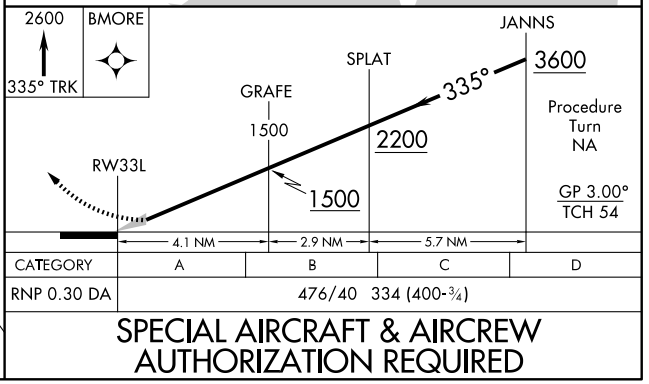
MISSED APPROACH: Climb to 2600 via track 335° to BMORE and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 476/40 | 334 (400-¾) | | |

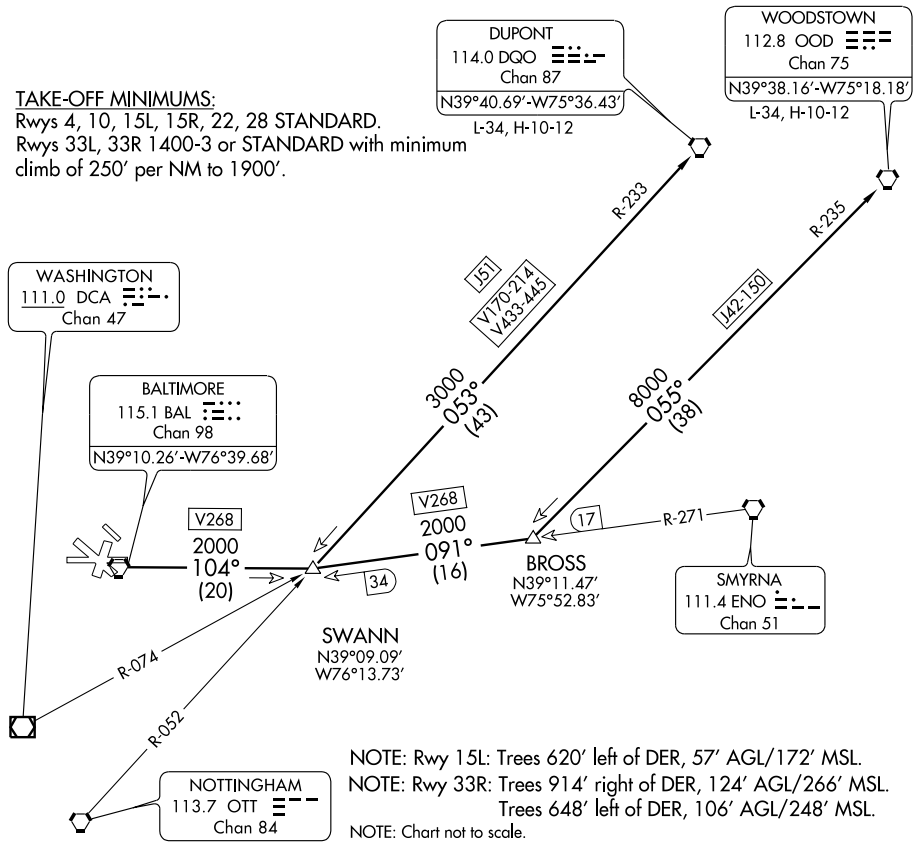
**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.




NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

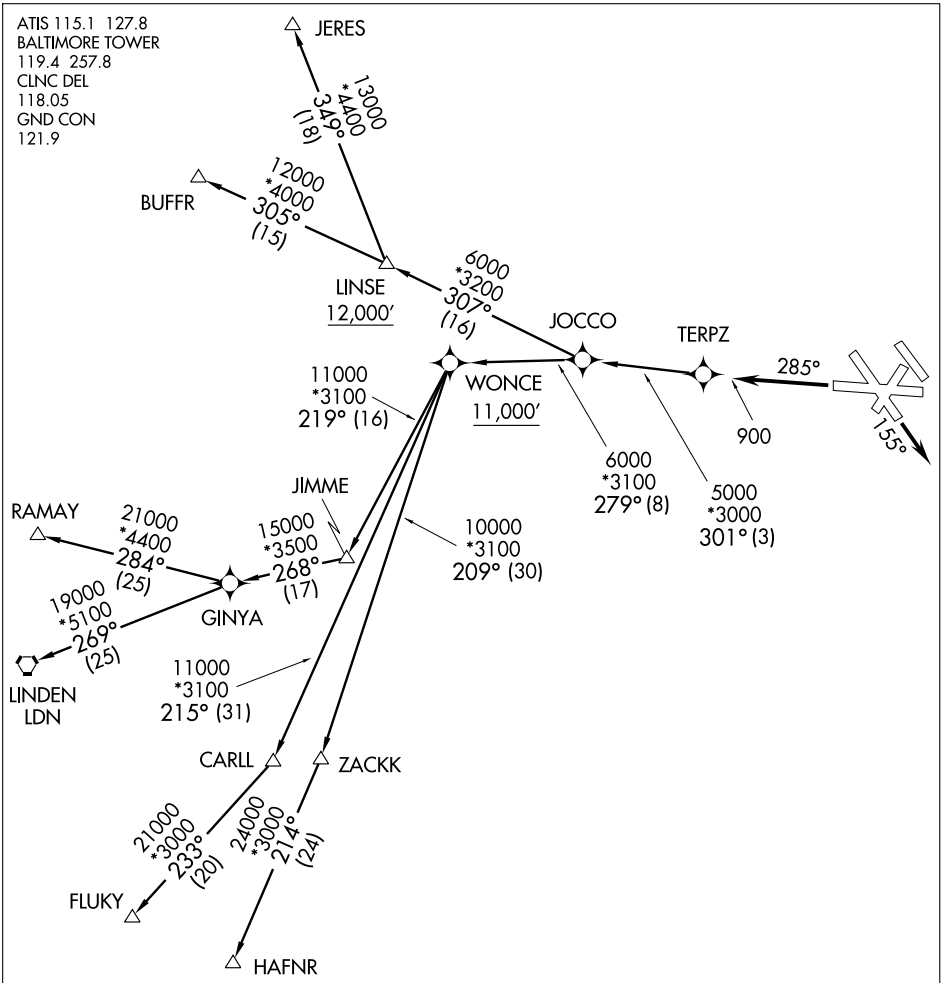
TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....
PROPS: Fly runway heading. Thence....
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence....
....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.
WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.



NE-3, 26 AUG 2010 to 23 SEP 2010

# TERPZ ONE DEPARTURE (RNAV)






TAKE-OFF OBSTACLES:
Rwy 28: Tree 1392' from DER, 736' left of centerline, 77' AGL/176' MSL.
Rwy 15R: Multiple Trees beginning 1144' from DER, 740' right of centerline, up to 53' AGL/172' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.

NOTE: RADAR required.
NOTE: Maintain 250 Kias to TERPZ.

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 28, 33L, 33R: NA - Air Traffic.
Rwys 15R/28: JERES, BUFFR TRANSITIONS:
STANDARD with ATC climb of 500' per NM to 12,000'.
Rwys 15R/28: RAMAY, LINDEN, FLUKY, HAFNR TRANSITIONS:
STANDARD with ATC climb of 500' per NM to 11,000'.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15R: Fly heading 155°, or as assigned, for radar vectors to TERPZ, Thence. . . .
TAKE-OFF RUNWAY 28: Fly heading 285° to 900, for radar vectors to TERPZ, Thence. . . .

. . . . expect further clearance to filed altitude within 10 minutes after departure.

BUFFR TRANSITION (TERPZ1.BUFFR)
FLUKY TRANSITION (TERPZ1.FLUKY)
HAFNR TRANSITION (TERPZ1.HAFNR)
JERES TRANSITION (TERPZ1..JERES)
LINDEN TRANSITION (TERPZ1.LDN)
RAMAY TRANSITION (TERPZ1.RAMAY)


NE-3, 26 AUG 2010 to 23 SEP 2010

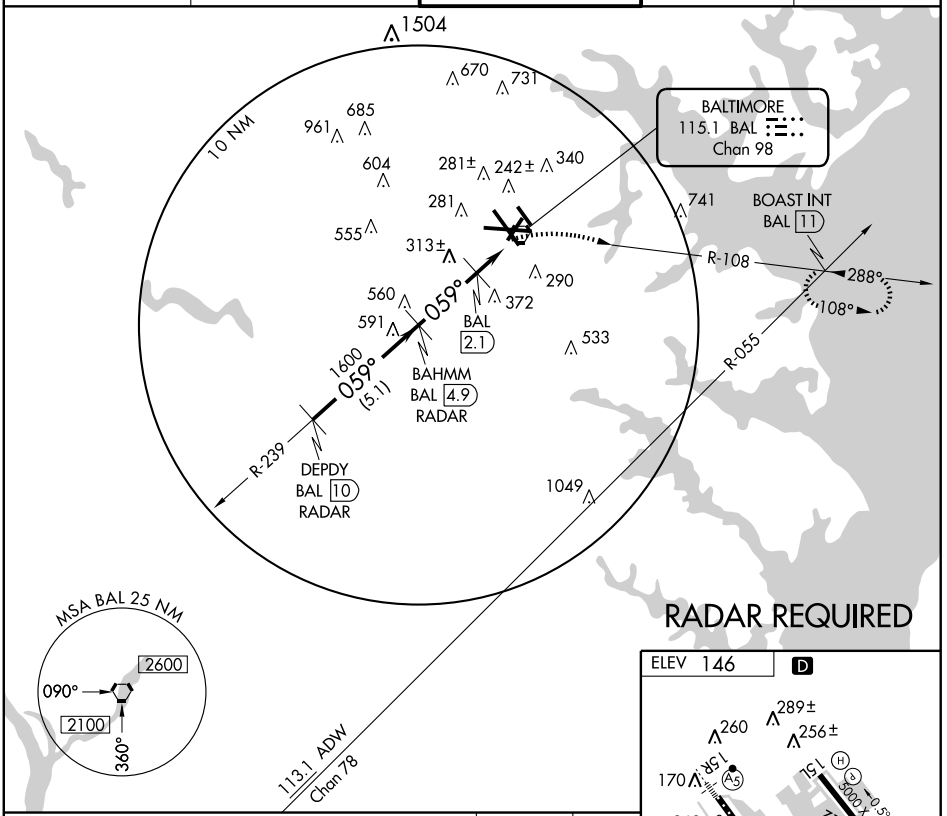
| VORTAC BAL 115.1 Chan 98 | APP CRS 059° | Rwy Idg 6000 TDZE 146 Apt Elev 146 |
|---|---|---|

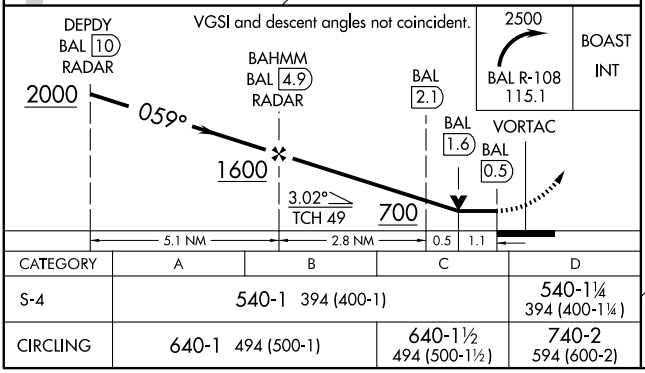
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

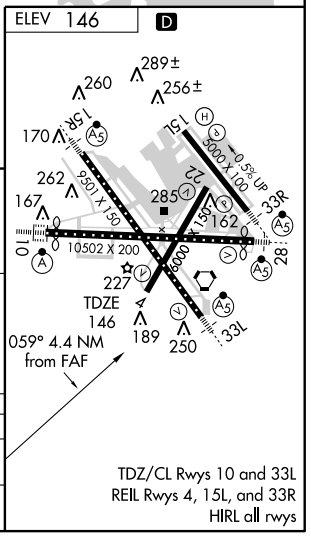
# VOR/DME RWY 4

MISSED APPROACH: Climbing right turn to 2500 via BAL R-108 to BOAST Int/BAL 11 DME and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 540-1 394 (400-1) | | | 540-1¼ 394 (400-1¼) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

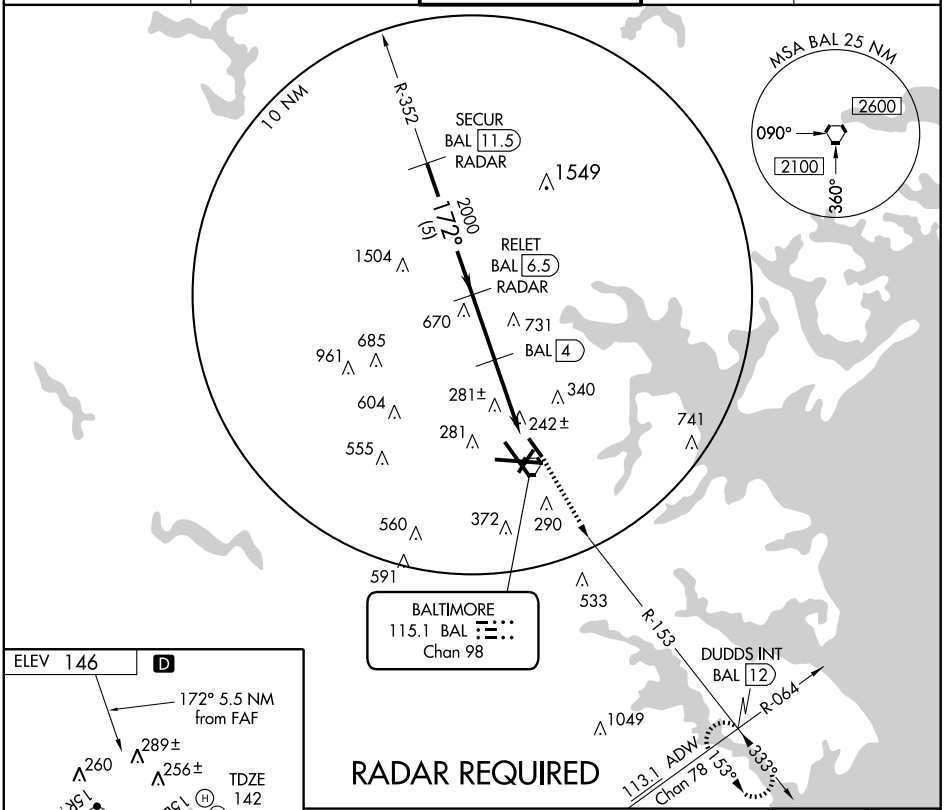
| VORTAC BAL | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 115.1 | 172° | TDZE | 142 |
| Chan 98 | | Apt Elev | 146 |

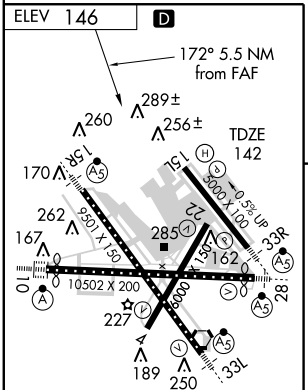
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

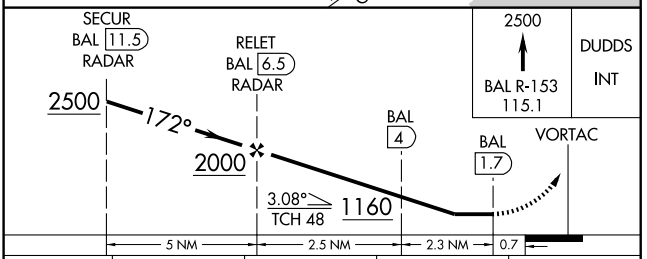
# VOR/DME RWY 15L

MISSED APPROACH: Climb to 2500 via BAL R-153 to DUDDS Int/BAL 12 DME and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15L | 600/50 458 (500-1) | | 600/60 458 (500-1¼) | 600-1½ 458 (500-1½) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



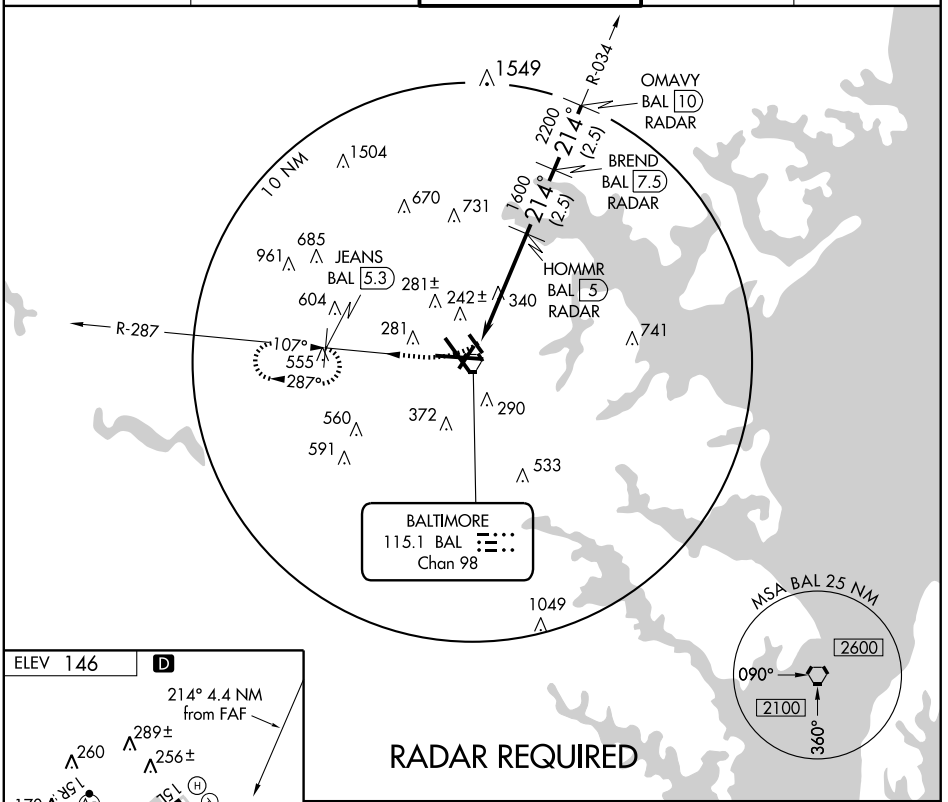
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

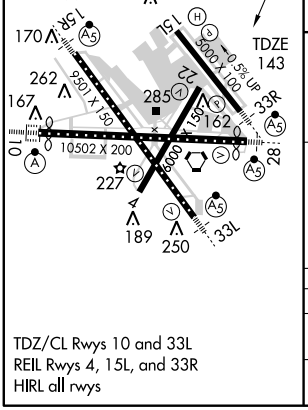
| VORTAC BAL | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 115.1 | 214° | TDZE | 143 |
| Chan 98 | | Apt Elev | 146 |

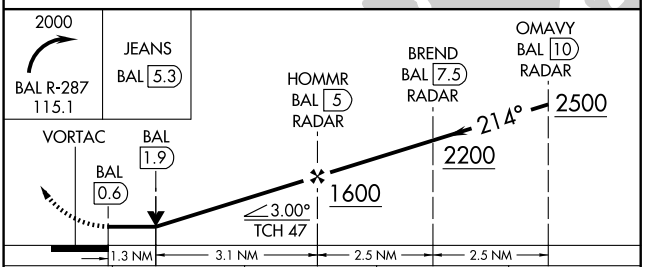
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
# VOR/DME RWY 22

MISSED APPROACH: Climbing right turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 600-1 457 (500-1) | | 600-1¼ 457 (500-1¼) | 600-1½ 457 (500-1½) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| BAL 115.1 Chan 98 | 349° | TDZE | 143 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# VOR/DME RWY 33L

For inoperative MALSR, increase S-33L Cat D visibility to RVR 6000.

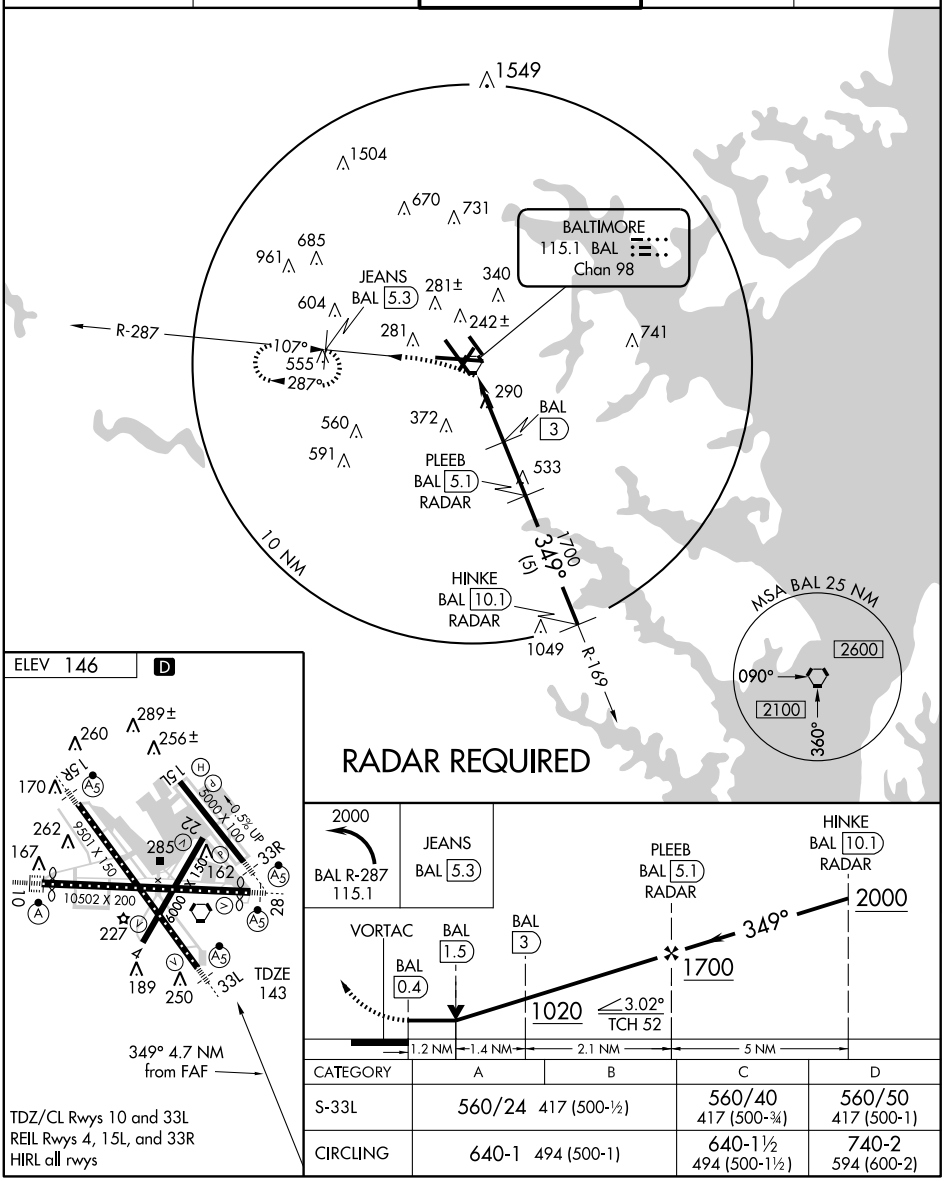
MALSR

MISSED APPROACH: Climbing left turn to 2000 via BAL R-287 to JEANS/BAL 5.3 DME and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |



NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33L | 560/24 417 (500-½) | | 560/40 417 (500-¾) | 560/50 417 (500-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |

| VORTAC | APP CRS | Rwy Idg | 9952 |
|---|---|---|---|
| BAL 115.1 Chan 98 | 107° | TDZE | 143 |
| | | Apt Elev | 146 |

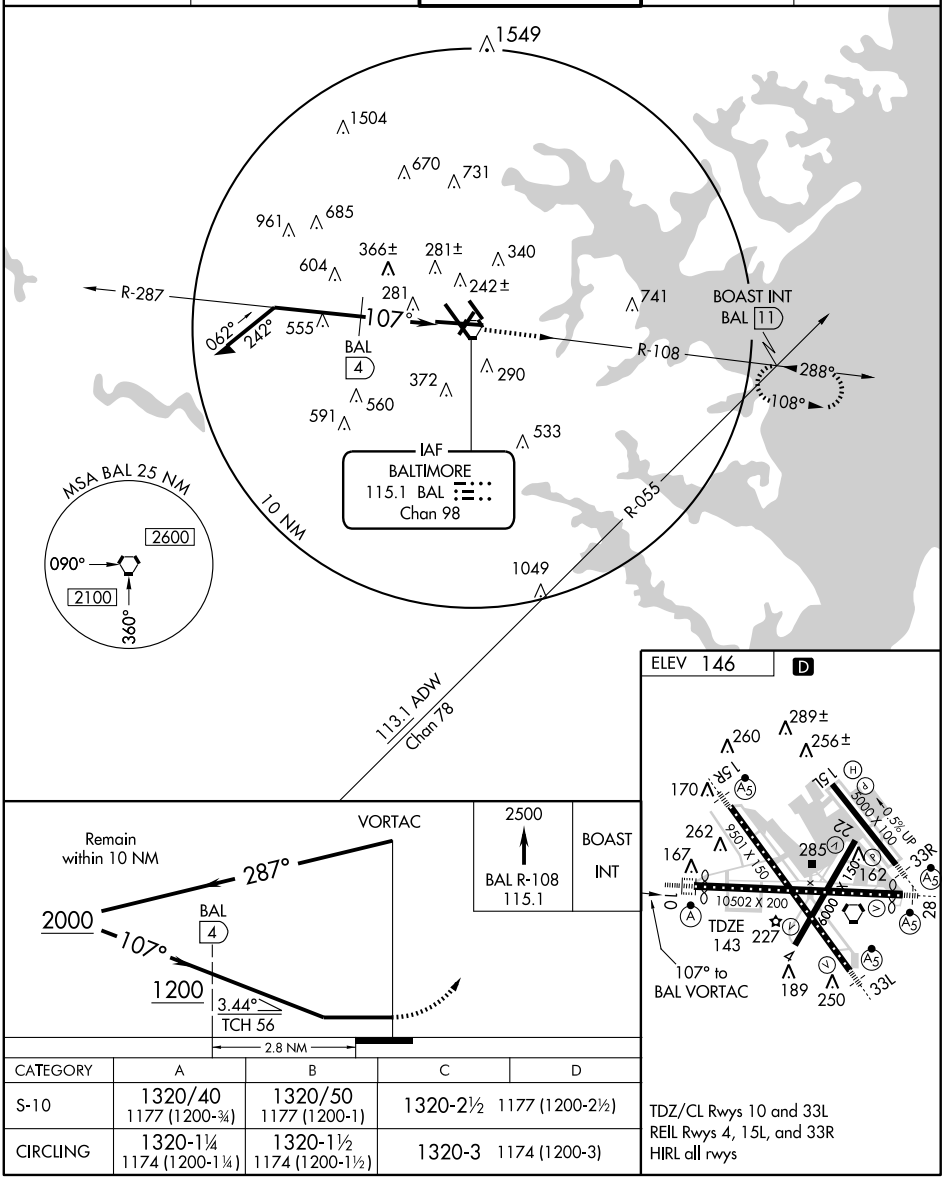
# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

# VOR RWY 10

ALSF-2

MISSED APPROACH: Climb to 2500 via BAL R-108 to BOAST Int and hold.

| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1320/40 1177 (1200-¾) | 1320/50 1177 (1200-1) | 1320-2½ 1177 (1200-2½) | |
| CIRCLING | 1320-1¼ 1174 (1200-1¼) | 1320-1½ 1174 (1200-1½) | 1320-3 1174 (1200-3) | |

TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC | APP CRS | Rwy Idg | 10002 |
|---|---|---|---|
| BAL 115.1 Chan 98 | 279° | TDZE | 143 |
| | | Apt Elev | 146 |

# BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)

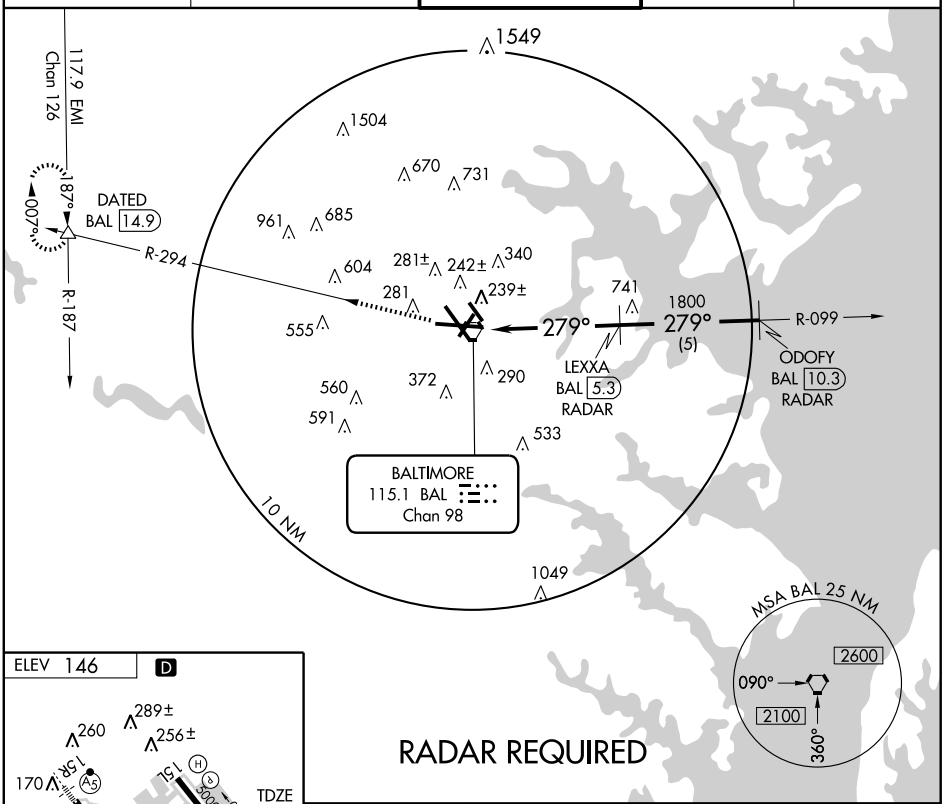
# VOR RWY 28

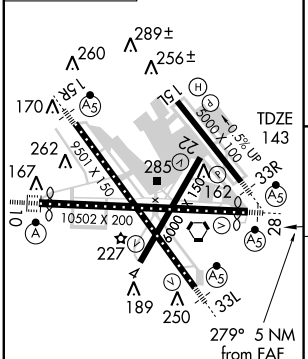
T NA — For inoperative MALSR increase S-28 Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2500 via BAL R-294 to DATED Int/BAL 14.90 DME and hold.

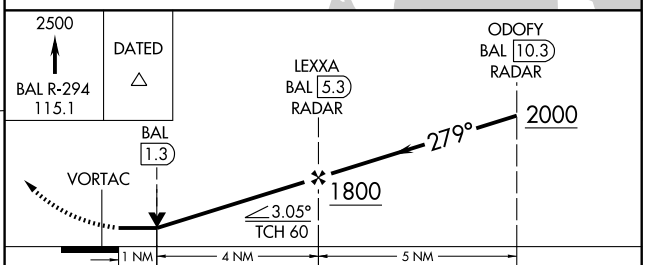
| ATIS | POTOMAC APP CON | BALTIMORE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.1 127.8 | 119.7 290.475 | 119.4 257.8 | 121.9 | 118.05 |




TDZ/CL Rwys 10 and 33L
REIL Rwys 4, 15L, and 33R
HIRL all rwys

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 500/24 357 (400-½) | | | 500/50 357 (400-1) |
| CIRCLING | 640-1 494 (500-1) | | 640-1½ 494 (500-1½) | 740-2 594 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

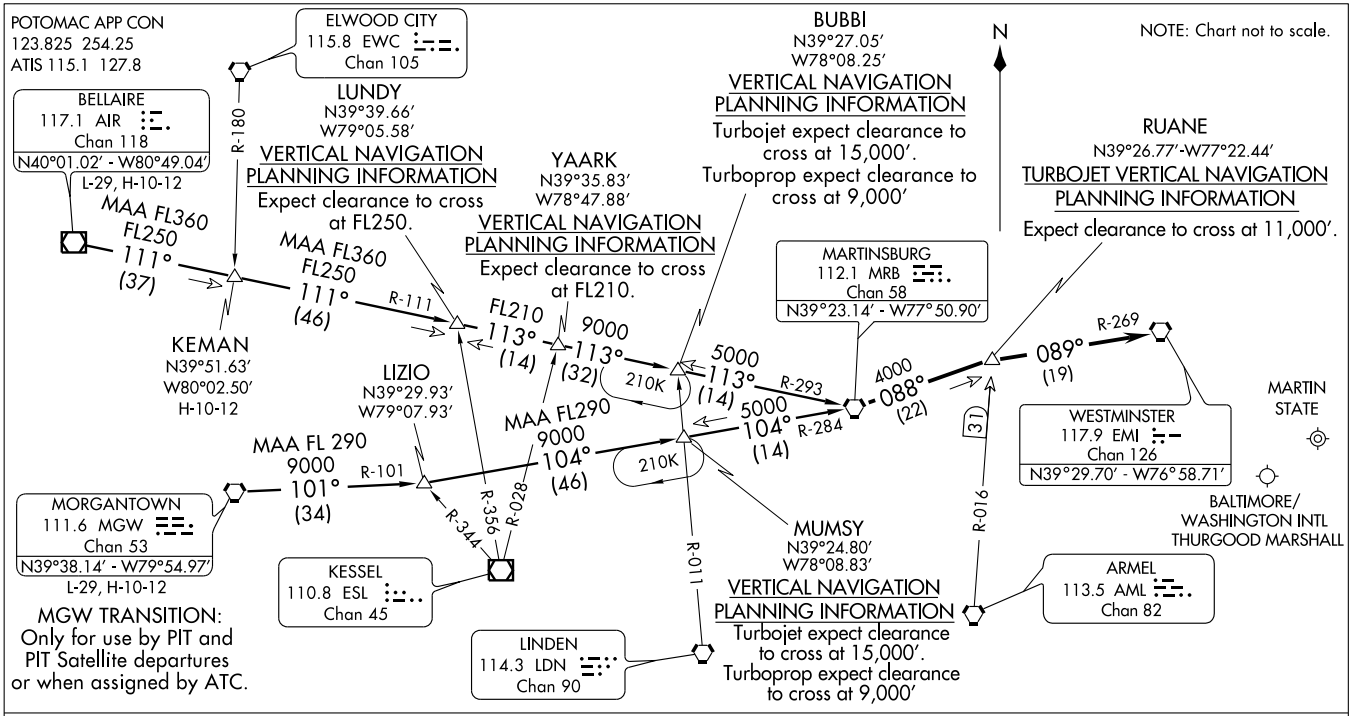
# WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

07298

07298

ST-804 (FAA)




## ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

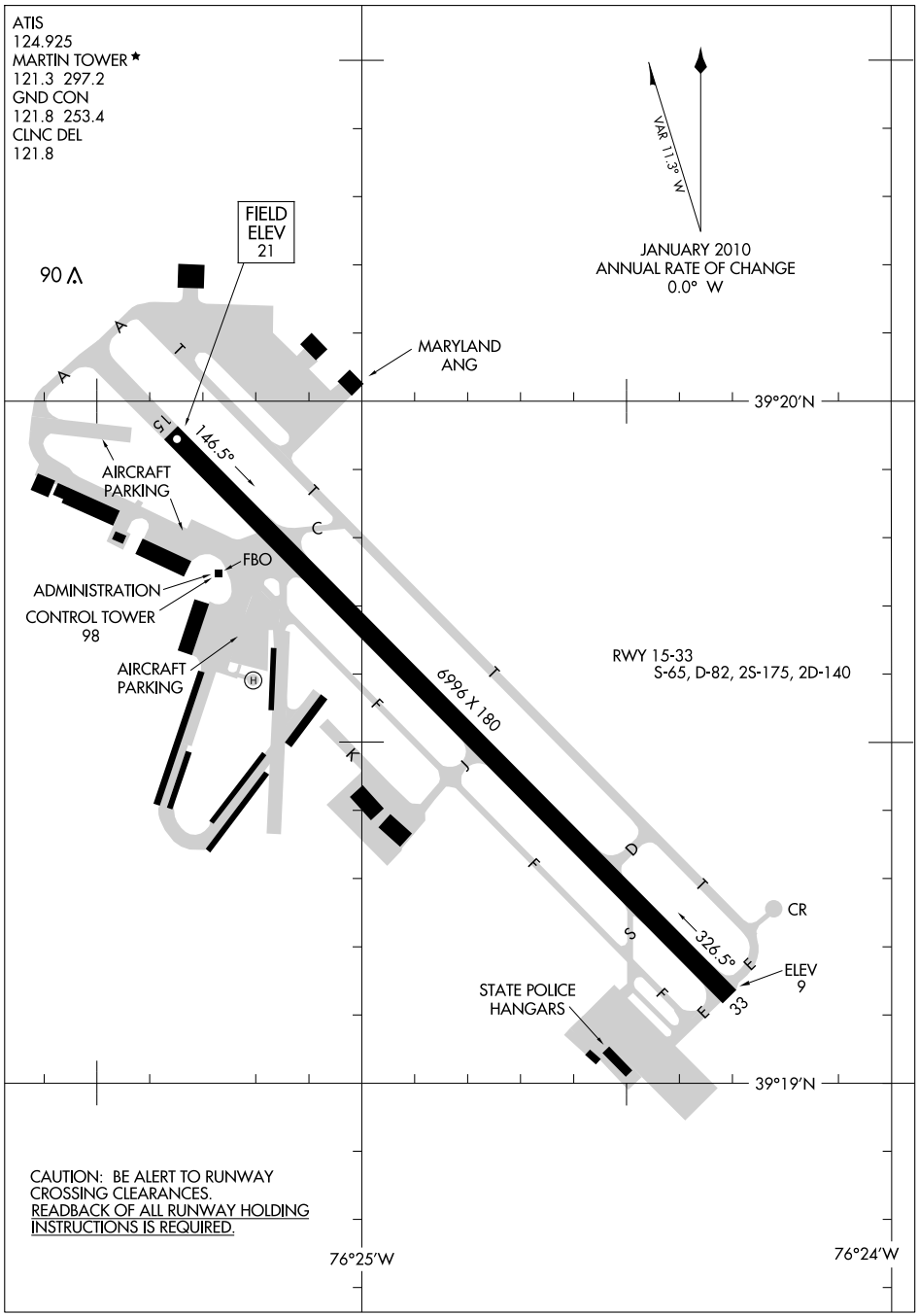
BALTIMORE, MARYLAND

BALTIMORE, MARYLAND

# AIRPORT DIAGRAM

AL-5222 (FAA)

BALTIMORE/MARTIN STATE (MTN)
BALTIMORE, MARYLAND




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BALTIMORE, MARYLAND
BALTIMORE/MARTIN STATE (MTN)

10210

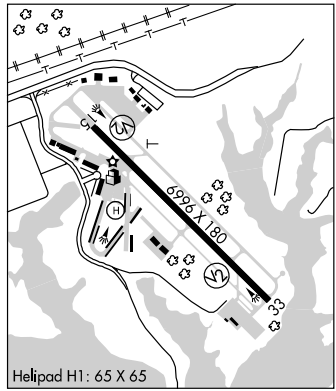
**MARTIN STATE** (MTN)(KMTN)(ANG) 9 E UTC−5(−4DT) N39°19.54′ W76°24.83′ **WASHINGTON COPTER**

21 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MTN

**RWY 15–33:** H6996X180 (ASPH–GRVD) S–65, D–82, 2S–175, 2D–140 HIRL **H–10H, 12I, L–29E, 34F, 36J, A IAP, AD**

**RWY 15:** REIL. PVASI(PSIL)—GA 4.0° TCH 37′. P-line.

**RWY 33:** REIL. PVASI(PSIL)—GA 2.9° TCH 44′. Trees.




**MILITARY SERVICE: FUEL** J8 (NC–100LL, A) **TRAN ALERT** Minimum tran maintenance and parking avbl during normal duty hr and Unit Training Assemblies. No fleet svc avbl.

**AIRPORT REMARKS:** Attended 1100–0400Z‡. CAUTION: Seagulls on and invof arpt. Noise abatement procedures in effect. When twr closed no practice landings or approaches. PPR for practice tkf and ldg for acft weighing more than 12,500 lbs. TPA reciprocating engine acft 999(978); turbo prop and civil jet acft 1499(1478), military jet acft 1999(1978). Airport conditions unmonitored 0400–1100Z‡. Helipad 800 ft left of AER 33. Mowing ops conducted Apr–Sep 1330–2130Z‡. For additional information ctc arpt manager 410–682–8800. Rwy 15 PVASI unusable byd 5° right of course. Rwy 33 PVASI unusable byd 5° left of course and unusable byd 8° right of course. When twr closed ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33—CTAF. When twr clsd ACTIVATE Twy F lgts—UNICOM.

**MILITARY REMARKS: RSTD** No practice apch or ldg 0300–1100Z‡. 8100′ avbl for tkf Rwy 15 and ldg Rwy 33 for mil acft only. PPR for practice tkf and ldg for acft weighing more than 12,500 lb. **CAUTION** BASH II in effect Aug–Dec. **TFC PAT** TPA—C–130/Jet 1500(1478), A–10 2000 (1978). **ANG** PPR for servicing and use of ANG parking ramp only, DSN 243–6375/6376, C410–918–6375/6376. Duty hr Tue–Fri 1130–2200Z‡. If destination is ANG, indicate in flight plan remark. Call Comd Post/Dispatch 20 minutes prior to ldg. Space avbl passenger require security screening in accordance with MAJCOM direct. For space avbl information, please contact DSN 243–6511, C410–918–6511.

**WEATHER DATA SOURCES:** AWOS–3 124.925 C410–682–8848

**COMMUNICATIONS: CTAF** 121.3 **ATIS** 124.925 **UNICOM** 122.95

Ⓡ **POTOMAC APP/DEP CON** 119.0 282.275 **POTOMAC CLNC DEL** 121.8 (When Martin tower clsd)

**TOWER** 121.3 297.2 (1100–0300Z‡) **GND CON** 121.8 253.4

**175 FG COMD POST** (A10) (RAVEN OPS) 347.2 (C130) (CRAB OPS) 384.1

**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 062° 14.8 NM to fld. 140/11W.

**ILS/DME** 110.7 I–BQG Chan 44 Rwy 15. LOC only. Localizer offset. DME also serves Rwy 33. ILS unmonitored when twr clsd.

**ILS/DME** 110.7 I–MTN Chan 44 Rwy 33. DME also serves Rwy 15. ILS unmonitored when twr clsd.

**HELIPAD H1:** H65X65 (CONC)

**HELIPORT REMARKS:** Perimeter lgts.

**PIER 7** (4MD) 3 SE UTC−5(−4DT) N39°16.33′ W76°34.30′ **WASHINGTON COPTER**

16 B NOTAM FILE DCA

**HELIPAD H1:** H45X45 (CONC)

**HELIPORT REMARKS:** Attended 1400–2300Z‡. Perimeter lgts. ACTIVATE perimeter lighting—123.075.

**COMMUNICATIONS: CTAF** 123.025

**BAY BRIDGE** (See STEVENSVILLE)

**BENNETT** (See SALISBURY)

| LOC/DME I-MTN | APP CRS | Rwy Idg | 6996 |
|---|---|---|---|
| 110.7 | 326° | TDZE | 15 |
| Chan 44 | | Apt Elev | 22 |

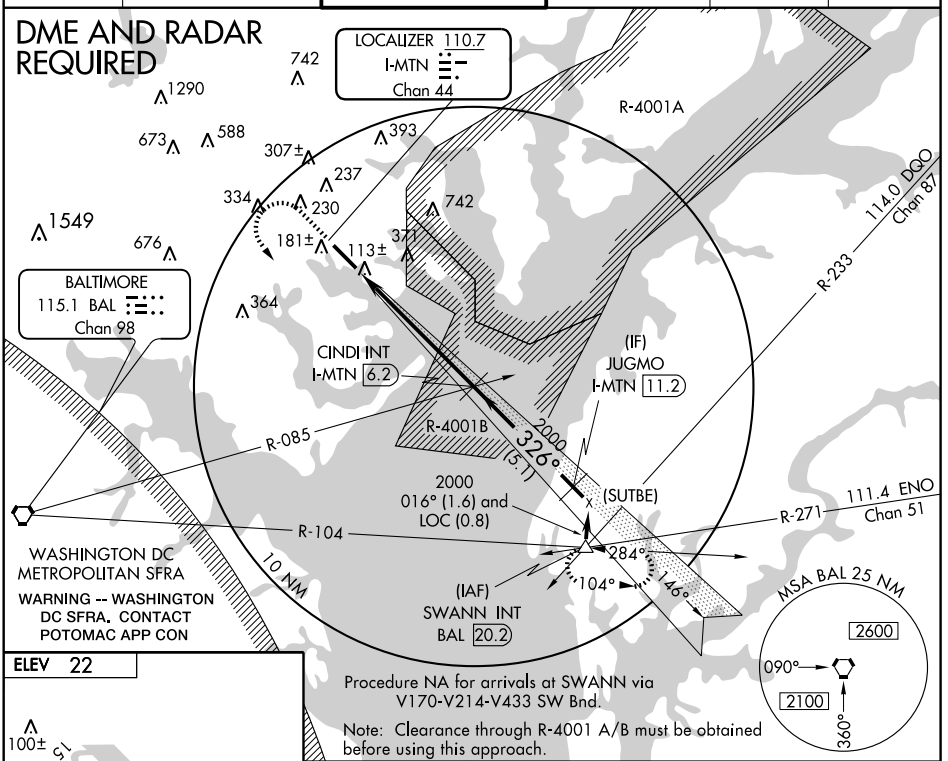
# ILS or LOC RWY 33

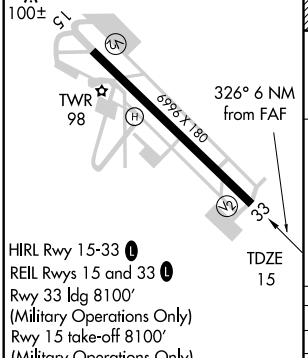
BALTIMORE / MARTIN STATE (MTN)

If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 600 then climbing left turn 2000 via heading 146° and BAL VORTAC R-104 to SWANN INT/BAL 20.2 DME and hold.

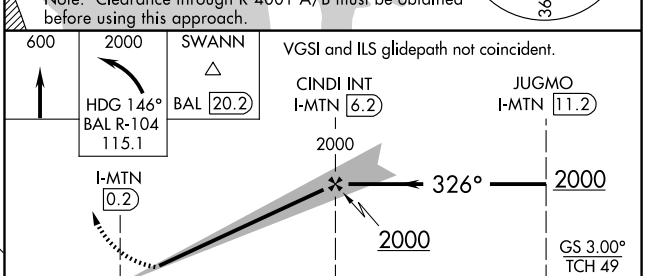
| ATIS | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.925 | 119.0 282.275 | 121.3 (CTAF) L 297.2 | 121.8 253.4 | 121.8 | 122.95 |




HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 290-1 275 (300-1) | | | |
| S-LOC 33 | 380-1 365 (400-1) | | | 380-1¼ 365 (400-1¼) |
| CIRCLING | 520-1 498 (500-1) | | 520-1½ 498 (500-1½) | 680-2 658 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-BQG 110.7 Chan 44 | APP CRS 144° | Rwy Idg 6996 TDZE 22 Apt Elev 22 |
|---|---|---|

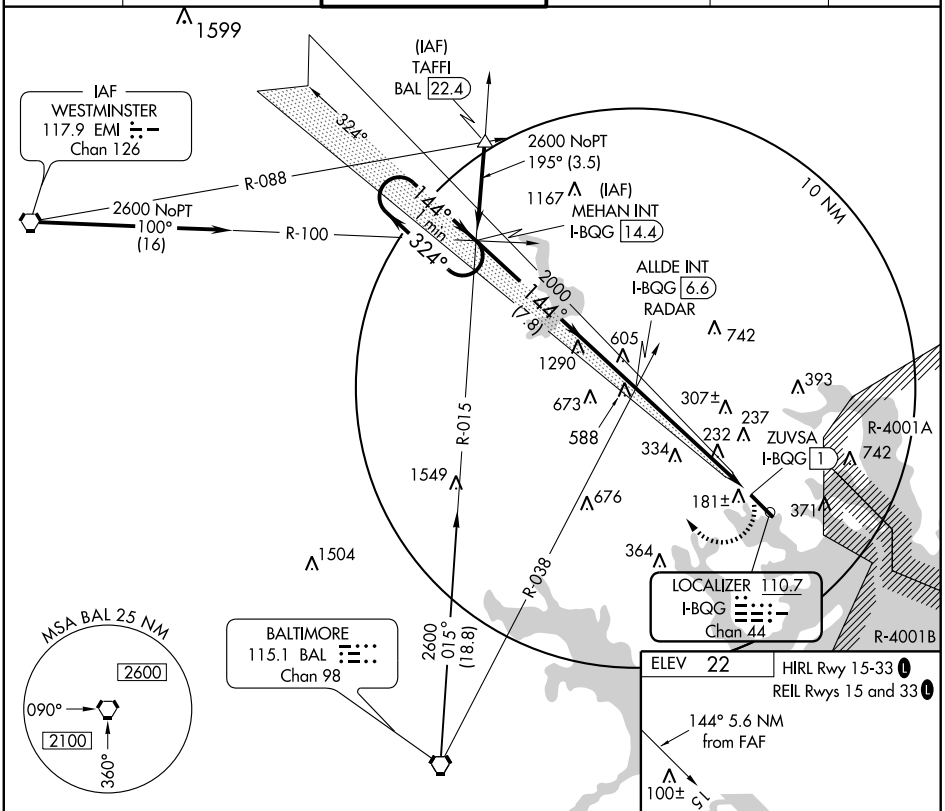
# LOC RWY 15

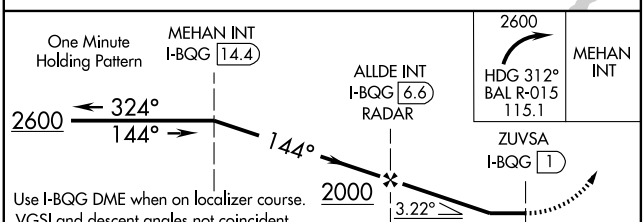
BALTIMORE / MARTIN STATE (MTN)

If local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via heading 312° and BAL R-015 to MEHAN Int/I-BQG 14.4 DME and hold.

| ATIS | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.925 | 119.0 282.275 | 121.3 (CTAF) L 297.2 | 121.8 253.4 | 121.8 | 122.95 |




Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 480-1 458 (500-1) | | 480-1¼ 458 (500-1¼) | 480-1½ 458 (500-1½) |
| CIRCLING | 520-1 498 (500-1) | | 520-1½ 498 (500-1½) | 680-2 658 (700-2) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

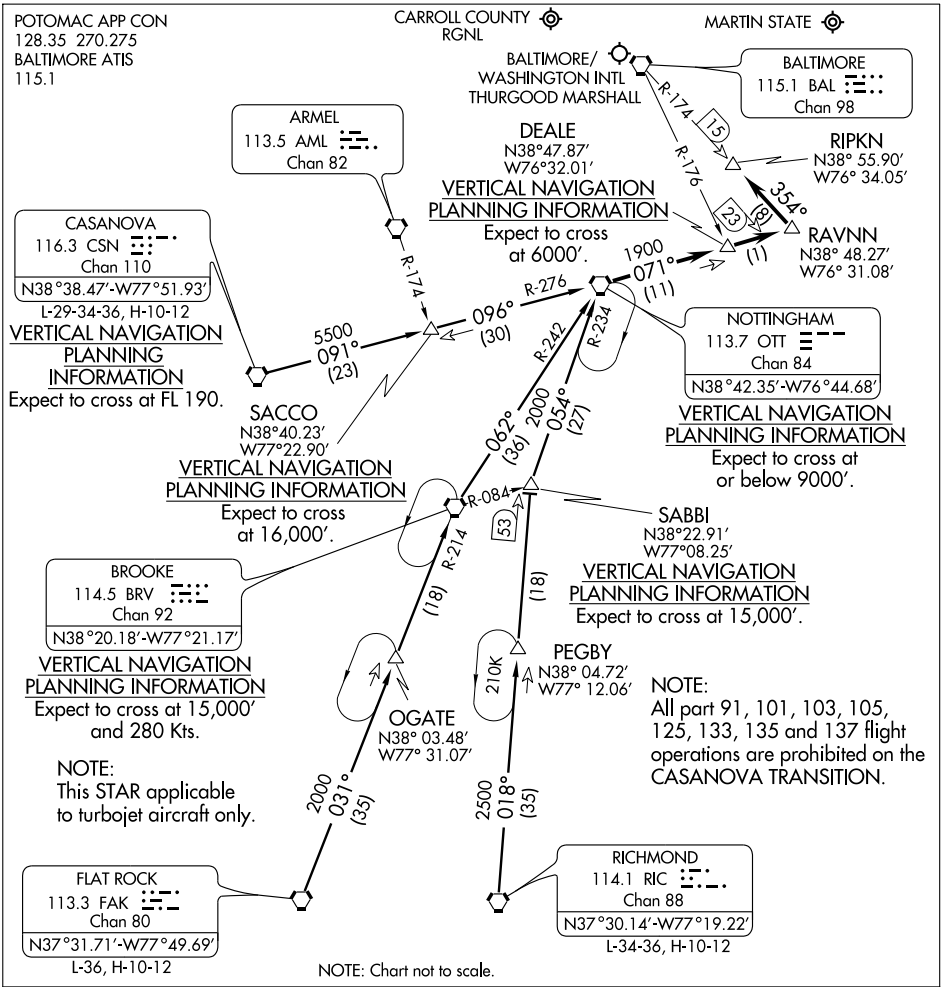


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND






## ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

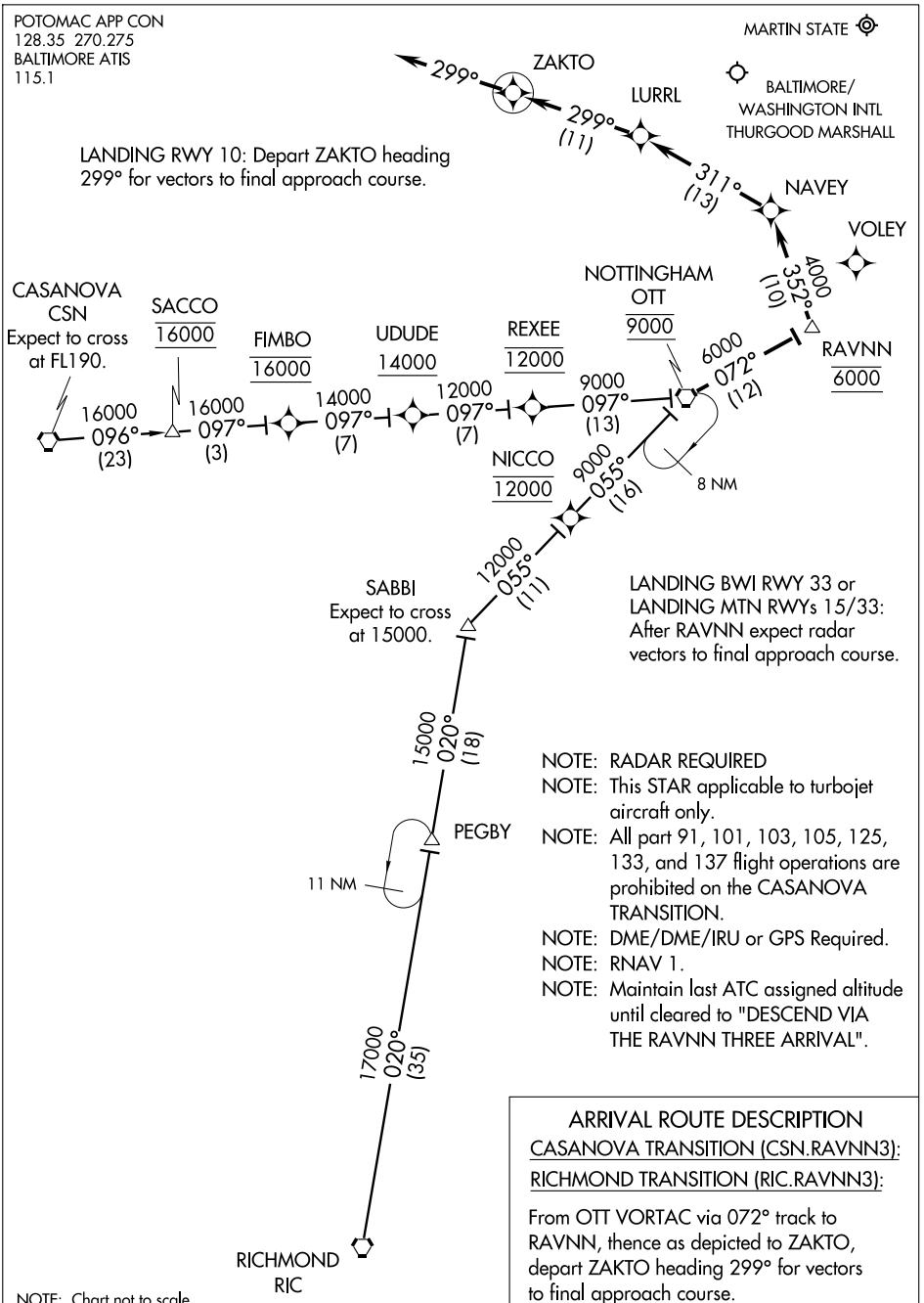
FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

# RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND






NE-3, 26 AUG 2010 to 23 SEP 2010

RAVNN THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

(RAVNN.RAVNN3) 09239

| APP CRS | Rwy Idg | 6996 |
|---|---|---|
| 146° | TDZE | 22 |
| | Apt Elev | 22 |

# RNAV (GPS) RWY 15

BALTIMORE / MARTIN STATE (MTN)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

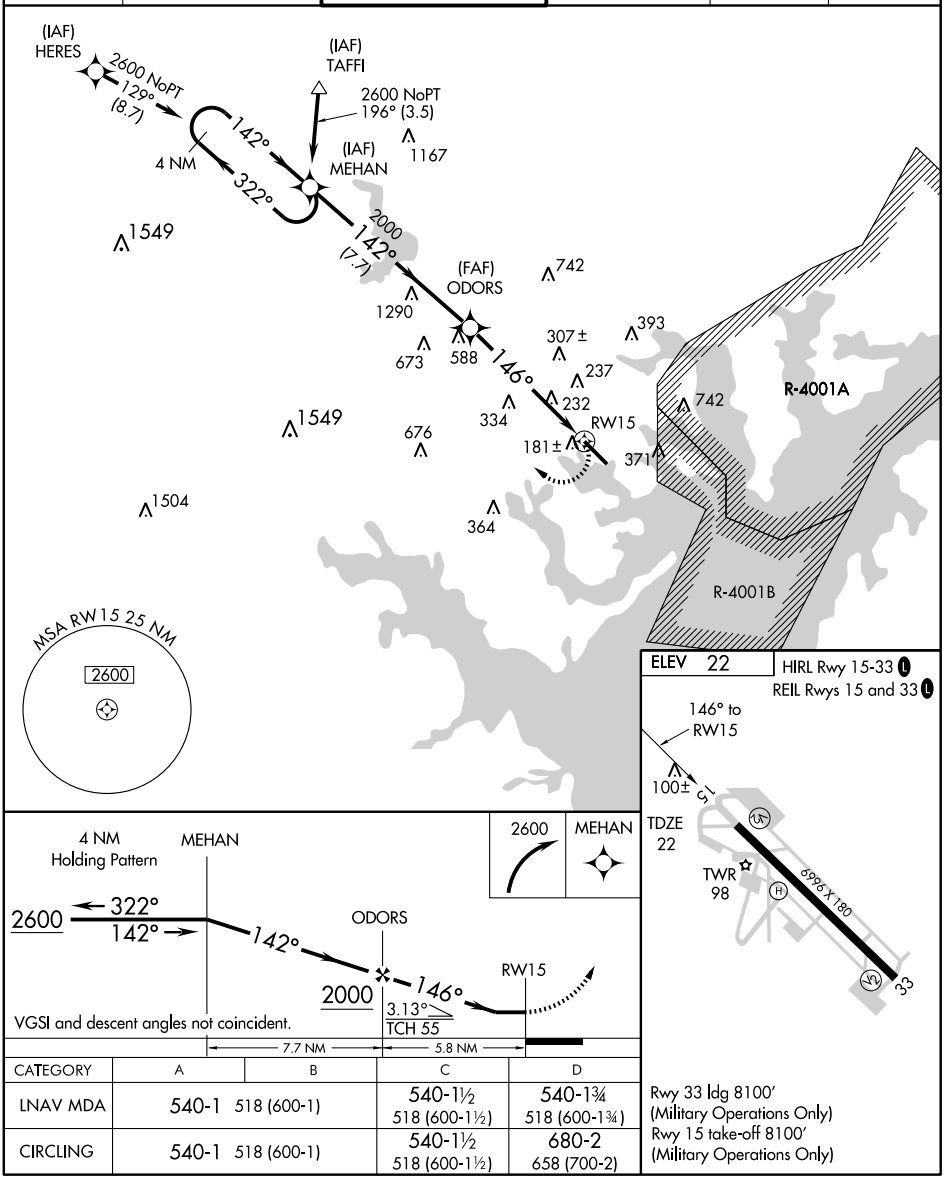
NA

MISSED APPROACH: Climbing right turn to 2600 direct MEHAN WP and hold.

| ATIS | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.925 | 119.0 282.275 | 121.3 (CTAF) L 297.2 | 121.8 253.4 | 121.8 | 122.95 |



NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 518 (600-1) | | 540-1½ 518 (600-1½) | 540-1¾ 518 (600-1¾) |
| CIRCLING | 540-1 518 (600-1) | | 540-1½ 518 (600-1½) | 680-2 658 (700-2) |

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

# RNAV (GPS) RWY 33

BALTIMORE / MARTIN STATE (MTN)

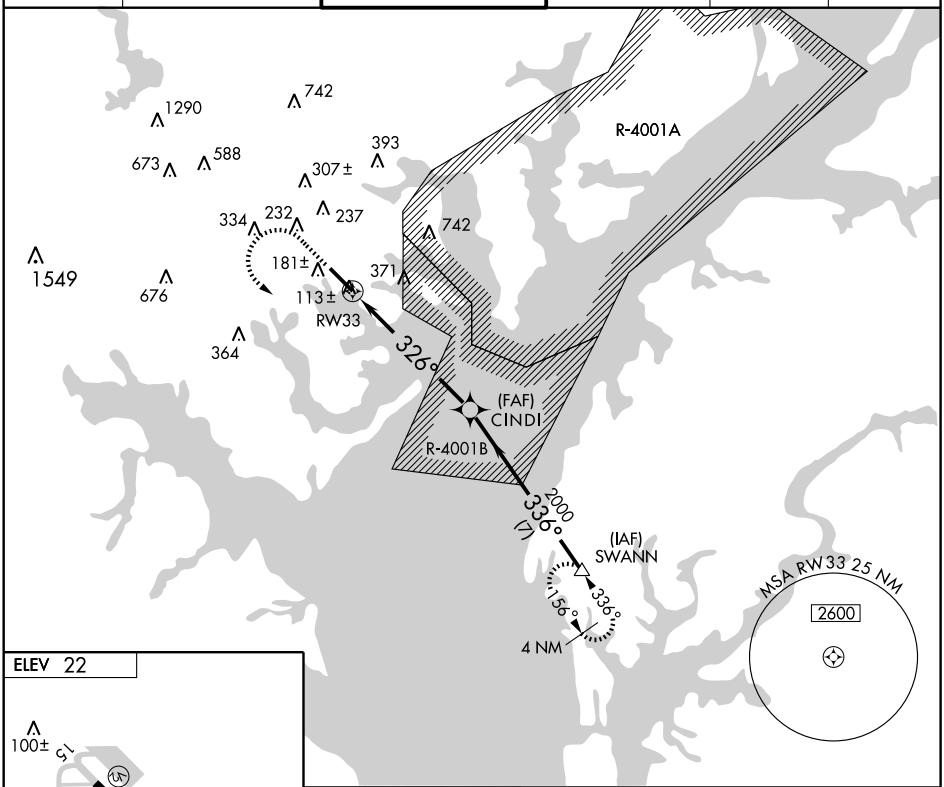
| APP CRS | Rwy Idg | 6996 |
|---|---|---|
| 326° | TDZE | 15 |
| | Apt Elev | 22 |

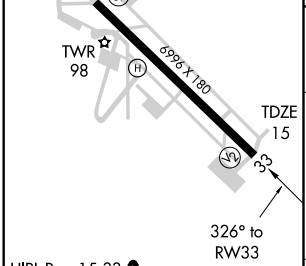
Clearance through R-4001 A/B must be obtained before using this approach.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

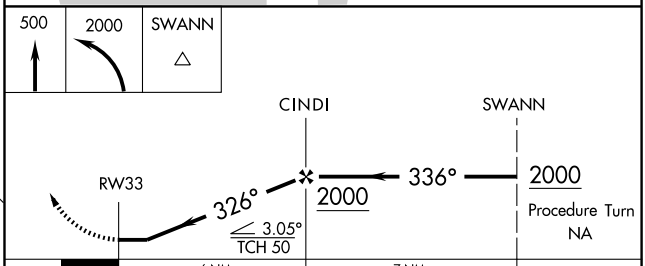
NA

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SWANN WP and hold.

| ATIS | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.925 | 119.0 282.275 | 121.3 (CTAF) L 297.2 | 121.8 253.4 | 121.8 | 122.95 |




HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100'
(Military Operations Only)
Rwy 15 take-off 8100'
(Military Operations Only)

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 365 (400-1) | | | 380-1¼ 365 (400-1¼) |
| CIRCLING | 520-1 498 (500-1) | | 520-1½ 498 (500-1½) | 680-2 658 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

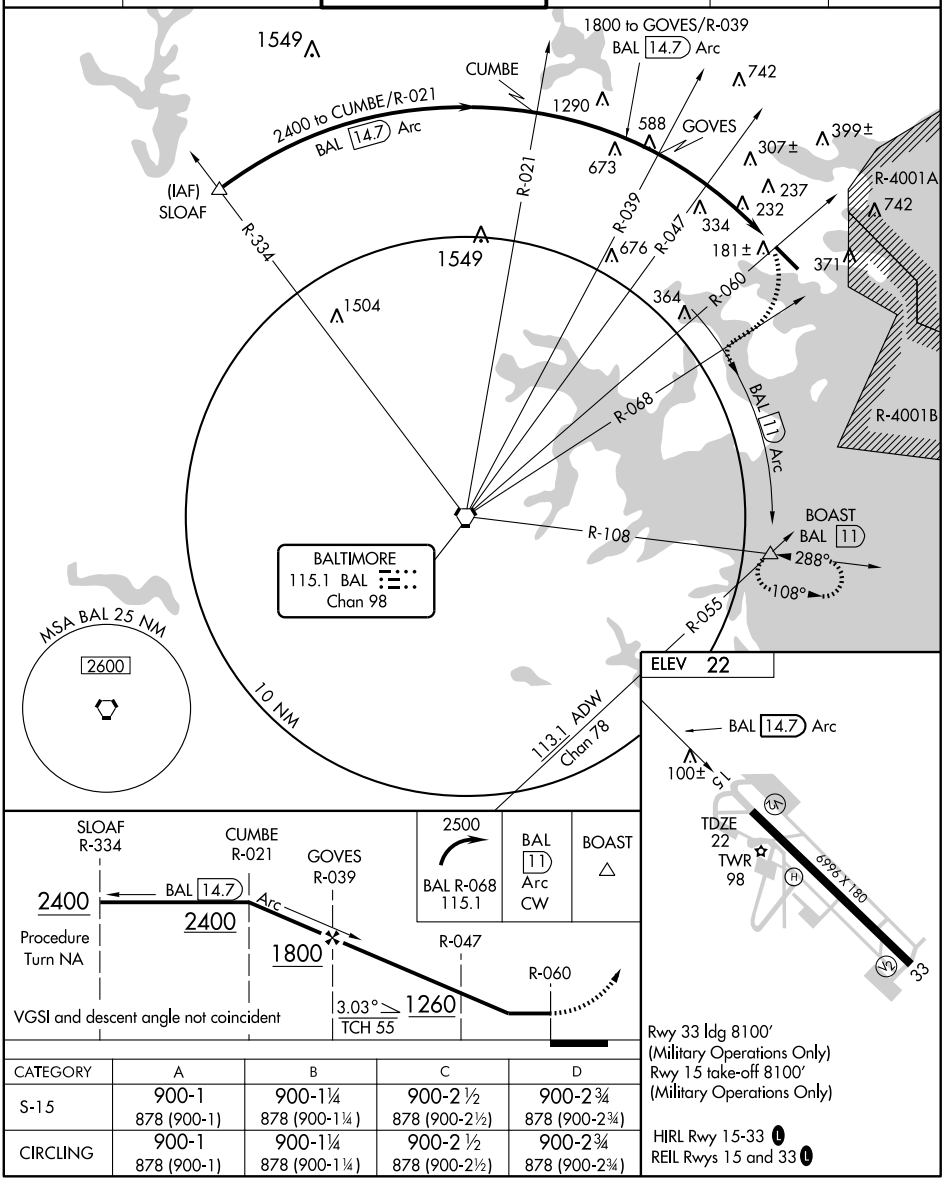
| VORTAC BAL | BAL | Rwy Idg | 6996 |
|---|---|---|---|
| 115.1 | 14.7 | TDZE | 22 |
| Chan 98 | Arc | Apt Elev | 22 |

# VOR/DME or TACAN Z RWY 15

BALTIMORE / MARTIN STATE (MTN)

MISSED APPROACH: Climbing right turn to 2500 via BAL R-068 and BAL 11 DME Arc clockwise to BOAST Int/BAL 11 DME and hold.

| ATIS | POTOMAC APP CON | MARTIN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.925 | 119.0 282.275 | 121.3 (CTAF) L 297.2 | 121.8 253.4 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 900-1<br>878 (900-1) | 900-1¼<br>878 (900-1¼) | 900-2½<br>878 (900-2½) | 900-2¾<br>878 (900-2¾) |
| CIRCLING | 900-1<br>878 (900-1) | 900-1¼<br>878 (900-1¼) | 900-2½<br>878 (900-2½) | 900-2¾<br>878 (900-2¾) |

Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

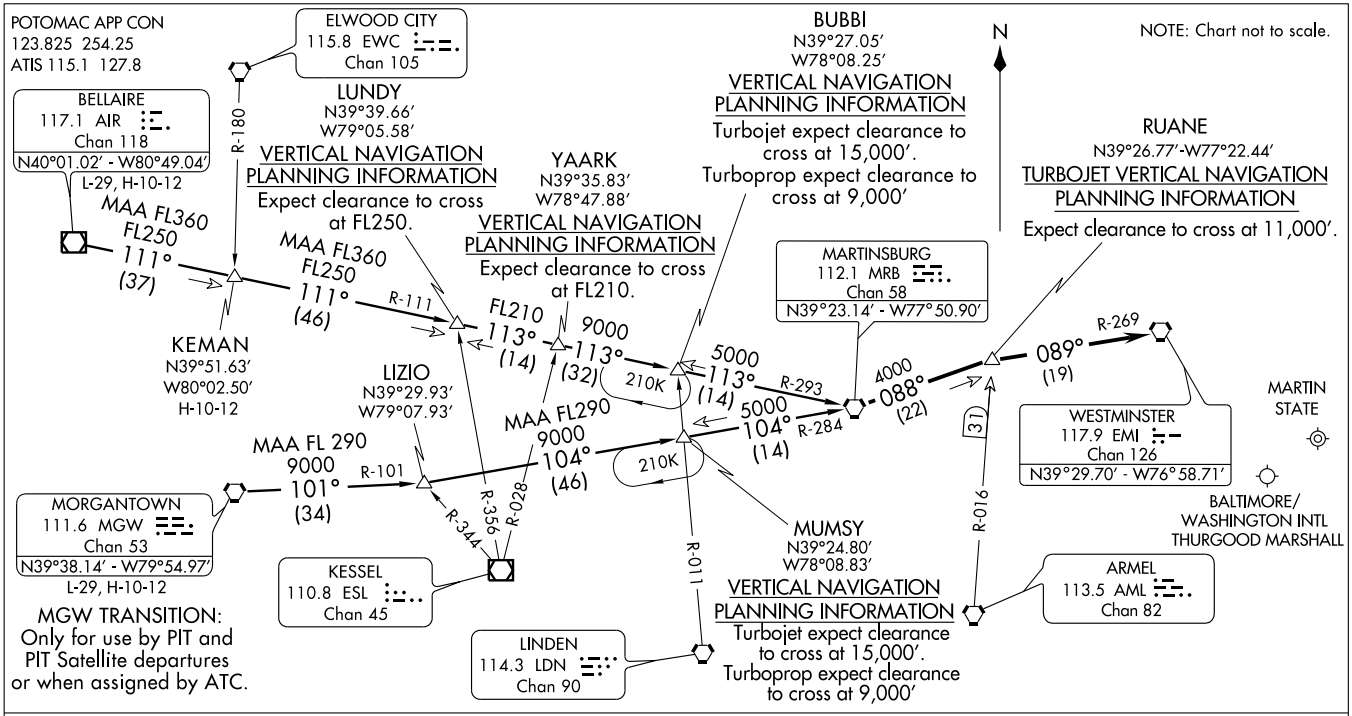
# WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

WESTMINSTER FIVE ARRIVAL (EMI.EMI5)

07298

07298

ST-804 (FAA)




## ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.EMI5): From over AIR VOR/DME via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

KEMAN TRANSITION (KEMAN.EMI5): From over KEMAN INT via AIR R-111 to LUNDY INT, then via MRB VORTAC R-293 to MRB. Thence . . .

MORGANTOWN TRANSITION (MGW.EMI5): From over MGW VORTAC via the MGW R-101 to LIZIO INT, then via MRB VORTAC R-284 to MRB. Thence . . .

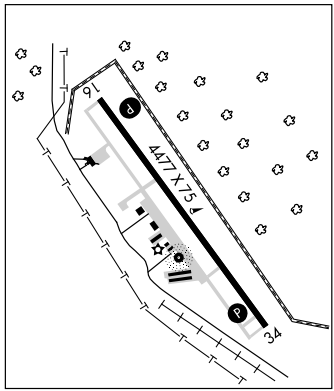
. . . From MRB via MRB R-088 to RUANE INT, then via EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.

BALTIMORE, MARYLAND

BALTIMORE, MARYLAND

**CAMBRIDGE–DORCHESTER** (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′
20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA
**RWY 16–34:** H4477X75 (ASPH–GRVD) S–14 MIRL
**RWY 16:** REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.
**RWY 34:** REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. CLOSED Thanksgiving and Christmas. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.
**WEATHER DATA SOURCES:** AWOS–3 120.675 (410) 228–7559.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**PATUXENT (L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.
**NDB (MHW)** 355 CGE N38°32.23′ W76°01.83′ at fld.

WASHINGTON
L–34F, 36I, A
IAP



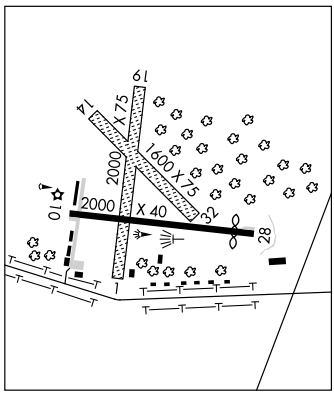

**CARROLL CO RGNL/JACK B POAGE FLD** (See WESTMINSTER)

**CECIL CO** (See ELKTON)

## CHURCHVILLE

**HARFORD CO** (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′
409 B S4 **FUEL** 100LL NOTAM FILE DCA
**RWY 10–28:** H2000X40 (ASPH) LIRL (NSTD) 1.4% up W
**RWY 10:** REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.
**RWY 01–19:** 2000X75 (TURF) 0.5% up S
**RWY 01:** Pole. **RWY 19:** Trees.
**RWY 14–32:** 1600X75 (TURF)
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**POTOMAC APP/DEP CON** 125.525
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.
**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.

WASHINGTON
L–29E, 34F, 36J, A
IAP




**CLEARVIEW AIRPARK** (See WESTMINSTER)

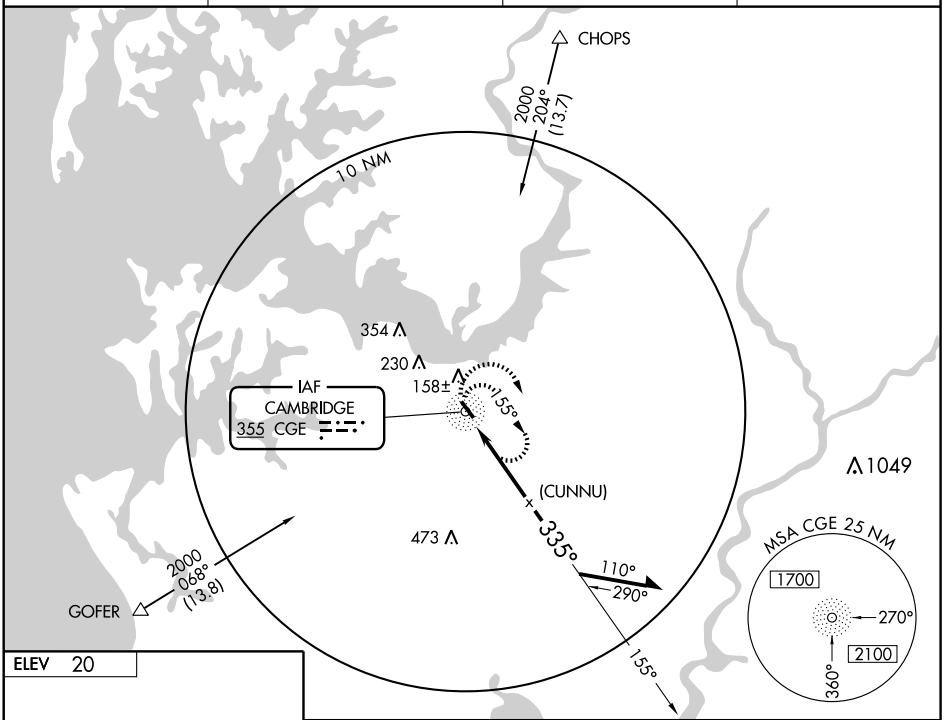
| NDB CGE 355 | APP CRS 335° | Rwy Idg 4477<br>TDZE 20<br>Apt Elev 20 |
|---|---|---|

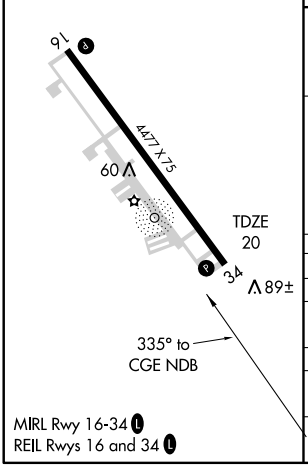
# NDB or GPS RWY 34
## CAMBRIDGE-DORCHESTER (CGE)

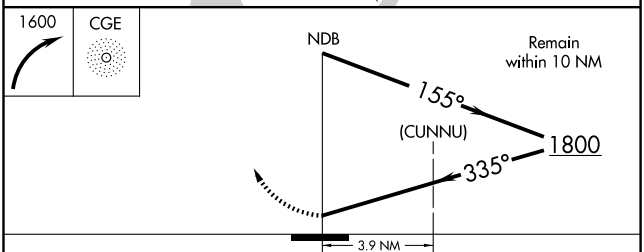
When Cambridge altimeter not received, use Salisbury altimeter.

MISSED APPROACH: Climbing right turn to 1600 in CGE NDB holding pattern.

| ASOS | PATUXENT APP CON ★ | UNICOM | |
|---|---|---|---|
| 120.675 | 121.0 250.3 | 122.7 (CTAF) | 121.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 440-1 420 (500-1) | | 440-1¼ 420 (500-1¼) | |
| CIRCLING | 460-1 440 (500-1) | 480-1 460 (500-1) | 480-1½ 460 (500-1½) | 580-2 560 (600-2) |
| SALISBURY ALTIMETER MINIMUMS | | | | |
| S-34 | 560-1 540 (600-1) | | 560-1½ 540 (600-1½) | 560-1¾ 540 (600-1¾) |
| CIRCLING | 580-1 560 (600-1) | | 580-1½ 560 (600-1½) | 680-2 660 (700-2) |

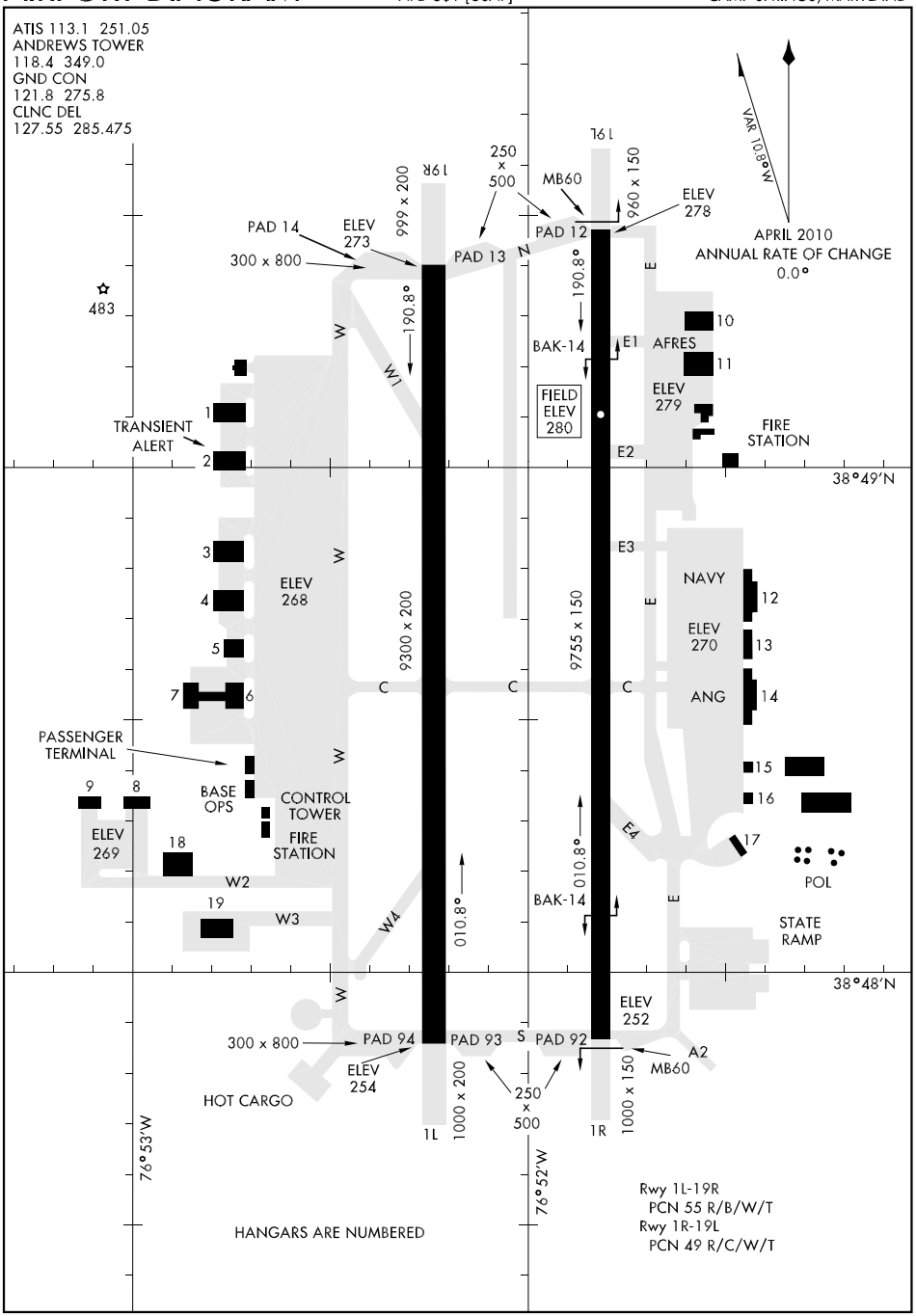


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AFD-561 [USAF]

ANDREWS AFB (KADW)
CAMP SPRINGS, MARYLAND




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CAMP SPRINGS, MARYLAND
ANDREWS AFB (KADW)

**ABERDEEN** N39°32.11′ W76°06.38′ NOTAM FILE DCA. **WASHINGTON**
**NDB (MHWZ)** 349 APG 226° 5.1 NM to Phillips AAF. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR. **L–34F, 36J, A**

**ABERDEEN PROVING GROUND** (See PHILLIPS AAF)

**ANDREWS AFB** (ADW)(KADW) AF/N (ANG AFRC) 3 E **WASHINGTON**
UTC−5(−4DT) N38°48.65′ W76°52.02′ **COPTER**
280 B TPA—See Remarks AOE NOTAM FILE ADW Not insp. **H–10H, 12I, L–29E, 34F, 36I, A**
**RWY 01R–19L:** H9755X150 (PEM) PCN 49 R/C/W/T HIRL **DIAP, AD**
**RWY 01R:** ALSF1. PAPI(P4L). **RWY 19L:** ALSF1. PAPI(P4R).
**RWY 01L–19R:** H9300X200 (CONC) PCN 55 R/B/W/T HIRL CL
**RWY 01L:** ALSF2. TDZL. PAPI(P4L). **RWY 19R:** ALSF2. TDZL. PAPI(P4L).
**ARRESTING GEAR/SYSTEM**
**RWY 01R** HOOK MB60 (35′ OVRN) BAK–14, BAK–12B(B) (1500′).
BAK–14, BAK–12B(B) (1536′). HOOK MB60 (35′ OVRN) **RWY 19L**
**MILITARY SERVICE: LGT** Rwy 01L–19R PAPI and ILS rwy point of intercept not coincidental, Rwy 01L apch end PAPI located on rgt side of rwy. Rwy 01L–19R PAPI set for height group 4. Rwy 01R–19L PAPI and ILS rwy intercept point not coincidental. Rwy 01R–19L PAPI set for height group 3. **A–GEAR** BAK 12–A apch end Rwy 01R–19L not avbl and rqr 30 minutes prior notice weekdays from 1130–2230Z‡. Rwy 01R–19L Hook MB60 unsvc. **JASU** (A/M32A–86) 9(AM32–95) **JASU NAVY** 8(GTC–85) 9(NC–10C) 2(NC–8) 4(A/M47A–4). **FUEL** Expect 30 minute delay. Aircrew of tran acft rqr power on refueling must assist in refueling. J8. (NC–115, B+) **NAVY FUEL** J8. Avbl on req expect minimum 1 hr delay. **FLUID** SP PRESAIR De–Ice LPOX HPOX LOX **FLUID NAVY** ADI SP PRESAIR De–Ice expect extensive delay; LHOX LOX **OIL** SOAP
**OIL NAVY** O–128–133–148–156
**TRAN ALERT NAVY** Servicing not avbl T–33 acft. No maintenance/cargo handling avbl. Expect servicing delay. Local staging flight prohibited.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. Navy Transit Line opr 1130–2200Z‡, closed Federal holidays. **RSTD** Rwy 01L–19R south end underrun/overrun unusable due to pavement degradation. Rwy 01R–19L PCN 28 due to pavement condition; ctc 316 OSS Afld Ops for waiver DSN 858–3411. Official Business Only. PPR for all acft. DVs, SAM, EVAC are exempt from restrictions however rqr PPR for tracking and ramp avbl. DSN 858–3411. Rwy closures normally Mon between 1300–2200Z‡. Rwy closure will alternate between the East and West rwy each week. All acft filing to Andrews AFB must call for ramp freeze information, ramp freezes close airfld up to 30 minutes, delays are possible. Up to date information on closures/ramp freezes will be in NOTAMS. No general aviation acft, no aero club support. No arr/dep of tran fighter acft with live forward firing munitions. All inbound acft ctc Command Post 30 min out with DV Codes, load message, blocktime, ETD and requirements. AMC acft opr restricted during Bird Watch condition Moderate (tkf or ldg permission only when dep/arrival route avoid identified bird activity, no local IFR/VFR tfc pat activity) and Severe (tkf and ldg prohibited without OG/CC or higher approval), ctc Twr/Gnd/ATIS for current Bird Watch Condition. All twys are 75′ wide except Twy E1 and Twy E2, Twy E btn Twy E1 and Twy E4 are only 50′ wide. Twy E, north of E3 clsd to acft with wingspan greater than 165′ (C5, B747, C17, KC10 etc.). Twy E4 ltd to C130 and C20/G5 and smaller acft. All jet acft are advised to taxi south of Twy S centerline due to pavement degradation. For remain overnight svc call Comd Post DSN 858–5058 or C301–981–5058. AM Ops does not have COMSEC storage facilities; tran crews should plan to arrive with appropriate amount of COMSEC to complete mission; COMSEC can be stored at COMD POST; DSN 858–5058, C301–981–5058. Compass rose closed except to towed acft. PAD 12 closed. Twy W2 is prohibited to acft with wingspans larger than 110′. **RSTD NAVY** Aircrews destination to Navy Ramp file 'Navy Ramp' in remark section of flight plan. **CAUTION** Extremely heavy VFR conflicting tfc north and south quadrants. Visibility above 3 miles restricted by trees. Wind flow from 200°–300° disrupted by hangar on southeast side of airfield. Deer hazard—Deer are active on Andrews airfield pilots report any activity to twr/PTD. Bird hazard—expect increased bird activity (Phase II) from Sep–Oct. Flight restricted zone and SFRA in the Washington DC Metropolitan area. All non–DOD acft must ctc Transportation Security Administration for Special Flight Rules Area (SFRA) waiver in accordance with ZDC NOTAM 5–7 days prior. Obst 365′ AGL water tower, near ANG fac and Dower House Rd, east side of afld, without obstruction lgts N48°54.8′ W51°08.8′ Obst erected: Crane 572′ MSL west of afld at new BRAC fac (N38°48′51.67″ W076°53′22.92″). Obst (acft tails) encroach upon 7:1 trns sfc; westside, btn prk rows 1–12, tail heights may encroach by 16′7″; East ramp tail heights may encroach by 51′6″. **TFC PAT** Because of extremely heavy air tfc to the west, all acft on overhead pattern will enter from the east, regardless of ldg rwy. TPA—Overhead pattern 2000(1720), rectangular pattern 1500(1220), lgt acft 1000(720), helicopter 800(520). Acft request VFR multi patterns must use twr VHF frequency. **NS ABTMT** 0000–1100Z‡, daily, no helicopter overflight or traffic pattern west of Rwy 01L–19R (over base housing) blo 800′ AGL. Scramble/Alert missions exempt. Strict compliance with procedure required. Airfield Management OPS DSN 858–3411, C301–981–3411. **NS ABTMT NAVY RAMP** Turboprop taxi low idle and secure outboard engines prior to ramp entry, exempt during ice conditions. **MISC** All tran acft will hold on Twy W for follow–me vehicle prior to entering parking ramp. First 4300′ and last 325′ Rwy 01R concrete. Fighter/training acft bring engine covers. Acft with VIP expecting transfer to AF helicopter must ctc Mussel OPS (141.7 292.2) 15 minutes out if arrival will be different than scheduled. **CSTMS/AG/IMG** Customs Border Protection hrs 1400–2200Z‡. OT agents drive to Andrews AFB. No-notice acft that rqr Customs can expect min 2 hr delay.

**CONTINUED ON NEXT PAGE**

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**AFRC** AFRC ramp PPR call DSN 857–5556 24 hrs prior notice required. Arrival/Departure must occur during normal duty hrs Mon–Fri 1300–2100Z‡. Ctc AFRC Comd Post 30 minutes prior to ldg. Tran maintenance limited. All acft will hold on Twy E prior to entering parking ramp C240–857–5556. **MISC NAVY** Enter Navy ramp at north entrance, Twy E–3. **ANG** PPR for servicing and use of parking ramps. NoAvgas or reciprocating engine oil avbl, limited maintenance. Ctc 201 OPS DSN 857–7161/62, UHF 314.25; located west side of airfield. 113 WG, DCANG DSN 857–4190/91, UHF 234.8 located east side ADW. No tran maintenance avbl.

**COMMUNICATIONS: D–ATIS** 113.1 251.05 **PTD** 139.3 372.2

Ⓡ **POTOMAC APP CON** 124.0 269.0

Ⓡ **POTOMAC DEP CON** 125.65 391.1

**TOWER** 118.4 349.0 **GND CON** 121.8 275.8 **CLNC DEL** 127.55 285.475

**ANDREWS COMD POST** 141.55 378.1 **PMSV METRO** 344.6 Wx opr 24 hrs from Mon 1100Z‡ through Sat 0100Z‡, Sat, Sun, and holidays 1100–0100Z‡. Afld wx monitored by AN/FMQ–19 ASOS, augmented by human observation when required during operating hours. ATC will relay twr prevailing visibility RCR/RSC and VIRGA remarks to acft. Supported by 15th Opr Wx Squadron C618–256–9755. **AFRC OPS** 143.8 351.2 **A/G** See Global HF Systems list in FIH.

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADW.

**(L) VORTACW** 113.1 ADW Chan 78 N38°48.43′ W76°51.97′ at fld. 260/10W.

VOR portion unusable:

099°–182° byd 9 NM blo 3,500′
099°–182° byd 15 NM blo 6,500′
099°–182° byd 30 NM blo 11,500′
183°–227° byd 10 NM blo 2,500′
183°–227° byd 18 NM blo 4,000′
230°–236° byd 20 NM
237°–270°
330°–048°

TACAN azimuth unusable:

220°–280°

VORTAC unusable:

035°–045° blo 2500′.

**KIRBE NDB (LOM)** 360 RW N38°42.05′ W76°52.21′ 011° 6.6 NM to fld.

**ILS** 111.5 I–RWS Rwy 01L. LOM KIRBE NDB.

**ILS** 110.5 I–VJM Rwy 01R.

**ILS** 110.5 I–GQZ Rwy 19L.

**ILS** 111.5 I–MXK Rwy 19R.

**ASR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima. Surveillance apch avbl for all rwys and are only authorized between 1300–0100Z‡.

## ANNAPOLIS

### LEE (ANP) 5 SW UTC−5(−4DT) N38°56.57′ W76°34.10′

WASHINGTON COPTER

34 B S4 **FUEL** 100LL TPA 1034(1000) NOTAM FILE DCA

L–29E, 34F, 36I, A

**RWY 12–30:** H2500X48 (ASPH) LIRL

IAP

**RWY 12:** APAP(PNIL)—GA 5.75° TCH 20′. Thld dsplcd 476′. Trees.

**RWY 30:** APAP(PNIR)—GA 4.25° TCH 16′. Thld dsplcd 321′. Building.

**AIRPORT REMARKS:** Attended. Mon–Fri 1200–2200Z‡, Sat–Sun 1300–2200Z‡. Arpt CLOSED after 0300Z‡. Arpt unattended New Years Day; Memorial Day; July 4; Labor Day; Thanksgiving and Christmas. Rwy 12–30 extremely slippery when wet. Rwy 12–30 minor pavement cracks full length. No tkf after 0300Z‡ daily. Touch and go opr prohibited. VASI apchs to be flown. No ldg on grass. No grass crossover from Rwy 12–30 to twy, roll out to end of rwy. Twy clsd north of Rwy 30 adjacent to PAPI indef. ACTIVATE LIRL Rwy 12–30—CTAF 0300–1200Z‡. Ldg fee after one hr or overnight.

**COMMUNICATIONS: CTAF** 122.9

**POTOMAC APP/DEP CON** 119.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 173° 14.4 NM to fld. 140/11W.

### ANNE ARUNDEL N39°05.04′ W76°45.60′ NOTAM FILE DCA.

WASHINGTON COPTER L–29E, 34F, 36I, A

**NDB (MHW)** 260 BUH at Tipton. Unusable byd 15 NM. SHUTDOWN.

### BALTIMORE N39°10.26′ W76°39.68′ NOTAM FILE BWI.

WASHINGTON COPTER H–10H, L–29E, 34F, 36I, A

**(L) VORTAC** 115.1 BAL Chan 98 at Baltimore/Washington Intl. Thurgood Marshall. 140/11W. DME unusable 154° byd 15 NM, 300°–349° byd 35 NM.

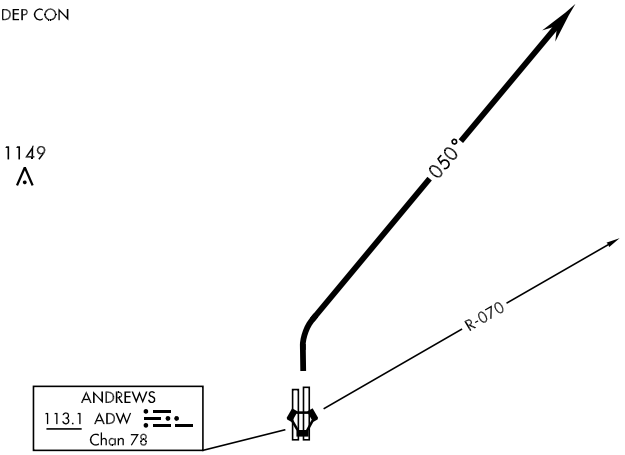
**RCO** 122.2 122.1R 115.1T (LEESBURG RADIO)

# ANDREWS ONE DEPARTURE

SL-561 [USAF]



ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725




RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn right climb on track 050° to 3000. Expect radar vectors to intercept ADW R-070.



NE-3, 26 AUG 2010 to 23 SEP 2010

# CAMP SPRINGS ONE DEPARTURE

SL-561 [USAF]

ATIS 113.1 251.05
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

| Rwy | Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|---|
| 1L/1R | V/V(fpm) | 380 | 760 | 1140 | 1520 |

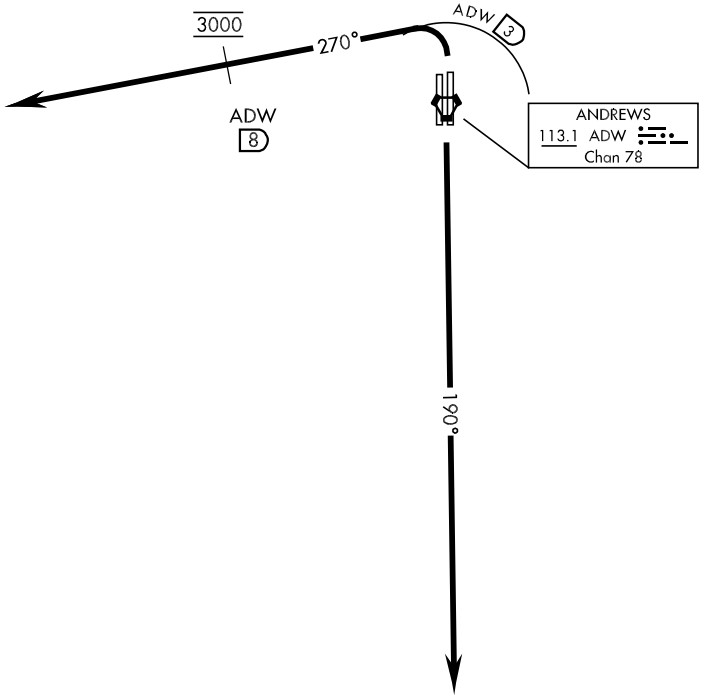
ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.

## RADAR REQUIRED

1149
A

RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn left climb on track 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the west.


NE-3, 26 AUG 2010 to 23 SEP 2010

# ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC






NE-3, 26 AUG 2010 to 23 SEP 2010

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

(ELDEE.ELDEE4) 09015

# ILS or LOC/DME RWY 19L

| LOC I-GQZ 110.5 | APCH CRS 190° | Rwy Idg 9755<br>TDZE 280<br>Arpt Elev 280 |
|---|---|---|

AL-561 [USAF]

ANDREWS AFB (KADW)

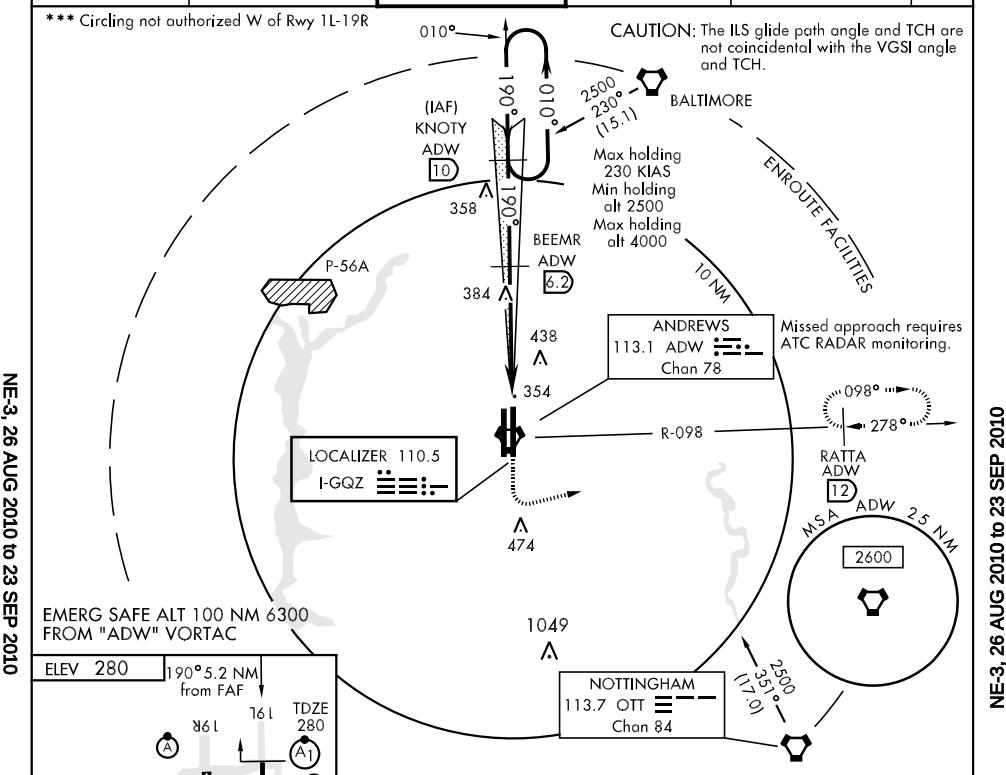
▼ * When ALS inop, increase CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

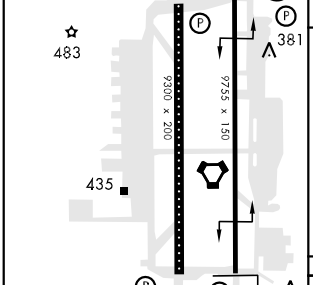
ALSF-1 (A1)

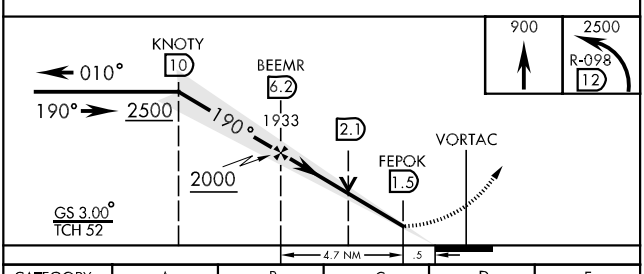
MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

*** Circling not authorized W of Rwy 1L-19R




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19L * | 564/40 | | 284 | | (300-¾) |
| S-LOC 19L ** | 680/40 | | 400 | (400-¾) | 680/50<br>400 (400-1) |
| CIRCLING *** | 720-1<br>440 (500-1) | 740-1<br>460 (500-1) | 740-1½<br>460 (500-1½) | 840-2<br>560 (600-2) | 880-2<br>600 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 1L

| LOC I-RWS | APCH CRS | Rwy Idg / TDZE / Arpt Elev |
|---|---|---|
| 111.5 | 010° | 9300 / 260 / 280 |

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

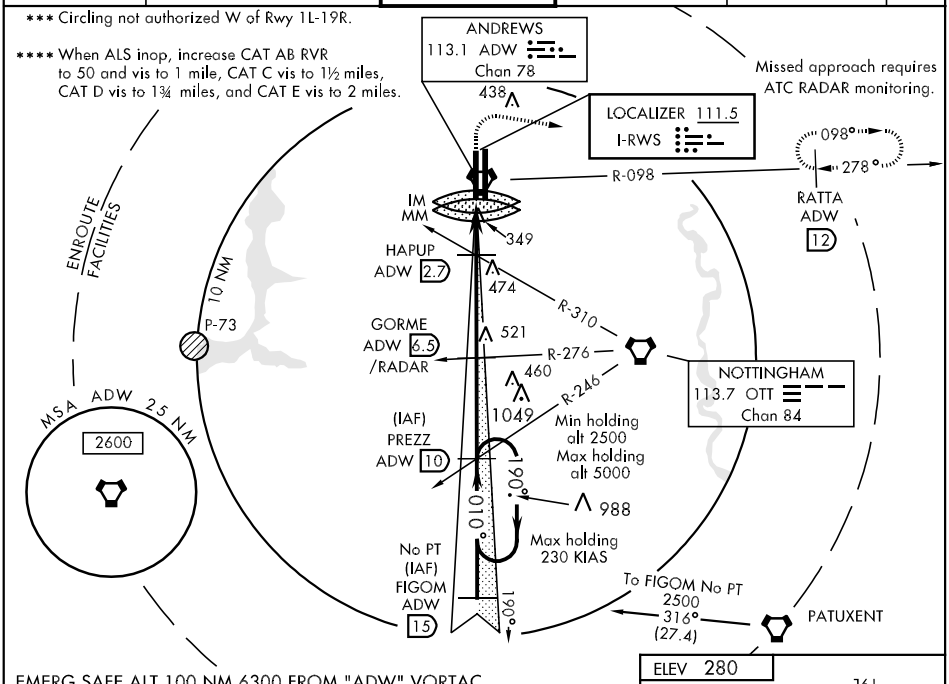
ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

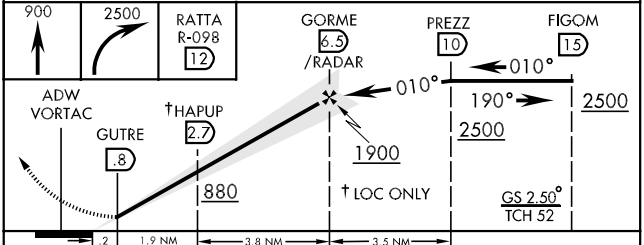
| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

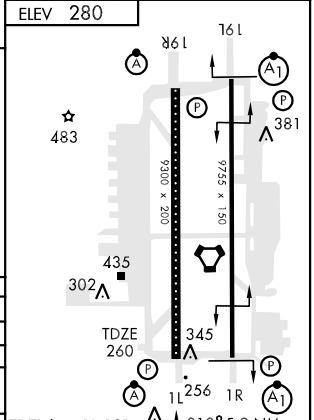
*** Circling not authorized W of Rwy 1L-19R.

**** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.




EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1L * | 460/18 200 (200-½) | | 460/24 200 (200-½) | | |
| S-LOC 1L ** | 640/24 380 (400-½) | | 640/40 380 (400-¾) | | |
| CIRCLING*** | 720-1 440 (500-1) | 740-1 460 (500-1) | 740-1½ 460 (500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |
| WITHOUT LAST STEPDOWN FIX | | | | | |
| S-LOC 1L **** | 800/24 540 (600-½) | | 800/50 540 (600-1) | 800/60 540 (600-1¼) | 800/1½ 540 (600-1½) |
| CIRCLING*** | 780-1 500 (500-1) | | 780-1½ 500 (500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 1R

| LOC I-VJM | APCH CRS | Rwy Idg 9755 / TDZE 265 / Arpt Elev 280 |
|---|---|---|
| 110.5 | 010° | |

AL-561 [USAF]

ANDREWS AFB (KADW)

* When ALS inop, increase RVR to 50, vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-1

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

**** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

P-56A

LOCALIZER 110.5 I-VJM

Missed Approach requires ATC RADAR monitoring

ANDREWS 113.1 ADW Chan 78

NOTTINGHAM 113.7 OTT Chan 84

RATTA ADW 12

WIPAG ADW 2.7 / OTT R-311

GREEF ADW 5.2 / OTT R-289/ RADAR

BRINE (IAF) ADW 10 / OTT R-245

R-098 098° 278° 438 474 521 1049 988 2500 324° (30.4) 190° 010°

CAUTION: ILS TCH and VGSI TCH do not coincide.

10 NM

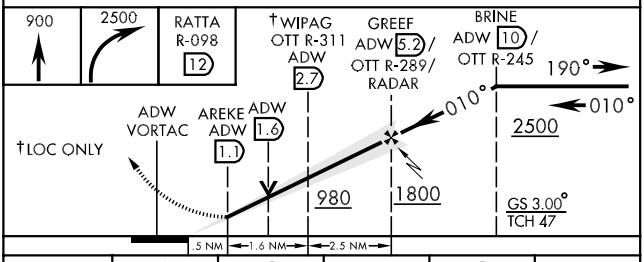
ENROUTE FACILITIES

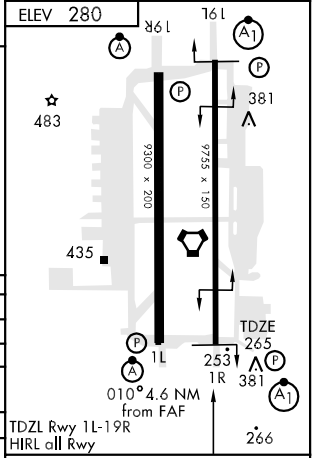
MSA ADW 25 NM 2600

Max holding 230 KIAS
Min holding alt 2500
Max holding alt 5000

PATUXENT

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1R * | 515/40 | | 250 | (300-¾) | |
| S-LOC 1R ** | 640/40 | | 375 | (400-¾) | |
| CIRCLING *** | 720-1 440 (500-1) | 740-1 460 (500-1) | 740-1½ 460 (500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |
| NON-DME AND SINGLE VOR MINIMA | | | | | |
| S-LOC 1R **** | 760/40 495 (500-¾) | | | 760/50 495 (500-1) | 760/60 495 (500-1¼) |
| CIRCLING *** | 760-1 480 (500-1) | | 760-1½ 480 (500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 19R

| LOC I-MXK | APCH CRS | Rwy Idg 9300 / TDZE 273 / Arpt Elev 280 |
|---|---|---|
| 111.5 | 190° | |

AL-561 [USAF]

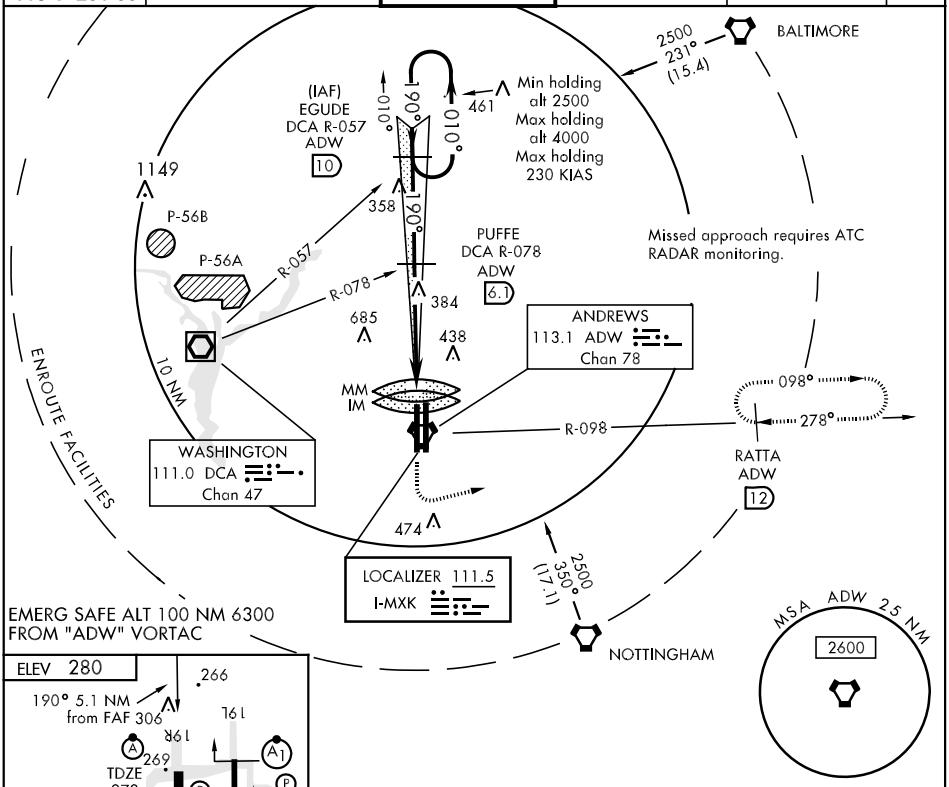
ANDREWS AFB (KADW)

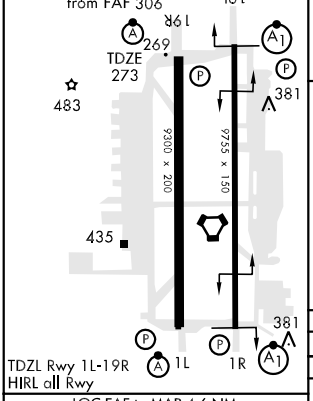
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles..
*** Circling not authorized W of Rwy 1L-19R.

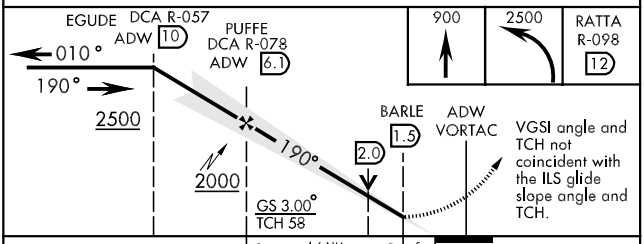
ALSF-2 (A)

MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




| LOC FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19R * | 473/18 200 (200-½) | | 473/24 200 (200-½) | | |
| S-LOC 19R** | 680/24 407 (400-½) | | 680/40 407 (400-¾) | | 680/50 407 (400-1) |
| CIRCLING *** | 720-1 440 (500-1) | 740-1 460 (500-1) | 740-1½ 460(500-1 ½) | 840-2 560 (600-2) | 880-2 600 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 1L (CAT II)

| LOC I-RWS | APCH CRS | Rwy Idg / TDZE / Arpt Elev |
|---|---|---|
| 111.5 | 010° | 9300 / 260 / 280 |

AL-561 [USAF]

ANDREWS AFB (KADW)

ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct RATTA and hold. Expect further clearance from APP CON.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOCALIZER 111.5 I-RWS

Missed approach requires ATC RADAR monitoring.

438

098°

278°

R-098

RATTA ADW 12

IM MM

344

474

ANDREWS 113.1 ADW Chan 78

P-73

GORME ADW 6.5

460

1049

R-246

NOTTINGHAM 113.7 OTT Chan 84

(IAF) PREZZ ADW 10

Min holding alt 2500 Max holding alt 5000

190°

010°

988

(IAF) FIGOM ADW 15 PTX R-316 No PT

PATUXENT 117.6 PXT Chan 123

10 NM

2500

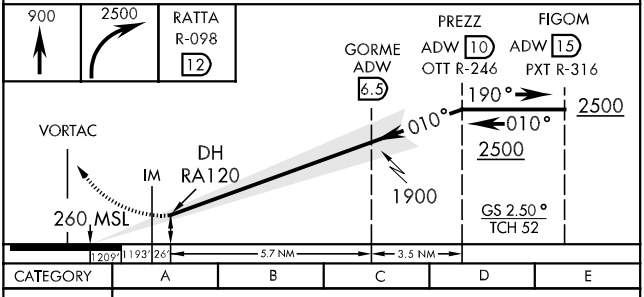
316° (27.4) No PT

MSA ADW 25 NM

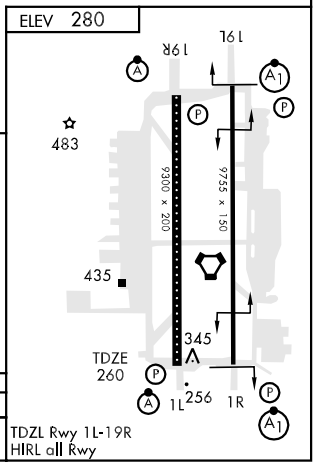
2600

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 6300 FROM "ADW" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1L | RA 120/12 | 100 | DA 360 | | |




TDZL Rwy 1L-19R HIRL all Rwy



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 19R (CAT II)

ANDREWS AFB (KADW)

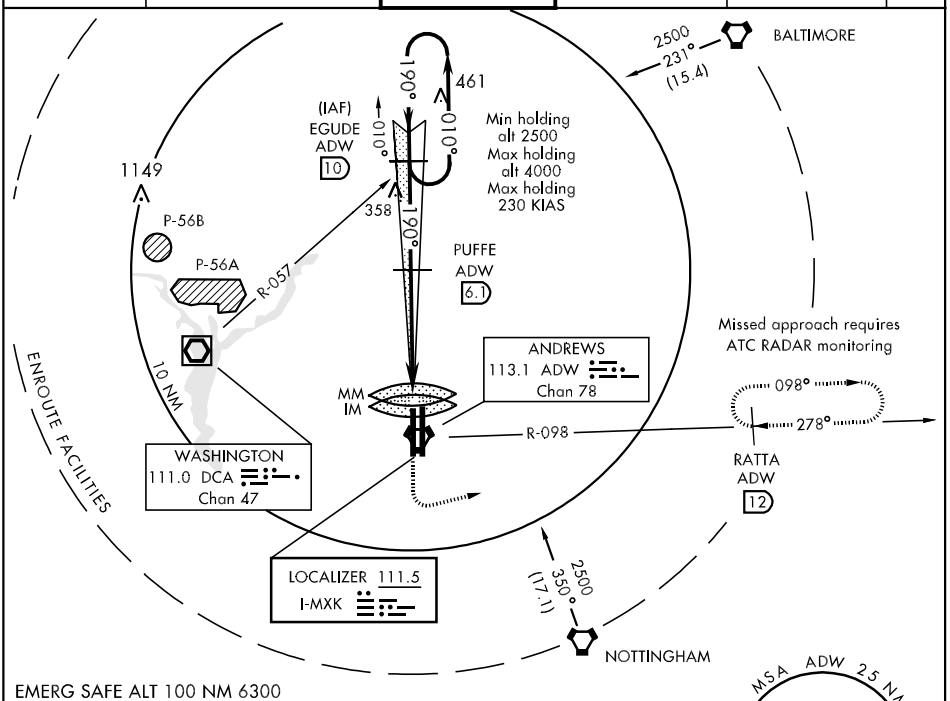
| LOC I-MXK | APCH CRS | Rwy ldg 9300 / TDZE 273 / Arpt Elev 280 |
|---|---|---|
| 111.5 | 190° | |

AL-561 [USAF]

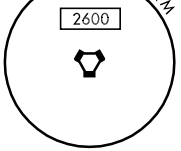
ALSF-2

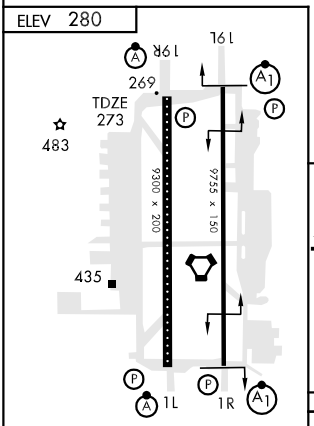
MISSED APPROACH: Climb to 900 then climbing left turn to 2500 direct RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

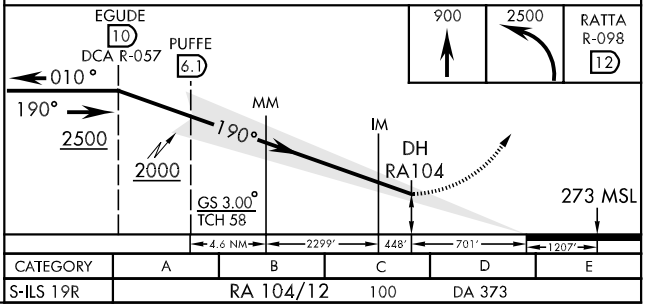



EMERG SAFE ALT 100 NM 6300
FROM "ADW" VORTAC




## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



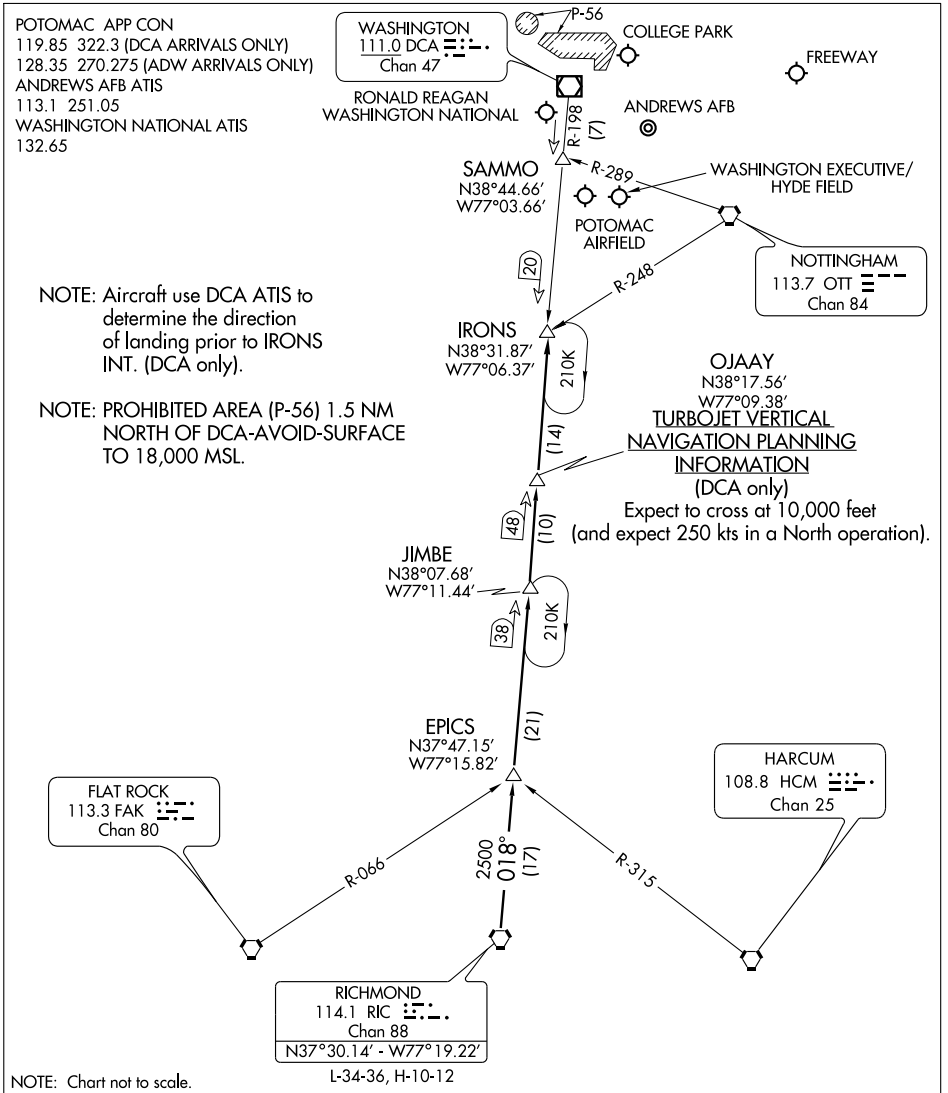

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19R | RA 104/12 | 100 | DA 373 | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

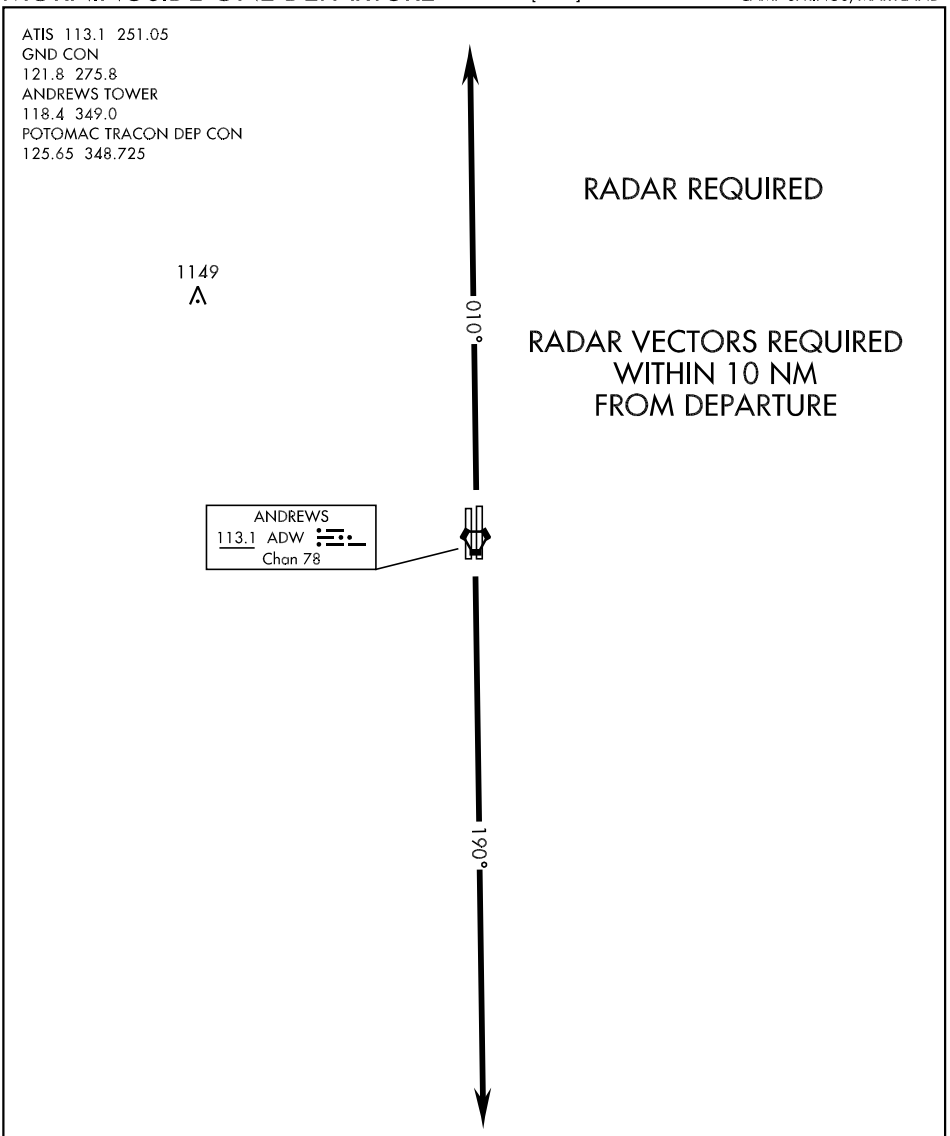
(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

# MORNINGSIDE ONE DEPARTURE

SL-561 [USAF]




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on track 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on track 190° to 3000. Expect radar vectors to the South or East.


NE-3, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 1L

| LOM RW | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 360 | 010° | 9300 / 260 / 280 |

AL-561 [USAF]

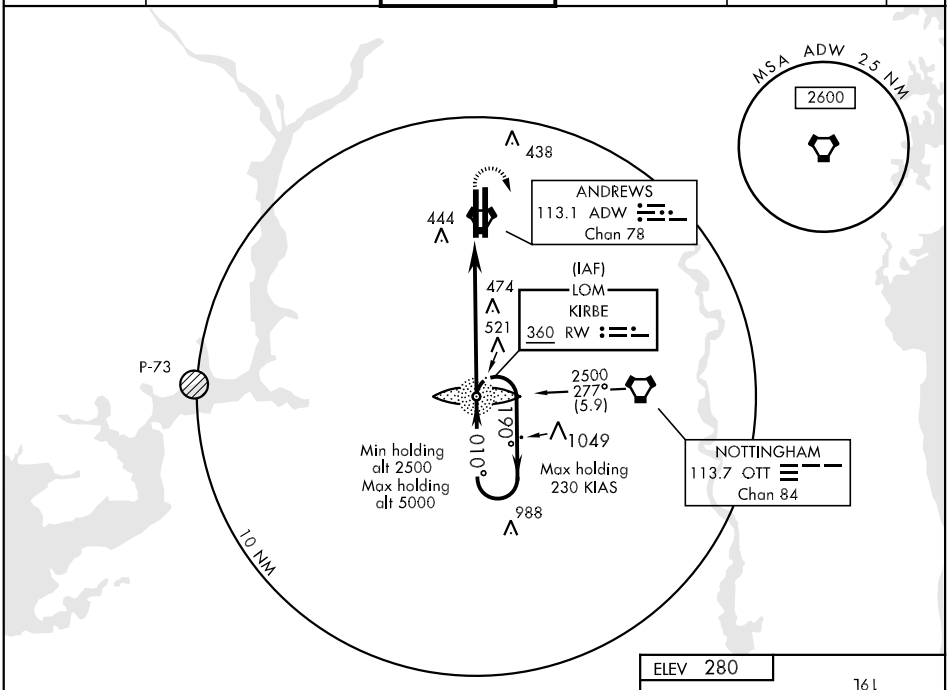
ANDREWS AFB (KADW)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1L-19R.

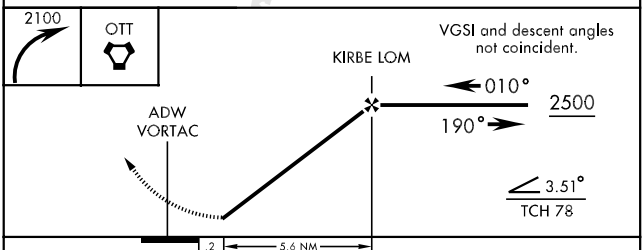
ALSF-2

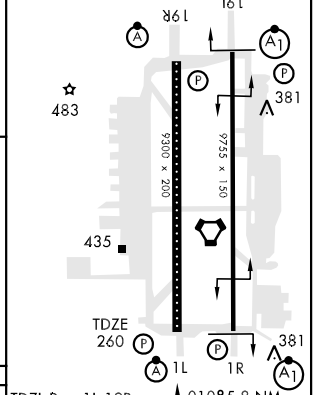
MISSED APPROACH: Climbing right turn to 2100 direct OTT VORTAC. Expect further clearance from APP CON.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




EMERG SAFE ALT 100 NM 6300




TDZL Rwy 1L-19R
HIRL all Rwy

010° 5.8 NM from LOM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1L * | 800/24 540 (600-½) | | 800/50 540 (600-1) | 800/60 540 (600-1¼) | 800-1½ 540 (600-1½) |
| CIRCLING** | 800-1 520 (600-1) | | 800-1½ 520 (600-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 1L

ANDREWS AFB (KADW)

| APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|
| 010° | 9300 | 260 | 280 |

AL-561 [USAF]

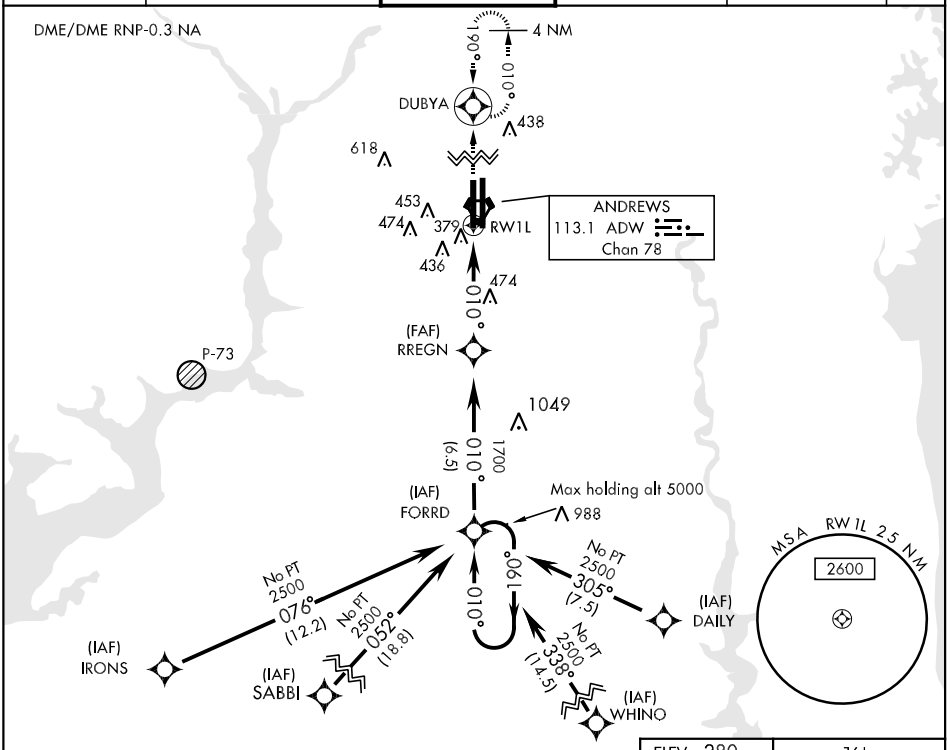
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy 1L-19R.

ALSF-2

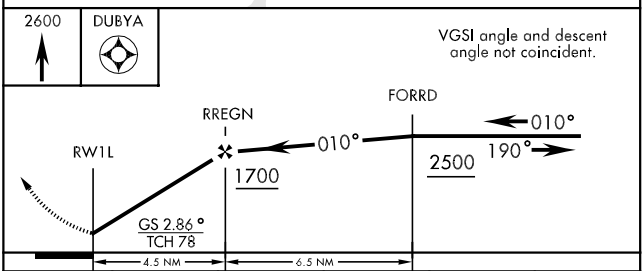
MISSED APPROACH: Climb to 2600 direct DUBYA and hold.

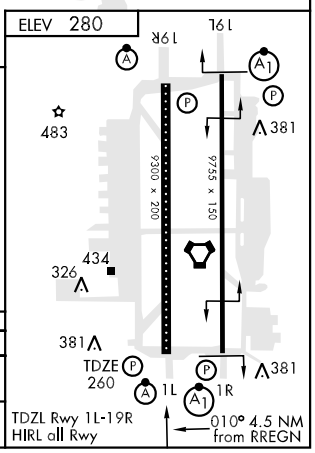
| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 124.0 269.0 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 760/24 | 500 (500-½) | 760/40<br>500 (500-¾) | 760/50<br>500 (500-1) | 760/60<br>500 (500-1¼) |
| CIRCLING** | 760-1 | 480 (500-1) | 760-1½<br>480 (500-1½) | 840-2<br>560 (600-2) | 880-2<br>600 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 19R

| APCH CRS | Rwy Idg | 9300 |
|---|---|---|
| 190° | TDZE | 273 |
| | Arpt Elev | 280 |

AL-561 [USAF]

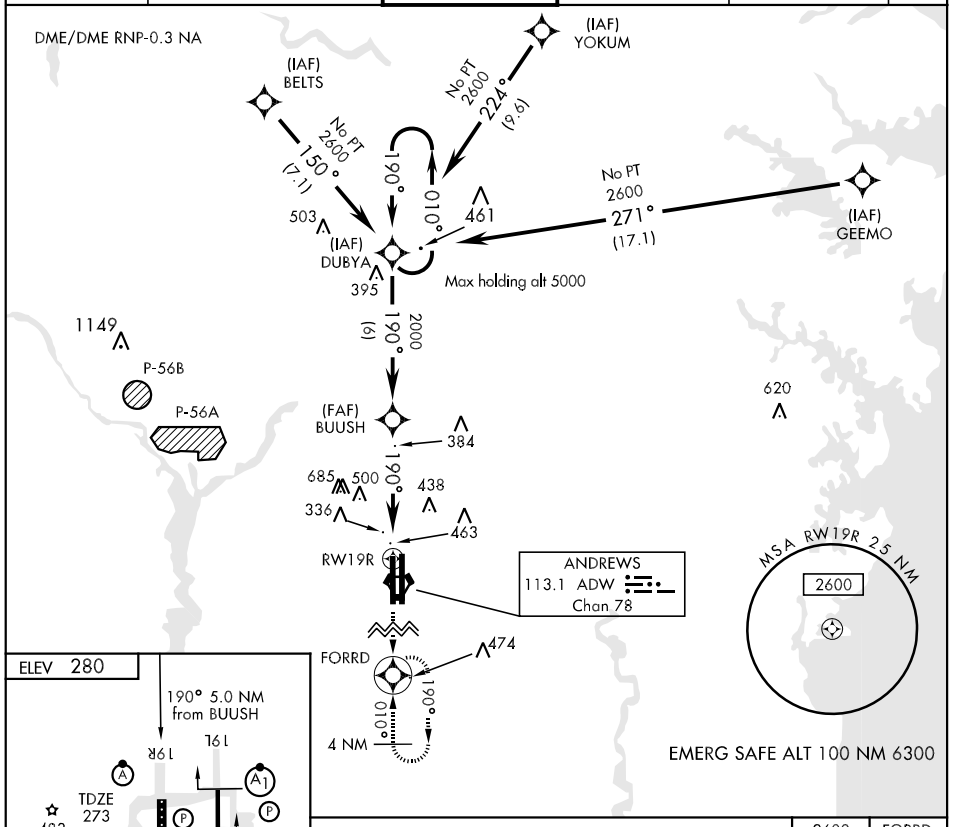
ANDREWS AFB (KADW)

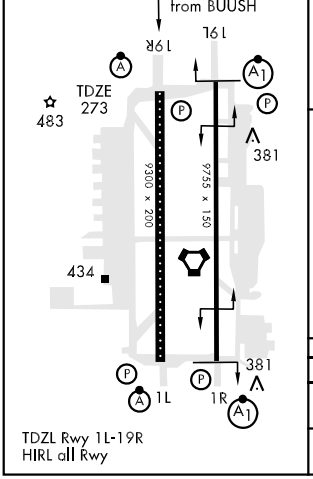
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

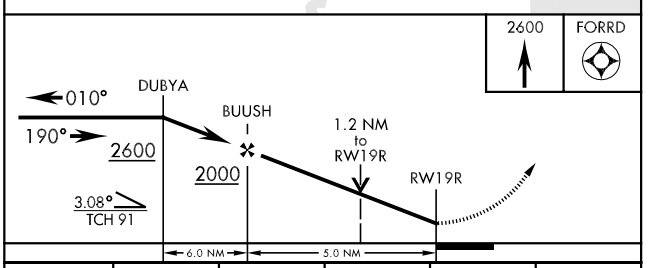
ALSF-2

MISSED APPROACH: Climb to 2600 direct FORRD and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 124.0 269.0 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 740/24 467 (500-½) | | 740/40 467 (500-¾) | 740/50 467 (500-1) | 740/60 467 (500-1¼) |
| CIRCLING ** | 740-1 460 (500-1) | | 740-1½ 460 (500-½) | 840-2 560 (600-2) | 880-2 600 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

CAMP SPRINGS, MARYLAND

# TACAN RWY 1L

ANDREWS AFB (KADW)

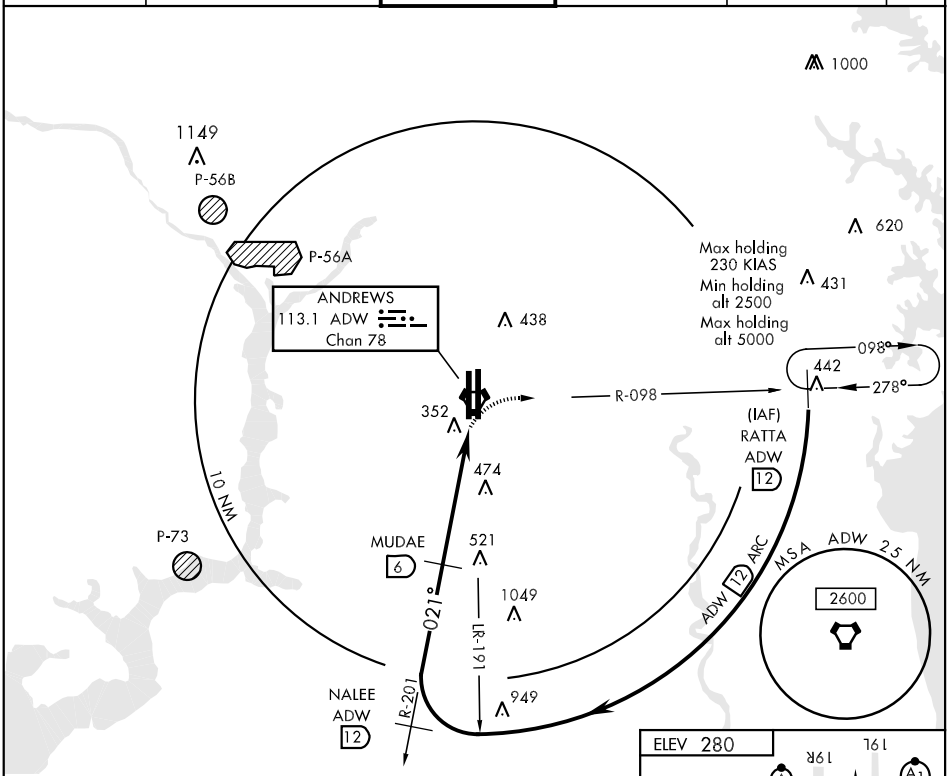
| VORTAC ADW 113.1 Chan 78 | APCH CRS 021° | Rwy Idg 9300 TDZE 260 Arpt Elev 280 | AL-561 [USAF] |
|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 1L-19R.

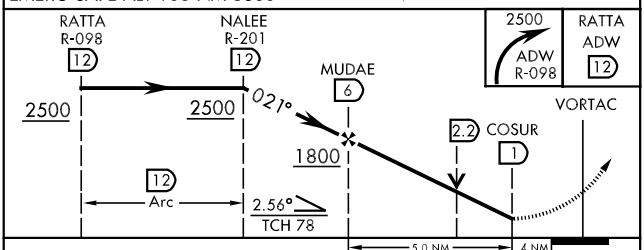
ALSF-2

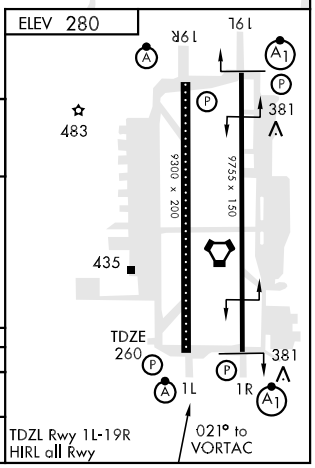
MISSED APPROACH: Climb to 2500 via ADW VORTAC R-098 to RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1L * | 760/24 500 (500-½) | | 760/40 500 (500-¾) | 760/50 500 (500-1) | 760/60 500 (500–1¼) |
| CIRCLING ** | 760-1 480 (500-1) | | 760-1½ 480 (500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

CAMP SPRINGS, MARYLAND

38° 49′N-76° 52′W

ANDREWS AFB (KADW)

Orig 09323

# TACAN RWY 1L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 1R

| VORTAC ADW | APCH CRS | Rwy ldg 9755 |
|---|---|---|
| 113.1 | 003° | TDZE 265 |
| Chan 78 | | Arpt Elev 280 |

AL-561 [USAF]

ANDREWS AFB (KADW)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1 (A1)

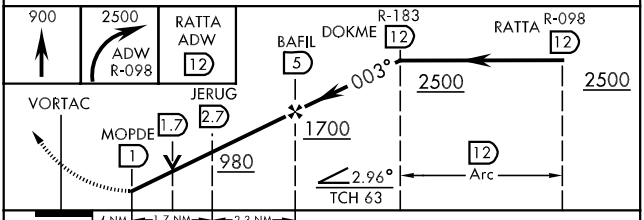
MISSED APPROACH: Climb to 900 then climbing right turn to 2500 to RATTA via ADW R-098 and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |

1000
1149
P-56B
P-56A
Max holding 230 KIAS
Min holding alt 2500
Max holding alt 5000
620
431
438
ANDREWS
113.1 ADW
Chan 78
R-098
098°
278°
(IAF) RATTA ADW 12
JERUG ADW 2.7
474
BAFIL ADW 5
521
003°
LR-173
1049
P-73
MSA ADW 25 NM
2600
10 NM
ADW 12 Arc
988
DOKME ADW 12
R-183

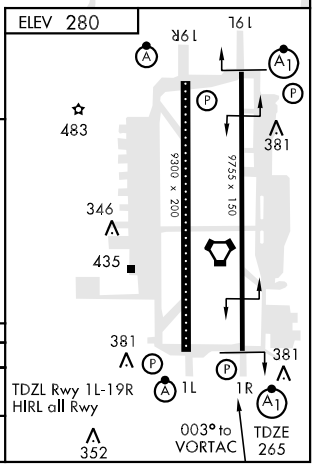
EMERG SAFE ALT 100 NM 6300

900 | 2500 ADW R-098 | RATTA ADW 12




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-1R * | 660/40 | | 395 | (400-¾) | 660/50 395 (400-1) |
| CIRCLING ** | 720-1 440 (500-1) | 740-1 460 (500-1) | 740-1½ 460(500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

ELEV 280






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

CAMP SPRINGS, MARYLAND

# TACAN RWY 19L

| VORTAC ADW | APCH CRS | Rwy Idg 9755 |
|---|---|---|
| 113.1 | 196° | TDZE 280 |
| Chan 78 | | Arpt Elev 280 |

AL-561 [USAF]

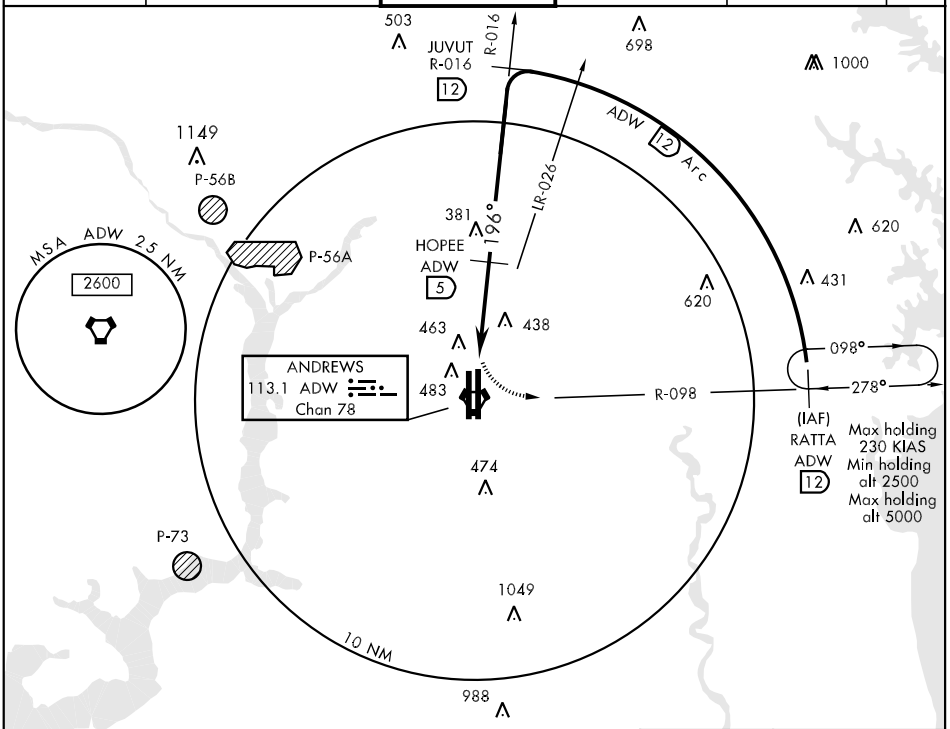
ANDREWS AFB (KADW)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

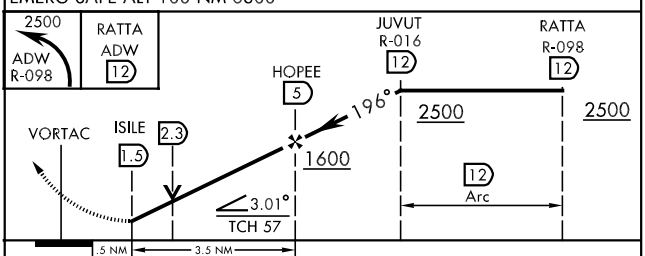
ALSF-1

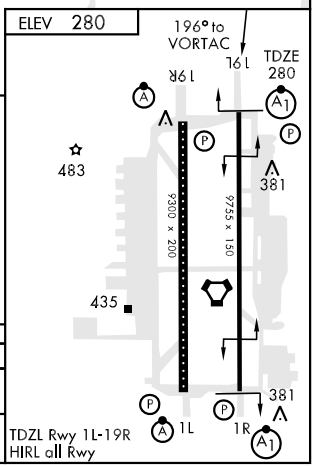
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19L * | 720/40 | 440 | (500-¾) | 720/50 | 440 (500-1) |
| CIRCLING ** | 720-1<br>440 (500-1) | 740-1<br>460 (500-1) | 740-1½<br>460(500-1½) | 840-2<br>560 (600-2) | 880-2<br>600 (600-2) |

CAMP SPRINGS, MARYLAND

38° 49′N-76° 52′W

ANDREWS AFB (KADW)

Orig 09323

TACAN RWY 19L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

CAMP SPRINGS, MARYLAND

# TACAN RWY 19R

| VORTAC ADW | APCH CRS | Rwy Idg 9300 |
|---|---|---|
| 113.1 | 182° | TDZE 273 |
| Chan 78 | | Arpt Elev 280 |

AL-561 [USAF]

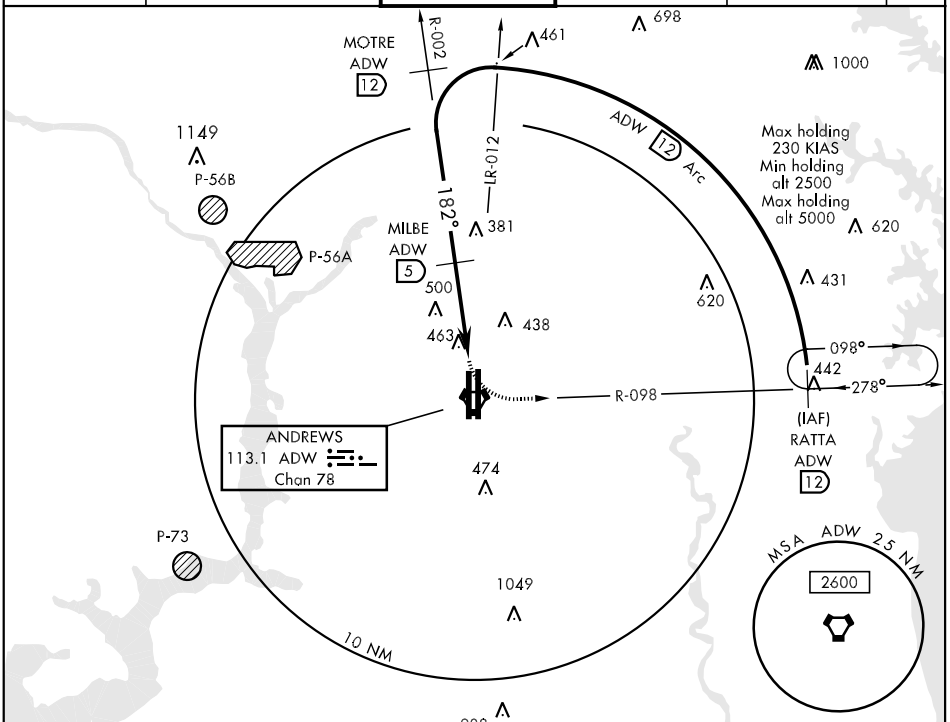
ANDREWS AFB (KADW)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾.
** Circling not authorized W of Rwy 1L-19R.

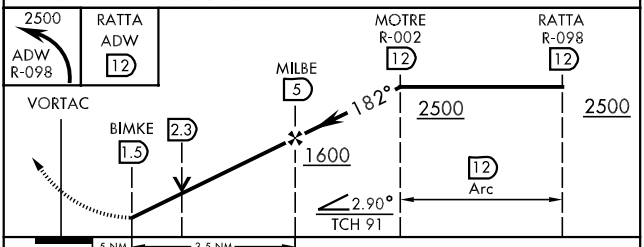
ALSF-2

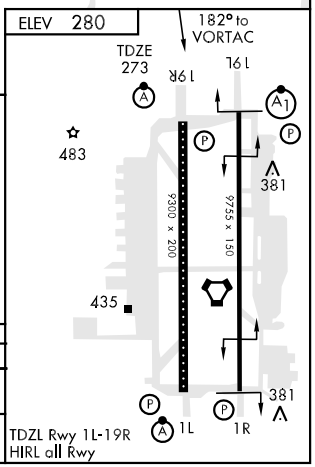
MISSED APPROACH: Climbing left turn to 2500 via ADW TACAN R-098 to RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-19R* | 780/24 507 (500-½) | | 780/50 507 (500-1) | | 780/60 507(500-1¼) |
| CIRCLING** | 780-1 500 (500-1) | | 780-1½ 500(500-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

CAMP SPRINGS, MARYLAND

38°49'N-76°52'W

ANDREWS AFB (KADW)

Orig 09323

TACAN RWY 19R

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC ADW 113.1 Chan 78 | APCH CRS 278° | Rwy Idg NA<br>TDZE NA<br>Arpt Elev 280 |
|---|---|---|

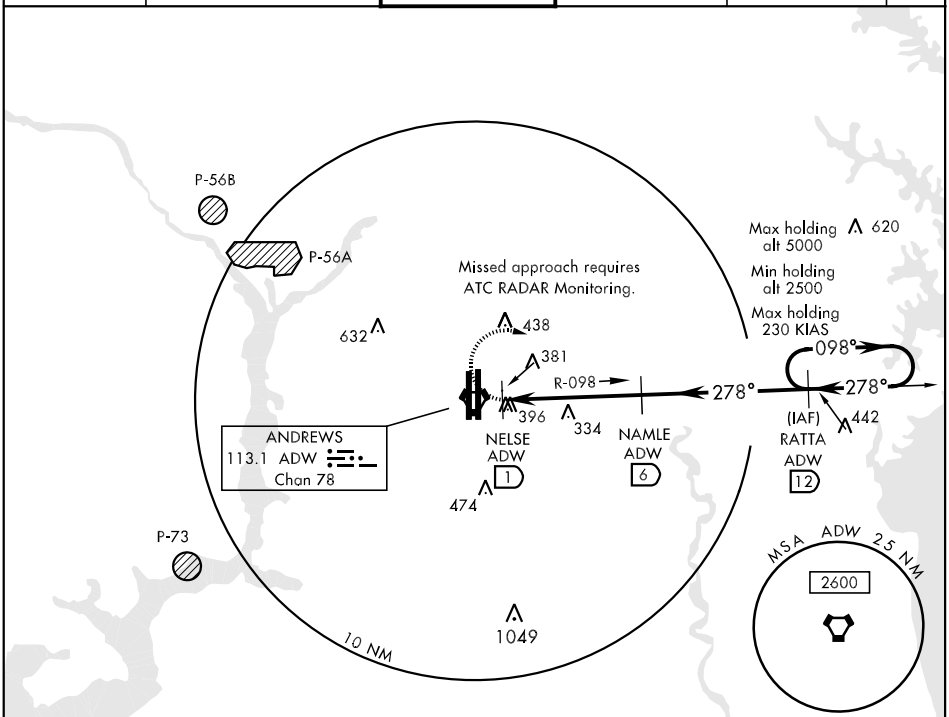
AL-561 [USAF]

ANDREWS AFB (KADW)

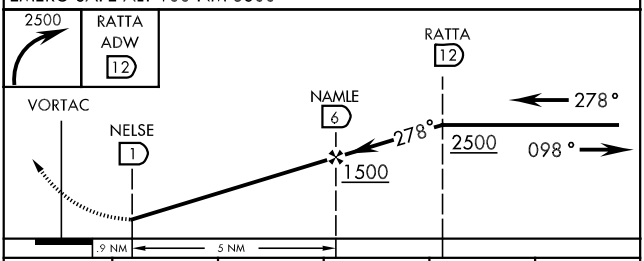
* Circling not authorized west of RWY 1L-19R.

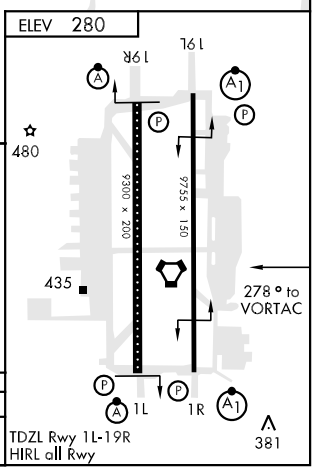
MISSED APPROACH: Climbing right turn to 2500 DIRECT RATTA and hold.

| ATIS | POTOMAC APP CON | ANDREWS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 113.1 251.05 | 119.3 335.5 | 118.4 349.0 | 121.8 275.8 | 127.55 285.475 | |




EMERG SAFE ALT 100 NM 6300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 820-1 540 (600-1) | | 820-1½ 540 (600-1½) | 840-2 560 (600-2) | 880-2 600 (600-2) |

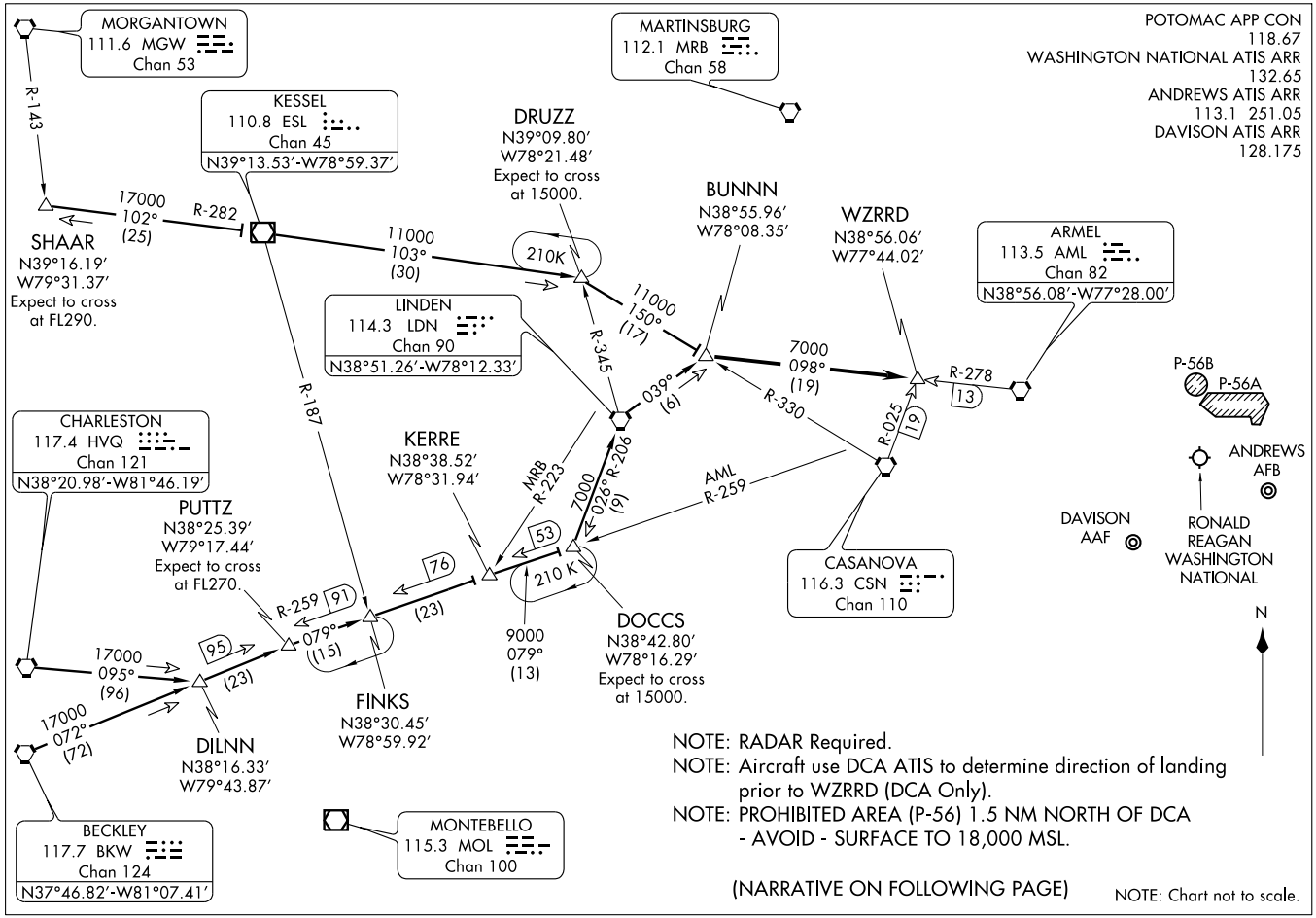


NE-3, 26 AUG 2010 to 23 SEP 2010

# WZRRD TWO ARRIVAL

(WZRRD.WZRRD2) 09071

WASHINGTON, DC




(WZRRD.WZRRD2) 09071

WZRRD TWO ARRIVAL

ST-443 (FAA)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

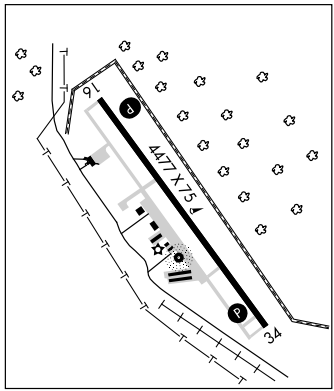
SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 26 AUG 2010 to 23 SEP 2010

**CAMBRIDGE–DORCHESTER** (CGE) 3 SE UTC−5(−4DT) N38°32.36′ W76°01.82′
20 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA
**RWY 16–34:** H4477X75 (ASPH–GRVD) S–14 MIRL
**RWY 16:** REIL. PAPI(P2L)—GA 3.5°TCH 46′. Trees.
**RWY 34:** REIL. PAPI(P2L)—GA 3.25°TCH 35′. Railroad.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. CLOSED Thanksgiving and Christmas. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—121.9.
**WEATHER DATA SOURCES:** AWOS–3 120.675 (410) 228–7559.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**PATUXENT (L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 059° 23.1 NM to fld. 20/10W.
**NDB (MHW)** 355 CGE N38°32.23′ W76°01.83′ at fld.

WASHINGTON
L–34F, 36I, A
IAP



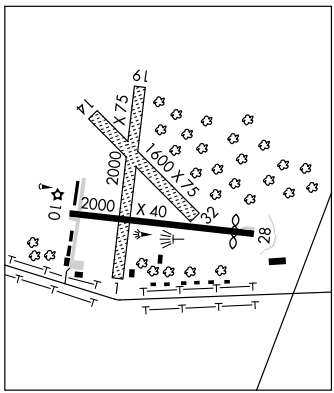

**CARROLL CO RGNL/JACK B POAGE FLD** (See WESTMINSTER)

**CECIL CO** (See ELKTON)

## CHURCHVILLE

**HARFORD CO** (ØW3) 3 E UTC−5(−4DT) N39°34.01′ W76°12.15′
409 B S4 **FUEL** 100LL NOTAM FILE DCA
**RWY 10–28:** H2000X40 (ASPH) LIRL (NSTD) 1.4% up W
**RWY 10:** REIL. **RWY 28:** REIL. Thld dsplcd 100′. Pole.
**RWY 01–19:** 2000X75 (TURF) 0.5% up S
**RWY 01:** Pole. **RWY 19:** Trees.
**RWY 14–32:** 1600X75 (TURF)
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 01–19 CLOSED Nov 15–Apr 30 except PPR call 410–836–2828. Extensive glider ops on turf ldg area. Birds/wildlife on and invof arpt. Rwy 10–28 NSTD LIRL, no dsplcd thld lgts. Arpt lgts opr dusk–0600Z‡. Rwy 01–19 ends/sides marked with barrels.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**POTOMAC APP/DEP CON** 125.525
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.
**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 267° 28.4 NM to fld. 70/10W.

WASHINGTON
L–29E, 34F, 36J, A
IAP




**CLEARVIEW AIRPARK** (See WESTMINSTER)

| APP CRS | | |
|---|---|---|
| 104° | Rwy Idg | N/A |
| | TDZE | N/A |
| | Apt Elev | 409 |

# RNAV (GPS)-B

CHURCHVILLE/ HARFORD COUNTY (ØW3)

NA

DME/DME RNP- 0.3 NA. Use Phillips AAF altimeter setting; when not received use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

| POTOMAC APP CON | UNICOM |
|---|---|
| 125.525 291.625 | 122.8 (CTAF) L |

Procedure NA for arrivals at KITHE on V499 northbound and V3-408 eastbound.

KITHE

3000
232°
(11.7)

(IAF)
TAYLO

2900
171°
(5.6)

4 NM
091°
271°
CURVY

Procedure NA for arrivals at TAFFI on V166 westbound.

(IAF)
TAFFI

2900
089°
(9.8)

(IF)
SNAZI

2000
104°
(5)

(FAF)
MARRY

639±

RW10

ILINE

068°

720

799

1290

MSA RW10 25 NM
2600

ELEV 409

| 3000 | ILINE | tr 068° | CURVY |
|---|---|---|---|

VGSI and descent angles not coincident.

SNAZI

2900

104°

MARRY

2000

RW10

2.94°
TCH 30

Procedure Turn NA

5 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1 551 (600-1) | NA | | |

6 L
0.5% up
2000 X 75
1600 X 75
405
1.4% DOWN
2000 X 40
104° to RW10

LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PPM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.4 | 176° | TDZE | N/A |
| Chan 21 | | Apt Elev | 409 |

# VOR/DME-A

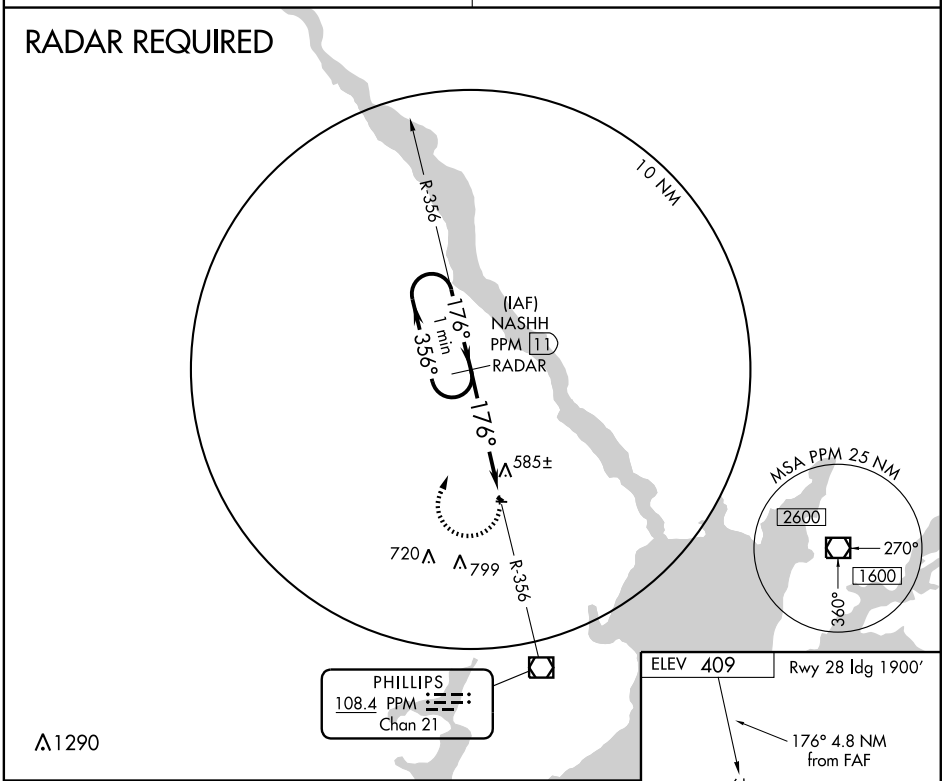
CHURCHVILLE/ HARFORD COUNTY (ØW3)

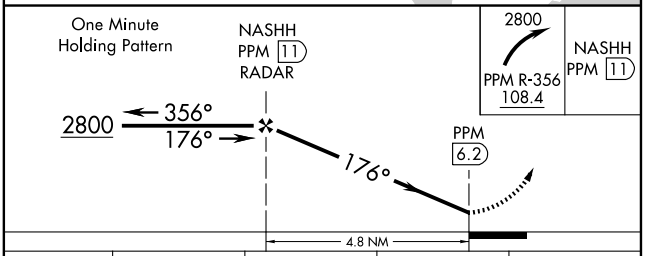
▼ NA — Use Phillips AAF altimeter setting; if not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 via PPM R-356 to NASHH 11 DME/RADAR and hold.

| POTOMAC APP CON | UNICOM |
|---|---|
| 125.525 291.625 | 122.8 (CTAF) L |

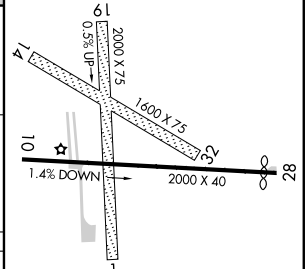
## RADAR REQUIRED










LIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1<br>551 (600-1) | NA | | |

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>591 (600-1) | NA | | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## CLINTON

**WASHINGTON EXECUTIVE/HYDE FLD** (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

**RWY 05–23:** H3000X60 (ASPH) LIRL **IAP**

**RWY 05:** REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

**RWY 23:** APAP(PNIL)—GA 4.0° TCH 43′. Trees.

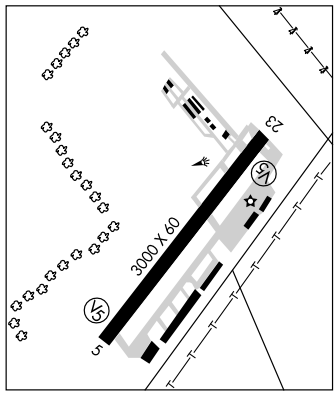
**AIRPORT REMARKS:** Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WASHINGTON (L) VORW/DME** 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.




## COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

**RWY 15–33:** H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

**RWY 15:** REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

**RWY 33:** REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

**AIRPORT REMARKS:** Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

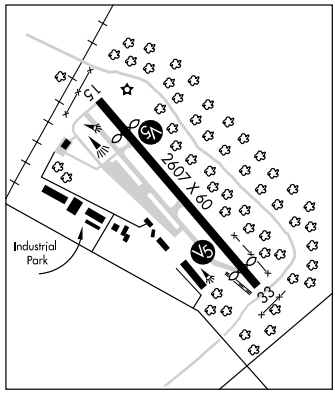
**WEATHER DATA SOURCES:** AWOS–3 121.225 (301) 864–5497.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.




## CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

**RWY 06–24:** 3280X120 (TURF) **IAP**

**RWY 06:** Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

**RWY 14–32:** H2490X75 (ASPH) S–12 MIRL

**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Trees.

**AIRPORT REMARKS:** Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

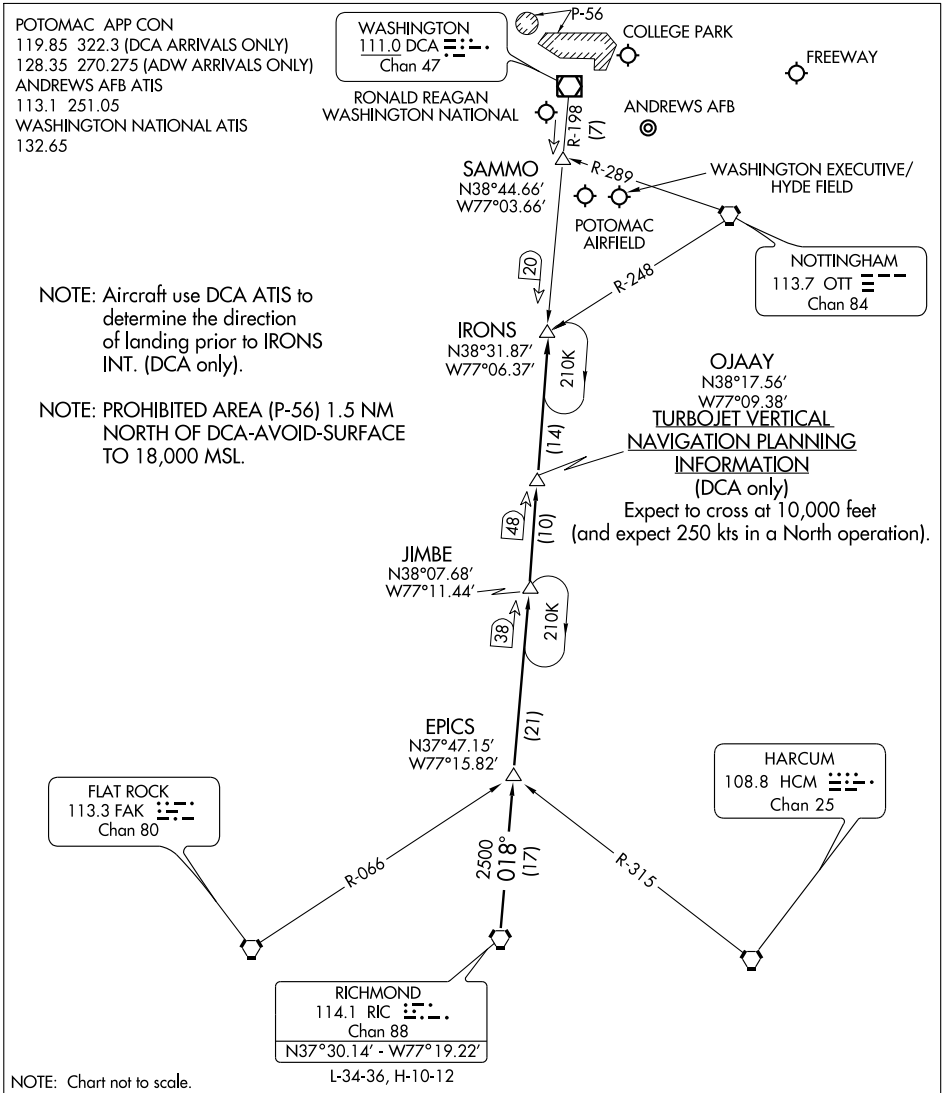
**WASHINGTON CENTER APP/DEP** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**SNOW HILL (L) VORTAC** 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

CLINTON/ WASHINGTON EXECUTIVE/HYDE FIELD (W32)

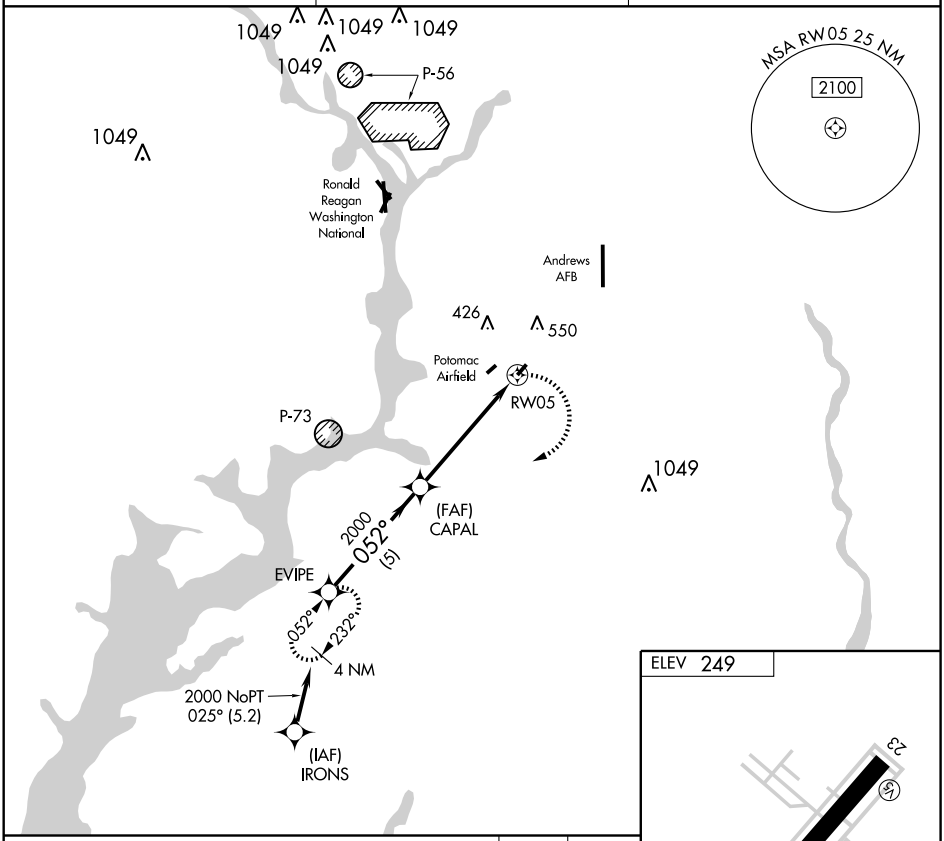
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 052° | TDZE | 249 |
| | Apt Elev | 249 |

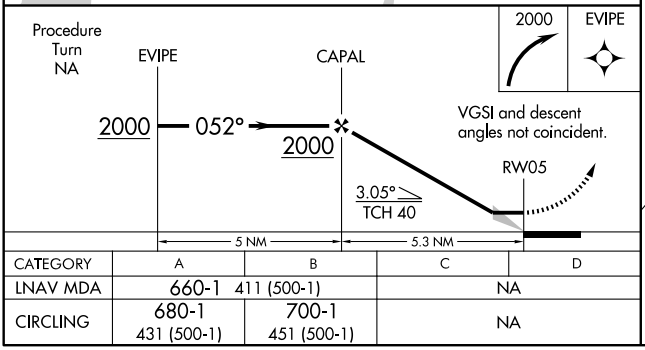
NA

Use Andrews AFB altimeter setting.
Circling NW Rwy 5-23 NA.
DME/DME RNP-0.3 NA.

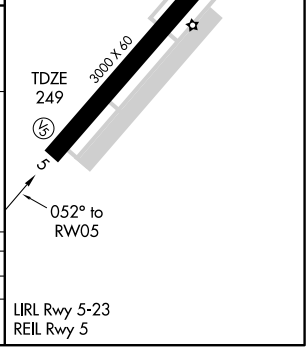
MISSED APPROACH: Climbing right turn to 2000 direct EVIPE WP and hold.

| ANDREWS ATIS | POTOMAC APP CON | UNICOM |
|---|---|---|
| 113.1 | 124.7 338.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 411 (500-1) | | NA | |
| CIRCLING | 680-1 431 (500-1) | 700-1 451 (500-1) | NA | |




LIRL Rwy 5-23
REIL Rwy 5



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## CLINTON

**WASHINGTON EXECUTIVE/HYDE FLD** (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

**RWY 05–23:** H3000X60 (ASPH) LIRL **IAP**

**RWY 05:** REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

**RWY 23:** APAP(PNIL)—GA 4.0° TCH 43′. Trees.

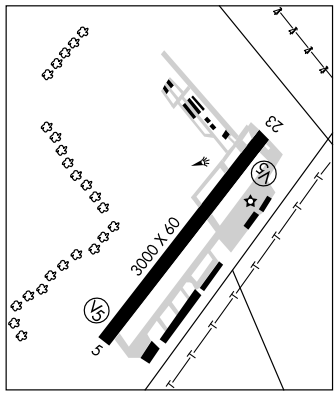
**AIRPORT REMARKS:** Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WASHINGTON (L) VORW/DME** 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.




## COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

**RWY 15–33:** H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

**RWY 15:** REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

**RWY 33:** REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

**AIRPORT REMARKS:** Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

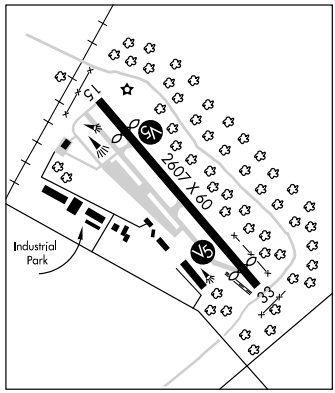
**WEATHER DATA SOURCES:** AWOS–3 121.225 (301) 864–5497.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.




## CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

**RWY 06–24:** 3280X120 (TURF) **IAP**

**RWY 06:** Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

**RWY 14–32:** H2490X75 (ASPH) S–12 MIRL

**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Trees.

**AIRPORT REMARKS:** Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

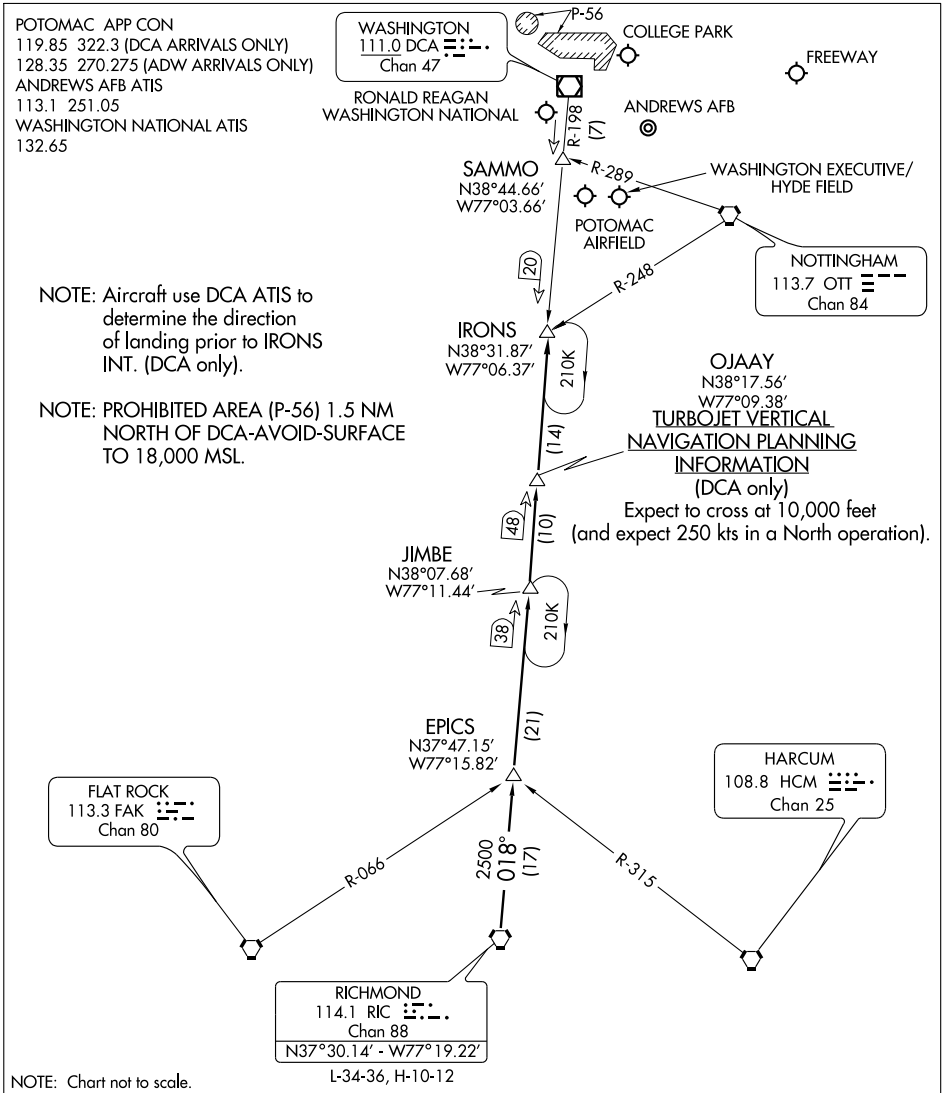
**WASHINGTON CENTER APP/DEP** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**SNOW HILL (L) VORTAC** 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 15

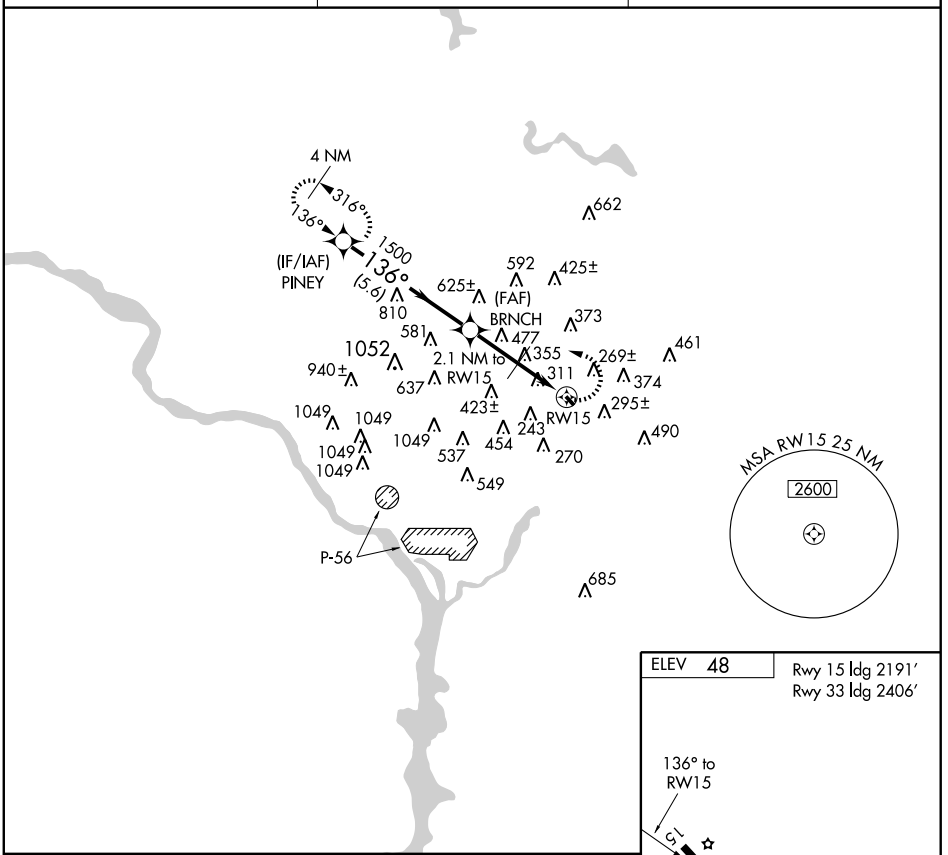
COLLEGE PARK (CGS)

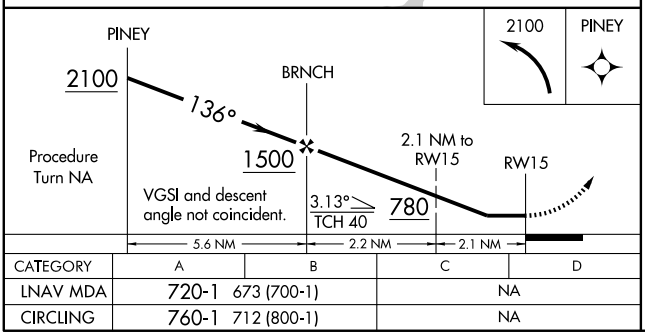
| APP CRS | Rwy ldg | 2191 |
|---|---|---|
| 136° | TDZE | 47 |
| | Apt Elev | 48 |

When local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY WP and hold.

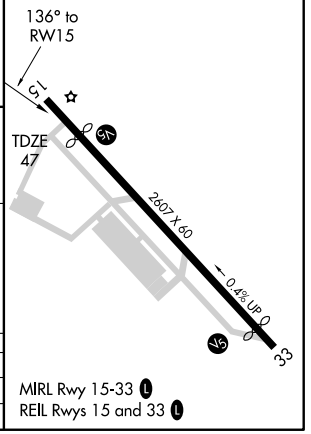
| AWOS-3 | POTOMAC APP CON | | UNICOM |
|---|---|---|---|
| 121.225 | 119.85 | 322.3 | 122.975 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 673 (700-1) | | NA | |
| CIRCLING | 760-1 712 (800-1) | | NA | |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## CLINTON

**WASHINGTON EXECUTIVE/HYDE FLD** (W32) 2 SW UTC−5(−4DT) N38°44.90′ W76°55.97′ **WASHINGTON COPTER**

249 B S4 **FUEL** 100LL, JET A TPA—1049(800) NOTAM FILE DCA **L–29E, 34F, 36I, A**

**RWY 05–23:** H3000X60 (ASPH) LIRL **IAP**

**RWY 05:** REIL. APAP(PNIL)—GA 3.5° TCH 19′. Trees.

**RWY 23:** APAP(PNIL)—GA 4.0° TCH 43′. Trees.

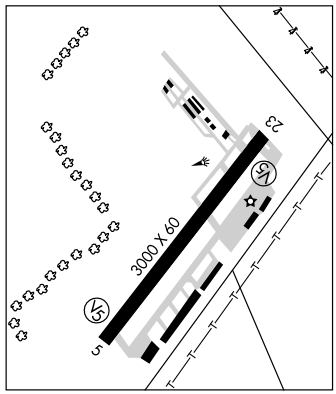
**AIRPORT REMARKS:** Attended Mon–Fri 1100–0100Z‡, Sat–Sun 1300–2300Z‡. Self serve credit card fueling avbl 24 hrs. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Rwy 05–23—no line of sight between rwy ends. Birds and wildlife on and invof arpt. Rwy 05–23 have soft shoulders, acft remain on hard surface. Soft shoulders all taxiways. No practice tkf/ldg 0300–1200Z‡. Rgt tfc pattern for helicopters—849(600) pattern altitude. UNICOM unmonitored.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **POTOMAC APP/DEP CON** 124.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WASHINGTON (L) VORW/DME** 111.0 DCA Chan 47 N38°51.57′ W77°02.19′ 153° 8.3 NM to fld. 9/09W.




## COLLEGE PARK (CGS) 1 E UTC−5(−4DT) N38°58.84′ W76°55.34′ **WASHINGTON COPTER**

48 B **FUEL** 100LL TPA—1048(1000) NOTAM FILE CGS **L–29E, 34F, 36I, A**

**RWY 15–33:** H2607X60 (ASPH) MIRL 0.4% up NW **IAP**

**RWY 15:** REIL. APAP(PNIL)—GA 5.0°TCH 40′. Thld dsplcd 416′. Trees.

**RWY 33:** REIL. APAP(PNIL)—GA 5.0° TCH 36′. Thld dsplcd 201′. Trees.

**AIRPORT REMARKS:** Attended 1200–0300Z‡. Deer on and invof arpt ngts. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Two cranes 233′ AGL 1 NM NW of AER 15 unlighted. AER 15 heavy smoke and firefighting training ops intermittently in progress. No student touch and go ldg or solo ops permitted. MIRL Rwy 15–33; APAP Rwys 15 and 33; REIL Rwys 15 and 33 opr med ints only dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF (Med ints only). Category 1 acft only; no acft over 8500 lbs manufacturer gross weight; helicopters only with 24 hr PPR—call arpt manager 301–864–5844. No tkfs 0300–1200Z‡; ldg only. Noise abatement procedures in effect ctc arpt manager 301–864–5844. Rwy 33 VASI OTS indef.

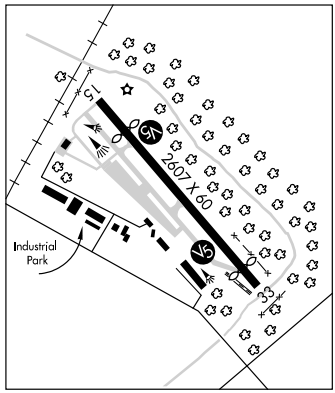
**WEATHER DATA SOURCES:** AWOS–3 121.225 (301) 864–5497.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **POTOMAC APP/DEP CON** 119.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BWI.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 238° 16.7 NM to fld. 140/11W.




## CRISFIELD MUNI (W41) 3 NE UTC−5(−4DT) N38°01.06′ W75°49.67′ **WASHINGTON**

4 B **FUEL** 100LL NOTAM FILE DCA **L–34F, 36I**

**RWY 06–24:** 3280X120 (TURF) **IAP**

**RWY 06:** Thld dsplcd 1167′. Trees. **RWY 24:** Trees.

**RWY 14–32:** H2490X75 (ASPH) S–12 MIRL

**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 39′. **RWY 32:** REIL. PAPI(P2L)—GA 3.25°. TCH 33′. Trees.

**AIRPORT REMARKS:** Attended 1330–2130Z‡. Birds and wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32, REIL Rwys 14 and 32—CTAF. Turf areas of arpt may be soft. Rwy 06–24 ends and edges marked with cones, Rwy 06 dsplcd thld marked with 3 cones each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

**WASHINGTON CENTER APP/DEP** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**SNOW HILL (L) VORTAC** 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 270° 17.4 NM to fld. 40/08W.

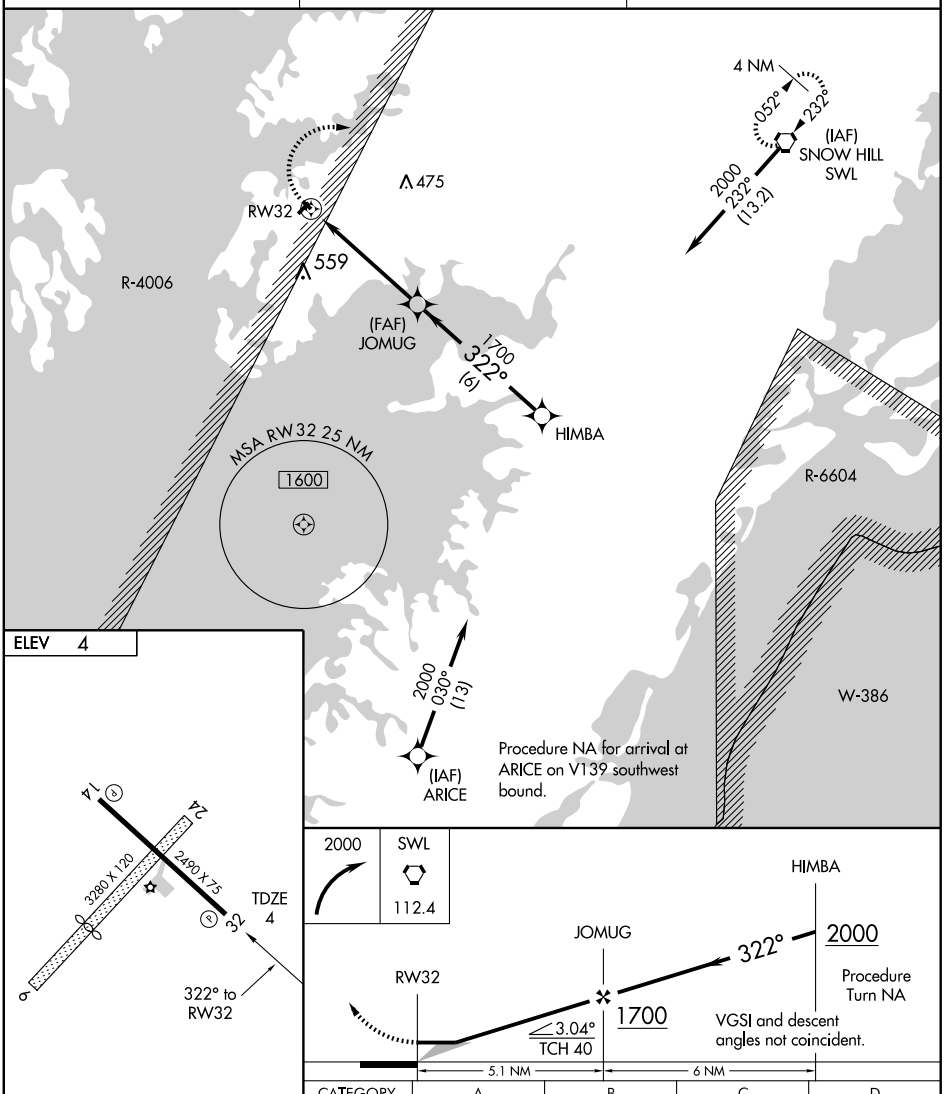
| APP CRS | Rwy Idg | 2490 |
|---|---|---|
| 322° | TDZE | 4 |
| | Apt Elev | 4 |

# RNAV (GPS) RWY 32
## CRISFIELD MUNI (W41)

Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

| WALLOPS ASOS | PATUXENT APP CON ★ | UNICOM |
|---|---|---|
| 119.175 | 127.95 314.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 496 (500-1) | NA | |
| CIRCLING | 520-1 | 516 (600-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC SWL 112.4 Chan 71 | APP CRS 271° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 4 |
|---|---|---|

# VOR/DME-A

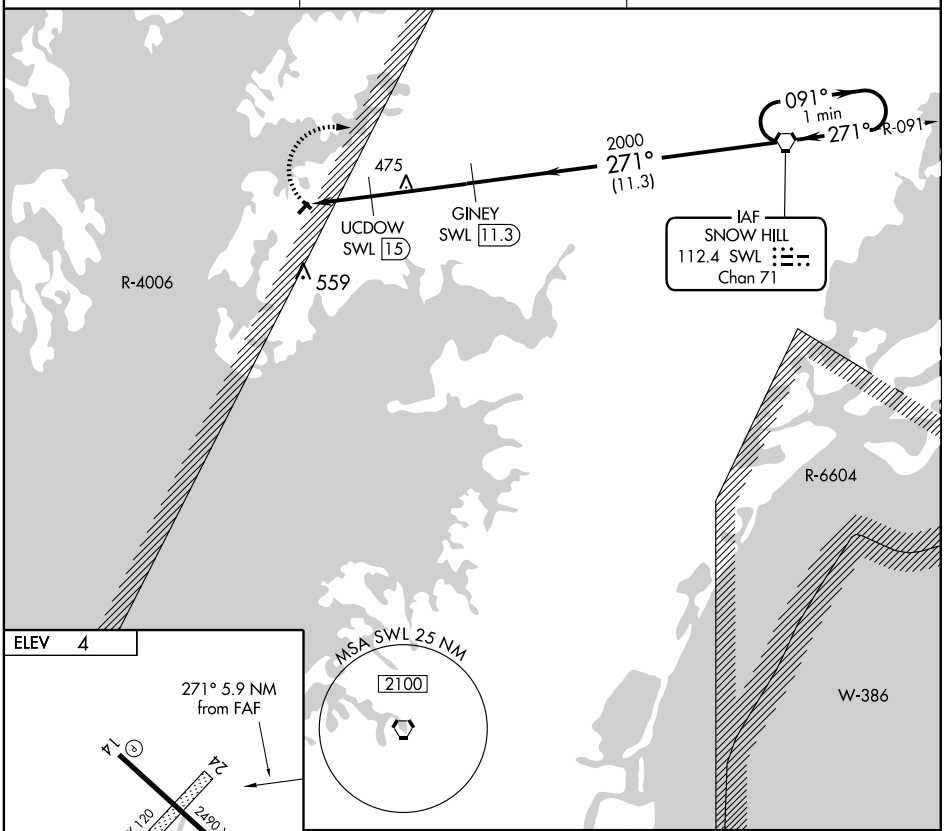
## CRISFIELD MUNI (W41)

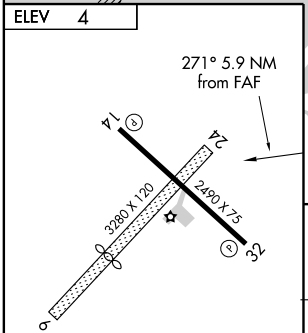
T
A NA

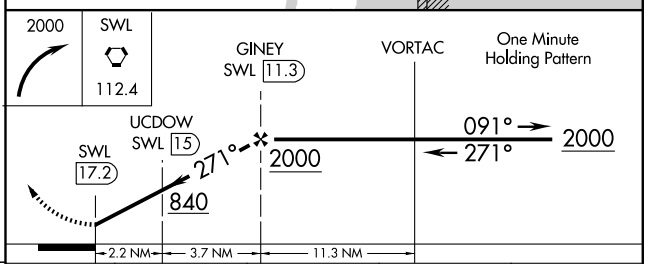
Use NASA Wallops Flight Facility, VA altimeter setting; if not received, use Salisbury-Ocean City Wicomico Rgnl altimeter setting and increase all MDAs 20 feet. Circling NA Rwy 6-24.

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold.

| WALLOPS ASOS | PATUXENT APP CON ★ | UNICOM |
|---|---|---|
| 119.175 | 127.95 314.0 | 122.8 (CTAF) L |




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 780-1<br>776 (800-1) | 780-1¼<br>776 (800-1¼) | NA | |

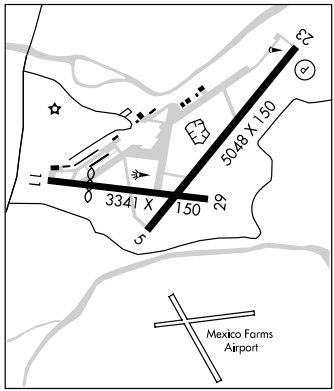


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**CUMBERLAND** N39°38.89′ W78°44.83′ NOTAM FILE EKN. WASHINGTON
**NDB (MHW)** 317 CBE 206° 2.1 NM to Greater Cumberland Rgnl. L–29D

## CUMBERLAND

**GREATER CUMBERLAND RGNL** (CBE) 2 S UTC−5(−4DT) N39°36.92′ W78°45.71′ WASHINGTON
775 B S4 **FUEL** 100LL, JET A OX 1,2,3,4 TPA—1799(1024) NOTAM FILE EKN H–10H, 12I, L–29D
**RWY 05–23:** H5048X150 (ASPH–GRVD) S–38, D–52 HIRL 1.1% up NE IAP
**RWY 05:** Trees. Rgt tfc.
**RWY 23:** REIL. PAPI(P4L)–GA 3.0°. TCH 35′. Trees.
**RWY 11–29:** H3341X150 (ASPH) S–12 LIRL
**RWY 11:** Thld dsplcd 899′. Hill.




**AIRPORT REMARKS:** Attended 1130–0100Z‡. Bottle oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Bulk oxygen avbl from 1130–2000Z‡ Mon–Fri by prior arrangement–call 304–738–0002 ext 11. Glider ops W of arpt use Rwy 11 for dep; Rwy 29 for arrival. Rwy 05 apch has rapidly rising terrain 696′ left, 2000′ from thld. Rwy 11 ngt ops and any ldgs not recommended due to high terrain. Deer /birds on and invof arpt. Numerous areas along Rwy 05–23 and Rwy 11–29 with grass growth from pavement cracks. Rwy 23 REIL OTS indef. ACTIVATE HIRL Rwy 05–23, LIRL Rwy 11–29, REIL Rwy 23 and twy lgts—CTAF. Rotating bcn located off arpt. Rwy 23 900 ft twy aligned with rwy west end.
**WEATHER DATA SOURCES:** AWOS–3 128.625 (304) 738–0451. Temperature and dewpoint not avbl.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.35 (ELKINS RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**GRANTSVILLE (L) VOR/DME** 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 101° 13.4 NM to fld. 2640/06W.
**CUMBERLAND NDB (MHW)** 317 CBE N39°38.89′ W78°44.83′ 206° 2.1 NM to fld.
**ILS/DME** 110.5 I–CBE Chan 42 Rwy 23. LOC only. DME unusable byd 22 degrees left side of course byd 10 NM blo 3500 ft.

**MEXICO FARMS** (1W3) 3 S UTC−5(−4DT) N39°36.32′ W78°45.65′. WASHINGTON
607 TPA—1407(800) NOTAM FILE EKN
**RWY 16–34:** 2100X195 (TURF)
**RWY 16:** Brush. **RWY 34:** Thld dsplcd 800′. Tree.
**RWY 09–27:** 2120X190 (TURF) LIRL
**RWY 09:** Trees. Rgt tfc. **RWY 27:** Thld dsplcd 340′. Trees.
**AIRPORT REMARKS:** Unattended. Rwy 16–34 CLOSED indef. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rising terrain 4500 ft west of arpt. Rwy 09–27, and 16–34 may be soft. Rwy 27 dsplcd thld marked with cones on both sides. ACTIVATE LIRL Rwy 09–27—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**DAVIS** (See LAYTONSVILLE)

| LOC/DME I-CBE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.5 | 224° | TDZE | N/A |
| Chan 42 | | Apt Elev | 775 |

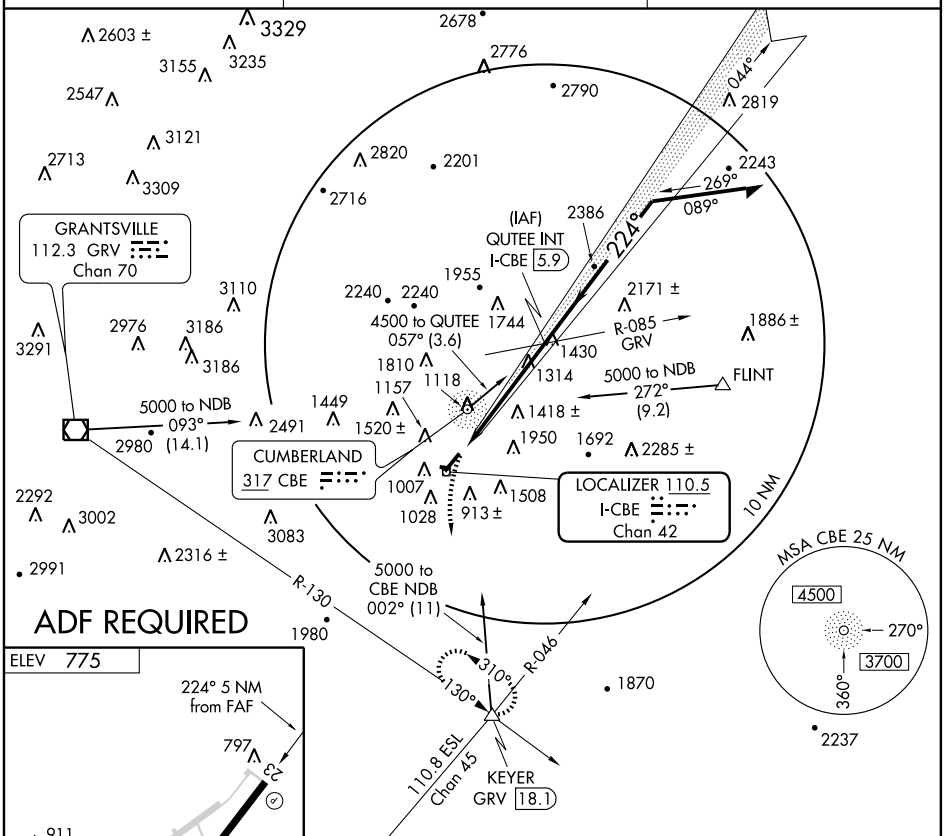
# LOC-A

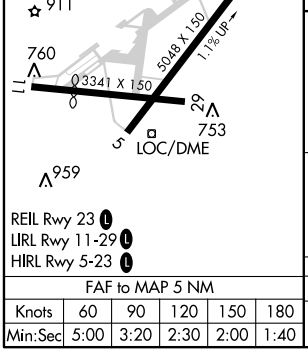
## CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

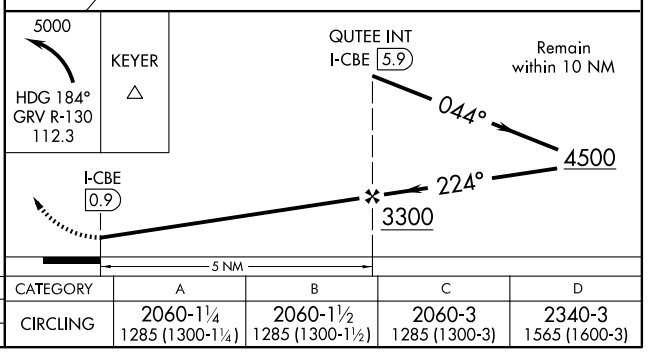
Circling not authorized northwest of Rwy 5-23
NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 128.625 | 124.4 327.1 | 122.8 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2060-1¼ 1285 (1300-1¼) | 2060-1½ 1285 (1300-1½) | 2060-3 1285 (1300-3) | 2340-3 1565 (1600-3) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-CBE | APP CRS | Rwy Idg | 5048 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 775 |
| Chan 42 | | Apt Elev | 775 |

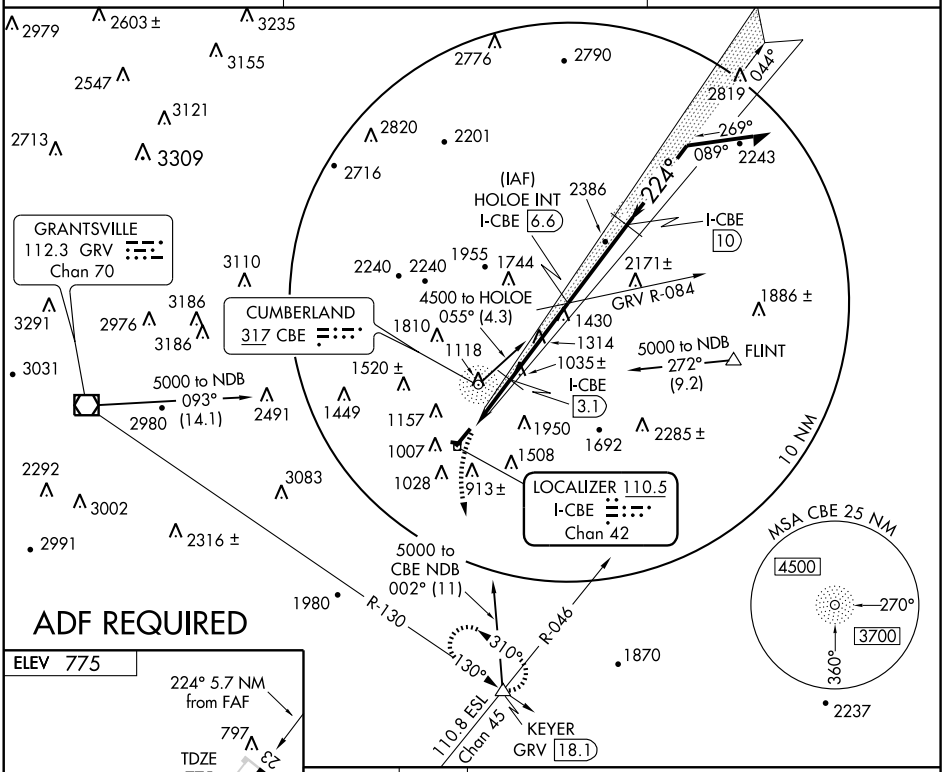
# LOC/DME RWY 23

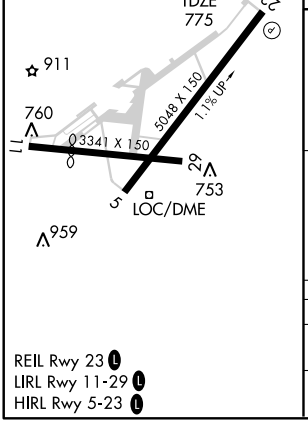
## CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

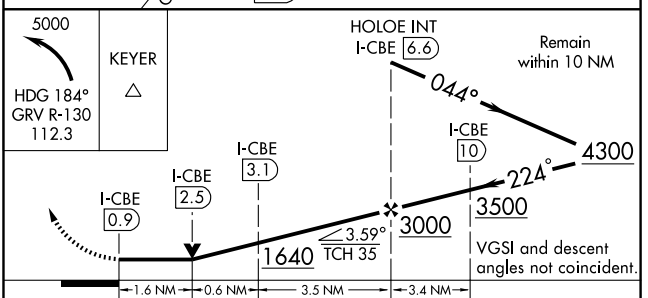
Circling not authorized northwest of Rwy 5-23 NA

MISSED APPROACH: Climbing left turn to 5000 via heading 184° and GRV R-130 to KEYER Int and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 128.625 | 124.4 327.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1400-1 625 (700-1) | | 1400-1¾ 625 (700-1¾) | 1400-2 625 (700-2) |
| CIRCLING | 2060-1¼ 1285 (1300-1¼) | 2060-1½ 1285 (1300-1½) | 2060-3 1285 (1300-3) | 2340-3 1565 (1600-3) |

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5048 |
|---|---|---|
| 031° | TDZE | 747 |
| | Apt Elev | 775 |

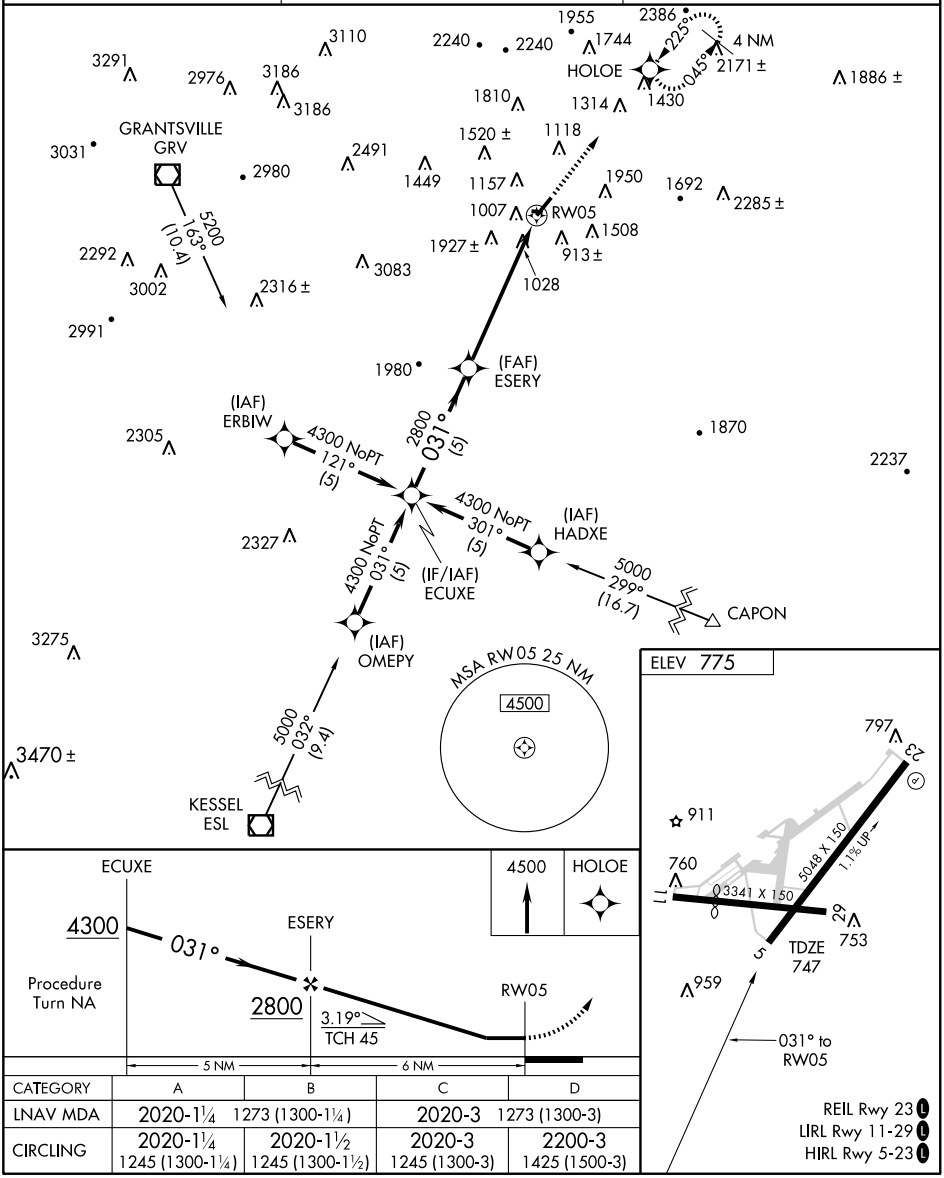
# RNAV (GPS) RWY 5

CUMBERLAND / GREATER CUMBERLAND RGNL (CBE)

T NA — Circling not authorized NW of Rwy 5-23. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HOLOE WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 128.625 | 124.4 327.1 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2020-1¼ 1273 (1300-1¼) | | 2020-3 1273 (1300-3) | |
| CIRCLING | 2020-1¼ 1245 (1300-1¼) | 2020-1½ 1245 (1300-1½) | 2020-3 1245 (1300-3) | 2200-3 1425 (1500-3) |



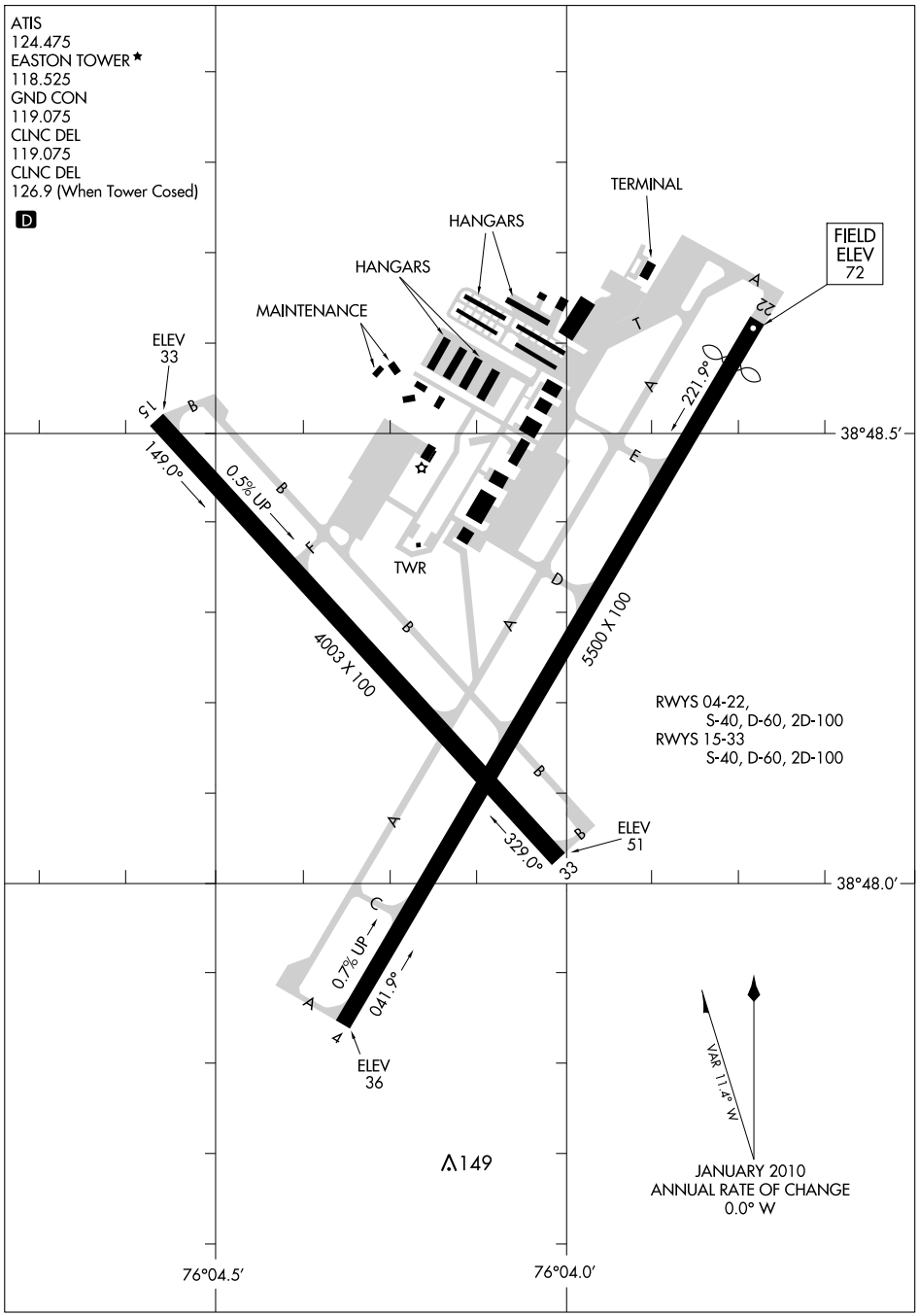
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)
EASTON, MARYLAND



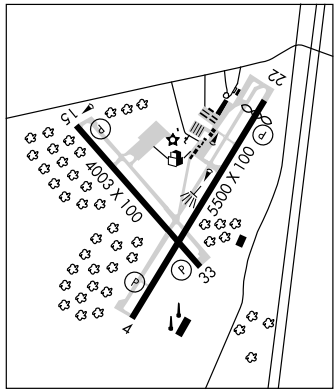



NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

EASTON, MARYLAND
EASTON/NEWNAM FIELD (ESN)

**EASTON/NEWNAM FLD** (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
**RWY 04–22:** H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 MIRL 0.7% up NE **IAP, AD**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Pole. Rgt tfc.
**RWY 15–33:** H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
**RWY 15:** REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
**RWY 33:** REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 04:** TORA–5175 TODA–5500 ASDA–4775 LDA–4775
**RWY 22:** TORA–5500 TODA–5500 ASDA–5500 LDA–5175
**AIRPORT REMARKS:** Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.




**WEATHER DATA SOURCES:** AWOS–3 124.475 (410) 822–2817.
**COMMUNICATIONS: CTAF** 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
**TOWER** 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
**AIRSPACE: CLASS D** svc (1100–0300Z‡) other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**PATUXENT (L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
**ILS/DME** 109.35 I–FGH Chan 30Y Rwy 04.

## ELDERSBURG

**HOBY WOLF** (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
**RWY 02–20:** 2000X60 (TURF)
**RWY 02:** Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
**COMMUNICATIONS: CTAF** 122.9

## ELKTON

**CECIL CO** (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
**RWY 13–31:** H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
**RWY 13:** REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
**RWY 31:** REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PHILADELPHIA APP/DEP CON** 118.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

**ELLICOTT** N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
**NDB (MHW)** 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

**ESSEX SKYPARK** (See BALTIMORE)

| LOC/DME I-FGH | APP CRS | Rwy Idg 4775 |
|---|---|---|
| 109.35 | 041° | TDZE 58 |
| Chan 30 (Y) | | Apt Elev 72 |

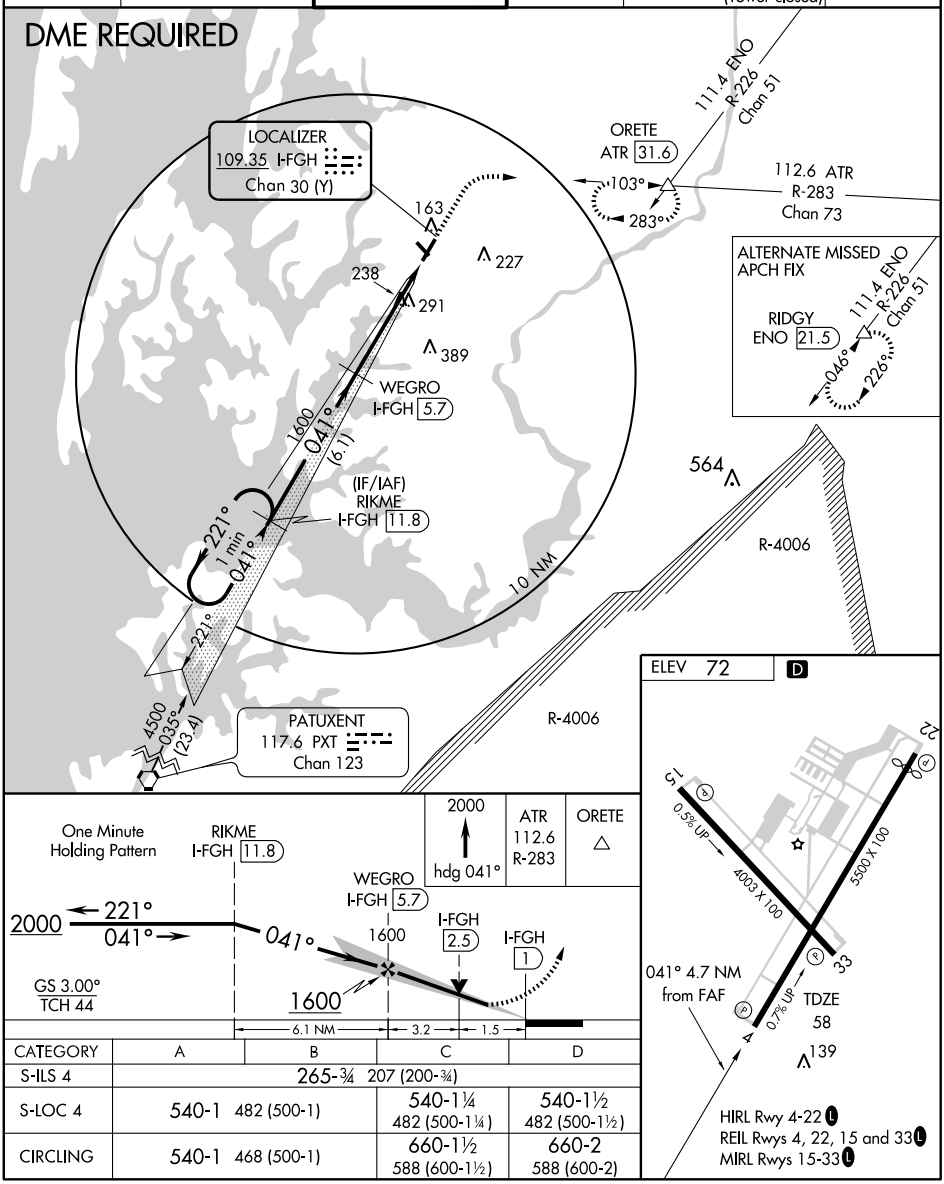
# ILS or LOC/DME RWY 4

EASTON/NEWNAM FIELD (ESN)

If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet.
VDP NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

| ATIS | POTOMAC APP CON | EASTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 124.55 317.425 | 118.525 (CTAF) L | 119.075 | 119.075 126.9 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 265-¾ 207 (200-¾) | | | |
| S-LOC 4 | 540-1 482 (500-1) | | 540-1¼ 482 (500-1¼) | 540-1½ 482 (500-1½) |
| CIRCLING | 540-1 468 (500-1) | | 660-1½ 588 (600-1½) | 660-2 588 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 86905 W04A | APP CRS 040° | Rwy Idg 4775<br>TDZE 58<br>Apt Elev 72 |
|---|---|---|

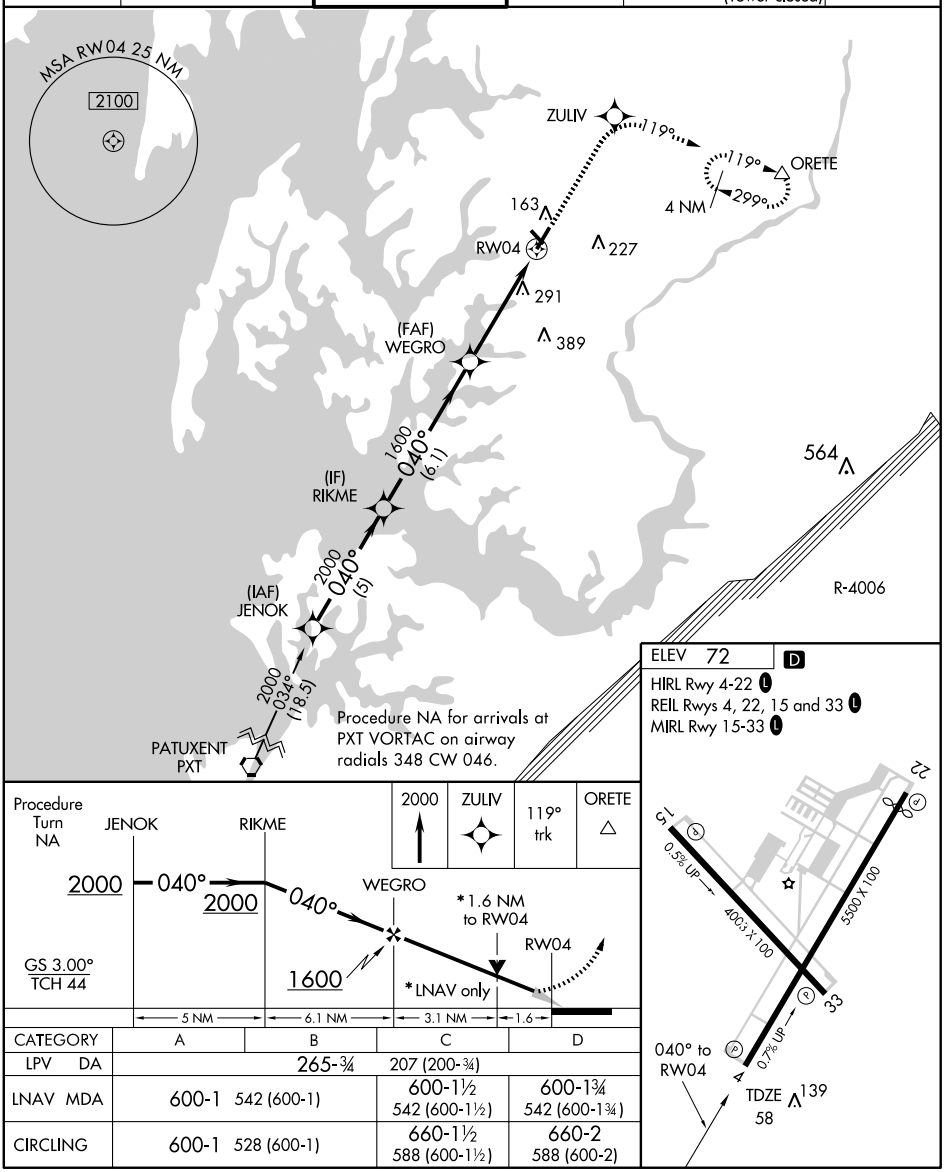
# RNAV (GPS) RWY 4
## EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 direct ZULIV and via 119° track to ORETE and hold.

| ATIS | POTOMAC APP CON | EASTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 124.55 317.425 | 118.525 (CTAF) L | 119.075 | 119.075 126.9 (Tower closed) | 122.95 |









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 265-¾ | 207 (200-¾) | |
| LNAV MDA | 600-1 542 (600-1) | | 600-1½ 542 (600-1½) | 600-1¾ 542 (600-1¾) |
| CIRCLING | 600-1 528 (600-1) | | 660-1½ 588 (600-1½) | 660-2 588 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 15

EASTON/NEWNAM FIELD (ESN)

| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 148° | TDZE | 47 |
| | Apt Elev | 72 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDAs 100 feet, LNAV Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TUKIE and via 052° track to ORETE and hold.

| ATIS | POTOMAC APP CON | EASTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 124.55 317.425 | 118.525 (CTAF) L | 119.075 | 119.075 126.9 (Tower closed) | 122.95 |

RADAR REQUIRED

654

(IF) HIVAR

1600 147° (6.1)

(FAF) CERAV

148°

163± 163

RW15

227

291

389

052°

TUKIE

119° ORETE 299°

4 NM

R-4006

MSA RW15 25 NM

2100

ELEV 72 D

148° to RW15

TDZE 47

0.5% UP

4003 X 100

5500 X 100

0.7% UP

33

139

HIRL Rwy 4-22 L

REIL Rwys 4, 22, 15 and 33 L

MIRL Rwys 15-33 L

VGSI and descent angles not coincident.

| 2000 | TUKIE | 052° trk | ORETE |
|---|---|---|---|

HIVAR 2000 147° CERAV 1600 3.04° TCH 45 148° RW15

6.1 NM 4.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 373 (400-1) | | | 420-1¼ 373 (400-1¼) |
| CIRCLING | 480-1 408 (500-1) | 540-1 468 (500-1) | 660-1½ 588 (600-1½) | 660-2 588 (600-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5175 |
|---|---|---|---|
| CH 40207 | 221° | TDZE | 72 |
| W22A | | Apt Elev | 72 |

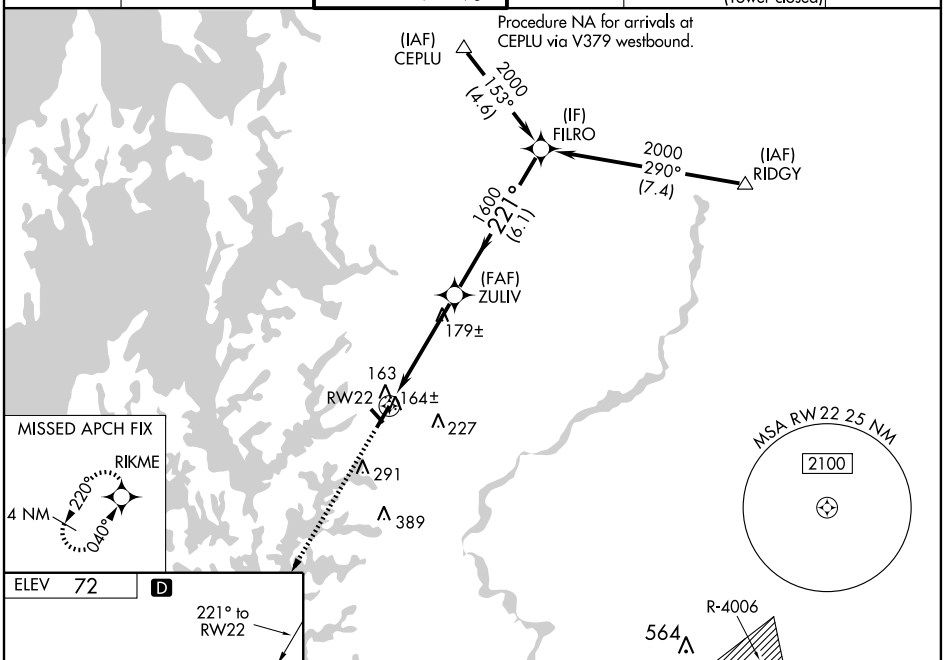
# RNAV (GPS) RWY 22

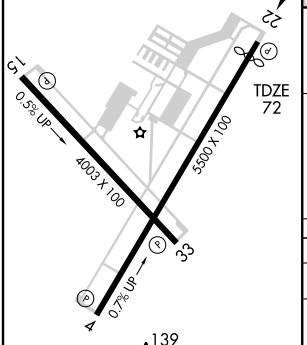
## EASTON/NEWNAM FIELD (ESN)

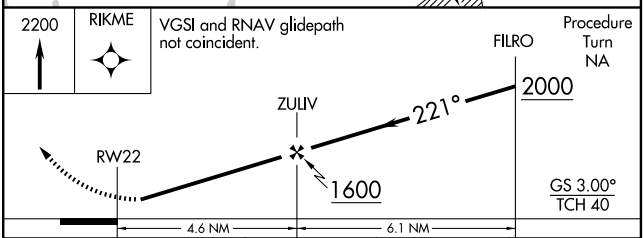
Baro-VNAV NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all DA 93 feet, all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile and Circling Cats C visibility ½ mile and Cat D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

| ATIS | POTOMAC APP CON | EASTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 124.55 317.425 | 118.525 (CTAF) L | 119.075 | 119.075 126.9 (Tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 352-1 280 (300-1) | | | |
| LNAV/VNAV DA | 434-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 440-1 368 (400-1) | | | 440-1¼ 368 (400-1¼) |
| CIRCLING | 480-1 408 (500-1) | 540-1 468 (500-1) | 660-1½ 588 (600-1½) | 660-2 588 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

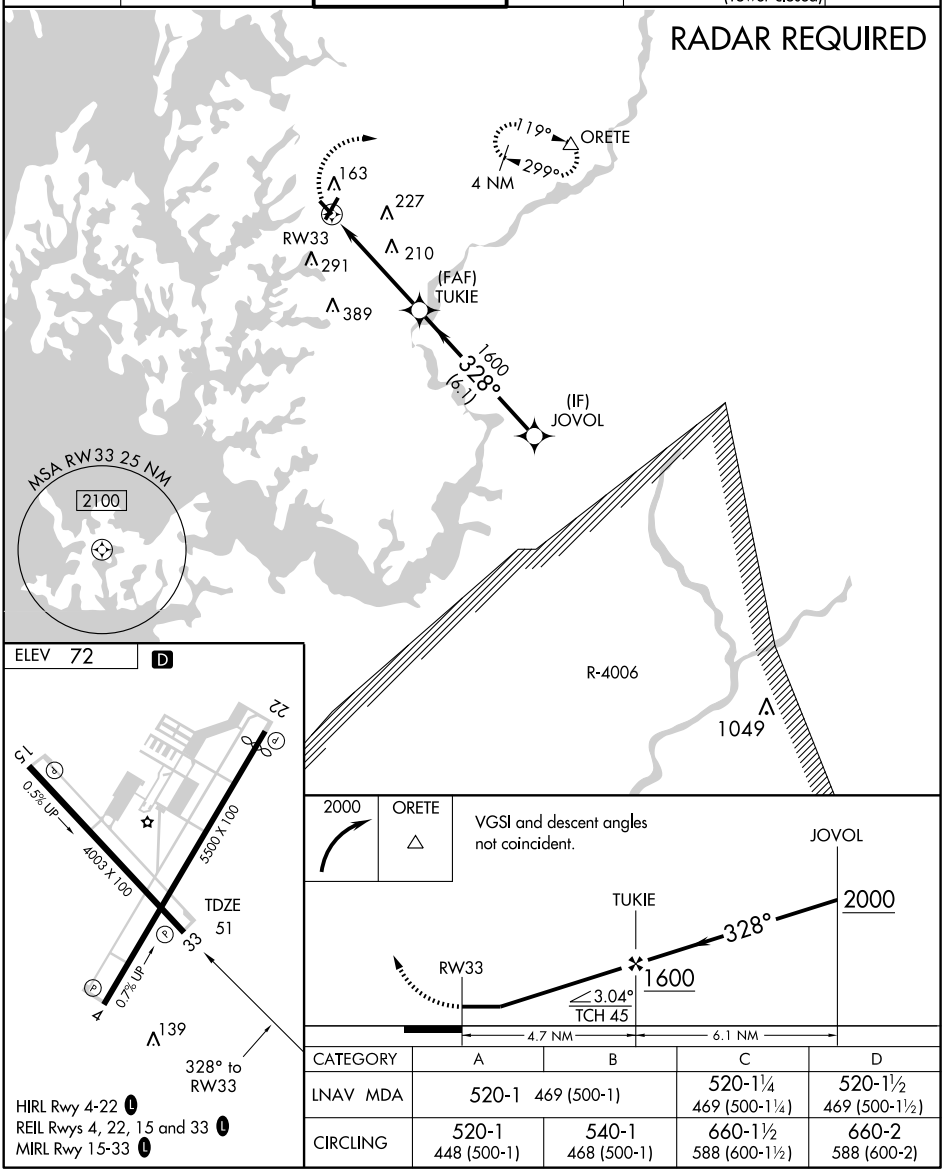
| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 328° | TDZE | 51 |
| | Apt Elev | 72 |

# RNAV (GPS) RWY 33
## EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 100 feet, LNAV Cat C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ORETE and hold.

| ATIS | POTOMAC APP CON | EASTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 124.55 317.425 | 118.525 (CTAF) L | 119.075 | 119.075 126.9 (Tower closed) | 122.95 |

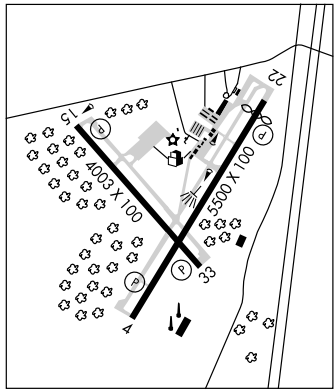



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 469 (500-1) | | 520-1¼ 469 (500-1¼) | 520-1½ 469 (500-1½) |
| CIRCLING | 520-1 448 (500-1) | 540-1 468 (500-1) | 660-1½ 588 (600-1½) | 660-2 588 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**EASTON/NEWNAM FLD** (ESN) 2 N UTC−5(−4DT) N38°48.25′ W76°04.14′ **WASHINGTON**
72 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE ESN **H–10I, 12I, L–34F, 36I, A**
**RWY 04–22:** H5500X100 (ASPH–GRVD) S–40, D–60, 2D–100 MIRL 0.7% up NE **IAP, AD**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 325′. Pole. Rgt tfc.
**RWY 15–33:** H4003X100 (ASPH) S–40, D–60, 2D–100 MIRL 0.5% up SE
**RWY 15:** REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees.
**RWY 33:** REIL. PAPI(P2L)—GA 3.5° TCH 45′. Trees. Rgt tfc.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 04:** TORA–5175 TODA–5500 ASDA–4775 LDA–4775
**RWY 22:** TORA–5500 TODA–5500 ASDA–5500 LDA–5175
**AIRPORT REMARKS:** Attended 1300–dusk. Deer, birds and other wildlife on and invof arpt. Noise abatement; Dep Rwy 22 avoid overflight of town of Easton, Dep Rwy 04 left turn at end of rwy to parallel Hwy 50 until past trailer park. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15–33 distance markers every 1000′ west side of rwy. When twr clsd ACTIVATE MIRL Rwy 15–33 and HIRL Rwy 04–22 and REIL Rwy 04, Rwy 22, Rwy 15, and Rwy 33—CTAF. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.




**WEATHER DATA SOURCES:** AWOS–3 124.475 (410) 822–2817.
**COMMUNICATIONS: CTAF** 118.525 **ATIS** 124.475 **UNICOM** 122.95
Ⓡ **POTOMAC APP/DEP CON** 124.55 **POTOMAC CLNC DEL** 126.9 When twr clsd.
**TOWER** 118.525 (1100–0300Z‡.) **GND CON** 119.075 **CLNC DEL** 119.075
**AIRSPACE: CLASS D** svc (1100–0300Z‡) other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**PATUXENT (L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 037° 34.7 NM to fld 20/10W.
**ILS/DME** 109.35 I–FGH Chan 30Y Rwy 04.

## ELDERSBURG

**HOBY WOLF** (1W5) 1E UTC−5(−4DT) N39°24.48′ W76°55.65′ **WASHINGTON**
600 S2 NOTAM FILE DCA **COPTER**
**RWY 02–20:** 2000X60 (TURF)
**RWY 02:** Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Unattended. Birds and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas private road crossing Rwy 02 at thld. Rwy 02–20 land on Rwy 20 tkf Rwy 02. Rwy 02–20 has up and down slopes with undulations: Ldg–first 535′ has a 3° upslope and next 315′ has 2° downslope, rest of rwy has 4½′ upslope to road.
**COMMUNICATIONS: CTAF** 122.9

## ELKTON

**CECIL CO** (58M) 3 SW UTC−5(−4DT) N39°34.45′ W75°52.19′ **WASHINGTON**
106 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–34G, A**
**RWY 13–31:** H2987X70 (ASPH) MIRL 1.5% up NW **IAP**
**RWY 13:** REIL. PAPI(P2R)—GA 5.0° TCH 6′. Thld dsplcd 288′. Trees.
**RWY 31:** REIL. PAPI(P2L)—GA 4.0° TCH 6′. Thld dsplcd 602′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. CAUTION—Deer and birds on and in vicinity of arpt. PAEW due to major construction on rwy and other locations on the arpt, for more information ctc arpt manager 410–398–8594. Reduced braking action Rwy 13 downhill 1.5°. Calm/light wind use Rwy 31. Rwy 13–31 no touch and go ldgs. ACTIVATE rotating bcn—123.0. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31 and PAPI Rwy 31—123.0.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PHILADELPHIA APP/DEP CON** 118.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 330° 26.3 NM to fld. 10/09W.

**ELLICOTT** N39°17.24′ W76°46.62′ NOTAM FILE BWI. **WASHINGTON**
**NDB (MHW)** 371 FND 154° 8.4 NM to Baltimore/Washington Intl. Thurgood Marshall. **COPTER**
Unusable 140°–320° byd 12 NM blo 10,500′ **L–29E, 34F, 36I, A**

**ESSEX SKYPARK** (See BALTIMORE)

| APP CRS | Rwy Idg | 2699 |
|---|---|---|
| 127° | TDZE | 106 |
| | Apt Elev | 106 |

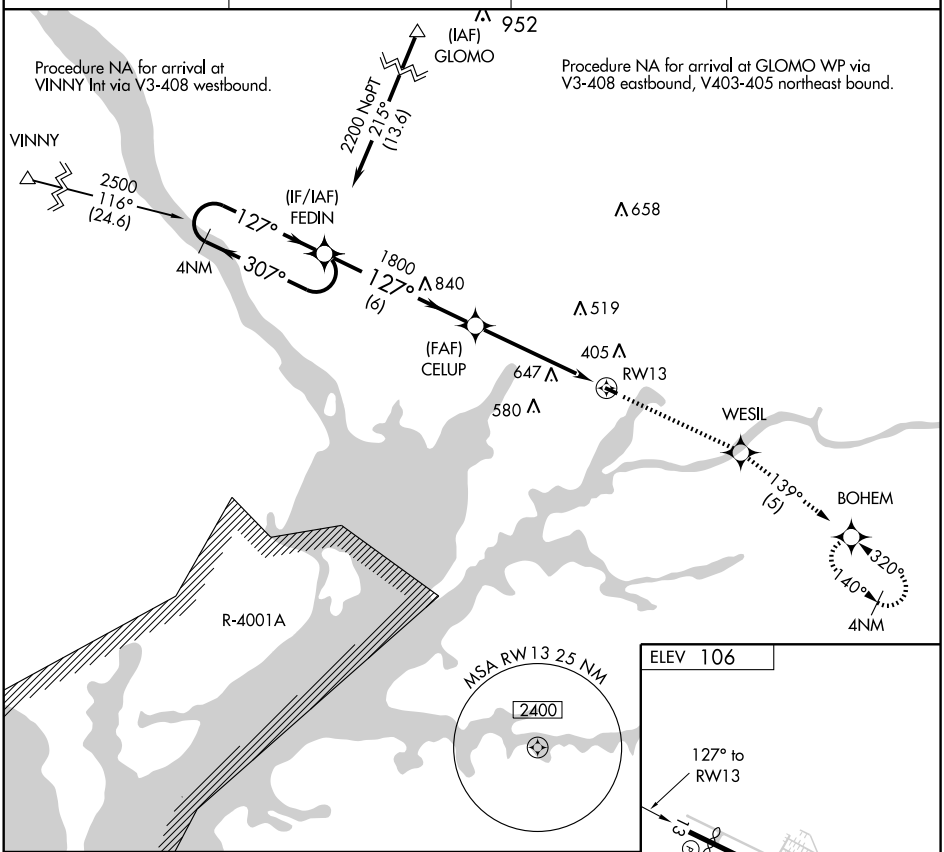
# RNAV (GPS) RWY 13

ELKTON/CECIL COUNTY (58M)

Use Summit, Middletown, DE altimeter setting; if not received, use New Castle County, Wilmington, DE altimeter setting and increase all MDAs 20 feet.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WESIL WP and via 139° track to BOHEM WP and hold.

| SUMMIT AWOS-3 | PHILADELPHIA APP CON | UNICOM | |
|---|---|---|---|
| 132.325 | 118.35 323.1 | 122.8 (CTAF) | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1¼ | 874 (900-1¼) | NA | |
| CIRCLING | 980-1¼ | 874 (900-1¼) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2385 |
|---|---|---|
| 308° | TDZE | 106 |
| | Apt Elev | 106 |

# RNAV (GPS) RWY 31

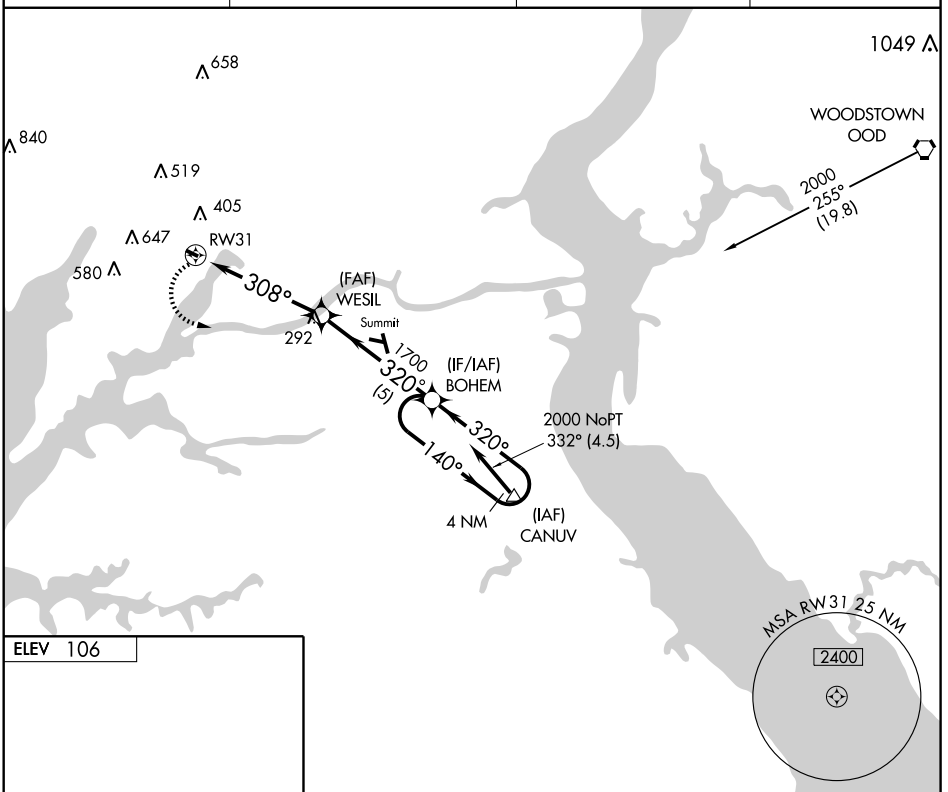
ELKTON/ CECIL COUNTY (58M)

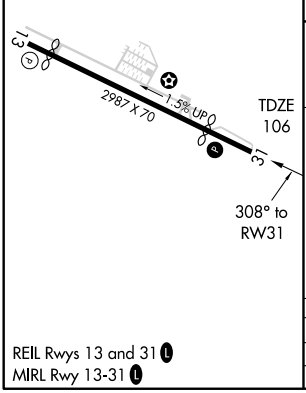
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet.
Circling NA at night.

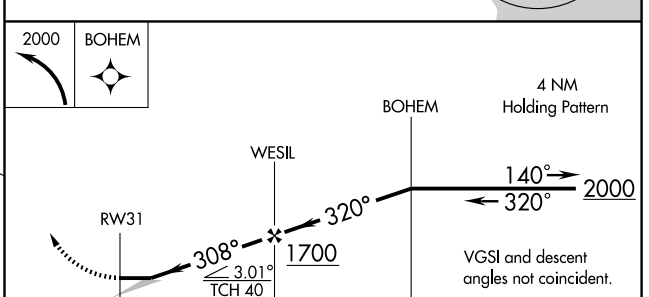
NA

MISSED APPROACH: Climbing left turn to 2000 direct BOHEM WP and hold.

| SUMMIT AWOS-3 | PHILADELPHIA APP CON | UNICOM | |
|---|---|---|---|
| 132.325 | 118.35 323.1 | 122.8 (CTAF) | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 | 494 (500-1) | NA | |
| CIRCLING | 820-1 | 714 (800-1) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC ENO 111.4 Chan 51 | APP CRS 331° | Rwy Idg 2385 TDZE 106 Apt Elev 106 |
|---|---|---|

# VOR/DME RWY 31

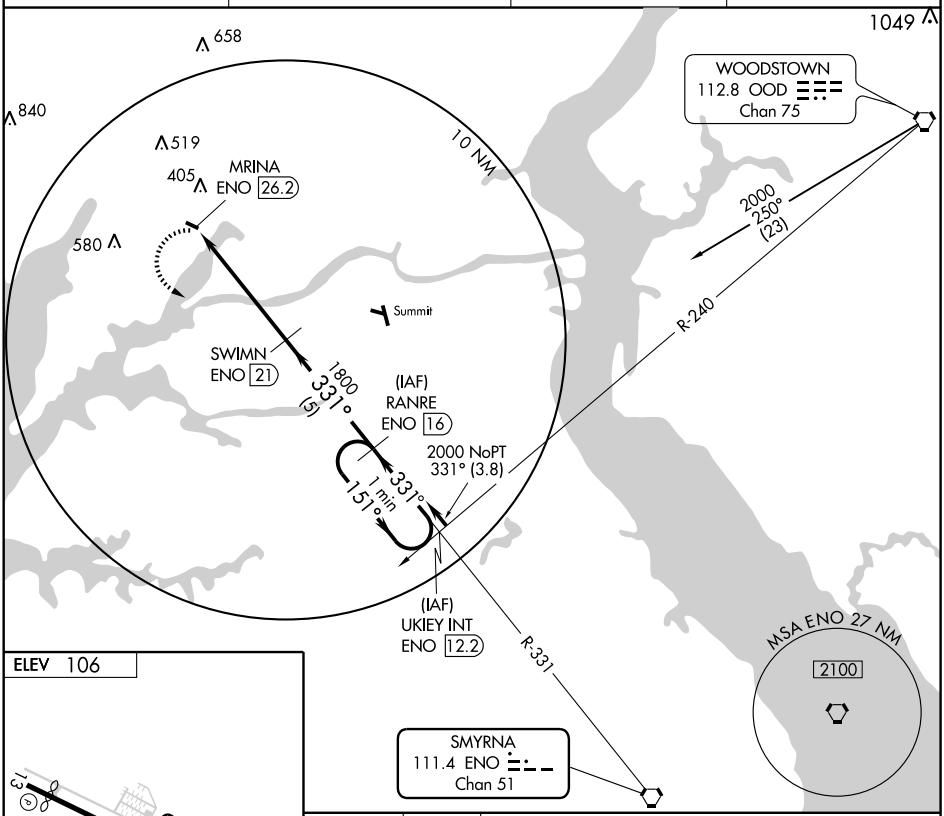
ELKTON/ CECIL COUNTY (58M)

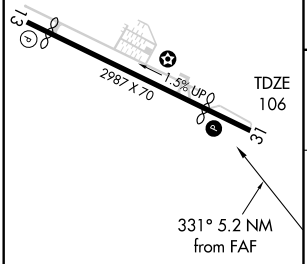
T
NA

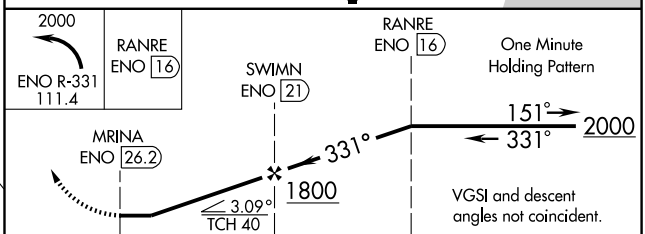
Use Summit, Middletown, DE altimeter setting; if not received, use New Castle, Wilmington, DE altimeter setting and raise all MDAs 20 feet. Circling NA at night.

MISSED APPROACH: Climbing left turn to 2000 via ENO R-331 to RANRE/ENO VORTAC 16 DME and hold.

| SUMMIT AWOS-3 132.325 | PHILADELPHIA APP CON 118.35 323.1 | UNICOM 122.8 (CTAF) | 123.0 L |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 720-1 614 (700-1) | 720-1¼ 614 (700-1¼) | NA | |
| CIRCLING | 820-1 714 (800-1) | 820-1¼ 714 (800-1¼) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**FALLSTON** (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

**RWY 04–22:** H2200X50 (ASPH) S–12 LIRL(NSTD)

**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

**COMMUNICATIONS: CTAF** 122.9

## FORT MEADE (ODENTON)

**TIPTON** (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp. **L–29E, 34F, 36I, A IAP**

**RWY 10–28:** H3000X75 (ASPH) MIRL 1.2% up E

**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

**RWY 28:** REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 123.925

**COMMUNICATIONS: CTAF/UNICOM** 123.05

**POTOMAC APP/DEP CON** 119.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

**ANNE ARUNDEL NDB (MHW)** 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

**FREDERICK MUNI** (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

**RWY 05–23:** H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

**RWY 05:** REIL. PAPI(P4L). Bldg. Rgt tfc.

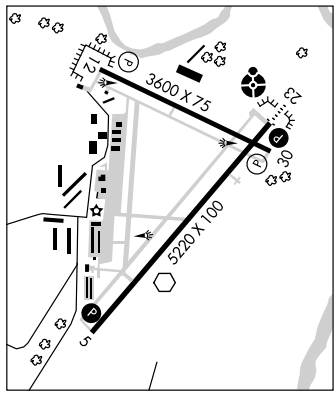
**RWY 23:** REIL. ODALS. PAPI(P4L).

**RWY 12–30:** H3600X75 (ASPH) MIRL 0.4% up NW

**RWY 12:** REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

**RWY 30:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

**AIRPORT REMARKS:** Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 124.875 (301) 600–1457.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

**RCO** 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W. **HIWAS.**

**(T) VOR** 109.0 FDK N39°24.73′ W77°22.51′ at fld.

**ILS** 110.3 I–FDK Rwy 23.

**FREEWAY** (See MITCHELLVILLE)

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 114° | TDZE | 150 |
| | Apt Elev | 150 |

# RNAV (GPS) RWY 10

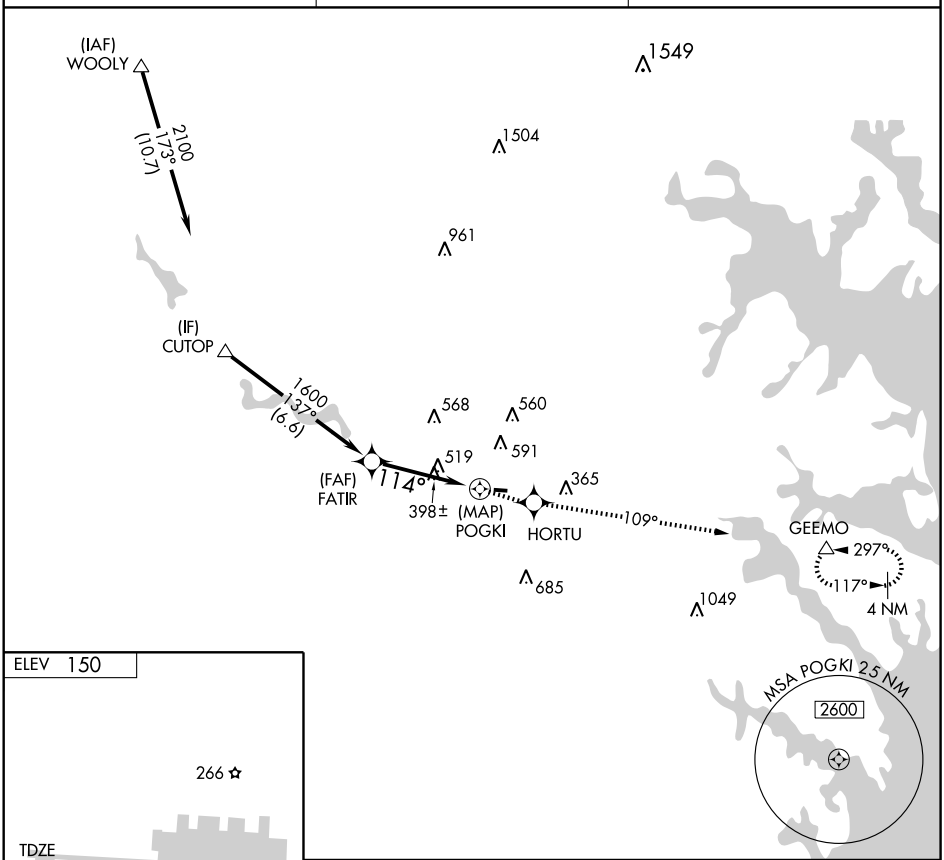
FORT MEADE(ODENTON)/ TIPTON (FME)

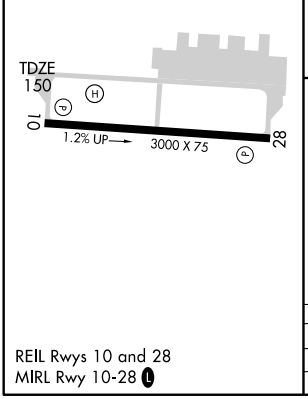
DME/DME RNP-0.3 NA.
Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

NA

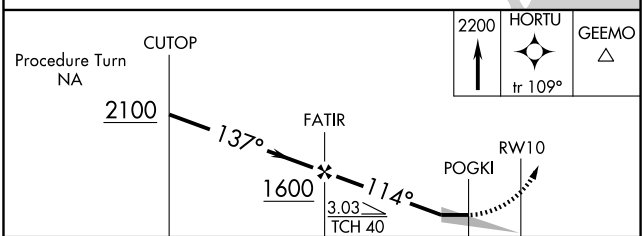
MISSED APPROACH: Climb to 2200 direct HORTU and via 109° track to GEEMO and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 123.925 | 119.7 290.475 | 123.05 (CTAF) L |




REIL Rwys 10 and 28
MIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 | 650 (700-1) | NA | |
| CIRCLING | 840-1 | 690 (700-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 284° | TDZE | 150 |
| | Apt Elev | 150 |

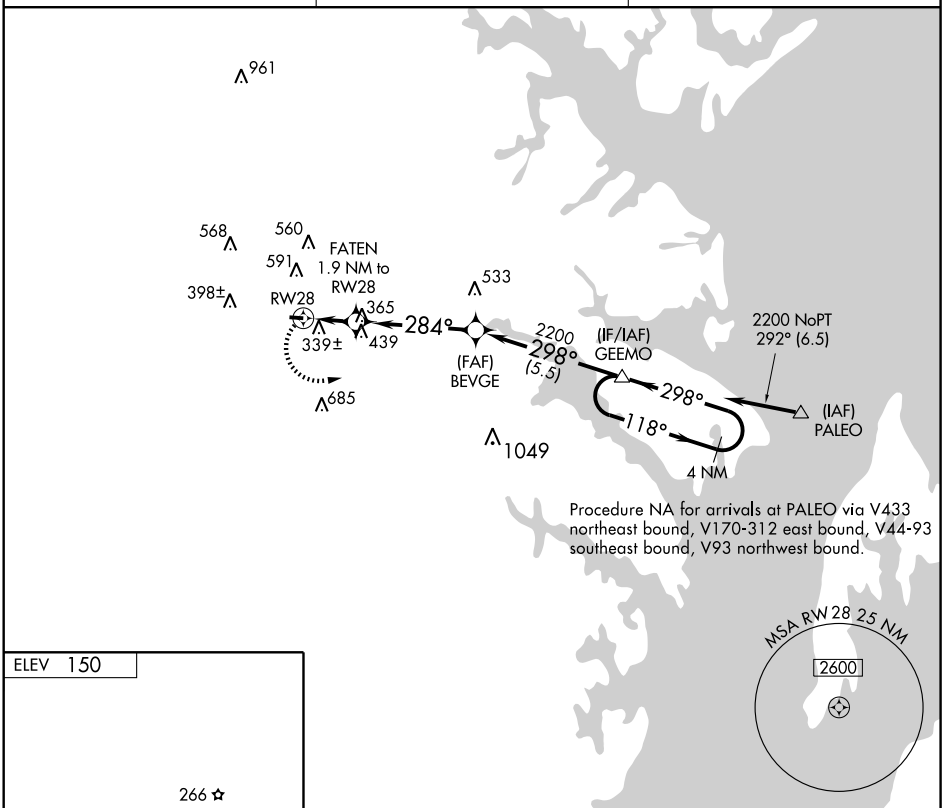
# RNAV (GPS) RWY 28

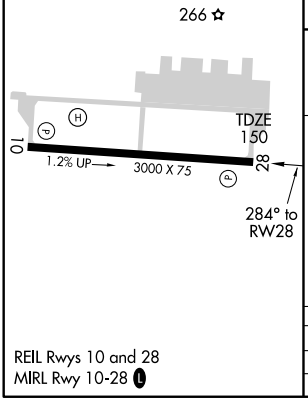
FORT MEADE (ODENTON)/ TIPTON (FME)

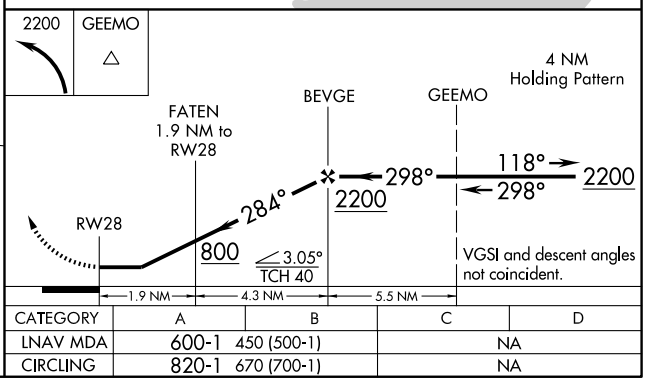
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 123.925 | 119.7 290.475 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 | 450 (500-1) | NA | |
| CIRCLING | 820-1 | 670 (700-1) | NA | |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| BAL | 233° | TDZE | N/A |
| 115.1 Chan 98 | | Apt Elev | 150 |

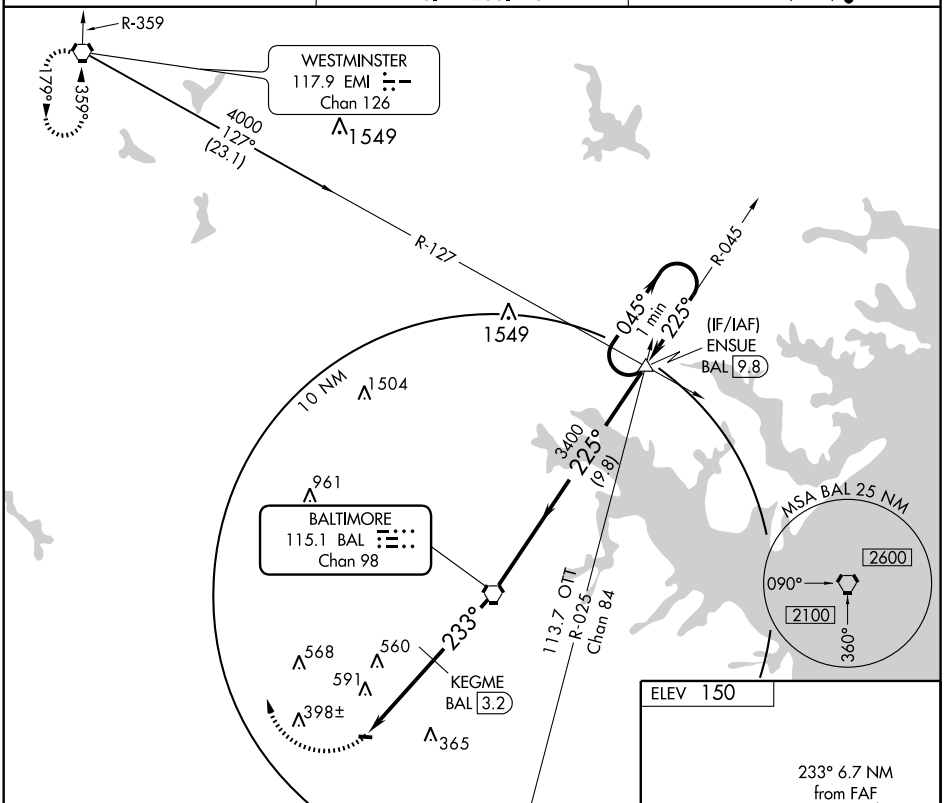
# VOR-A

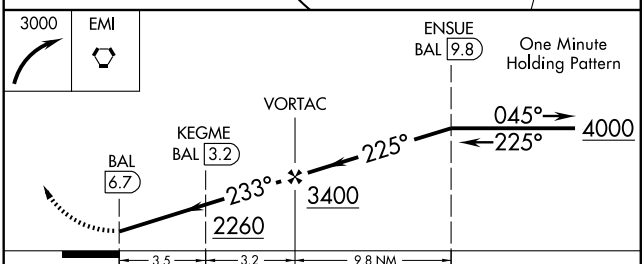
FORT MEADE(ODENTON)/ TIPTON (FME)

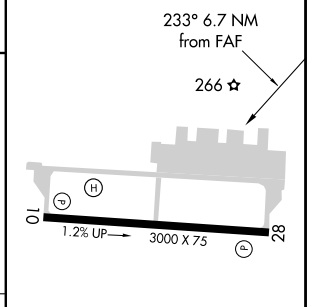
T NA — Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 123.925 | 119.7 290.475 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2260-1¼ 2110 (2200-1¼) | 2260-1½ 2110 (2200-1½) | NA | |

KEGME FIX MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 920-1 770 (800-1) | 920-1¼ 770 (800-1¼) | NA | |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

FAF to MAP 6.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

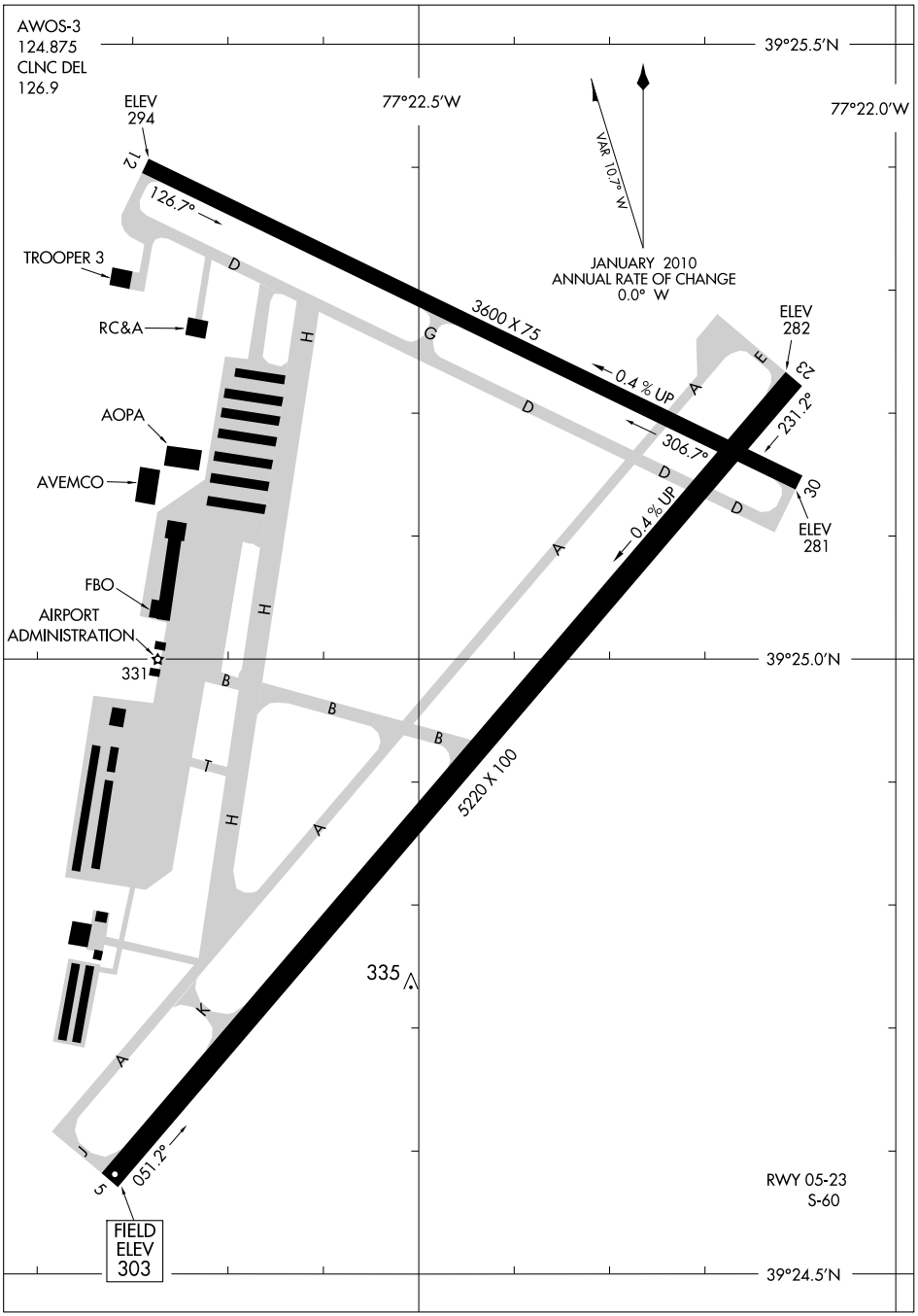


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5089 (FAA)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**FALLSTON** (W42) 1 S UTC−5(−4DT) N39°30.08′ W76°24.68′ **WASHINGTON COPTER**

460 **FUEL** 100LL NOTAM FILE DCA

**RWY 04–22:** H2200X50 (ASPH) S–12 LIRL(NSTD)

**RWY 04:** Trees. **RWY 22:** Trees.

**AIRPORT REMARKS:** Attended 1400Z‡–dusk. Arpt unattended Thanksgiving and Christmas. Arpt CLOSED dusk–1400Z‡. Deer and wildlife on and invof arpt. Rwy 04–22 NSTD LIRL only one thld lgt each side. NSTD LIRL avbl to based acft with prior notice. For NSTD LIRL Rwy 04–22 ctc arpt manager 410–877–9889.

**COMMUNICATIONS: CTAF** 122.9

## FORT MEADE (ODENTON)

**TIPTON** (FME) 1 SW UTC−5(−4DT) N39°05.12′ W76°45.57′ **WASHINGTON COPTER**

150 B S8 **FUEL** 100LL, JET A TPA—1000(850) NOTAM FILE FME Not insp. **L–29E, 34F, 36I, A IAP**

**RWY 10–28:** H3000X75 (ASPH) MIRL 1.2% up E

**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 51′. Rgt tfc. Trees.

**RWY 28:** REIL. PAPI (P2L)—GA 4.0° TCH 57′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1330–2300Z‡, Sat–Sun 1400–2300Z‡. Deer on rwys and twys. Be alert for numerous BWI turbojet arrivals/departures in the area. Fly tfc pattern south of the fld to avoid BWI Class B Airspace. Remain clear of BWI Class B Airspace until clnc is obtained. PAEW adjacent all twys and Rwy 10–28 indef. PAPI Rwy 10 unusable 8° left and right of course. Rwy 28 PAPI unusable 5° left (trees) and 8° right of course. ACTIVATE MIRL Rwy 10–28—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 123.925

**COMMUNICATIONS: CTAF/UNICOM** 123.05

**POTOMAC APP/DEP CON** 119.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BALTIMORE (L) VORTAC** 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 233° 6.9 NM to fld. 140/11W.

**ANNE ARUNDEL NDB (MHW)** 260 BUH N39°05.04′ W76°45.60′ at fld. SHUTDOWN.

**FREDERICK MUNI** (FDK) 0 E UTC−5(−4DT) N39°25.06′ W77°22.46′ **WASHINGTON**

303 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE FDK **H–10H, 12I, L–29E, 34F, A IAP, AD**

**RWY 05–23:** H5220X100 (ASPH–GRVD) S–60 HIRL 0.4% up SW

**RWY 05:** REIL. PAPI(P4L). Bldg. Rgt tfc.

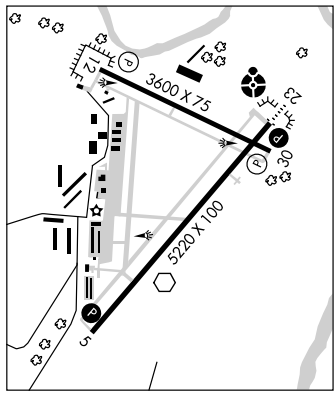
**RWY 23:** REIL. ODALS. PAPI(P4L).

**RWY 12–30:** H3600X75 (ASPH) MIRL 0.4% up NW

**RWY 12:** REIL. PAPI(P2L)—GA 3.0° TCH 43′. Rgt tfc.

**RWY 30:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Trees.

**AIRPORT REMARKS:** Attended 1130–0200Z‡. Arpt unattended Christmas Day. −15′ depression AER 23 246′ left of centerline parallel to rwy 400′ long. During winter months rwys may be CLOSED individually for snow plowing. All non–radio acft operating invof arpt recommended to use a hand–held transceiver and follow standard CTAF ops procedures. Glider ops from paved rwys daily 1300Z‡–dusk. TPA 1303(1000) single and lgt twins; 1803 (1500) large twins. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 12–30, REIL Rwy 05, Rwy 23, Rwy 12, and Rwy 30, ODALS Rwy 23, and PAPI Rwy 05 and Rwy 23—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 124.875 (301) 600–1457.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

**RCO** 122.1R 109.0T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 125.525 **POTOMAC CLNC DEL** 126.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 264° 19.0 NM to fld. 820/08W. **HIWAS.**

**(T) VOR** 109.0 FDK N39°24.73′ W77°22.51′ at fld.

**ILS** 110.3 I–FDK Rwy 23.

**FREEWAY** (See MITCHELLVILLE)

| LOC I-FDK | APP CRS | Rwy Idg | 5220 |
|---|---|---|---|
| 110.3 | 228° | TDZE | 296 |
| | | Apt Elev | 303 |

# ILS or LOC RWY 23

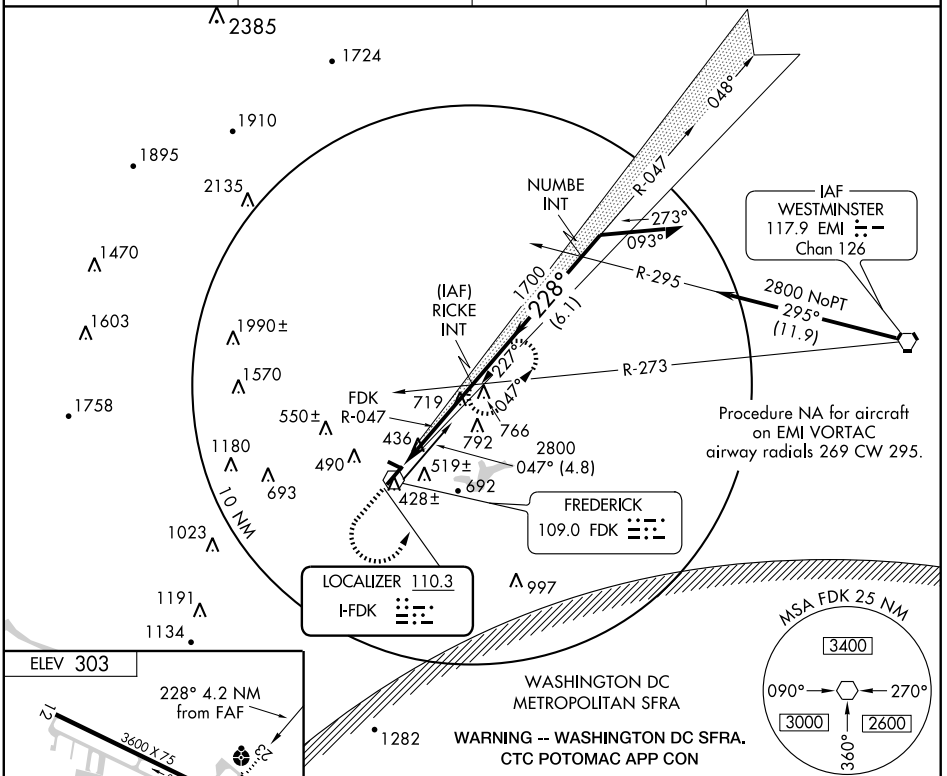
FREDERICK MUNI (FDK)

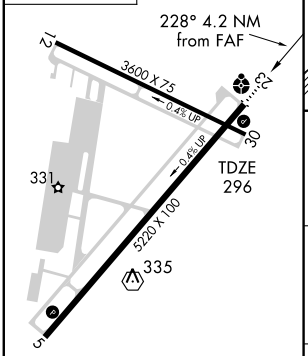
NA Inoperative table does not apply to S-LOC Cat C. When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climb to 1300, then climbing left turn to 2800 via FDK R-047 to RICKE INT and hold.

| AWOS-3 | POTOMAC APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.875 | 125.525 | 291.625 | 126.9 | 122.725 (CTAF) L |



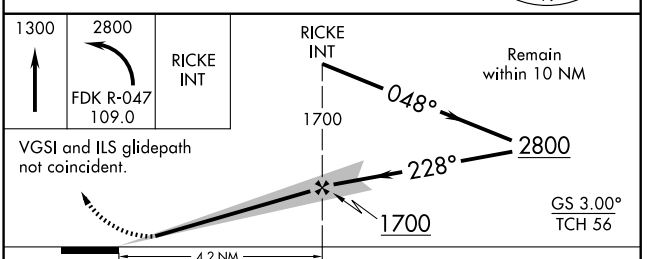




REIL Rwys 5, 12, 23 and 30 L

HIRL Rwy 5-23 L

MIRL Rwy 12-30 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 684-1½ 388 (400-1½) | | | |
| S-LOC 23 | 1020-¾ 724 (800-¾) | | 1020-2 724 (800-2) | 1020-2¼ 724 (800-2¼) |
| CIRCLING | 1020-1½ 717 (800-1½) | | 1020-2 717 (800-2) | 1080-2½ 777 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

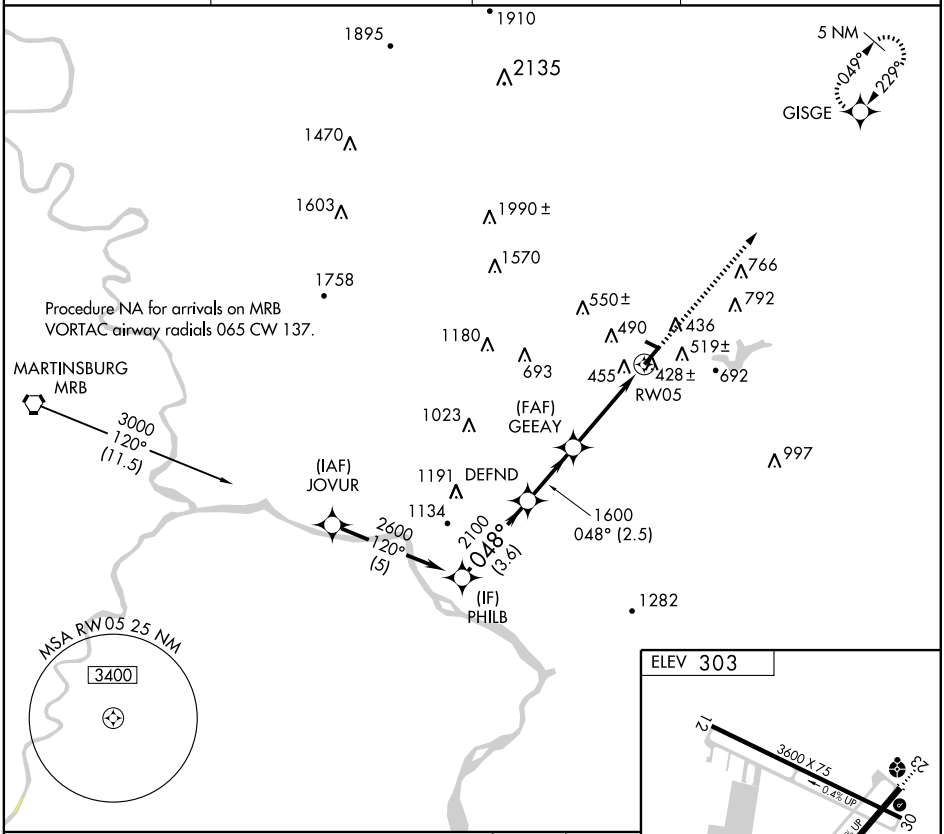
FREDERICK MUNI (FDK)

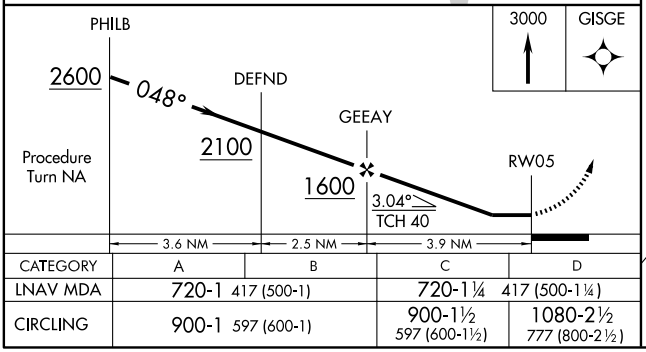
| APP CRS | Rwy Idg | 5220 |
|---|---|---|
| 048° | TDZE | 303 |
| | Apt Elev | 303 |

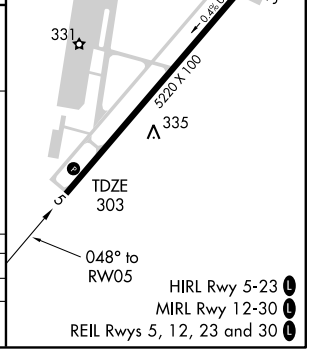
DME/DME RNP -0.3 NA. If local altimeter setting not received, use Leesburg altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct GISGE and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.875 | 125.525 291.625 | 126.9 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 417 (500-1) | | 720-1¼ 417 (500-1¼) | |
| CIRCLING | 900-1 597 (600-1) | | 900-1½ 597 (600-1½) | 1080-2½ 777 (800-2½) |

HIRL Rwy 5-23 L
MIRL Rwy 12-30 L
REIL Rwys 5, 12, 23 and 30 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5220 |
|---|---|---|
| 229° | TDZE | 296 |
| | Apt Elev | 303 |

# RNAV (GPS) Y RWY 23

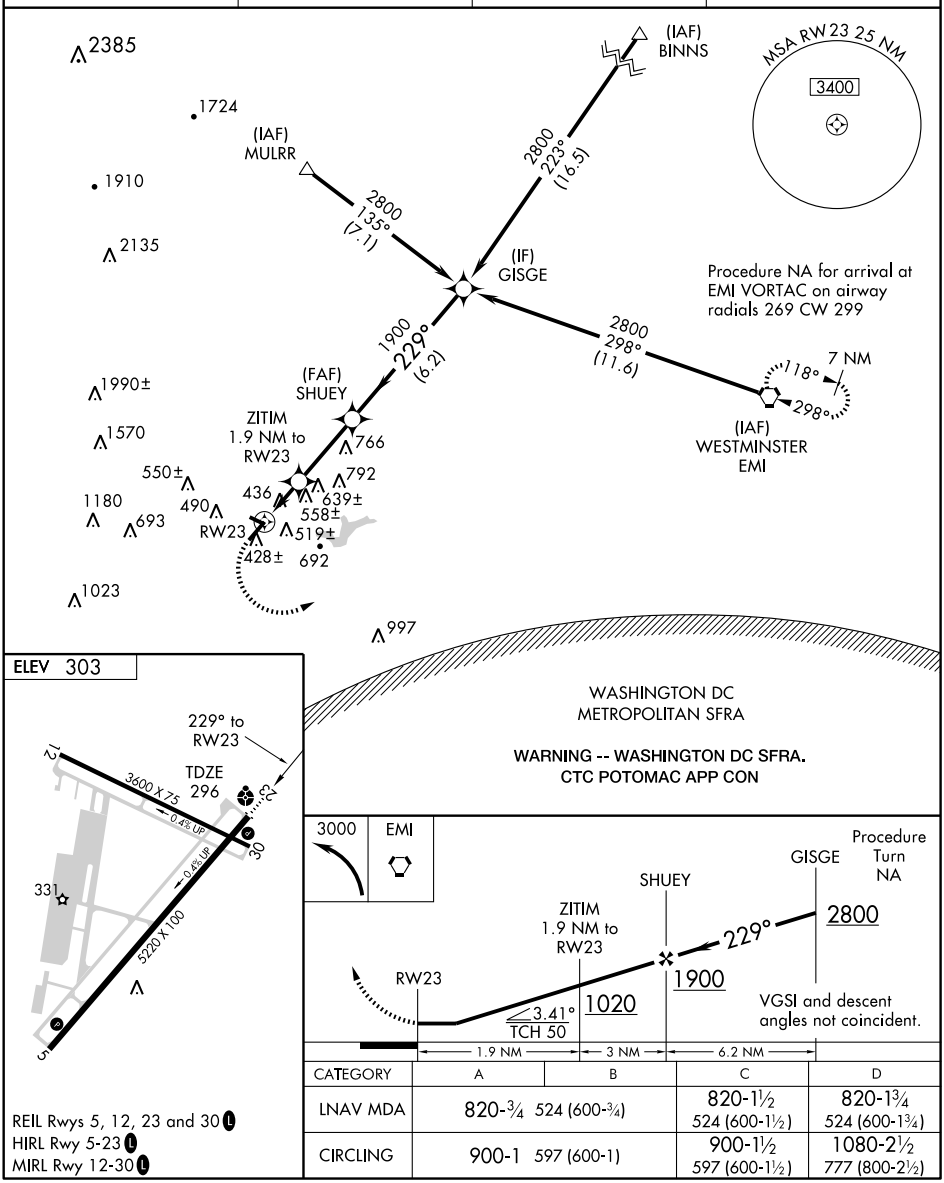
## FREDERICK MUNI (FDK)

DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
When VGSI inop, circling to Rwy 5 and Rwy 30 NA at night.

ODALS

MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.875 | 125.525 | 291.625 | 126.9 | 122.725 (CTAF) L |







REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-¾ 524 (600-¾) | | 820-1½ 524 (600-1½) | 820-1¾ 524 (600-1¾) |
| CIRCLING | 900-1 597 (600-1) | | 900-1½ 597 (600-1½) | 1080-2½ 777 (800-2½) |




NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5220 |
|---|---|---|---|
| CH 81802 | 229° | TDZE | 296 |
| W23A | | Apt Elev | 303 |

# RNAV (GPS) Z RWY 23

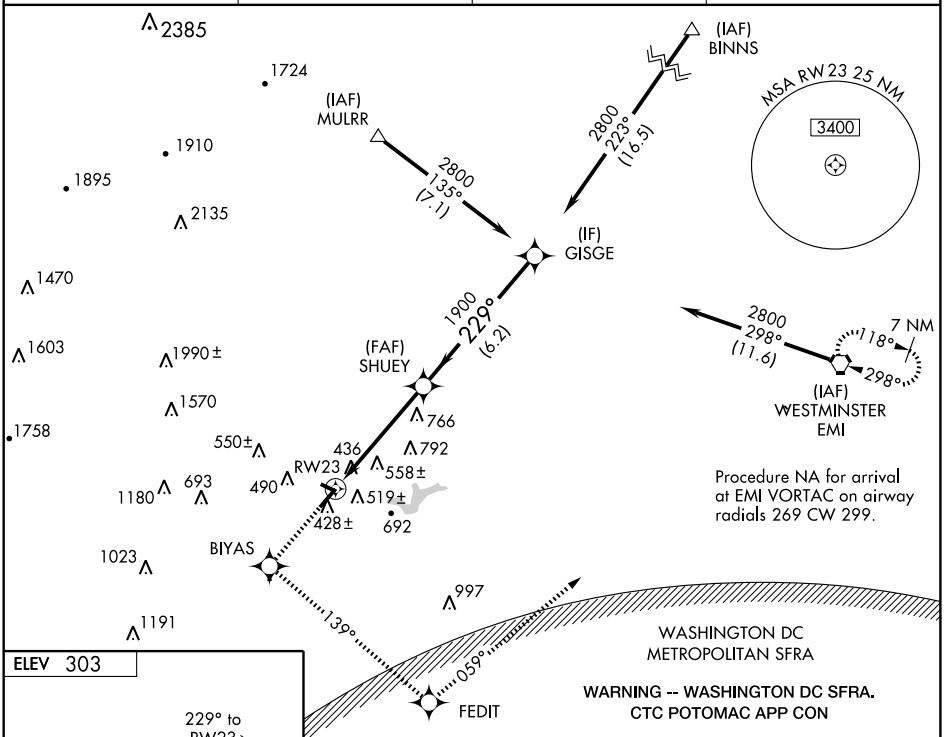
## FREDERICK MUNI (FDK)

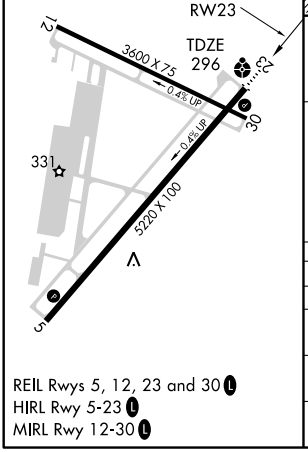
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). When VGSI inop, Circling Rwy 5 and Rwy 30 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

ODALS

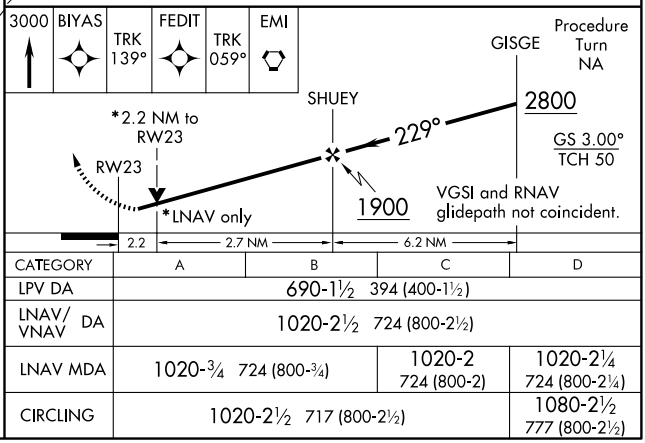
MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.875 | 125.525 | 291.625 | 126.9 | 122.725 (CTAF) L |




REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 690-1½ 394 (400-1½) | | | |
| LNAV/VNAV DA | 1020-2½ 724 (800-2½) | | | |
| LNAV MDA | 1020-¾ 724 (800-¾) | | 1020-2 724 (800-2) | 1020-2¼ 724 (800-2¼) |
| CIRCLING | 1020-2½ 717 (800-2½) | | | 1080-2½ 777 (800-2½) |


NE-3, 26 AUG 2010 to 23 SEP 2010

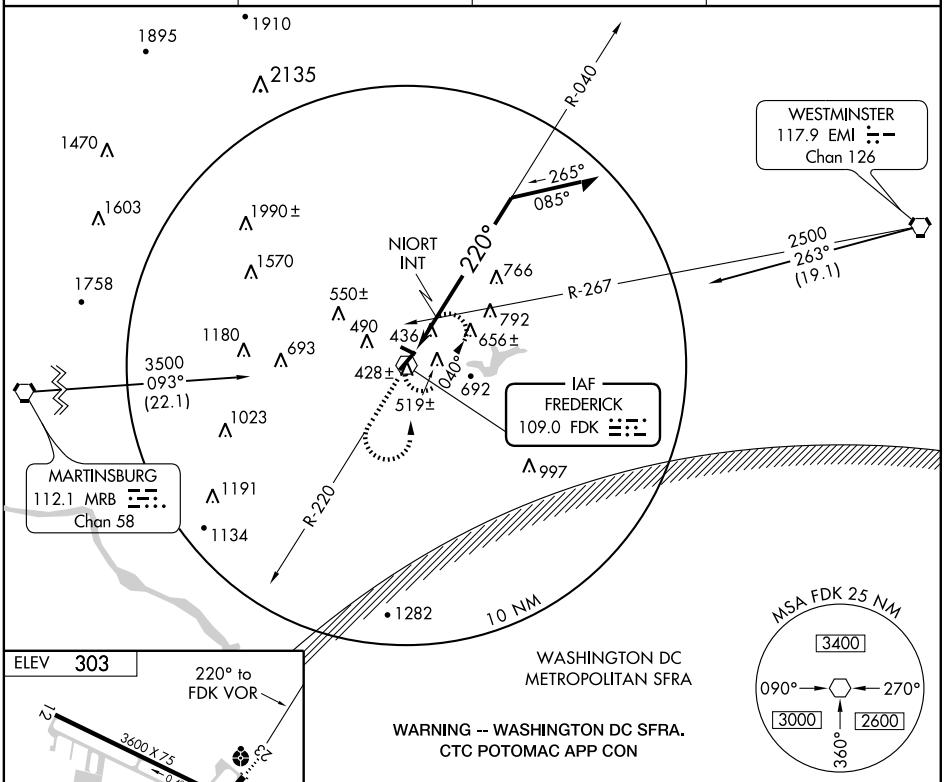
| VOR FDK 109.0 | APP CRS 220° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 303 |
|---|---|---|

# VOR-A
## FREDERICK MUNI (FDK)

T
NA

MISSED APPROACH: Climb to 2300 via FDK R-220 then left turn direct FDK VOR and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.875 | 125.525 291.625 | 126.9 | 122.725 (CTAF) L |

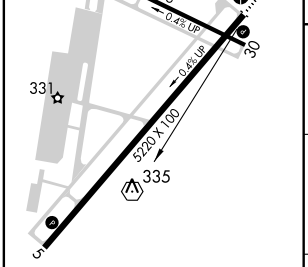




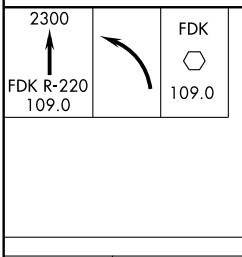


WASHINGTON DC METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON




REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



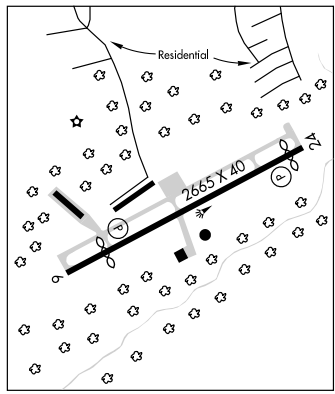

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1¼ 1057 (1100-1¼) | 1360-1½ 1057 (1100-1½) | 1360-3 1057 (1100-3) | |
| NIORT INT MINIMUMS | | | | |
| CIRCLING | 920-1 617 (700-1) | | 920-1¾ 617 (700-1¾) | 1080-2½ 777 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## FRIENDLY

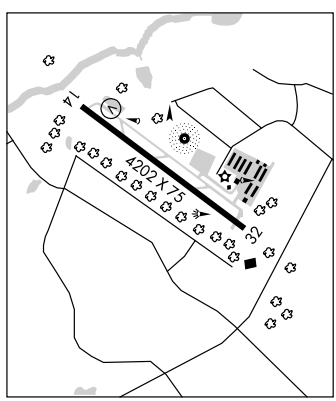
**POTOMAC AIRFIELD** (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
**RWY 06–24:** H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
**RWY 06:** REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
**RWY 24:** REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–A 122.8 (617) 262–3825.
**COMMUNICATIONS: CTAF/AUNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADW.
**ANDREWS (L) VORTACW** 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.




**GAITHERSBURG** N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON
**NDB (MHW)** 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM. — L–29E, 34F, 36I, A

## GAITHERSBURG

**MONTGOMERY CO AIRPARK** (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
**RWY 14–32:** H4202X75 (ASPH) MIRL 1.1% up SE — IAP
**RWY 14:** REIL. VASI(V4L). Trees.
**RWY 32:** REIL. Pole. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 128.275 (301) 977–2971.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
**FREDERICK (T) VOR** 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
**GAITHERSBURG NDB (MHW)** 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.



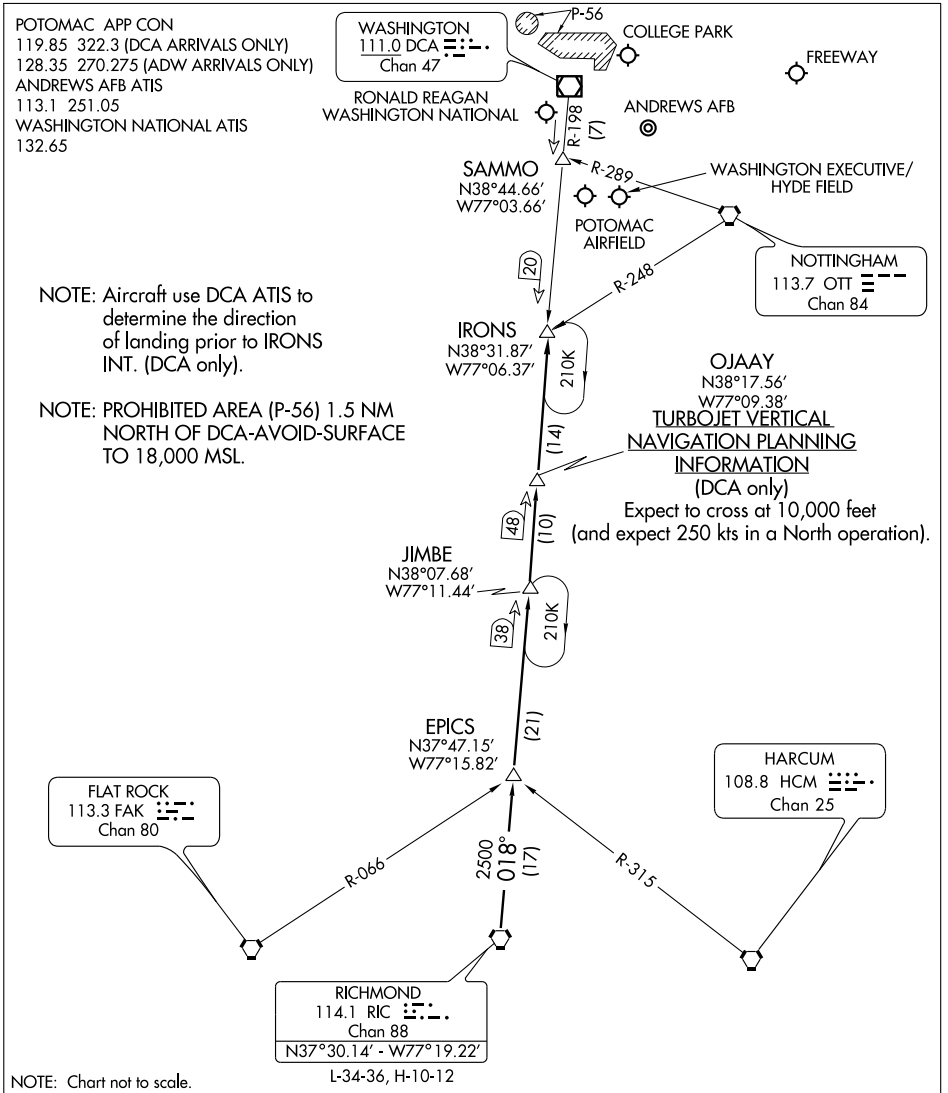

**GARRETT CO** (See OAKLAND)

**GRANTSVILLE** N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI
**(L) VOR/DME** 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W. — L–29D
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
**RCO** 121.1R 112.3T (ELKINS RADIO)

**GREATER CUMBERLAND RGNL** (See CUMBERLAND)

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

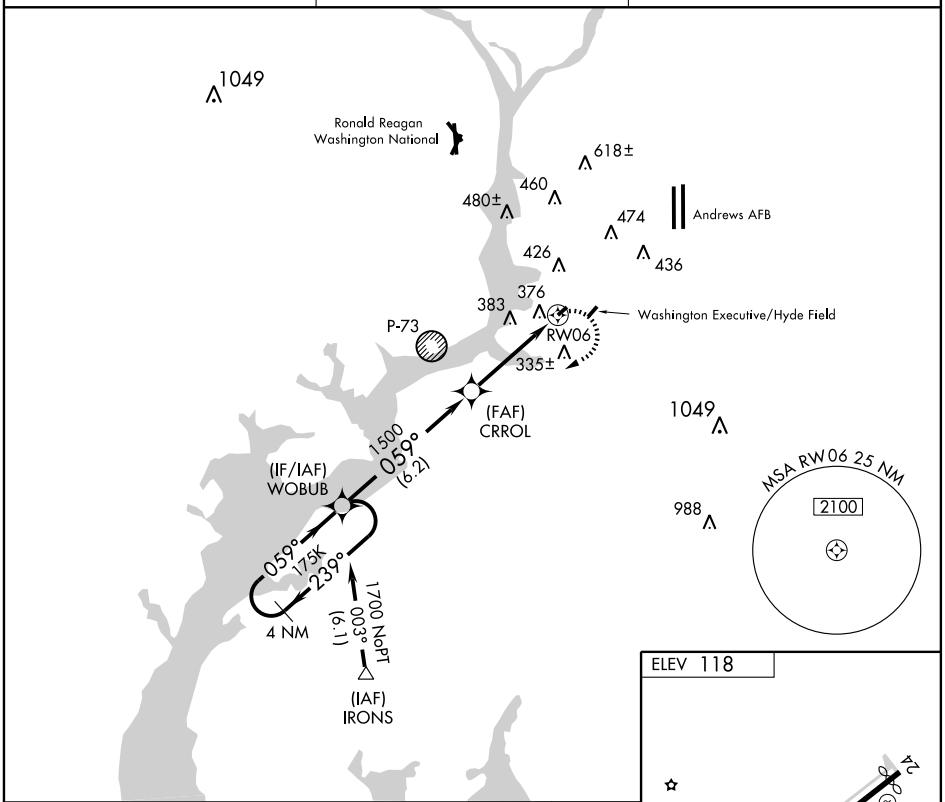
| APP CRS | Rwy Idg | 2289 |
|---|---|---|
| 059° | TDZE | 118 |
| | Apt Elev | 118 |

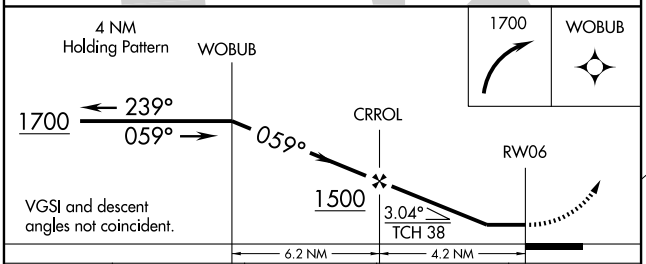
# RNAV (GPS) RWY 6

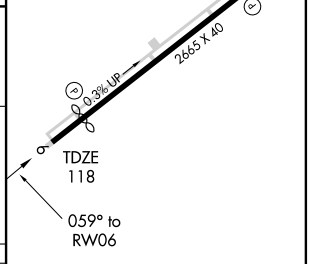
FRIENDLY / POTOMAC AIRFIELD (VKX)

| NA | Circling NA SE of Rwys 6 and 24. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Andrews AFB altimeter setting and increase all MDAs 40 feet. | MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold. |
|---|---|---|

| AWOS-A | POTOMAC APP CON | UNICOM |
|---|---|---|
| 122.8 | 125.650 348.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 562 (600-1) | NA | | |
| CIRCLING | 740-1 622 (700-1) | NA | | |

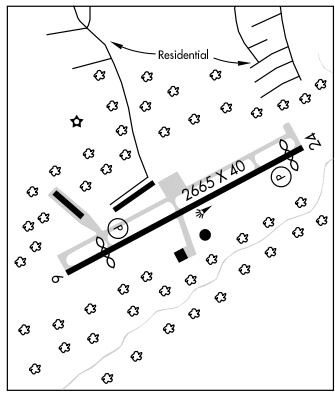
REIL Rwy 6-24 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## FRIENDLY

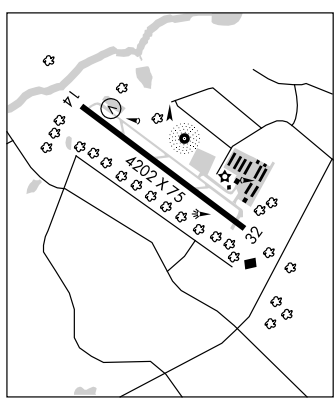
**POTOMAC AIRFIELD** (VKX) 00 NE UTC−5(−4DT) N38°44.92′ W76°57.36′ — WASHINGTON COPTER
118 B S4 **FUEL** 100LL NOTAM FILE DCA — L–29E, 34F, 36I, A
**RWY 06–24:** H2665X40 (ASPH–AFSC) MIRL 0.3% up NE — IAP
**RWY 06:** REIL. PAPI (P2L)—GA 5.0° TCH 38′. Thld dsplcd 385′. Trees.
**RWY 24:** REIL. PAPI (P2L)—GA 5.5° TCH 49′. Thld dsplcd 84′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1200–0300Z‡. Compliance with SFAR 94 is rqr before pilots may opr to/from this arpt. Arpt within Flight Restricted Zone. Expect 24 hr security from police, military and others on the ground and in the air. Unlimited vehicle access to acft movement areas. Noise abatement procedures: avoid takeoff 0300–1200Z‡. Rotating bcn located 1000′ N of arpt. Visitors please tune 122.85 for parking instructions and gnd svcs. ACTIVATE REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–A 122.8 (617) 262–3825.
**COMMUNICATIONS: CTAF/AUNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 125.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADW.
**ANDREWS (L) VORTACW** 113.1 ADW Chan 78 N38°48.43′ W76°51.98′ 240° 5.5 NM to fld. 260/10W.




**GAITHERSBURG** N39°10.18′ W77°09.96′ NOTAM FILE DCA. — WASHINGTON
**NDB (MHW)** 385 GAI at Montgomery Co Airpark. Unusable 040°–130° byd 20 NM. — L–29E, 34F, 36I, A

## GAITHERSBURG

**MONTGOMERY CO AIRPARK** (GAI) 3 NE UTC−5(−4DT) N39°10.10′ W77°09.96′ — WASHINGTON
539 B S6 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DCA — L–29E, 34F, 36I, A
**RWY 14–32:** H4202X75 (ASPH) MIRL 1.1% up SE — IAP
**RWY 14:** REIL. VASI(V4L). Trees.
**RWY 32:** REIL. Pole. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. Fuel avbl 1300–0100Z‡, request on 122.85. Deer and birds on and invof arpt. Be alert SFRA procedures in effect. Preferred calm wind Rwy 14. Arpt not recommended for acft with wing spans in excess of 79′ and gross weight in excess of 48,000 lbs. 30′ downslope 75′ left and right of centerline at thld to 150′ both sides. South ramp not recommended for acft with wingspan greater than 79′ or weight greater than 40,000 lbs. Noise abatement depart Rwy 32 turn rgt to at least 340°, jets refrain from Rwy 32 tkf between 0400–1200Z‡. Helicopters refrain from air taxi over paved parking ramps. TPA—1539(1000), turbine and jet acft 2039(1500), helicopter 1339(800). ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 128.275 (301) 977–2971.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
Ⓡ **POTOMAC APP/DEP CON** 128.7 **POTOMAC CLNC DEL** 121.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 053° 19.9 NM to fld. 297/08W.
**FREDERICK (T) VOR** 109.0 FDK N39°24.73′ W77°22.51′ 154° 17.6 NM to fld. NOTAM FILE DCA.
**GAITHERSBURG NDB (MHW)** 385 GAI N39°10.18′ W77°09.96′ at fld. NOTAM FILE DCA. Unusable 040°–130° byd 20 NM.




**GARRETT CO** (See OAKLAND)

**GRANTSVILLE** N39°38.10′ W79°03.03′ NOTAM FILE EKN. — CINCINNATI
**(L) VOR/DME** 112.3 GRV Chan 70 262° 13.8 NM to Garrett Co. 2640/06W. — L–29D
DME unusable 071°–306° byd 20 NM blo 6000′, 108°–113° byd 38 NM, 307°–070° byd 20NM blo 5000′, 325°–345° bdy 35 NM.
**RCO** 121.1R 112.3T (ELKINS RADIO)

**GREATER CUMBERLAND RGNL** (See CUMBERLAND)

| NDB GAI | APP CRS | Rwy Idg 4202 |
|---|---|---|
| 385 | 134° | TDZE 520 |
| | | Apt Elev 539 |

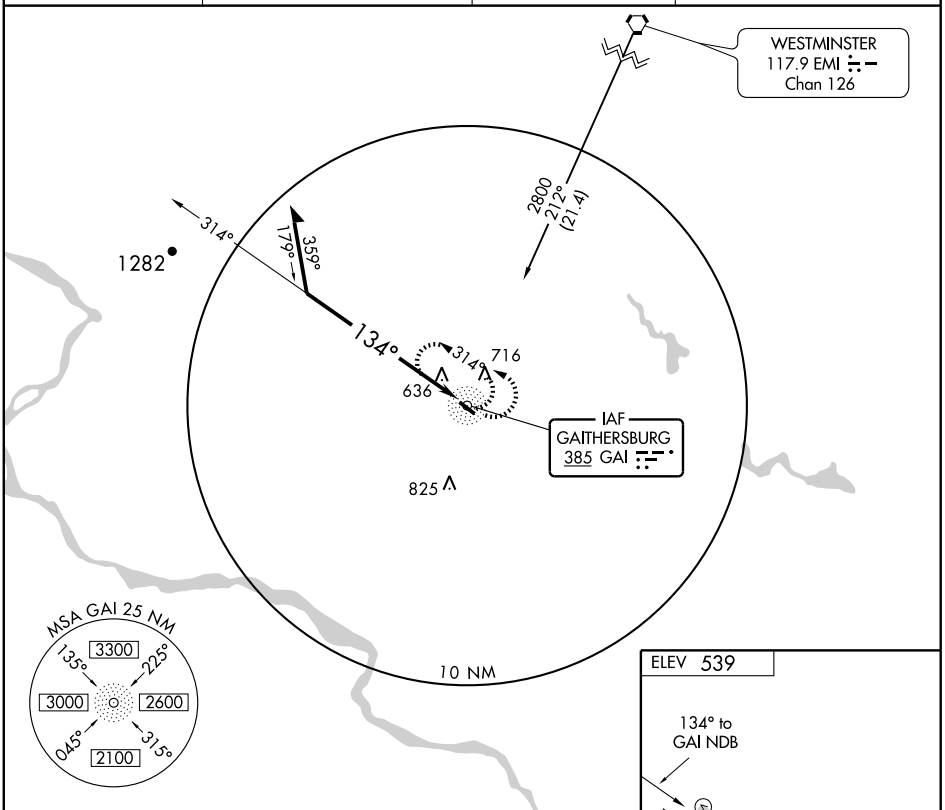
# NDB RWY 14

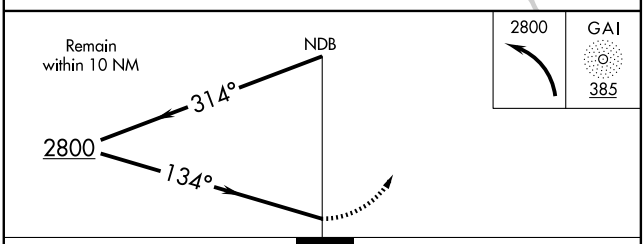
## GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2800 in GAI NDB holding pattern.

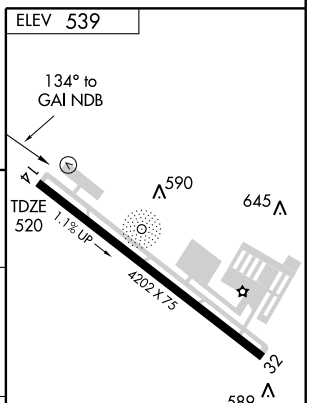
| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.275 | 128.7 291.625 | 121.6 | 123.075 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1380-1<br>860 (900-1) | 1380-1¼<br>860 (900-1¼) | 1380-2½<br>860 (900-2½) | 1380-2¾<br>860 (900-2¾) |
| CIRCLING | 1380-1<br>841 (900-1) | 1380-1¼<br>841 (900-1¼) | 1380-2½<br>841 (900-2½) | 1380-2¾<br>841 (900-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4202 |
|---|---|---|---|
| CH 77502 | 136° | TDZE | 520 |
| W14A | | Apt Elev | 539 |

# RNAV (GPS) RWY 14

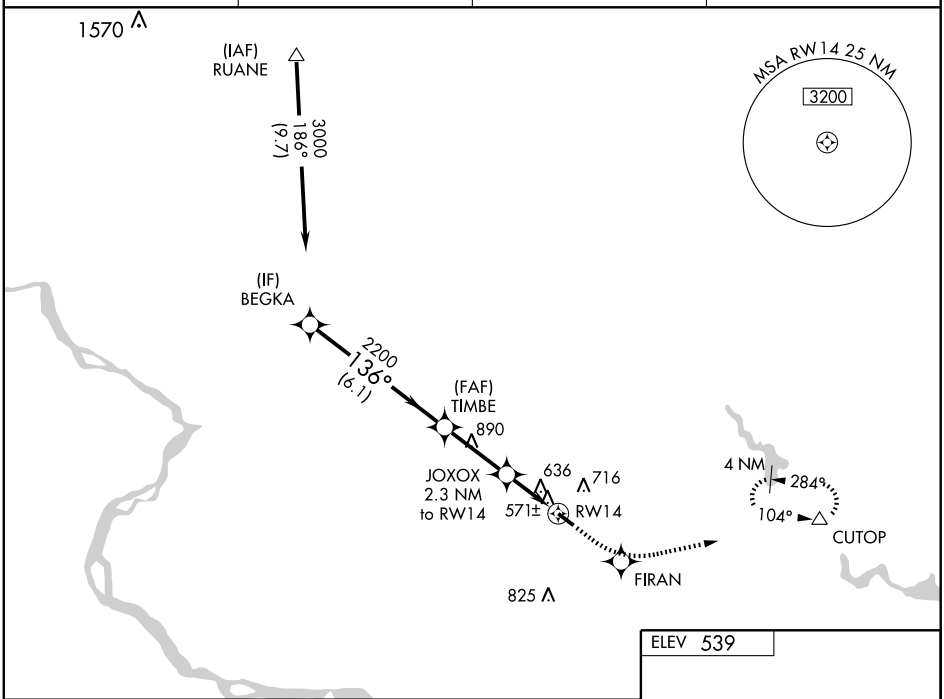
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

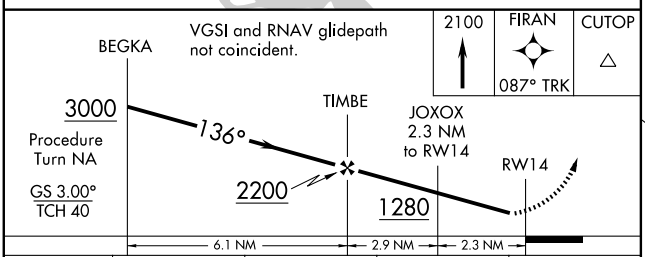
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. Circling to Rwy 32 NA at night.

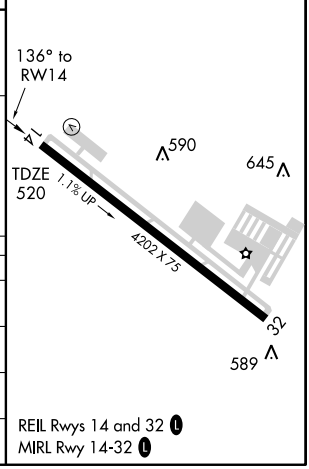
NA

MISSED APPROACH: Climb to 2100 direct FIRAN and via 087° track to CUTOP and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.275 | 128.7 291.625 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 789-1 269 (300-1) | | | |
| LNAV/ VNAV DA | 919-1½ 399 (400-1½) | | | |
| LNAV MDA | 980-1 460 (500-1) | | 980-1¼ 460 (500-1¼) | 980-1½ 460 (500-1½) |
| CIRCLING | 1020-1½ 481 (500-1½) | | | 1100-2 561 (600-2) |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR FDK | APP CRS | Rwy Idg 4202 |
|---|---|---|
| 109.0 | 155° | TDZE 523 |
| | | Apt Elev 538 |

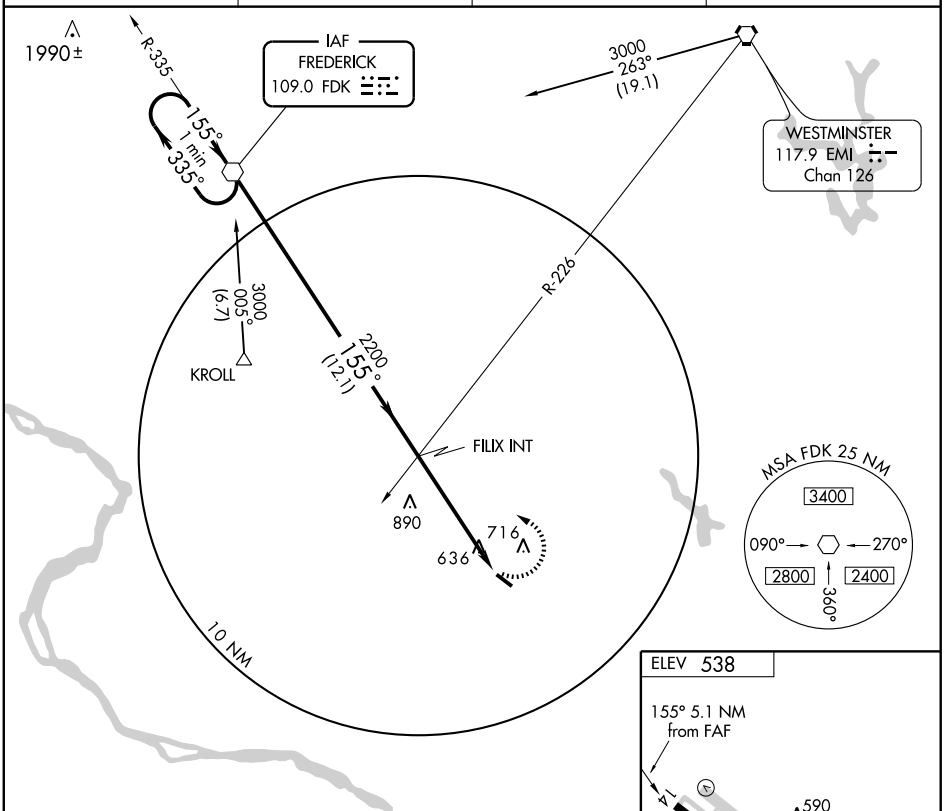
# VOR RWY 14

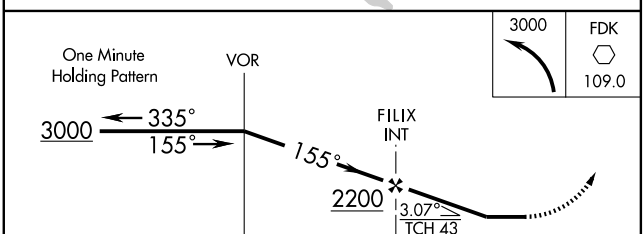
GAITHERSBURG/ MONTGOMERY COUNTY AIRPARK (GAI)

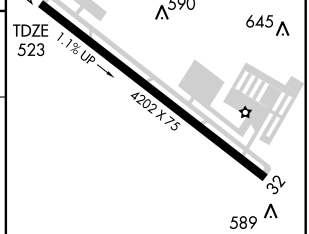
Circling to Rwy 32 NA at night.
If local altimeter not received, use Washington Dulles Intl altimeter setting and increase all MDAs 80 feet.
NA

MISSED APPROACH: Climbing left turn to 3000 direct FDK VOR and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.275 | 128.7 291.625 | 121.6 | 123.075 (CTAF) L |



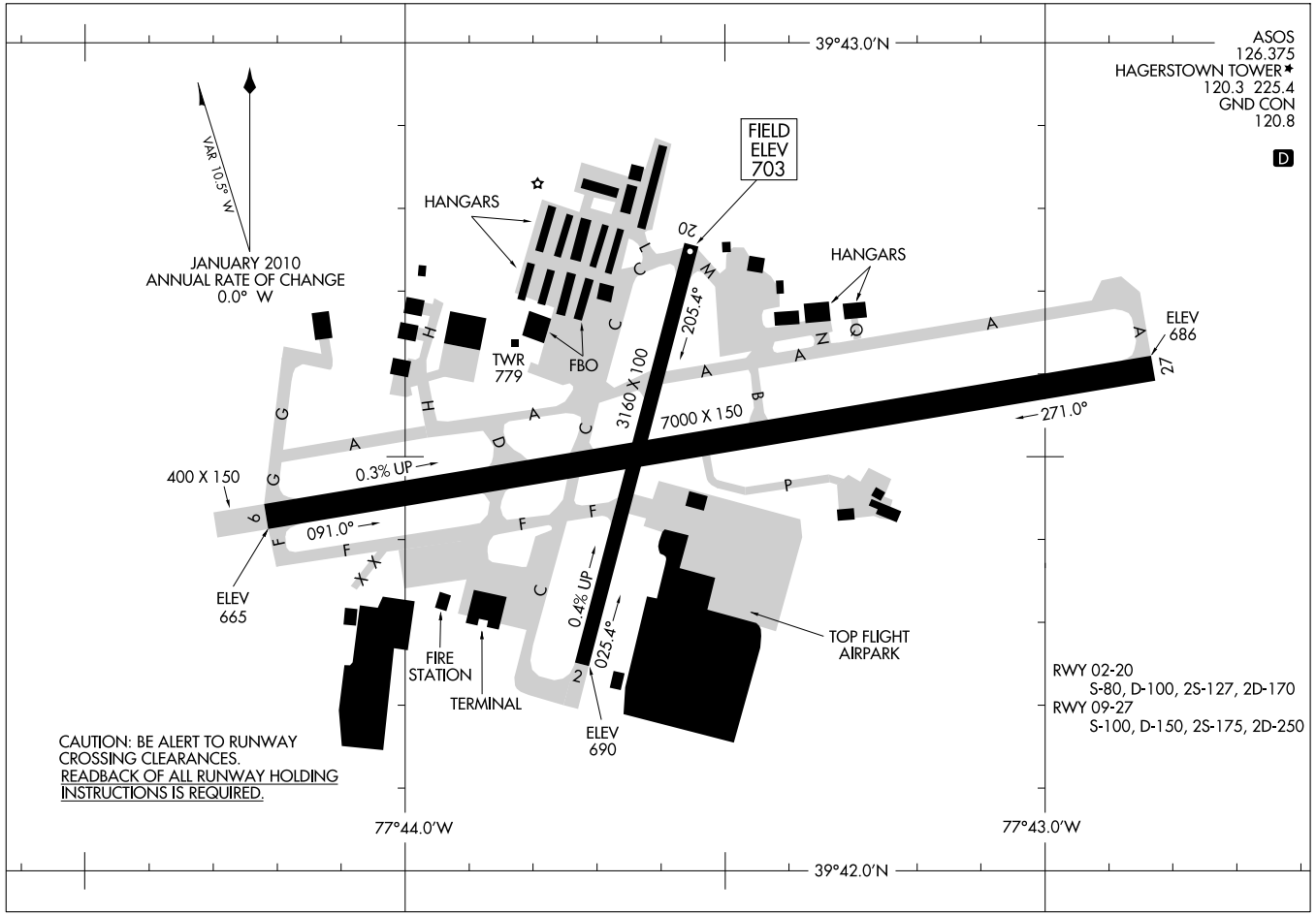

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1200-1 | 677 (700-1) | 1200-2 677 (700-2) | 1200-2 ¼ 677 (700-2 ¼) |
| CIRCLING | 1200-1 | 662 (700-1) | 1200-2 662 (700-2) | 1200-2 ¼ 662 (700-2 ¼) |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



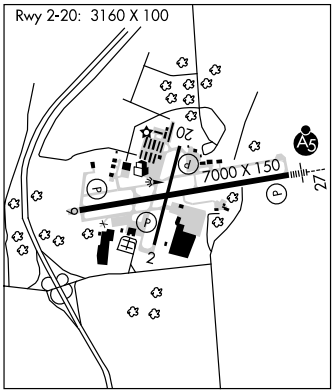
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010




10210 AIRPORT DIAGRAM HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR) HAGERSTOWN, MARYLAND

AL-5114 (FAA)

**HAGERSTOWN RGNL–RICHARD A HENSON FLD** (HGR) 4 N UTC−5(−4DT) **WASHINGTON**
N39°42.51′ W77°43.59′ **H–10H, 12I, L–29D, A**
703 B S4 **FUEL** 100LL, JET A, JET A2 OX 1, 2, 3, 4 Class I, ARFF Index B **IAP, AD**
NOTAM FILE HGR




**RWY 09–27:** H7000X150 (ASPH–GRVD) S–100, D–150, 2S–175, 2D–250 HIRL 0.3% up E
**RWY 09:** REIL. PAPI(P4L)—GA 3.0° TCH 55′.
**RWY 27:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
**RWY 02–20:** H3160X100 (ASPH) S–80, D–100, 2S–127, 2D–170 MIRL 0.4% up N
**RWY 02:** REIL. PAPI(P2L)—GA 4.0° TCH 51′.
**RWY 20:** REIL. PAPI(P2L)—GA 4.0° TCH 33′.
**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 02:** | TORA–3160 | TODA–3160 | ASDA–3160 | LDA–3160 |
| **RWY 09:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |
| **RWY 20:** | TORA–3160 | TODA–3160 | ASDA–3160 | LDA–3160 |
| **RWY 27:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–7000 |

**AIRPORT REMARKS:** Attended 1000–0300Z‡. Fuel available 1000–0300Z‡; call 301–791–9119. DOD contract fuel avbl. Birds on and invof arpt. Low level military acft 10 NM north on VR708 opr east to west. Ultralgt activity 12 NM east to 5000′ MSL. Rwy 02–20 CLOSED when tower clsd. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 240–313–2777. Index C coverage is provided for scheduled air carrier ops with more than 30 passenger seats. Twys Lima, and Papa are not available for air carrier ops. When twr clsd ACTIVATE MIRL Rwy 02–20, HIRL Rwy 09–27, MALSR Rwy 27, REIL Rwy 02, Rwy 09, Rwy 20—CTAF. HIRL Rwy 09–27 preset low ints dusk–dawn. Ldg fee.
**WEATHER DATA SOURCES:** ASOS 126.375 (301) 745–3497.
**COMMUNICATIONS: CTAF** 120.3 **UNICOM** 122.95
**HAGERSTOWN RCO** 122.1R 109.8T (LEESBURG RADIO)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15
**HAGERSTOWN TOWER** 120.3 1200–0300Z‡. **GND CON** 120.8
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 149° 17.0 NM to fld. 2340/07W.
**HAGERSTOWN (L) VOR** 109.8 HGR N39°41.86′ W77°51.34′ 091° 6.0 NM to fld. NOTAM FILE HGR.
VOR unusable:
251°–280° byd 16 NM 351°–050°
281°–300° byd 24 NM blo 8000′
**ILS/DME** 111.9 I–HGR Chan 56 Rwy 27. Class IE.
**ILS/DME** 111.9 I–UYK Chan 56 Rwy 09. ILS unavbl when twr clsd.

**HARFORD CO** (See CHURCHVILLE)

**HAVRE DE GRACE SPB** (MØ6) 1 E UTC−5(−4DT) N39°32.49′ W76°04.18′ **WASHINGTON**
00 S1 NOTAM FILE DCA
**WATERWAY N–S:** 8000X200 (WATER)
**WATERWAY S:** Bridges.
**WATERWAY E–W:** 8000X200 (WATER)
**WATERWAY E:** Bridges.
**SEAPLANE REMARKS:** Attended May–Nov dawn–dusk. Birds on and invof arpt. Major ultralgt repairs and svcs. May–Nov floating dock fully extended for local and transient afct storage.
**COMMUNICATIONS: CTAF/UNICOM** 123.00

**HOBY WOLF** (See ELDERSBURG)

| LOC/DME I-UYK | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.9 | 089° | TDZE | 695 |
| Chan 56 | | Apt Elev | 703 |

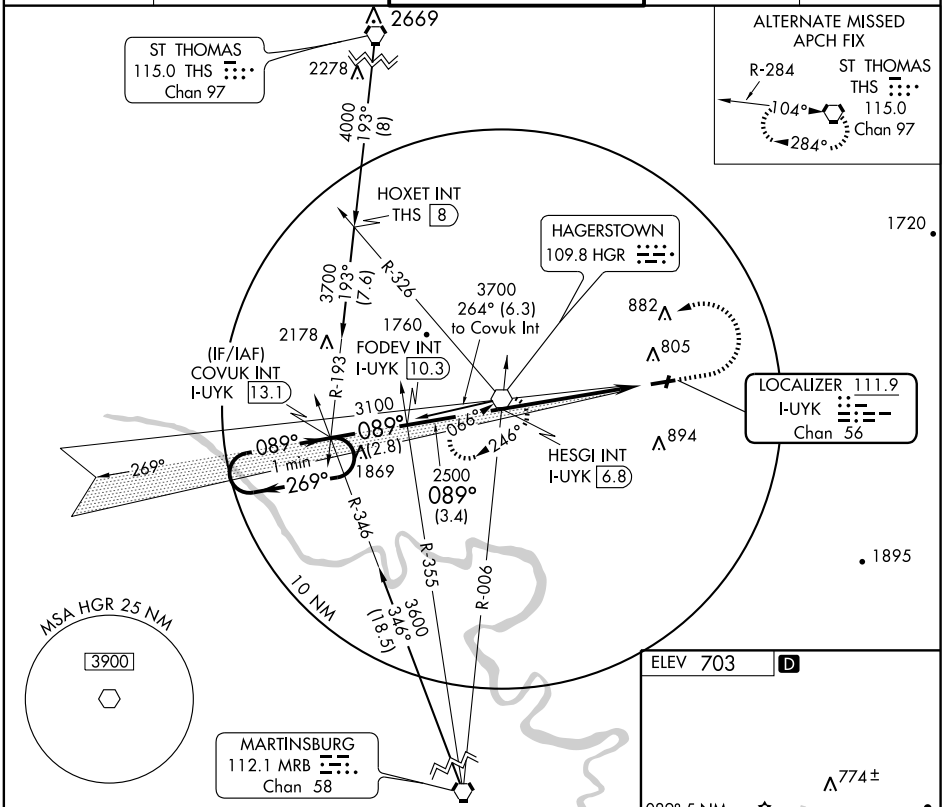
# ILS or LOC RWY 9

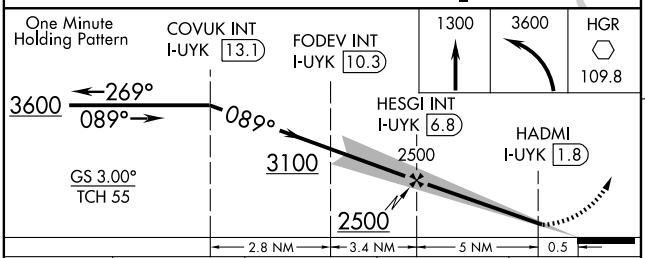
## HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

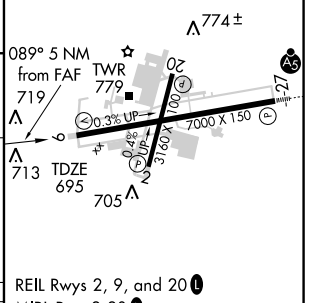
If local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 966, increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

| ASOS | WASHINGTON CENTER | HAGERSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.375 | 134.15 385.4 | 120.3 (CTAF) L 225.4 | 120.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 895-¾ 200 (200-¾) | | | |
| S-LOC 9 | 980-1 285 (300-1) | | | |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160-1½ 457 (500-1½) | 1260-2 557 (600-2) |

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HGR | APP CRS | Rwy Idg 7000 |
|---|---|---|
| 111.9 | 269° | TDZE 701 |
| Chan 56 | | Apt Elev 703 |

# ILS or LOC RWY 27

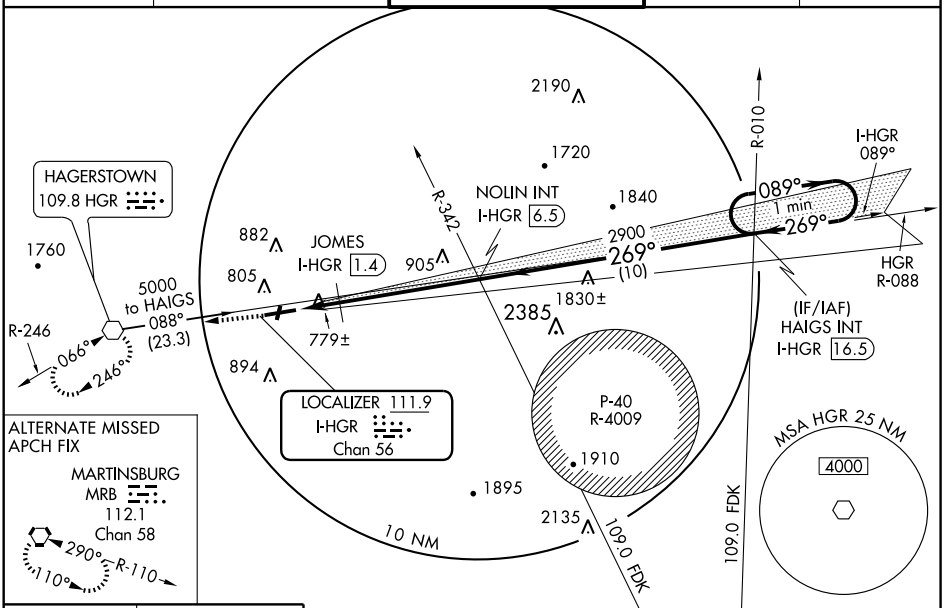
## HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

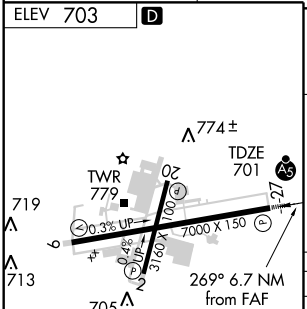
When local altimeter setting not received; use Martinsburg altimeter setting and increase DA to 971 and all MDA 80 feet; increase S-LOC 27 Cat D and JOMES Fix minimum S-LOC 27 Cat C visibility ¼ mile. VDP NA when using Martinsburg altimeter setting. For inoperative MALSR, increase JOMES Fix minimums S-LOC 27 Cat D visibility ¼ mile. For inoperative MALSR, when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility ½ mile.

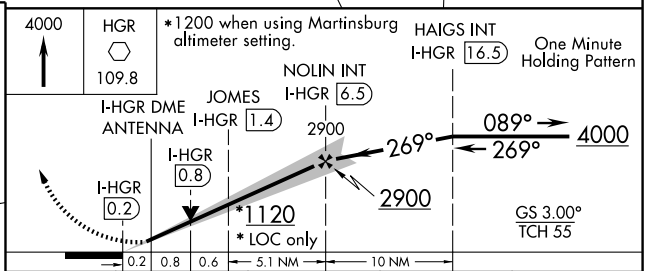
MALSR

MISSED APPROACH: Climb to 4000 direct HGR VOR and hold, continue climb-in-hold to 4000.

| ASOS | WASHINGTON CENTER | HAGERSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.375 | 134.15 385.4 | 120.3 (CTAF) L 225.4 | 120.8 | 122.95 |




REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 901-½ 200 (200-½) | | | |
| S-LOC 27 | 1120-½ 419 (500-½) | | 1120-¾ 419 (500-¾) | |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160 -1½ 457 (500-1½) | 1260-2 557 (600-2) |
| JOMES FIX MINIMUMS | | | | |
| S-LOC 27 | 1040-½ 339 (400-½) | | | 1040-¾ 339 (400-¾) |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160-1½ 457 (500-1½) | 1260-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 49011 W09A | APP CRS 088° | Rwy Idg 7000 | TDZE 695 | Apt Elev 703 |
|---|---|---|---|---|

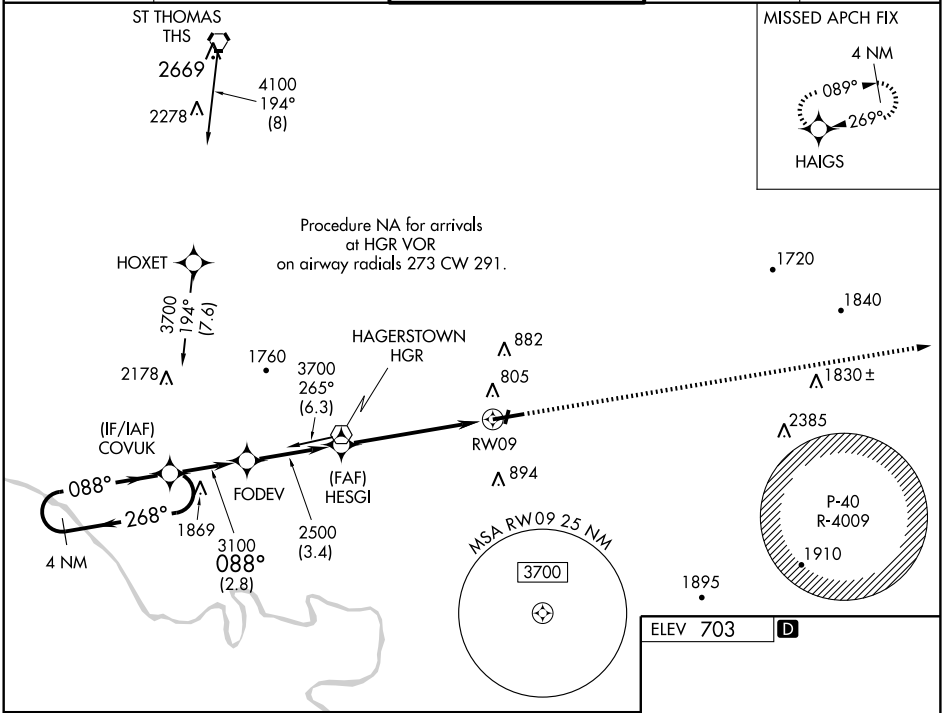
# RNAV (GPS) RWY 9

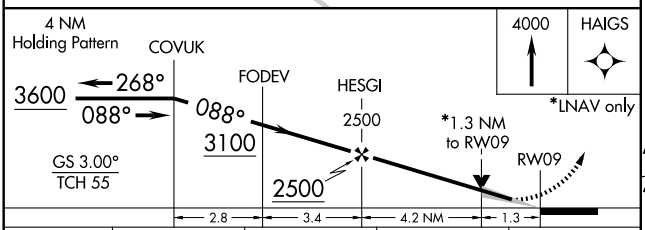
## HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

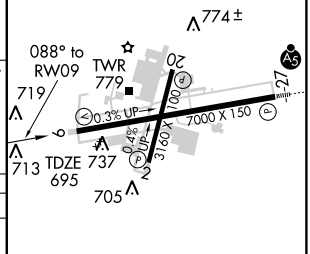
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 965, LNAV/VNAV DA to 1101, and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

| ASOS | WASHINGTON CENTER | HAGERSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.375 | 134.15 385.4 | 120.3 (CTAF) L 225.4 | 120.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 895-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1031-1¼ 336 (400-1¼) | | | |
| LNAV MDA | 1140-1 445 (500-1) | | 1140-1¼ 445 (500-1¼) | 1140-1½ 445 (500-1½) |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160-1½ 457 (500-1½) | 1260-2 557 (600-2) |

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| CH 86911 | 269° | TDZE | 701 |
| W27A | | Apt Elev | 703 |

# RNAV (GPS) RWY 27

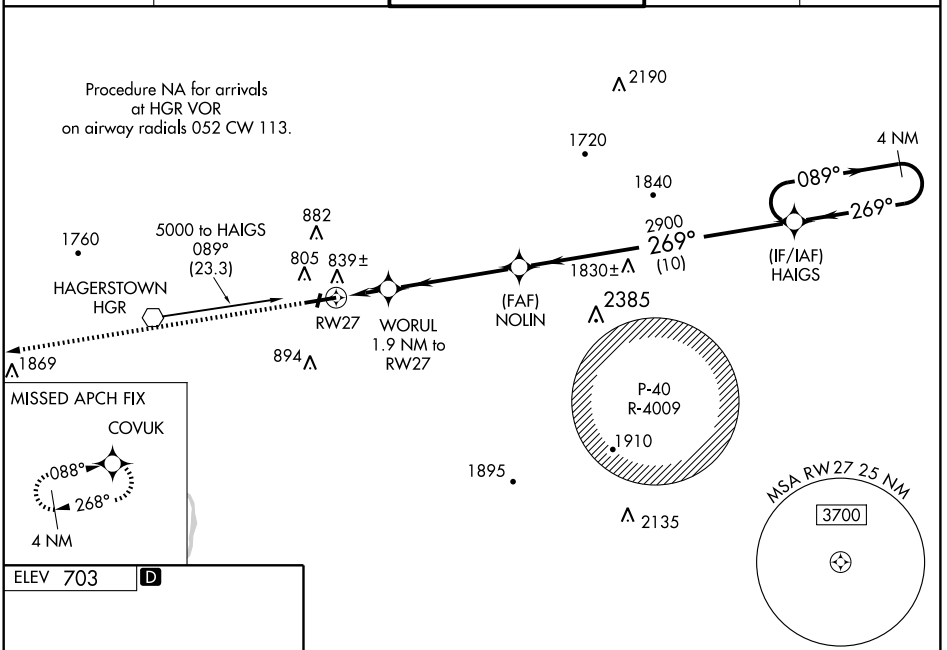
## HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

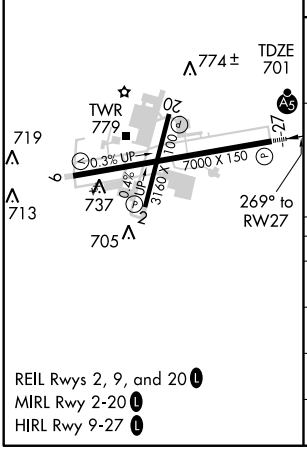
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase LPV DA to 971, LNAV/VNAV DA to 1175, and all MDA 80 feet; increase LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Martinsburg altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats visibility ½ .

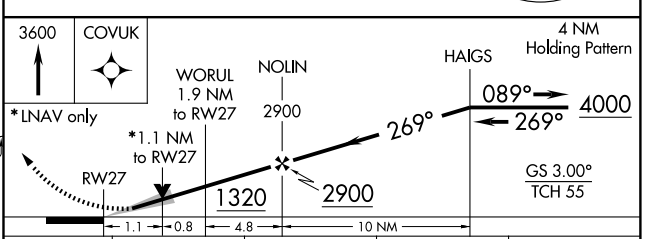
MALSR

MISSED APPROACH: Climb to 3600 direct COVUK and hold.

| ASOS | WASHINGTON CENTER | HAGERSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.375 | 134.15 385.4 | 120.3 (CTAF) L 225.4 | 120.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 901-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1105-1 404 (500-1) | | | |
| LNAV MDA | 1100-½ 399 (400-½) | | | 1100-1 399 (400-1) |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160-1½ 457 (500-1½) | 1260-2 557 (600-2) |

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR HGR 109.8 | APP CRS 091° | Rwy Idg 7000<br>TDZE 695<br>Apt Elev 703 |
|---|---|---|

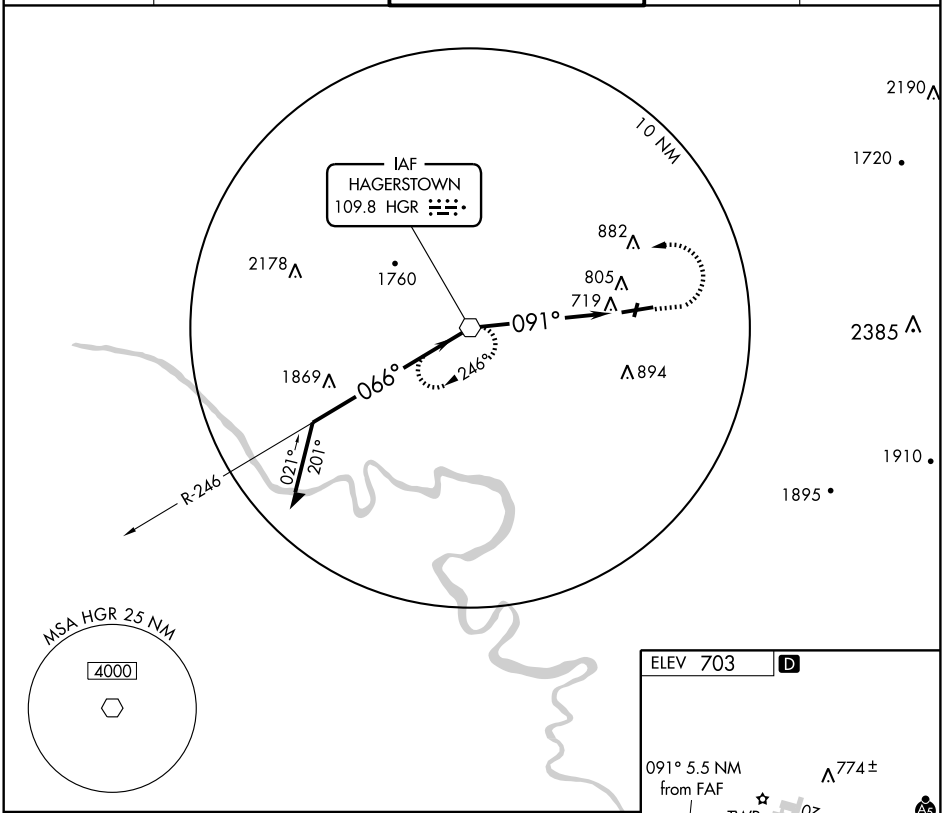
# VOR RWY 9

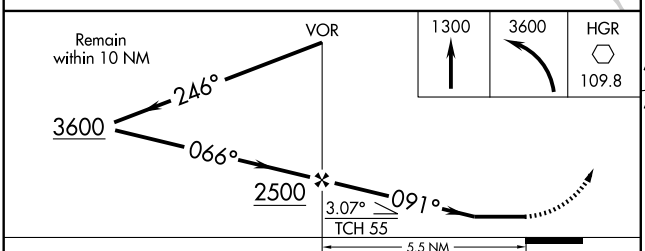
## HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

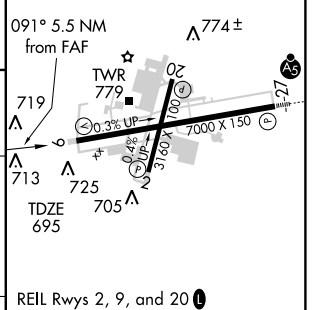
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet; increase S-9 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

| ASOS | WASHINGTON CENTER | HAGERSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.375 | 134.15 385.4 | 120.3 (CTAF) L 225.4 | 120.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1060-1 365 (400-1) | | | 1060-1¼ 365 (400-1¼) |
| CIRCLING | 1140-1 437 (500-1) | 1160-1 457 (500-1) | 1160-1½ 457 (500-1½) | 1260-2 557 (600-2) |

REIL Rwys 2, 9, and 20 L
MIRL Rwy 2-20 L
HIRL Rwy 9-27 L

FAF to MAP 5.5 NM

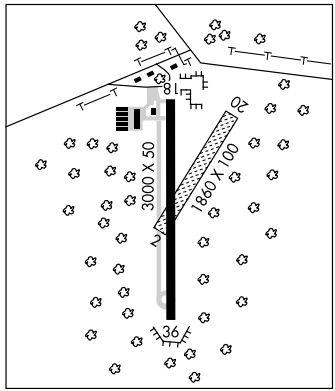
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## INDIAN HEAD

**MARYLAND** (2W5) 4 E UTC−5(−4DT) N38°36.03′ W77°04.38′ **WASHINGTON**
170 S4 **FUEL** 100LL, JET A TPA—1000(830) NOTAM FILE DCA **COPTER**
**RWY 18–36:** H3000X50 (ASPH) LIRL 0.5% up N **L–29E, 34E, 36I, A**
**RWY 18:** Trees. **RWY 36:** Trees. **IAP**
**RWY 02–20:** 1860X100 (TURF)
**RWY 02:** Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Arpt unattended Thanksgiving, Christmas and New Years Day. CLOSED to transit acft when arpt is unattended. Airport CLOSED nights. Birds and wildlife on and invof arpt. Rwy 36 has 35′ dropoff 100′ out. Rwy 02–20 perimeter marked with yellow tires. ACTIVATE LIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 119.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**NOTTINGHAM (L) VORTAC** 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 258° 16.7 NM to fld. 210/10W. **HIWAS.**




**KENTMORR AIRPARK** (See STEVENSVILLE)

**KIRBE** N38°42.05′ W76°52.21′ NOTAM FILE ADW. **WASHINGTON**
**NDB (LOM)** 360 RW 011° 6.6 NM to Andrews AFB.

**LANDY** N38°21.76′ W75°11.87′ NOTAM FILE OXB. **WASHINGTON**
**NDB (MHW/LOM)** 407 OX 144° 4.7 NM to Ocean City Muni. Unmonitored. **L–34F, 36J, A**

## LAUREL

**SUBURBAN** (W18) 2 SE UTC−5(−4DT) N39°04.62′ W76°49.68′ **WASHINGTON**
148 B S2 **FUEL** 100LL TPA—1000(852) NOTAM FILE DCA **COPTER**
**RWY 03–21:** H2324X40 (ASPH) LIRL 0.9% up NE
**RWY 03:** APAP(PNIL). Thld dsplcd 178′. Tree.
**RWY 21:** APAP(PNIL). Thld dsplcd 400′. Trees.
**AIRPORT REMARKS:** Unattended. Deer and birds on and invof arpt. Ultralight acft prohibited. For rotating bcn during hours of attendance call 301–490–7580. No touch and go landings/intersection tkfs authorized. ACTIVATE LIRL Rwy 03–21 and APAP Rwy 03 and Rwy 21—CTAF. Fee for overnight transits.
**COMMUNICATIONS: CTAF/UNICOM** 123.05

## LAYTONSVILLE

**DAVIS** (W5Ø) 3 N UTC−5(−4DT) N39°14.61′ W77°09.02′ **WASHINGTON**
630 S2 NOTAM FILE DCA
**RWY 08–26:** H2005X25 (ASPH)
**RWY 08:** APAP(PNIL)—GA 4.0°. Trees. **RWY 26:** APAP(PNIL)—GA 4.0°. P–line.
**AIRPORT REMARKS:** Attended Mon–Fri dawn–dusk. Arpt CLOSED dusk–dawn. Birds and wildlife on and invof arpt.
**COMMUNICATIONS: CTAF/UNICOM** 122.8 Unicom unmonitored.

**LEE** (See ANNAPOLIS)

# RNAV (GPS) RWY 36

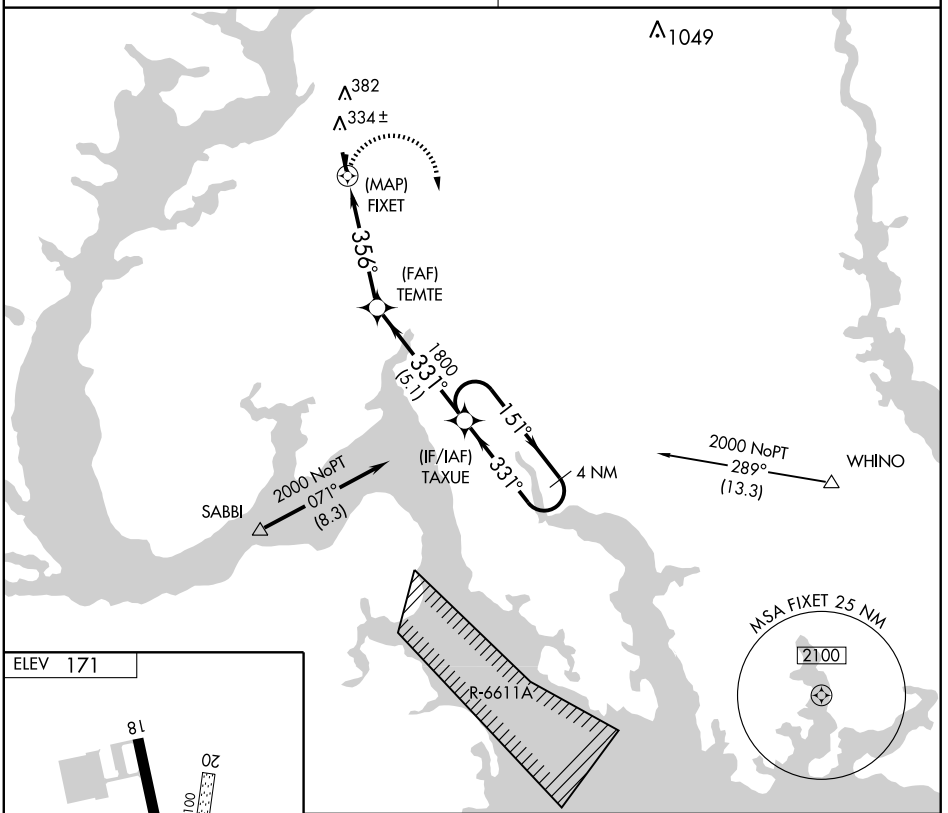
INDIAN HEAD/ MARYLAND (2W5)

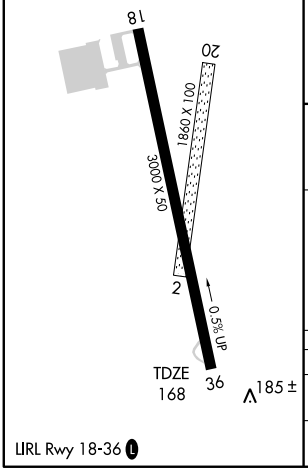
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 356° | TDZE | 168 |
| | Apt Elev | 171 |

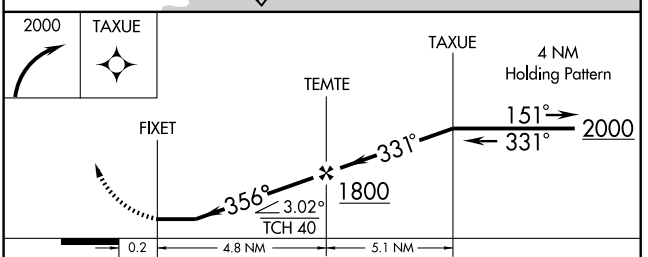
Use Ronald Reagan Washington National altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct TAXUE WP and hold.

| POTOMAC APP CON | UNICOM |
|---|---|
| 119.85 322.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600 - 1 | 432 (500-1) | NA | |
| CIRCLING | 760 - 1 | 589 (600-1) | NA | |

LIRL Rwy 18-36 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC OTT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.7 | 078° | TDZE | N/A |
| Chan 84 | | Apt Elev | 171 |

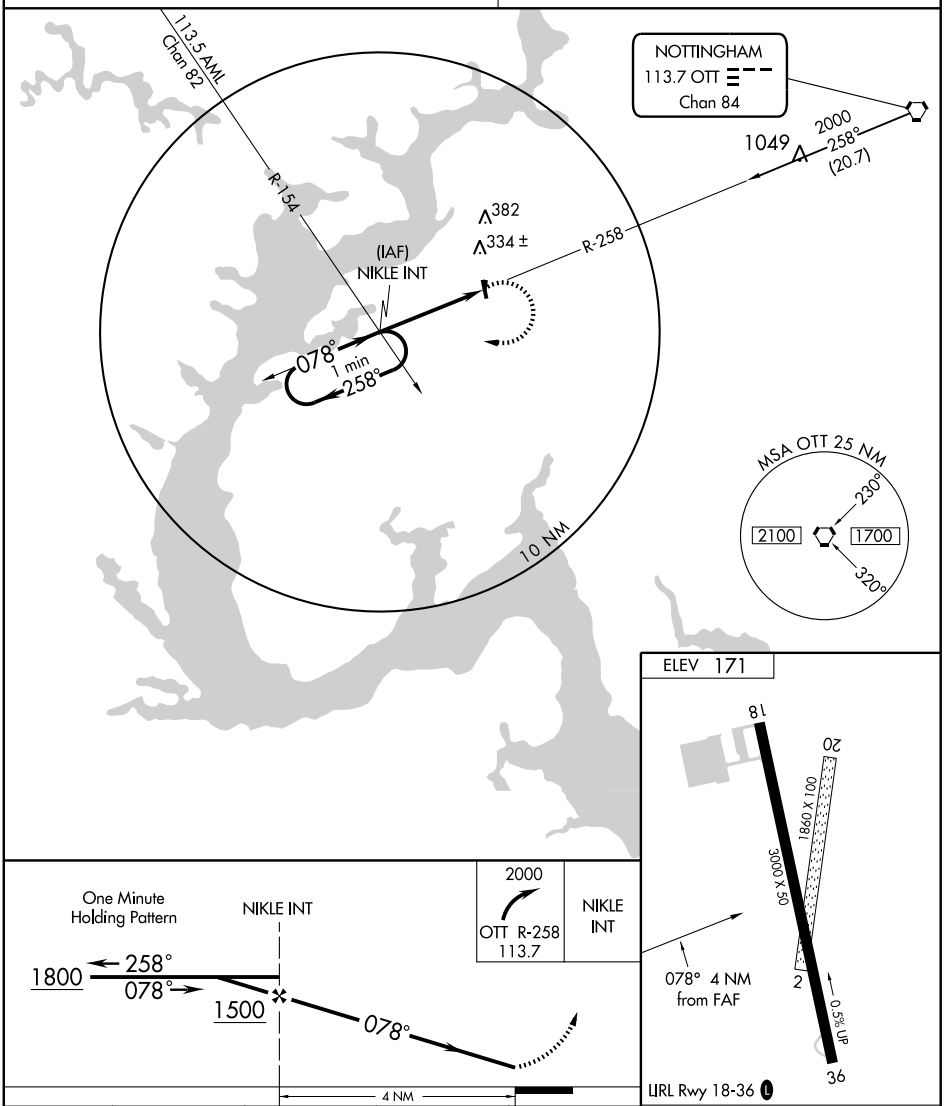
# VOR-A

INDIAN HEAD/ MARYLAND (2W5)

Use Ronald Reagan Washington National altimeter setting. NA Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 via OTT R-258 to NIKLE Int and hold.

| POTOMAC APP CON | UNICOM |
|---|---|
| 119.85 322.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760 - 1 | 589 (600-1) | NA | |

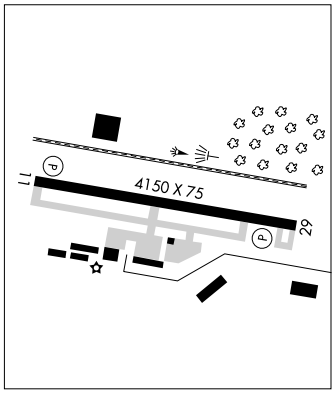
| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## LEONARDTOWN

**ST. MARY'S COUNTY RGNL** (2W6) 4 NE UTC−5(−4DT) N38°18.92′ W76°33.01′ **WASHINGTON**
142 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA **L–29E, 34E, 36I, A**
**RWY 11–29:** H4150X75 (ASPH) S–12.5 MIRL 0.4% up W **IAP**
**RWY 11:** REIL. PAPI(P2L). Trees.
**RWY 29:** REIL. PAPI(P2L). Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Deer on and invof Rwy 11–29 SS–SR. Glider and ultralight activity on and invof arpt. Rwy 29 15′ depression (downslope) 300′ from thld 150′ right—125′ left. ACTIVATE MIRL Rwy 11–29; REIL Rwys 11 and 29—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.575 (301) 373–6514.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**PATUXENT RCO** 122.1R 117.6T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**PATUXENT (L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ 293° 7.3 NM to fld. 20/10W.




## MARYLAND (See INDIAN HEAD)

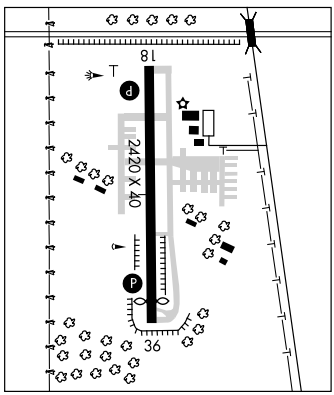
## MARTIN STATE (See BALTIMORE)

## MASSEY AERODROME (MD1) 2 N UTC−5(−4DT) N39°17.96′ W75°47.96′ **WASHINGTON**
73 NOTAM FILE DCA
**RWY 02–20:** 3000X200 (TURF)
**RWY 02:** Trees. **RWY 20:** Thld dsplcd 400′. Trees.
**AIRPORT REMARKS:** Attended dawn–dusk. Gliders, hang–gliders, powered parachutes, ultralight activity on and invof arpt. Rwy thlds and sides marked with orange traffic cones. Rwy 20 dsplcd thld marked with 3 orange traffic cones on both sides.
**COMMUNICATIONS: CTAF** 122.9

## MEXICO FARMS (See CUMBERLAND)

## MITCHELLVILLE

**FREEWAY** (WØØ) 2 NW UTC−5(−4DT) N38°56.48′ W76°46.34′ **WASHINGTON**
168 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE DCA **COPTER**
**RWY 18–36:** H2420X40 (ASPH) MIRL 0.7% up N **L–29E, 34F, 36I, A**
**RWY 18:** PAPI(P2R)—GA 6.0° TCH 47′. Trees.
**RWY 36:** PAPI(P2L)—GA 5.5° TCH 26′. Thld dsplcd 230′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300Z‡–dark. Unattended major holidays. −15 ft drop 80 ft from AER 36. 7 ft drop 50 ft from apch to Rwy 18. Lgtd antenna 135′ AGL 600′ NW AER 18. Standard Instrument App Procedures for Freewqy Arpt are authorized to penetrate the Washington D.C. Flight Restricted Zone under the following provisions: only FAR Parts 91 and 135 operators authorized. No practice VOR apchs. TPA—1000 (832) for acft less than 4000 lbs max gross weight; TPA—1200 (1032) for acft greater than 4000 lbs. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
Ⓡ **POTOMAC APP/DEP CON** 119.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**NOTTINGHAM (L) VORTAC** 113.7 OTT Chan 84 N38°42.35′ W76°44.69′ 005° 14.2 NM to fld. 210/10W. **HIWAS.**




## MONTGOMERY CO AIRPARK (See GAITHERSBURG)

| WAAS | APP CRS | Rwy Idg | 4150 |
|---|---|---|---|
| CH 70502 | 112° | TDZE | 142 |
| W11A | | Apt Elev | 142 |

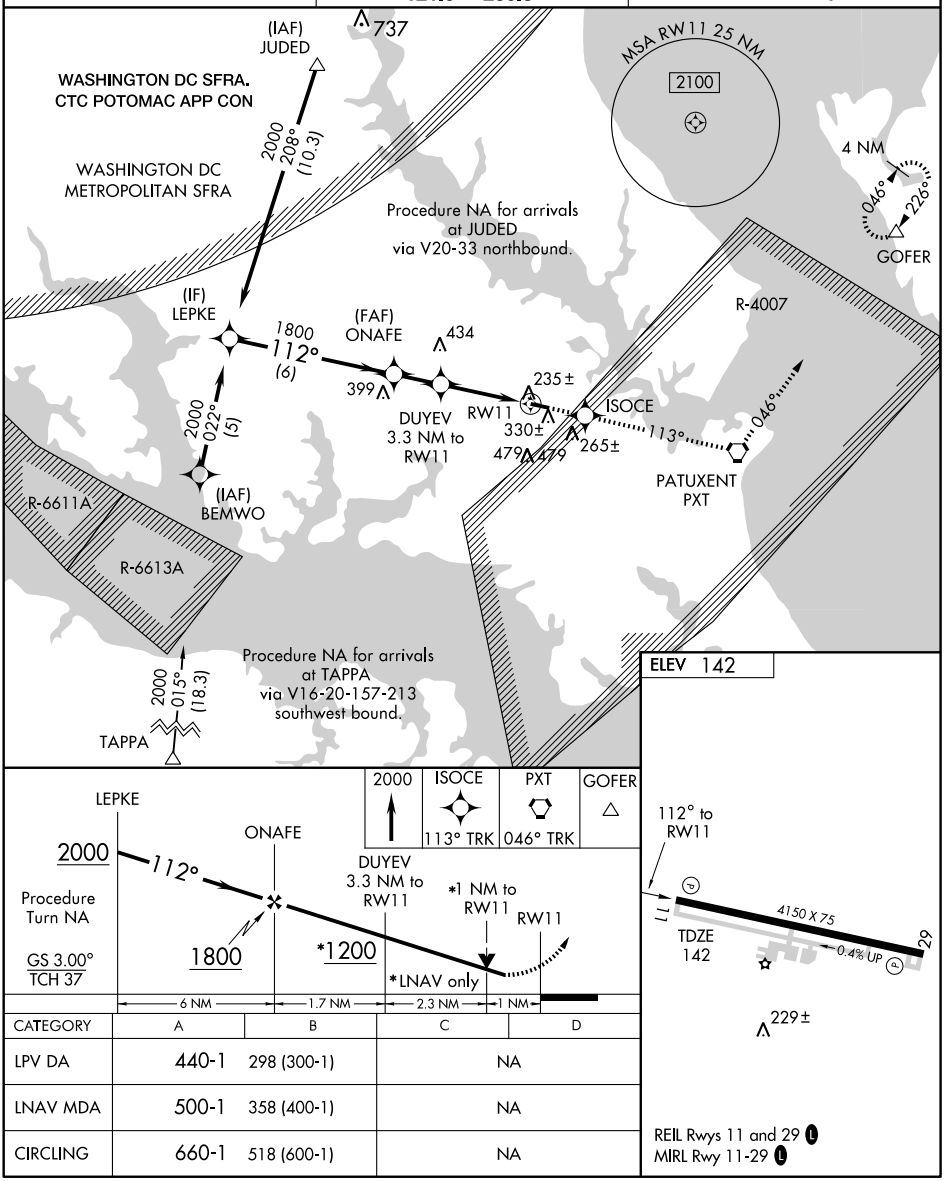
# RNAV (GPS) RWY 11

LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

Circling to Rwy 29 NA at night. If local altimeter setting not received, use Patuxent River altimeter setting and increase all DAs/MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Patuxent River altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ISOCE and via 113° track to PXT VORTAC and 046° track to GOFER and hold.

| AWOS-3 | PATUXENT APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 121.0 250.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 440-1 | 298 (300-1) | NA | |
| LNAV MDA | 500-1 | 358 (400-1) | NA | |
| CIRCLING | 660-1 | 518 (600-1) | NA | |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4150 |
|---|---|---|---|
| CH 61313 | 292° | TDZE | 137 |
| W29A | | Apt Elev | 142 |

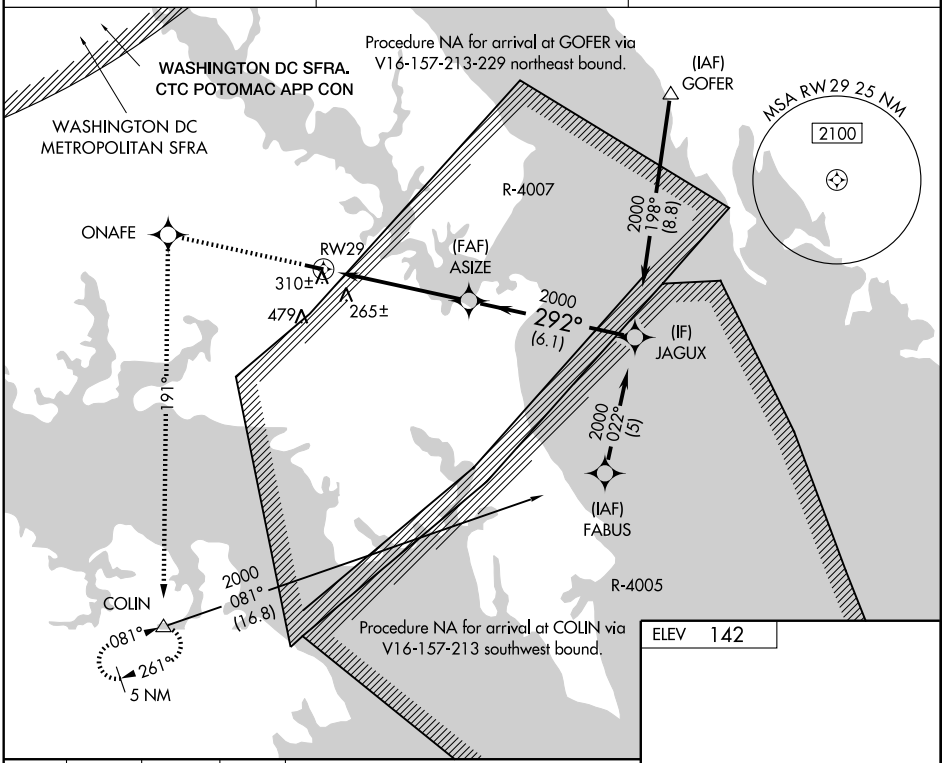
# RNAV (GPS) RWY 29

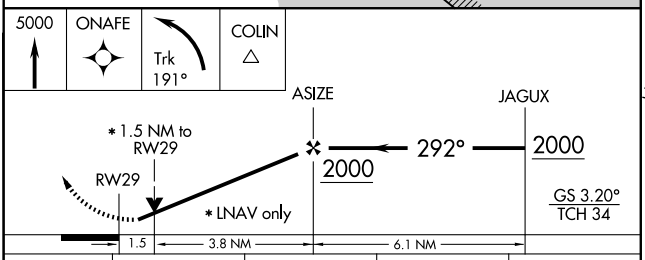
LEONARDTOWN/ ST. MARY'S COUNTY RGNL (2W6)

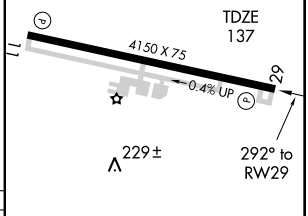
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting note received, use Patuxent River altimeter setting and increase all DA 31 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Patuxent River altimeter setting.

MISSED APPROACH: Climb to 5000 direct ONAFE and left turn via track 191° to COLIN and hold, continue climb-in-hold to 5000.

| AWOS-3 | PATUXENT APP CON ★ | UNICOM |
|---|---|---|
| 119.575 | 121.0 250.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 480-1¼ | 343 (400-1¼) | NA | |
| LNAV/VNAV DA | 610-1¾ | 473 (500-1¾) | NA | |
| LNAV MDA | 620-1 | 483 (500-1) | NA | |
| CIRCLING | 660-1 | 518 (600-1) | NA | |

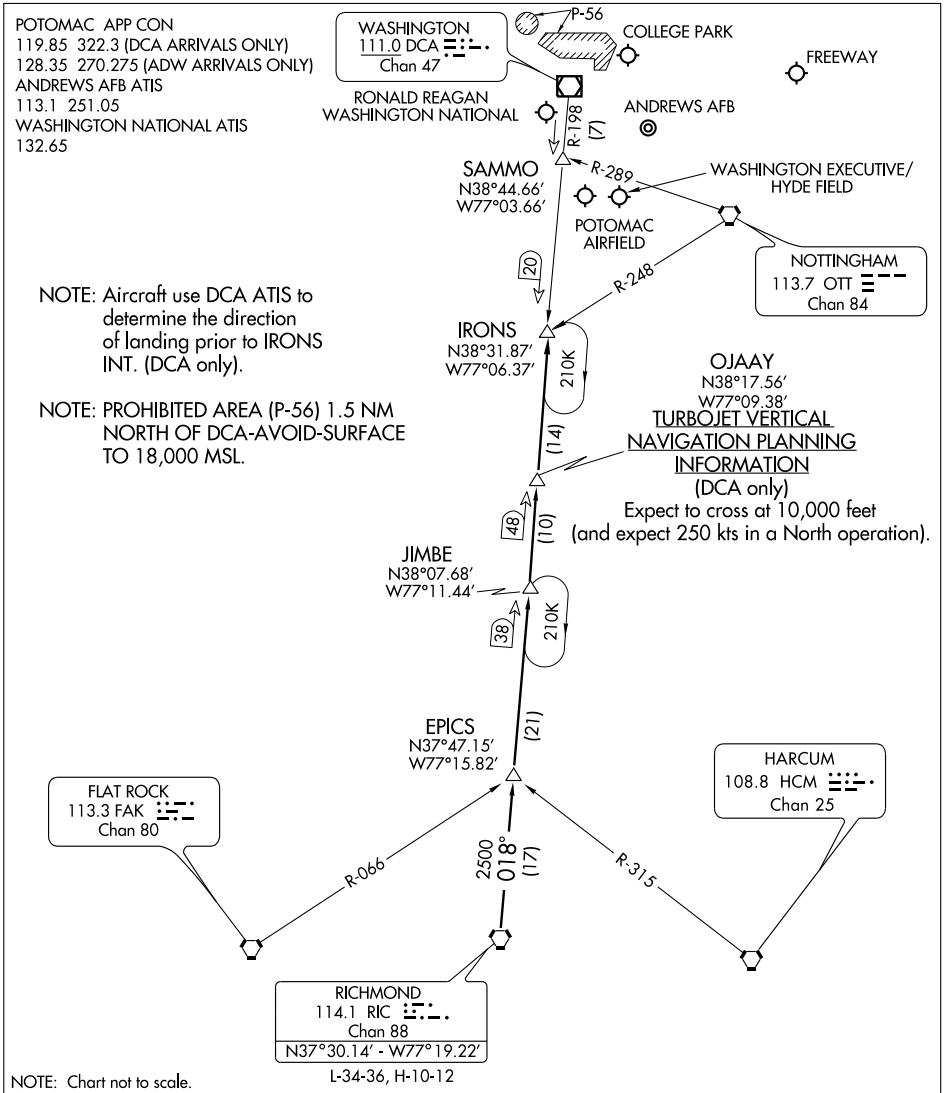
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# IRONS FOUR ARRIVAL

WASHINGTON, DC




RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

IRONS FOUR ARRIVAL

WASHINGTON, DC

(IRONS.IRONS4) 08269



NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 18

MITCHELLVILLE / FREEWAY (W00)

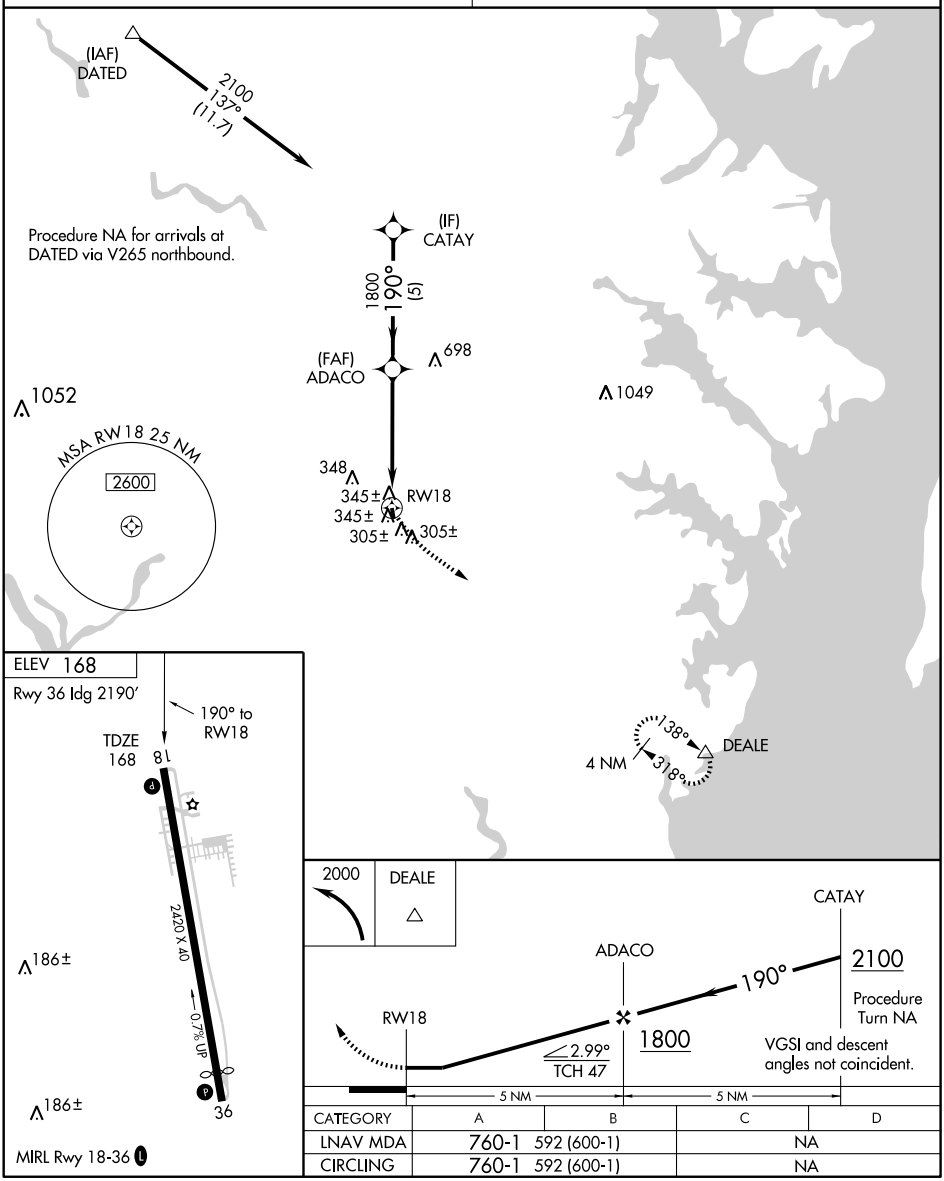
| APP CRS | Rwy Idg | 2420 |
|---|---|---|
| 190° | TDZE | 168 |
| | Apt Elev | 168 |

Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in and Circling minimums NA at night to Rwy 18.

MISSED APPROACH: Climbing left turn to 2000 direct DEALE WP and hold.

POTOMAC APP CON ★
**119.3 335.5**

UNICOM
**123.075** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 592 (600-1) | | NA | |
| CIRCLING | 760-1 592 (600-1) | | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

MITCHELLVILLE / FREEWAY (W00)

| APP CRS | Rwy Idg | 2190 |
|---|---|---|
| 345° | TDZE | 168 |
| | Apt Elev | 168 |

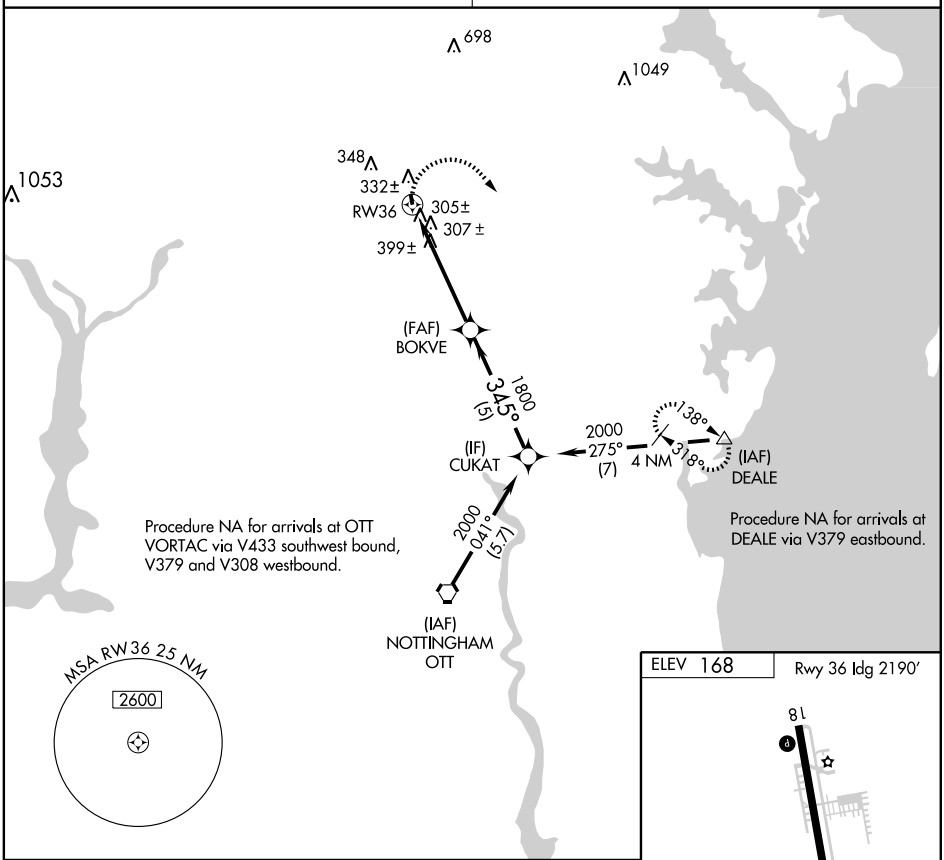
Use Andrews AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

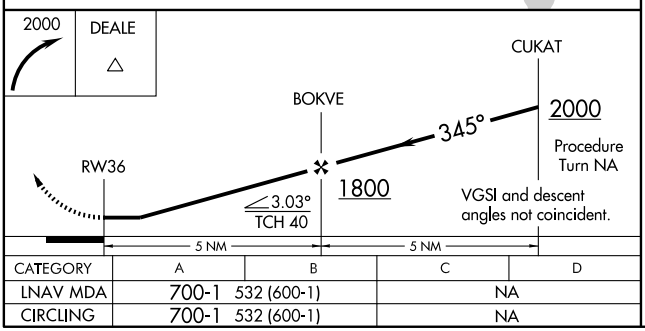
NA

MISSED APPROACH: Climbing right turn to 2000 direct DEALE WP and hold.

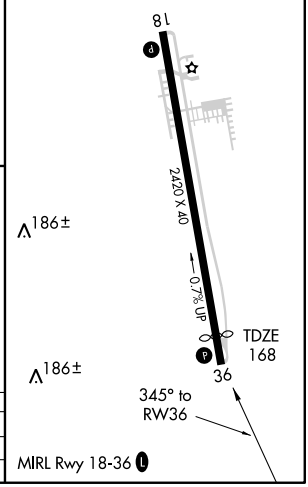
POTOMAC APP CON ★
**119.3 335.5**

UNICOM
**123.075** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 532 (600-1) | | NA | |
| CIRCLING | 700-1 532 (600-1) | | NA | |




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## NOTTINGHAM N38°42.35′ W76°44.69′ NOTAM FILE DCA.

**WASHINGTON COPTER H–10H, 12I, L–29E, 34F, 36I, A**

**(L) VORTAC** 113.7 OTT Chan 84 328° 8.5 NM to Andrews AFB. 210/10W. **HIWAS.**

VOR portion unusable
- 072°–234° blo 10000′
- 072°–138° blo 6000′
- 139°–234° blo 10000′

DME portion unusable:
- 260°–030° byd 20 NM blo 3000′
- 031°–050° byd 20 NM blo 4000′
- 051°–065° byd 20 NM blo 5000′
- 066°–076° byd 20 NM blo 3000′ and byd 32 NM blo 5000′
- 077°–086° byd 20 NM blo 5000′
- 087°–122° byd 20 NM blo 7000′

VORTAC unusable
- 087°–143° byd 36 NM
- 123°–143° byd 20 NM blo 6000′
- 123°–143° byd 32 NM blo 7000′
- 144°–180° byd 20 NM blo 5000′
- 181°–259° byd 20 NM blo 2500′
- 184° byd 40 NM blo 17,500′
- 184° byd 75 NM blo FL310

**RCO** 122.1R 113.7T (LEESBURG RADIO)

# OAKLAND

## GARRETT CO (2G4) 13 NE UTC−5(−4DT) N39°34.85′ W79°20.16′

**CINCINNATI H–10H, 12H, L–29C IAP**

2933 B S2 **FUEL** 100LL, JET A+ TPA—3733(800) NOTAM FILE EKN

**RWY 09–27:** H5000X75 (ASPH–GRVD) MIRL 1.1% up W

**RWY 09:** REIL. PAPI(P4L)—GA 3.0° TCH 44′. Trees.

**RWY 27:** REIL. PAPI(P4R)—GA 3.0° TCH 45′. Trees.

**AIRPORT REMARKS:** Attended 1400–2300Z‡. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 120.125 (301) 746–8443.

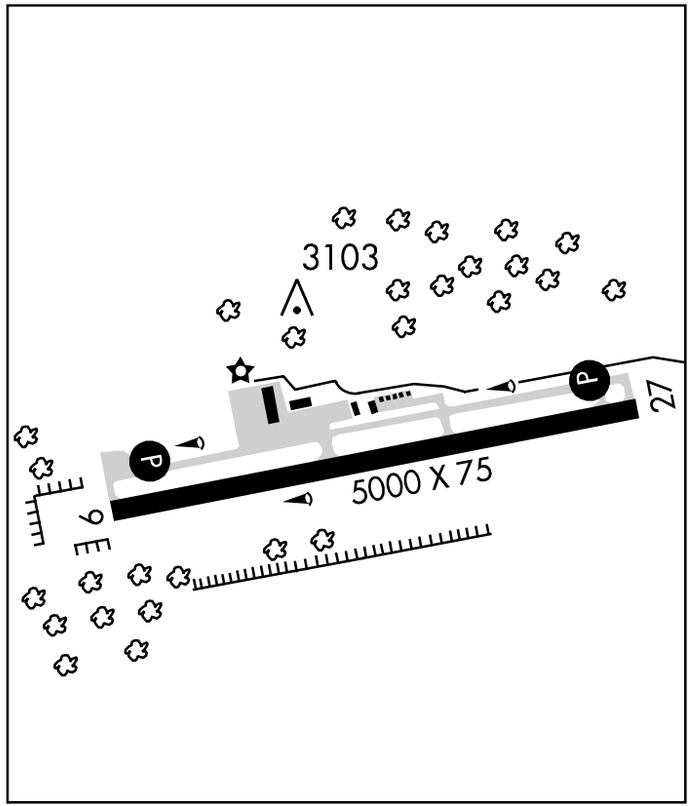
**COMMUNICATIONS: CTAF/UNICOM** 123.0

**GRANTSVILLE RCO** 122.1R 112.3T (ELKINS RADIO)

**CLEVELAND CENTER APP/DEP CON** 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**GRANTSVILLE (L) VOR/DME** 112.3 GRV Chan 70 N39°38.10′ W79°03.03′ 262° 13.8 NM to fld. 2640/06W.



| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 088° | TDZE | 2933 |
| | Apt Elev | 2933 |

# RNAV (GPS) RWY 9

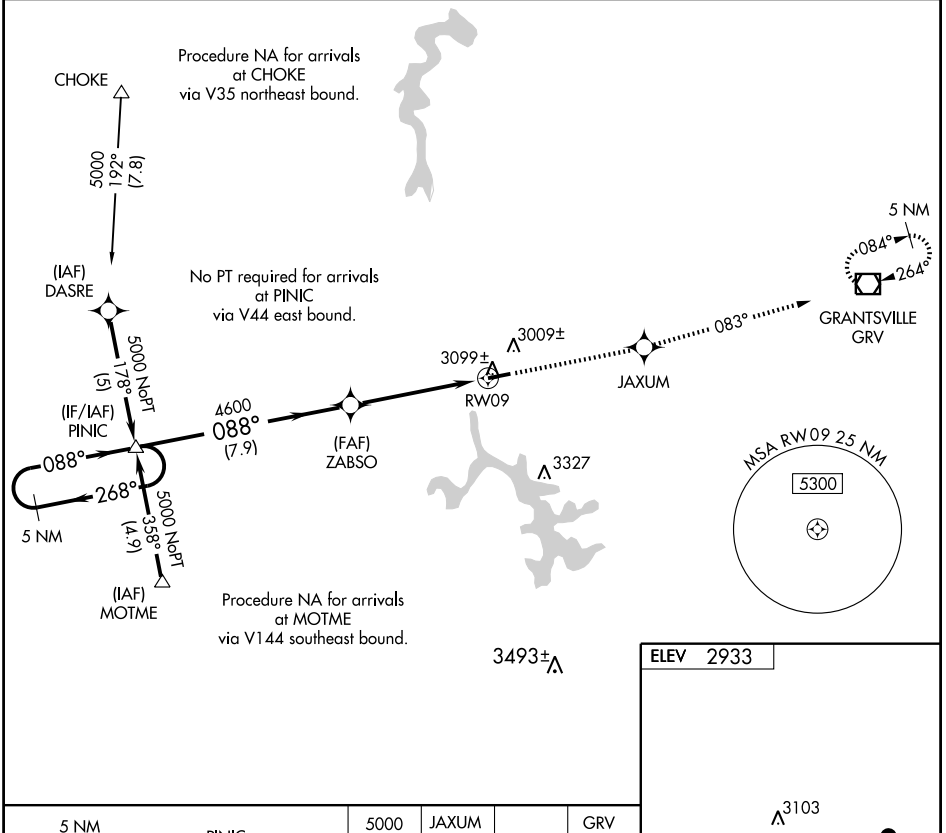
## OAKLAND / GARRETT COUNTY (2G4)

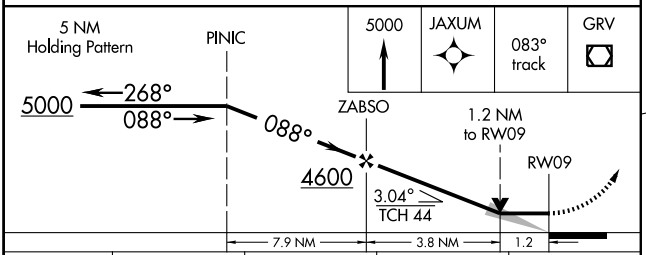
Procedure NA at night. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¾ mile, Cat C ¼ mile. DME/DME RNP-0.3 NA.

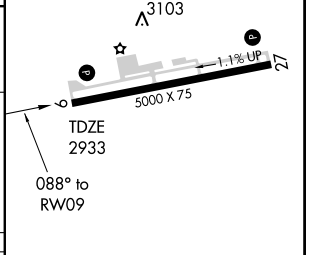
NA

MISSED APPROACH: Climb to 5000 direct JAXUM and via 083° track to GRV VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 120.125 | 124.4 327.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3360-1 427 (500-1) | | 3360-1¼ 427 (500-1¼) | NA |
| CIRCLING | 3400-1 467 (500-1) | | 3400-1½ 467 (500-1½) | NA |

REIL Rwys 9 and 27
MIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 268° | TDZE | 2925 |
| | Apt Elev | 2933 |

# RNAV (GPS) RWY 27

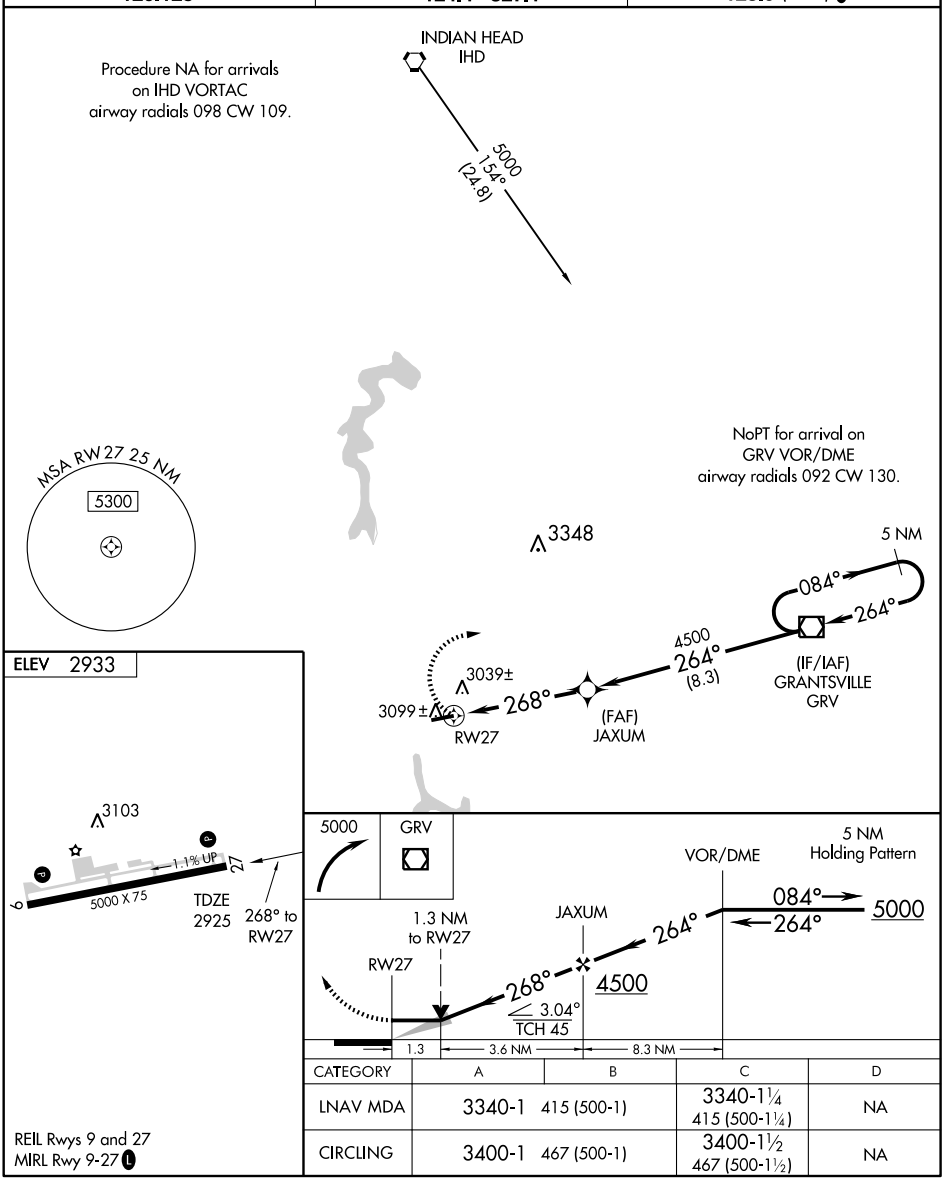
## OAKLAND / GARRETT COUNTY (2G4)

Procedure NA at night. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, LNAV visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 120.125 | 124.4 327.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3340-1 | 415 (500-1) | 3340-1¼ 415 (500-1¼) | NA |
| CIRCLING | 3400-1 | 467 (500-1) | 3400-1½ 467 (500-1½) | NA |

REIL Rwys 9 and 27
MIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GRV 112.3 Chan 70 | APP CRS 264° | Rwy Idg 5000 TDZE 2925 Apt Elev 2933 |
|---|---|---|

# VOR RWY 27

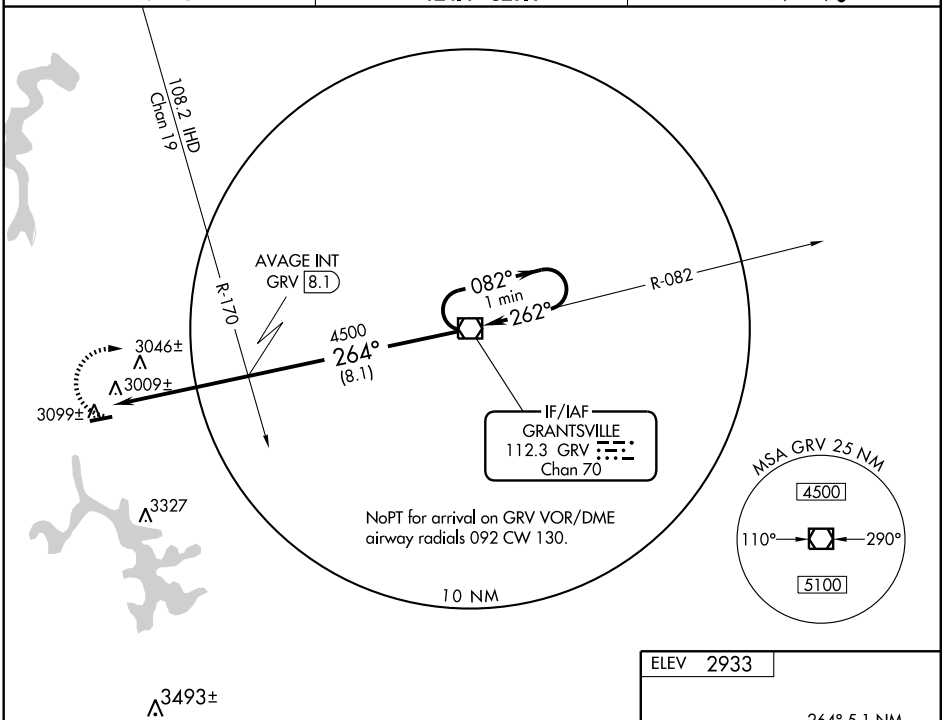
OAKLAND/GARRETT COUNTY (2G4)

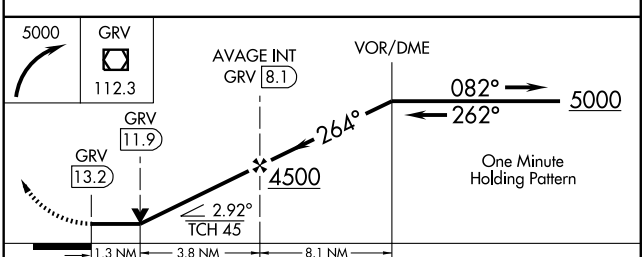
When local altimeter setting not received, use Morgantown altimeter setting and increase all MDAs 300 feet, S-27 visibility Cat C ¾ mile and Circling Cat B ¼ mile, Cat C ¾ mile. VDP NA when using Morgantown altimeter setting.

NA

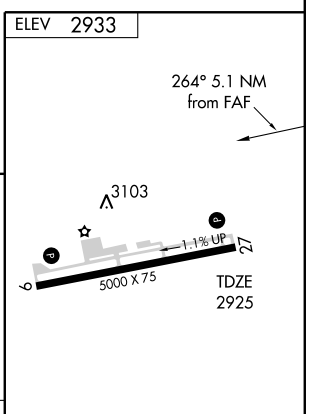
MISSED APPROACH: Climbing right turn to 5000 direct GRV VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 120.125 | 124.4 327.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 3340-1 415 (500-1) | | 3340-1¼ 415 (500-1¼) | NA |
| CIRCLING | 3400-1 467 (500-1) | | 3400-1½ 467 (500-1½) | NA |




REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-3, 26 AUG 2010 to 23 SEP 2010

## OCEAN CITY MUNI (OXB) 2 SW UTC−5(−4DT) N38°18.63′ W75°07.44′

11 B S4 **FUEL** 100LL, JET A NOTAM FILE OXB

**RWY 14–32:** H4072X75 (ASPH–CONC) S–20 MIRL

**RWY 14:** VASI(V4L)—GA 3.0° TCH 34′. Trees.

**RWY 32:** VASI(V4L)—GA 3.0° TCH 27′.

**RWY 02–20:** H3201X75 (ASPH–CONC) MIRL

**RWY 02:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**RWY 20:** PAPI(P2L)—GA 4.0° TCH 42′. Trees.

**AIRPORT REMARKS:** Attended Oct–Apr 1300–2200Z‡, May–Sept 1300–0100Z‡. Arpt unattended Thanksgiving, Christmas and New Years Day. Parachute Jumping. Deer and birds on and invof arpt. Ultralight ops on and invof arpt. Trucks and vehicles crossing twy, north of hold block Rwy 02. ACTIVATE MIRL Rwy 14–32 and Rwy 02–20—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (410) 213–1530.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)

**CLNC DEL** 121.75

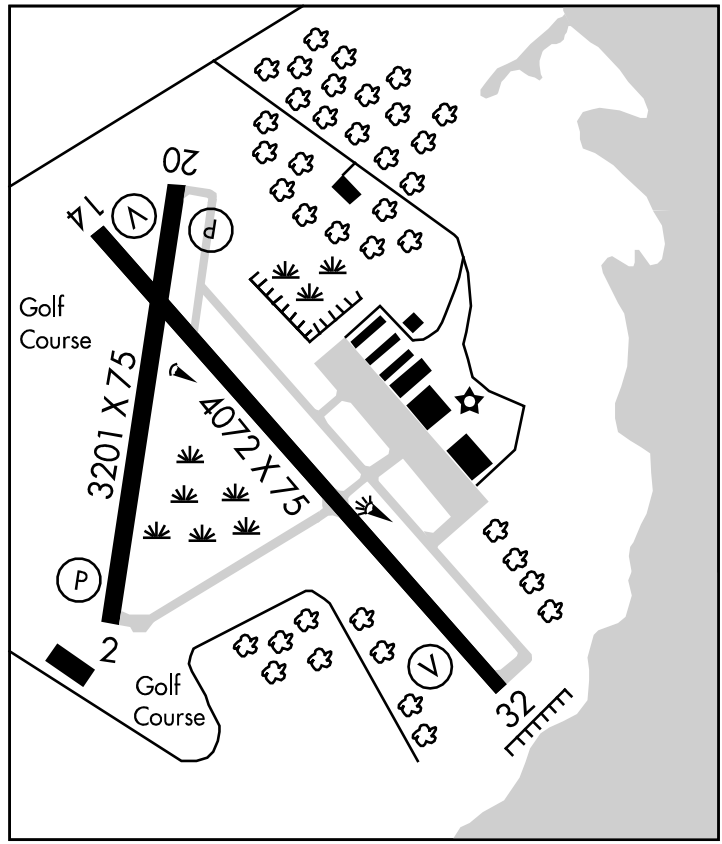
**WASHINGTON CENTER APP/DEP CON** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SBY.

**SALISBURY (L) VORTAC** 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ 108° 18.4 NM to fld. 50/12W.

**LANDY NDB (MHW/LOM)** 407 OX N38°21.76′ W75°11.87′ 144° 4.7 NM to fld. Unmonitored. NOTAM FILE OXB.

**ILS** 109.15 I–OXB Rwy 14. LOM LANDY NDB (LOC only).



AL-5284 (FAA)

# LOC RWY 14

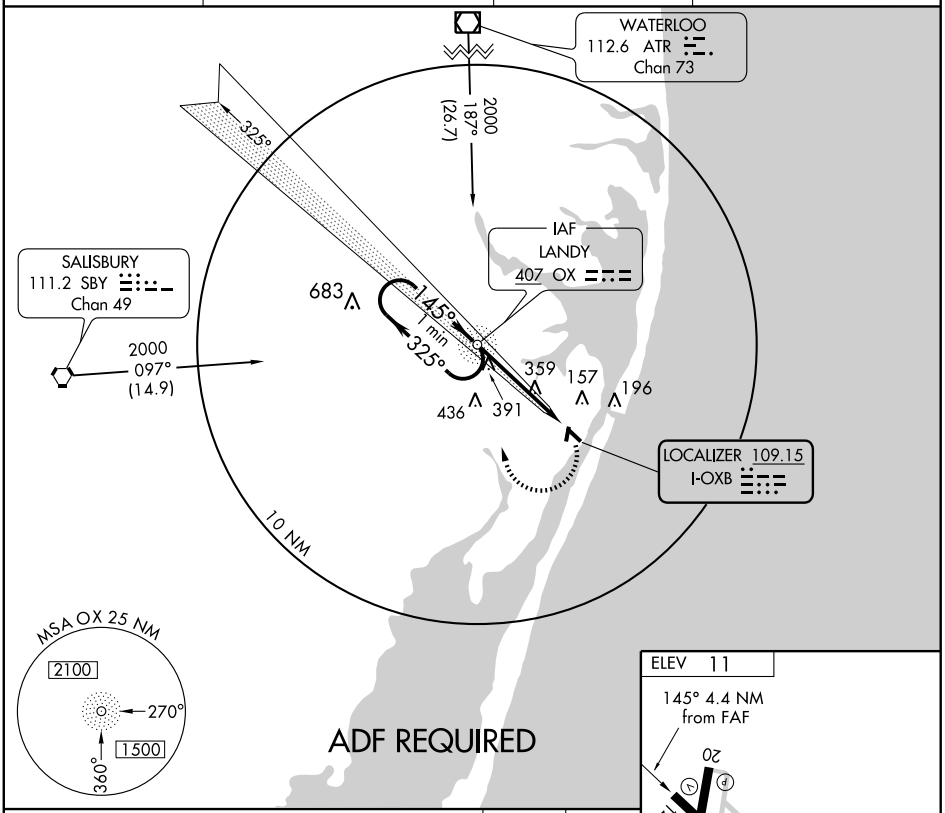
## OCEAN CITY MUNI (OXB)

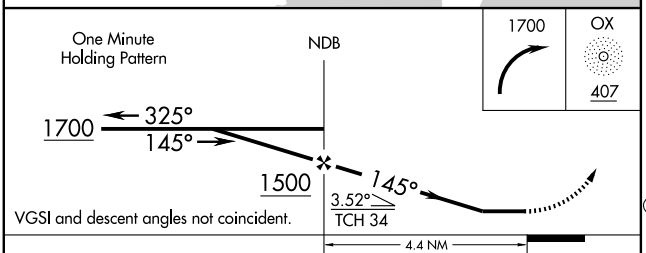
| LOC I-OXB | APP CRS | Rwy Idg | 4072 |
|---|---|---|---|
| 109.15 | 145° | TDZE | 11 |
| | | Apt Elev | 11 |

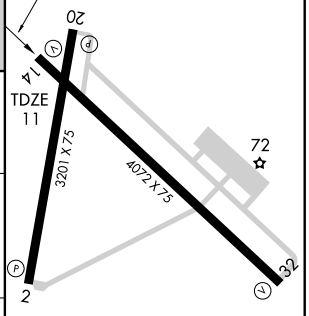
NA

MISSED APPROACH: Climbing right turn to 1700 direct OX NDB and hold.

| ASOS | PATUXENT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 127.95 314.0 | 121.75 | 123.05 (CTAF) L |




MIRL Rwys 2-20 and 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 700-1 689 (700-1) | | 700-2 689 (700-2) | 700-2¼ 689 (700-2¼) |
| CIRCLING | 700-1 689 (700-1) | | 700-2 689 (700-2) | 720-2¼ 709 (800-2¼) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 2

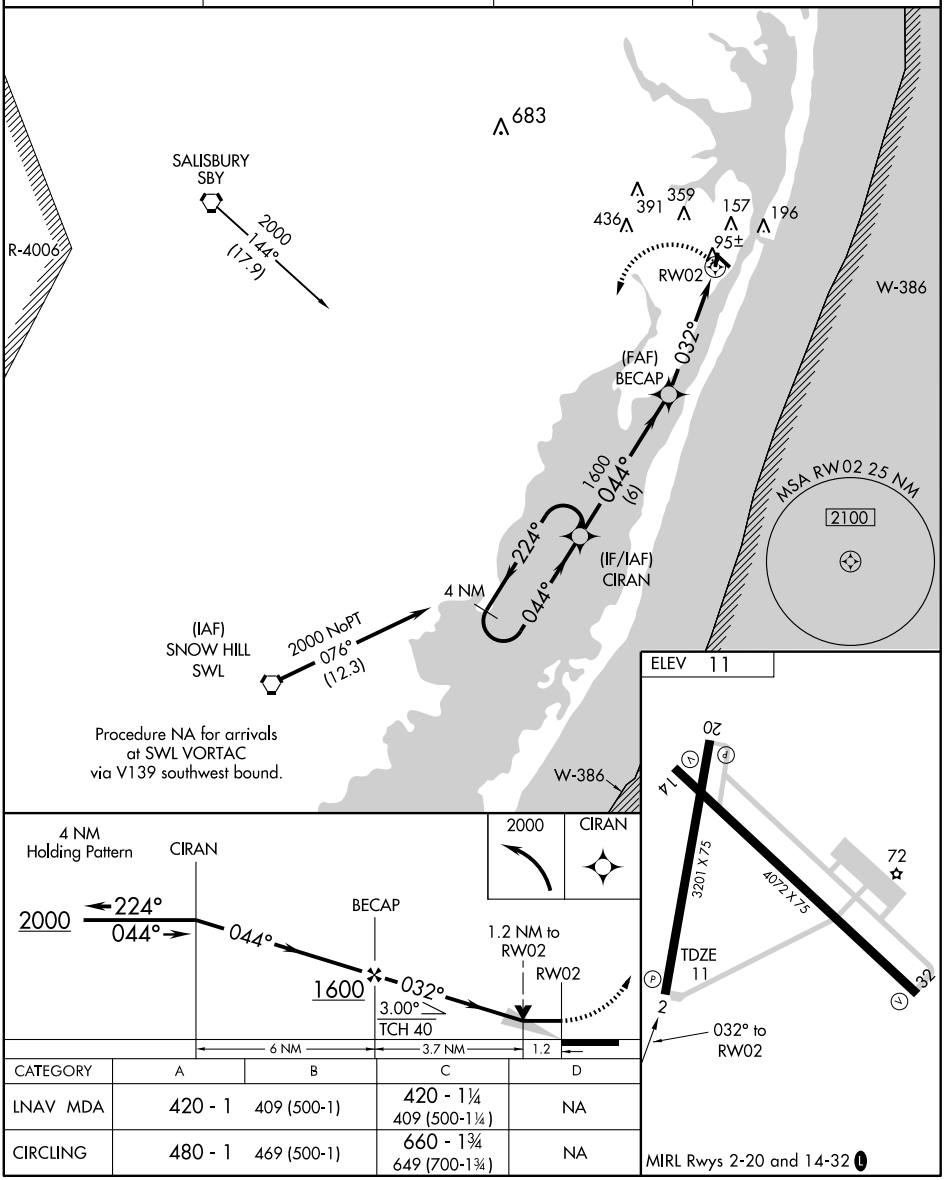
OCEAN CITY MUNI (OXB)

| APP CRS | Rwy ldg | 3201 |
|---|---|---|
| 032° | TDZE | 11 |
| | Apt Elev | 11 |

If local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct CIRAN and hold.

| ASOS | PATUXENT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 127.95 314.0 | 121.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420 - 1 | 409 (500-1) | 420 - 1¼<br>409 (500-1¼) | NA |
| CIRCLING | 480 - 1 | 469 (500-1) | 660 - 1¾<br>649 (700-1¾) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

## OCEAN CITY MUNI (OXB)

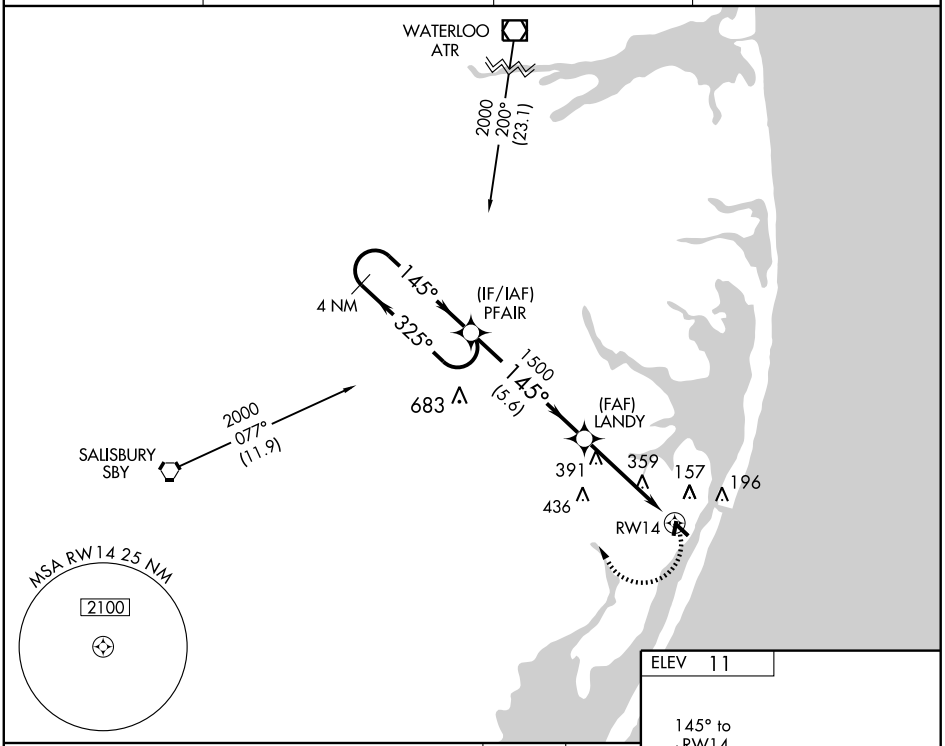
| APP CRS | Rwy Idg | 4072 |
|---|---|---|
| 145° | TDZE | 11 |
| | Apt Elev | 11 |

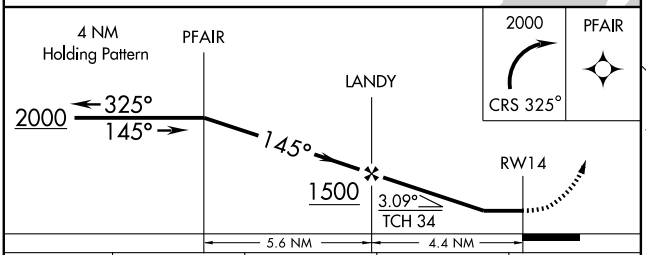
NA

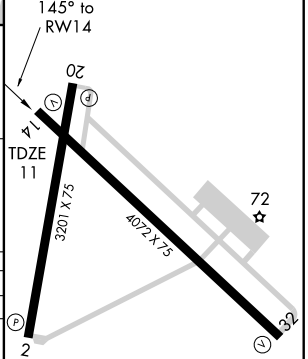
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 via 325° course to PFAIR and hold.

| ASOS | PATUXENT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 127.95 314.0 | 121.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 700-1 689 (700-1) | | 700-2 689 (700-2) | 700-2¼ 689 (700-2¼) |
| CIRCLING | 700-1 689 (700-1) | | 700-2 689 (700-2) | 720-2¼ 709 (800-2¼) |

MIRL Rwys 2-20 and 14-32 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

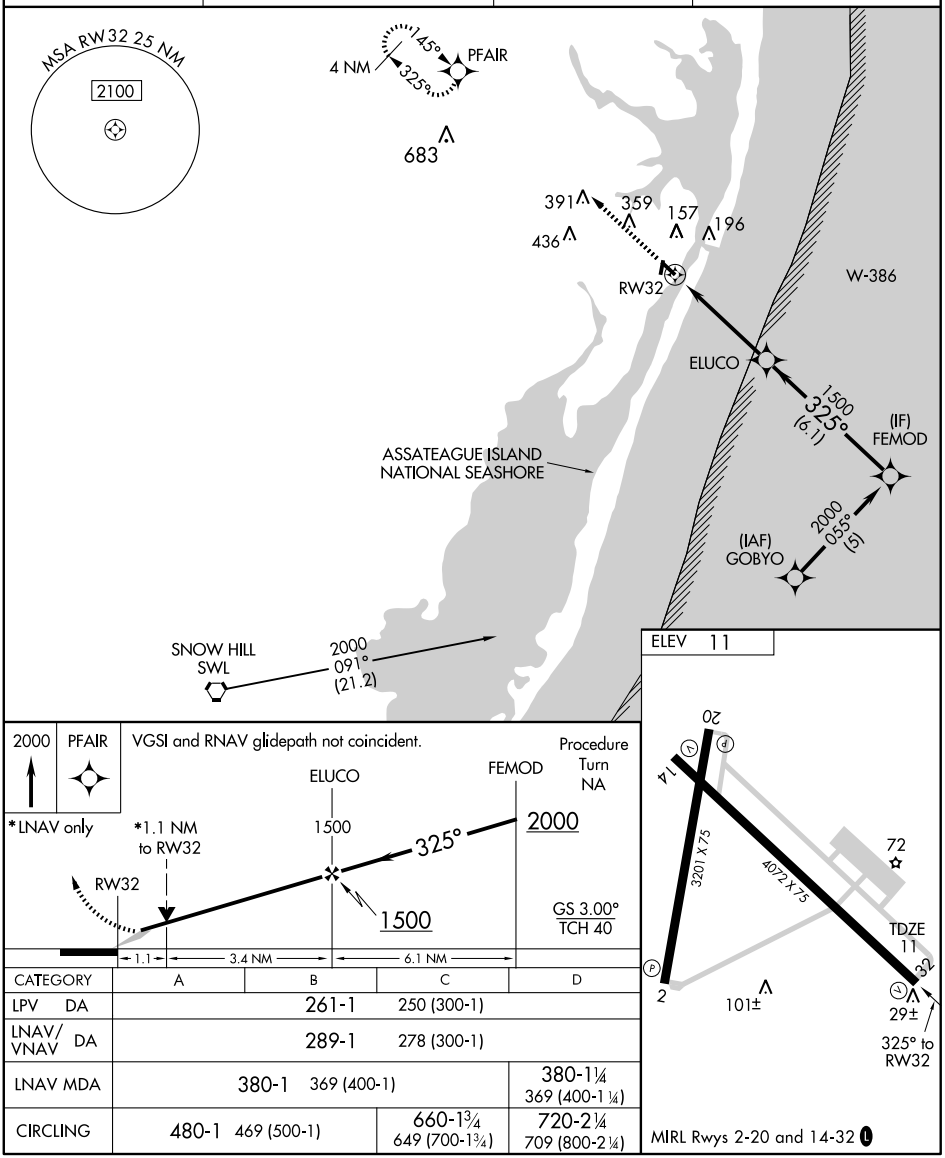
| WAAS | APP CRS | Rwy Idg | 4072 |
|---|---|---|---|
| CH 40413 | 325° | TDZE | 11 |
| W32A | | Apt Elev | 11 |

# RNAV (GPS) RWY 32
## OCEAN CITY MUNI (OXB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

| ASOS | PATUXENT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 127.95 314.0 | 121.75 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 261-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 289-1 | | 278 (300-1) | |
| LNAV MDA | 380-1 | 369 (400-1) | | 380-1¼ 369 (400-1¼) |
| CIRCLING | 480-1 | 469 (500-1) | 660-1¾ 649 (700-1¾) | 720-2¼ 709 (800-2¼) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC SBY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.2 | 108° | TDZE | N/A |
| Chan 49 | | Apt Elev | 11 |

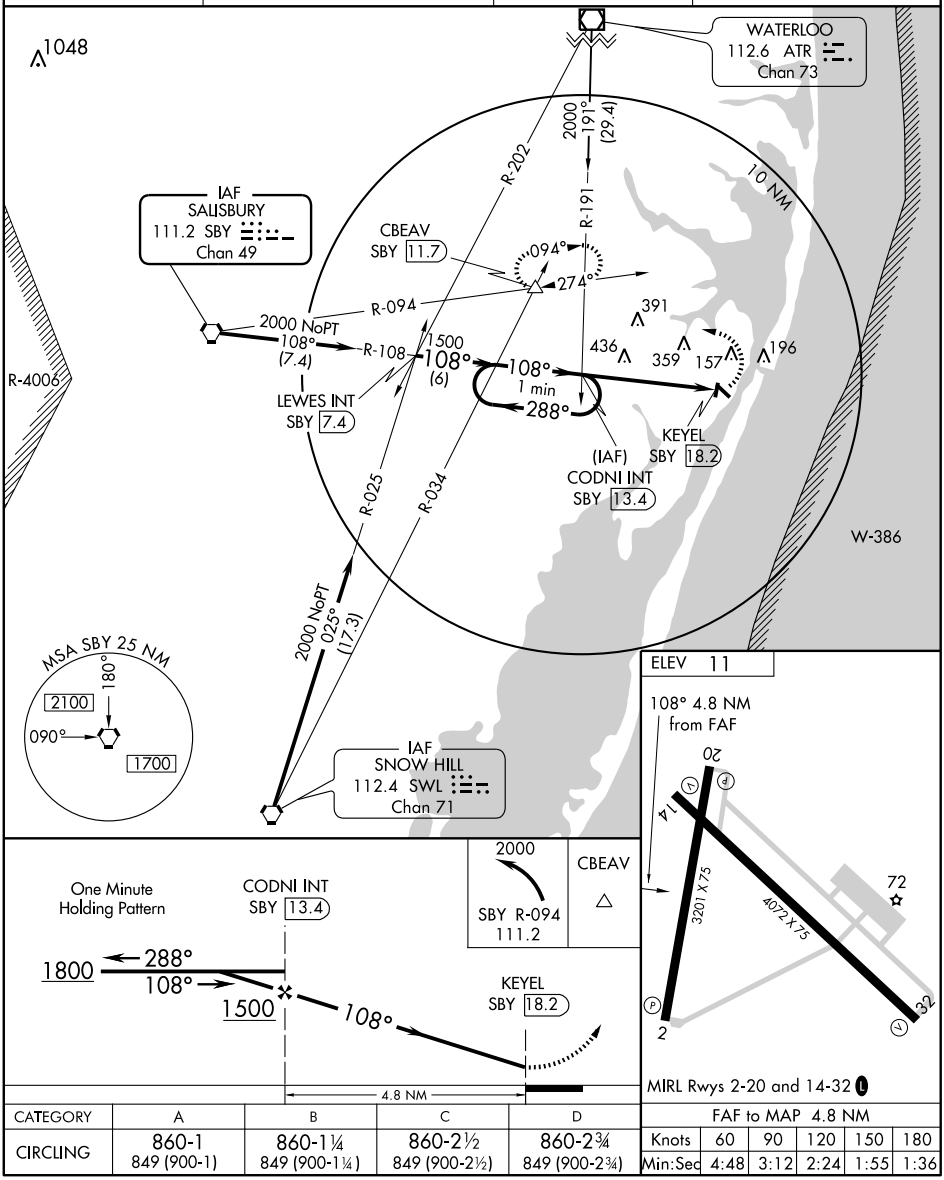
# VOR-A

## OCEAN CITY MUNI (OXB)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 via SBY R-094 to CBEAV Int/11.7 DME and hold.

| ASOS | PATUXENT APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 127.95 314.0 | 121.75 | 123.05 (CTAF) L |

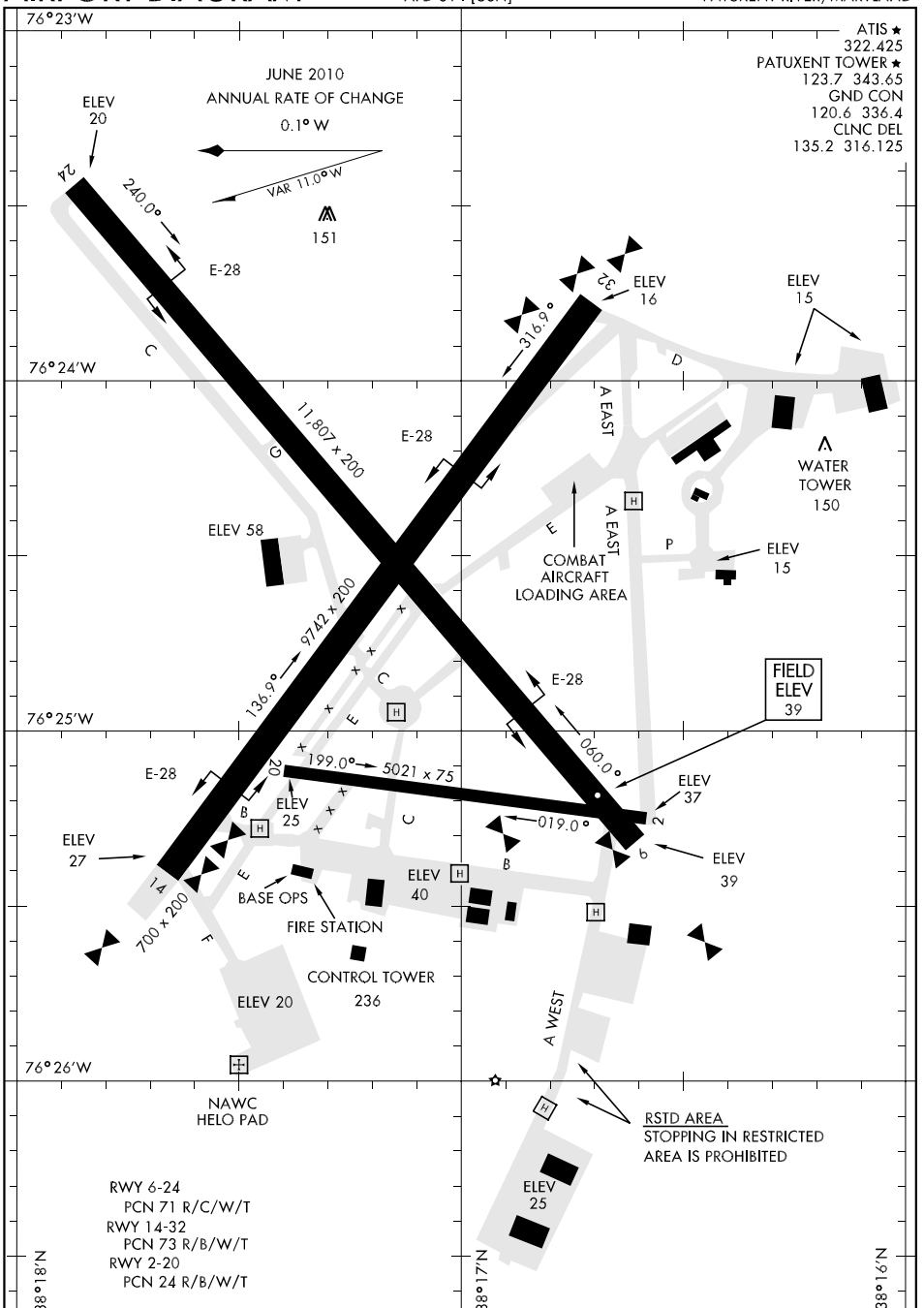



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1<br>849 (900-1) | 860-1¼<br>849 (900-1¼) | 860-2½<br>849 (900-2½) | 860-2¾<br>849 (900-2¾) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**PATUXENT RIVER NAS** (TRAPNELL FLD) (NHK)(KNHK) N 0 N UTC−5(−4DT) **WASHINGTON**
N38°17.16′ W76°24.71′ **H–10I, 12I, L–34E, 36I, A**
39 B TPA—See Remarks NOTAM FILE DCA Not insp. **DIAP, AD**

**RWY 06–24:** H11807X200 (ASPH) PCN 71 R/C/W/T HIRL CL
**RWY 06:** ALSF1. OLS. **RWY 24:** OLS.
**RWY 14–32:** H9742X200 (ASPH) PCN 73 R/B/W/T HIRL
**RWY 14:** OLS. **RWY 32:** OLS.
**RWY 02–20:** H5021X75 (ASPH) PCN 24 R/B/W/T
**ARRESTING GEAR/SYSTEMS**
**RWY 06** HOOK E28(B) (2180′) HOOK E28(B) (1509′) **RWY 24**
**RWY 14** HOOK E28(B) (1280′) HOOK E28(B) (3061′) **RWY 32**

**MILITARY SERVICE:** L–AOE **JASU** (NCPP–105), (NC–8A), (NC–10C) **FUEL** 100LL, J8 J5 **FLUID** SP LHOX LOX
**OIL** O–128–133–148–156(Mil) **TRAN ALERT** Avbl Mon–Fri 1200–2300Z‡ except holidays. Limited J8 tran fuel avbl.

**MILITARY REMARKS:** Opr Class D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR—no NOTAM terminal facilities avbl. DSN 342–3836, C301–342–3836. Acft must make prior arrangement and receive PPR from host Squadron, or NAS Air Ops. Limited ramp space, and limited tran service avbl expect delays. **CAUTION** Stopping in restricted area on Twy A, W twy is prohibited. Portions of rwy, twy and acft ramps not visible from twr. First 1630′ Rwy 32 may be clsd daylgt hours Mon–Sat during VFR. Buildings and equipment located near the AER 32. Deer and bird hazard. **TFC PAT** TPA—VFR initial at 4 DME (Rwy 32 at 3 DME) 2000(1961), break 1500(1461), downwind 1000(961). Reduced rwy separation standard in effect for local based USN/USMC acft. **NS ABTMT** Military acft maintain at least 1500′ between 3 NM and 10 NM from 210° clockwise to 240°. No practice apch heavy acft Sat before 1500Z‡, Sun before 1700Z‡. Tran acft practice apch not to interfere basis. **CSTMS/AG/IMG** CSTMS/AG avbl 24 hr with 24 hr prior notice. IMG avbl 24 hr with 72 hr prior notice. Ctc AOD0 at DSN 342–3836, C301–342–3836. **MISC** Meterological obsn and PMSV monitoring are not avbl 0400–1030Z‡ daily. For forecast ctc NAFC at DSN 565–4555, C888–745–6899. Class D service not avbl outside of published opr hrs.

**COMMUNICATIONS: SFA ATIS** 322.425
**RCO** 117.6T 122.1R (LEESBURG RADIO)
Ⓡ **APP/DEP CON** 120.05 281.8 (165°–055° abv 3000′) 121.0 250.3 (165°–055° 3000′ and blo) 127.95 314.0 (056°–164° all altitudes) (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 281.4 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡, OT by NOTAM).
**TOWER** 123.7 343.65 340.2X (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. OT by NOTAM). **GND CON** 120.6 336.4 **CLNC DEL** 135.2 316.125 **PMSV METRO** 356.2
**BASE OPS** 302.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**(L) VORTAC** 117.6 PXT Chan 123 N38°17.27′ W76°24.01′ at fld. 20/10W.
VOR portion unusable:
023° byd 10 NM blo 2,500′ 240°–347° blo 2,000′
024°–174° byd 11 NM blo 2,500′ 288°–298° byd 11 NM blo 2,500′
175°–239° byd 10 NM blo 5,000′ 348°–022° byd 11 NM blo 2,500′
TACAN azimuth unusable:
150°–155° byd 25 NM blo 2,500′
155°–237° byd 11 NM blo 2,500′
**NDB (MHW)** 400 NHK N38°17.16′ W76°24.19′ at fld. Unusable byd 10 NM. No NOTAM MP Wed 1300–1700Z‡.
**ASR/PAR** Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

# HI-TACAN RWY 6

| VORTAC PXT | APCH CRS | Rwy ldg 11,807 |
|---|---|---|
| 117.6 | 065° | TDZE 39 |
| Chan 123 | | Arpt Elev 39 |

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ .

ALSF-1

MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via PXT R-050 to SPRIG and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

** For LOCAL USE ONLY 15,000 or as assigned.

*** 12,000 or as assigned.

† 10,000 or as assigned.

MSA PXT 25 NM 170° 2000 025° 1600

20 NM

*** (IAF) SOUCI PXT 21

R-050

Max holding alt 16,000

050° 230°

PXT 11 Arc

PXT to BYNAM 2500 245° (11)

2500

546

SPRIG PXT 11 7000

399

R-4007

177

242

PATUXENT 117.6 PXT Chan 123

BYNAM PXT 11

MUBLE PXT 5

510 515 181

USUYA PXT 11

R-4002

R4006

† (IAF) MODEE PXT 19

065° 245°

R-245

PXT 11 Arc

2500 HELEM PXT 13 7000

R-4005

Max holding alt 16,000

150° 330°

PXT 19

PXT 25

** (IAF) ADDAM PXT 25

R-150

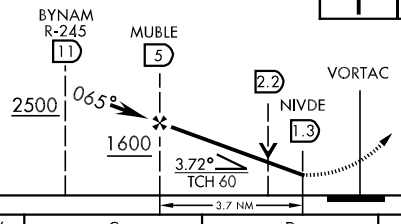
559

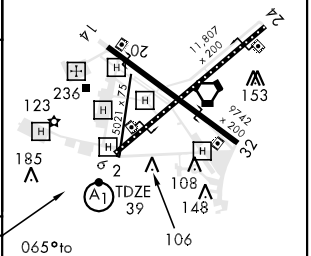
540

EMERG SAFE ALT 100 NM 6100

ELEV 39

2500 | PXT | SPRIG PXT R-050 11




| CATEGORY | C | D | E |
|---|---|---|---|
| S-6 * | 500- ¾ 461 (500-¾) | 500-1 461 (500-1) | 500-1¼ 461 (500-1¼) |
| CIRCLING | 560-1½ 521 (600-1½) | 600-2 561 (600-2) | 640-2¼ 601 (700-2¼) |

HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 14

| VORTAC PXT | APCH CRS | Rwy ldg 9472 |
|---|---|---|
| 117.6 | 127° | TDZE 27 |
| Chan 123 | | Arpt Elev 39 |

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

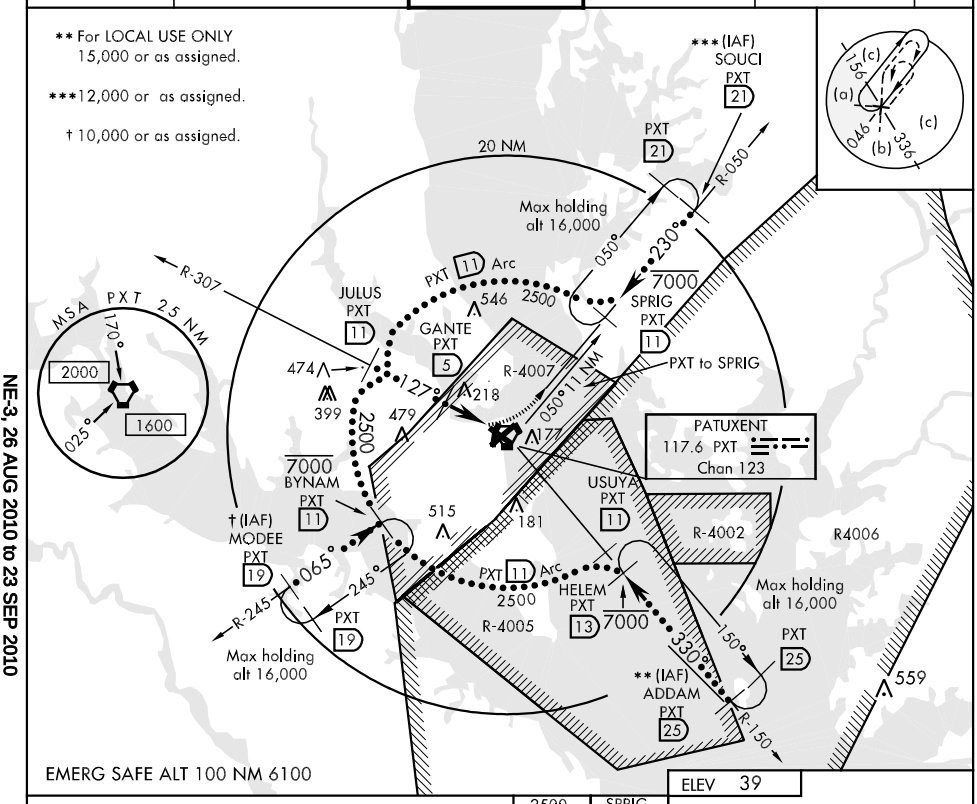
MISSED APPROACH: Climbing left turn to 2500, intercept the PXT R-050 to SPRIG and hold.

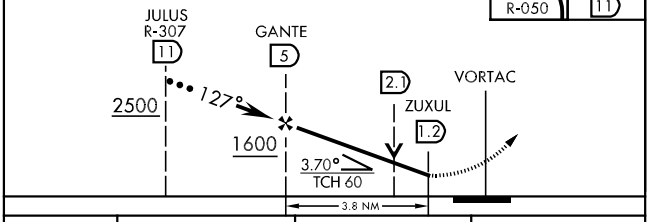
| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

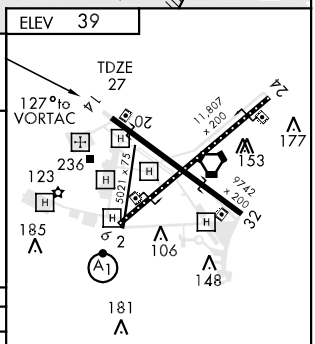
** For LOCAL USE ONLY 15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-14 | 480-1¼ 453 (500-1¼) | 480-1½ 453 | (500-1½) |
| CIRCLING | 560-1½ 521 (600-1½) | 600-2 561 (600-2) | 640-2¼ 601 (700-2¼) |

HIRL Rwy 14-32, 6-24



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 24

| VORTAC PXT | APCH CRS | Rwy ldg 11,807 |
|---|---|---|
| 117.6 | 230° | TDZE 20 |
| Chan 123 | | Arpt Elev 39 |

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climing right turn to 2500, intercept PXT R-050 to SPRIG and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

** For LOCAL USE ONLY
15,000 or as assigned.

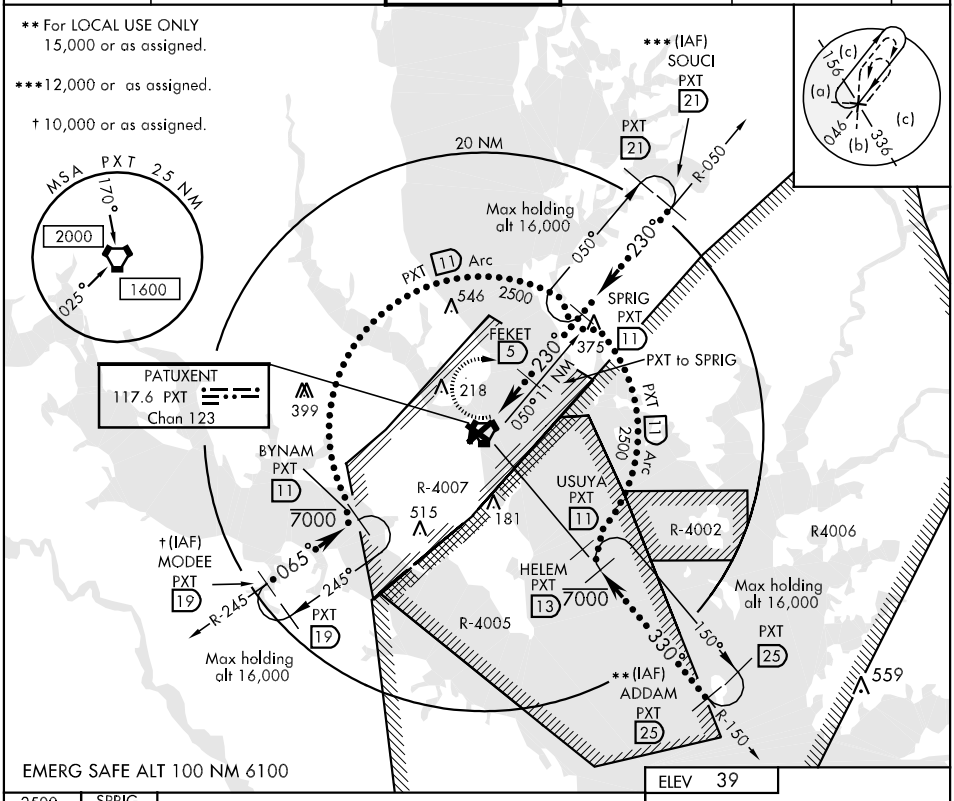
***12,000 or as assigned.

† 10,000 or as assigned.



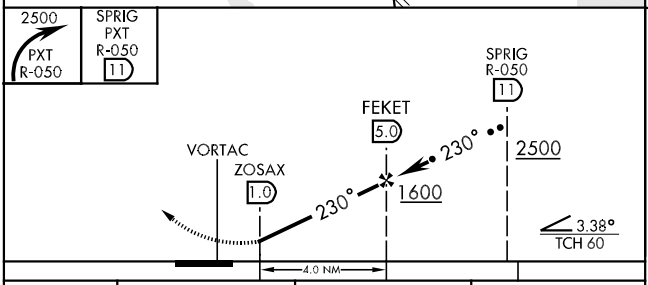


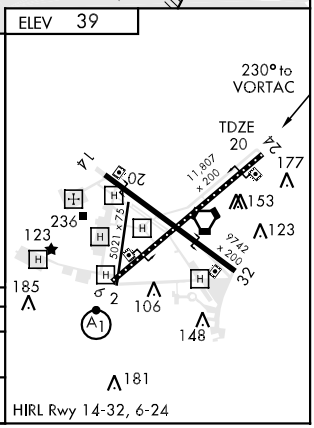





NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | C | D | E |
|---|---|---|---|
| S-24 | 440-1¼ 420 (500-1¼) | | 440-1½ 420 (500-1½) |
| CIRCLING | 560-1½ 521 (600-1½) | 600-2 561 (600-2) | 640-2¼ 601 (700-2¼) |



HI-TACAN RWY 24

# HI-TACAN RWY 32

| VORTAC PXT | APCH CRS | Rwy ldg 9742 |
|---|---|---|
| 117.6 | 330° | TDZE 18 |
| Chan 123 | | Arpt Elev 39 |

JAL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500, intercept PXT R-150 to HELEM and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

** For LOCAL USE ONLY
15,000 or as assigned.

***12,000 or as assigned.

† 10,000 or as assigned.

MSA PXT 25 NM
170°
2000
1600
025°

20 NM

*** (IAF) SOUCI PXT 21

PXT 21

R-050

Max holding alt 16,000

SPRIG PXT 11

050°

230°

546 3500

375

299

PXT to SPRIG 050° 11 NM

PATUXENT 117.6 PXT Chan 123

399

218

177

PXT 11 25 Arc

3500 BYNAM PXT 11

JAGOT 5

R-4007

181

330°

USUYA PXT 11

515

R-4002

R4006

† (IAF) MODEE PXT 19

065°

245°

R-245

2500 PXT 11 Arc

HELEM PXT 13 7000

PXT 19

Max holding alt 16,000

R-4005

150°

PXT 25

** (IAF) ADDAM PXT 25

559

Max holding alt 16,000

R-150

EMERG SAFE ALT 100 NM 6100

ELEV 39

500 | 2500 PXT R-150 | HELEM PXT R-150 13

USUYA R-150 11

JAGOT 5.0

330°

2500

VORTAC

ZAROL 0.6

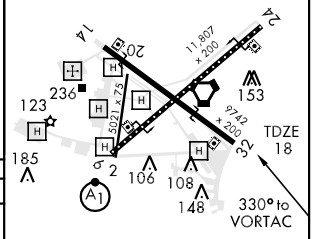
1600

3.23°

TCH 60

4.4 NM

| CATEGORY | C | D | E |
|---|---|---|---|
| S-32 | 400-1 382 (400-1) | 400-1¼ 382 (400-1¼) | |
| CIRCLING | 560-1½ 521 (600-1½) | 600-2 561 (600-2) | 640-2¼ 601 (700-2¼) |




HIRL Rwy 14-32, 6-24

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010



HI-TACAN RWY 32

# NDB/DME RWY 6

| NDB NHK | APCH CRS | Rwy ldg 11,807 TDZE 39 Arpt Elev 39 |
|---|---|---|
| 400 | 066° | |

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

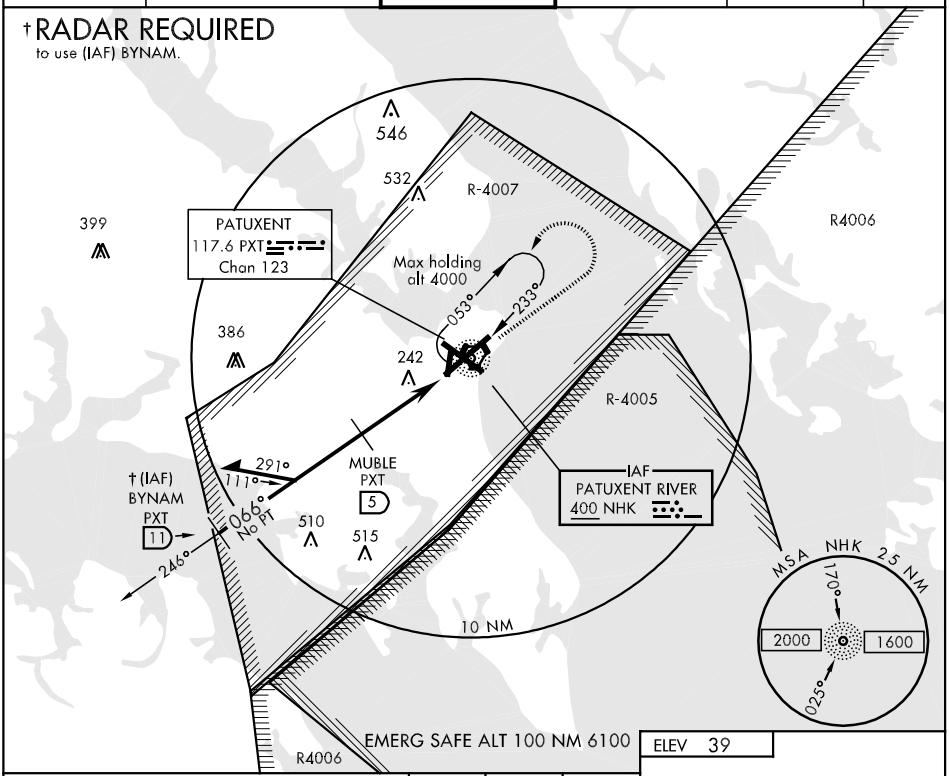
* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

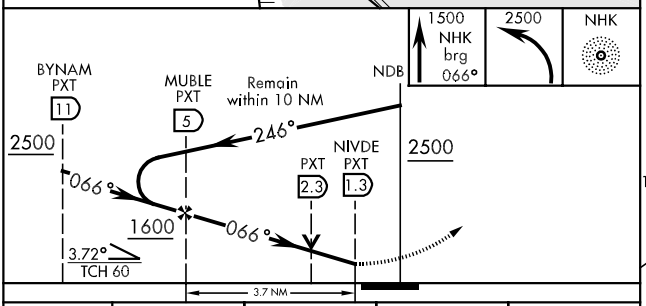
ALSF-1

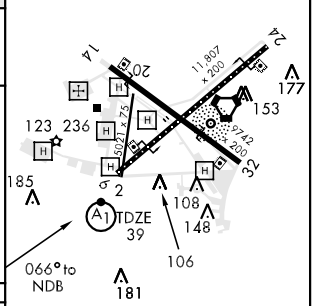
MISSED APPROACH: Climb to 1500 via NHK 066° bearing, then climbing left turn to 2500 direct NHK NDB and hold.

| ATIS * | PATUXENT APP/DEP CON | PATUXENT TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

†RADAR REQUIRED
to use (IAF) BYNAM.




HIRL Rwy 14-32, 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 * | 560-½ 521 | (600-½) | 560-1 521 (600-1) | 560-1¼ 521 (600-1¼) |
| CIRCLING | 560-1 521 | (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 6

| APCH CRS | Rwy ldg | 11,807 |
|---|---|---|
| 059° | TDZE | 39 |
| | Arpt Elev | 39 |

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct SPRIG and hold.

| ATIS * | PATUXENT APP/DEP CON | PATUXENT TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

546 399 386 242 510 515 720 185 153 177 123 236 108 148 106 181

050° 230° SPRIG

R-4007 R4006 R-4005

RW06 ITIBE (FAF) YAUNS (IAF) WETUT

059° 2500 240° (11.8) PXT to WETUT

1600 059° (5.9)

Max holding alt 8000 059° 239° 6 NM

EMERG SAFE ALT 100 NM 6100

MSA RW6 2.5 NM 2000

PATUXENT 117.6 PXT Chan 123

2500 SPRIG

WETUT 239° 2500 059° YAUNS 059° 2500 1600 † ITIBE †1.2 NM to RW06 RW06 GS 3.00° TCH 50 720

† LNAV Only

2.7 NM 2.0 NM

ELEV 39

14 20 11,807 x 200 24 177 153 123 236 5021 x 75 9742 x 200 32 185 2 TDZE 39 059° to RW06 181

HIRL Rwy 14-32, 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 460-½ 421 (500-½) | | 460-¾ 421 (500-¾) | 460-1 421 (500-1) |
| LNAV/ ** VNAV DA | 540-1¼ 501 (600-1¼) | | | |
| CIRCLING | 540-1¾ 501 (600-1¾) | 560-1¾ 521 (600-1¾) | | 600-2 561 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

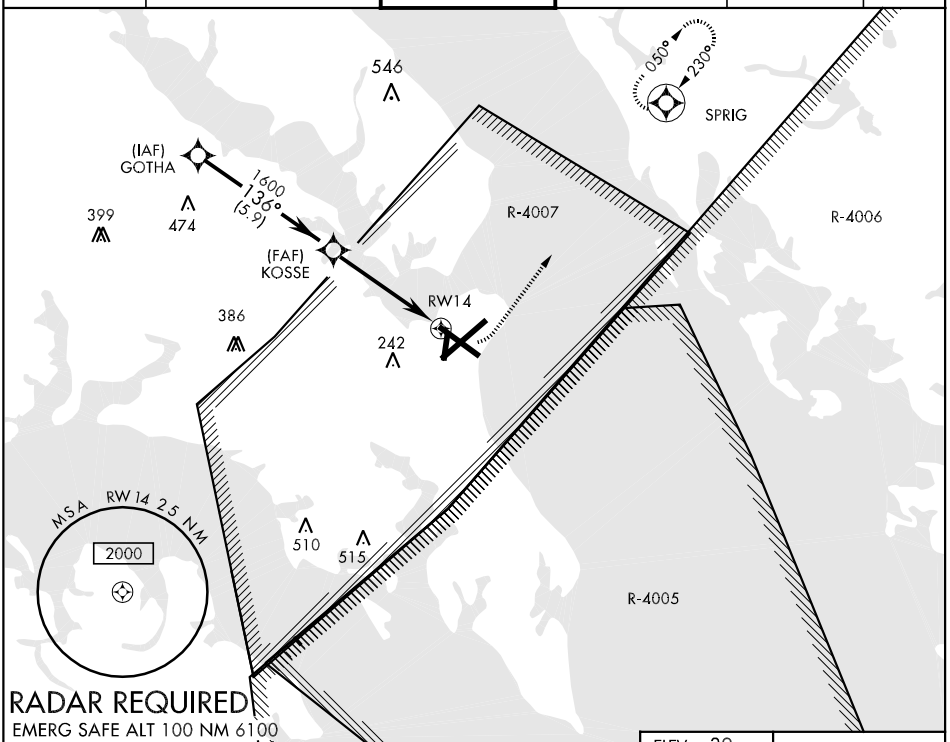
| APCH CRS | Rwy Idg | 9742 |
|---|---|---|
| 136° | TDZE | 27 |
| | Arpt Elev | 39 |

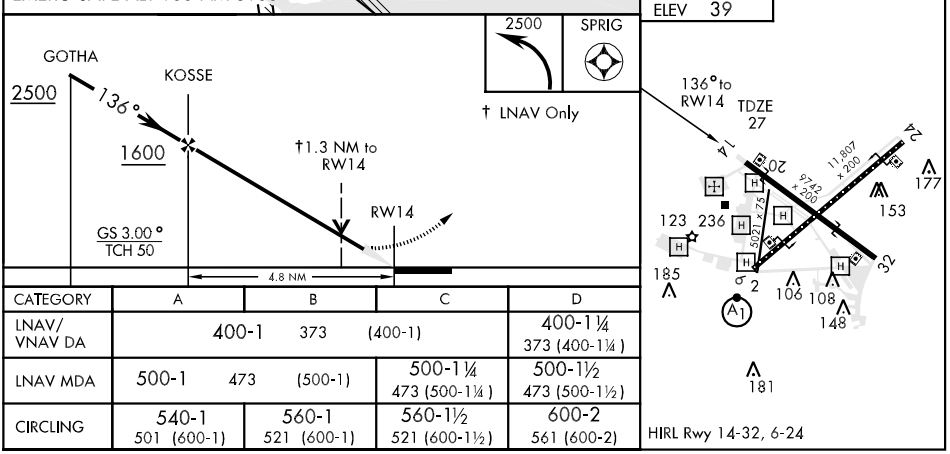
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct SPRIG and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 400-1 373 (400-1) | | | 400-1¼ 373 (400-1¼) |
| LNAV MDA | 500-1 473 (500-1) | | 500-1¼ 473 (500-1¼) | 500-1½ 473 (500-1½) |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 24

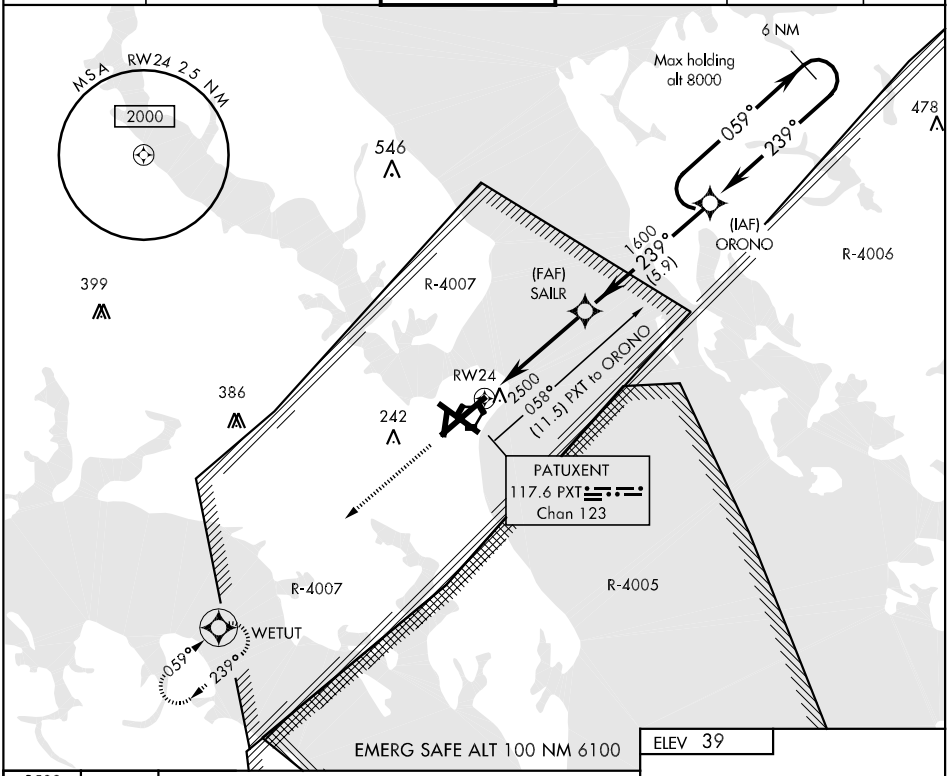
| APCH CRS | Rwy ldg | 11,807 |
|---|---|---|
| 239° | TDZE | 20 |
| | Arpt Elev | 39 |

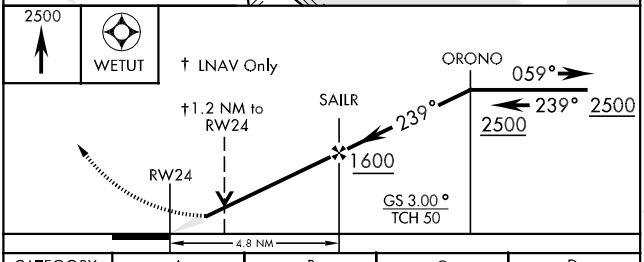
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

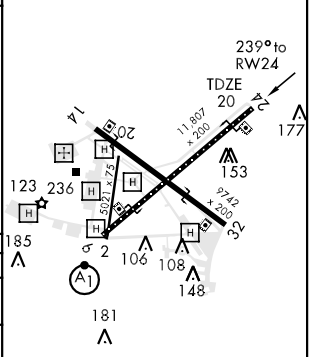
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 340-1 320 (400-1) | | | 340-1¼ 320 (400-1¼) |
| LNAV MDA | 440-1 420 (500-1) | | 440-1¼ 420 (500-1¼) | |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

HIRL Rwy 14-32, 6-24



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 32

| APCH CRS | Rwy ldg | 9742 |
|---|---|---|
| 316° | TDZE | 18 |
| | Arpt Elev | 39 |

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

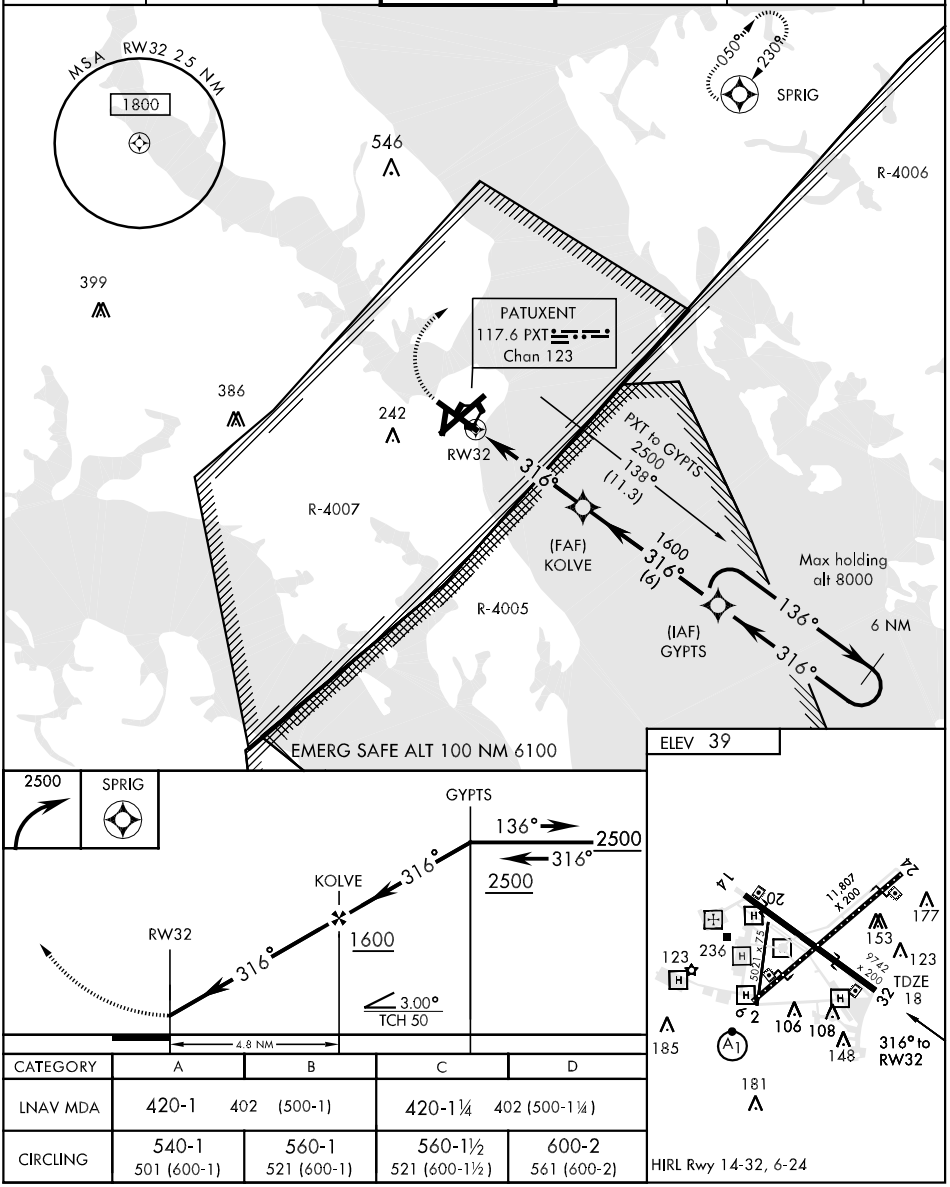
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct SPRIG and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |



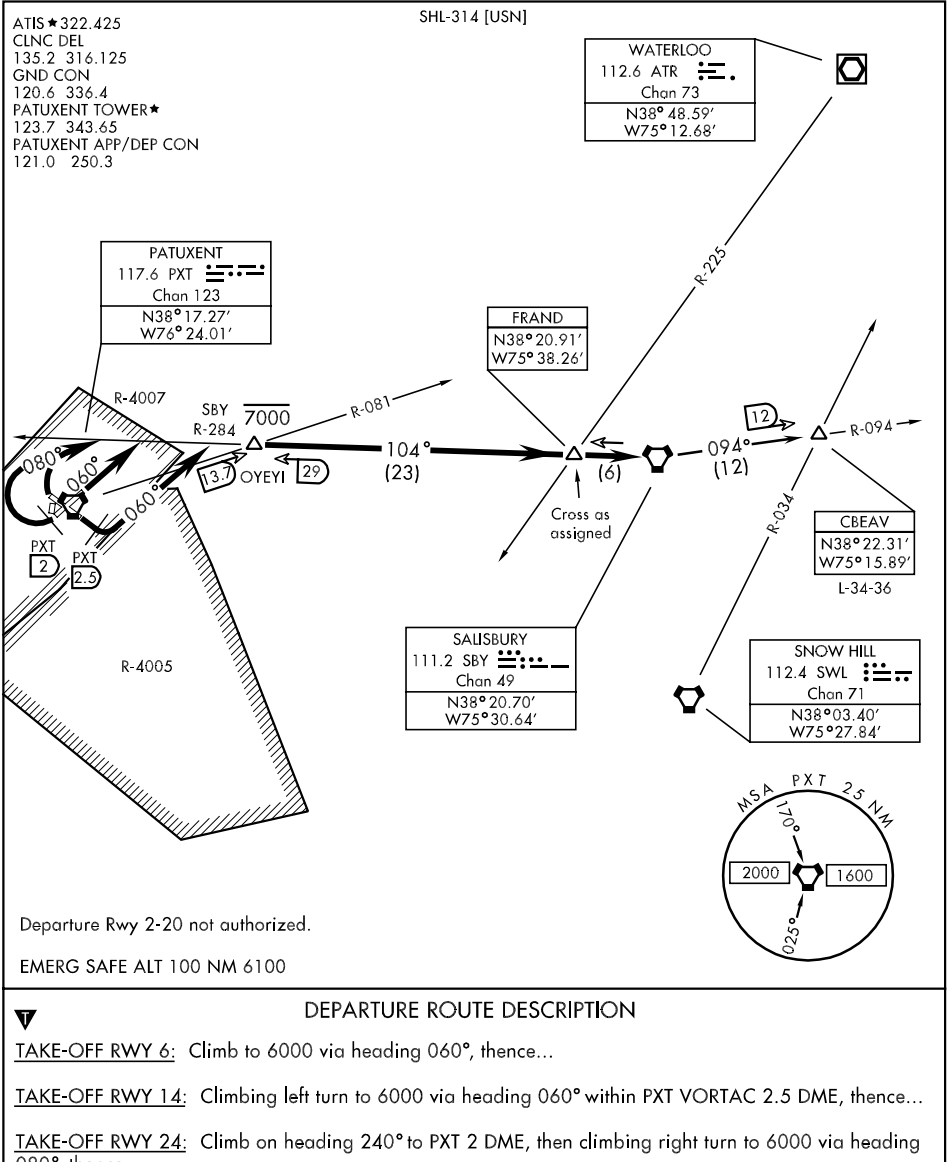
NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 402 (500-1) | | 420-1¼ 402 (500-1¼) | |
| CIRCLING | 540-1<br>501 (600-1) | 560-1<br>521 (600-1) | 560-1½<br>521 (600-1½) | 600-2<br>561 (600-2) |



RNAV (GPS) RWY 32




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 via heading 060°, thence...

TAKE-OFF RWY 14: Climbing left turn to 6000 via heading 060° within PXT VORTAC 2.5 DME, thence...

TAKE-OFF RWY 24: Climb on heading 240° to PXT 2 DME, then climbing right turn to 6000 via heading 080°, thence...

TAKE-OFF RWY 32: Climbing right turn to 6000 via heading 080°, thence...

Intercept SBY VORTAC R-284, then via SBY R-284 to SBY. Cross FRAND as assigned. Then via assigned route or transition..

CBEAV TRANSITION (SBY4.CBEAV): Via SBY R-094 to CBEAV.



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# SWABY-SIX DEPARTURE (SWABY6.SWABY)

PATUXENT RIVER, MARYLAND

ATIS★322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
PATUXENT TOWER★
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

SHL-314 [USN]

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| ⓐ | V/V(fpm) | 600 | 1200 | 1800 | 2400 | 3000 | 3600 |

ATC Climb Rate to 15,000.
ⓐ EDDYS trns only

Departure Rwy 2-20 not authorized.

Minimum filing alt 10,000'.

NOTTINGHAM
113.7 OTT
Chan 84
N38° 42.35'
W76° 44.69'

PATUXENT
117.6 PXT
Chan 123
N38° 17.27'
W76° 24.01'

CASANOVA
116.3 CSN
Chan 110
N38° 38.47'
W77° 51.93'
L-29-34-36, H-10

R-4007
080°
210°
250°
3

JUMIX
13

7000
ZIRAT
13

R-131
311°
(78)
R-223
203°
25
R-4005

R-101
281°
(78)

GORDONSVILLE
115.6 GVE
Chan 103
N38° 00.81'
W78° 09.18'
L-36, H-10

UNNAC

SWABY
N37° 52.88'
W76° 31.12'

V286

227°
(44)
R-047
206°
(28)
R-026

STEIN
L-35-36

R-323
21

UCINE

J61
184°
(70)
R-211

HOPEWELL
112.0 HPW
Chan 57
N37° 19.73'
W77° 06.96'
L-34-36, H-10-12

CAPE CHARLES
112.2 CCV
Chan 59
N37° 20.85'
W75° 59.86'

30

OTT
R-184

EDDYS
H-10

HARCUM
108.8 HCM
Chan 25
N37° 26.92'
W76° 42.68'
L-34-36, H-10-12

NORFOLK
116.9 ORF
Chan 116
N36° 53.52'
W76° 12.02'

MSA PXT 25 NM
170°
2000
1600
025°

ATC BRIEF
REQUIRED
135.2 384.4

TACAN REQUIRED

EMERG SAFE ALT 100 NM 6100

Chart not to scale



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb to 3000 via heading 060°, at PXT VORTAC 3 DME turn left direct PXT, thence. . .

TAKE-OFF RWY 14: Climbing right turn to 3000 via heading 250° within PXT 2.5 DME, intercept PXT R-223, thence. . .

TAKE-OFF RWY 24: Climbing left turn to 3000 via heading 210°, intercept PXT R-223, thence. . .

TAKE-OFF RWY 32: Climbing left turn to 3000 via heading 180°, intercept PXT R-223, thence. . .

Via R-223 to JUMIX, PXT R-223/13 DME, then arc CCW SW of PXT via 13 mile arc to ZIRAT, PXT R-203/13 DME, then via PXT R-203 to SWABY, PXT R-203/25 DME, then via assigned transition or expect radar vectors to join assigned route. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY6.CSN): Via CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY6.EDDYS): Via PXT R-203 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY6.GVE): Via GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY6.HCM): Via HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY6.HPW): Via HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY6.STEIN): Via PXT R-203 to UNNAC, then via CCV VORTAC R-323 to STEIN.

NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 6

| VORTAC PXT | APCH CRS | Rwy ldg 11,807 |
|---|---|---|
| 117.6 | 065° | TDZE 39 |
| Chan 123 | | Arpt Elev 39 |

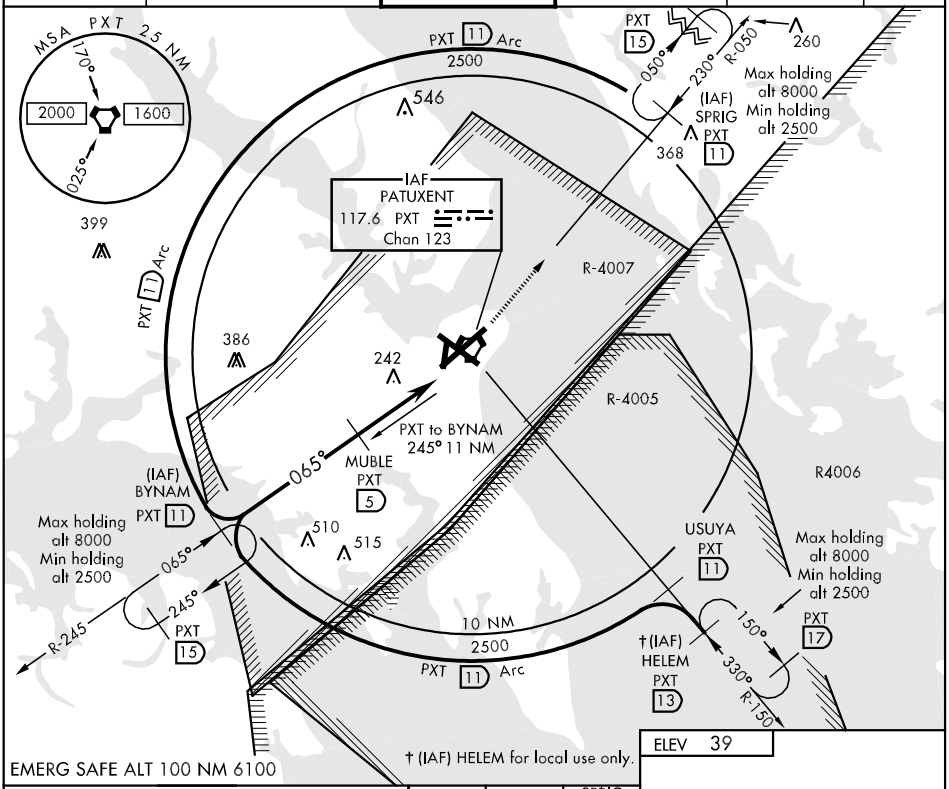
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

ALSF-1

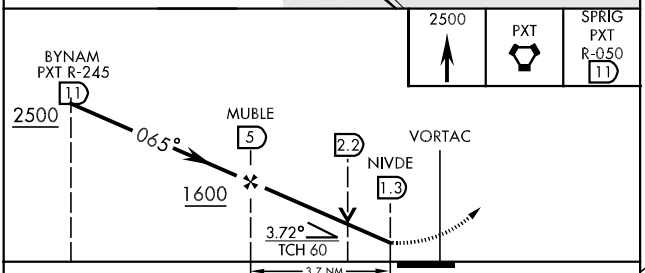
MISSED APPROACH: Climb to 2500 direct PXT VORTAC, then via R-050 to SPRIG and hold.

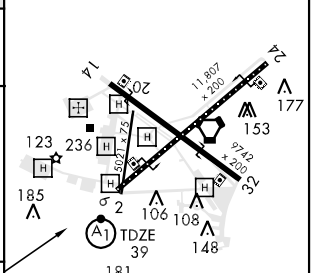
| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 * | 500-½ 461 (500-½) | | 500-¾ 461 (500-¾) | 500-1 461 (500-1) |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

HIRL Rwy 14-32, 6-24



TACAN RWY 6

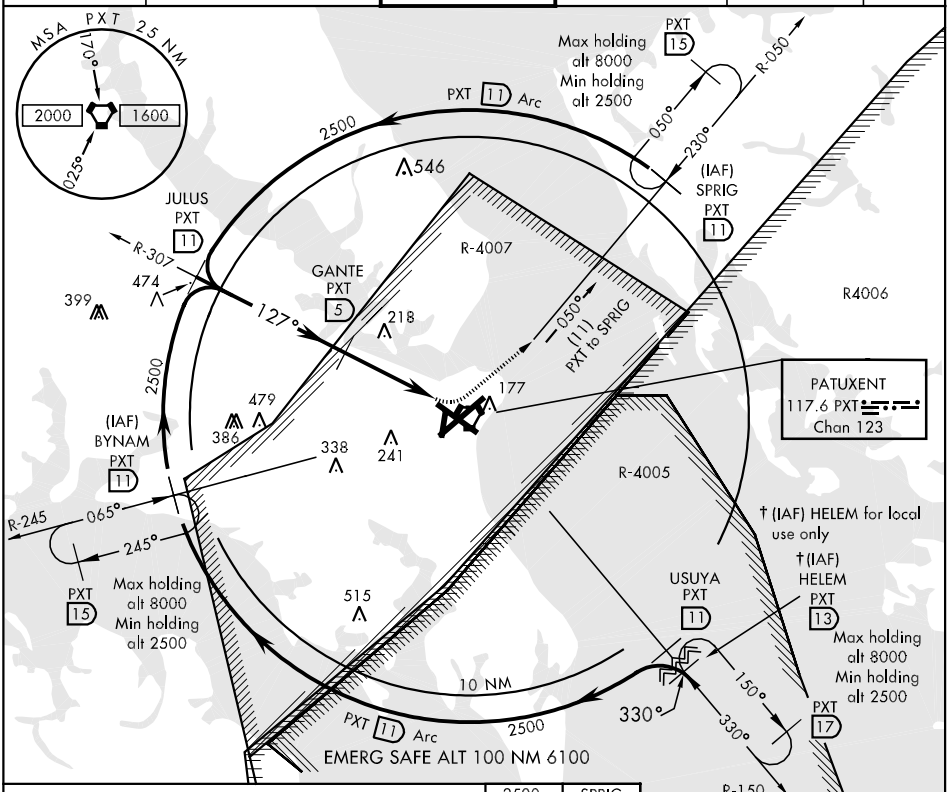
# TACAN RWY 14

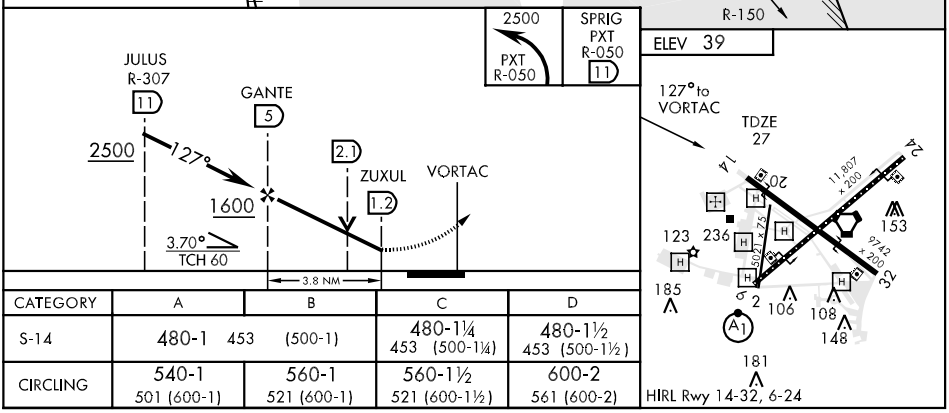
| VORTAC PXT | APCH CRS | Rwy Idg | 9742 |
|---|---|---|---|
| 117.6 | 127° | TDZE | 27 |
| Chan 123 | | Arpt Elev | 39 |

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climbing left turn to 2500 via PXT R-050 to SPRIG and hold.

| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 480-1 453 (500-1) | | 480-1¼ 453 (500-1¼) | 480-1½ 453 (500-1½) |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

HIRL Rwy 14-32, 6-24



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 32

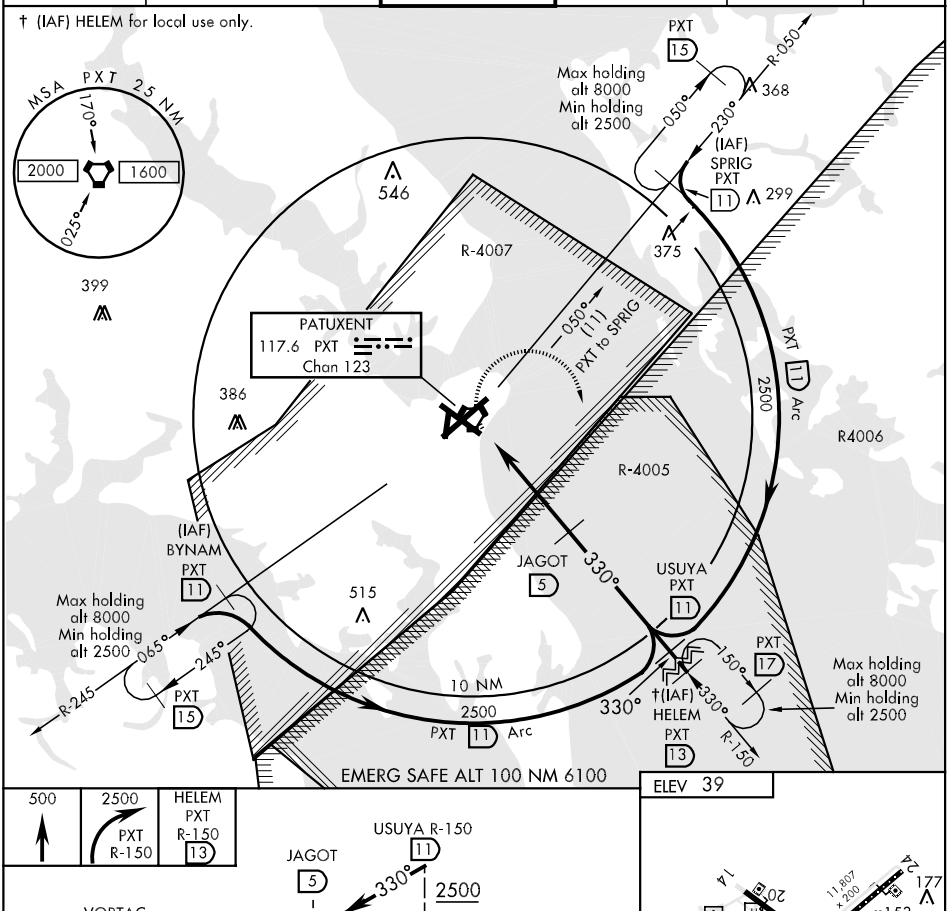
| VORTAC PXT | APCH CRS | Rwy Idg | 9742 |
|---|---|---|---|
| 117.6 | 330° | TDZE | 18 |
| Chan 123 | | Arpt Elev | 39 |

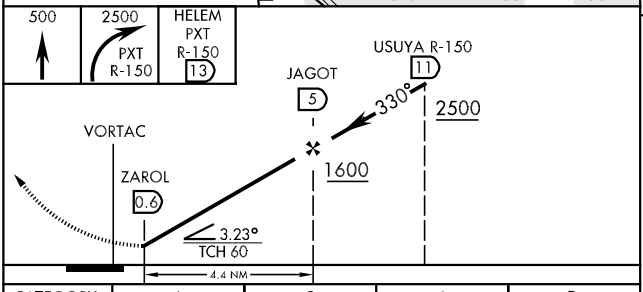
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 to intercept the PXT R-150 to HELEM and hold.

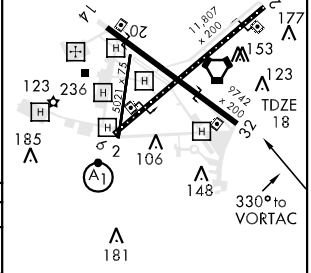
| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

† (IAF) HELEM for local use only.




ELEV 39




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

HIRL Rwy 14-32, 6-24



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# VOR/DME or TACAN RWY 24

| VORTAC PXT | APCH CRS | Rwy ldg 11,807 |
|---|---|---|
| 117.6 | 230° | TDZE 20 |
| Chan 123 | | Arpt Elev 39 |

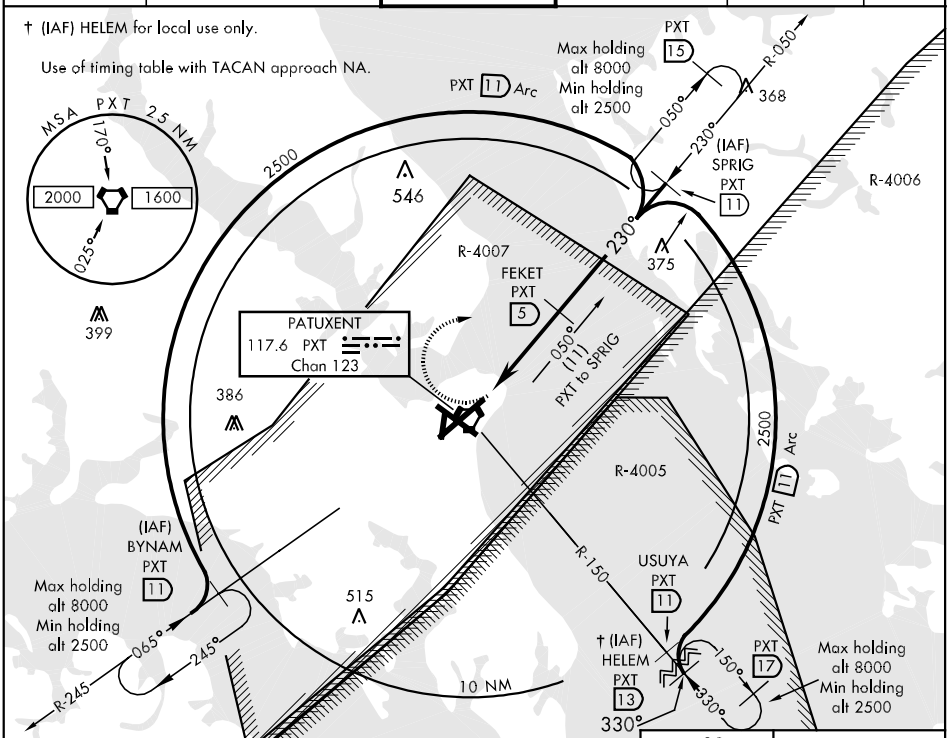
AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD)(KNHK)

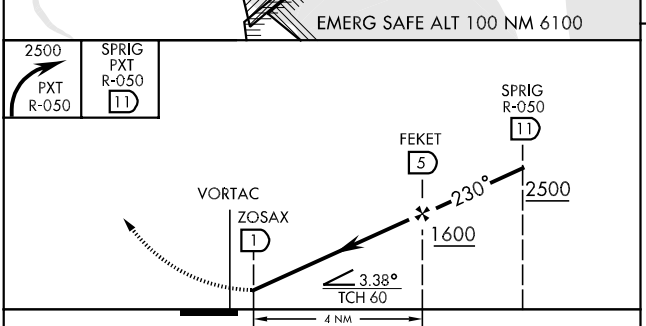
MISSED APPROACH: Climbing right turn to 2500, intercept the R-050 to SPRIG and hold.

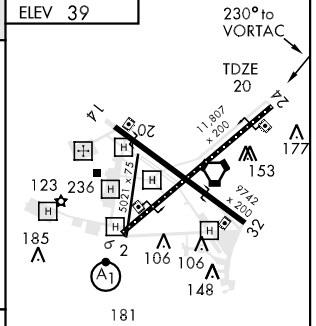
| ATIS ★ | PATUXENT APP/DEP CON | PATUXENT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 322.425 | 121.0 250.3 | 123.7 343.65 | 120.6 336.4 | 135.2 316.125 | |

† (IAF) HELEM for local use only.

Use of timing table with TACAN approach NA.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 440-1 420 (500-1) | | 440-1¼ 420 (500-1¼) | |
| CIRCLING | 540-1 501 (600-1) | 560-1 521 (600-1) | 560-1½ 521 (600-1½) | 600-2 561 (600-2) |

FAF to MAP 4.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



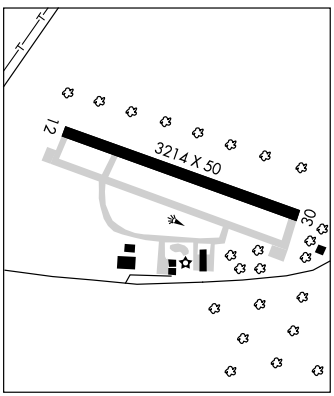
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**PHILLIPS AAF** (ABERDEEN PROVING GROUND) (APG)(KAPG) A 2 S UTC−5(−4DT) **WASHINGTON**
N39°27.97′ W76°10.13′ **H–10I, 12I, L–34F, 36J, A**
57 B NOTAM FILE DCA Not insp. **DIAP**
**RWY 04–22:** H7997X200 (ASPH) PCN 26 F/B/W/T HIRL
**RWY 22:** ODALS. PVASI(PSIL).
**RWY 17–35:** H5004X149 (ASPH) PCN 10 F/C/W/T
**RWY 08–26:** H4849X149 (ASPH) PCN 11 F/B/W/T
**MILITARY SERVICE: LGT** HIRL Rwy 04–22 PPR only. **FUEL** J8 **OIL** O–113–56(Mil)
**MILITARY REMARKS:** Opr Mon–Fri 1100–0200Z‡ except holidays, other times PPR. Rwy 17–35 CLOSED permanently. Rwy 08–26 CLOSED permanently. **RSTD** 24 hr PPR all acft. Tran acft ldg at any site other than arpt before SR or 1200Z‡, whichever is later or after SS is prohibited. DSN 298–3483/3074, C410–278–3483/3074. Rwy 08–26 limited to 25,000 lbs gross weight. Touch and go ldg prohibited while vehicle test in progress, low apch only. **CAUTION** Impact area 1200 yards south of Rwy 17–35. Deer hazard. Ctc twr 15 minutes prior to arr to arrange deer sweep. If twr clsd use extreme caution. **NS ABTMT** Noise sensitive area. Use Noise Abatement opr procedure. **MISC.:** ARFF protection not located on airfield.
**COMMUNICATIONS: ATIS** 108.4 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.)
Ⓡ **POTOMAC APP/DEP CON** 125.525 291.625
**TOWER** 126.15 229.6 241.0 (Mon–Fri 1100–0200Z‡, except holidays, other times PPR.) **GND CON** 121.9
**AIRSPACE: CLASS D** svc Mon–Fri 1100–0200Z‡ except holidays, other times PPR, other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**(T) VORW/DME** 108.4 PPM Chan 21 N39°28.00′ W76°10.26′ at fld. 41/9W. Monitored arpt opr hrs.
VOR unusable:
130°–140° byd 10 NM
DME unusable:
010°–035° byd 20 NM blo 2,500′
VOR/DME unusable:
241°–279° byd 16 NM blo 4,500′
**ABERDEEN NDB (MHW)** 349 APG N39°32.11′ W76°06.38′ 226° 5.1 NM fld. Unmonitored Mon–Fri and holidays 2130–1230Z‡, other times PPR.

**PIER 7** (See BALTIMORE)

**POTOMAC AIRFIELD** (See FRIENDLY)

**RIDGELY AIRPARK** (RJD) 2 NE UTC−5(−4DT) N38°58.21′ W75°51.98′ **WASHINGTON**
64 B S4 **FUEL** 100LL, NOTAM FILE DCA **L–34F, 36J, A**
**RWY 12–30:** H3214X50 (ASPH) S–28, D–39 LIRL **IAP**
**RWY 12:** REIL. Trees. **RWY 30:** REIL. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2130Z‡. Hang glider ops on and invof arpt. Birds, deer and wildlife on and invof arpt. Unlimited vehicle access to acft movement areas. Turf areas adjacent to acft movement areas soft when wet. UNICOM unmonitored. ACTIVATE LIRL Rwy 12–30 and REIL Rwy 12 and 30—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.225 (410) 634–1072.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**POTOMAC APP/DEP CON** 124.55
**DOVER APP/DEP CON** 132.425 (RNAV/GPS Rwy 30)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SMYRNA (L) VORTAC** 111.4 ENO Chan 51 N39°13.90′ W75°30.96′ 235° 22.7 NM to fld. 10/09W.




**ST. MARY'S COUNTY RGNL** (See LEONARDTOWN)

# RNAV (GPS) RWY 12

RIDGELY AIRPARK (RJD)

| APP CRS | Rwy Idg | 3214 |
|---|---|---|
| 121° | TDZE | 64 |
| | Apt Elev | 64 |

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PEKME WP and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 120.225 | 124.55 317.425 | 122.8 (CTAF) L |

Procedure NA for arrivals at PALEO via V93 northeast bound, V44 westbound, V312 southwest bound, V170-433 southwest bound.

BROSS

2000 252° (9.7)

Procedure NA for arrivals at BROSS via V268 eastbound.

(IAF) ANAYA

2000 211° (5)

(IAF) PALEO

2000 101° (12.9)

DAKEY

1700 121° (6.1)

(FAF) FIBNA

RW12

2000 054° (7.3)

526

(IAF) GRACO

Procedure NA for arrivals at GRACO via V379 southwest bound.

PEKME 121° 301° 4 NM

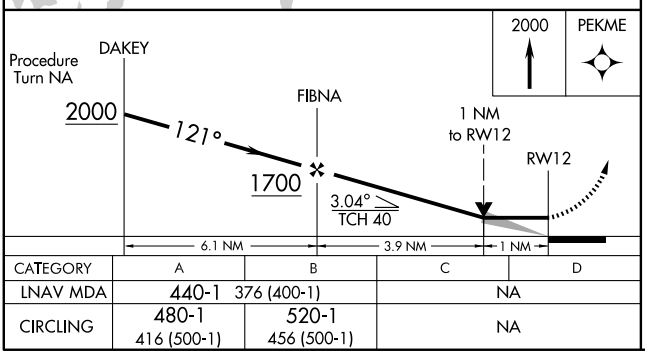
MSA RW12 25 NM

2100

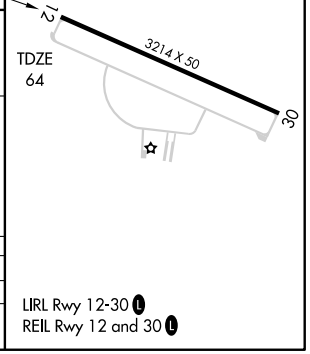
2000 326° (15.6)

Procedure NA for arrivals at CHOPS via V308 eastbound.

CHOPS




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 376 (400-1) | | NA | |
| CIRCLING | 480-1 416 (500-1) | 520-1 456 (500-1) | NA | |




LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3214 |
|---|---|---|
| 301° | TDZE | 64 |
| | Apt Elev | 64 |

# RNAV (GPS) RWY 30

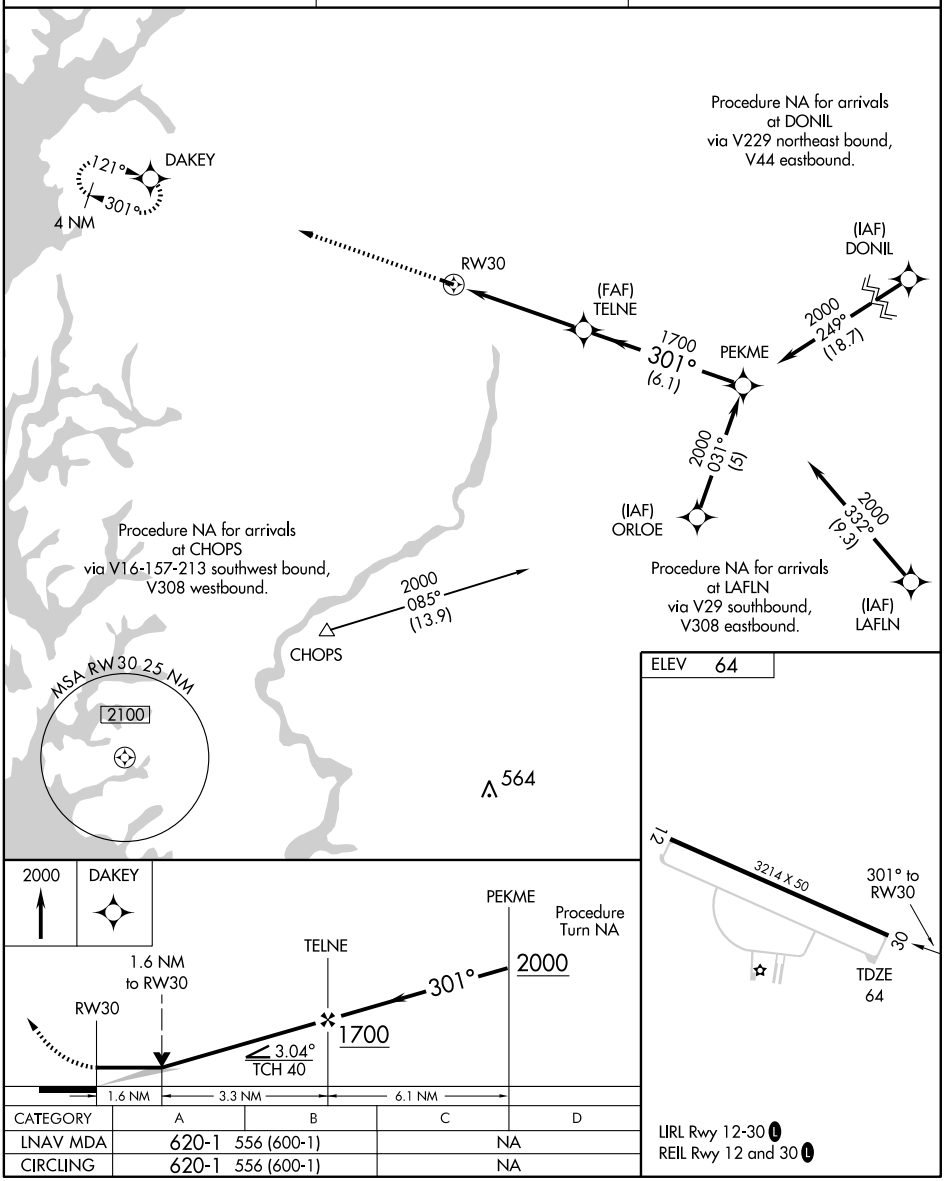
RIDGELY AIRPARK (RJD)

NA

If local altimeter setting not received, procedure NA.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct DAKEY WP and hold.

| AWOS-3 | DOVER APP CON | UNICOM |
|---|---|---|
| 120.225 | 132.425 257.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 556 (600-1) | NA | |
| CIRCLING | 620-1 | 556 (600-1) | NA | |

LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

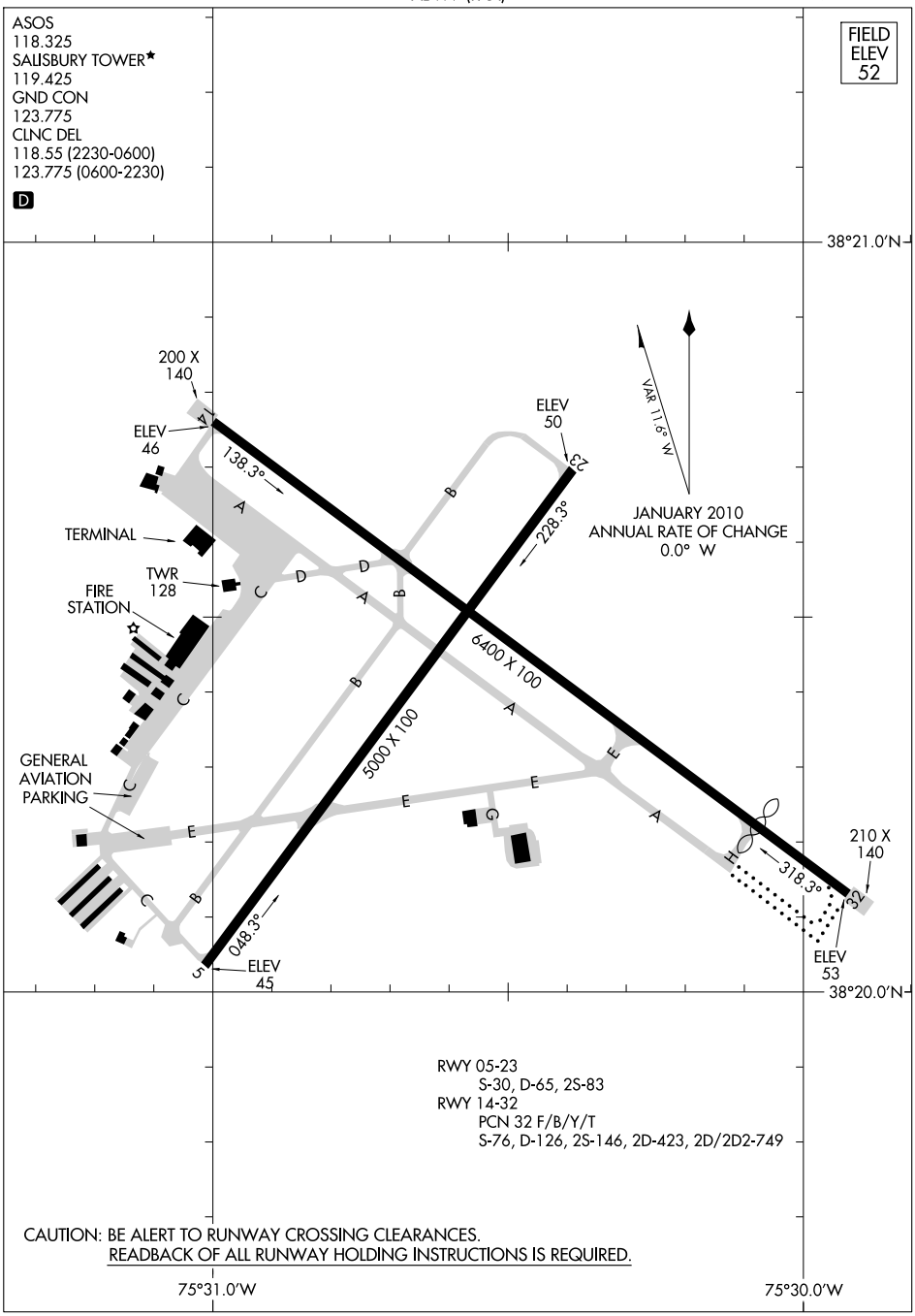


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
AL-977 (FAA)
SALISBURY, MARYLAND






RWY 05-23
S-30, D-65, 2S-83
RWY 14-32
PCN 32 F/B/Y/T
S-76, D-126, 2S-146, 2D-423, 2D/2D2-749

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 26 AUG 2010 to 23 SEP 2010

## SALISBURY

**BENNETT** (1N5) 4 NW UTC−5(−4DT) N38°24.76′ W75°37.01′ **WASHINGTON**

42 B NOTAM FILE DCA

**RWY 17–35:** 3134X95 (TURF) LIRL

**RWY 17:** APAP(PNIL)—GA 4.0 TCH 23′. Thld dsplcd 237′. Road.

**RWY 35:** APAP(PNIR)—GA 5.0 TCH 52′. Thld dsplcd 741′. P-line.

**RWY 08–26:** 2270X95 (TURF)

**RWY 08:** Thld dsplcd 400′. Trees. **RWY 26:** Thld dsplcd 300′. Road.

**AIRPORT REMARKS:** Attended dawn–dusk. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Arpt lgts opr dusk–0400Z‡. ACTIVATE LIRL Rwy 17–35—CTAF. Rwy 08–26 and Rwy 17–35 dsplcd thlds marked with lgts and cones. Minor powerplant repairs avbl.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

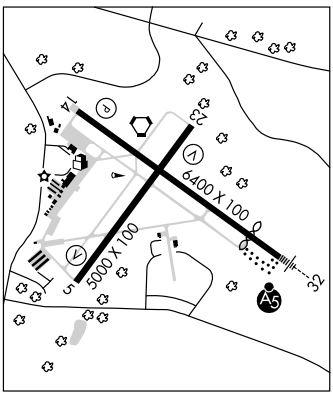
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**SALISBURY–OCEAN CITY WICOMICO RGNL** (SBY) 4 SE UTC−5(−4DT) **WASHINGTON**

N38°20.41′ W75°30.57′ **H–10I, 12I, L–34F, 36I, A**

52 B S4 **FUEL** 100LL, JET A TPA—1052 (1000) ARFF Index—See Remarks **IAP, AD**

NOTAM FILE SBY




**RWY 14–32:** H6400X100 (ASPH–CONC) S–76, D–126, 2S–146, 2D–423, 2D/2D2–749 HIRL PCN 32 F/B/Y/T

**RWY 14:** REIL. PAPI(4PL)—GA 3.0° TCH 45′. Tree.

**RWY 32:** MALSR. Thld dsplcd 900′.

**RWY 05–23:** H5000X100 (ASPH) S–30, D–65, 2S–83 MIRL

**RWY 05:** REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

**RWY 23:** REIL. VASI(V4L)—GA 3.0°TCH 39′. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 14:** | TORA–6400 | TODA–6400 | ASDA–6400 | LDA–6400 |
| **RWY 23:** | TORA–5000 | TODA–5000 | ASDA–5000 | LDA–5000 |
| **RWY 32:** | TORA–6400 | TODA–6400 | ASDA–6400 | LDA–5500 |

**AIRPORT REMARKS:** Attended 1230–2100Z‡. FBO hrs 1100–0200Z‡. For svcs after hrs call 410–749–0323. Deer and birds on and invof arpt. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 410–548–4827. Class I, ARFF Index A. Index B coverage provided. Numerous military training activity on and invof arpt. Numerous cracks and spalling on Twy C between Twy E and Rwy 05. Numerous cracks and spalling on Twy E between Twy A and Rwy 05. Twy E clsd between Twy A and Rwy 05–23 exc for hangared acft. MALSR Rwy 32 OTS indef. When twr clsd ACTIVATE MIRL Rwy 05–23; HIRL Rwy 14–32; REIL Rwy 05, Rwy 23, Rwy 14 and twy lgts—CTAF. ACTIVATE MALSR Rwy 32–122.95.

**WEATHER DATA SOURCES:** ASOS 118.325 (410) 341–0868.

**COMMUNICATIONS: CTAF** 119.425 **UNICOM** 122.95

**RCO** 122.1R 111.2T (LEESBURG RADIO)

**RCO** 122.3 122.2 (LEESBURG RADIO)

Ⓡ **PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays) **CLNC DEL** 118.55 (0330–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)

**TOWER** 119.425 (1100–0330Z‡) **GND CON** 123.775 **CLNC DEL** 123.775 (1100–0330Z‡)

**AIRSPACE: CLASS D** svc 1100–0330Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SBY.

**(L) VORTAC** 111.2 SBY Chan 49 N38°20.70′ W75°30.64′ at fld. 50/12W.

VOR portion unusable:

315°–359° byd 13 NM
360°–026° byd 29 NM blo 5000′
027°–089° byd 13 NM blo 5000′
090°–110° byd 20 NM blo 5000′
111°–113° byd 19 NM blo 5000′
114°–120° byd 16 NM blo 5000′
261°–285° blo 6000′

DME: unusable 009°–055° byd 30 NM.

**ILS** 108.7 I–SBY Rwy 32. Class IE.

| LOC I-SBY | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 108.7 | 319° | TDZE | 52 |
| | | Apt Elev | 52 |

# ILS or LOC RWY 32

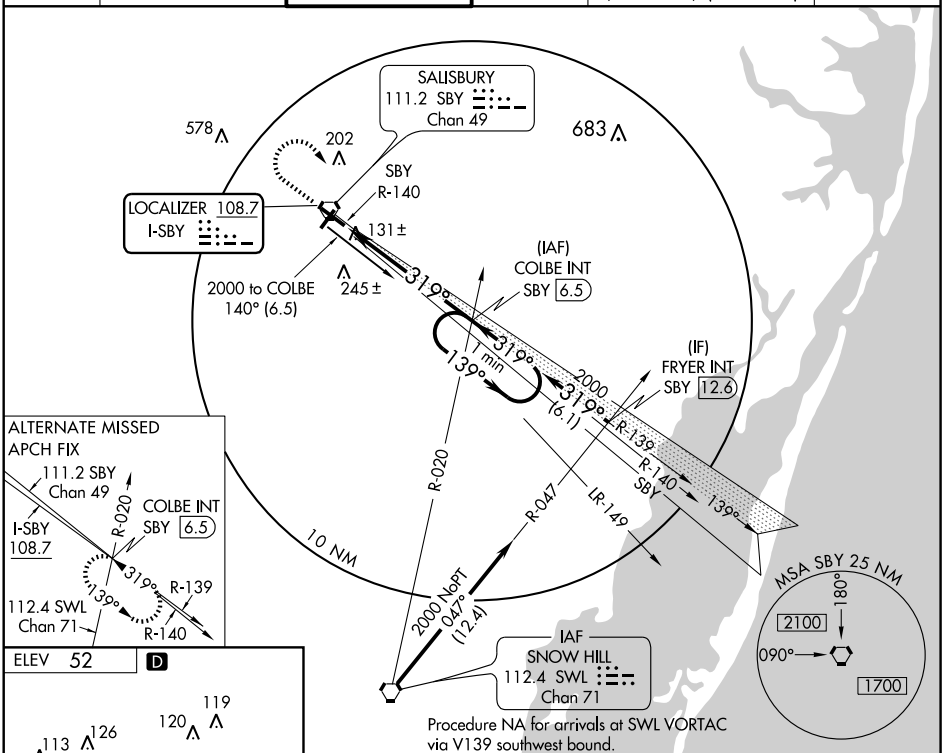
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility ¼ mile.

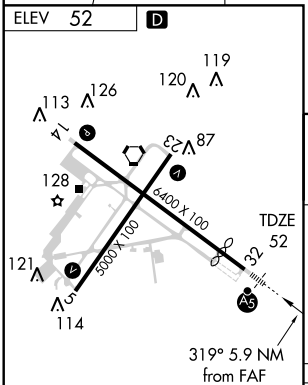
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 170° and SBY VORTAC R-140 to COLBE INT/SBY 6.5 DME and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 A5 |

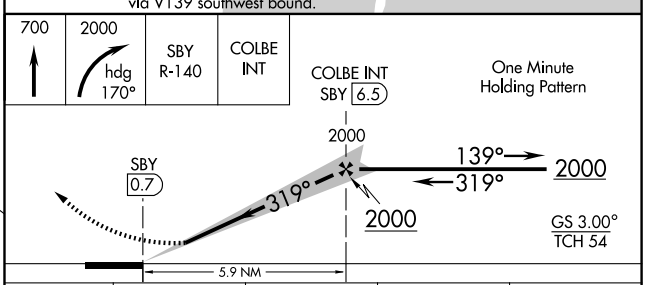



Procedure NA for arrivals at SWL VORTAC via V139 southwest bound.




REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 252-½ 200 (200-½) | | | |
| S-LOC 32 | 400-½ 348 (400-½) | | | 400-¾ 348 (400-¾) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

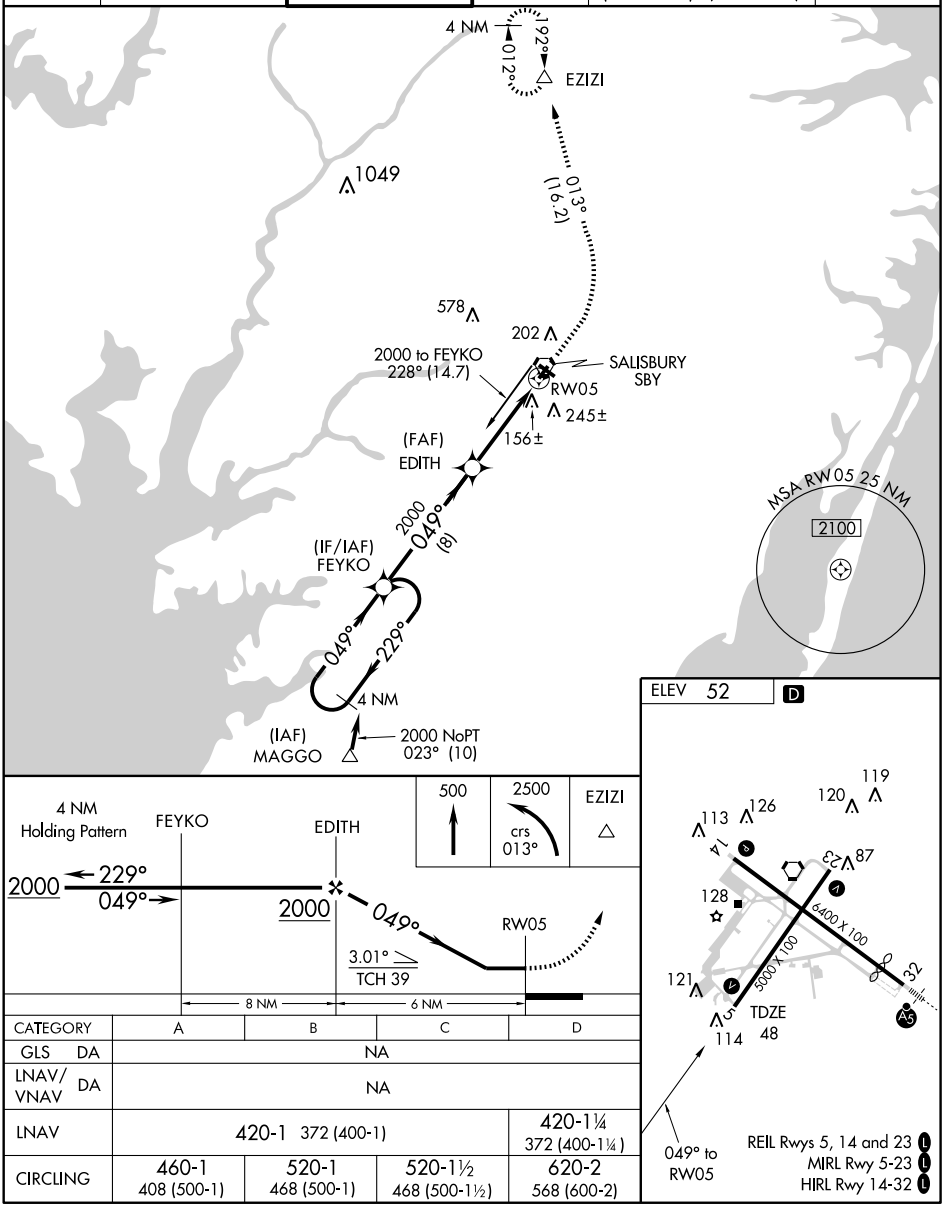
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 049° | TDZE | 48 |
| | Apt Elev | 52 |

T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 (2230-0600) 123.775 (0600-2230) | 122.95 A5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV | 420-1 372 (400-1) | | | 420-1¼ 372 (400-1¼) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

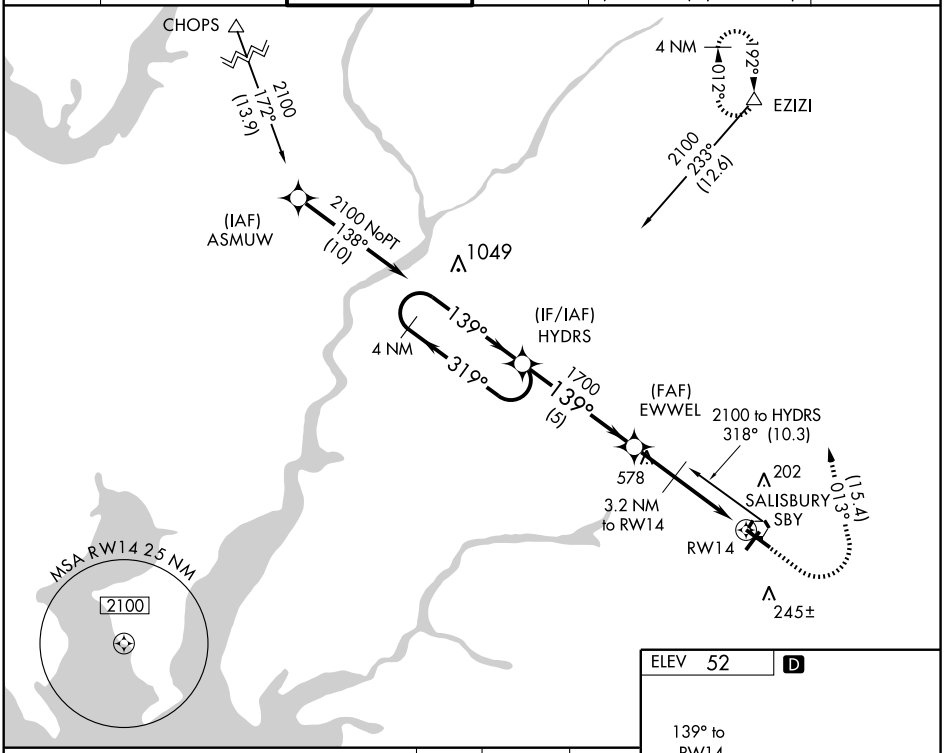
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

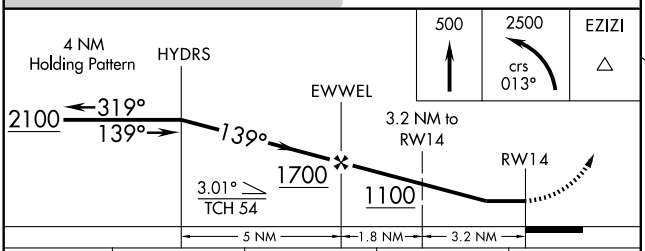
| APP CRS | Rwy Idg | 6400 |
|---|---|---|
| 139° | TDZE | 49 |
| | Apt Elev | 52 |

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

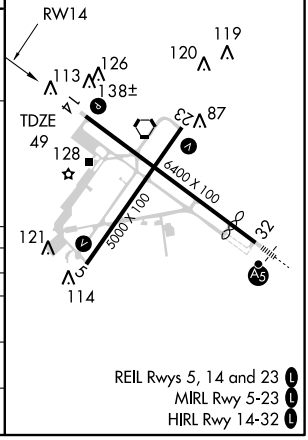
MISSED APPROACH: Climb to 500, then climbing left turn to 2500 via course 013° to EZIZI and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 A5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV | 400-1 351 (400-1) | | | 400-1¼ 351 (400-1¼) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23

## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

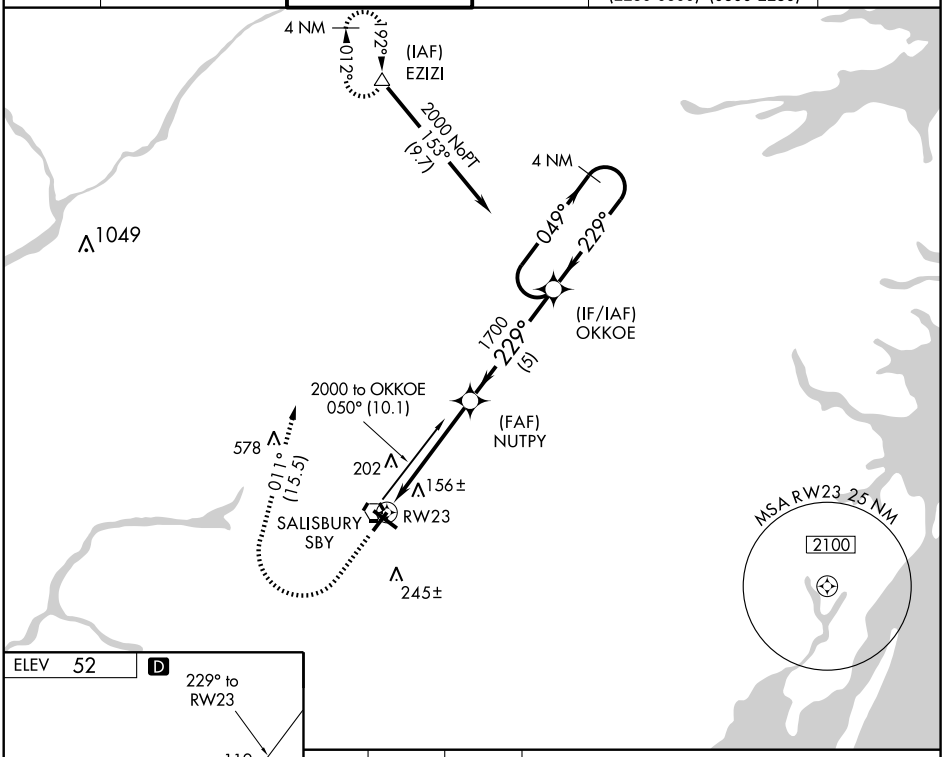
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 229° | TDZE | 50 |
| | Apt Elev | 52 |

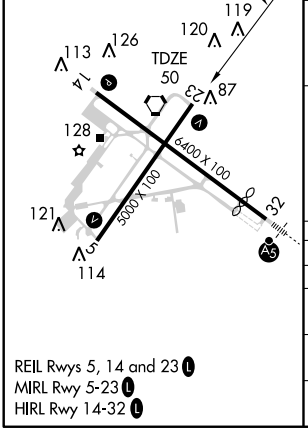
NA

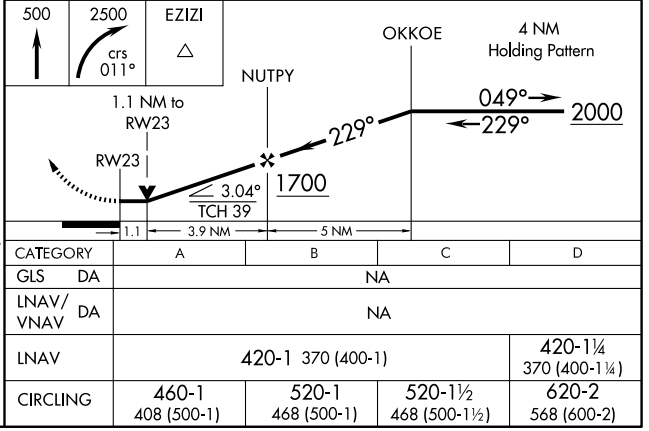
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via course 011° to EZIZI and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 A5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV | 420-1 370 (400-1) | | | 420-1¼ 370 (400-1¼) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 48912 | 319° | TDZE | 52 |
| W32A | | Apt Elev | 52 |

# RNAV (GPS) RWY 32

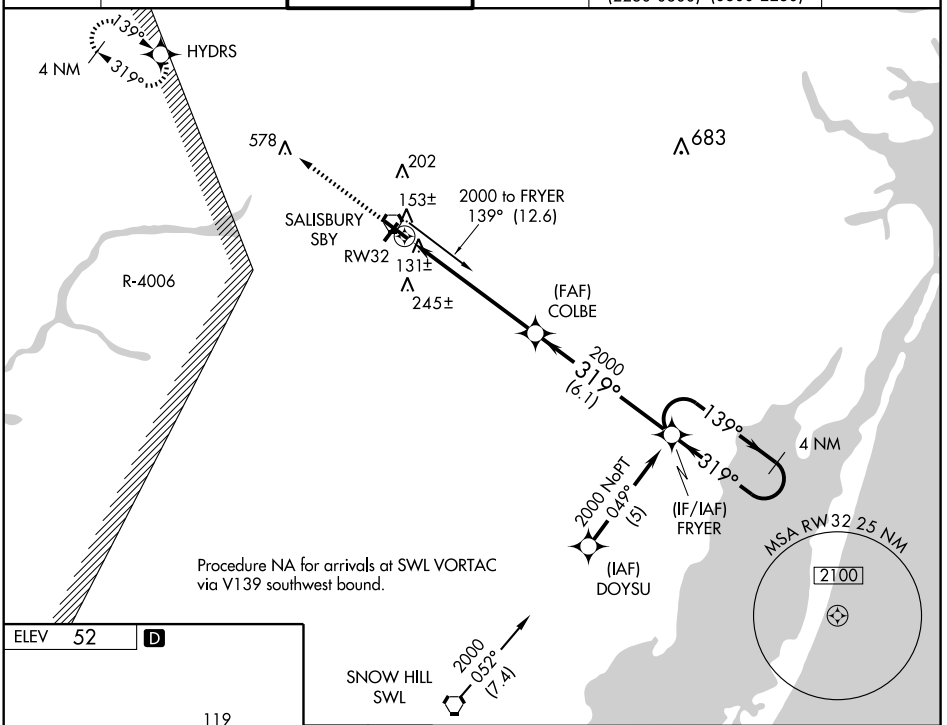
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

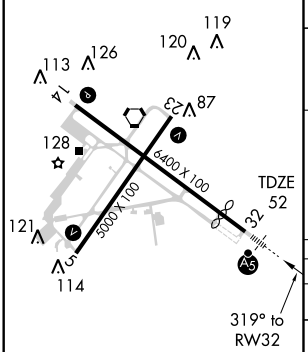
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gerogetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

MALSR

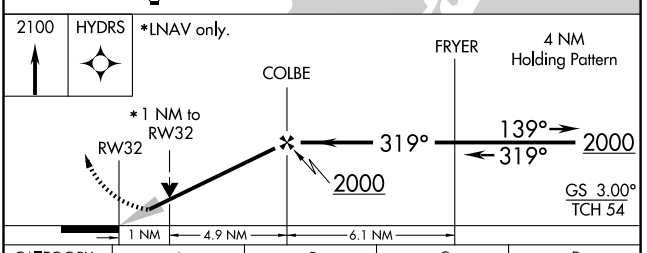
MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

| ASOS | PATUXENT APP CON★ | SALISBURY TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 |




REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 252-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 399-¾ 347 (400-¾) | | | |
| LNAV MDA | 420-½ 368 (400-½) | | | 420-1 368 (400-1) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

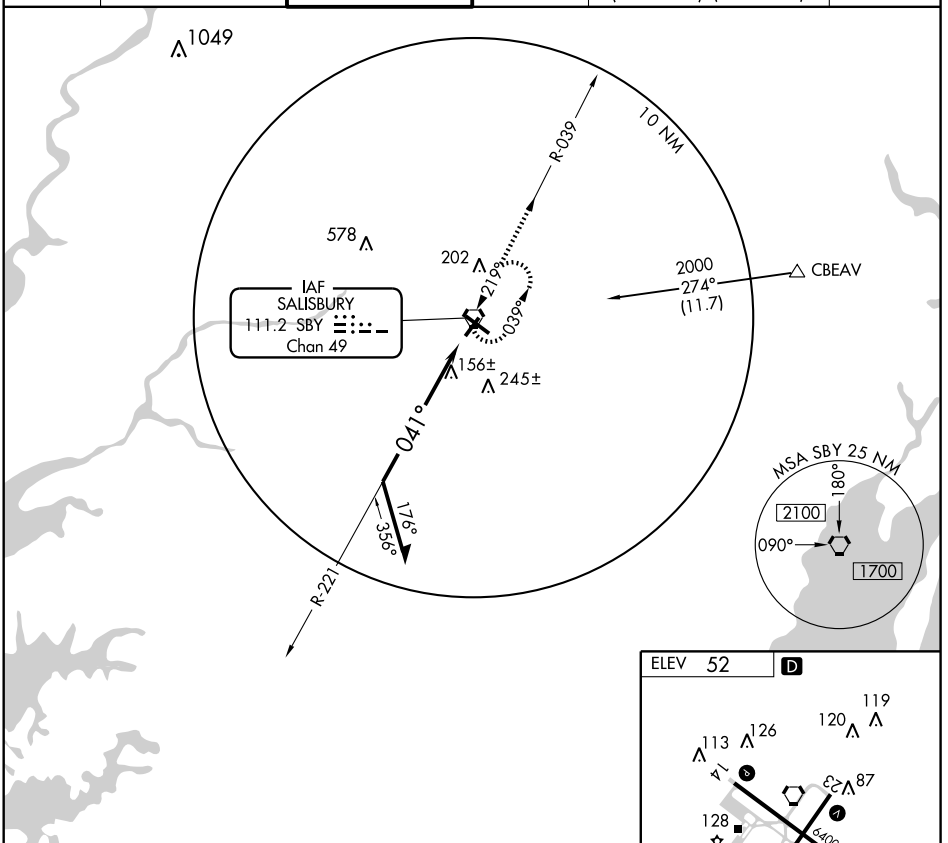
| VORTAC SBY 111.2 Chan 49 | APP CRS 041° | Rwy Idg 5000 TDZE 48 Apt Elev 52 |
|---|---|---|

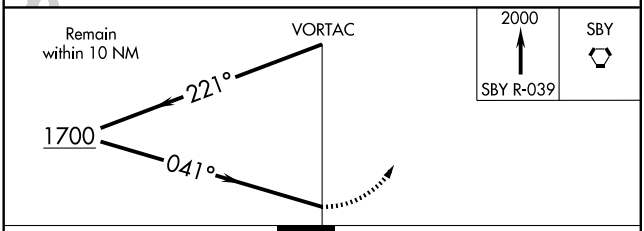
# VOR RWY 5

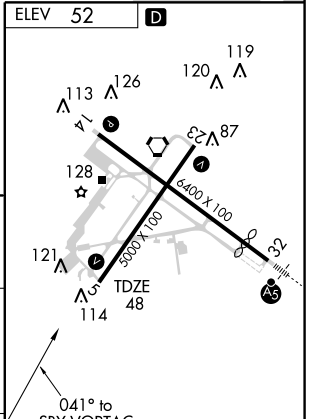
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

MISSED APPROACH: Climb to 2000 via SBY R-039 then direct SBY VORTAC and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 (2230-0600) 123.775 (0600-2230) | 122.95 A-S |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 460-1 412 (500-1) | | 460-1¼ 412 (500-1¼) | |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC SBY 111.2 Chan 49 | APP CRS 243° | Rwy Idg 5000 TDZE 50 Apt Elev 52 |
|---|---|---|

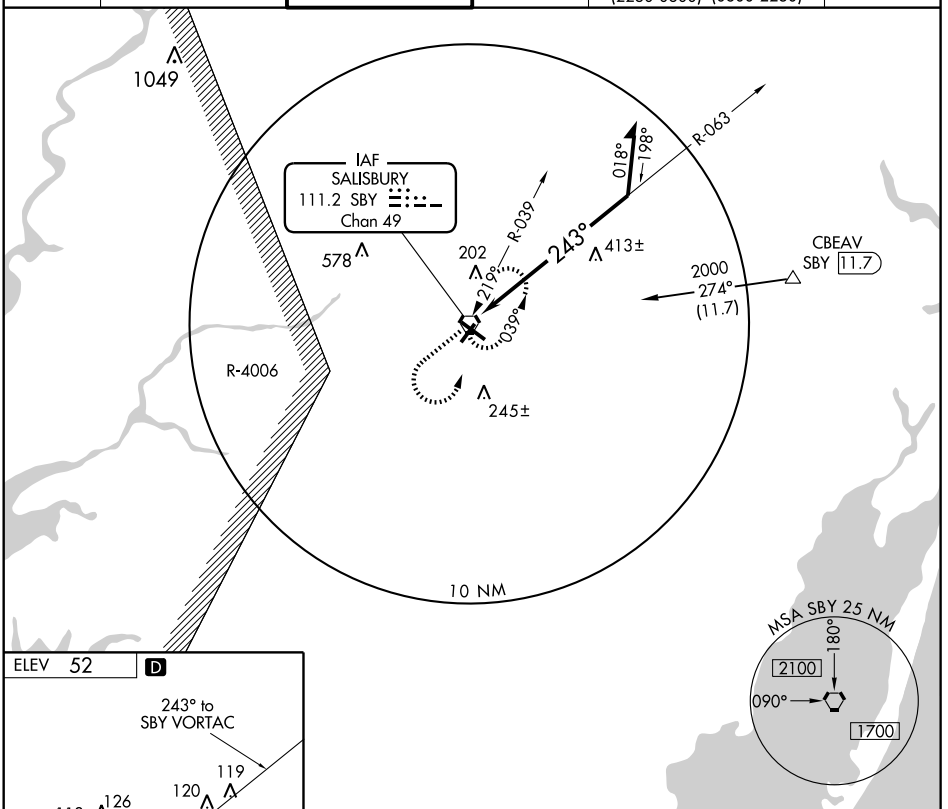
# VOR RWY 23

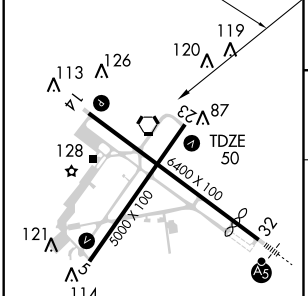
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Georgetown altimeter setting and increase all MDA 60 feet. VDP NA when using Gerogetown altimeter setting.

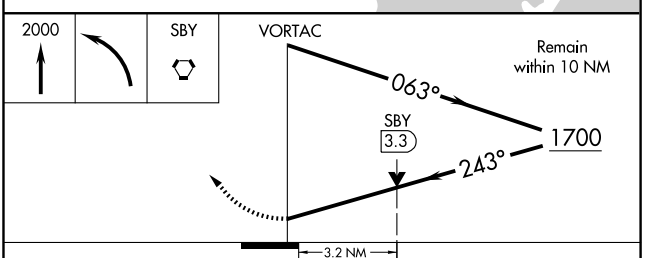
MISSED APPROACH: Climb to 2000 then left turn direct SBY VORTAC and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 A5 |




REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1100-1¼ 1050 (1100-1¼) | 1100-1½ 1050 (1100-1½) | 1100-3 1050 (1100-3) | |
| CIRCLING | 1100-1¼ 1048 (1100-1¼) | 1100-1½ 1048 (1100-1½) | 1100-3 1048 (1100-3) | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC SBY | APP CRS | Rwy Idg 5500 |
|---|---|---|
| 111.2 | 325° | TDZE 52 |
| Chan 49 | | Apt Elev 52 |

# VOR RWY 32

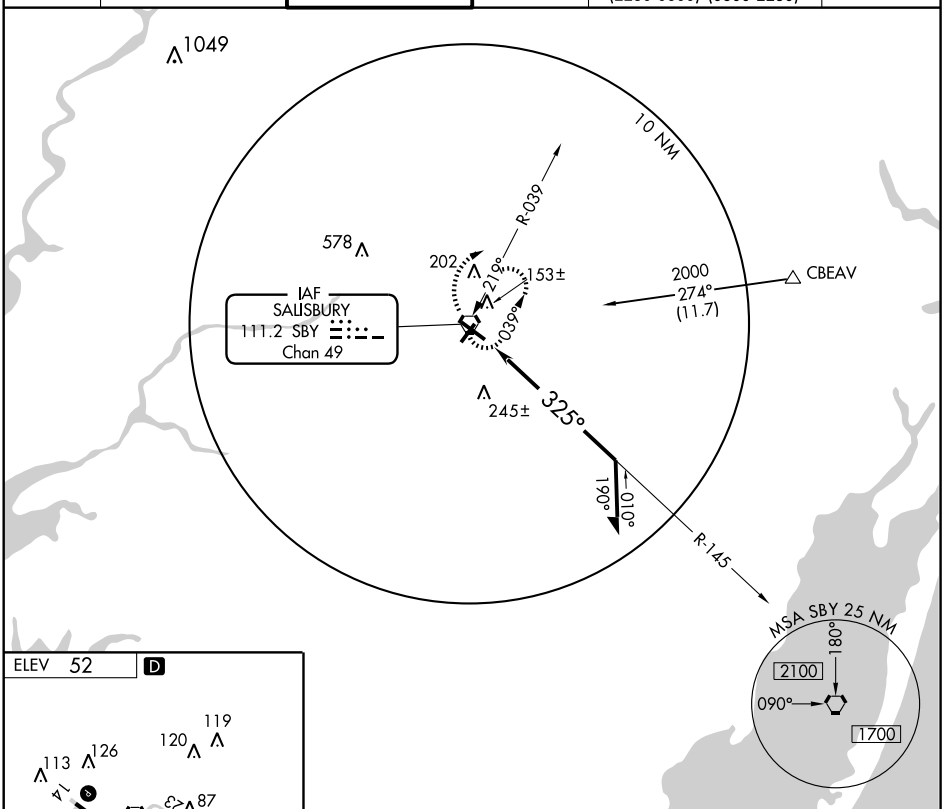
## SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

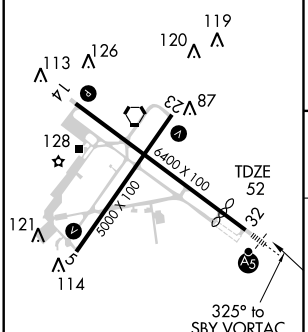
CAT D S-32 visibility increased ¼ mile for inoperative MALSR.

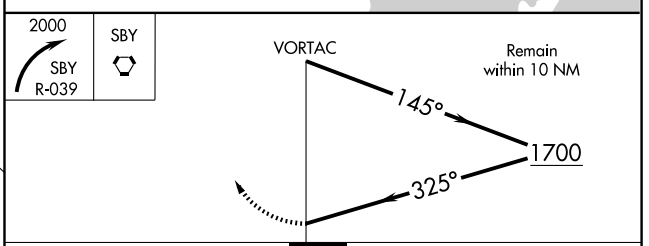
MALSR

MISSED APPROACH: Climbing right turn to 2000 via SBY R-039 then direct SBY VORTAC and hold.

| ASOS | PATUXENT APP CON ★ | SALISBURY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.95 314.0 | 119.425 (CTAF) L | 123.775 | 118.55 123.775 (2230-0600) (0600-2230) | 122.95 A5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 460-½ 408 (500-½) | | 460-¾ 408 (500-¾) | 460-1 408 (500-1) |
| CIRCLING | 460-1 408 (500-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

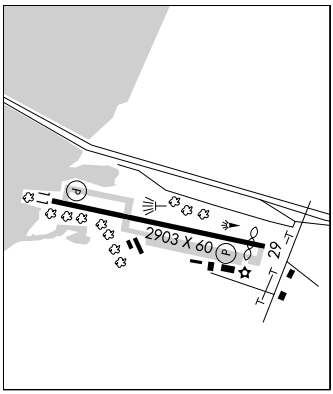



NE-3, 26 AUG 2010 to 23 SEP 2010

**SNOW HILL** N38°03.40′ W75°27.84′ NOTAM FILE DCA. WASHINGTON
(L) VORTAC 112.4 SWL Chan 71 187° 7.0 NM to NASA Wallops Flight Center. H–10I, 12I, L–36I
40/08W.
VOR portion unusable:
210°–225° byd 13 NM blo 4000′
210°–225° byd 18 NM blo 6000′
210°–225° byd 37 NM
225°–265° byd 10 NM blo 2500′
225°–265° byd 30 NM blo 9000′
265°–005° byd 20 NM blo 1500′
005°–020° byd 25 NM blo 1500′
020°–040° byd 20 NM blo 1700′
040°–045° byd 10 NM blo 2000′
RCO 122.6 122.1R 112.4T (LEESBURG RADIO)

## STEVENSVILLE

**BAY BRIDGE** (W29) 1 W UTC−5(−4DT) N38°58.58′ W76°19.78′ WASHINGTON
15 B S4 FUEL 100LL, JET A TPA—1215(1200) NOTAM FILE W29 COPTER
RWY 11–29: H2903X60 (ASPH) MIRL 0.3% up E L–29E, 34F, 36I, A
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 38′. IAP
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 190′. Road.
AIRPORT REMARKS: Attended 1330–2130Z‡. Unattended Thanksgiving, Christmas and New Years. Touch and go ops prohibited. Birds, deer, and other wildlife on and invof arpt. Noise abatement procedures in effect ctc arpt manager 410–643–4364. Noise sensitive residential area south of arpt; enter downwind for Rwy 29 over water twr south of fld. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (410) 643–8795.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ POTOMAC APP/DEP CON 119.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BWI.
BALTIMORE (L) VORTAC 115.1 BAL Chan 98 N39°10.26′ W76°39.68′ 138° 19.4 NM to fld. 140/11W.




**KENTMORR AIRPARK** (3W3) 5 SW UTC−5(−4DT) N38°55.09′ W76°21.53′ WASHINGTON
10 TPA–1000 (990) NOTAM FILE DCA
RWY 10–28: 2400X75 (TURF)
RWY 10: Thld dsplcd 200′. Trees. RWY 28: Thld dsplcd 150′. Road.
AIRPORT REMARKS: Unattended. Numerous birds, deer, other wildlife on and invof arpt. No ngt ops. Unlimited vehicle access to acft movement areas. Rwy 10–28 may be soft and wet. Preferred calm wind Rwy 28, for noise abatement. Preferred 90° crosswind Rwy 28, for noise abatement. Rwy 10–28 dsplcd thlds marked with orange cones, N edge lined with blue reflectors. Helicopters requested to use standard tfc pattern. Taxi and park on north side of rwy.
COMMUNICATIONS: CTAF 122.9

**SUBURBAN** (See LAUREL)

**TIPTON** (See FORT MEADE (ODENTON))

**TRAPNELL FLD** (See PATUXENT RIVER NAS)

**WASHINGTON DC NAF** (See ANDREWS AFB)

**WASHINGTON EXECUTIVE/HYDE FIELD** (See CLINTON)

**WESTMINSTER** N39°29.70′ W76°58.72′ NOTAM FILE DCA. WASHINGTON
(H) VORTAC 117.9 EMI Chan 126 235° 2.5 NM to Clearview Airpark. 820/08W. COPTER
HIWAS. H–10H, 12I, L–29E, 34F, 36I, A
VOR portion unusable:
128°–161° byd 20 NM blo 6500′
301°–334° blo 5500′
DME unusable 281°–055° byd 35 NM blo 3000′.
RCO 122.1R 117.9T (LEESBURG RADIO)

# RNAV (GPS) RWY 11

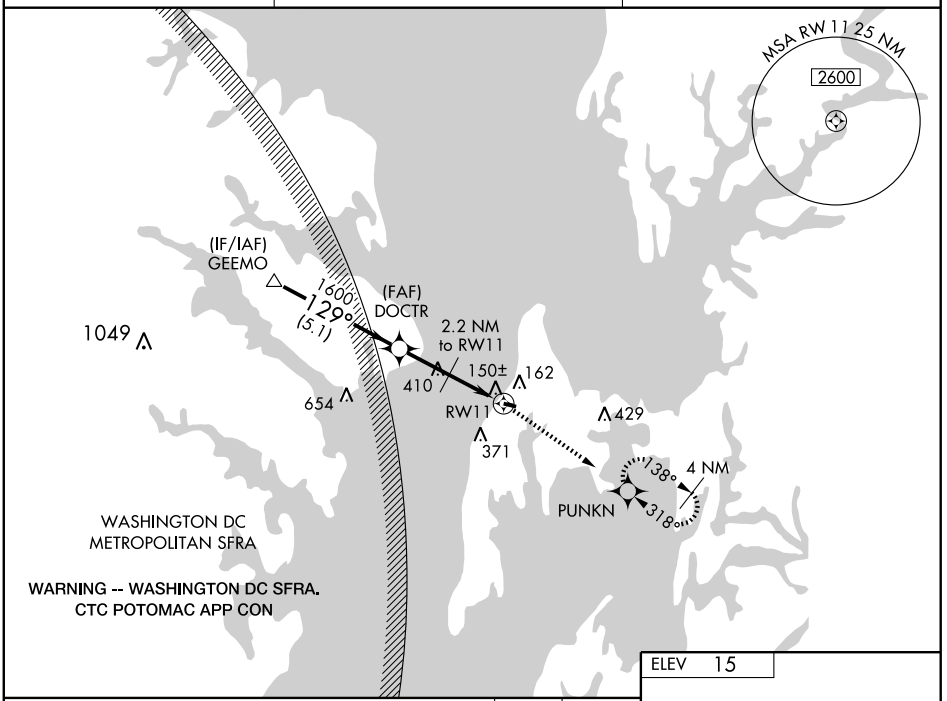
## STEVENSVILLE/BAY BRIDGE (W29)

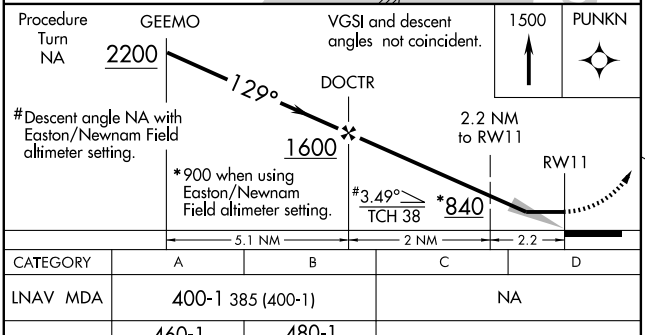
| APP CRS | Rwy Idg | 2903 |
|---|---|---|
| 129° | TDZE | 15 |
| | Apt Elev | 15 |

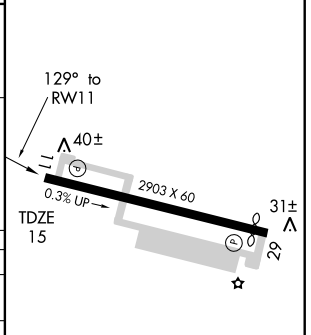
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 direct PUNKN WP and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 120.575 | 119.0 282.275 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 385 (400-1) | | NA | |
| CIRCLING | 460-1 445 (500-1) | 480-1 465 (500-1) | NA | |
| EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 460-1 445 (500-1) | | NA | |
| CIRCLING | 500-1 485 (500-1) | | NA | |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 2713 |
|---|---|---|
| 294° | TDZE | 15 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 29

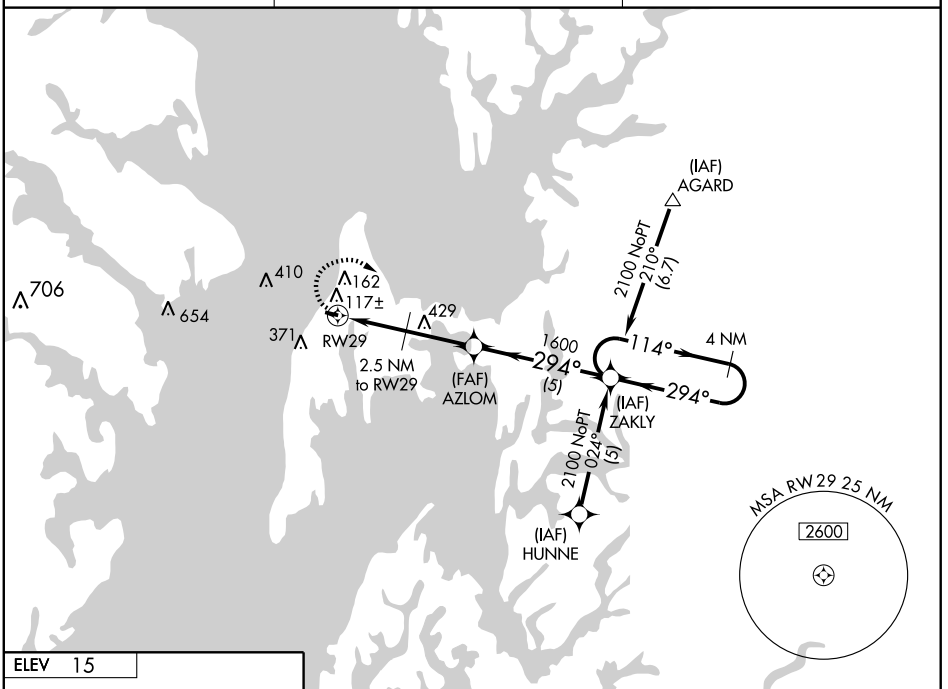
STEVENSVILLE/BAY BRIDGE (W29)

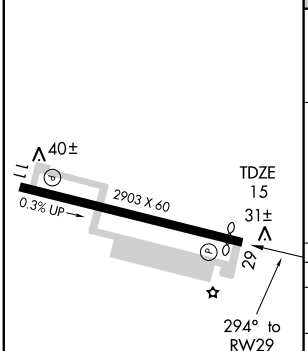
Obtain local altimeter setting on CTAF; when not received, use Easton/Newnam Field altimeter setting minimums. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

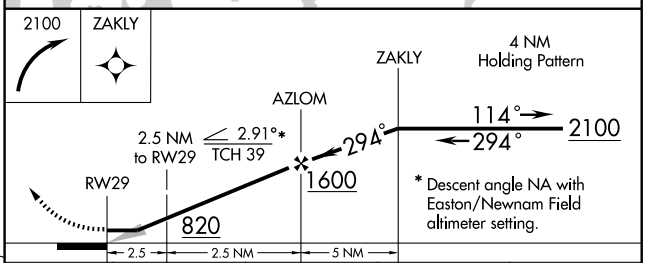
NA

MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY WP and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 120.575 | 119.0 282.275 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 365 (400-1) | | NA | |
| CIRCLING | 460-1 445 (500-1) | 480-1 465 (500-1) | NA | |
| EASTON/NEWNAM FIELD ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 420-1 405 (500-1) | | NA | |
| CIRCLING | 500-1 485 (500-1) | | NA | |

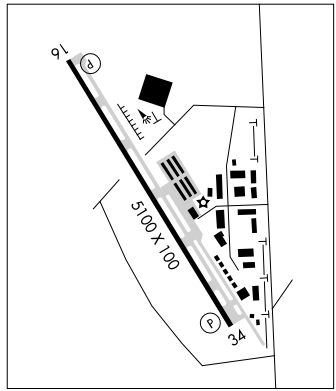
REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



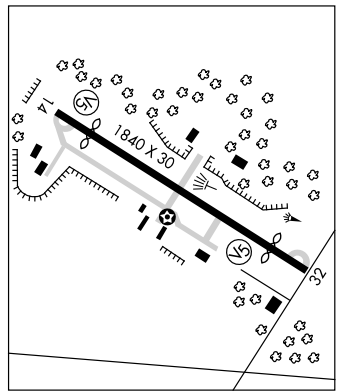
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## WESTMINSTER

**CARROLL CO RGNL/JACK B POAGE FLD** (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
**RWY 16–34:** H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 40′.
**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
**AIRPORT REMARKS:** Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**WESTMINSTER RCO** 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**




**CLEARVIEW AIRPARK** (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
**RWY 14–32:** H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
**RWY 14:** APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
**RWY 32:** APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
**WEATHER DATA SOURCES: HIWAS** 117.9 EMI.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**WESTMINSTER RCO** 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



| APP CRS | Rwy Idg | 1510 |
|---|---|---|
| 136° | TDZE | 799 |
| | Apt Elev | 799 |

# RNAV (GPS) RWY 14

WESTMINSTER / CLEARVIEW AIRPARK (2W2)

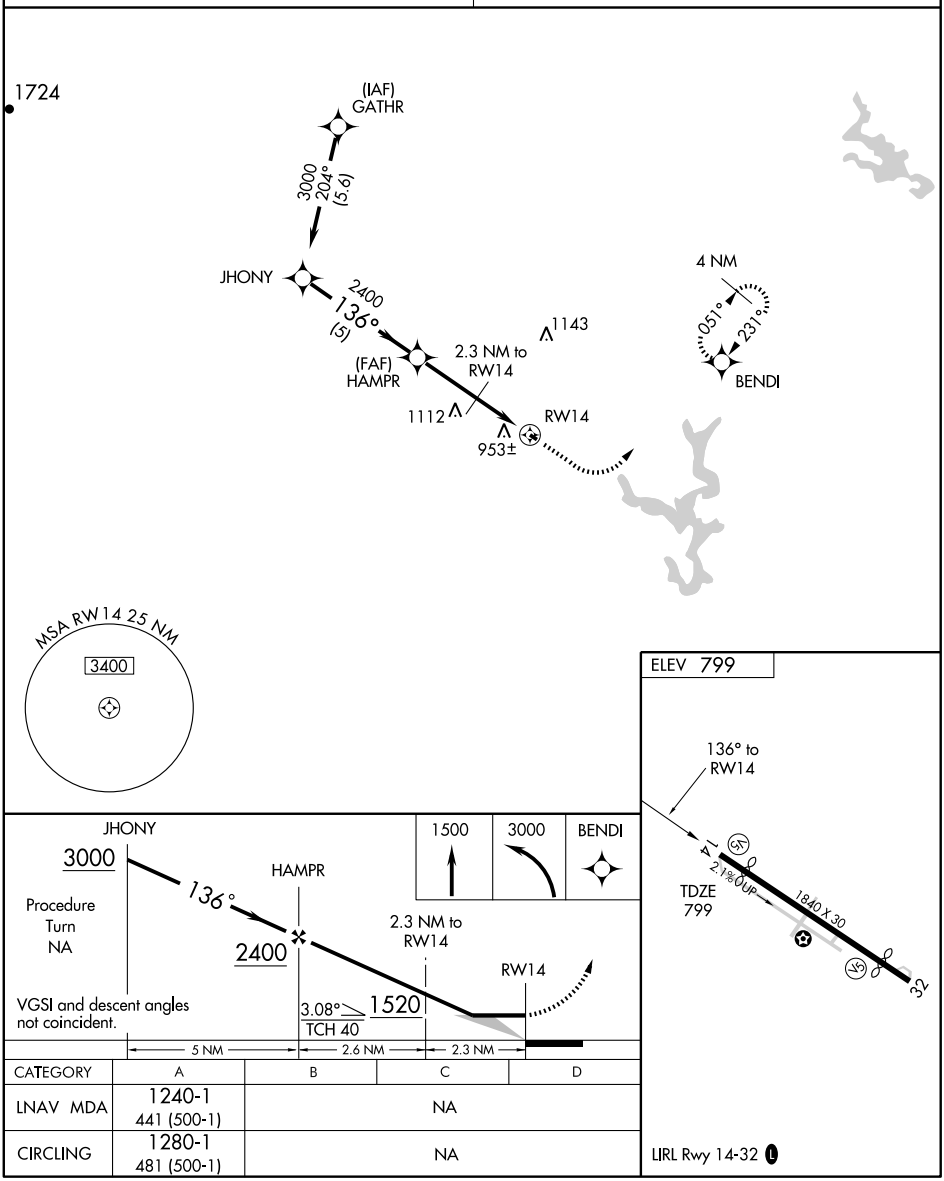
T
A NA

Use Carroll County Rgnl/Jack B. Poage Field altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct BENDI WP and hold.

| POTOMAC APP CON | UNICOM |
|---|---|
| 125.525 291.625 | 122.8 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1<br>441 (500-1) | NA | | |
| CIRCLING | 1280-1<br>481 (500-1) | NA | | |

LIRL Rwy 14-32 L



NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC EMI 117.9 Chan 126 | APP CRS 235° | Rwy Idg N/A TDZE N/A Apt Elev 799 |
|---|---|---|

# VOR-A

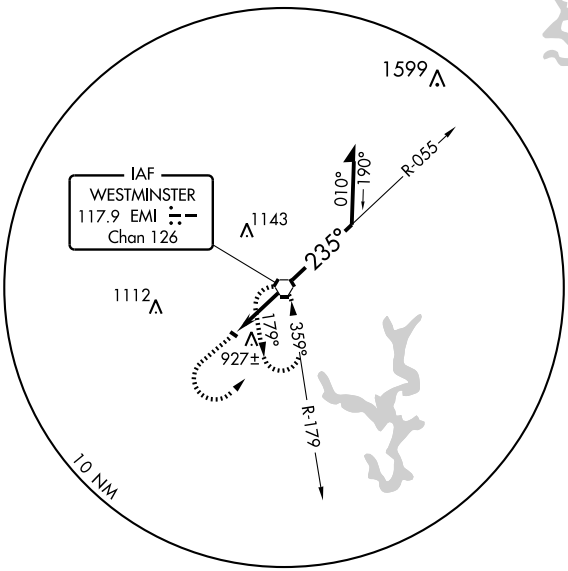
## WESTMINSTER/ CLEARVIEW AIRPARK (2W2)

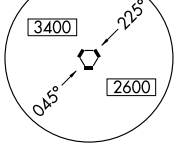
T
NA

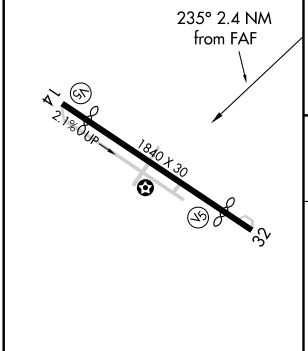
Use Carroll County Rgnl/Jack B. Poage Field altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

| POTOMAC APP CON | UNICOM |
|---|---|
| 125.525 291.625 | 122.8 (CTAF) L |

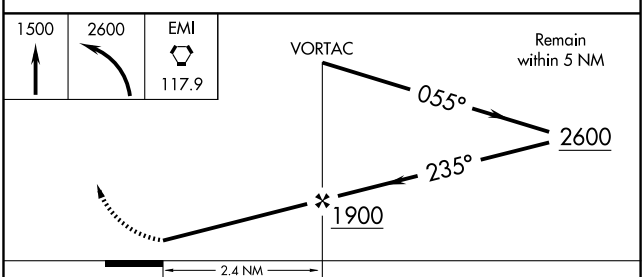



LIRL Rwy 14-32 L

| FAF to MAP 2.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |



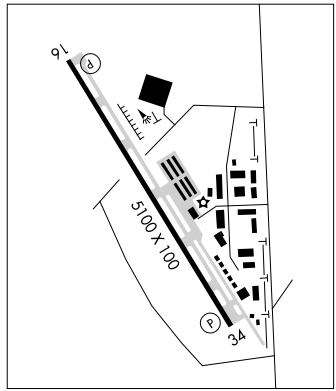

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1 481 (500-1) | NA | | |



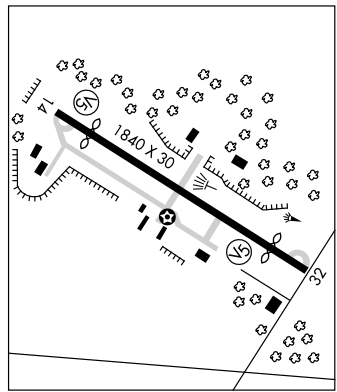
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## WESTMINSTER

**CARROLL CO RGNL/JACK B POAGE FLD** (DMW) 3 N UTC−5(−4DT) N39°36.50′ W77°00.46′ **WASHINGTON**
789 B S4 **FUEL** 100LL, JET A OX 3,4 TPA—(See Remarks) NOTAM FILE DMW **H–10H, 12I, L–29E, 34F, A**
**RWY 16–34:** H5100X100 (ASPH–GRVD) S–22 MIRL 0.3% up NW **IAP**
**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 40′.
**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 46′. Rgt tfc.
**AIRPORT REMARKS:** Attended 1200–0100Z‡. Arpt unattended Christmas. Wildlife on and invof arpt. TPA: Fixed wing 1599(810); turbo prop and jet 2099(1310). Rwy 16–34 distance markers every 1000 ft W side of rwy. PAPI Rwy 16 unusable byd 5° right of centerline. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34; twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 121.25 (410) 876–1281. **HIWAS** 117.9 EMI.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**WESTMINSTER RCO** 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525 **GCO** 121.725 (POTOMAC CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 357° 6.9 NM to fld. 820/08W. **HIWAS.**



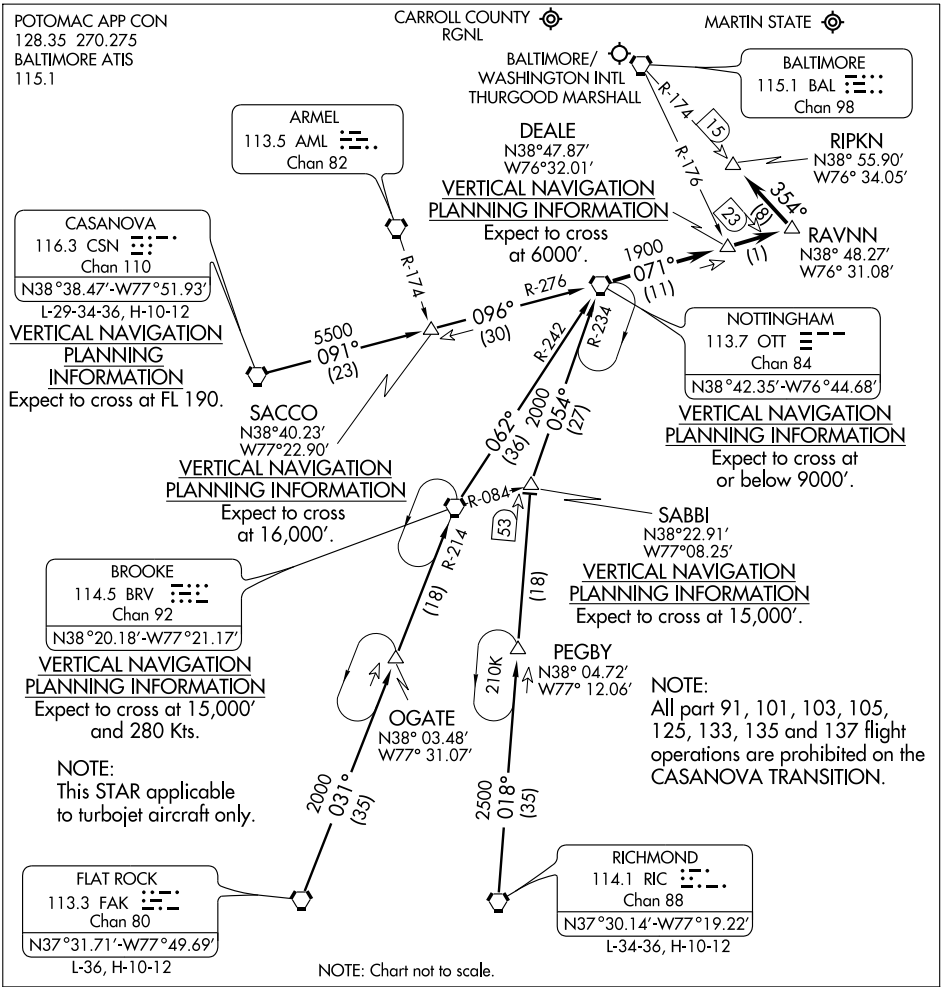

**CLEARVIEW AIRPARK** (2W2) 7 S UTC−5(−4DT) N39°28.02′ W77°01.05′ **WASHINGTON**
799 B **FUEL** 100LL TPA—1799(1000) NOTAM FILE DCA **COPTER**
**RWY 14–32:** H1840X30 (ASPH) LIRL (NSTD) 2.1% up SE **L–29E, 34F, 36J, A**
**RWY 14:** APAP(PNIL)—GA 4.0° TCH 20′. Thld dsplcd 330′. Trees. **IAP**
**RWY 32:** APAP(PNIL)—GA 7.0° TCH 34′. Thld dsplcd 278′. Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡, Apr 1–Oct 31 Sat–Sun 1400–2300Z‡. Arpt unattended Thanksgiving, Christmas, and New Years Day. Unlimited vehicle access to acft movement areas. 60 ft drop off 125 ft from apch end Rwy 14. Ultralight activity on and in vicinity of arpt. Rwy 14–32 NSTD LIRL, lgts 20′ from edge of rwy. Rwy 14–32 lgtd thld Rwy 32 relocated 278 ft for ngt ops; 1567 ft of rwy usable at ngt. Rwy 14 dsplcd thld has NSTD orange traffic cones, markings and lgts. ACTIVATE NSTD LIRL Rwy 14–32 and rotating bcn—CTAF.
**WEATHER DATA SOURCES: HIWAS** 117.9 EMI.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**WESTMINSTER RCO** 122.1R 117.9T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 125.525
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**WESTMINSTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 235° 2.5 NM to fld. 820/08W. **HIWAS.**



# NOTTINGHAM SIX ARRIVAL

BALTIMORE, MARYLAND






## ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.OTT6): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Thence . . . .

FLAT ROCK TRANSITION (FAK.OTT6): From over FAK VORTAC via FAK R-031 and BRV R-214 to BRV VORTAC, then via OTT R-242 to OTT VORTAC. Thence . . . .

RICHMOND TRANSITION (RIC.OTT6): From over RIC VORTAC via RIC R-018 to SABBI INT, then via OTT R-234 to OTT VORTAC. Thence . . . . . From over OTT VORTAC via OTT R-071 to RAVNN INT, then via BAL R-174 to RIPKN INT. Expect radar vectors to final approach course after passing RIPKN INT.

| WAAS | APP CRS | Rwy Idg | 5100 |
|---|---|---|---|
| CH 65607 | 159° | TDZE | 789 |
| W16A | | Apt Elev | 789 |

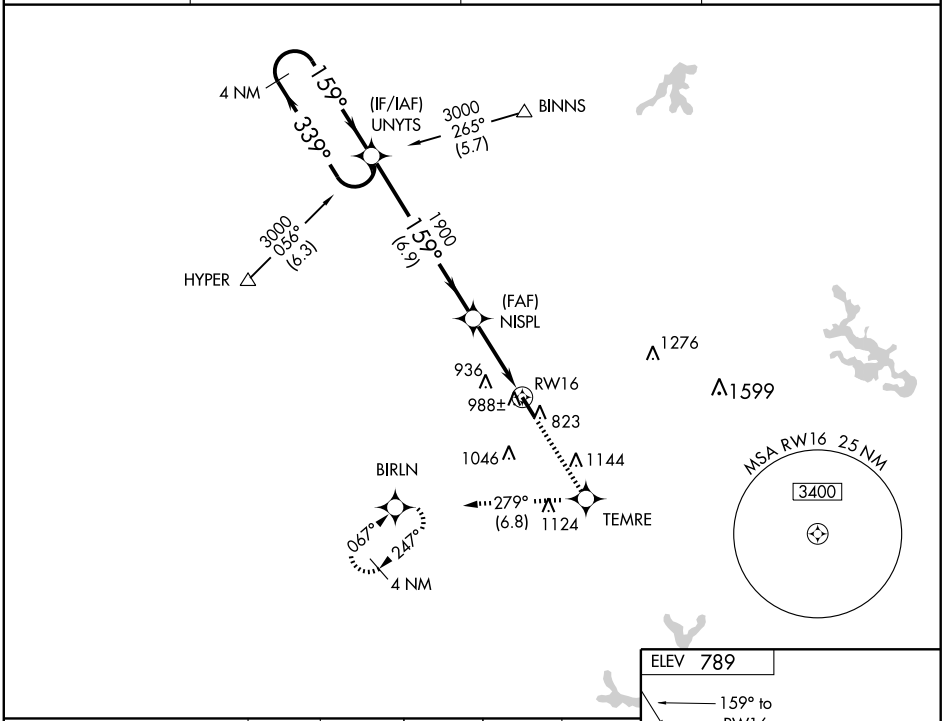
# RNAV (GPS) RWY 16

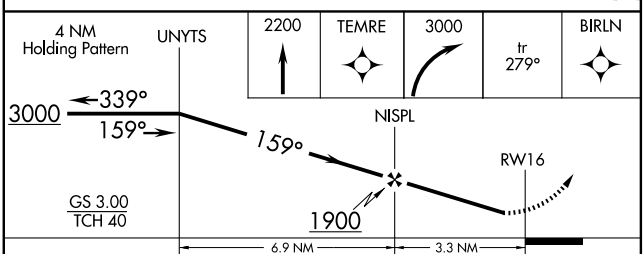
WESTMINSTER/ CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

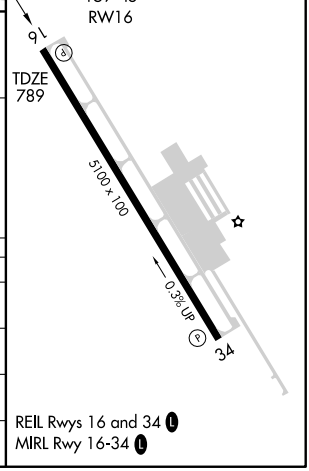
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct TEMRE then climbing right turn to 3000 via 279° track to BIRLN and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 121.25 | 125.525 291.625 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1130-1¼ 341 (400-1¼) | | | NA |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1240-1 451 (500-1) | | 1240-1¼ 451 (500-1¼) | NA |
| CIRCLING | 1300-1¼ 511 (600-1¼) | | 1300-1½ 511 (600-1½) | NA |

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5100 |
|---|---|---|---|
| CH 82117 | 339° | TDZE | 788 |
| W34A | | Apt Elev | 789 |

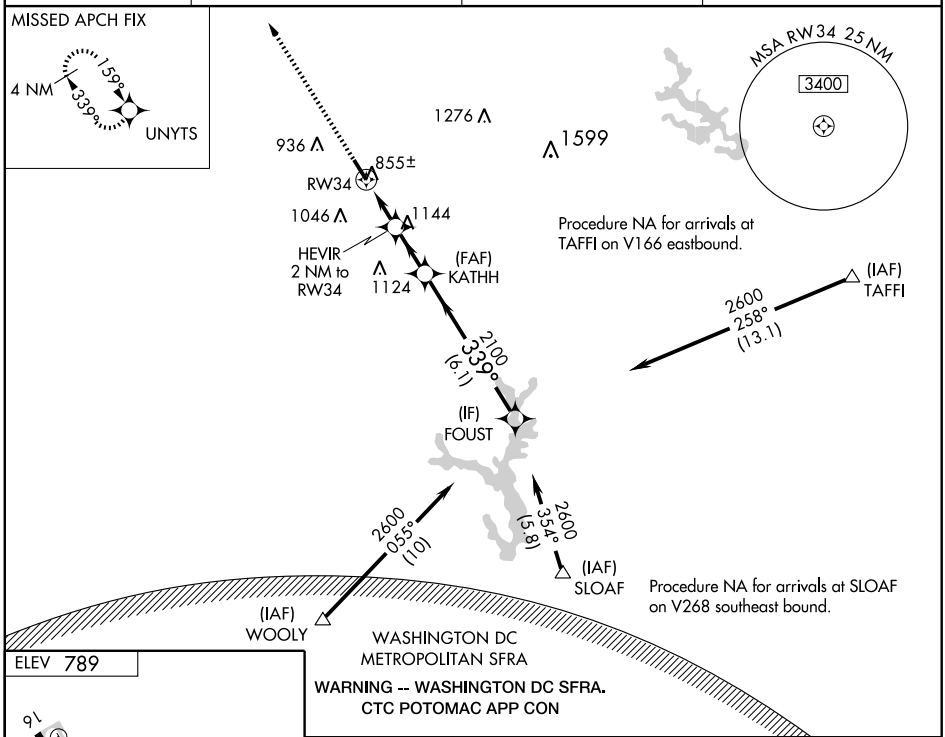
# RNAV (GPS) RWY 34

WESTMINSTER/CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

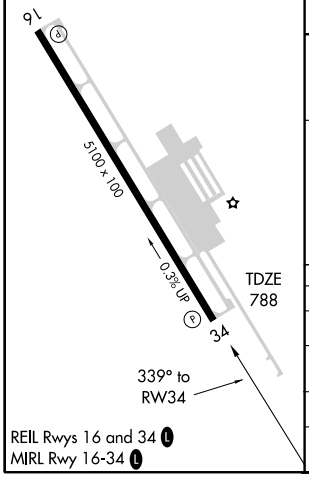
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

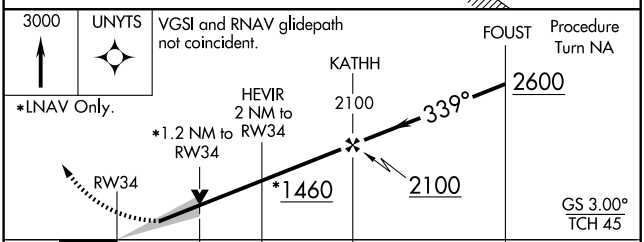
MISSED APPROACH: Climb to 3000 direct UNYTS and hold

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 121.25 | 125.525 291.625 | 121.725 | 122.7 (CTAF) L |




**WARNING -- WASHINGTON DC SFRA.**
**CTC POTOMAC APP CON**




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 988- ¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 1105-1¼ 317 (400-1¼) | | | NA |
| LNAV MDA | 1180-1 392 (400-1) | | | NA |
| CIRCLING | 1300-1 511 (600-1) | | 1300-1½ 511 (600-1½) | NA |




NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC EMI | APP CRS | Rwy Idg | 5100 |
|---|---|---|---|
| 117.9 | 358° | TDZE | 788 |
| Chan 126 | | Apt Elev | 789 |

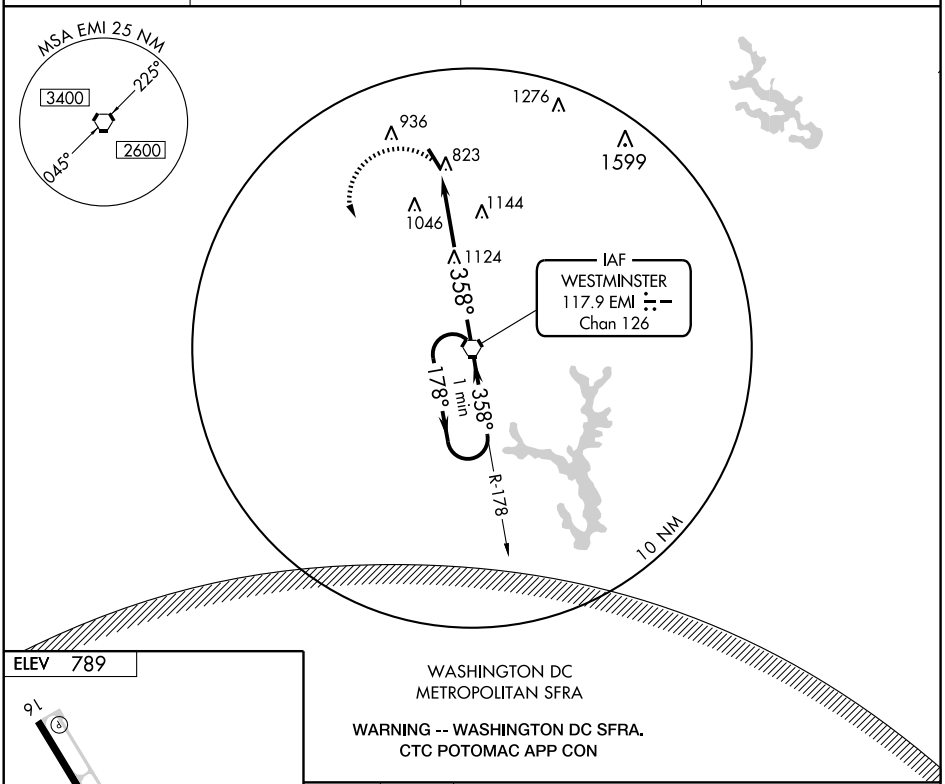
WESTMINSTER/
CARROLL COUNTY RGNL/JACK B. POAGE FIELD (DMW)

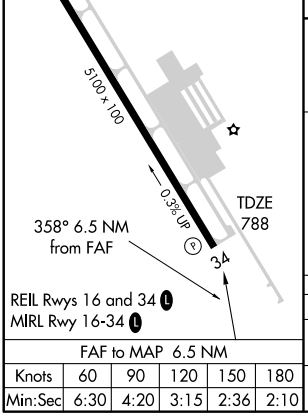
# VOR RWY 34

NA

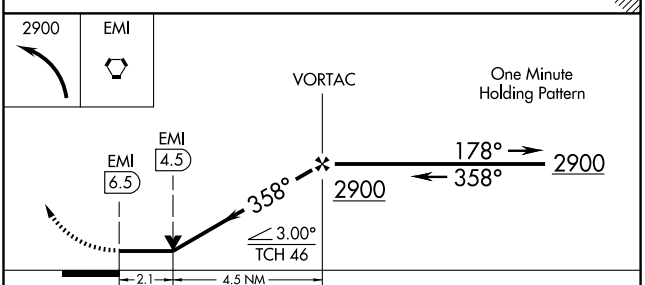
MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 121.25 | 125.525 291.625 | 121.725 | 122.7 (CTAF) L |




| FAF to MAP 6.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1480-1 | 692 (700-1) | 1480-2 692 (700-2) | NA |
| CIRCLING | 1480-1 | 691 (700-1) | 1480-2 691 (700-2) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

## BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV **192**

### BANGOR INTL

**RADAR**- 124.5 239.3 ▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 33 | | AB | **580**/24 | 417 | (400-½) |
| | | | C | **580**/40 | 417 | (400-¾) |
| | | | DE | **580**/50 | 417 | (400-1) |
| | 15 | | AB | **700**/24 | 508 | (600-½) |
| | | | CD | **700**/50 | 508 | (600-1) |
| | | | E | **700**/60 | 508 | (600-1¼) |
| CIRCLING | | | AB | **700**-1 | 508 | (600-1) |
| | | | C | **700**-1½ | 508 | (600-1½) |
| | | | DE | **760**-2 | 568 | (600-2) |

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA)

ELEV **100**

### PORTSMOUTH INTL AT PEASE

**RADAR**- 125.05 269.4 ▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 34 | 3.0°/64/1221 | ABCDE | **284**/24 | 200 | (200-½) |
| ASR | 34 | | ABC | **560**/40 | 476 | (500-¾) |
| | | | D | **560**/50 | 476 | (500-1) |
| | | | E | **560**/60 | 476 | (500-1¼) |
| | 16 | | ABC | **520**/40 | 420 | (500-¾) |
| | | | DE | **520**/50 | 420 | (500-1) |
| CIR | | | AB | **560**-1¼ | 460 | (500-1¼) |
| | | | C | **560**-1½ | 460 | (500-1½) |
| | | | D | **680**-2 | 580 | (600-2) |
| | | | E | **720**-2¼ | 620 | (700-2¼) |

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


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**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

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**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



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### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.


26 AUG 2010 to 23 SEP 2010

# ASHLAND

## BRADFORD CAMPS SPB (ME3) 30 SW UTC−5(−4DT) N46°23.75′ W69°00.30′ MONTREAL

815

**WATERWAY 16W–34W:** 15000X1500 (WATER)

**SEAPLANE REMARKS:** Attended May–Nov dalgt hrs, Dec–Apr unattended. SPB CLOSED winter Nov–Apr. For services call 207–433–0660. Acft monitor frequency 122.85.

**COMMUNICATIONS: CTAF** 122.9

## AUBURN–LEWISTON MUNI (LEW) 4 SW UTC−5(−4DT) N44°02.91′ W70°17.01′ MONTREAL

288 B S4 **FUEL** 100LL, JET A NOTAM FILE LEW H–11D, L–32H

**RWY 04–22:** H5001X100 (ASPH) S–30, D–108, 2S–137, 2D–180 HIRL IAP

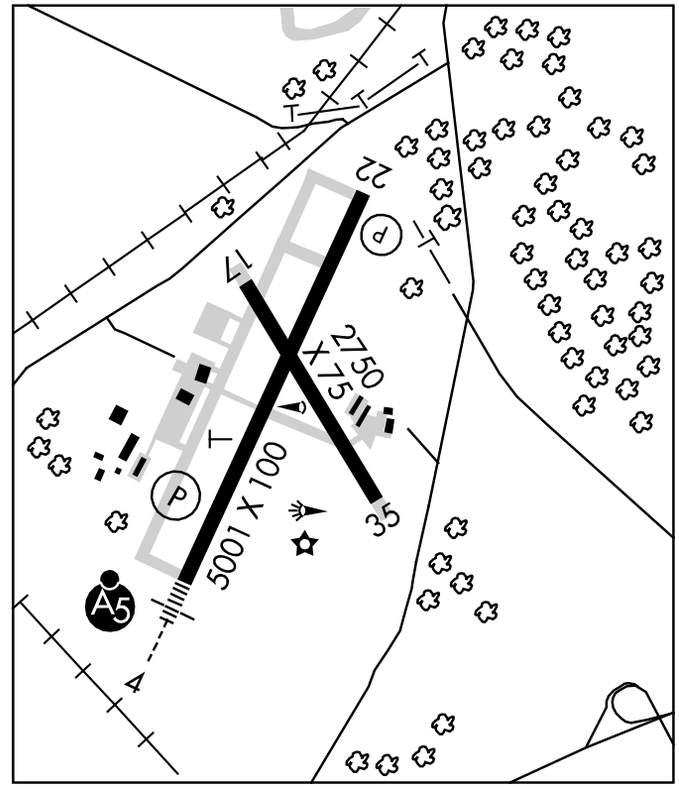
**RWY 04:** MALSR. PAPI(P4L)—GA 3.25° TCH 60′. Ground.

**RWY 22:** REIL. PAPI(P4L)—GA 3.5° TCH 35′. P–line.

**RWY 17–35:** H2750X75 (ASPH) S–30 MIRL 1.2% up S

**RWY 17:** Pole. **RWY 35:** Tree.

**AIRPORT REMARKS:** Attended 1100–2300Z‡. For fuel or services after hrs call (207) 344–6208. Rwy 04 designated calm wind rwy. Deer and birds on and invof arpt. Intensive helicopter ops daily from 1000–0100Z‡. Helicopter TPA 500′ AGL, rgt tfc. Occasional blasting in progress Mon–Sat approximately 4,800–5,000′ SW of Rwy 04 thld 1600–2000Z‡ during VFR conditions only. ACTIVATE MALSR Rwy 04, MIRL Rwy 17–35, HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Ldg fee.




**WEATHER DATA SOURCES:** AWOS–3 118.025 (207) 783–2806.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PORTLAND APP CON** 125.5 124.05 (1100–0500Z‡)

Ⓡ **PORTLAND DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **BOSTON CENTER APP/DEP CON** 124.25 (0500–1100Z‡)

**PORTLAND CLNC DEL** 124.05 **PRETAXI CLNC** 124.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.

**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 250° 26.6 NM to fld. 349/18W.

**LEWIE NDB (LOM)** 240 LE N43°57.74′ W70°20.28′ 041° 5.7 NM to fld.

**ILS** 108.9 I–LEW Rwy 04. Class IA. LOM LEWIE NDB. ILS unmonitored.

# AUGUSTA

## AUGUSTA SPB (MØØ) 3 S UTC−5(−4DT) N44°16.05′ W69°46.90′ MONTREAL

23 NOTAM FILE BGR

**WATERWAY 13–31:** 2500X100 (WATER)

**WATERWAY 13:** Trees. Rgt tfc.

**SEAPLANE REMARKS:** Unattended. Daytime use only. Unmarked shoals east of sealane. Location has tidal fluctuation of 4 ft. Sealane poorly marked, irregular shaped channel. Docks moved during winter months (Oct–May).

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del through FLIGHT SERVICES 1–800–WX–BRIEF.

# ILS or LOC RWY 4

AUBURN-LEWISTON MUNI (LEW)

| LOC I-LEW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 108.9 | 041° | TDZE | 270 |
| | | Apt Elev | 288 |

ADF REQUIRED. For inoperative MALSR increase S-ILS 4 visibilty to 1¼ all Cats, and increase S-LOC 4 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct LE LOM and hold.

| AWOS-3 | PORTLAND APP CON ★ | PORTLAND CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 125.5 | 124.05 | 122.8 (CTAF) L |

ALTERNATE MISSED APRCH

246°
066°
R-246
MOYER
AUG 10

ADF REQUIRED

AUGUSTA
111.4 AUG
Chan 51

2500
246°
(31.8)

1001
950
643
752
1360
2049
2534
972

LOCALIZER 108.9
I-LEW

LOM/IAF
LEWIE
240 LE

041°
1 min
221°
221°
10 NM

MSA LE 25 NM
3700
270°
2300
360°

KENNEBUNK
117.1 ENE
Chan 118

2500
037°
(34.4)

ELEV 288
REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

22
4
17
12%
UP
5001 X 100
2750 X 75
388
35
A
A5
TDZE
270
041° 5.3 NM
from FAF

One Minute Holding Pattern

LOM
2022

900
2300
LE
240

2300
221°
041°
GS 3.00°
TCH 50
VGSI and ILS glidepath not coincident.

2200
2000*
041°
*LOC only

5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | | 642-¾ | 372 (400-¾) | |
| S-LOC 4 | 860-¾ 590 (600-¾) | | 860-1 590 (600-1) | 860-1¼ 590 (600-1¼) |
| CIRCLING | 860-1¼ 572 (600-1¼) | | 920-1¾ 632 (700-1¾) | 1060-2½ 772 (800-2½) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 69219 | 041° | TDZE | 270 |
| W04A | | Apt Elev | 288 |

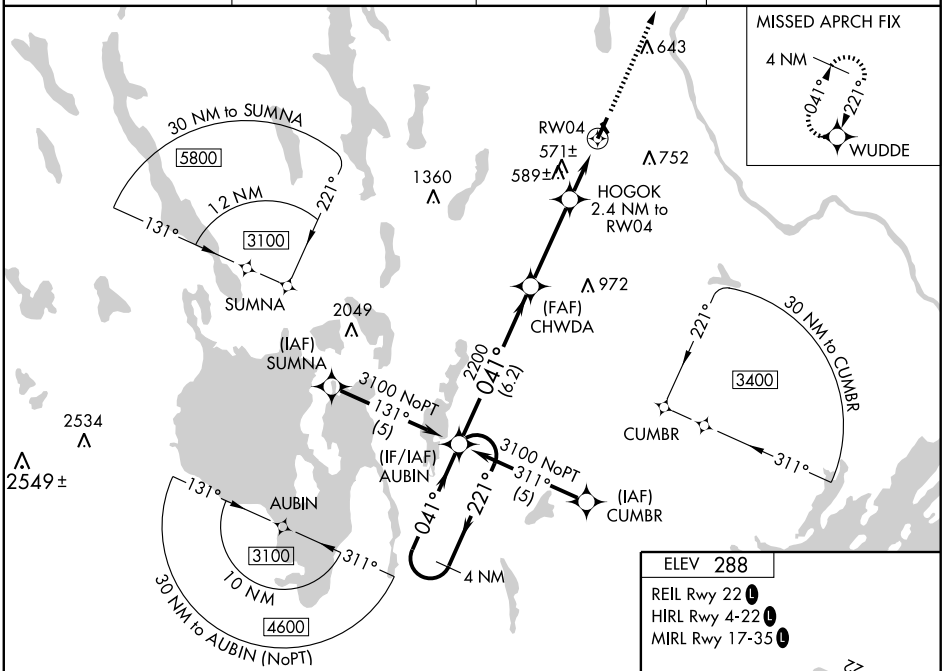
# RNAV (GPS) RWY 4
## AUBURN-LEWISTON MUNI (LEW)

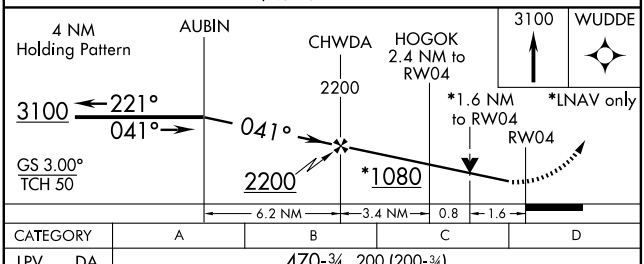
Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV and circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta altimeter setting. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR, when using Augusta altimeter setting increase LNAV Cats A and B visibility to 1 mile.

MALSR

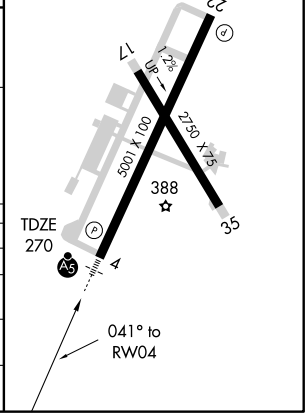
MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

| AWOS-3 | PORTLAND APP CON ★ | PORTLAND CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 125.5 | 124.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 470-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 936-1¾ 666 (700-1¾) | | | |
| LNAV MDA | 840-¾ 570 (600-¾) | | 840-1 570 (600-1) | 840-1¼ 570 (600-1¼) |
| CIRCLING | 840-1 552 (600-1) | 860-1 572 (600-1) | 920-1¾ 632 (700-1¾) | 1060-2½ 772 (800-2½) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

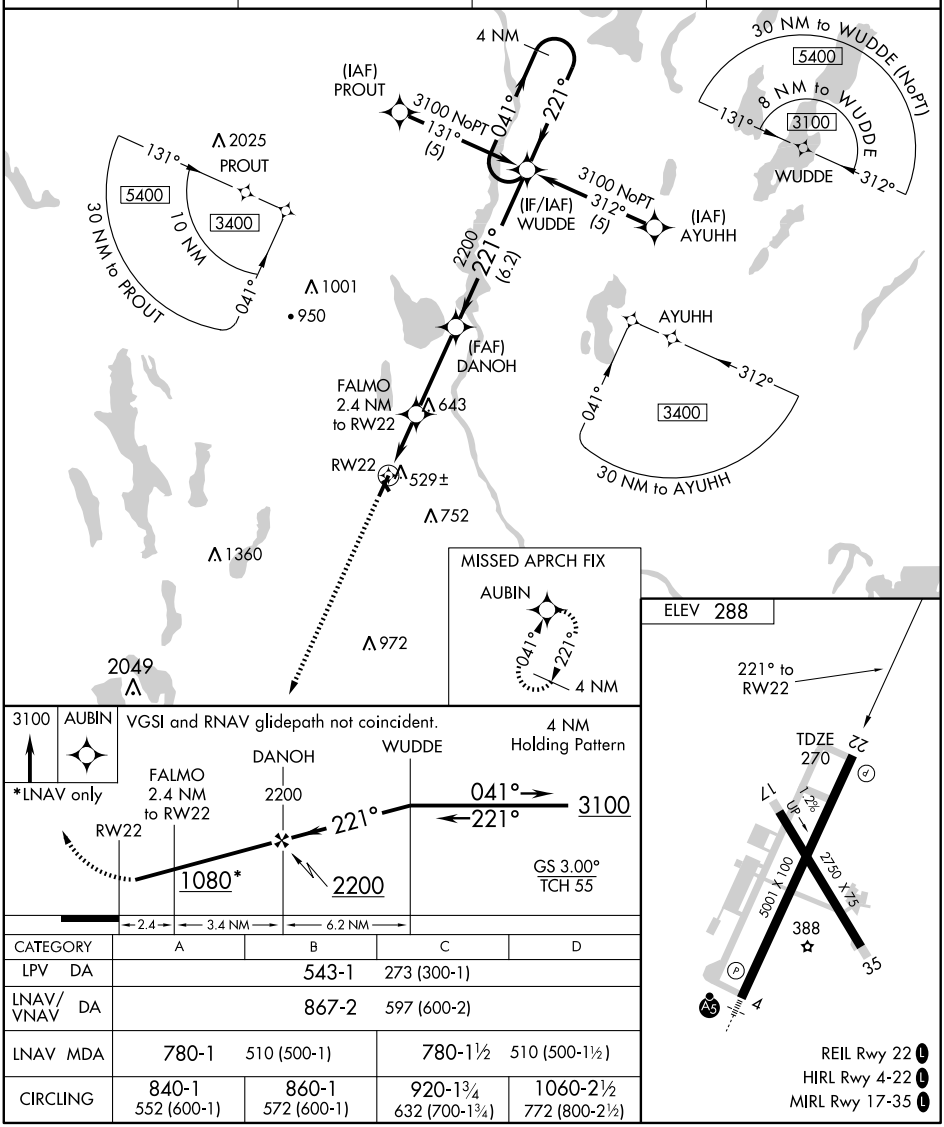
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 78019 | 221° | TDZE | 270 |
| W22A | | Apt Elev | 288 |

# RNAV (GPS) RWY 22
## AUBURN-LEWISTON MUNI (LEW)

Straight-in minimums NA at night. Circling to Rwy 17/35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cat D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

| AWOS-3 | PORTLAND APP CON ★ | PORTLAND CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 125.5 | 124.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543-1 | 273 (300-1) | | |
| LNAV/VNAV DA | 867-2 | 597 (600-2) | | |
| LNAV MDA | 780-1 | 510 (500-1) | 780-1½ | 510 (500-1½) |
| CIRCLING | 840-1 552 (600-1) | 860-1 572 (600-1) | 920-1¾ 632 (700-1¾) | 1060-2½ 772 (800-2½) |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AUG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 250° | TDZE | N/A |
| Chan 51 | | Apt Elev | 288 |

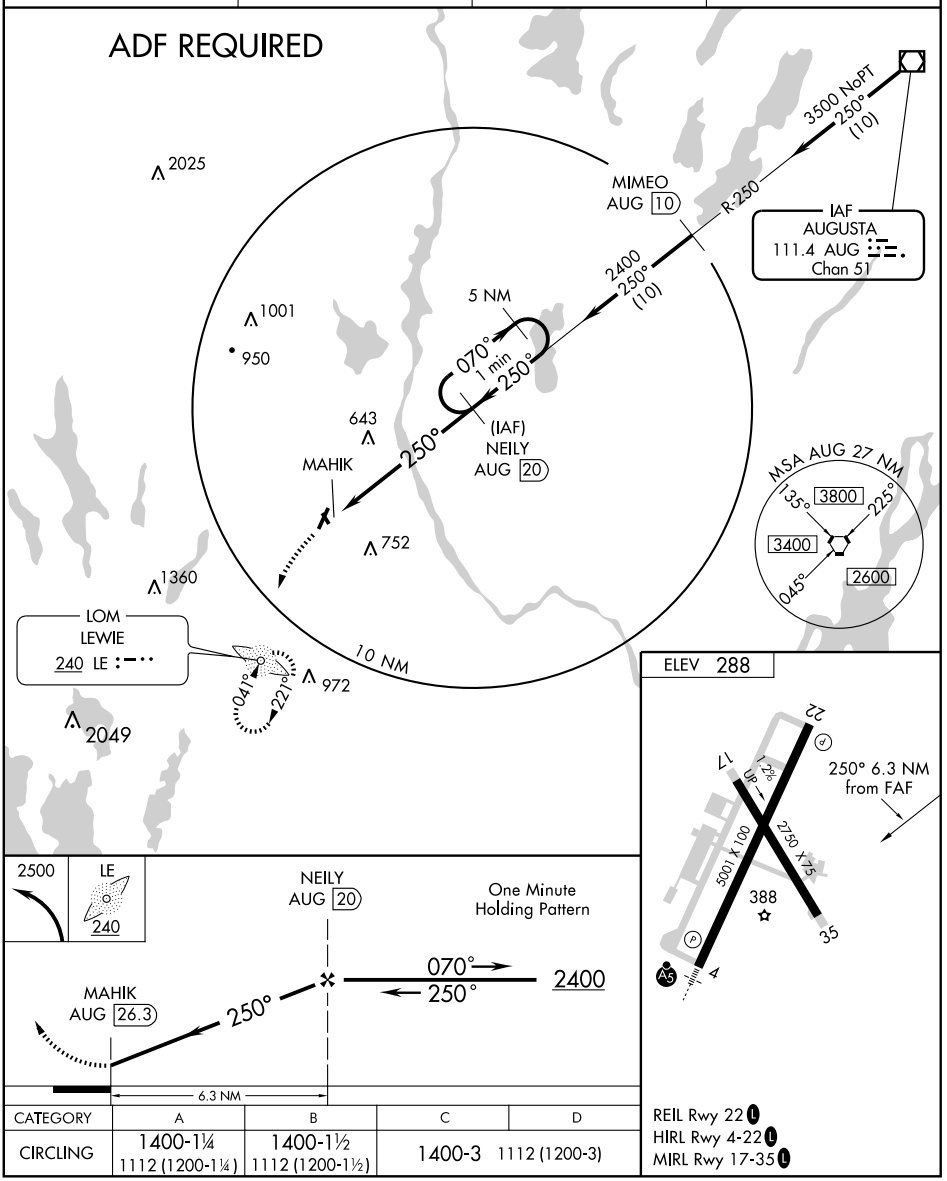
# VOR/DME-A

## AUBURN-LEWISTON MUNI (LEW)

T
NA

MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.

| AWOS-3 | PORTLAND APP CON * | PORTLAND CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 125.5 | 124.05 | 122.8 (CTAF) L |



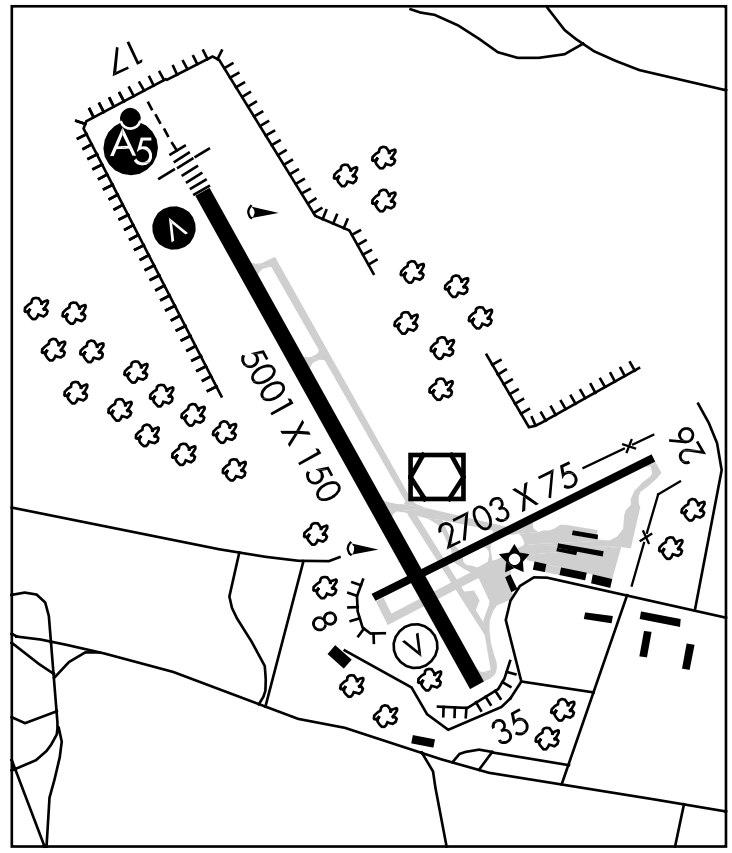

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1¼ 1112 (1200-1¼) | 1400-1½ 1112 (1200-1½) | 1400-3 1112 (1200-3) | |

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**AUGUSTA STATE** (AUG) 1 NW UTC−5(−4DT) N44°19.24′ W69°47.84′ **MONTREAL**
352 B S4 **FUEL** 100LL, JET A TPA—1400(1048) Class I, ARFF Index A **H–11D, L–32H**
NOTAM FILE AUG **IAP**




**RWY 17–35:** H5001X150 (ASPH–PFC) S–50, D–60 HIRL 0.7% up S
**RWY 17:** MALSR. VASI(V4R)—GA 3.0°TCH 60′.
**RWY 35:** REIL. VASI(V4L)—GA 3.0°TCH 46′. Road.
**RWY 08–26:** H2703X75 (ASPH) S–30 MIRL
**RWY 08:** Tree. **RWY 26:** Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 08:** | TORA–2703 | TODA–2703 | ASDA–2703 | LDA–2703 |
| **RWY 17:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–5001 |
| **RWY 26:** | TORA–2703 | TODA–2703 | ASDA–2703 | LDA–2703 |
| **RWY 35:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–5001 |

**AIRPORT REMARKS:** Attended 1200–0100Z‡. Arpt unattended after dark during snow and ice season. Fld conditions reports snow depths; braking action may not be avbl for rwys from 2300–1100Z‡. For fuel after normal business hours call 207–622–2507. Stack 310′ MSL 1.3 NE lgts OTS indef. PAEW 1000′ ENE AER 26. Birds and deer on and invof arpt. Seagulls on and invof rwy intersections. Rwy 35 designated calm wind rwy. Twy F east clsd to all acft with wing span greater than 45 ft. Air carrier ramp clsd to general aviation tfc. ACTIVATE HIRL Rwy 17–35; MIRL Rwy 08–26; REIL Rwy 35; VASI Rwy 17 and MALSR Rwy 17—CTAF. Ldg fee for multi–engine acft.

**WEATHER DATA SOURCES:** ASOS 118.325 (207) 623–0432.

**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.6 122.2 122.1R 111.4T (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 119.95
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡) **CLNC DEL** 119.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**(L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ at fld. 349/18W.
**DUNNS NDB (LOM)** 366 AU N44°24.66′ W69°51.64′ 171° 6.1 NM to fld.
**ILS** 108.7 I–AUG Rwy 17. Class IB. LOM DUNNS NDB. Glideslope unusable byd 9 NM. Glide slope unusable beyond 5° rgt side of LOC course. Glide slope unusable blo 430′. Localizer unusable from 0.5 NM to thld abv 1500′.

# GPS RWY 17
## AUGUSTA STATE (AUG)

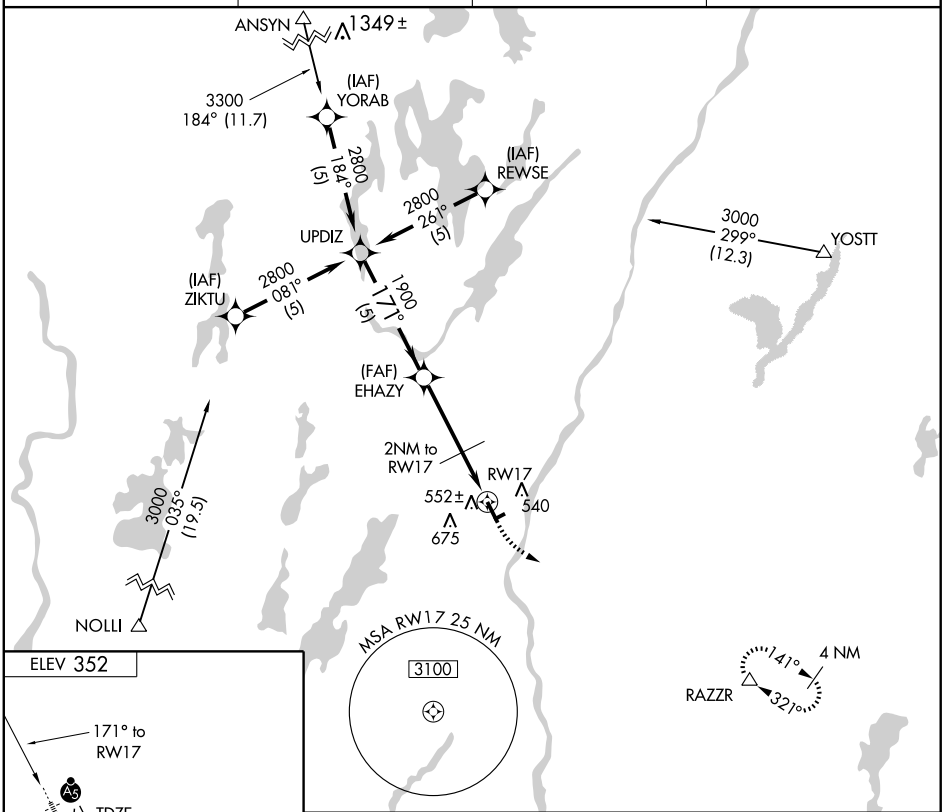
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 171° | TDZE | 349 |
| | Apt Elev | 352 |

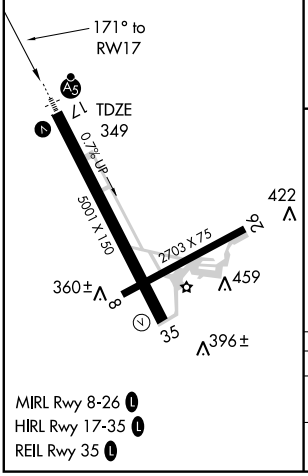
NA

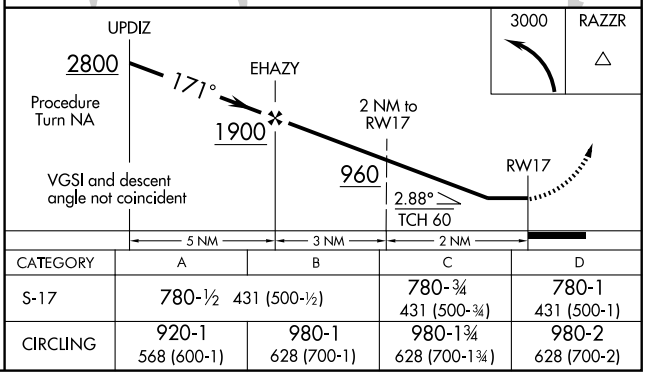
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct RAZZR WP and hold.

| ASOS | PORTLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 780-½ 431 (500-½) | | 780-¾ 431 (500-¾) | 780-1 431 (500-1) |
| CIRCLING | 920-1 568 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC I-AUG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 108.7 | 171° | TDZE | 349 |
| | | Apt Elev | 352 |

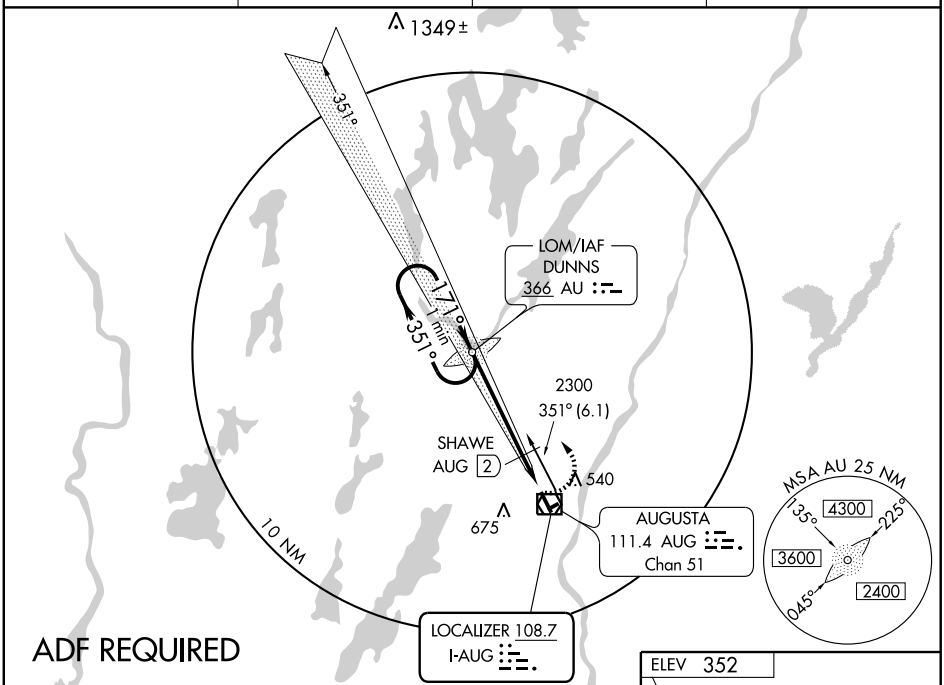
# ILS or LOC RWY 17
## AUGUSTA STATE (AUG)

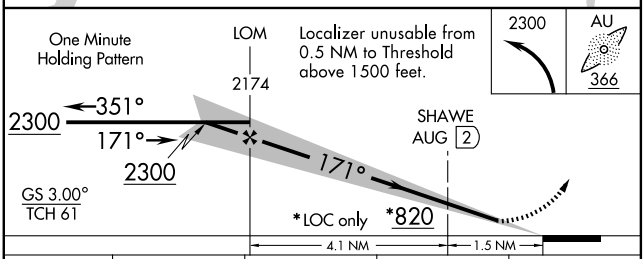
DME minimums Cat. D S-LOC 17 visibility increased to 1 mile for inoperative MALSR.
Glideslope unusable below 430 feet.

MALSR

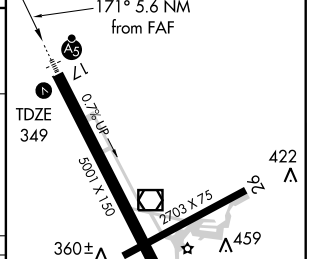
MISSED APPROACH: Climbing left turn to 2300 direct AU LOM and hold.

| ASOS | PORTLAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 549-½ 200 (200-½) | | | |
| S-LOC 17 | 820-½ 471 (500-½) | | 820-¾ 471 (500-¾) | 820-1 471 (500-1) |
| CIRCLING | 880-1 528 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |
| DME MINIMA | | | | |
| S-LOC 17 | 680-½ 331 (400-½) | | | 680-¾ 331 (400-¾) |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

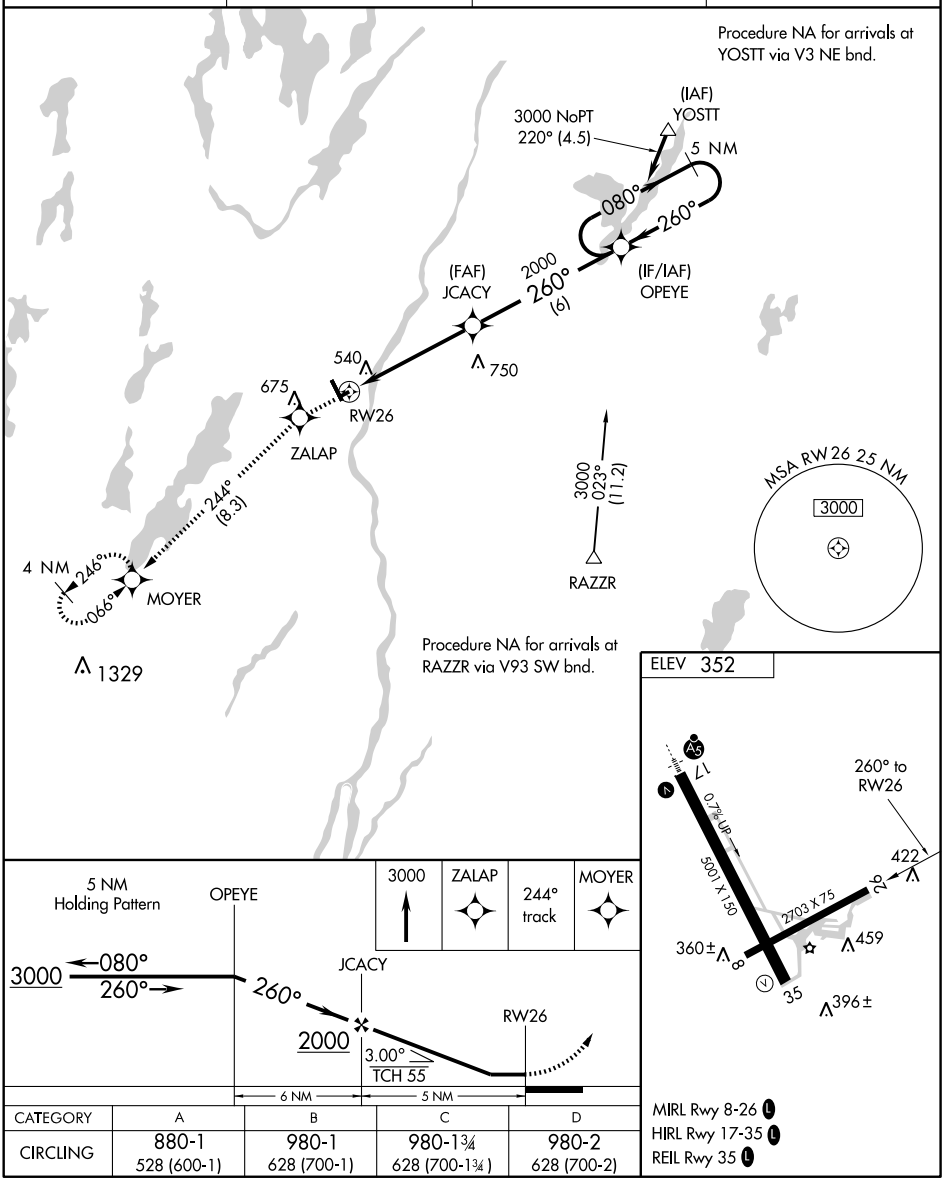
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 260° | TDZE | N/A |
| | Apt Elev | 352 |

# RNAV (GPS)-B
## AUGUSTA STATE (AUG)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

| ASOS | PORTLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>528 (600-1) | 980-1<br>628 (700-1) | 980-1¾<br>628 (700-1¾) | 980-2<br>628 (700-2) |

MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 8

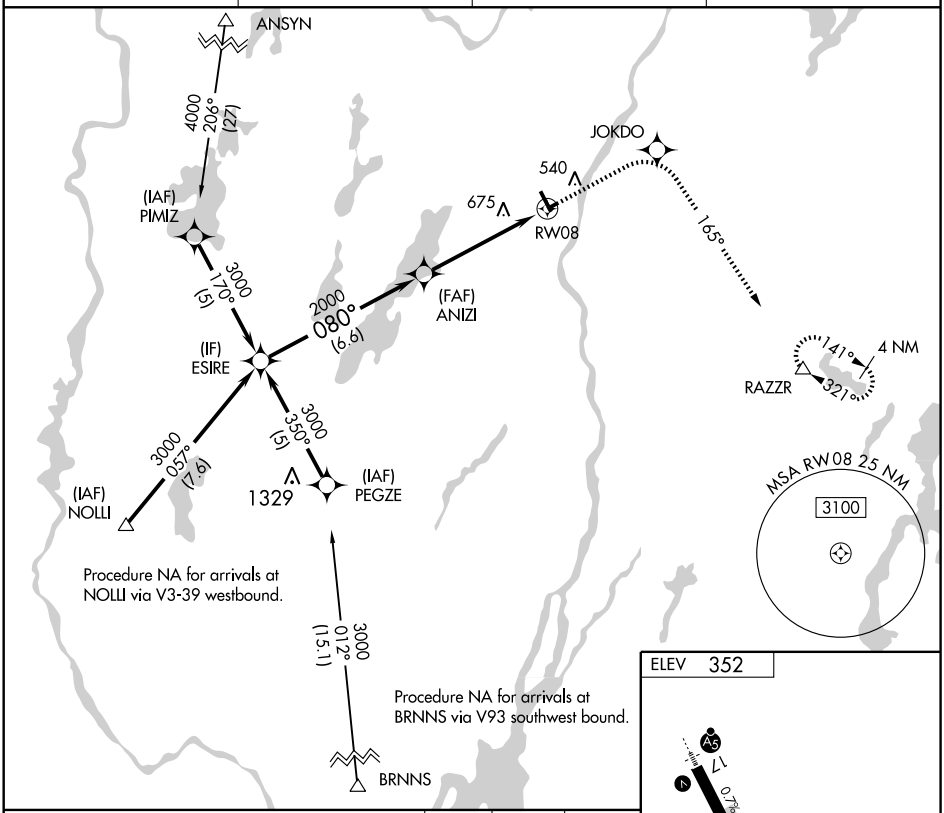
## AUGUSTA STATE (AUG)

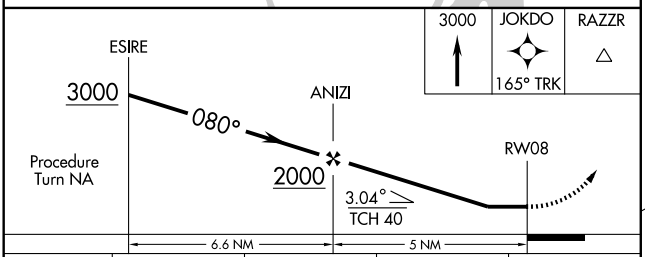
| APP CRS | Rwy Idg | 2703 |
|---|---|---|
| 080° | TDZE | 352 |
| | Apt Elev | 352 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

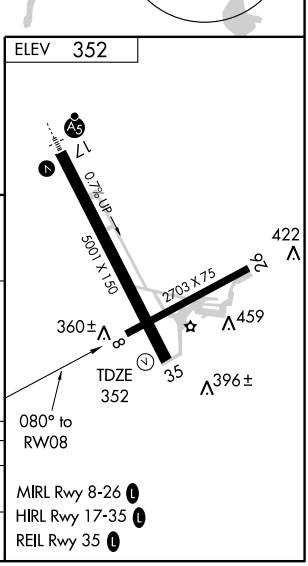
MISSED APPROACH: Climb to 3000 direct JOKDO and via 165° track to RAZZR and hold.

| ASOS | PORTLAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 588 (600-1) | | 940-1½ 588 (600-1½) | 940-1¾ 588 (600-1¾) |
| CIRCLING | 940-1 588 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |




MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L


NE-1, 26 AUG 2010 to 23 SEP 2010

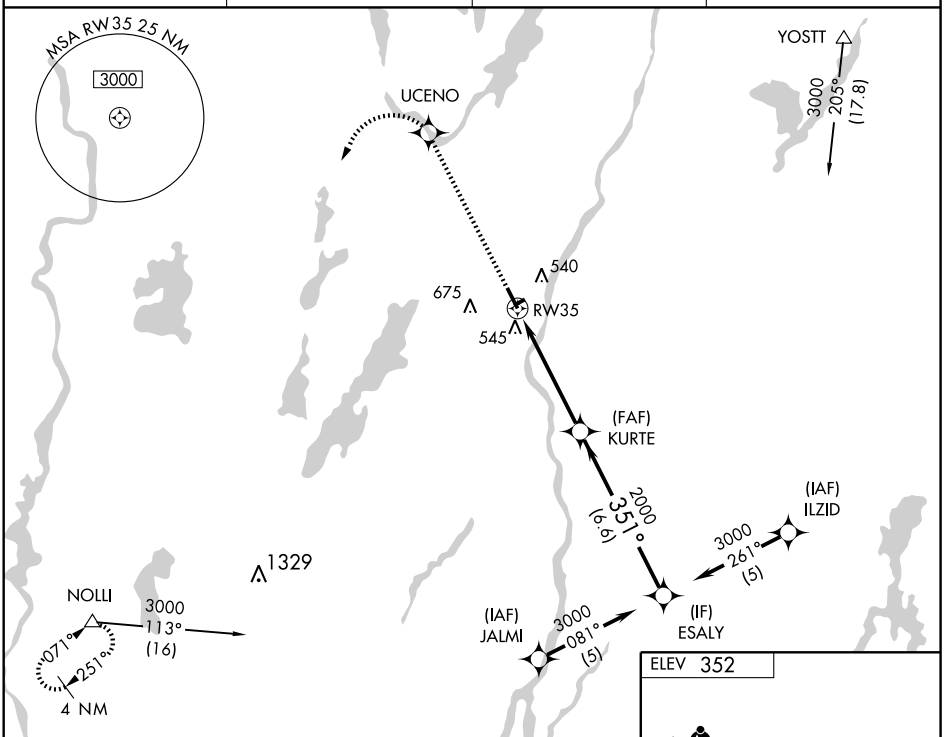
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 62999 | 351° | TDZE | 350 |
| W35A | | Apt Elev | 352 |

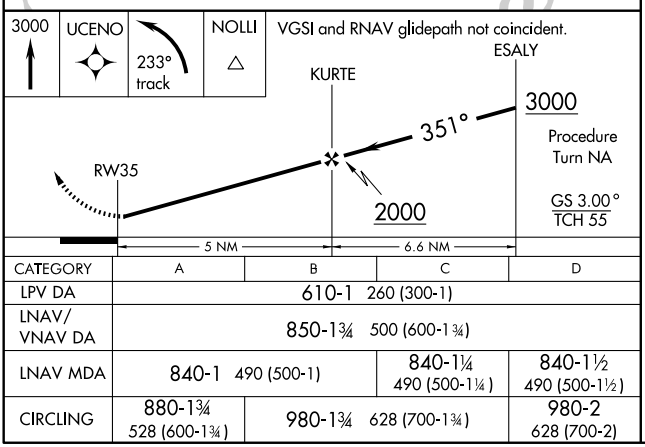
# RNAV (GPS) RWY 35
## AUGUSTA STATE (AUG)

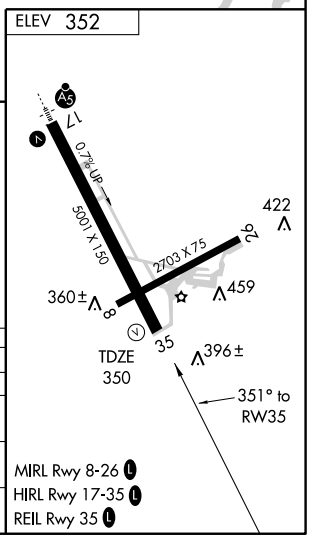
T A W Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA. If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

| ASOS | PORTLAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 610-1 260 (300-1) | | | |
| LNAV/ VNAV DA | 850-1¾ 500 (600-1¾) | | | |
| LNAV MDA | 840-1 490 (500-1) | | 840-1¼ 490 (500-1¼) | 840-1½ 490 (500-1½) |
| CIRCLING | 880-1¾ 528 (600-1¾) | 980-1¾ 628 (700-1¾) | | 980-2 628 (700-2) |



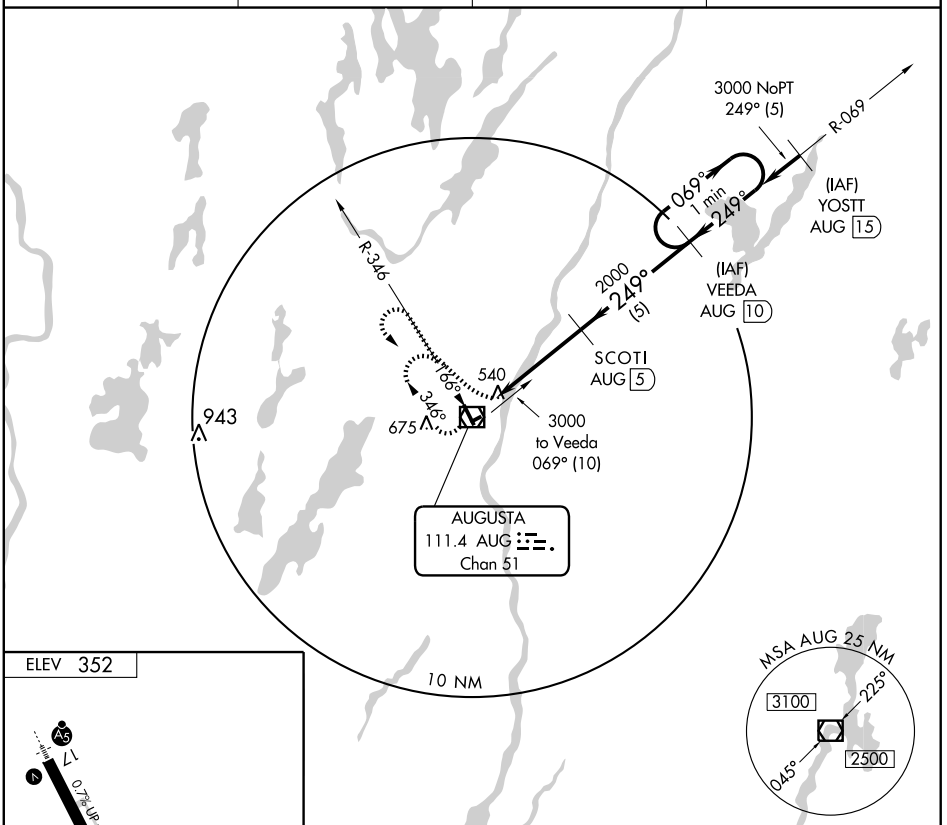
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

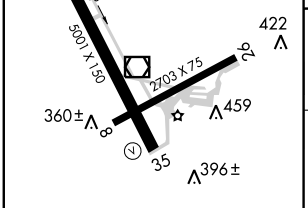
| VOR/DME AUG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 249° | TDZE | N/A |
| Chan 51 | | Apt Elev | 352 |

# VOR/DME-A
## AUGUSTA STATE (AUG)

MISSED APPROACH: Climbing right turn to 2300 via AUG R-346, then left turn direct AUG VOR/DME and hold.

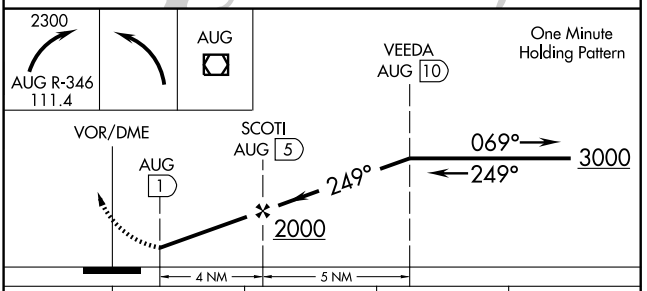
| ASOS | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |










HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1<br>608 (700-1) | 980-1<br>628 (700-1) | 980-1¾<br>628 (700-1¾) | 980-2<br>628 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AUG | APP CRS | Rwy Idg | 2703 |
|---|---|---|---|
| 111.4 | 066° | TDZE | 352 |
| Chan 51 | | Apt Elev | 352 |

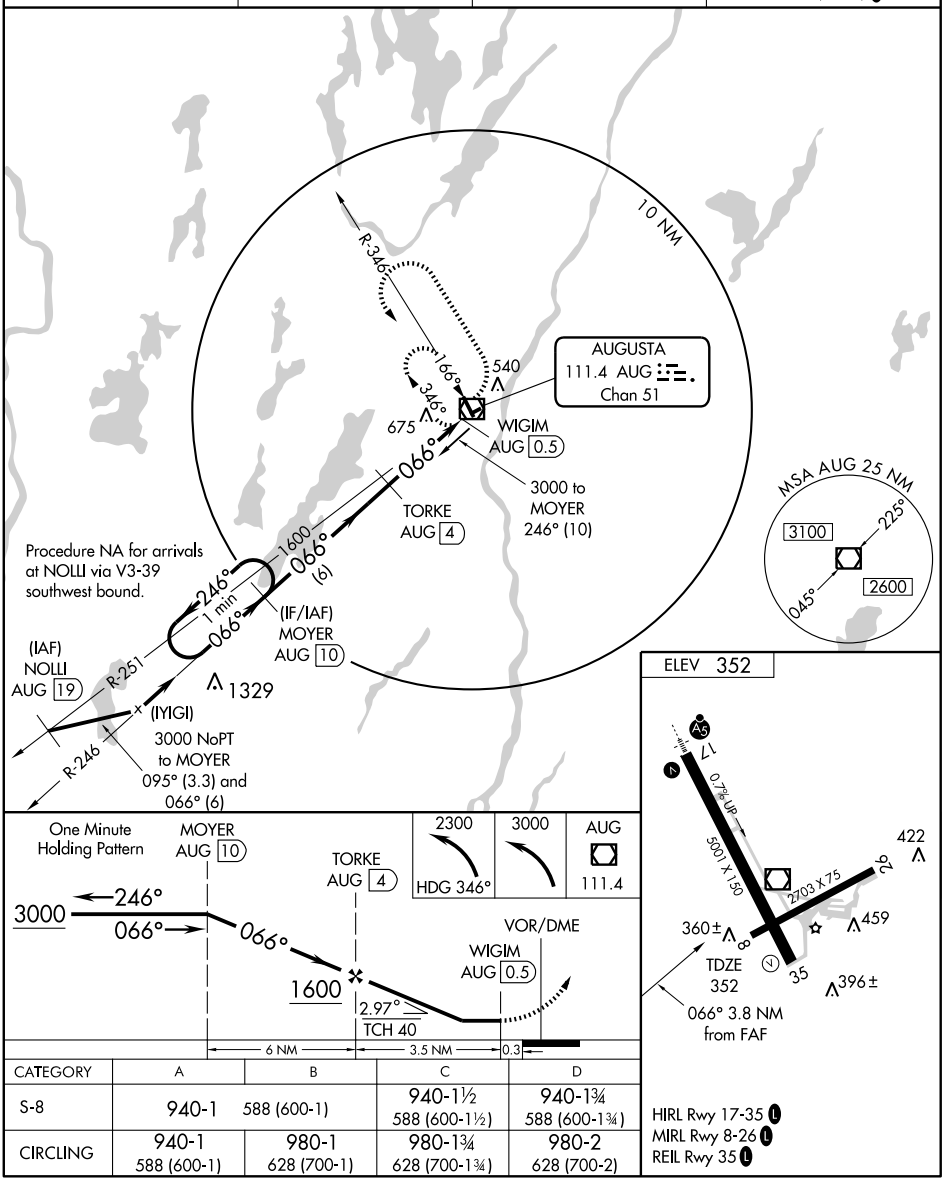
# VOR/DME RWY 8

AUGUSTA STATE (AUG)

▼ ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and S-8 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via heading 346° then climbing left turn to 3000 direct AUG VOR/DME and hold.

| ASOS | PORTLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 940-1 588 (600-1) | | 940-1½ 588 (600-1½) | 940-1¾ 588 (600-1¾) |
| CIRCLING | 940-1 588 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L




NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AUG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.4 | 166° | TDZE | 348 |
| Chan 51 | | Apt Elev | 352 |

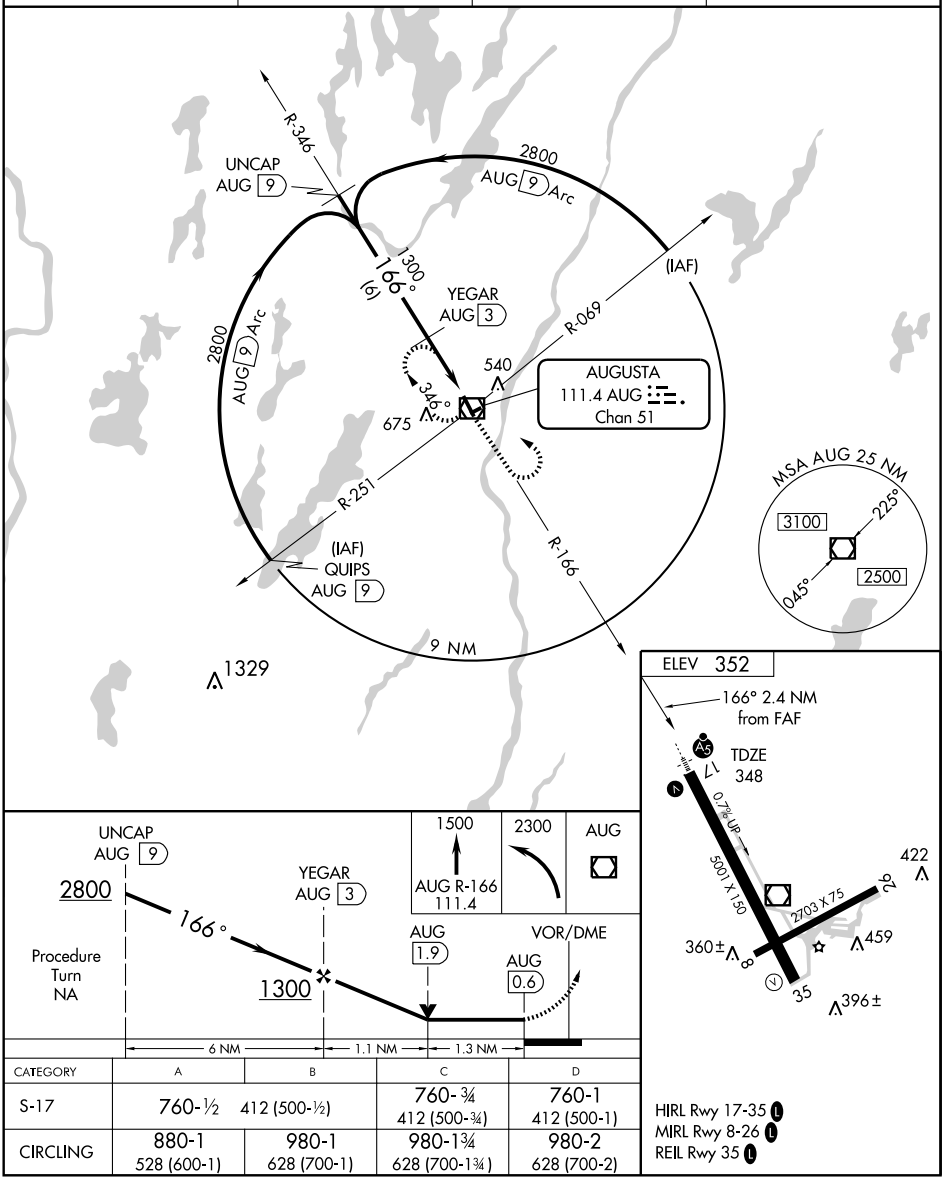
# VOR/DME RWY 17
## AUGUSTA STATE (AUG)

Cat. D S-17 visibility increased to 1¼ miles for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 1500 via R-166, then climbing left turn to 2300 direct AUG VOR/DME and hold.

| ASOS | PORTLAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 760-½ 412 (500-½) | | 760-¾ 412 (500-¾) | 760-1 412 (500-1) |
| CIRCLING | 880-1 528 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L



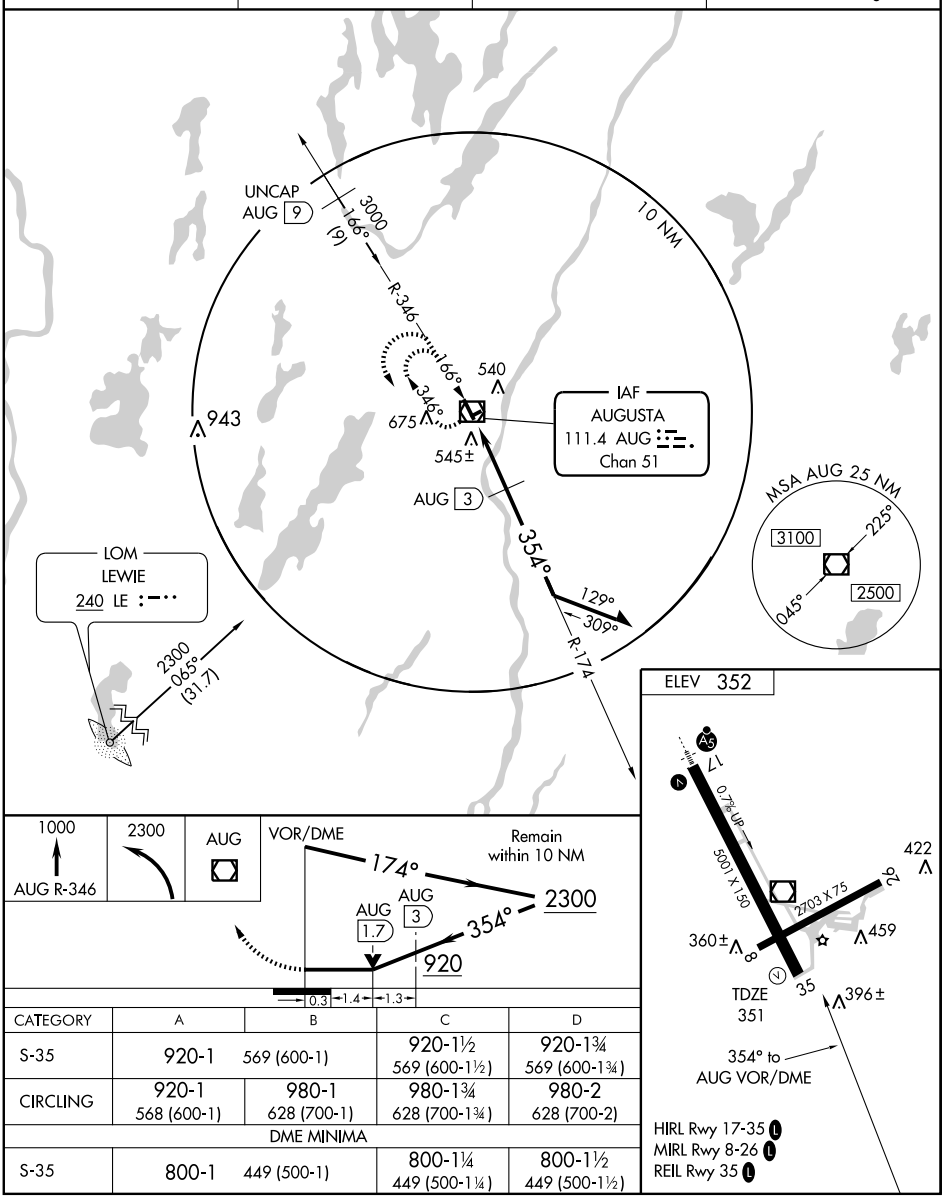
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AUG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.4 | 354° | TDZE | 351 |
| Chan 51 | | Apt Elev | 352 |

# VOR RWY 35
## AUGUSTA STATE (AUG)

MISSED APPROACH: Climb to 1000 via AUG R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

| ASOS | PORTLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.325 | 128.35 299.2 | 119.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 920-1 569 (600-1) | | 920-1½ 569 (600-1½) | 920-1¾ 569 (600-1¾) |
| CIRCLING | 920-1 568 (600-1) | 980-1 628 (700-1) | 980-1¾ 628 (700-1¾) | 980-2 628 (700-2) |
| DME MINIMA | | | | |
| S-35 | 800-1 449 (500-1) | | 800-1¼ 449 (500-1¼) | 800-1½ 449 (500-1½) |

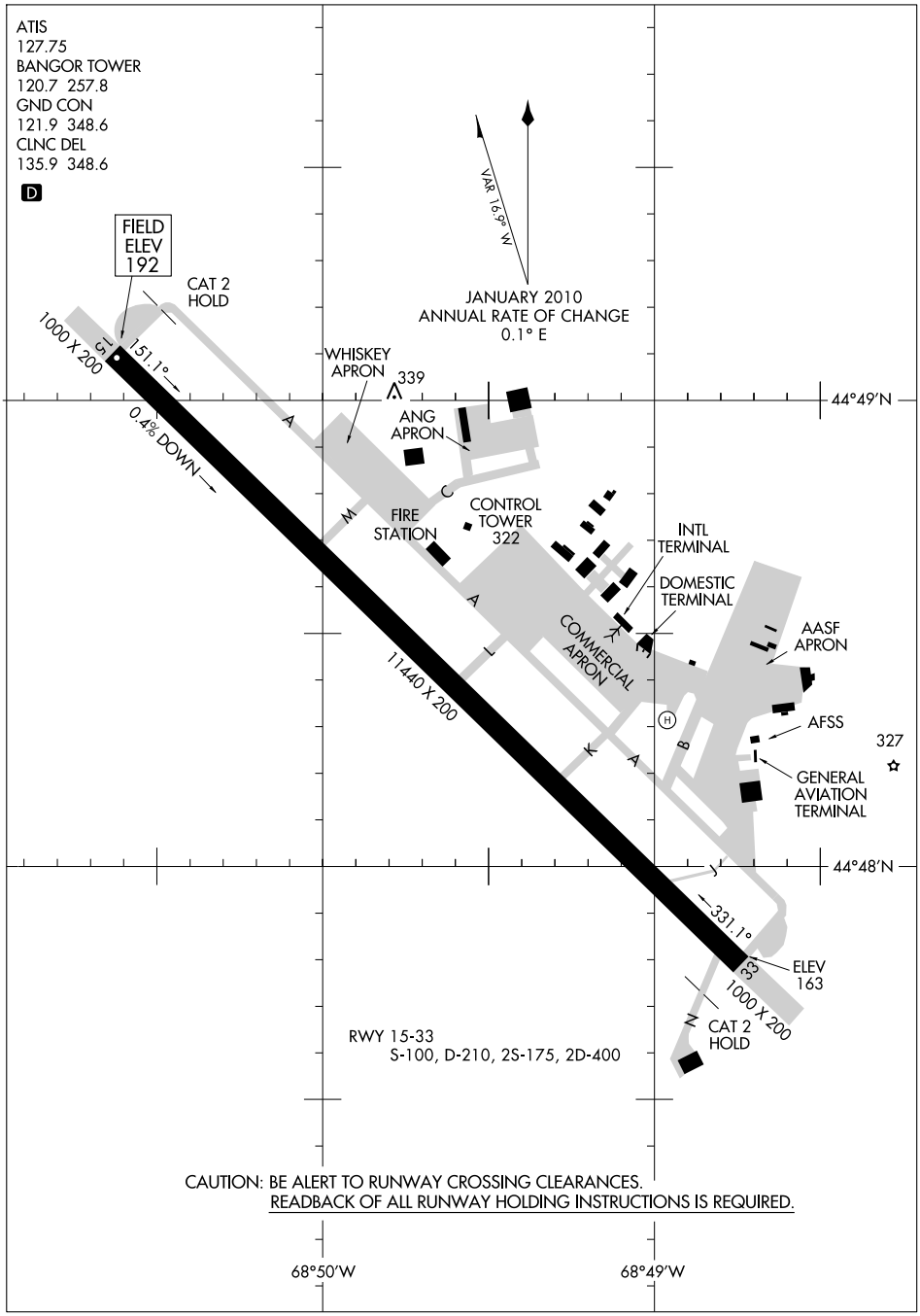


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

BANGOR, MAINE
BANGOR INTL (BGR)

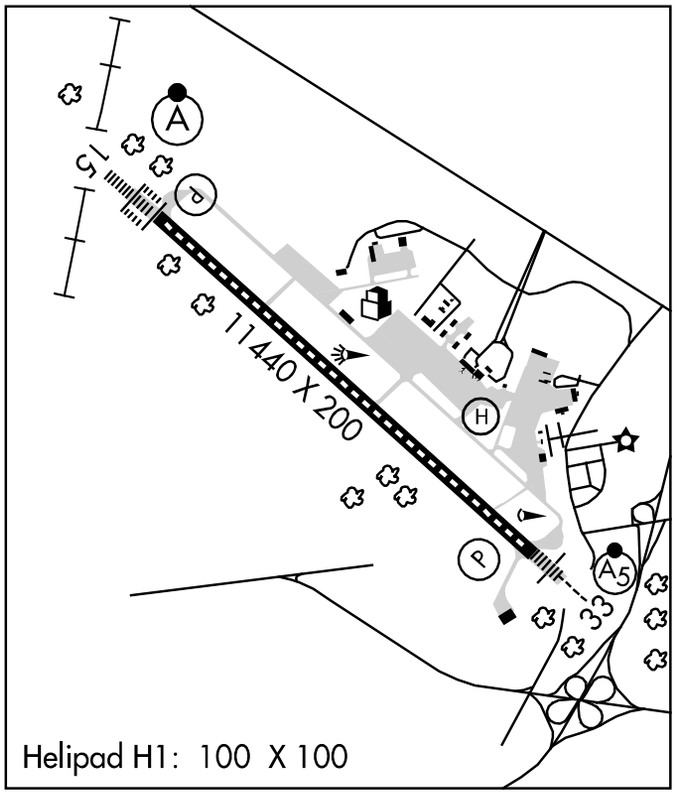
10210

# BANGOR

## BANGOR INTL (BGR) 3 W UTC−5(−4DT) N44°48.45′ W68°49.69′ HALIFAX

192 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks LRA Class I, ARFF Index E **H–11D, L–32I**
NOTAM FILE BGR **IAP, DIAP, AD**

**RWY 15–33:** H11440X200 (ASPH) S–100, D–210, 2S–175, 2D–400 HIRL CL
**RWY 15:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. 0.4% down.
**RWY 33:** MALSR. PAPI(P4L)—GA 3.0° TCH 57′. Trees.




**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 15:** TORA–11440 TODA–11440 ASDA–11440 LDA–11440

**AIRPORT REMARKS:** Attended continuously. Acft over 12,500 pounds and all revenue producing operations. Twy J clsd during winter months. Twy J limited to acft 75,000 lbs gross tkf weight. TPA for turbo jet acft is 2000(1808) unless otherwise instructed. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS 127.75 (207) 947–5293. **HIWAS** 114.8 BGR.

**COMMUNICATIONS: ATIS** 127.75 207–561–2524 **UNICOM** 122.95
**RCO** 122.2 (BANGOR RADIO)
Ⓡ **APP/DEP CON** 118.925 (155°–334°) 124.5 (335°–154°)
**TOWER** 120.7 **GND CON** 121.9 **CLNC DEL** 135.9

**AIRSPACE: CLASS C** svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**(H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 155° 2.8 NM to fld. 360/19W. **HIWAS.**
**TOTTE NDB** 227 BG N44°43.65′ W68°42.77′ 333° 6.9 NM to fld.
**ILS/DME** 109.5 I–BGR Chan 32 Rwy 33. DME also serves Rwy 15.
**ILS/DME** 109.5 I–JVH Chan 32 Rwy 15. Class IIIE.
**ASR**

**HELIPAD H1:** H100X100 (CONC)

## LUCKY LANDING MARINA AND SEAPLANE BASE (Ø6B) 7 N UTC−5(−4DT) HALIFAX

N44°54.42′ W68°48.30′
115 S2 **FUEL** 100LL, MOGAS NOTAM FILE BGR
**WATERWAY 02–20:** 15000X4000 (WATER)
**WATERWAY 02:** Rgt tfc.

**SEAPLANE REMARKS:** Attended Apr–Oct dalgt hours, unattended Nov–Mar. To verify conditions and for fuel after hrs call 207–945–5087. Water landing area not marked. Rwy 02W wires on shore—marked.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## BANKS (See SWANS ISLAND)

# BANGOR ONE DEPARTURE

SL-39 (FAA)



ATIS 127.75
CLNC DEL
135.9 348.6
GND CON
121.9 348.6
BANGOR TOWER
120.7 257.8
BANGOR DEP CON
118.925 239.3

PRESQUE ISLE
116.4 PQI
Chan 111
N46°46.45′ - W68°05.67′
L-32, H-11

BEAUCE
117.2 VLV
Chan 119
N45°55.50′ - W70°50.76′
L-32, H-11

MILLINOCKET
117.9 MLT
Chan 126
N45°35.20′ - W68°30.93′
L-32, H-11

SHERBROOKE
113.2 YSC
Chan 79
N45°18.99′ - W71°47.29′
L-32, H-11

BURLINGTON
117.5 BTV
Chan 122
N44°23.83′ - W73°10.95′
L-32, H-11-12

333°

153°

SYRACUSE
117.0 SYR
Chan 117
N43°09.63′ - W76°12.27′
L-32, H-11-12

BANGOR
114.8 BGR
Chan 95
N44°50.51′ - W68°52.44′
L-32, H-11

CAMBRIDGE
115.0 CAM
Chan 97
N42°59.66′ - W73°20.64′
L-32-34, H-11-12

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′ - W70°36.81′
L-32, H-11-12

TAKE-OFF MINIMUMS:
Rwy 15, 33: Standard.

ALBANY
115.3 ALB
Chan 100
N42°44.84′ - W73°48.19′
L-32-33-34, H-10-11-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′ - W70°59.37′
L-33-34, H-10-11-12

MARCONI
114.7 LFV
Chan 94
N42°01.03′ - W70°02.23′
L-33, H-10-11-12

TAKE-OFF OBSTACLES:
Rwy 15: Trees beginning 1694′ from DER, 629′ left of centerline, up to 79′ AGL/278′ MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb heading 153°, or as assigned by ATC, Thence. . . .

TAKE-OFF RUNWAY 33: Climb heading 333°, or as assigned by ATC, Thence. . . .

. . . . Expect vectors to assigned route/navaid/fix. Maintain 10,000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JVH | APCH CRS | Rwy ldg 11,440 |
|---|---|---|
| 109.5 | 153° | TDZE 192 |
| Chan 32 | | Arpt Elev 192 |

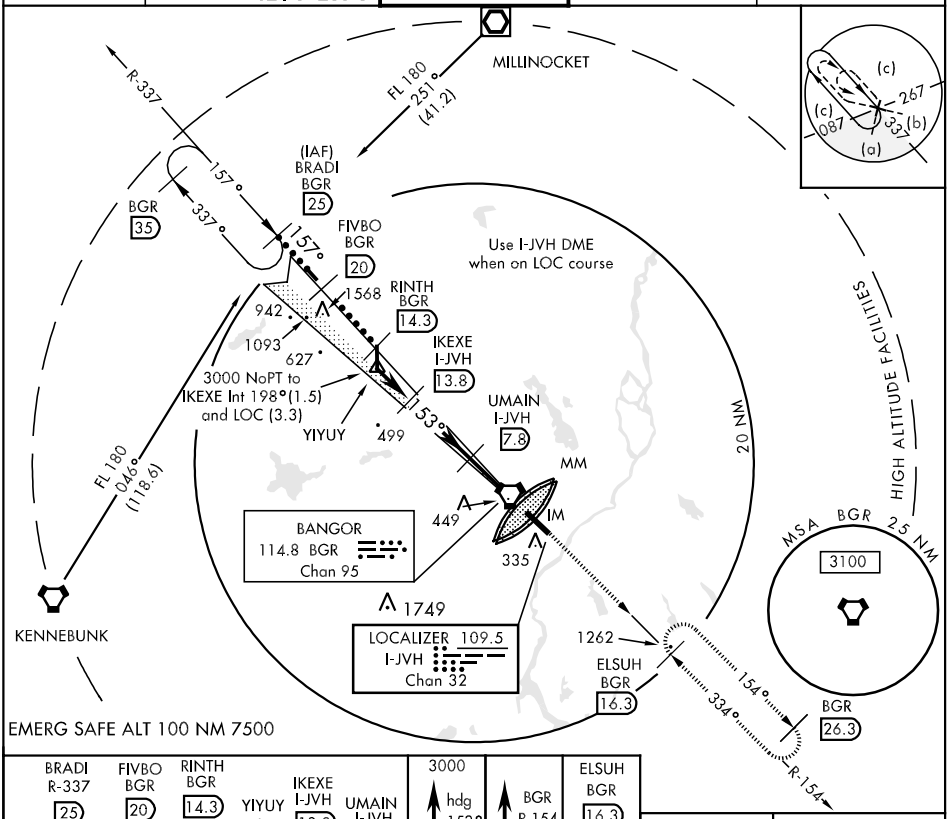
JAL-39 [USAF] BANGOR INTL (KBGR)

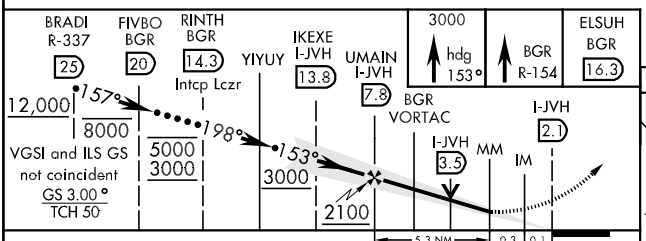
T * When ALS inop increase CAT C/D RVR to 40.
** When ALS inop increase CAT E vis to 1¾ miles.
*** Circling not authorized NE of Rwy 15-33.

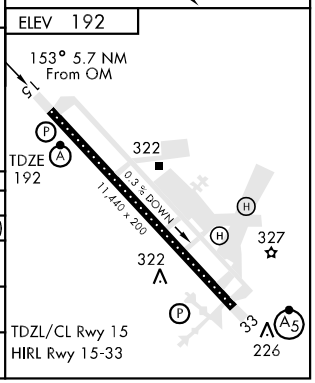
ALSF-2

MISSED APPROACH: Climb to 3000 via Heading 153° and BGR VORTAC R-154 to ELSUH (BGR-154/16.3 DME) and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | ASR |
|---|---|---|---|---|
| 127.75 | 155°- 334° 118.925 239.3<br>335°- 154° 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 15 * | 392/18 200 (200-⅜) | | 392/24 200 (200-½) |
| S-LOC 15 ** | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |
| CIRCLING*** | 700-1½ 508 (600-1½) | 760-2 568 (600-2) | |
| S-ASR 15 | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |



NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-VOR/DME or TACAN RWY 15

| VORTAC BGR | APCH CRS | Rwy ldg 11,440 |
|---|---|---|
| 114.8 | 157° | TDZE 192 |
| Chan 95 | | Arpt Elev 192 |

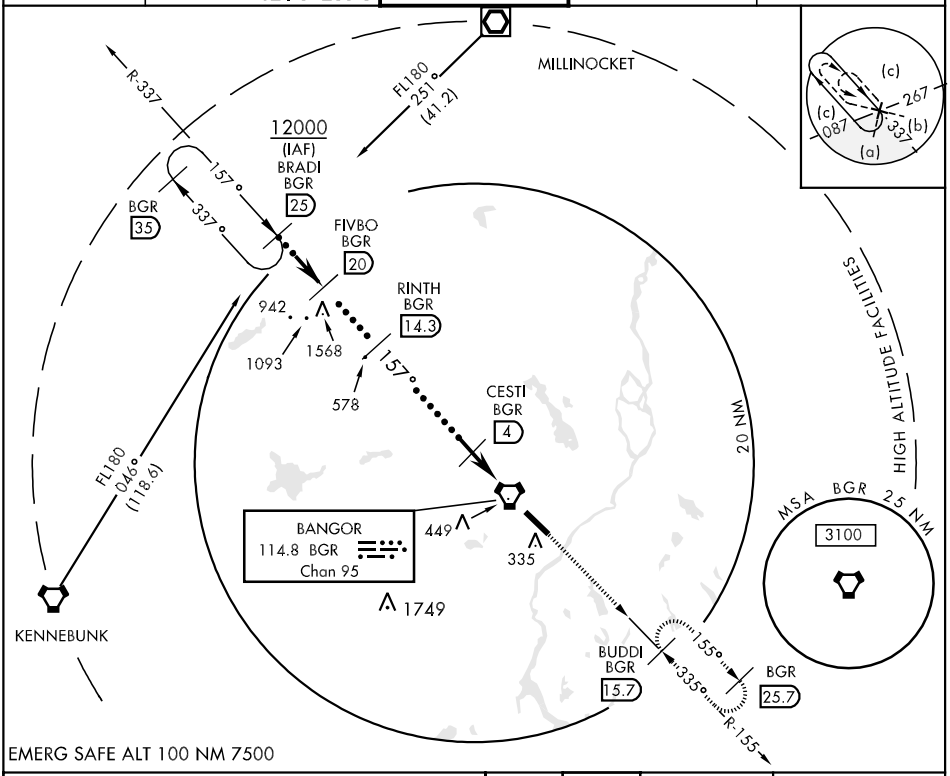
JAL-39 [USAF] — BANGOR INTL (KBGR)

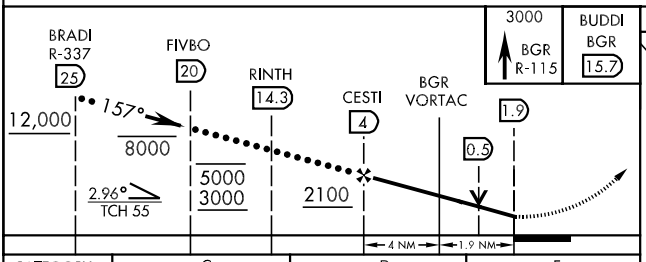
T * When ALS inop increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NE of Rwy 15-33.

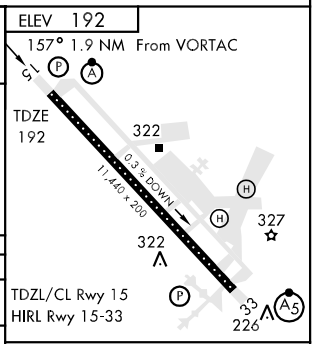
ALSF-2

MISSED APPROACH: Climb to 3000 via BGR VORTAC R-155 to BUDDI (R-155/15.7 DME) and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | ASR |
|---|---|---|---|---|
| 127.75 | 155°- 334° 118.925 239.3<br>335°- 154° 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-VOR/DME, TAC 15 * | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |
| CIRCLING ** | 700-1½ 508 (600-1½) | 760-2 568 (600-1½) | |
| S-ASR 15 | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:57 | 2:32 | 2:13 | 1:58 | 1:46 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-VOR/DME or TACAN RWY 33

| VORTAC BGR | APCH CRS | Rwy ldg 11,440 |
|---|---|---|
| 114.8 | 335° | TDZE 163 |
| Chan 95 | | Arpt Elev 192 |

JAL-39 [USAF]

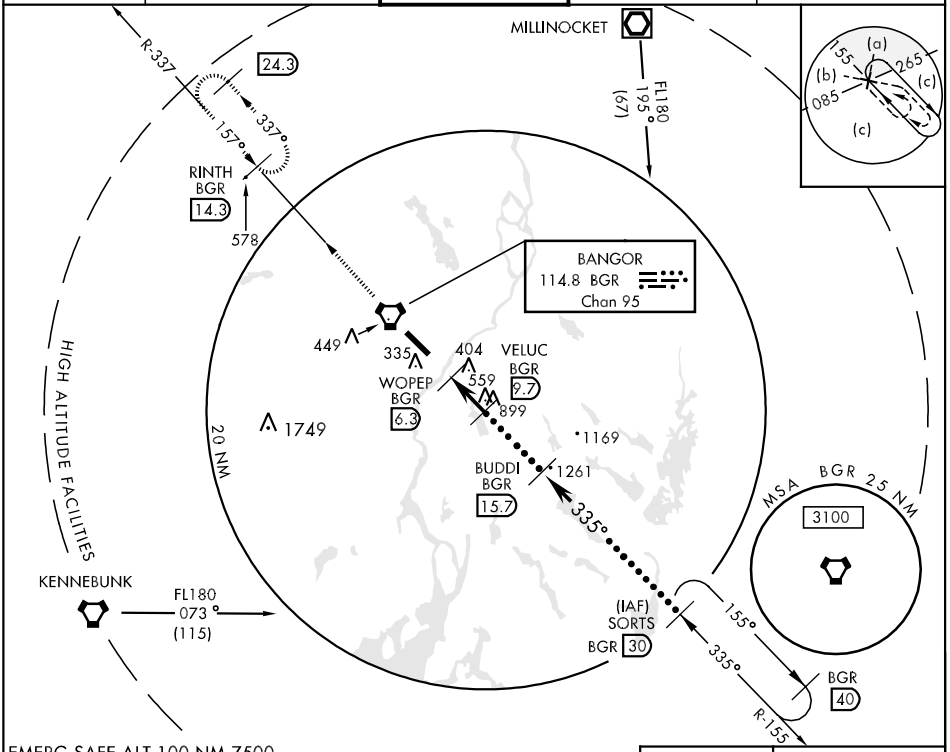
BANGOR INTL (KBGR)

T * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D/E vis to 1½ miles.
** Circling not authorized NE of Rwy 15-33.

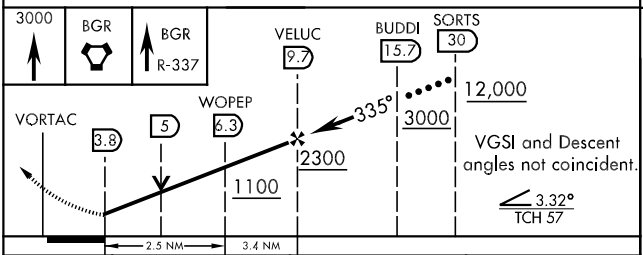
MALSR

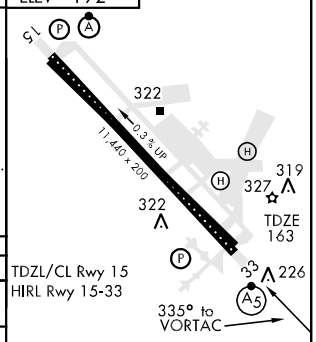
MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH (BGR 14.3 DME) and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | ASR |
|---|---|---|---|---|
| 127.75 | 155°- 334° 118.925 239.3<br>335°- 154° 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | |




EMERG SAFE ALT 100 NM 7500




TDZL/CL Rwy 15
HIRL Rwy 15-33

| CATEGORY | C | D | E |
|---|---|---|---|
| S-33* | 600/40<br>437 (500-¾) | 600/50 437 (500-1) | |
| CIRCLING** | 660-1½<br>468 (500-1½) | 760-2 568 (600-1½) | |
| S-ASR 33 | 580/40<br>417 (400-¾) | 580/50 417 (400-1) | |

FAF to MAP 5.9 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:57 | 2:32 | 2:13 | 1:58 | 1:46 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JVH | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| 109.5 | 153° | TDZE | 192 |
| Chan 32 | | Apt Elev | 192 |

# ILS or LOC RWY 15

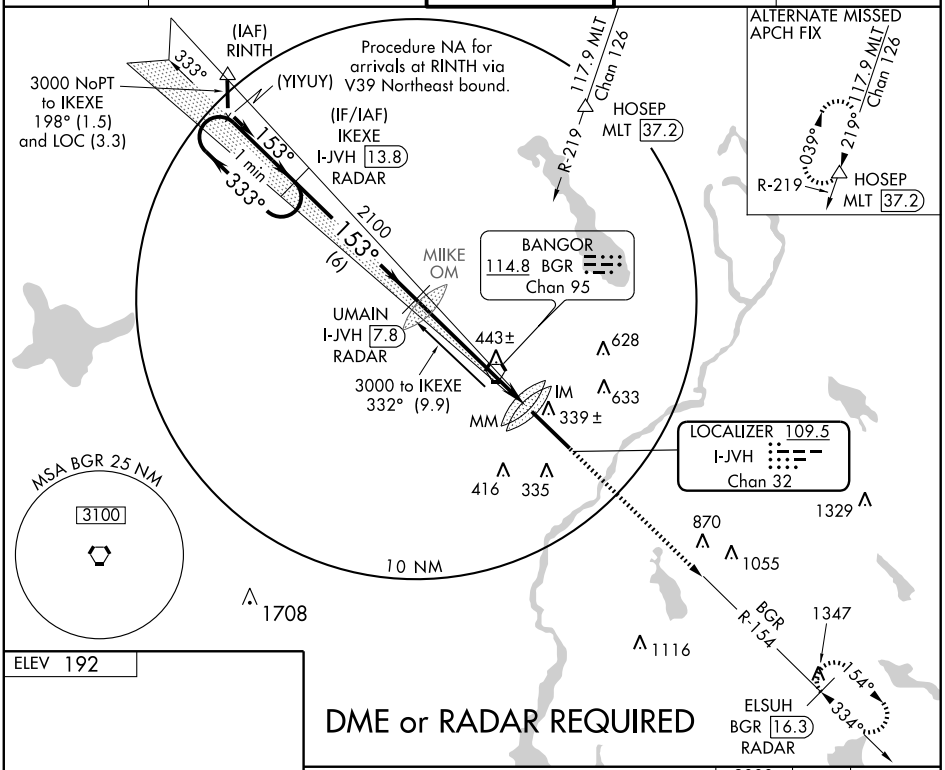
BANGOR INTL (BGR)

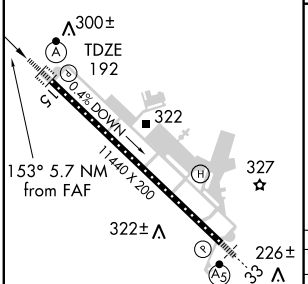
ASR — For inoperative SSALR, increase S-LOC 15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33. DME or Radar Required.

ALSF-2

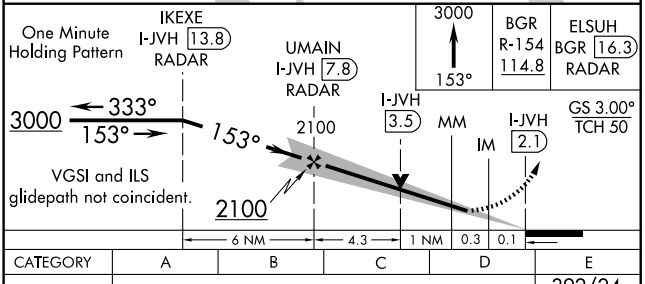
MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 | 392/18 200 (200-½) | | | | 392/24 200 (200-½) |
| S-LOC 15 | 700/24 508 (600-½) | | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |
| CIRCLING | 700-1 508 (600-1) | | 700-1½ 508 (600-1½) | 760-2 568 (600-2) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BGR | APP CRS | Rwy Idg 11440 |
|---|---|---|
| 109.5 | 333° | TDZE 163 |
| Chan 32 | | Apt Elev 192 |

# ILS or LOC RWY 33

BANGOR INTL (BGR)

ASR

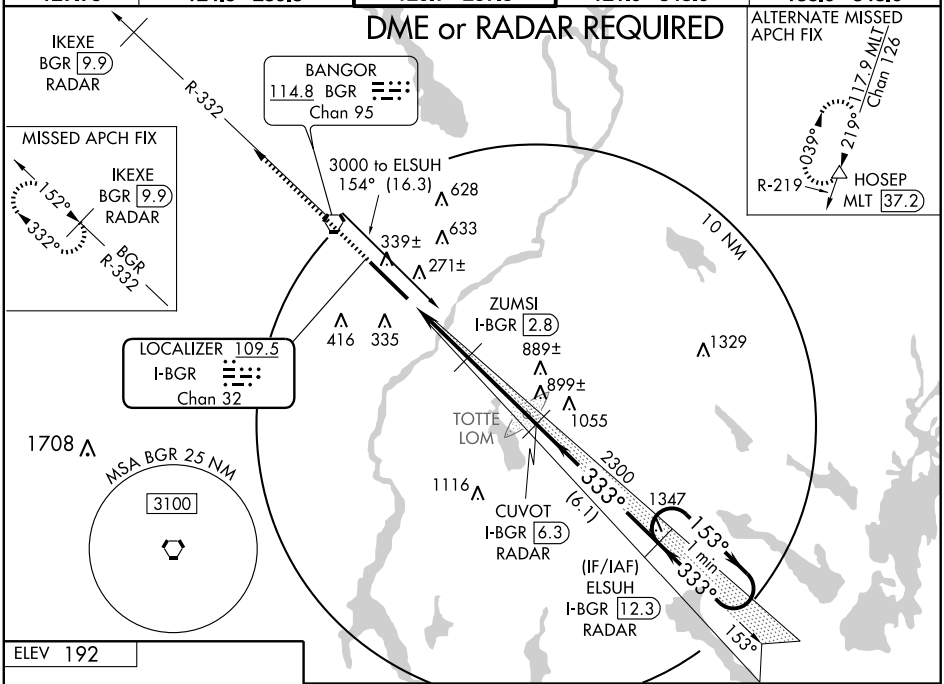
Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSR, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSR, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

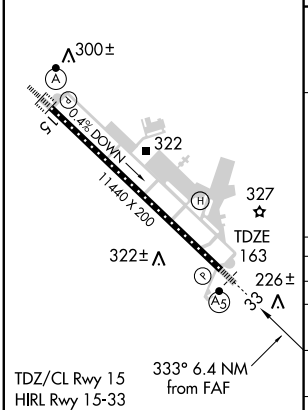
MALSR

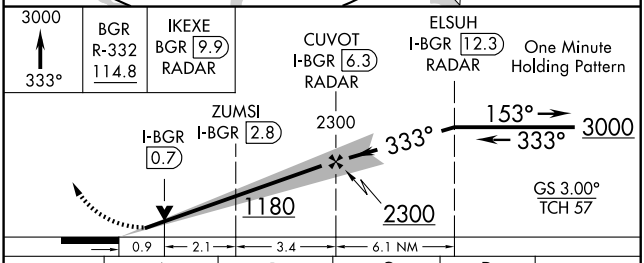
MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 | * 363/24 200 (200-½) | | | | |
| S-LOC 33 | 1180/40 1017 (1000-¾) | 1180/50 1017 (1000-1) | 1180-2½ 1017 (1000-2½) | | |
| CIRCLING | 1180-1¼ 988 (1000-1¼) | 1180-1½ 988 (1000-1½) | 1180-3 988 (1000-3) | | |
| ZUMSI MINIMUMS | | | | | |
| S-LOC 33 | 500/24 337 (400-½) | | | 500/40 337 (400-¾) | |
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 660-1½ 468 (500-1½) | 760-2 568 (600-2) | |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 15 (CAT II)

BANGOR INTL (BGR)

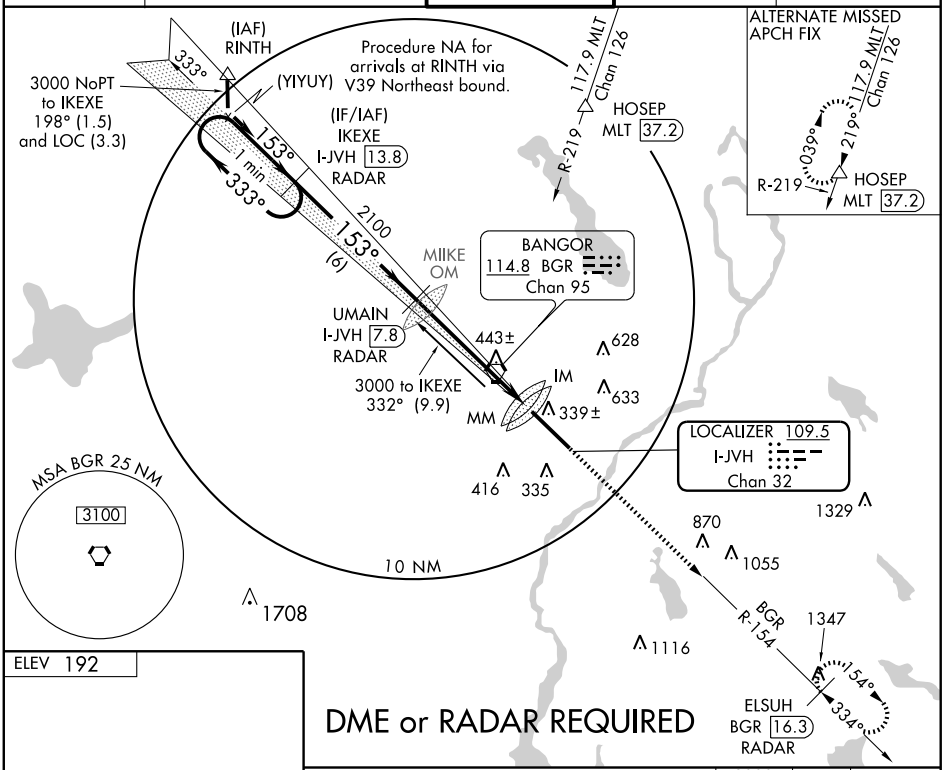
| LOC/DME I-JVH | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| 109.5 | 153° | TDZE | 192 |
| Chan 32 | | Apt Elev | 192 |

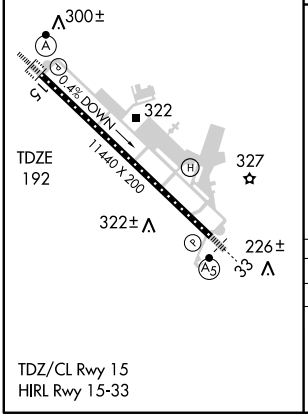
ASR — Circling NA NE of Rwy 15-33. DME or Radar Required.

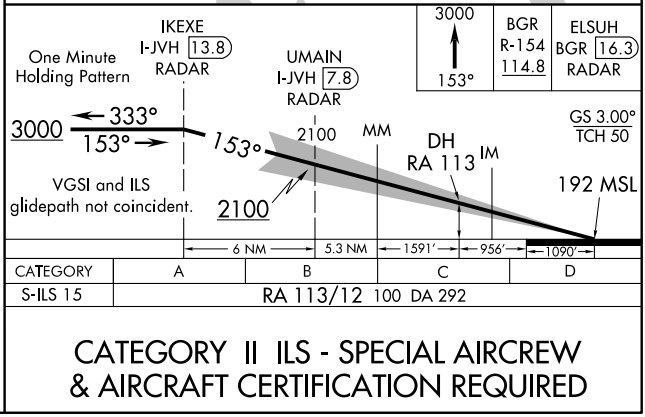
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | RA 113/12 100 DA 292 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JVH | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| 109.5 | 153° | TDZE | 192 |
| Chan 32 | | Apt Elev | 192 |

# ILS RWY 15 (CAT III)

BANGOR INTL (BGR)

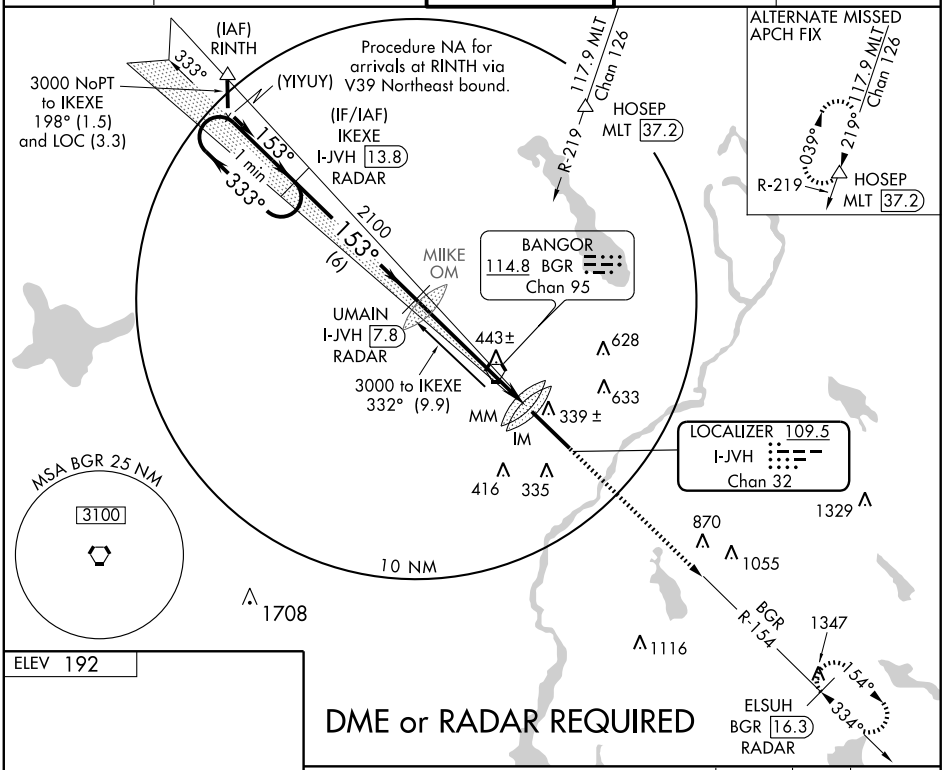
ASR

Circling NA NE of Rwy 15-33.
DME or Radar Required.

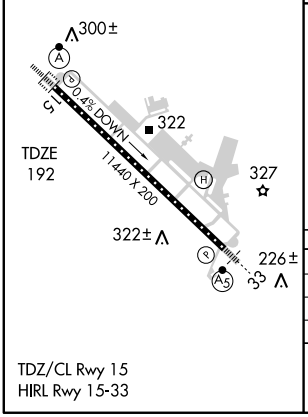
ALSF-2

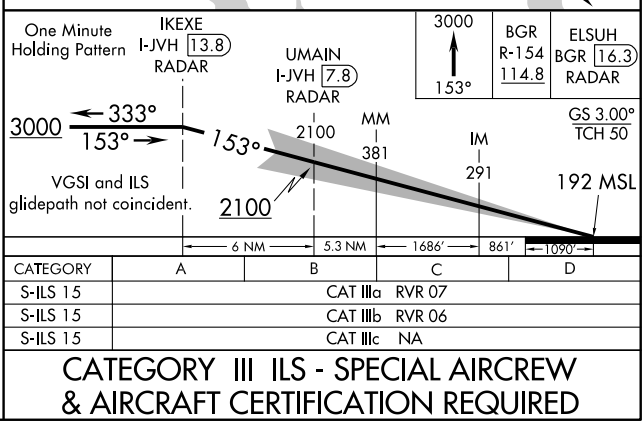
MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | CAT IIIa RVR 07 | | | |
| S-ILS 15 | CAT IIIb RVR 06 | | | |
| S-ILS 15 | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 82307 W15A | APP CRS 153° | Rwy Idg 11440<br>TDZE 192<br>Apt Elev 192 |
|---|---|---|

# RNAV (GPS) RWY 15

BANGOR INTL (BGR)

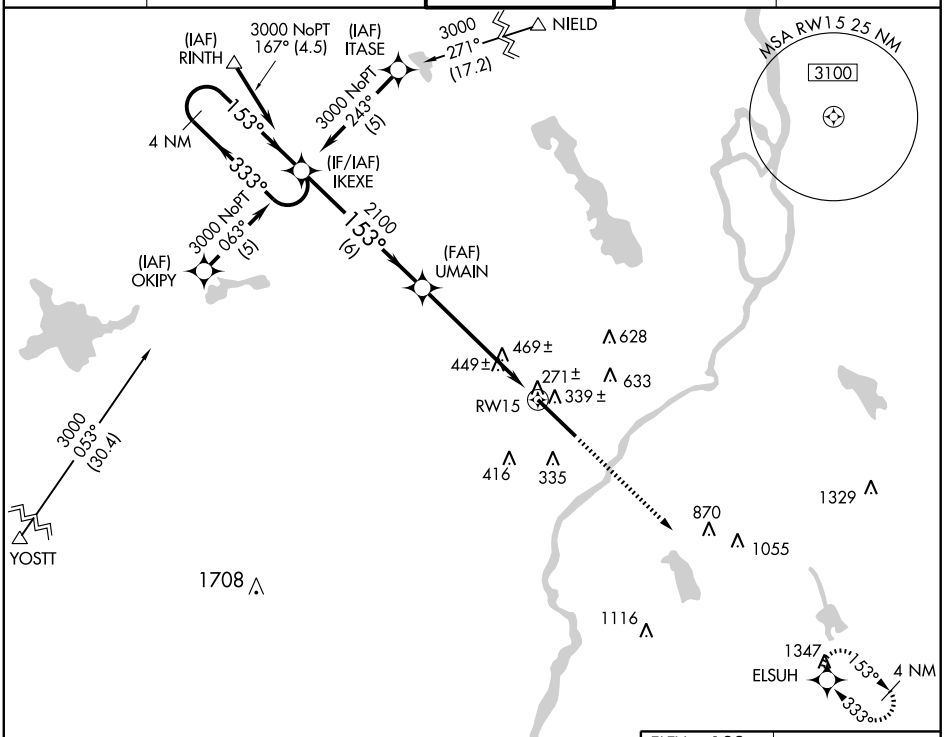
T W ASR

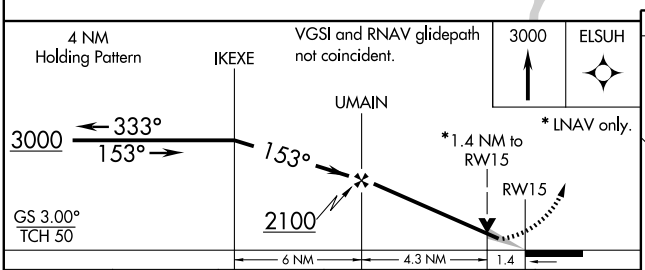
Circling NA NE of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat E visibility to 1¾. DME/DME RNP-0.3 NA.

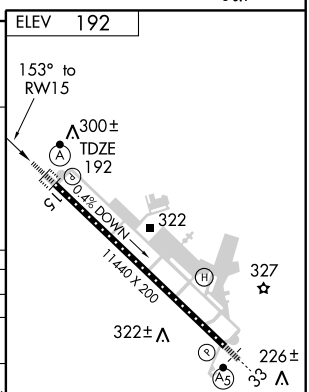
ALSF-2

MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 442/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 521/40 329 (400-¾) | | | | |
| LNAV MDA | 700/24 508 (600-½) | | 700/50 508 (600-1) | | 700/60 508 (600-1¼) |
| CIRCLING | 700-1 508 (600-1) | | 700-1½ 508 (600-1½) | 760-2 568 (600-2) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| CH78007 | 333° | TDZE | 163 |
| W33A | | Apt Elev | 192 |

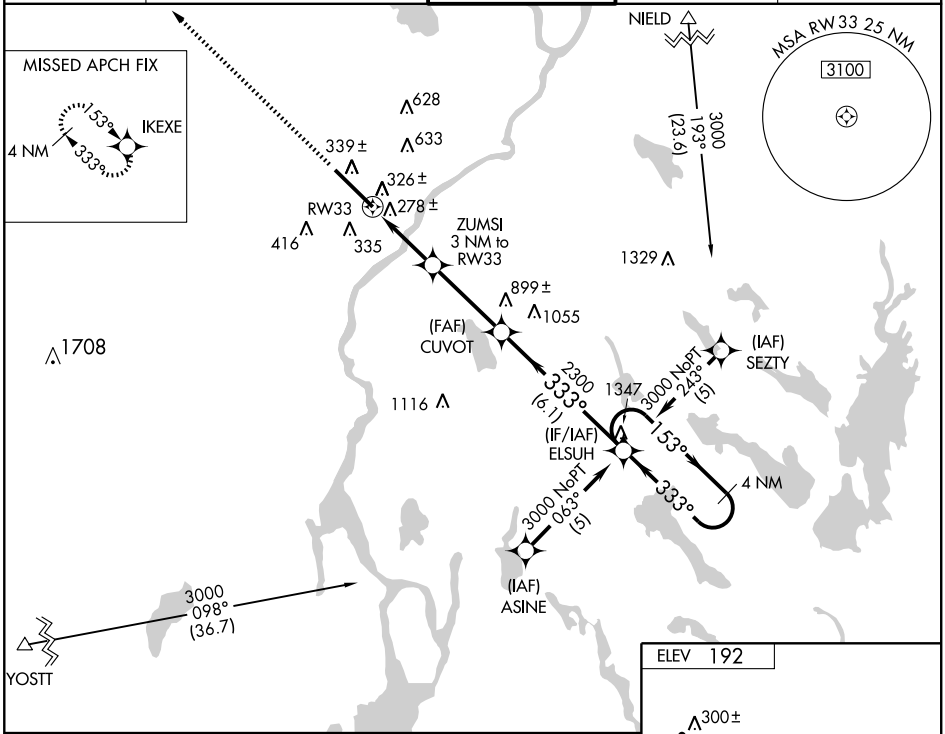
# RNAV (GPS) RWY 33

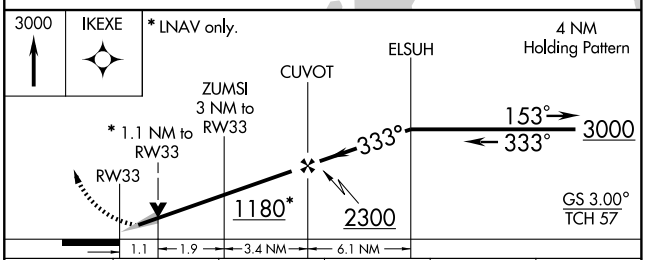
BANGOR INTL (BGR)

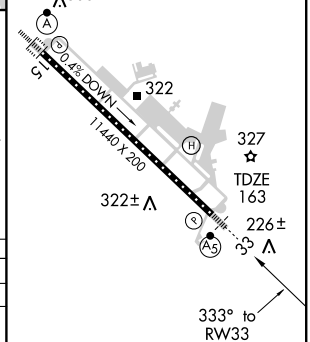
T W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 455/24 292 (300-½) | | | | |
| LNAV/VNAV DA | 604/50 441 (500-1) | | | | |
| LNAV MDA | 580/24 417 (400-½) | | 580/40 417 (400-¾) | 580/50 417 (400-1) | |
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 660-1½ 468 (500-1½) | 760-2 568 (600-2) | |

TDZ/CL Rwy 15
HIRL Rwy 15-33



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BGR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.8 | 155° | TDZE | N/A |
| Chan 95 | | Apt Elev | 192 |

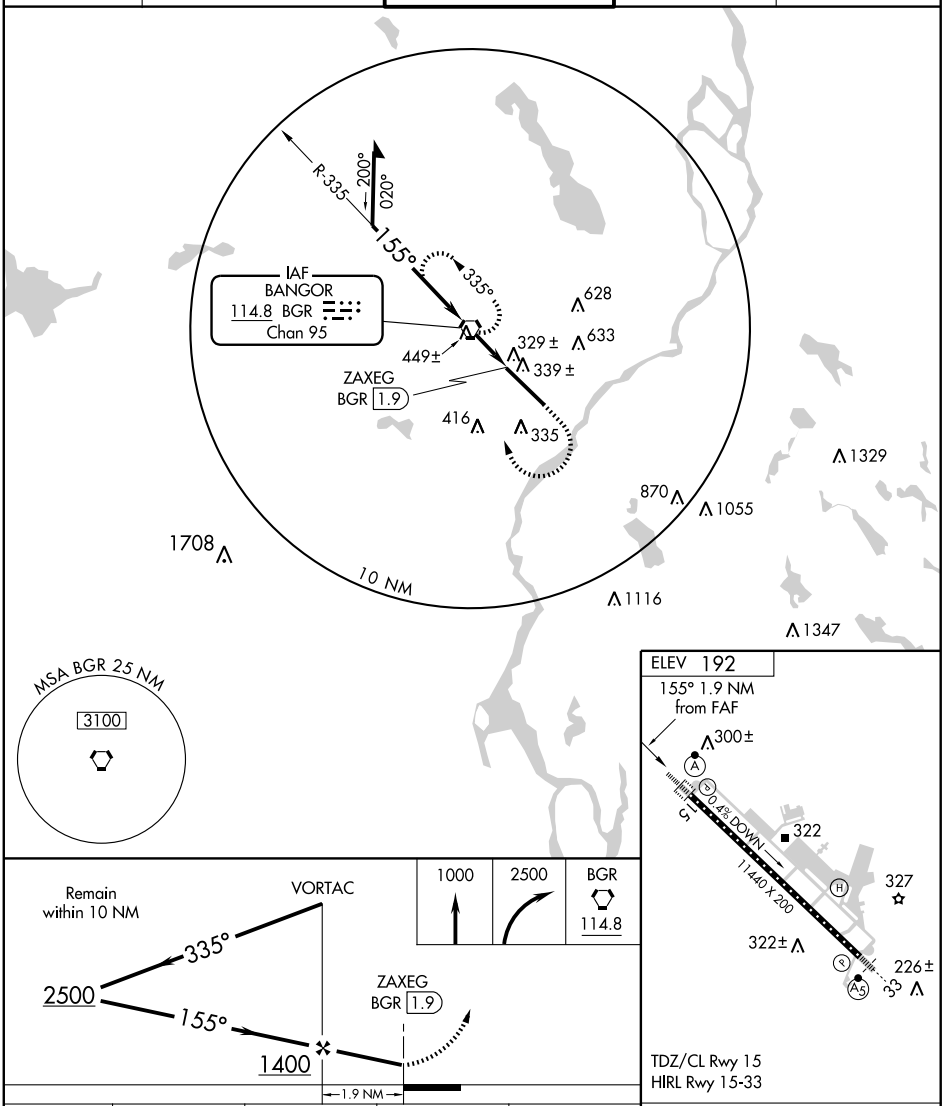
# VOR-A
## BANGOR INTL (BGR)

ASR

Circling NA NE of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>448 (500-1) | 660-1<br>468 (500-1) | 660-1½<br>468(500-1½) | NA |

| FAF to MAP 1.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BGR | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| 114.8 | 157° | TDZE | 192 |
| Chan 95 | | Apt Elev | 192 |

# VOR/DME RWY 15

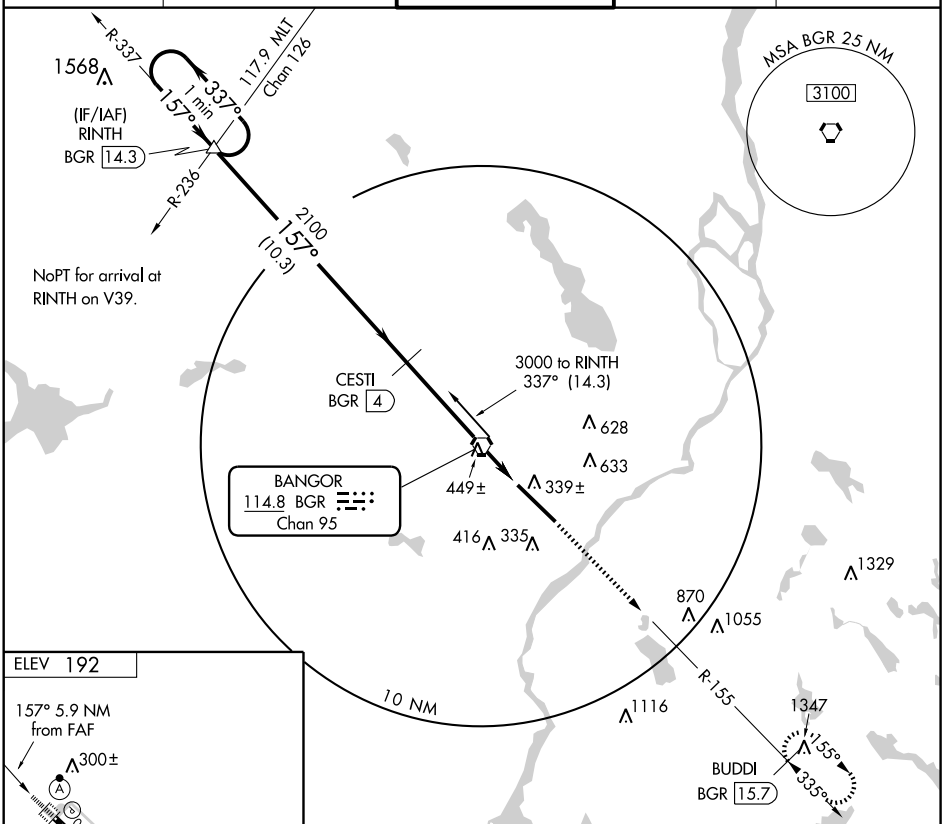
BANGOR INTL (BGR)

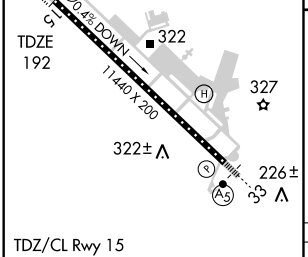
ASR — For inoperative SSALR, increase S-15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33.

ALSF-2

MISSED APPROACH: Climb to 3000 via BGR R-155 to BUDDI/15.7 DME and hold.

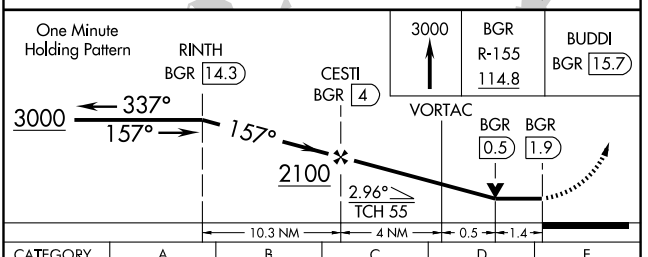
| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




TDZ/CL Rwy 15
HIRL Rwy 15-33

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 | 700/24 508 (600-½) | | 700/50 508 (600-1) | | 700/60 508 (600-1½) |
| CIRCLING | 700-1 508 (600-1) | | 700-1½ 508 (600-1½) | 760-2 568 (600-2) | |




NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BGR | APP CRS | Rwy Idg | 11440 |
|---|---|---|---|
| 114.8 | 335° | TDZE | 163 |
| Chan 95 | | Apt Elev | 192 |

# VOR/DME RWY 33

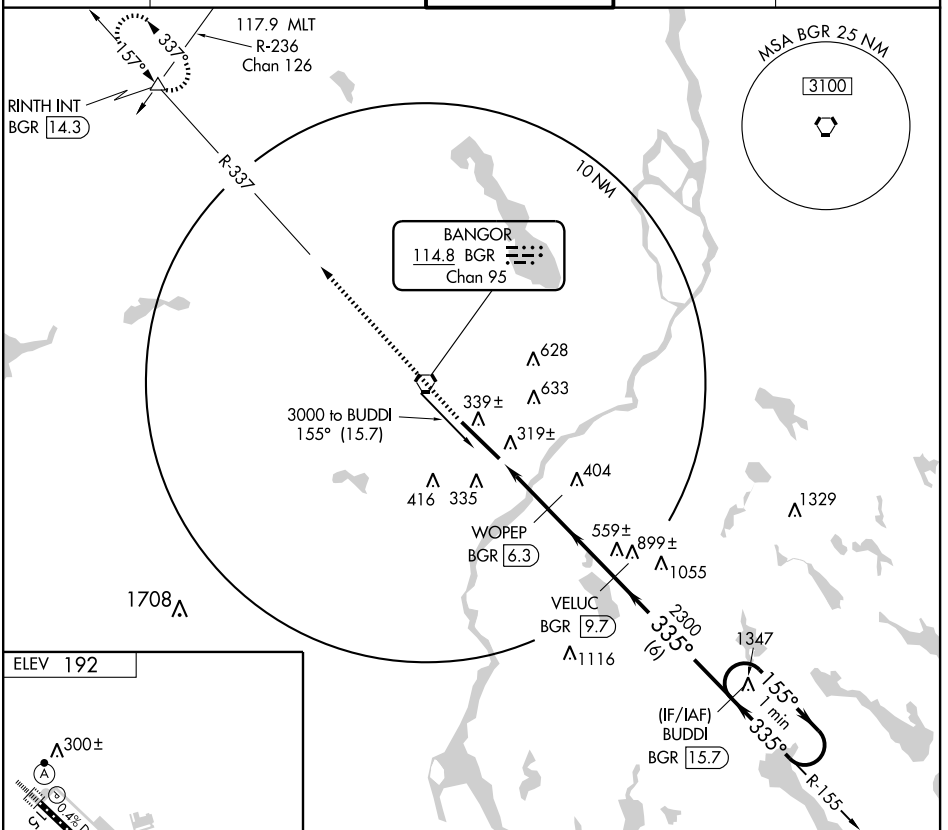
BANGOR INTL (BGR)

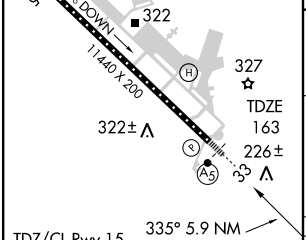
ASR — For inoperative MALSR, increase S-33 Cat E visibility to 1½. Circling NA NE of Rwy 15-33.

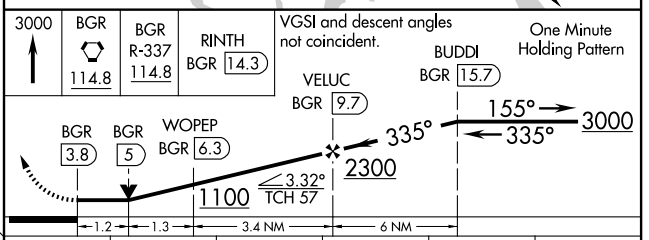
MALSR

MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH INT/14.3 DME and hold.

| ATIS | BANGOR APP CON | BANGOR TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.75 | 124.5 239.3 | 120.7 257.8 | 121.9 348.6 | 135.9 348.6 |




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 600/24 437 (500-½) | | 600/40 437 (500-¾) | 600/50 437 (500-1) | |
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 660-1½ 468 (500-1½) | 760-2 568 (600-2) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## BAR HARBOR

### HANCOCK CO–BAR HARBOR (BHB) 8 NW UTC−5(−4DT) N44°26.99′ W68°21.69′ HALIFAX

83 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE BHB H–11D, L–32I

**RWY 04–22:** H5200X100 (ASPH) D–72, 2S–91, 2D–100 HIRL IAP

**RWY 04:** REIL. VASI(V4L)—GA 3.0°TCH 55′. Pole.

**RWY 22:** MALSF. VASI(V4L)—GA 3.0°TCH 55′.

**RWY 17–35:** H3253X75 (ASPH) S–13, D–20 1.0% up NW

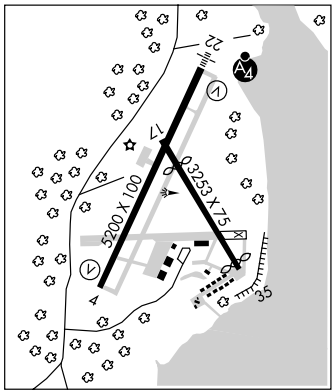
**RWY 17:** Thld dsplcd 684′. Trees.

**RWY 35:** Thld dsplcd 111:

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 04:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200

**RWY 22:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200




**AIRPORT REMARKS:** Attended 1200Z‡–dusk. Grass areas unavbl for acft ops except PPR 207–667–7329. Gulls and deer on and invof arpt. Glider ops on and invof arpt. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at ground level. Full depth transverse cracking full length of rwy. During VFR conditions when wind speed is less than 5 kts as reported by AWOS or UNICOM all acft using Rwy 04–22 shall tkf and land on Rwy 22. ACTIVATE HIRL Rwy 04–22; REIL Rwy 04 and MALSF Rwy 22—122.7.

**WEATHER DATA SOURCES:** AWOS–3 118.025 (207) 667–7364.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **BANGOR APP/DEP CON** 124.5 **CLNC DEL** 119.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 156° 32.2 NM to fld. 360/19W. **HIWAS.**

**SURRY NDB (MHW/LOM)** 330 BH N44°32.32′ W68°18.40′ 223° 5.8 NM to fld.

**ILS/DME** 108.3 I–BHB Chan 20 Rwy 22. Class IB. LOM SURRY NDB. Unmonitored.

### BELFAST N44°29.05′ W68°55.63′ MONTREAL

**RCO** 121.975 (BANGOR RADIO) L–32I

### BELFAST MUNI (BST) 1 SW UTC−5(−4DT) N44°24.57′ W69°00.72′ MONTREAL

198 B **FUEL** 100LL NOTAM FILE BGR L–32I

**RWY 15–33:** H4000X100 (ASPH) S–30 MIRL 1.0% up NW IAP

**RWY 15:** REIL. Brush. **RWY 33:** REIL. Trees.

**AIRPORT REMARKS:** Attended irregularly. For fuel and service call 207–338–4736 24 hr PPR. Rwy 15–33 turkeys and deer on and invof rwy. Obstruction lgts along both sides of primary surface and treeline. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

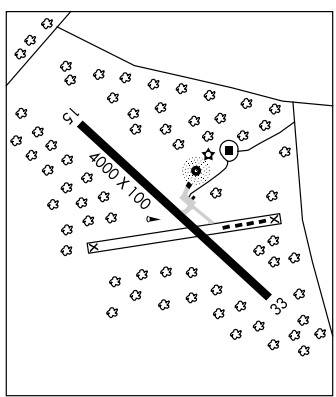
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BANGOR APP/DEP CON** 118.925 **CLNC DEL** 121.975 (Bangor RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 212° 26.6 NM to fld. 360/19W. **HIWAS.**

**NDB (MHW)** 278 BST N44°24.66′ W69°00.64′ at fld.



| LOC/DME I-BHB | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 108.3 | 224° | TDZE | 83 |
| Chan 20 | | Apt Elev | 83 |

# ILS or LOC RWY 22

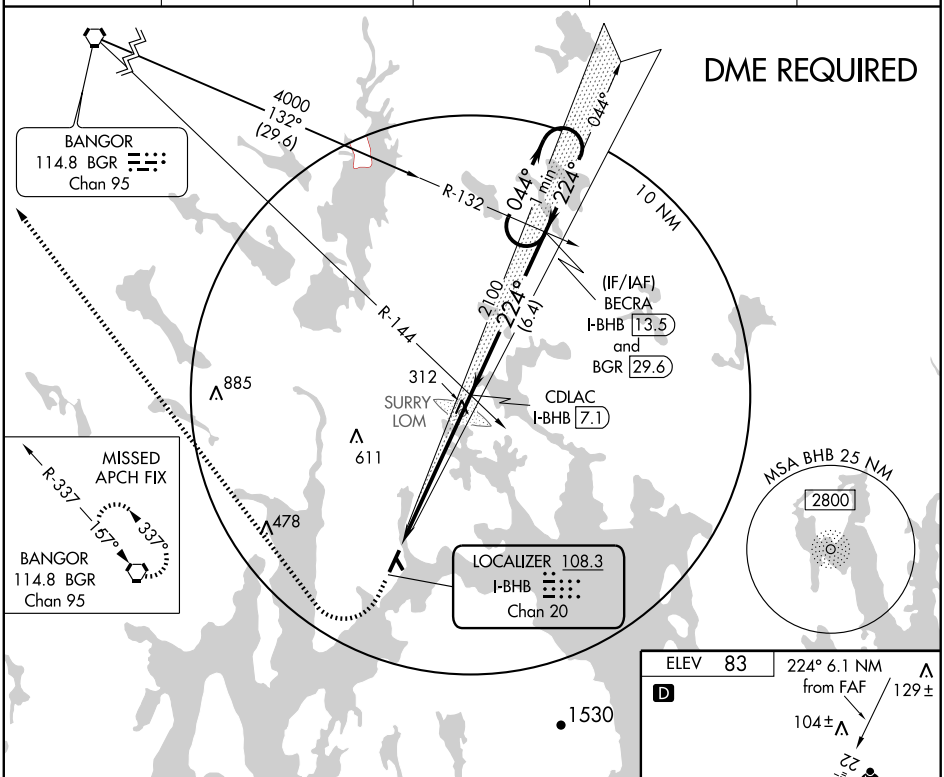
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

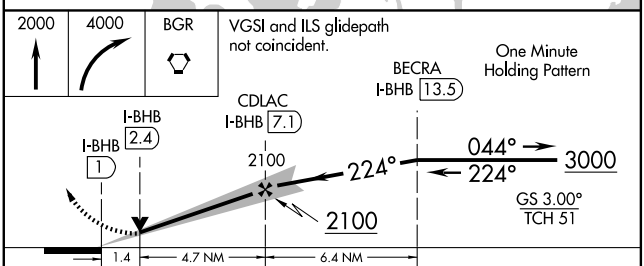
If local altimeter setting not received, use Bangor altimeter setting and increase all DAs/MDAs 100'. VDP NA when using Bangor altimeter setting. Inoperative table does not apply to S-LOC-22 Cat C.

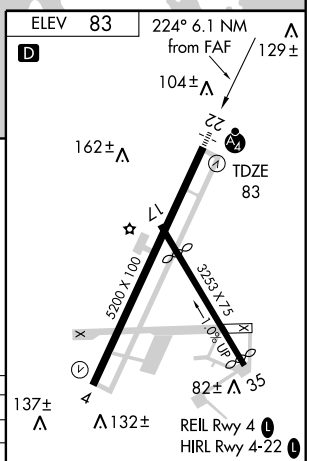
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

| AWOS-3 | BANGOR APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.5 251.125 | 119.9 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 283-¾ 200 (200-¾) | | | |
| S-LOC 22 | 580-¾ 497 (500-¾) | | 580-1¼ 497 (500-1¼) | 580-1½ 497 (500-1½) |
| CIRCLING | 600-1 517 (600-1) | 620-1 537 (600-1) | 620-1½ 537 (600-1½) | 640-2 557 (600-2) |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BHB | APP CRS | Rwy Idg 5200 |
|---|---|---|
| 108.3 | 044° | TDZE 83 |
| Chan 20 | | Apt Elev 83 |

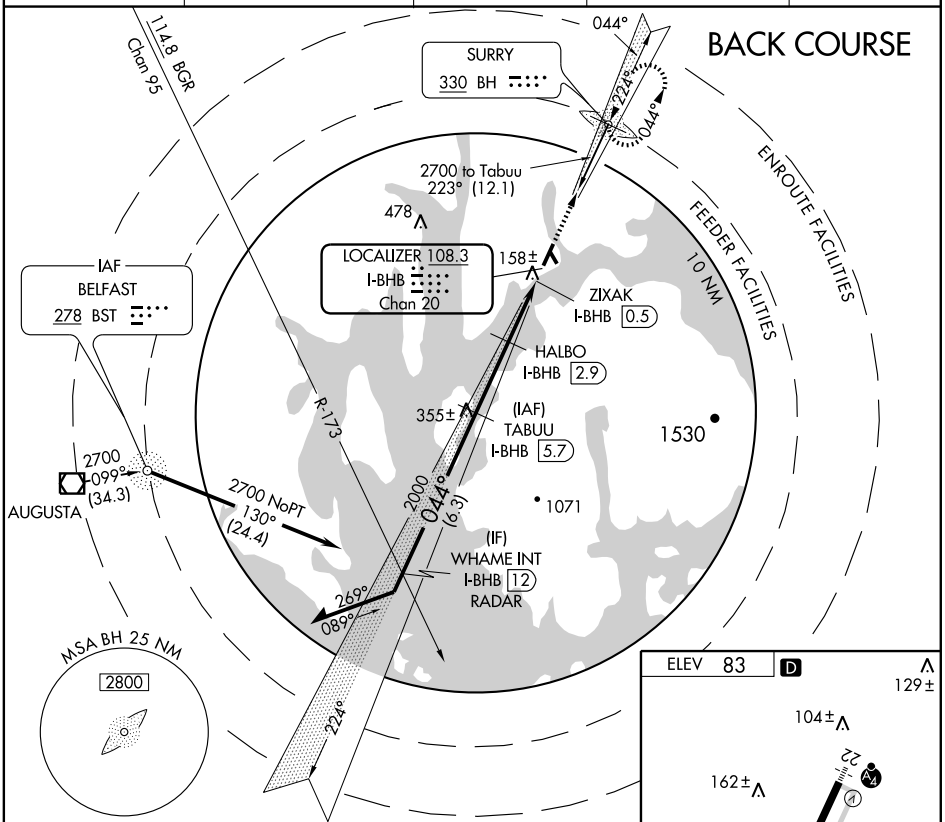
# LOC/DME BC RWY 4

BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

▼ If local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDAs 100'.
▲ ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct SURRY LOM and hold, continue climb-in-hold to 3000.

| AWOS-3 | BANGOR APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.5 251.125 | 119.9 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 420-1 337 (400-1) | | | |
| CIRCLING | 600-1 517 (600-1) | 620-1 537 (600-1) | 620-1½ 537 (600-1½) | 640-2 557 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| Ch 65900 | 044° | TDZE | 83 |
| W04A | | Apt Elev | 83 |

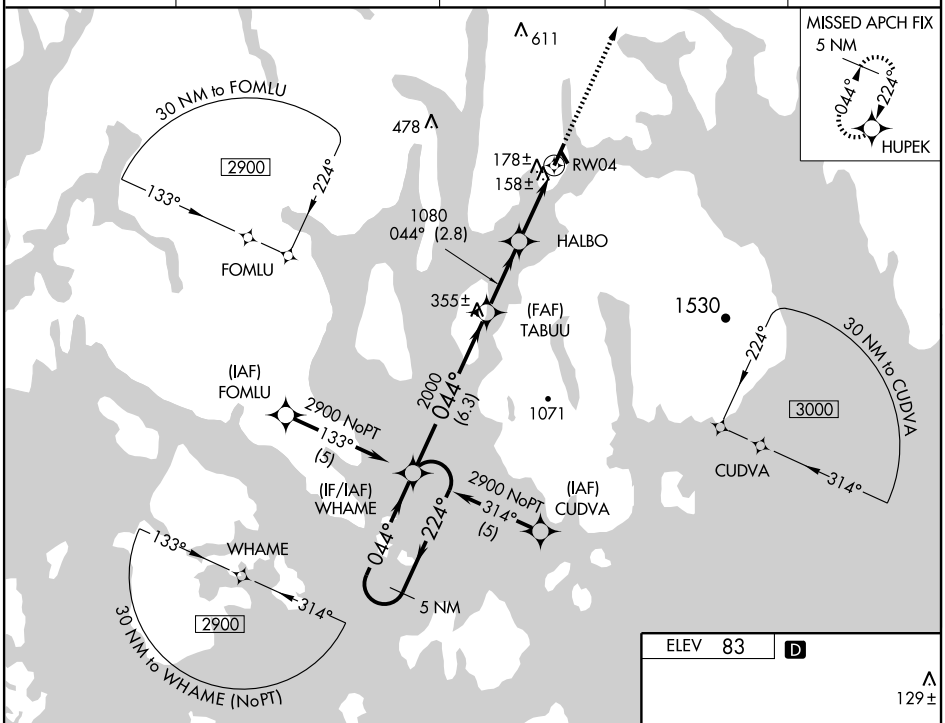
# RNAV (GPS) RWY 4

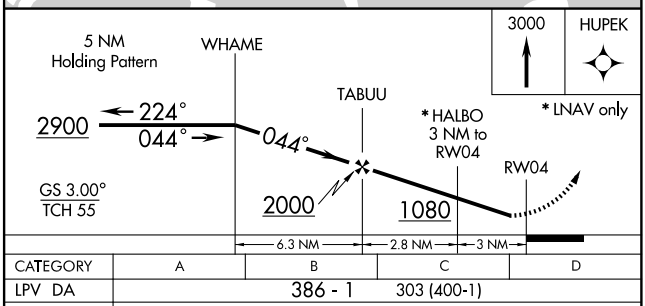
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

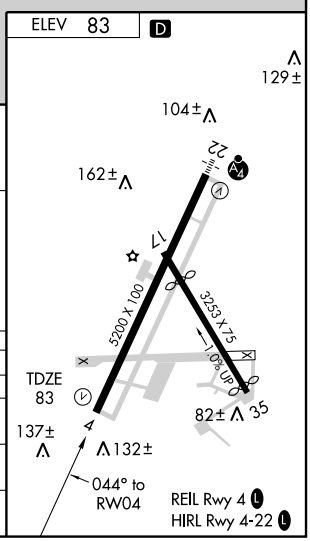
T A W If local altimeter setting not received, use Bangor Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUPEK and hold.

| AWOS-3 | BANGOR APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.5 251.125 | 119.9 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 386 - 1 | | 303 (400-1) | |
| LNAV/VNAV DA | 525 - 1½ | | 442 (500-1½) | |
| LNAV MDA | 480 - 1 | | 397 (400-1) | 480 - 1¼ 397 (400-1¼) |
| CIRCLING | 600 - 1½ 517 (600-1½) | 620 - 1½ | 537 (600-1½) | 640 - 2 557 (600-2) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| Ch 86305 | 224° | TDZE | 83 |
| W22A | | Apt Elev | 83 |

# RNAV (GPS) RWY 22

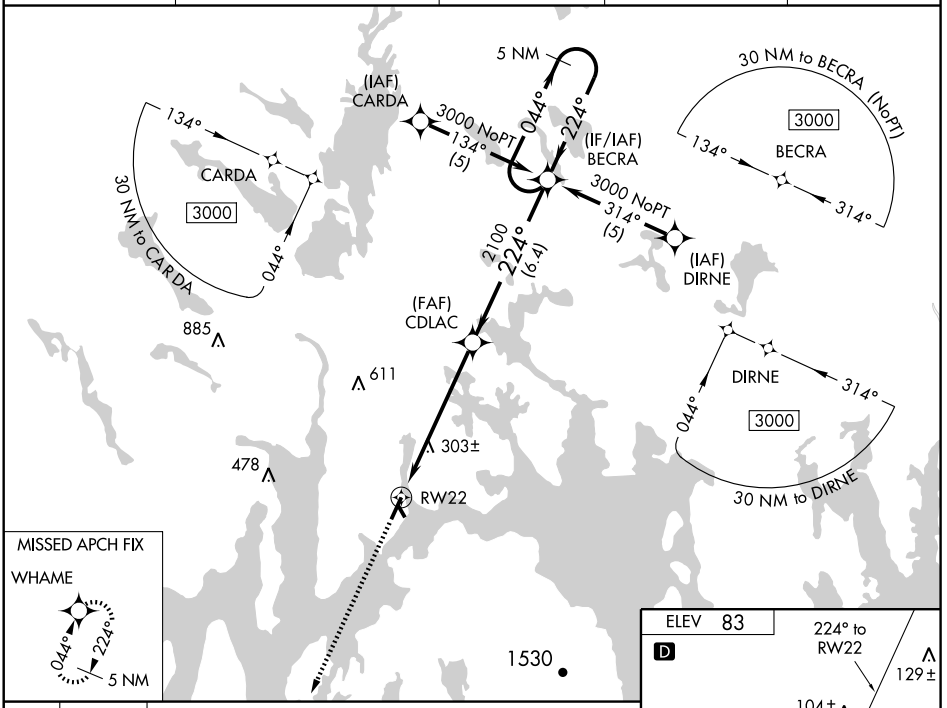
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

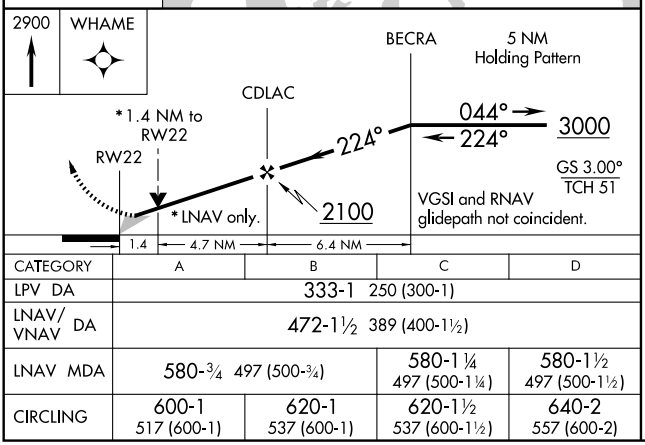
WAAS VNAV NA. If local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416, LNAV/VNAV DA to 623, all MDAs 100'. VDP NA when using Bangor altimeter setting. Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

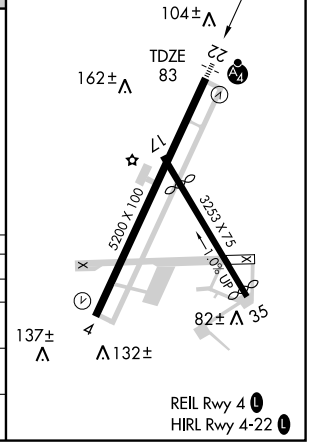
MALSF

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

| AWOS-3 | BANGOR APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.5 251.125 | 119.9 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 333-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 472-1½ 389 (400-1½) | | | |
| LNAV MDA | 580-¾ 497 (500-¾) | | 580-1 ¼ 497 (500-1¼) | 580-1½ 497 (500-1½) |
| CIRCLING | 600-1 517 (600-1) | 620-1 537 (600-1) | 620-1½ 537 (600-1½) | 640-2 557 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## BAR HARBOR

### HANCOCK CO–BAR HARBOR (BHB) 8 NW UTC−5(−4DT) N44°26.99′ W68°21.69′ HALIFAX

83 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE BHB H–11D, L–32I

**RWY 04–22:** H5200X100 (ASPH) D–72, 2S–91, 2D–100 HIRL IAP

**RWY 04:** REIL. VASI(V4L)—GA 3.0°TCH 55′. Pole.

**RWY 22:** MALSF. VASI(V4L)—GA 3.0°TCH 55′.

**RWY 17–35:** H3253X75 (ASPH) S–13, D–20 1.0% up NW

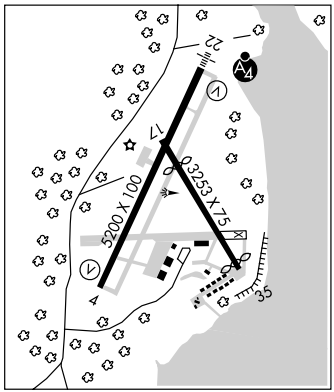
**RWY 17:** Thld dsplcd 684′. Trees.

**RWY 35:** Thld dsplcd 111:

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 04:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200

**RWY 22:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200




**AIRPORT REMARKS:** Attended 1200Z‡–dusk. Grass areas unavbl for acft ops except PPR 207–667–7329. Gulls and deer on and invof arpt. Glider ops on and invof arpt. Rwy 04–22 due to hump at midpoint, opposite ends of rwy not visible at ground level. Full depth transverse cracking full length of rwy. During VFR conditions when wind speed is less than 5 kts as reported by AWOS or UNICOM all acft using Rwy 04–22 shall tkf and land on Rwy 22. ACTIVATE HIRL Rwy 04–22; REIL Rwy 04 and MALSF Rwy 22—122.7.

**WEATHER DATA SOURCES:** AWOS–3 118.025 (207) 667–7364.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **BANGOR APP/DEP CON** 124.5 **CLNC DEL** 119.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 156° 32.2 NM to fld. 360/19W. **HIWAS.**

**SURRY NDB (MHW/LOM)** 330 BH N44°32.32′ W68°18.40′ 223° 5.8 NM to fld.

**ILS/DME** 108.3 I–BHB Chan 20 Rwy 22. Class IB. LOM SURRY NDB. Unmonitored.

### BELFAST N44°29.05′ W68°55.63′ MONTREAL

**RCO** 121.975 (BANGOR RADIO) L–32I

### BELFAST MUNI (BST) 1 SW UTC−5(−4DT) N44°24.57′ W69°00.72′ MONTREAL

198 B **FUEL** 100LL NOTAM FILE BGR L–32I

**RWY 15–33:** H4000X100 (ASPH) S–30 MIRL 1.0% up NW IAP

**RWY 15:** REIL. Brush. **RWY 33:** REIL. Trees.

**AIRPORT REMARKS:** Attended irregularly. For fuel and service call 207–338–4736 24 hr PPR. Rwy 15–33 turkeys and deer on and invof rwy. Obstruction lgts along both sides of primary surface and treeline. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

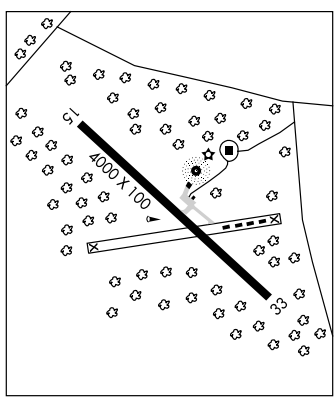
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BANGOR APP/DEP CON** 118.925 **CLNC DEL** 121.975 (Bangor RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 212° 26.6 NM to fld. 360/19W. **HIWAS.**

**NDB (MHW)** 278 BST N44°24.66′ W69°00.64′ at fld.



| NDB BST 278 | APP CRS 144° | Rwy Idg 4000<br>TDZE 198<br>Apt Elev 198 |
|---|---|---|

# NDB RWY 15
## BELFAST MUNI (BST)

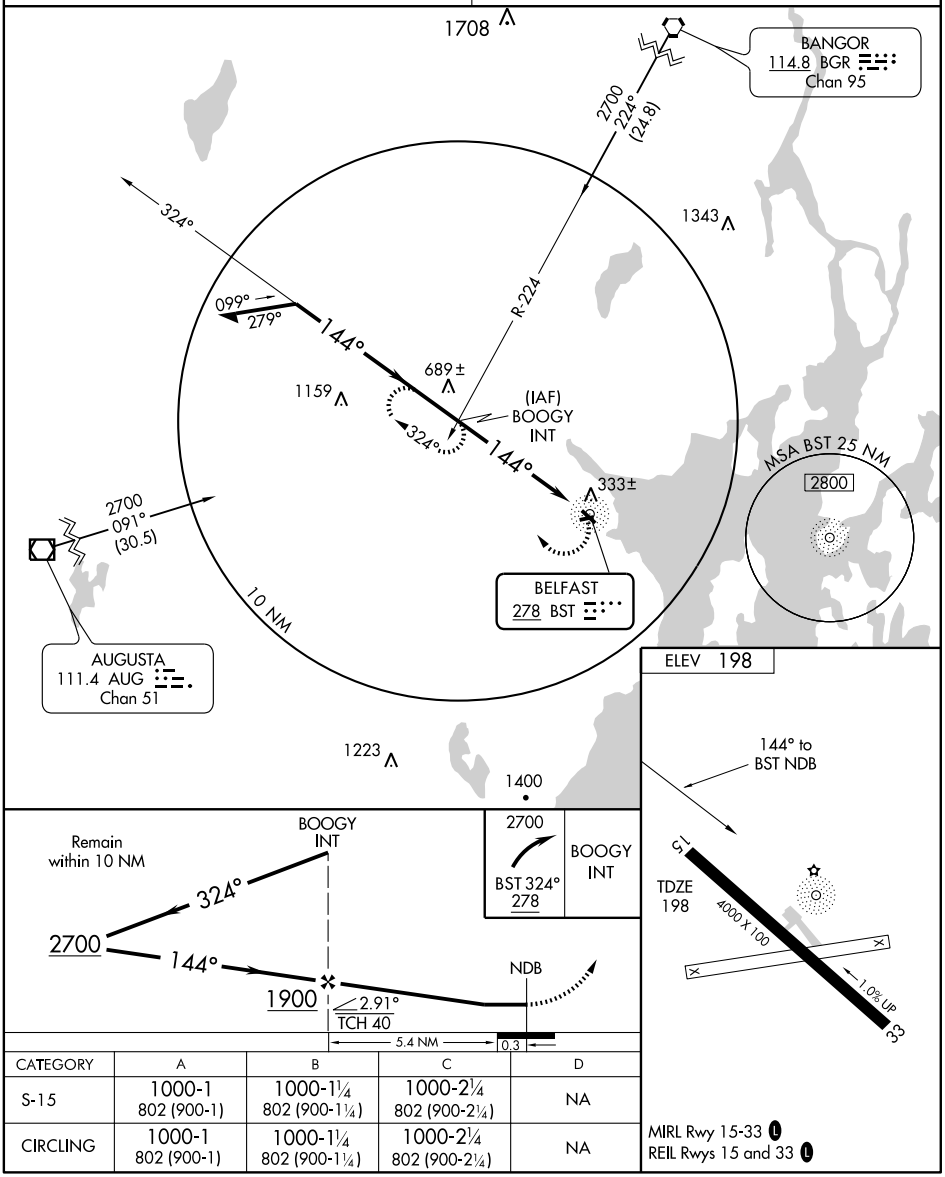
NA

Use Bangor altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via BST 324° bearing to BOOGY Int and hold.

BANGOR APP CON
**118.925 239.3**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1000-1<br>802 (900-1) | 1000-1¼<br>802 (900-1¼) | 1000-2¼<br>802 (900-2¼) | NA |
| CIRCLING | 1000-1<br>802 (900-1) | 1000-1¼<br>802 (900-1¼) | 1000-2¼<br>802 (900-2¼) | NA |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 151° | TDZE | 198 |
| | Apt Elev | 198 |

# RNAV (GPS) RWY 15

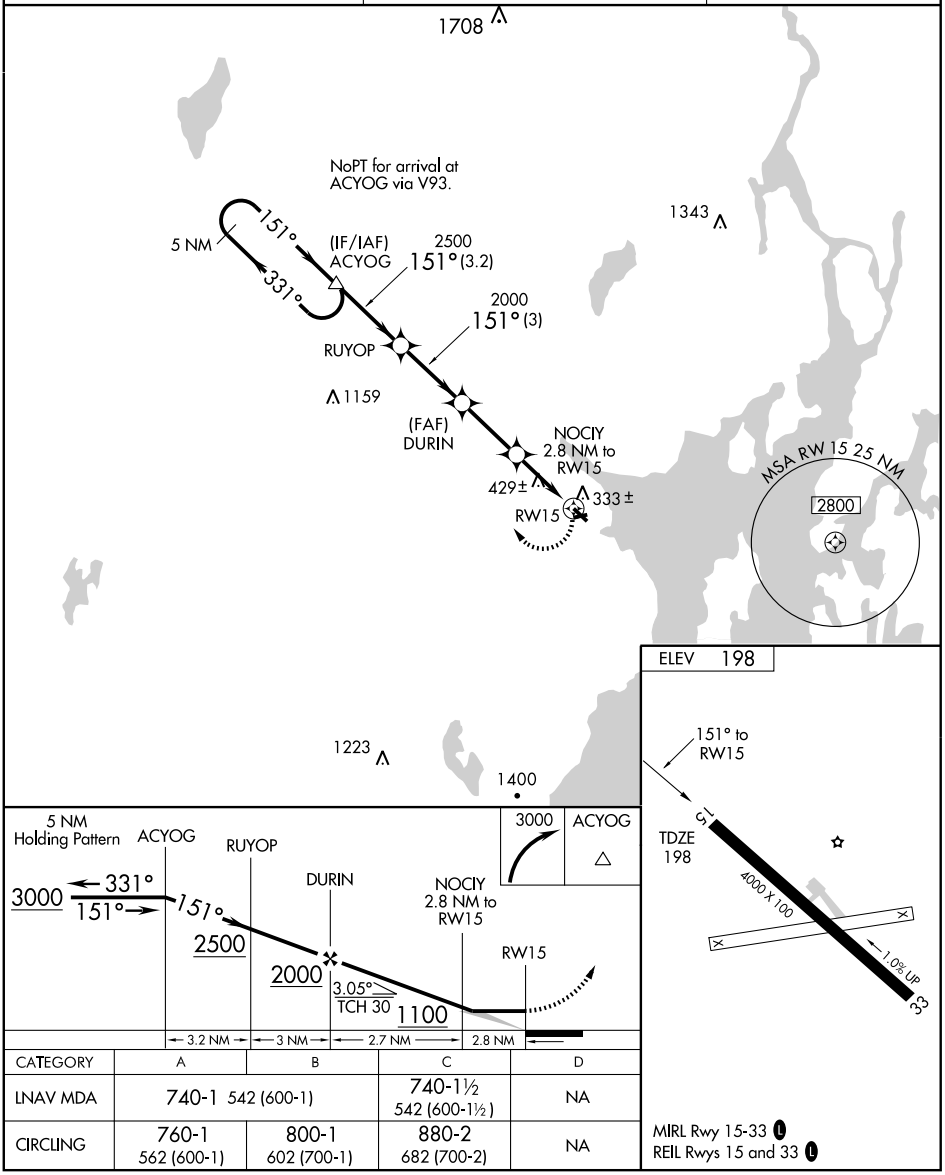
BELFAST MUNI (BST)

DME/DME RNP-0.3 NA.
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct ACYOG and hold.

| BANGOR ASOS | BANGOR APP CON | UNICOM |
|---|---|---|
| 127.75 | 118.925 239.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 542 (600-1) | | 740-1½ 542 (600-1½) | NA |
| CIRCLING | 760-1 562 (600-1) | 800-1 602 (700-1) | 880-2 682 (700-2) | NA |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

BELFAST MUNI (BST)

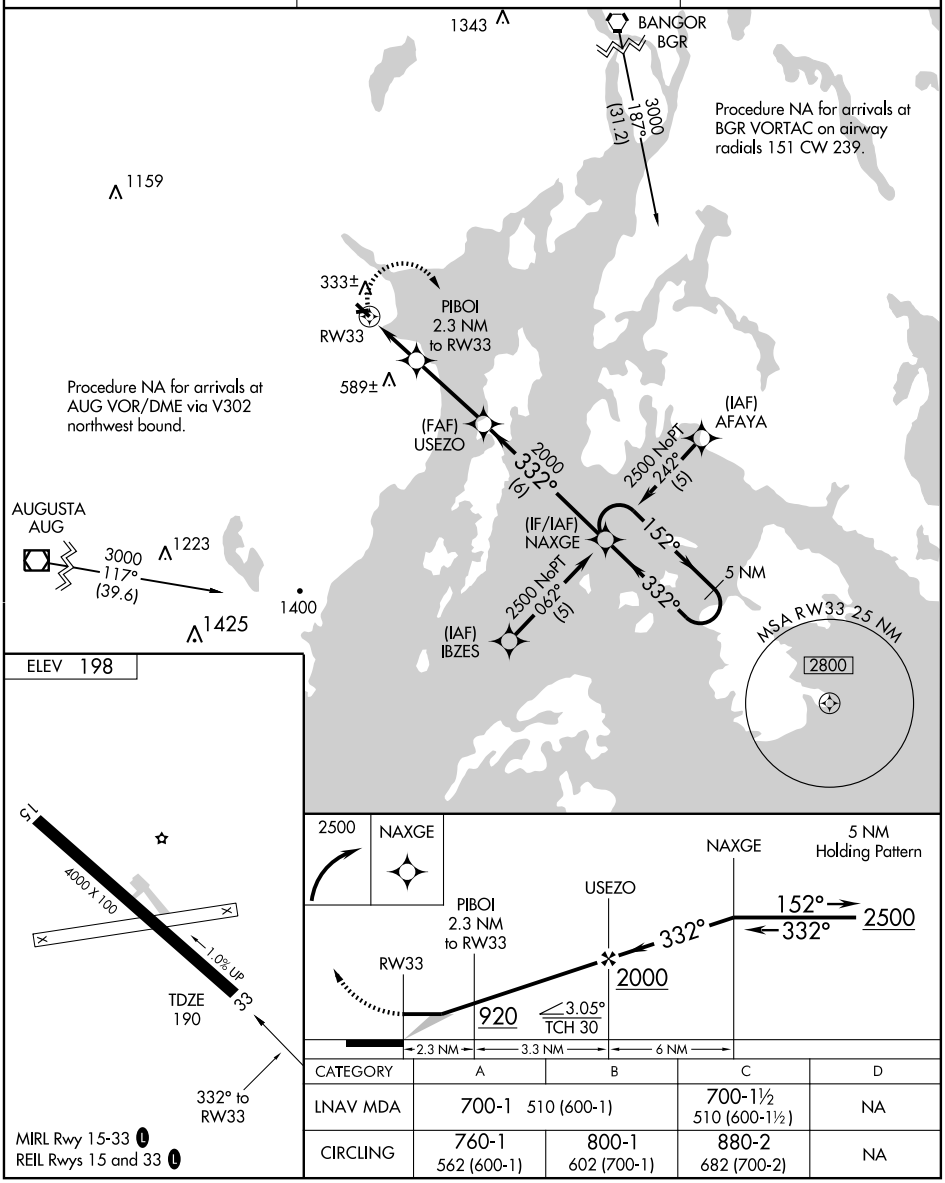
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 332° | TDZE | 190 |
| | Apt Elev | 198 |

Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2500 direct NAXGE and hold.

| BANGOR ASOS | BANGOR APP CON | UNICOM |
|---|---|---|
| 127.75 | 118.925 239.3 | 122.8 (CTAF) L |

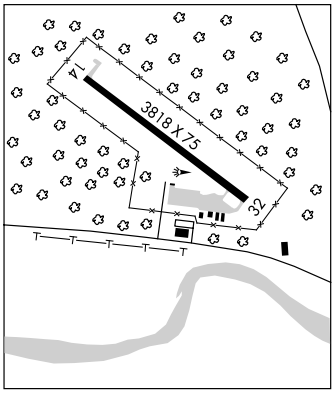



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 510 (600-1) | | 700-1½ 510 (600-1½) | NA |
| CIRCLING | 760-1 562 (600-1) | 800-1 602 (700-1) | 880-2 682 (700-2) | NA |

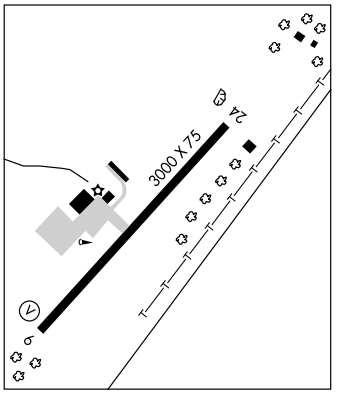


NE-1, 26 AUG 2010 to 23 SEP 2010

**BETHEL RGNL** (ØB1) 2 NW UTC−5(−4DT) N44°25.52′ W70°48.60′ **MONTREAL**
654 **FUEL** 100LL NOTAM FILE BGR **L–32H**
**RWY 14–32:** H3818X75 (ASPH) LIRL (NSTD)
**AIRPORT REMARKS:** Unattended. Self–serv avbl 24 hrs with charge card. Unlgtd mountainous terrain. For rwy conditions or other information, ctc arpt information line 207–824–3100. Powered parachute activity occasionally in terminal area surrounding arpt. ACTIVATE NSTD LIRL Rwy 14–32—CTAF 5 clicks, stays on for 15 min and flashes prior to shut–down. 5 more clicks anytime while on re-sets 15 min cycle. Lgtd windsock and apron lgts on continuously at night. No fees for parking, tie down, overnight electrical A/C hook up.
**WEATHER DATA SOURCES:** AWOS–3 (207) 824–0475. ACTIVATE AWOS–3 via phone (207) 824–0475 or key CTAF 3 times. Wind, ceiling, temperature, dew point unreliable.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.
**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 145° 20.4 NM to fld. 1731/17 W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**BIDDEFORD MUNI** (B19) 2 S UTC−5(−4DT) N43°27.85′ W70°28.34′ **NEW YORK**
157 B S4 **FUEL** 100LL TPA—995(838) NOTAM FILE BGR **L–32H**
**RWY 06–24:** H3000X75 (ASPH) S–25 MIRL 0.3% up NE **IAP**
**RWY 06:** REIL. VASI(V4L)—GA 3.5°TCH 31′. Brush.
**RWY 24:** Brush.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1300–2200Z‡. Deer and turkeys on and invof arpt. Noise Abatement in effect 24hrs, for specifics ctc FBO 877–247–1878. Rwy 24 calm wind rwy. ACTIVATE MIRL Rwy 06–24 and REIL Rwy 06—CTAF; VASI Rwy 06 ops 24 hrs.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**WATERBORO RCO** 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 126.05
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 086° 6.6 NM to fld. 190/17W.




**BLUE HILL** (Ø7B) 3 NE UTC−5(−4DT) N44°26.88′ W68°34.18′ **HALIFAX**
360 NOTAM FILE BGR
**RWY 16–34:** 3186X100 (TURF)
**RWY 16:** Trees. **RWY 34:** Trees.
**AIRPORT REMARKS:** Unattended. Rwy 16–34 bordered on both sides by 40′ to 70′ trees. Rwy not plowed during winter months and CLOSED when snow on surface except to ski acft.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

**BOWDOINHAM**
**MERRYMEETING FLD** (Ø8B) 1 SE UTC−5(−4DT) N44°00.00′ W69°53.23′ **MONTREAL**
65 B NOTAM FILE BGR
**RWY 14–32:** 1935X100 (TURF) LIRL
**RWY 14:** Thld dsplcd 417′. Trees. **RWY 32:** Thld dsplcd 143′. Trees.
**AIRPORT REMARKS:** Attended irregularly. No line of sight between rwy ends. Frost heave mid-field. Turf areas may be soft. Rwy 14–32 LIRL OTS indef. Rotating bcn OTS indef. Rwy 14 dsplcd thld lights OTS indef. Rwy 32 dsplcd thld lights OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 058° | TDZE | 157 |
| | Apt Elev | 157 |

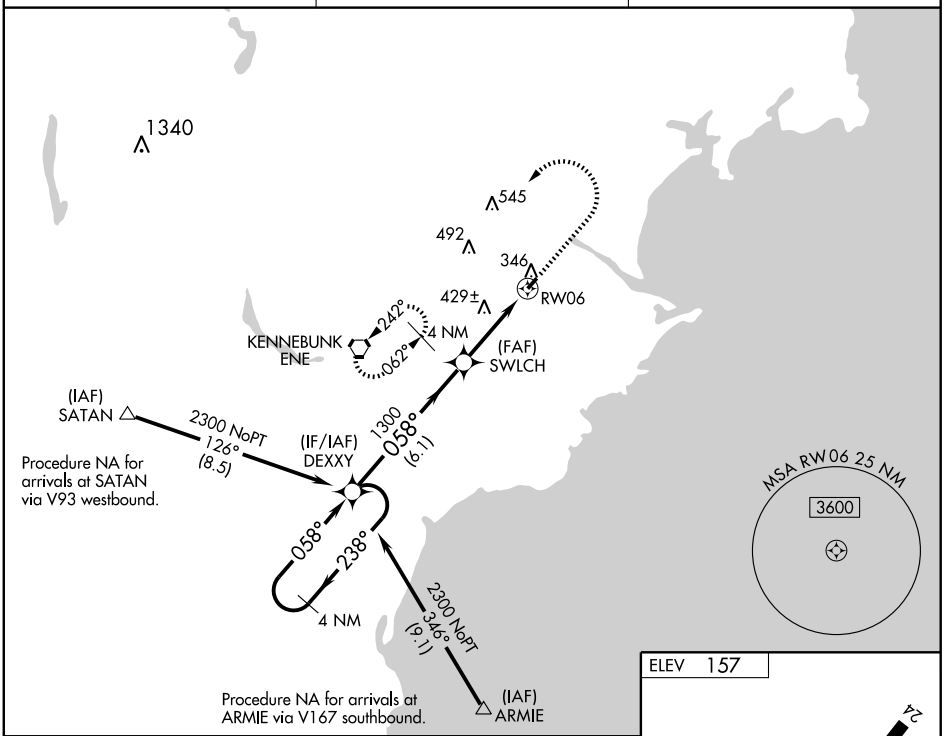
# RNAV (GPS) RWY 6

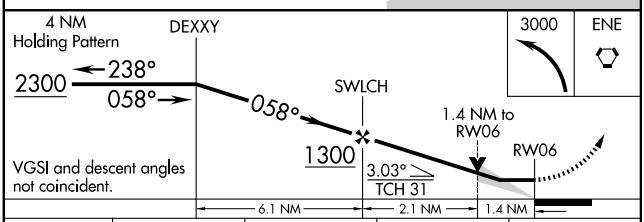
BIDDEFORD MUNI (B19)

Circling to Rwy 24 NA at night. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sanford altimeter setting. VDP NA with Sanford altimeter setting.

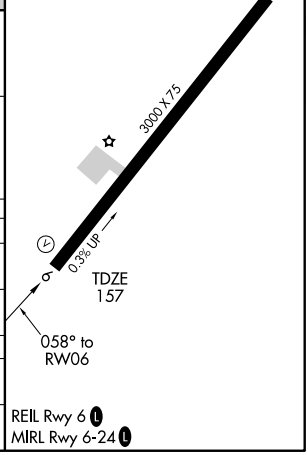
MISSED APPROACH: Climbing left turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

| PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 119.75 381.2 | 126.05 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 523 (600-1) | 680-1½ 523 (600-1½) | NA |
| CIRCLING | 780-1 | 623 (700-1) | 780-1¾ 623 (700-1¾) | NA |
| SANFORD ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 720-1 | 563 (600-1) | 720-1½ 563 (600-1½) | NA |
| CIRCLING | 820-1 | 663 (700-1) | 820-1¾ 663 (700-1¾) | NA |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

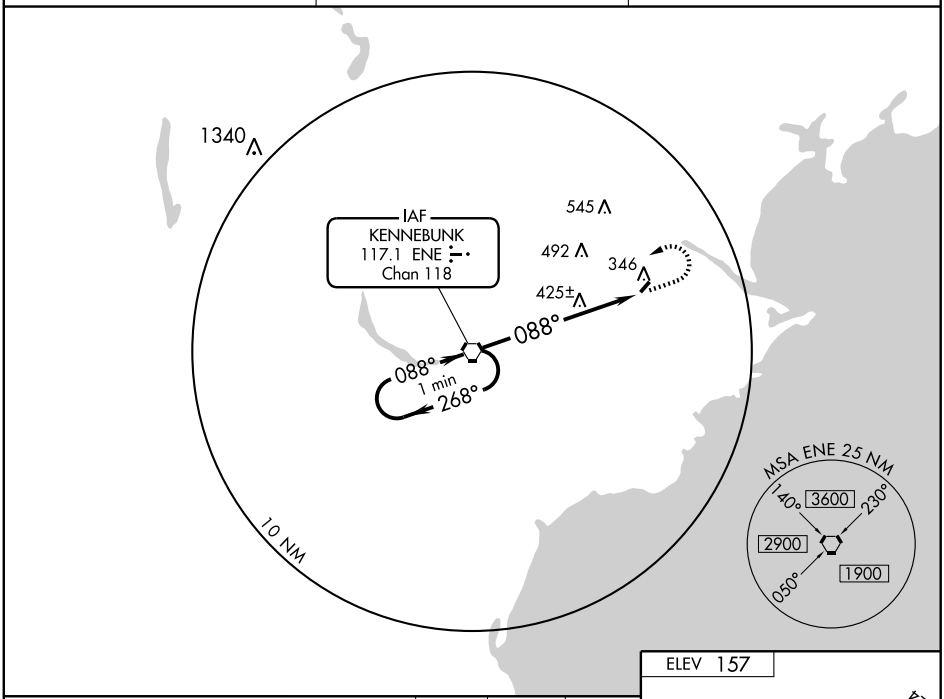
| VORTAC ENE | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 117.1 | 088° | TDZE | 157 |
| Chan 118 | | Apt Elev | 157 |

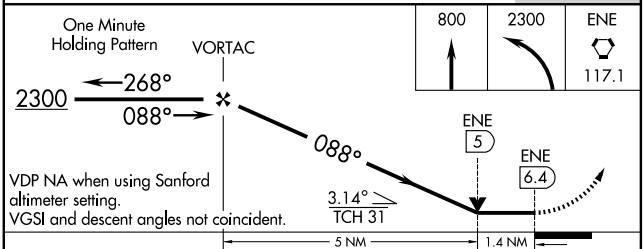
# VOR RWY 6
## BIDDEFORD MUNI (B19)

T NA — Obtain local altimeter on CTAF; when not received, use Sanford altimetersetting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VORTAC and hold.

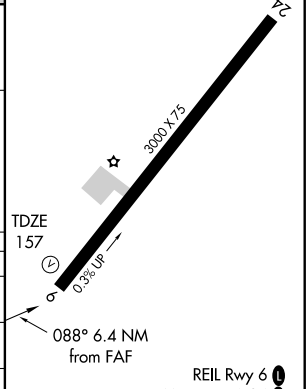
| PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 119.75 381.2 | 126.05 | 123.0 (CTAF) L |




| 800 | 2300 | ENE |
|---|---|---|
| | | 117.1 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 680-1 | 523 (600-1) | 680-1½ 523 (600-1½) | NA |
| CIRCLING | 700-1 | 543 (600-1) | 700-1½ 543 (600-1½) | NA |
| SANFORD ALTIMETER SETTING MINIMUMS | | | | |
| S-6 | 720-1 | 563 (600-1) | 720-1½ 563 (600-1½) | NA |
| CIRCLING | 740-1 | 583 (600-1) | 740-1½ 583 (600-1½) | NA |




| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**BOWMAN FLD** (See LIVERMORE FALLS)

**BRACY** N44°27.61′ W69°44.09′ NOTAM FILE WVL. MONTREAL
**NDB (MHW/LOM)** 399 RL 049° 4.9 NM to Waterville Robert Lafleur. L–32H
NDB/LOM unusable byd 15 NM.

**BRADFORD CAMPS SPB** (See ASHLAND)

**BRANDY POND SPB** (See NAPLES)

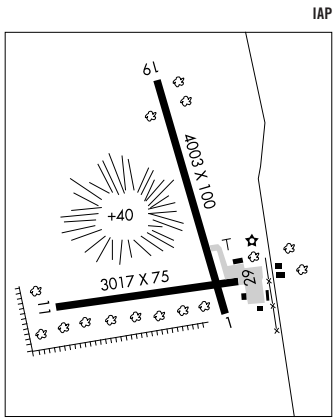
**BREWER** (ØB2) 2 S UTC−5(−4DT) N44°45.83′ W68°46.07′ HALIFAX
124 NOTAM FILE BGR
**RWY 01–19:** 1730X30 (TURF)
**RWY 01:** Brush. Rgt tfc. **RWY 19:** Trees.
**AIRPORT REMARKS:** Unattended. Rwy 01–19 +25′ trees and brush 30′ from centerline along east side. Wildlife on or invof arpt. Public golfcourse at EOR 01. Turf area not maintained. Occasional soft mud either side of rwy.
**COMMUNICATIONS: CTAF** 122.9 **CLNC DEL** 125.3 (Bangor App Con)

**BUCKHORN CAMPS SPB** (See NORCROSS/MILLINOCKET)

**BUCKS HARBOR** N44°37.68′ W67°23.70′ HALIFAX
**RCO** 122.5 (BANGOR RADIO) L–32I

**BURNHAM** N44°41.84′ W69°21.47′ NOTAM FILE BGR. MONTREAL
**NDB (MHW)** 348 BUP 009° 4.3 NM to Pittsfield Muni. Unusable byd 20 NM. L–32H

**CARIBOU MUNI** (CAR) 1 NW UTC−5(−4DT) N46°52.29′ W68°01.08′ HALIFAX
626 B S4 **FUEL** 100LL TPA–See Remarks AOE NOTAM FILE CAR L–32I
**RWY 01–19:** H4003X100 (ASPH) S–30 MIRL IAP
**RWY 01:** Ground. **RWY 19:** Ground.
**RWY 11–29:** H3017X75 (ASPH) S–30 MIRL
**RWY 11:** Trees. **RWY 29:** Building.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2030Z‡. 24 hr fuel avbl with credit card. TPA for light acft 1426(800), TPA for multi and large single engine acft 1626(1000). ACTIVATE MIRL Rwys 01–19 and 11–29—CTAF. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS 135.125 (207) 496–3153.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CARIBOU RCO** 122.3 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.
**PRESQUE ISLE (H) VORW/DME** 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 049° 6.6 NM to fld. 590/21W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc Del provided by Boston Center on 124.75.



# RNAV (GPS) RWY 19

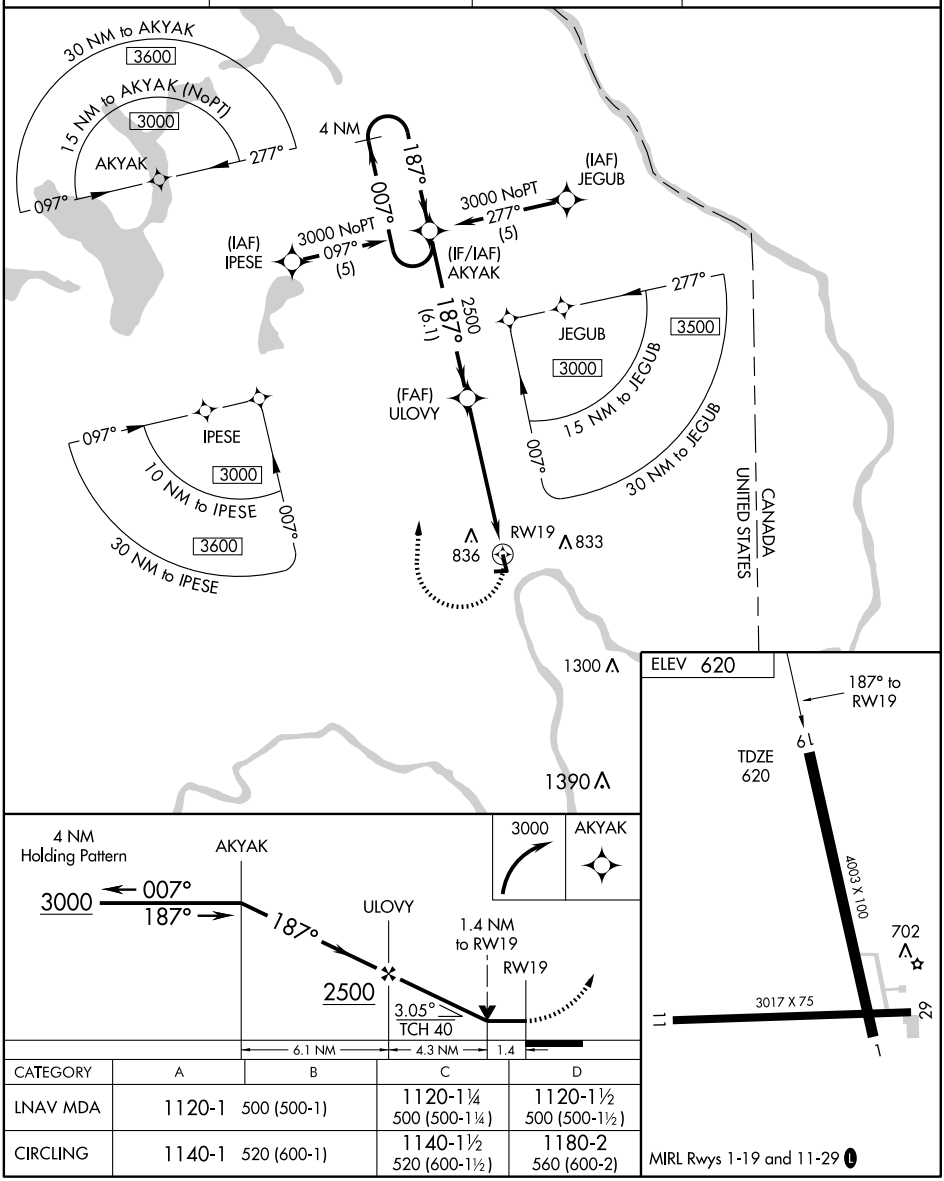
CARIBOU MUNI (CAR)

| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 187° | TDZE | 620 |
| | Apt Elev | 620 |

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct AKYAK WP and hold.

| ASOS | BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.125 | 124.75 239.5 | 124.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 500 (500-1) | 1120-1¼ 500 (500-1¼) | 1120-1½ 500 (500-1½) |
| CIRCLING | 1140-1 | 520 (600-1) | 1140-1½ 520 (600-1½) | 1180-2 560 (600-2) |

MIRL Rwys 1-19 and 11-29 L



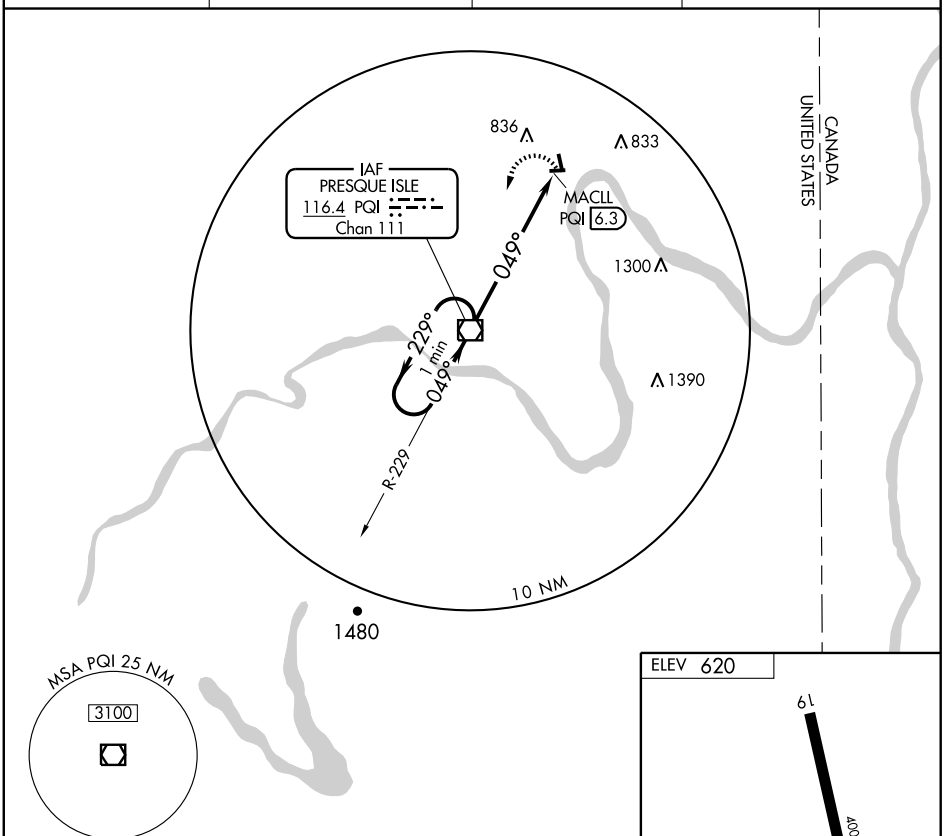
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

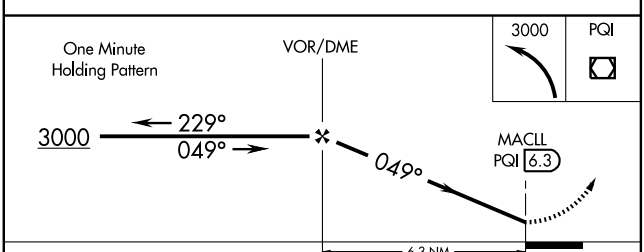
| VOR/DME PQI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 049° | TDZE | N/A |
| Chan 111 | | Apt Elev | 620 |

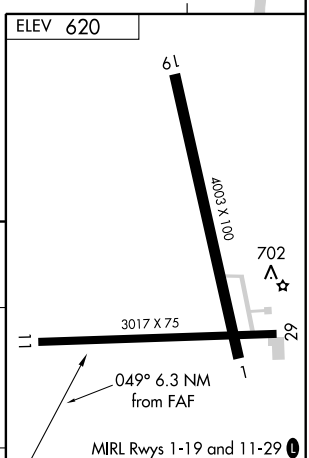
# VOR-A
## CARIBOU MUNI (CAR)

MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.

| ASOS | BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.125 | 124.75 239.5 | 124.75 | 122.8 (CTAF) L |




MIRL Rwys 1-19 and 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 520 (600-1) | | 1140-1½ 520 (600-1½) | NA |

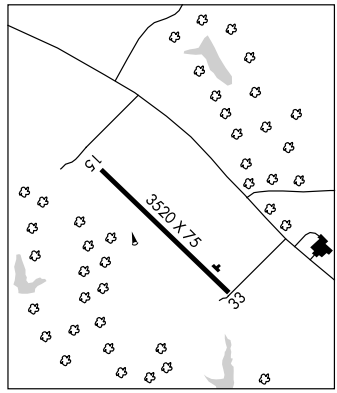
FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



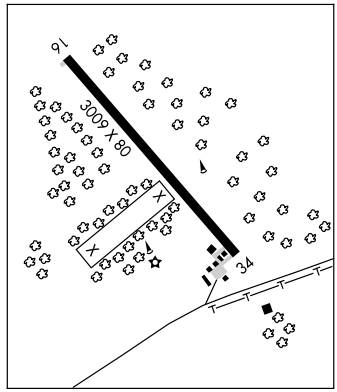
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**DEBLOIS FLIGHT STRIP** (43B) 2 SE UTC−5(−4DT) N44°43.59′ W67°59.44′ **HALIFAX**
217 NOTAM FILE BGR **L–32I**
**RWY 15–33:** H3520X75 (ASPH) S–84, D–200, 2D–400
**RWY 33:** Trees.
**AIRPORT REMARKS:** Unattended. CLOSED during winter months except to ski acft. Daylight use only.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 119° 38.4 NM to fld. 360/19W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**DEWITT FLD, OLD TOWN MUNI** (See OLD TOWN)

**DEXTER RGNL** (1BØ) 3 E UTC−5(−4DT) N45°00.25′ W69°14.22′ **MONTREAL**
533 B NOTAM FILE BGR **L–32H**
**RWY 16–34:** H3009X80 (ASPH) S–30 LIRL **IAP**
**RWY 16:** Tree.
**RWY 34:** Tree.
**AIRPORT REMARKS:** Unattended. Rwy 34 30′ dropoff 30′ from end of rwy. Rwy 16 30′ dropoff 145′ from end of rwy. There is no line of sight between rwy ends. ACTIVATE LIRL Rwy 16–34–122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BANGOR APP/DEP CON** 118.925
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 321° 18.3 NM to fld. 360/19W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




## DIXFIELD

**SWANS FLD** (3S2) 3 SE UTC−5(−4DT) N44°30.85′ W70°24.41′ **MONTREAL**
400 NOTAM FILE BGR
**RWY 12–30:** 1808X40 (TURF)
**RWY 12:** Trees. **RWY 30:** Berm.
**AIRPORT REMARKS:** Unattended. Rwy not plowed winter months. Ctc arpt manager for rwy conditions in winter.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## DOVER/FOXCROFT

**CHARLES A. CHASE JR. MEM FLD** (44B) 1 SW UTC−5(−4DT) N45°10.65′ W69°14.68′ **MONTREAL**
520 NOTAM FILE BGR
**RWY 09–27:** 2926X75 (TURF)
**RWY 09:** Trees. **RWY 27:** Road.
**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Rwy 09–27 thlds unmarked.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| APP CRS | Rwy Idg | 3009 |
|---|---|---|
| 337° | TDZE | 520 |
| | Apt Elev | 534 |

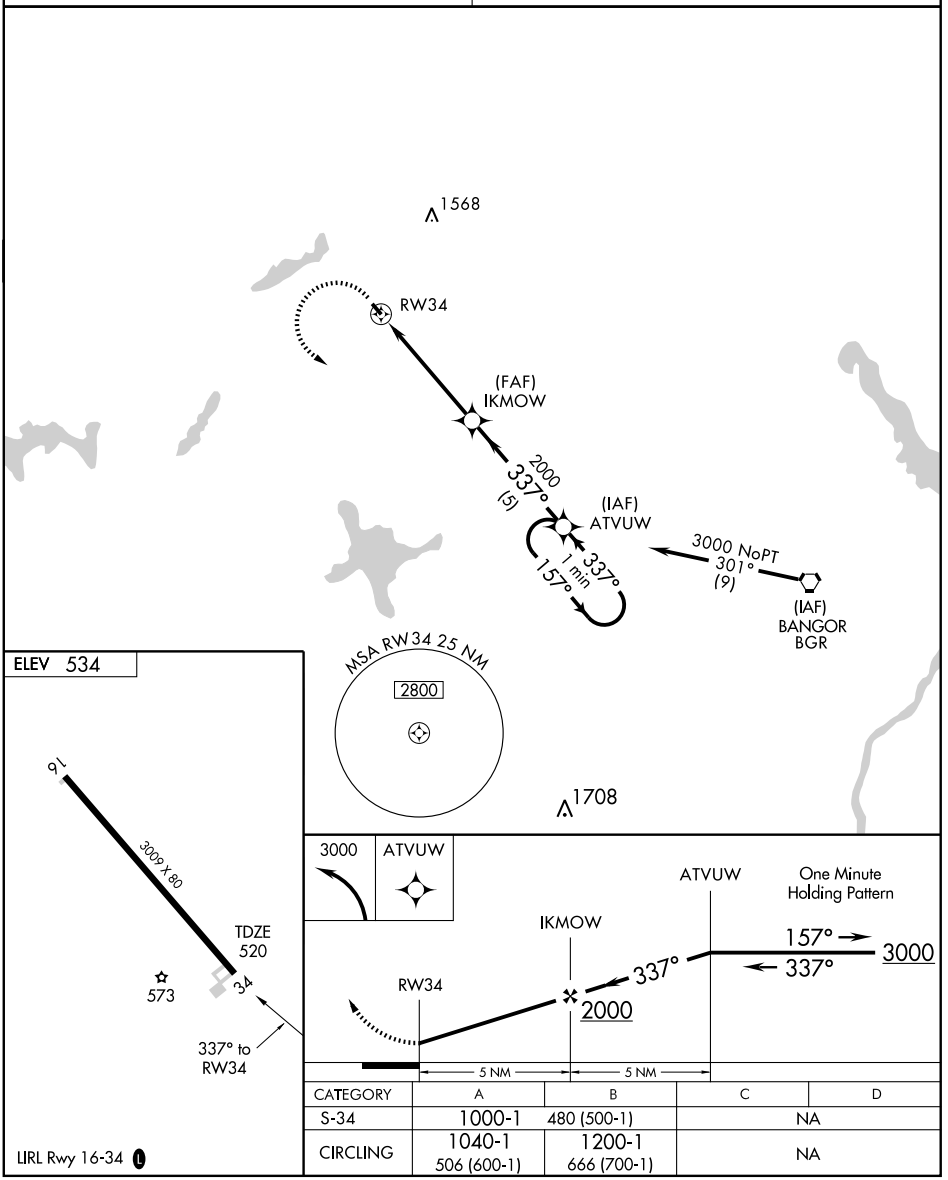
# GPS RWY 34
DEXTER RGNL (1BØ)

Use Bangor altimeter setting.
Procedure not authorized at night.

NA

MISSED APPROACH: Climbing left turn to 3000 direct ATVUW WP and hold.

| BANGOR APP CON | UNICOM |
|---|---|
| 118.925 239.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1000-1 | 480 (500-1) | NA | |
| CIRCLING | 1040-1<br>506 (600-1) | 1200-1<br>666 (700-1) | NA | |

LIRL Rwy 16-34 L

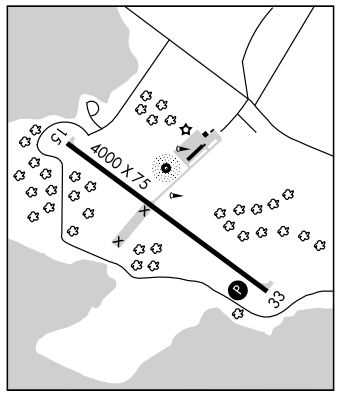
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**DUNNS** N44°24.66′ W69°51.64′ NOTAM FILE AUG. MONTREAL
**NDB (LOM)** 366 AU 171° 6.1 NM to Augusta State. L–32H

**EASTERN SLOPES RGNL** (See FRYEBURG)

**EASTPORT MUNI** (EPM) 1 W UTC−5(−4DT) N44°54.61′ W67°00.76′ HALIFAX
45 B **FUEL** 100LL, JET A LRA NOTAM FILE EPM L–32I
**RWY 15–33:** H4000X75 (ASPH) S–30 MIRL 0.3% up SW IAP
**RWY 15:** REIL. Tree. **RWY 33:** REIL. PAPI(P2L). Pole.
**AIRPORT REMARKS:** Unattended. Self-svc fuel avbl 24 hrs. Deer and birds on and in vicinity of rwy. REIL Rwy 15 and Rwy 33 OTS indef. PAPI Rwy 33 OTS indef. ACTIVATE MIRL Rwy 15–33; PAPI Rwy 33; REIL Rwys 15 and 33—CTAF. Customs on request call 207–853–4313.
**WEATHER DATA SOURCES: AWOS–A** 260 EPM.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 124.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**PRINCETON (L) VOR/DME** 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 151° 38.7 NM to fld. 400/21W.
**NDB (MHW)** 260 EPM N44°54.75′ W67°00.73′ at fld. **AWOS–A**. NOTAM FILE EPM. Unusable byd 10 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

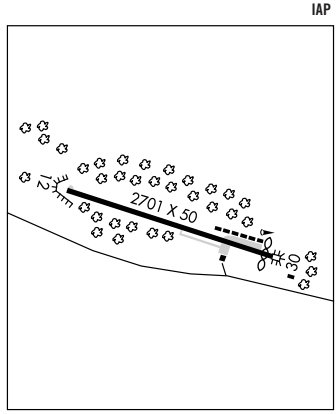



## EAST WINTHROP

**LAKESIDE MARINA SPB** (Ø3M) 4 E UTC−5(−4DT) N44°18.91′ W69°53.22′ MONTREAL
165 **FUEL** MOGAS NOTAM FILE BGR Not insp.
**WATERWAY 02–20:** 3800X200 (WATER)
**WATERWAY 20:** Trees.
**SEAPLANE REMARKS:** Attended 1300–0300Z‡. Daytime use only. For fuel check at motel. Rwy 02 end east of lgthouse; Rwy 20 end east of south tip Hershey Island.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## ELIOT

**LITTLEBROOK AIR PARK** (3B4) 2 SE UTC−5(−4DT) N43°08.59′ W70°46.34′ NEW YORK
130 TPA—1130(1000) NOTAM FILE BGR L–32H, 33D
**RWY 12–30:** H2701X50 (ASPH) S–8 LIRL (NSTD) 0.7% up NW IAP
**RWY 12:** Trees. **RWY 30:** Thld dsplcd 86′. Trees.
**AIRPORT REMARKS:** Unattended. Broken pavement and debris on all ramp and twyway areas. All twys clsd. Aerobatic activity conducted over and in vicinity of arpt 500 ft thru 5000 ft MSL SR–SS. Contact Manchester App Con for advisory. Birds and deer on and invof arpt. Rwy 12 markings extremely faded, non–standard size, displacement arrows missing. Rwy 30 markings extremely faded, non–standard size, displacement arrows missing. NSTD LIRL due to spacing, rwy lgts are 25′ from rwy edge. Lgts avbl PPR 603–969–5646. No thld lgts avbl.
**COMMUNICATIONS: CTAF** 122.9
**BOSTON APP/DEP CON** 125.05 (1100–0500Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.
**PEASE (L) VORTACW** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 053° 4.4 NM to fld. 99/16W.
**ROLLINS NDB (MHW)** 260 ESG N43°13.22′ W70°49.70′ 168° 5.2 NM to fld. NOTAM FILE BGR.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**EXCAL** N46°36.62′ W68°01.16′ NOTAM FILE PQI. HALIFAX
**NDB (LOM)** 278 PQ 007° 4.8 NM to Northern Maine Rgnl at Presque Isle. Unmonitored. L–32I

| NDB EPM | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 260 | 136° | TDZE | 44 |
| | | Apt Elev | 45 |

# NDB RWY 15
## EASTPORT MUNI (EPM)

If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 in EPM NDB holding pattern.

| AWOS-A | BOSTON CENTER | UNICOM |
|---|---|---|
| 260 | 124.25 290.5 | 122.8 (CTAF) L |



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RADAR REQUIRED

CANADA
UNITED STATES

316°
091°
271°
136°
316°
217±

IAF
EASTPORT
260 EPM

10 NM

MSA EPM 25 NM
2200

1033
1033

ELEV 45
250±
136° to
EPM NDB
S-15
0.3% UP
TDZE
44
4000 X 75
X X X X
33

Remain
within 10 NM
NDB
316°
2100
136°

4000
EPM
260

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 740-1 | 696 (700-1) | 740-2 696 (700-2) | 740-2¼ 696 (700-2¼) |
| CIRCLING | 740-1 | 695 (700-1) | 740-2 695 (700-2) | 740-2¼ 695 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| NDB EPM | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 260 | 333° | TDZE | 45 |
| | | Apt Elev | 45 |

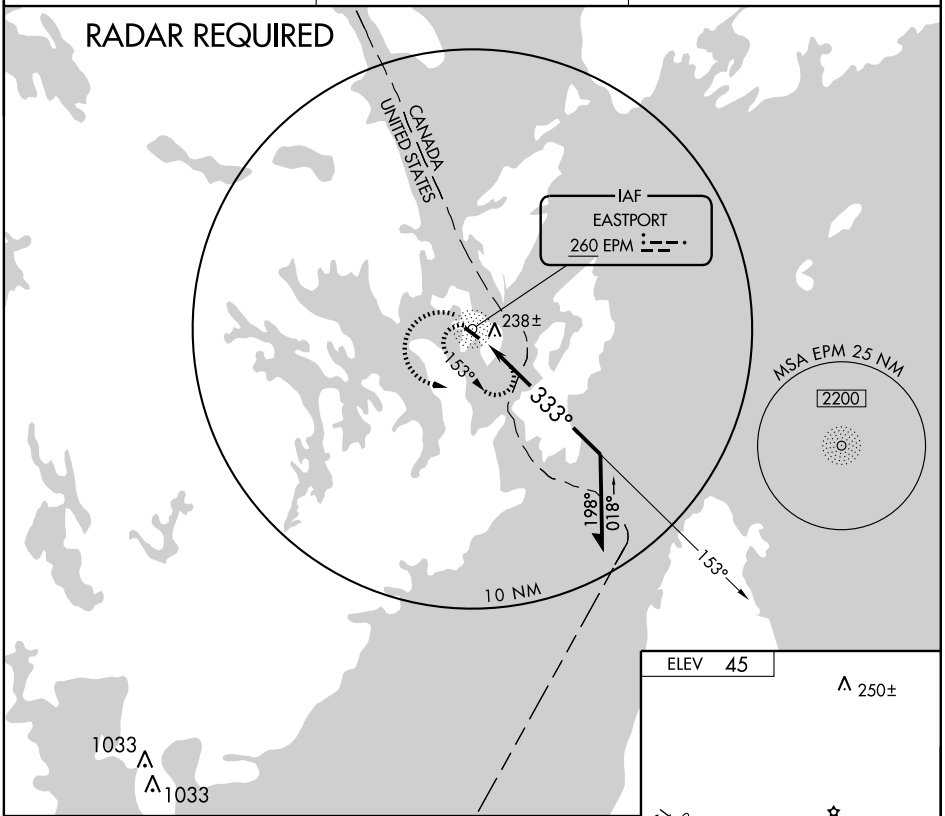
# NDB RWY 33
## EASTPORT MUNI (EPM)

If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 4000 in EPM NDB holding pattern.

| AWOS-A | BOSTON CENTER | UNICOM |
|---|---|---|
| 260 | 124.25 290.5 | 122.8 (CTAF) |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 600-1 555 (600-1) | | 600-1½ 555 (600-1½) | 600-1¾ 555 (600-1¾) |
| CIRCLING | 600-1 555 (600-1) | | 600-1½ 555 (600-1½) | 600-2 555 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

# RNAV (GPS) RWY 15
## EASTPORT MUNI (EPM)

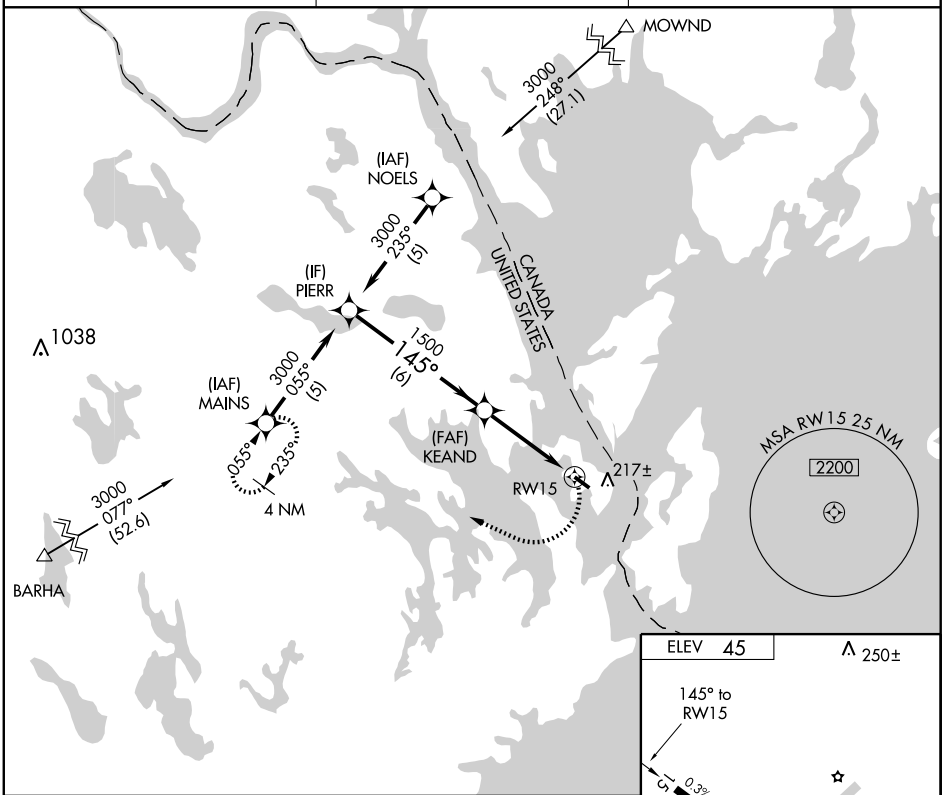
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 145° | TDZE | 44 |
| | Apt Elev | 45 |

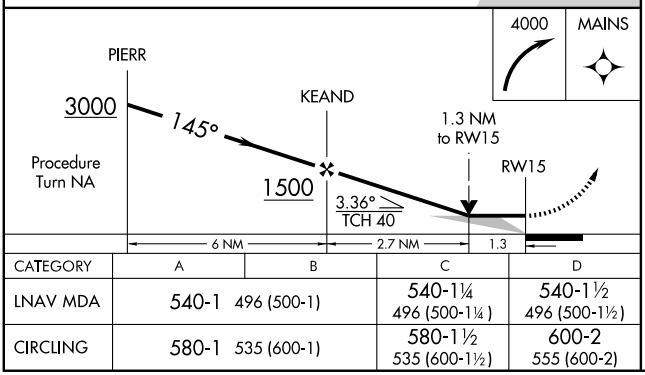
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

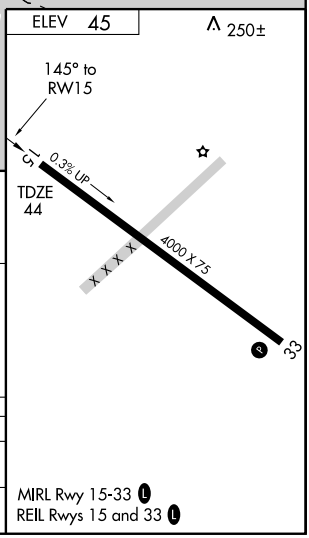
NA

MISSED APPROACH: Climbing right turn to 4000 direct MAINS and hold.

| AWOS-A | BOSTON CENTER | UNICOM |
|---|---|---|
| 260 | 124.25 290.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 496 (500-1) | | 540-1¼ 496 (500-1¼) | 540-1½ 496 (500-1½) |
| CIRCLING | 580-1 535 (600-1) | | 580-1½ 535 (600-1½) | 600-2 555 (600-2) |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L




NE-1, 26 AUG 2010 to 23 SEP 2010

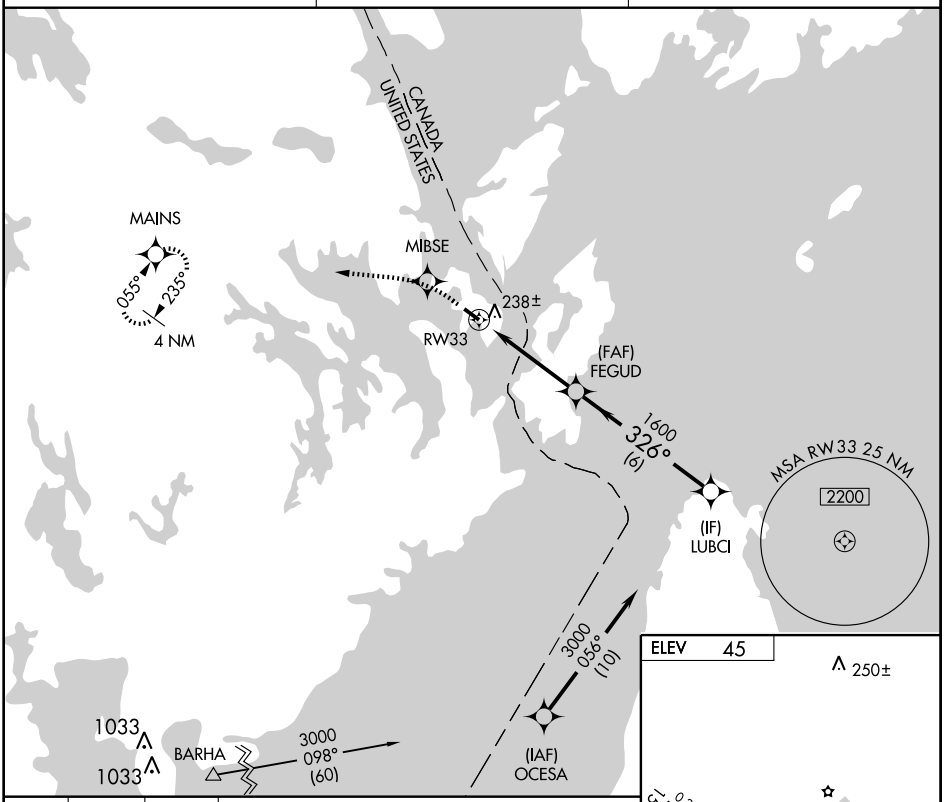
# RNAV (GPS) RWY 33
## EASTPORT MUNI (EPM)

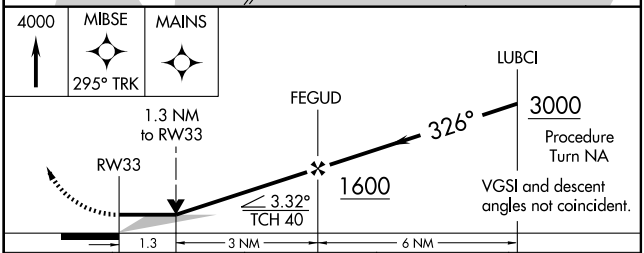
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 326° | TDZE | 45 |
| | Apt Elev | 45 |

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

| AWOS-A | BOSTON CENTER | UNICOM |
|---|---|---|
| 260 | 124.25 290.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 455 (500-1) | | 500-1¼ 455 (500-1¼) | 500-1½ 455 (500-1½) |
| CIRCLING | 580-1 535 (600-1) | | 580-1½ 535 (600-1½) | 600-2 555 (600-2) |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

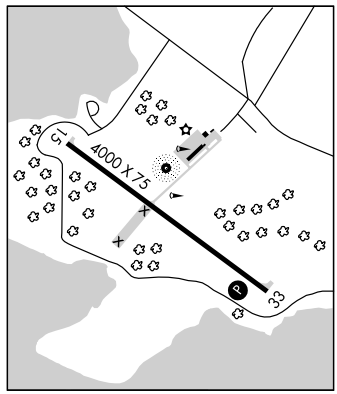


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**DUNNS** N44°24.66′ W69°51.64′ NOTAM FILE AUG. MONTREAL
**NDB (LOM)** 366 AU 171° 6.1 NM to Augusta State. L–32H

**EASTERN SLOPES RGNL** (See FRYEBURG)

**EASTPORT MUNI** (EPM) 1 W UTC−5(−4DT) N44°54.61′ W67°00.76′ HALIFAX
45 B **FUEL** 100LL, JET A LRA NOTAM FILE EPM L–32I
**RWY 15–33:** H4000X75 (ASPH) S–30 MIRL 0.3% up SW IAP
**RWY 15:** REIL. Tree. **RWY 33:** REIL. PAPI(P2L). Pole.
**AIRPORT REMARKS:** Unattended. Self-svc fuel avbl 24 hrs. Deer and birds on and in vicinity of rwy. REIL Rwy 15 and Rwy 33 OTS indef. PAPI Rwy 33 OTS indef. ACTIVATE MIRL Rwy 15–33; PAPI Rwy 33; REIL Rwys 15 and 33—CTAF. Customs on request call 207–853–4313.
**WEATHER DATA SOURCES: AWOS–A** 260 EPM.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 124.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**PRINCETON (L) VOR/DME** 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 151° 38.7 NM to fld. 400/21W.
**NDB (MHW)** 260 EPM N44°54.75′ W67°00.73′ at fld. **AWOS–A**. NOTAM FILE EPM. Unusable byd 10 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

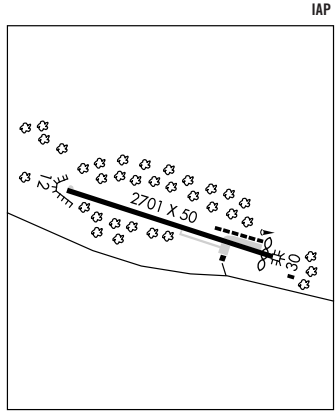



## EAST WINTHROP

**LAKESIDE MARINA SPB** (Ø3M) 4 E UTC−5(−4DT) N44°18.91′ W69°53.22′ MONTREAL
165 **FUEL** MOGAS NOTAM FILE BGR Not insp.
**WATERWAY 02–20:** 3800X200 (WATER)
**WATERWAY 20:** Trees.
**SEAPLANE REMARKS:** Attended 1300–0300Z‡. Daytime use only. For fuel check at motel. Rwy 02 end east of lgthouse; Rwy 20 end east of south tip Hershey Island.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## ELIOT

**LITTLEBROOK AIR PARK** (3B4) 2 SE UTC−5(−4DT) N43°08.59′ W70°46.34′ NEW YORK
130 TPA—1130(1000) NOTAM FILE BGR L–32H, 33D
**RWY 12–30:** H2701X50 (ASPH) S–8 LIRL (NSTD) 0.7% up NW IAP
**RWY 12:** Trees. **RWY 30:** Thld dsplcd 86′. Trees.
**AIRPORT REMARKS:** Unattended. Broken pavement and debris on all ramp and twyway areas. All twys clsd. Aerobatic activity conducted over and in vicinity of arpt 500 ft thru 5000 ft MSL SR–SS. Contact Manchester App Con for advisory. Birds and deer on and invof arpt. Rwy 12 markings extremely faded, non–standard size, displacement arrows missing. Rwy 30 markings extremely faded, non–standard size, displacement arrows missing. NSTD LIRL due to spacing, rwy lgts are 25′ from rwy edge. Lgts avbl PPR 603–969–5646. No thld lgts avbl.
**COMMUNICATIONS: CTAF** 122.9
**BOSTON APP/DEP CON** 125.05 (1100–0500Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.
**PEASE (L) VORTACW** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 053° 4.4 NM to fld. 99/16W.
**ROLLINS NDB (MHW)** 260 ESG N43°13.22′ W70°49.70′ 168° 5.2 NM to fld. NOTAM FILE BGR.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**EXCAL** N46°36.62′ W68°01.16′ NOTAM FILE PQI. HALIFAX
**NDB (LOM)** 278 PQ 007° 4.8 NM to Northern Maine Rgnl at Presque Isle. Unmonitored. L–32I

| NDB ESG 260 | APP CRS 168° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 125 |
|---|---|---|

# NDB-B

## ELIOT/ LITTLEBROOK AIR PARK (3B4)

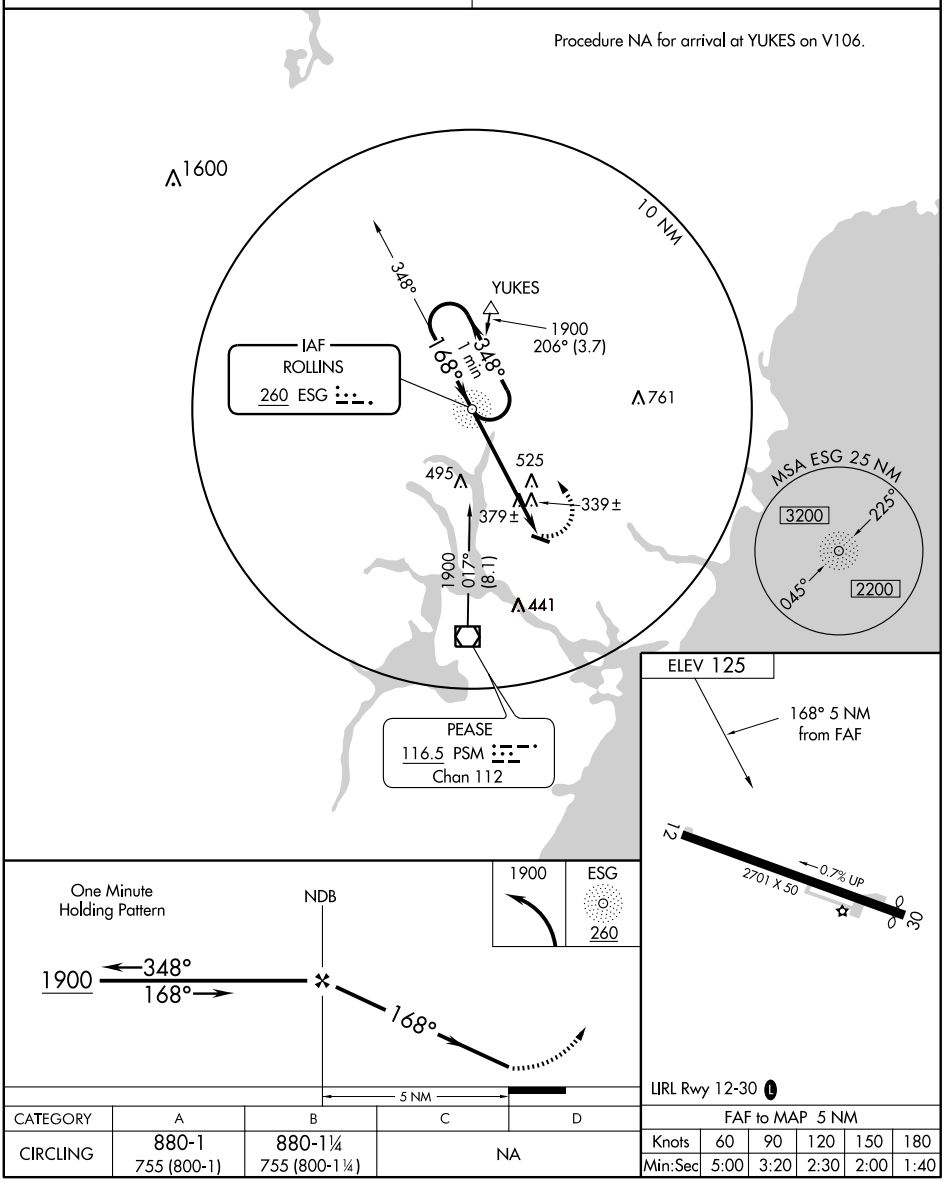
Use Portsmouth, NH altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct ESG NDB and hold.

BOSTON APP CON
**125.05 269.4**

UNICOM
**122.9** (CTAF) L

Procedure NA for arrival at YUKES on V106.




LIRL Rwy 12-30 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>755 (800-1) | 880-1¼<br>755 (800-1¼) | NA | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




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# RNAV (GPS) RWY 30

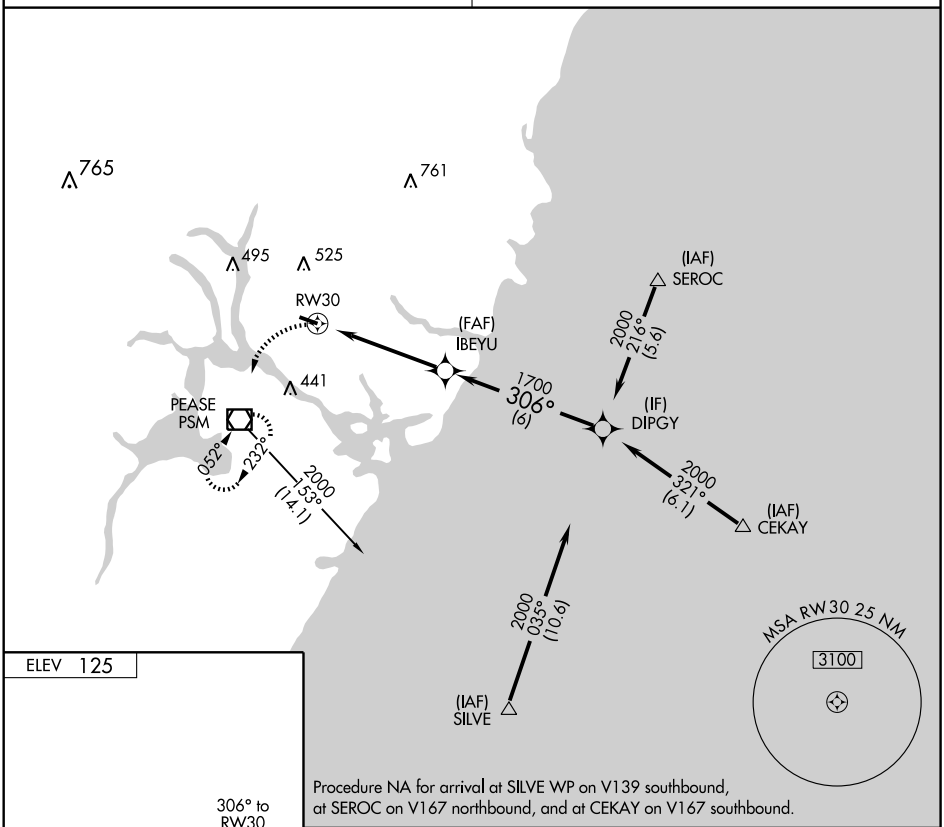
ELIOT/LITTLEBROOK AIR PARK (3B4)

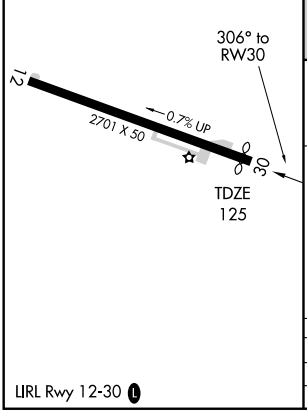
| APP CRS | Rwy Idg | 2615 |
|---|---|---|
| 306° | TDZE | 125 |
| | Apt Elev | 125 |

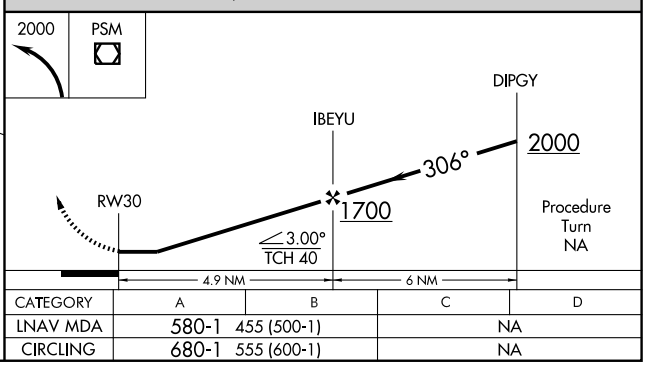
Procedure NA at night.
Use Portsmouth, NH. altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct PSM VOR/DME and hold.

| BOSTON APP CON | UNICOM |
|---|---|
| 125.05 269.4 | 122.9 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 455 (500-1) | | NA | |
| CIRCLING | 680-1 555 (600-1) | | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PSM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.5 | 052° | TDZE | N/A |
| Chan 112 | | Apt Elev | 125 |

# VOR-A

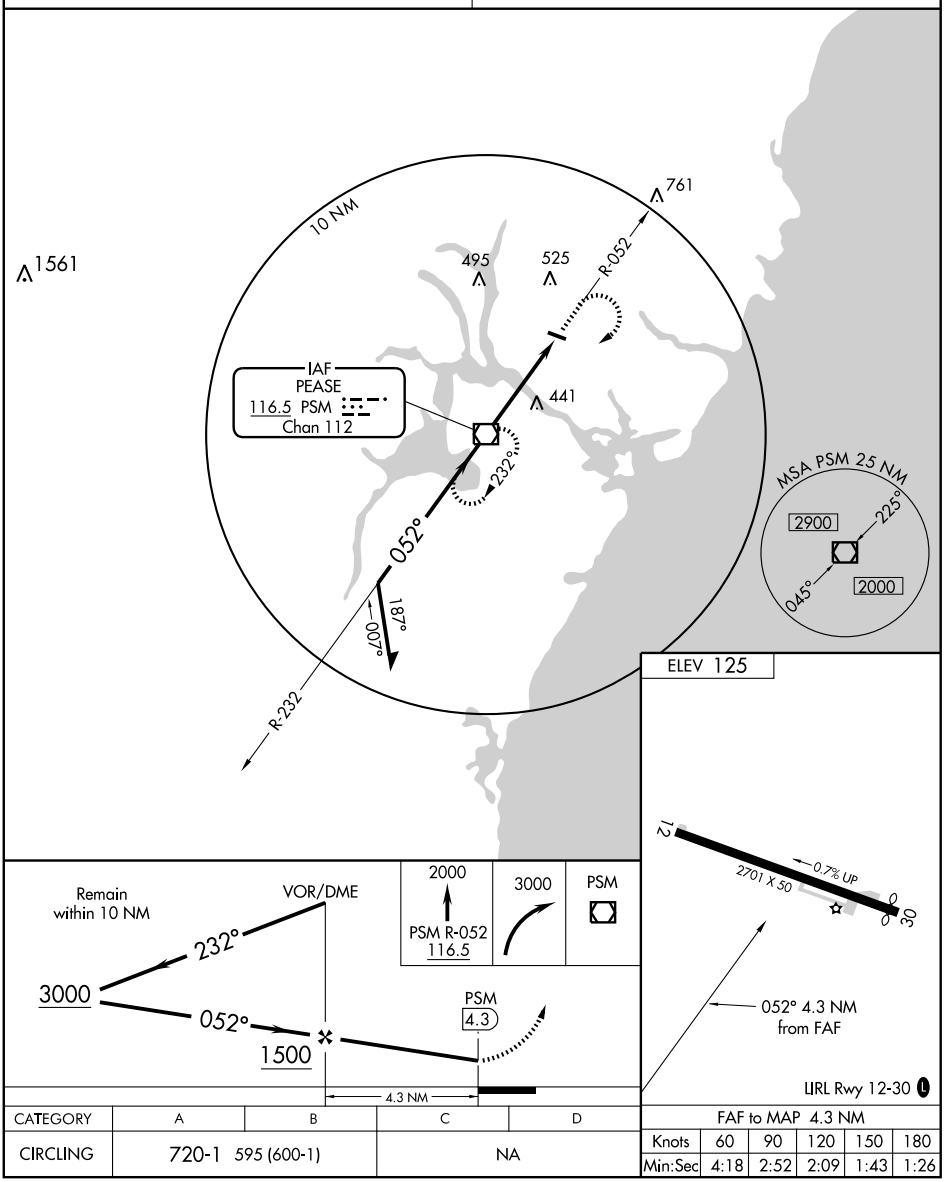
ELIOT/ LITTLEBROOK AIR PARK (3B4)

Use Portsmouth, NH altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.

BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 595 (600-1) | | NA | |

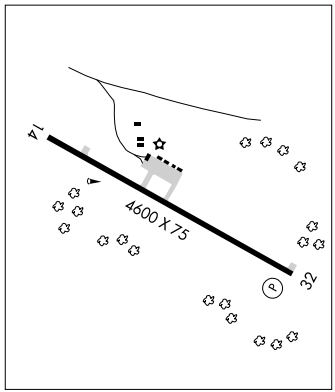
| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## FRENCHVILLE

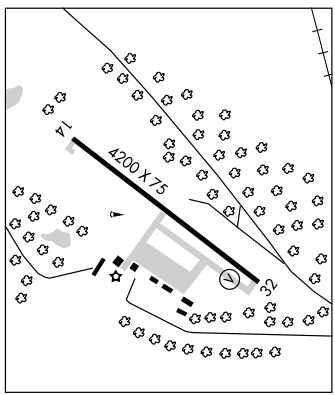
**NORTHERN AROOSTOOK RGNL** (FVE) 3 E UTC−5(−4DT) N47°17.13′ W68°18.76′ **HALIFAX**
987 B **FUEL** 100LL, JET A LRA TPA–1987(1000) NOTAM FILE FVE **L–32I**
**RWY 14–32:** H4600X75 (ASPH) S–25 MIRL **IAP**
**RWY 14:** REIL. Trees.
**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.
**AIRPORT REMARKS:** Attended Mon–Fri 1330–2200Z‡, Sat and Sun 1500–2100Z‡. For fuel after hours call arpt manager 207–436–1379. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and 32—CTAF. Landing fee.
**WEATHER DATA SOURCES:** ASOS 135.725 (207) 543–7456.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.
**PRESQUE ISLE (H) VORW/DME** 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 005° 32.0 NM to fld. 590/21W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**FRYEBURG** N43°55.42′ W70°56.75′ **NEW YORK**
**RCO** 122.55 (BANGOR RADIO) **L–32H**

## FRYEBURG

**EASTERN SLOPES RGNL** (IZG) 3 SE UTC−5(−4DT) N43°59.47′ W70°56.87′ **NEW YORK**
454 B S4 **FUEL** 100LL NOTAM FILE IZG **L–32H**
**RWY 14–32:** H4200X75 (ASPH) S–30 MIRL 0.8% up NW **IAP**
**RWY 14:** Trees. **RWY 32:** REIL. VASI(V2L). Trees.
**AIRPORT REMARKS:** Attended 1200–2300Z‡. 24 hr credit card fuel. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.775 (207) 935–2882.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**FRYEBURG RCO** 122.55 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 125.5 (1100–0500Z‡)
**BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**CLNC DEL** 122.55 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 354° 36.9 NM to fld. 190/17W.
**SEBAGO NDB (MHW)** 227 SZO N43°54.26′ W70°46.94′ 323° 8.9 NM to fld. NOTAM FILE IZG.
NDB unusable byd 18 NM.




**GILLESPIE FLD** (See MEDDYBEMPS)

| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 135° | TDZE | 984 |
| | Apt Elev | 988 |

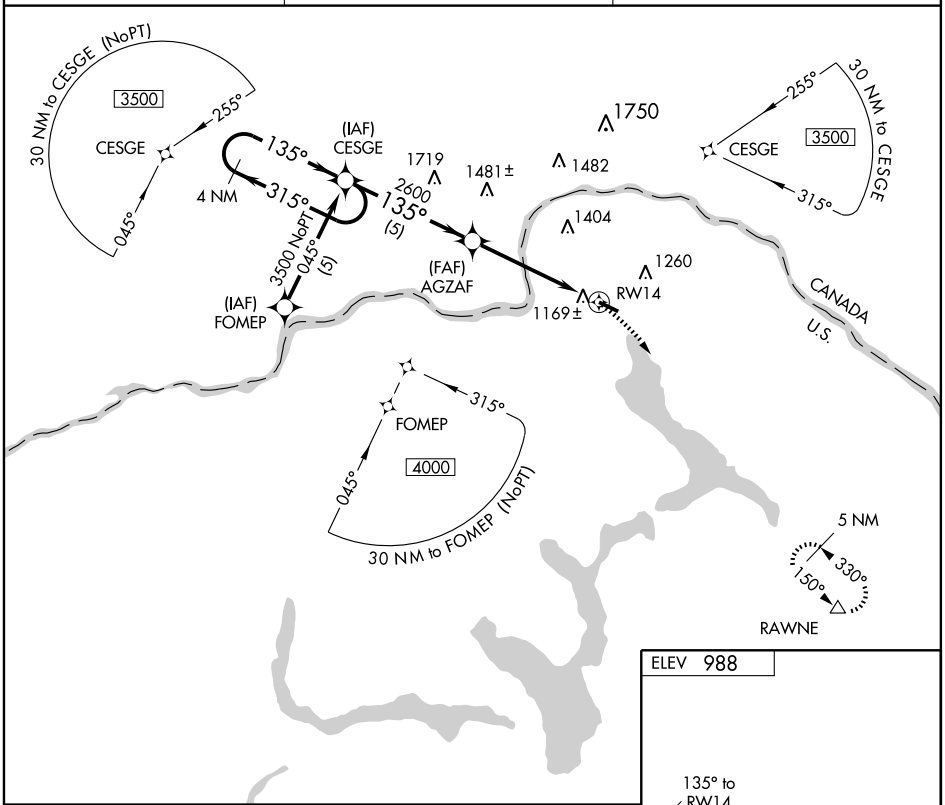
# RNAV (GPS) RWY 14

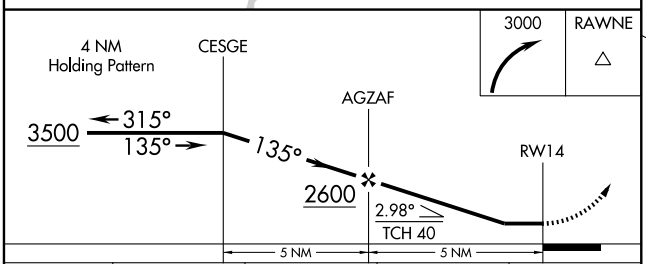
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

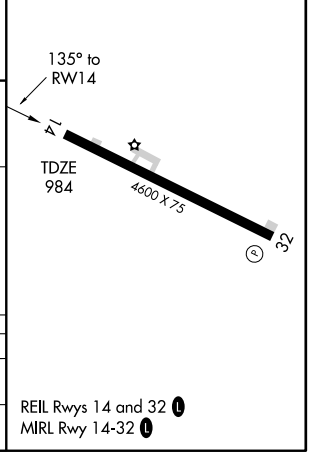
T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RAWNE WP and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.725 | 124.75 239.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 | 436 (500-1) | 1420-1¼ 436 (500-1¼) | 1420-2¼ 436 (500-2¼) |
| CIRCLING | 1560-1 | 572 (600-1) | 1660-2 672 (700-2) | 1660-2¼ 672 (700-2¼) |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

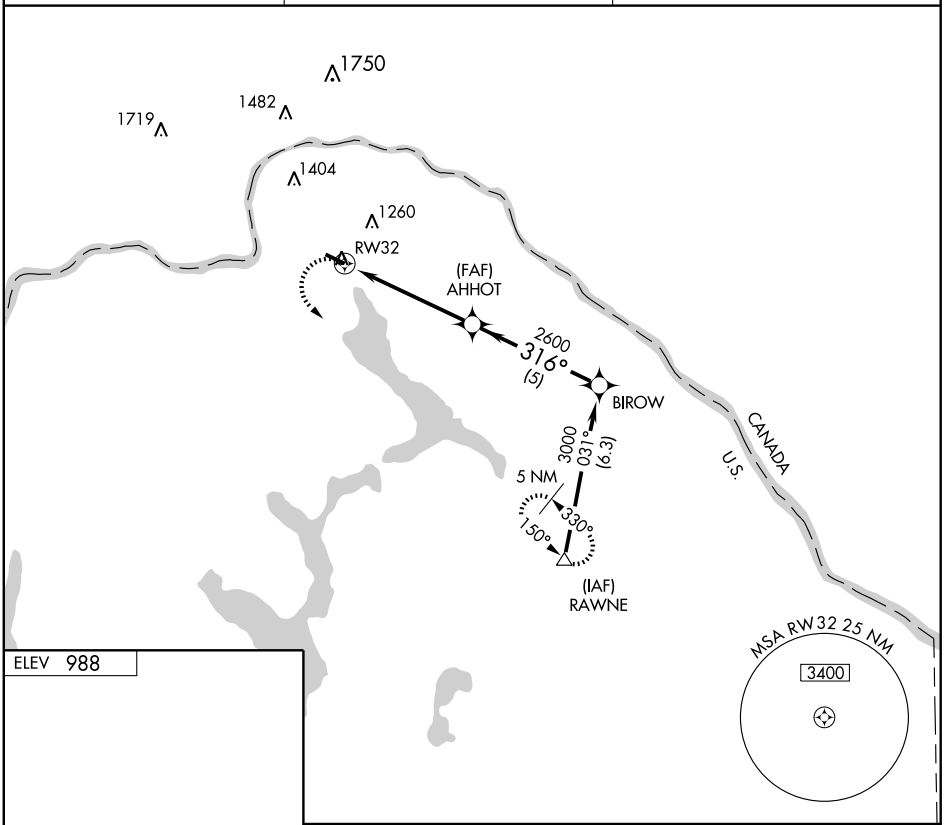
| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 316° | TDZE | 988 |
| | Apt Elev | 988 |

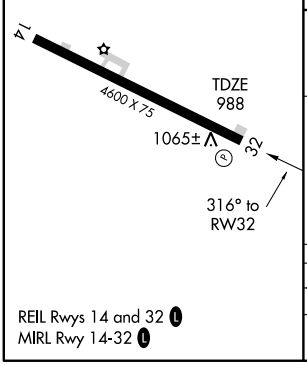
# RNAV (GPS) RWY 32

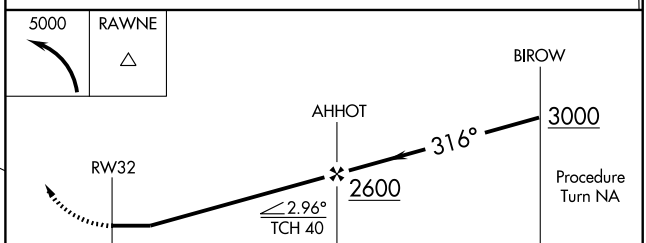
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

| | |
|---|---|
| T NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. |
| | MISSED APPROACH: Climbing left turn to 5000 direct RAWNE WP and hold. |

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.725 | 124.75 239.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 412 (500-1) | | 1400-1¼ 412 (500-1¼) | |
| CIRCLING | 1560-1 572 (600-1) | | 1660-2 672 (700-2) | 1660-2¼ 672 (700-2¼) |

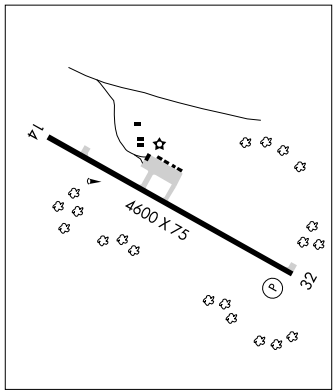
REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## FRENCHVILLE

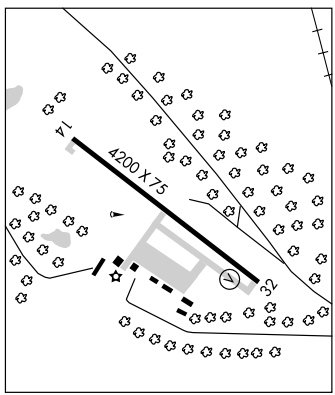
**NORTHERN AROOSTOOK RGNL** (FVE) 3 E UTC−5(−4DT) N47°17.13′ W68°18.76′ **HALIFAX**
987 B **FUEL** 100LL, JET A LRA TPA–1987(1000) NOTAM FILE FVE **L–32I**
**RWY 14–32:** H4600X75 (ASPH) S–25 MIRL **IAP**
**RWY 14:** REIL. Trees.
**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.
**AIRPORT REMARKS:** Attended Mon–Fri 1330–2200Z‡, Sat and Sun 1500–2100Z‡. For fuel after hours call arpt manager 207–436–1379. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and 32—CTAF. Landing fee.
**WEATHER DATA SOURCES:** ASOS 135.725 (207) 543–7456.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.
**PRESQUE ISLE (H) VORW/DME** 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 005° 32.0 NM to fld. 590/21W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**FRYEBURG** N43°55.42′ W70°56.75′ **NEW YORK**
**RCO** 122.55 (BANGOR RADIO) **L–32H**

## FRYEBURG

**EASTERN SLOPES RGNL** (IZG) 3 SE UTC−5(−4DT) N43°59.47′ W70°56.87′ **NEW YORK**
454 B S4 **FUEL** 100LL NOTAM FILE IZG **L–32H**
**RWY 14–32:** H4200X75 (ASPH) S–30 MIRL 0.8% up NW **IAP**
**RWY 14:** Trees. **RWY 32:** REIL. VASI(V2L). Trees.
**AIRPORT REMARKS:** Attended 1200–2300Z‡. 24 hr credit card fuel. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.775 (207) 935–2882.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**FRYEBURG RCO** 122.55 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 125.5 (1100–0500Z‡)
**BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**CLNC DEL** 122.55 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 354° 36.9 NM to fld. 190/17W.
**SEBAGO NDB (MHW)** 227 SZO N43°54.26′ W70°46.94′ 323° 8.9 NM to fld. NOTAM FILE IZG.
NDB unusable byd 18 NM.




**GILLESPIE FLD** (See MEDDYBEMPS)

| NDB SZO 227 | APP CRS 323° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 454 |
|---|---|---|

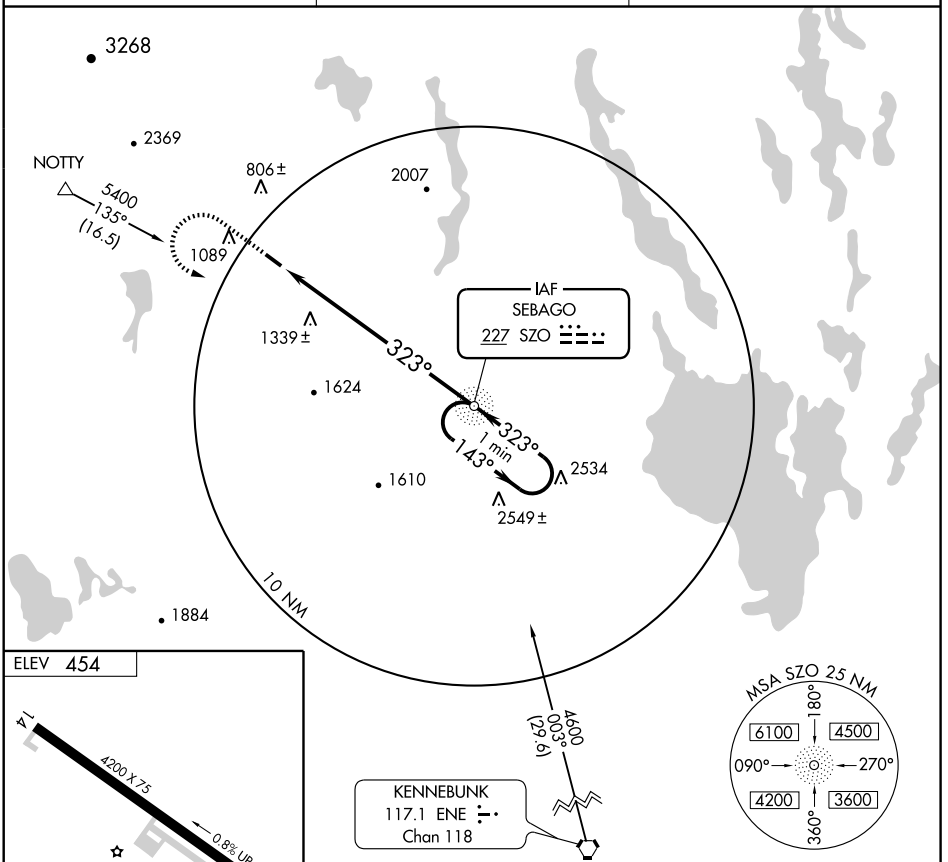
# NDB-B

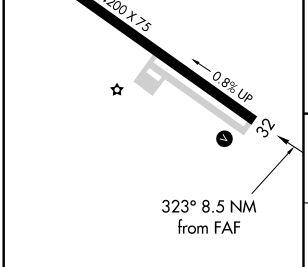
## FRYEBURG/ EASTERN SLOPES RGNL (IZG)

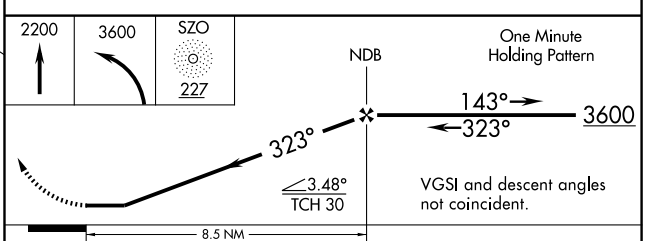
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct SZO NDB and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 125.5 381.2 | 122.8 (CTAF) L |




REIL Rwy 32 L
MIRL Rwy 14-32 L

| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1¼<br>1326 (1400-1¼) | 1780-1½<br>1326 (1400-1½) | 1780-3<br>1326 (1400-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 324° | TDZE | 447 |
| | Apt Elev | 454 |

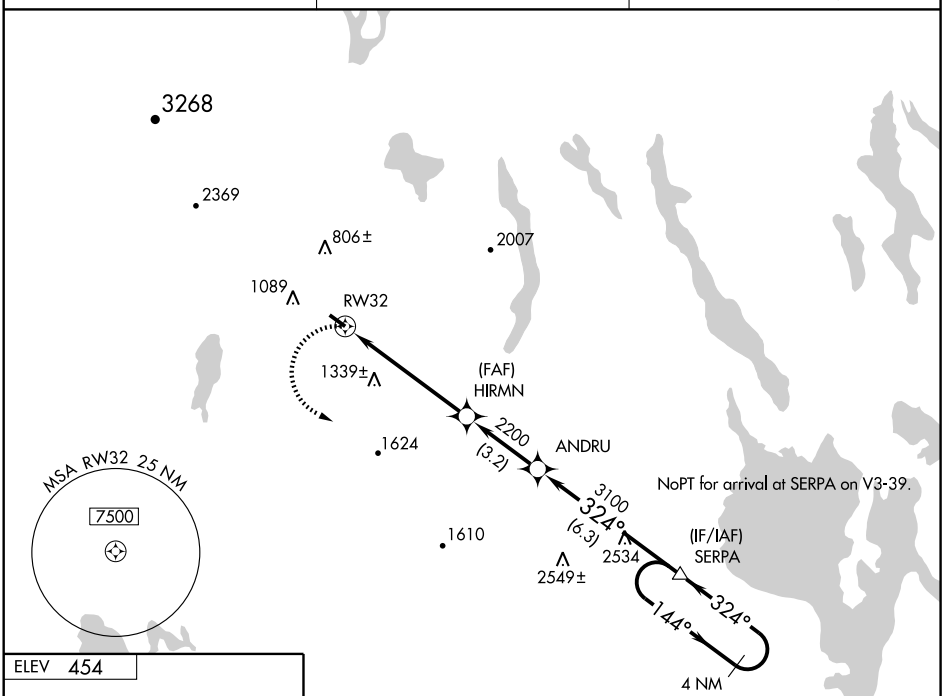
# RNAV (GPS) RWY 32

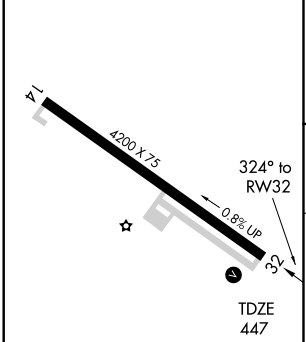
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

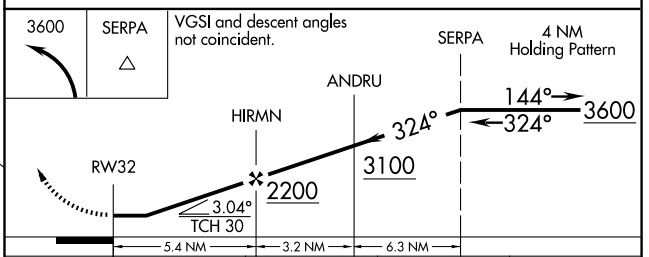
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct SERPA and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 125.5 381.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1¼ 1033 (1100-1¼) | 1480-1½ 1033 (1100-1½) | 1480-3 1033 (1100-3) | NA |
| CIRCLING | 1480-1¼ 1026 (1100-1¼) | 1480-1½ 1026 (1100-1½) | 1480-3 1026 (1100-3) | NA |

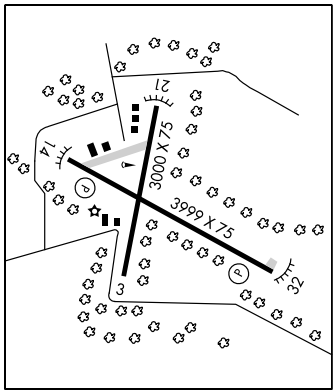
REIL Rwy 32 L
MIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## GREENVILLE

### GREENVILLE MUNI (3B1) 2 E UTC−5(−4DT) N45°27.78′ W69°33.10′ MONTREAL
1401 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR L–32H
**RWY 14–32:** H3999X75 (ASPH) S–12.5 MIRL 0.3% up NW IAP
**RWY 14:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
**RWY 32:** PAPI(P4L)—GA 3.1°TCH 40′. Trees.
**RWY 03–21:** H3000X75 (ASPH) S–12.5 0.7% up NE
**RWY 21:** Road.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. 24 hr fuel credit card. Deer on and invof arpt. Rwy 14 PAPI unusable byd 8° right of centerline. ACTIVATE MIRL Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** Altimeter relayed through unicom on req.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.3 (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 120.25 **CLNC DEL** 122.3 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.
**MILLINOCKET (H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 281° 44.3 NM to fld. 550/20W.
**SQUAW NDB (MHW)** 236 XQA N45°31.30′ W69°40.47′ 142° 6.3 NM to fld. **AWOS–A**. NOTAM FILE BGR.
NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable byd 12 NM.




### GREENVILLE SEAPLANE BASE (52B) 0 N UTC−5(−4DT) N45°28.48′ W69°36.23′ MONTREAL
1028 **FUEL** 100LL NOTAM FILE BGR L–32H
**WATERWAY 14–32:** 6000X1200 (WATER) IAP
**WATERWAY 18–36:** 5000X1000 (WATER)
**SEAPLANE REMARKS:** Unattended. Call in advance for fuel availability 207–695–2821.
**COMMUNICATIONS: CTAF** 122.9
**BOSTON CENTER APP/DEP CON** 120.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.
**MILLINOCKET (H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 282°46.4 NM to fld. 550/20W.
**SQUAW NDB (MHW)** 236 XQA N45°31.30′ W69°40.47′ 151° 4.1 NM to SPB. **AWOS–A**. NOTAM FILE BGR.
NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable beyond 12 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## GREENVILLE JUNCTION

### CURRIER'S SPB (21M) 0 N UTC−5(−4DT) N45°27.75′ W69°37.17′ MONTREAL
1028 NOTAM FILE BGR
**WATERWAY 18–36:** 10000X3000 (WATER)
**WATERWAY 36:** Rgt tfc.
**SEAPLANE REMARKS:** Attended May–Oct daylgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation and spring ice break–up and other adverse conditions. Acft may require skis during winter months due to frozen surface conditions. For SPB conditions call 207–695–2778. 150′ radio twr 200′ W of sealane and 150′ radio twr 1000′ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby Greenville SPB (1.1 mile east) and Greenville Muni (3.3 mile east) utilize 122.8 for UNICOM/CTAF.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

### HANCOCK CO–BAR HARBOR (See BAR HARBOR)

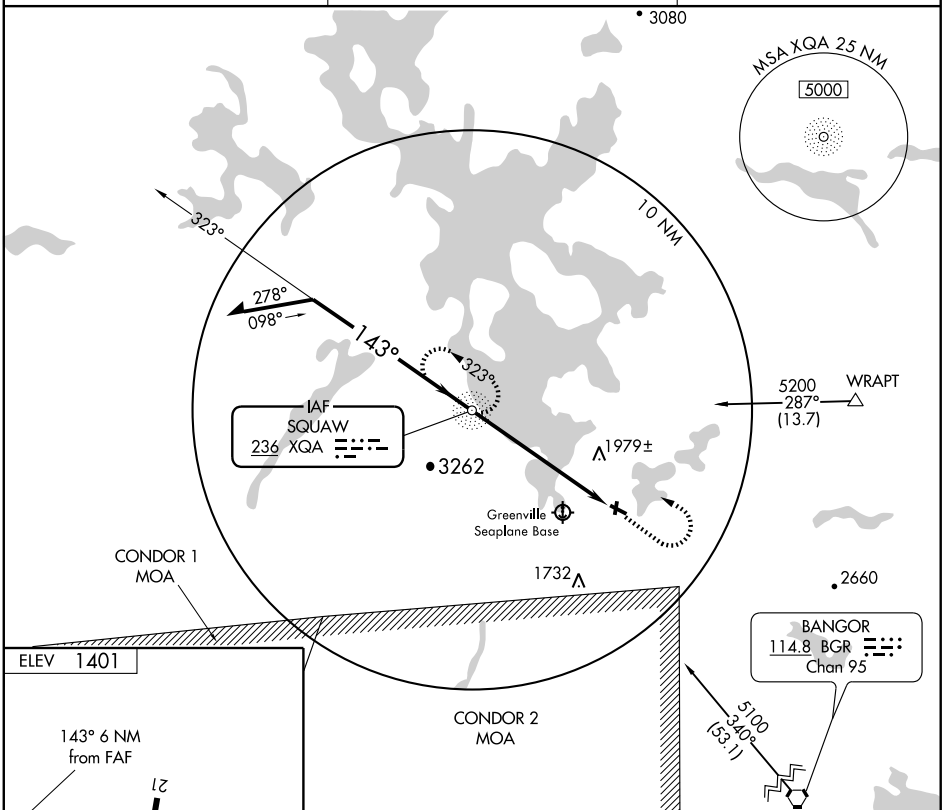
| NDB XQA 236 | APP CRS 143° | Rwy Idg 3999<br>TDZE 1391<br>Apt Elev 1401 |
|---|---|---|

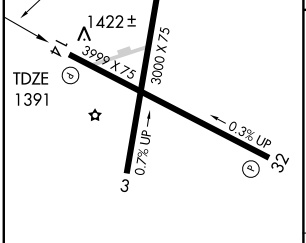
# NDB RWY 14
## GREENVILLE MUNI (3B1)

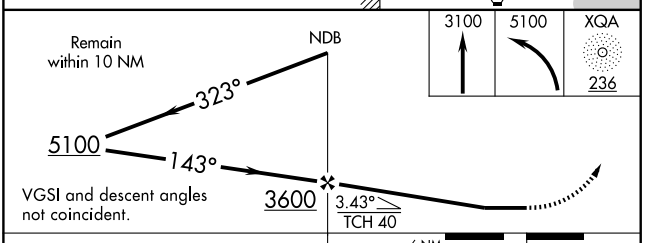
NA When local altimeter setting not received, use Bangor altimeter setting and increase all MDAs 300 feet and increase Cat B and C circling visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then climbing left turn to 5100 direct XQA NDB and hold, continue climb-in-hold to 5100.

| BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|
| 120.25 346.4 | 122.3 | 122.8 (CTAF) L |




REIL Rwy 14
MIRL Rwy 14-32 L

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2280-1¼ | 889 (900-1¼) | 2280-2¾<br>889 (900-2¾) | 2280-3<br>889 (900-3) |
| CIRCLING | 2280-1¼ | 879 (900-1¼) | 2280-2¾<br>879 (900-2¾) | 2500-3<br>1099 (1100-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

GREENVILLE MUNI (3B1)

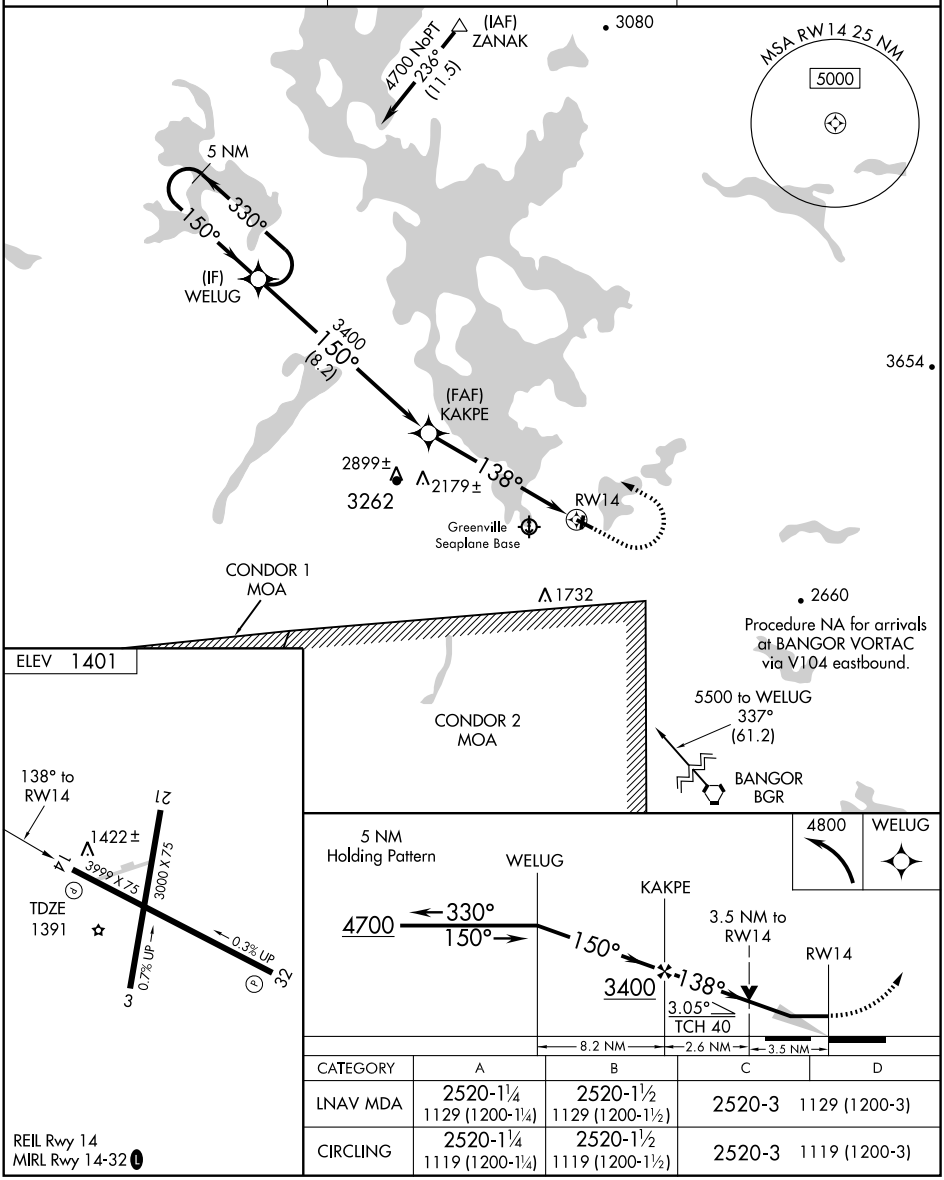
| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 138° | TDZE | 1391 |
| | Apt Elev | 1401 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 300 feet. VDP NA when using Bangor altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4800 direct WELUG and hold.

| BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|
| 120.25 346.4 | 122.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2520-1¼ 1129 (1200-1¼) | 2520-1½ 1129 (1200-1½) | 2520-3 | 1129 (1200-3) |
| CIRCLING | 2520-1¼ 1119 (1200-1¼) | 2520-1½ 1119 (1200-1½) | 2520-3 | 1119 (1200-3) |

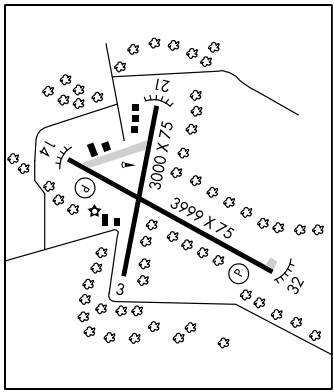
REIL Rwy 14
MIRL Rwy 14-32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## GREENVILLE

### GREENVILLE MUNI (3B1) 2 E UTC−5(−4DT) N45°27.78′ W69°33.10′ MONTREAL
1401 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR L–32H
**RWY 14–32:** H3999X75 (ASPH) S–12.5 MIRL 0.3% up NW IAP
**RWY 14:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
**RWY 32:** PAPI(P4L)—GA 3.1°TCH 40′. Trees.
**RWY 03–21:** H3000X75 (ASPH) S–12.5 0.7% up NE
**RWY 21:** Road.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. 24 hr fuel credit card. Deer on and invof arpt. Rwy 14 PAPI unusable byd 8° right of centerline. ACTIVATE MIRL Rwy 14–32—CTAF.
**WEATHER DATA SOURCES:** Altimeter relayed through unicom on req.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.3 (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 120.25 **CLNC DEL** 122.3 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.
**MILLINOCKET (H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 281° 44.3 NM to fld. 550/20W.
**SQUAW NDB (MHW)** 236 XQA N45°31.30′ W69°40.47′ 142° 6.3 NM to fld. **AWOS–A**. NOTAM FILE BGR.
NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable byd 12 NM.




### GREENVILLE SEAPLANE BASE (52B) 0 N UTC−5(−4DT) N45°28.48′ W69°36.23′ MONTREAL
1028 **FUEL** 100LL NOTAM FILE BGR L–32H
**WATERWAY 14–32:** 6000X1200 (WATER) IAP
**WATERWAY 18–36:** 5000X1000 (WATER)
**SEAPLANE REMARKS:** Unattended. Call in advance for fuel availability 207–695–2821.
**COMMUNICATIONS: CTAF** 122.9
**BOSTON CENTER APP/DEP CON** 120.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.
**MILLINOCKET (H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 282°46.4 NM to fld. 550/20W.
**SQUAW NDB (MHW)** 236 XQA N45°31.30′ W69°40.47′ 151° 4.1 NM to SPB. **AWOS–A**. NOTAM FILE BGR.
NDB unmonitored Sat–Sun; Mon–Fri 2100–1300Z‡. NDB unusable beyond 12 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## GREENVILLE JUNCTION

### CURRIER'S SPB (21M) 0 N UTC−5(−4DT) N45°27.75′ W69°37.17′ MONTREAL
1028 NOTAM FILE BGR
**WATERWAY 18–36:** 10000X3000 (WATER)
**WATERWAY 36:** Rgt tfc.
**SEAPLANE REMARKS:** Attended May–Oct daylgt hrs. Nov–Apr unattended. SPB may be unusable from mid–Nov to mid–May due to fall ice formation and spring ice break–up and other adverse conditions. Acft may require skis during winter months due to frozen surface conditions. For SPB conditions call 207–695–2778. 150′ radio twr 200′ W of sealane and 150′ radio twr 1000′ SW of sealane. Be alert for recreational boats during summer months and snowmobiles during winter months. Be alert: nearby Greenville SPB (1.1 mile east) and Greenville Muni (3.3 mile east) utilize 122.8 for UNICOM/CTAF.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

### HANCOCK CO–BAR HARBOR (See BAR HARBOR)

| NDB XQA 236 | APP CRS 151° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1028 |
|---|---|---|

# NDB-A

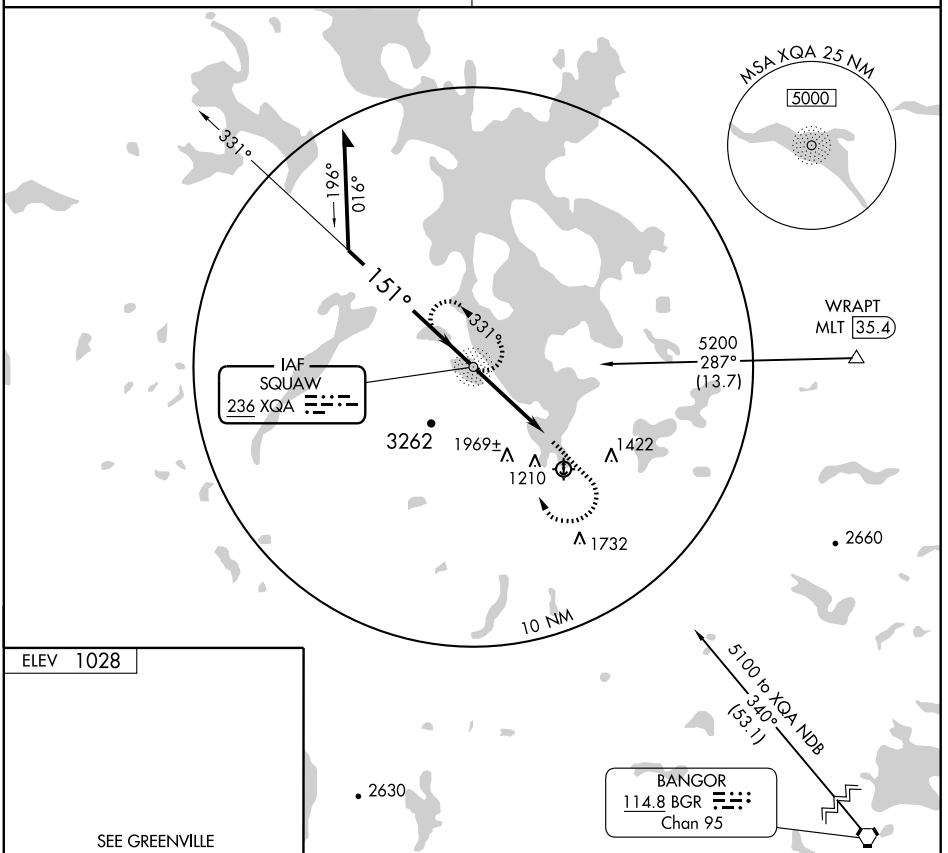
## GREENVILLE SEAPLANE BASE (52B)

Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

MISSED APPROACH: Climb to 3600 then climbing right turn to 5100 direct XQA NDB and hold.

| BOSTON CENTER | CTAF |
|---|---|
| 120.25 346.4 | 122.9 |




| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2380-1¼<br>1352 (1400-1¼) | 2380-1½<br>1352 (1400-1½) | 2380-3<br>1352 (1400-3) | NA |



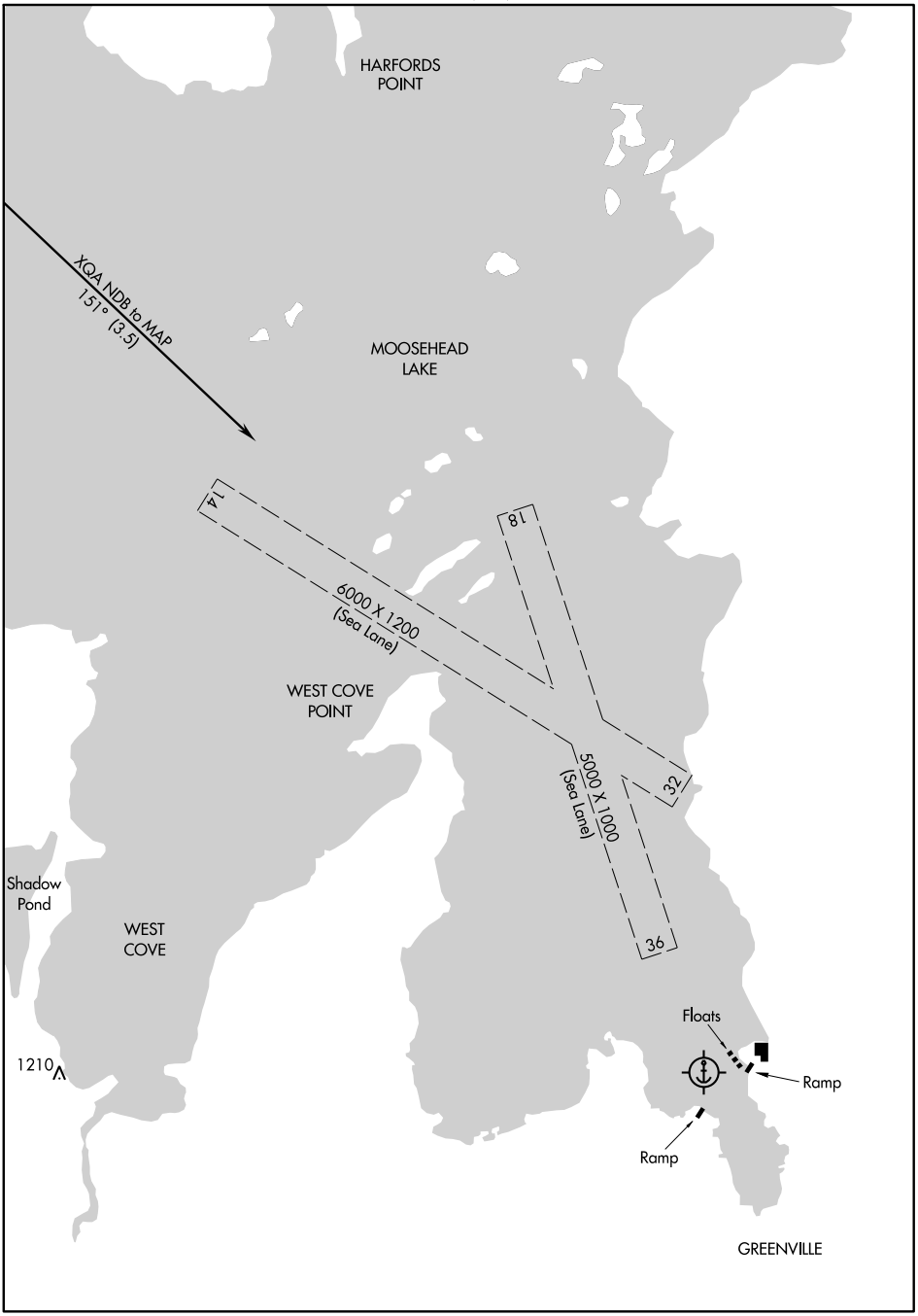
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# NDB-A LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE






NE-1, 26 AUG 2010 to 23 SEP 2010

45°28'N-69°36'W

NDB-A LANDING

GREENVILLE, MAINE
GREENVILLE SEAPLANE BASE (52B)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 163° | TDZE | N/A |
| | Apt Elev | 1028 |

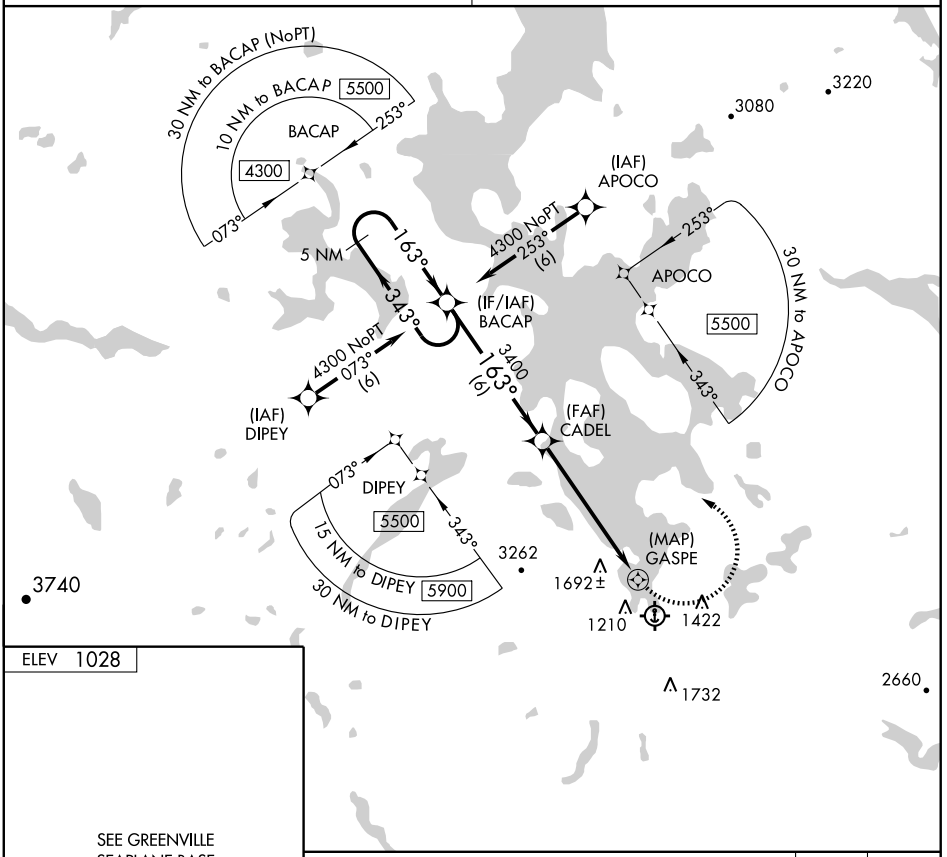
# RNAV (GPS)-B
## GREENVILLE SEAPLANE BASE (52B)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

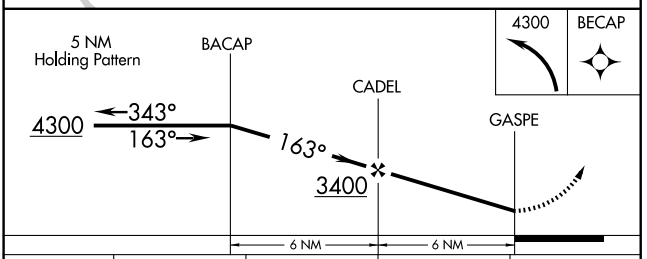
MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

| BOSTON CENTER | CTAF |
|---|---|
| 120.25 346.4 | 122.9 |




ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2140-1¼<br>1112 (1200-1¼) | 2280-1½<br>1252 (1300-1½) | 2280-3<br>1252 (1300-3) | NA |



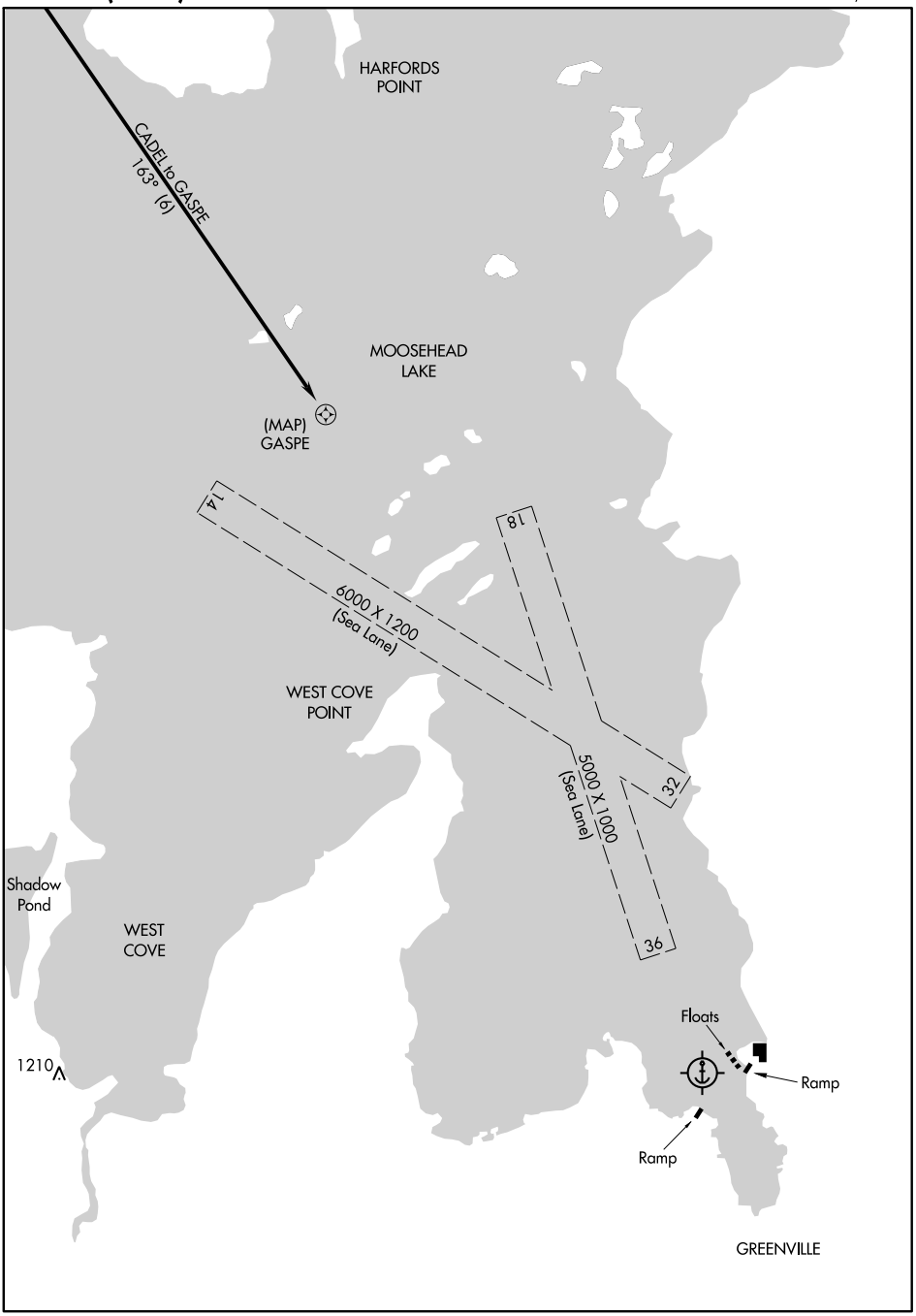
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS)-B LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



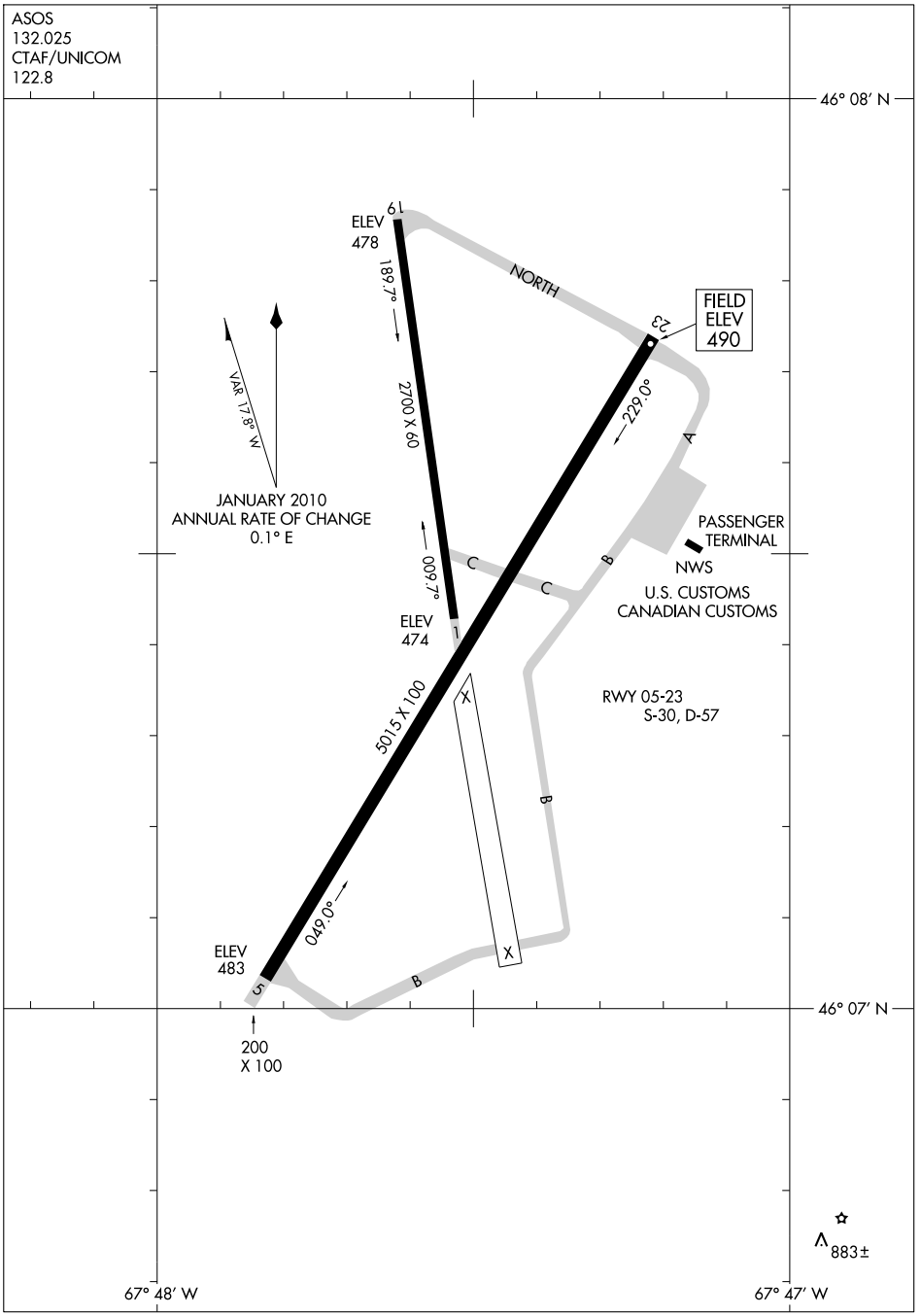



NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS)-B LANDING

45°28'N-69°36'W

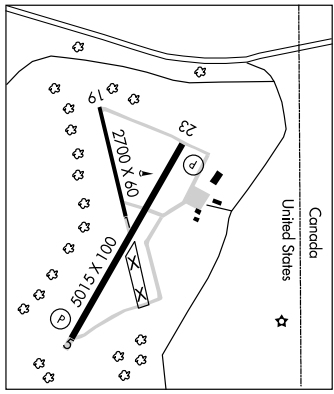
GREENVILLE, MAINE
GREENVILLE SEAPLANE BASE (52B)





NE-1, 26 AUG 2010 to 23 SEP 2010

**HOULTON INTL** (HUL) 2 E UTC−5(−4DT) N46°07.48′ W67°47.54′ **HALIFAX**
490 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE HUL **H–11D, L–32I**
**RWY 05–23:** H5015X100 (ASPH) S–30, D–57 MIRL **IAP, AD**
**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 50′.
**RWY 23:** REIL. PAPI(P4L)—GA 2.5° TCH 45′. Pole.
**RWY 01–19:** H2700X60 (ASPH)
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡. For fuel after hrs call 207–532–9079 or 207–538–7997 (cell). Deer on and invof arpt. For after hrs access to terminal building use frequency 122.8. ACTIVATE MIRL Rwy 05–23 and REIL Rwys 05 and Rwy 23—CTAF. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS 132.025 (207) 532–1584.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.2 122.1R 116.1T (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.25 **CLNC DEL** 120.25 (Boston Center)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HUL.
**(H) VOR/DME** 116.1 HUL Chan 108 N46°02.37′ W67°50.05′ 040° 5.4 NM to fld. 860/21W.
VOR portion unusable 175°–190° byd 20 NM blo 6000′.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

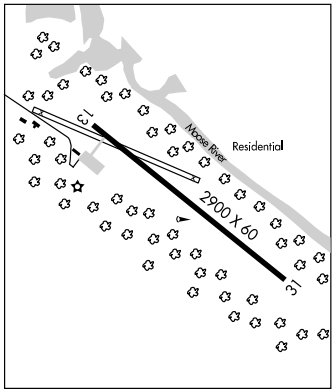



**ISLESBORO** (57B) 1 W UTC−5(−4DT) N44°18.15′ W68°54.64′ **HALIFAX**
92 NOTAM FILE BGR
**RWY 01–19:** H2400X50 (ASPH)
**RWY 01:** Thld dsplcd 250′. Trees. **RWY 19:** Road.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED ngts. Arpt CLOSED January through March. Daytime use only. Deer on and invof arpt. No touch and go ops.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## JACKMAN

**MOOSE RIVER SPB** (6ØB) 0 W UTC−5(−4DT) N45°38.00′ W70°15.97′ **MONTREAL**
1157 LRA NOTAM FILE BGR
**WATERWAY 09–27:** 5500X200 (WATER)
**WATERWAY 01–19:** 4000X4000 (WATER)
**SEAPLANE REMARKS:** Unattended. For attendant call 207–668–4436/7777. Deer on and invof rwy. Flight Notification Service (ADCUS) avbl.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

**NEWTON FLD** (59B) 1 W UTC−5(−4DT) N45°37.97′ W70°14.93′ **MONTREAL**
1178 B **FUEL** 100LL LRA NOTAM FILE BGR
**RWY 13–31:** H2900X60 (ASPH) MIRL
**RWY 13:** Trees. **RWY 31:** REIL. Trees.
**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs. Birds, deer and moose on and invof arpt. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 31—CTAF. Arpt bcn OTS indef. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** AWOS–2 122.9
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 170° | TDZE | N/A |
| | Apt Elev | 489 |

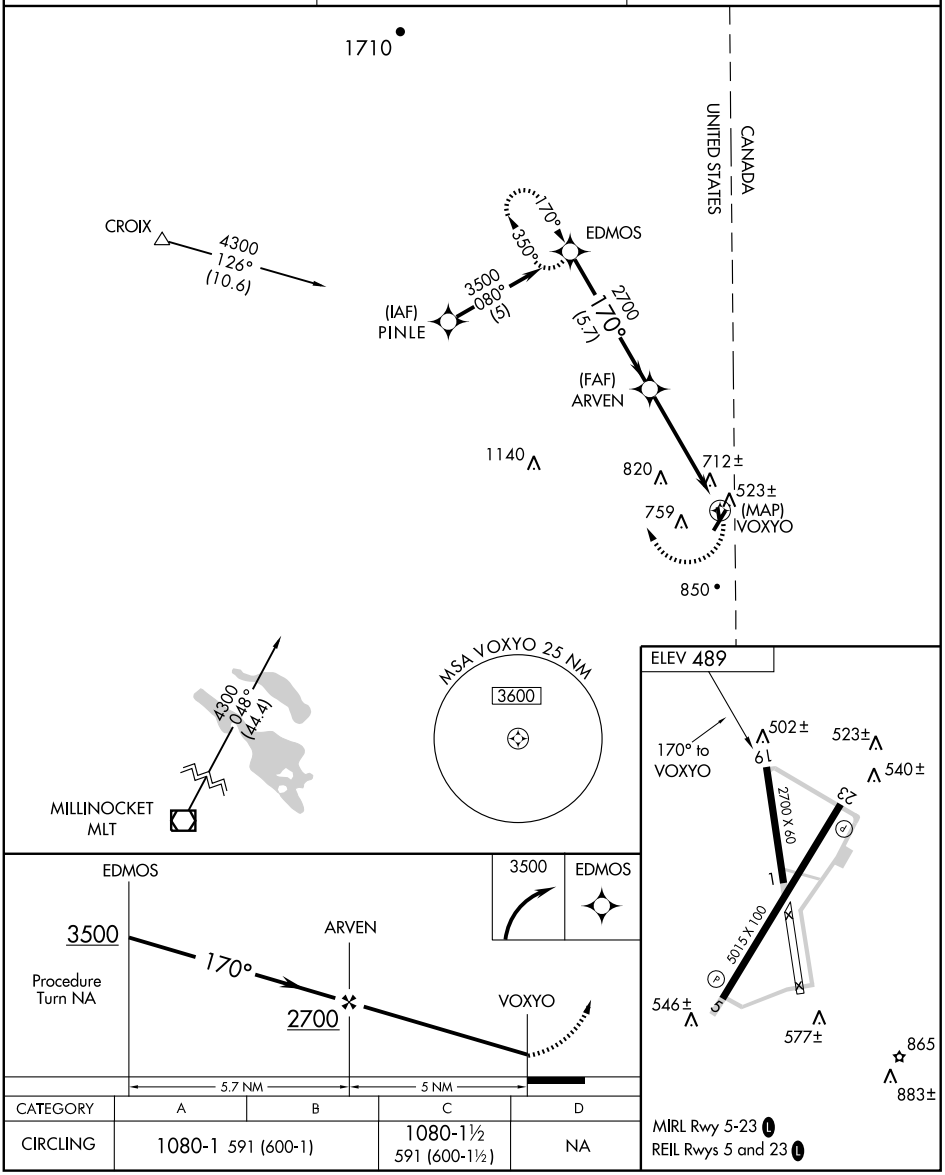
# GPS-A
## HOULTON INTL (HUL)

NA

Circling NA Southeast of Rwy 5/23.

MISSED APPROACH: Climbing right turn to 3500 direct EDMOS WP and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.025 | 120.25 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1080-1 591 (600-1) | | 1080-1½ 591 (600-1½) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

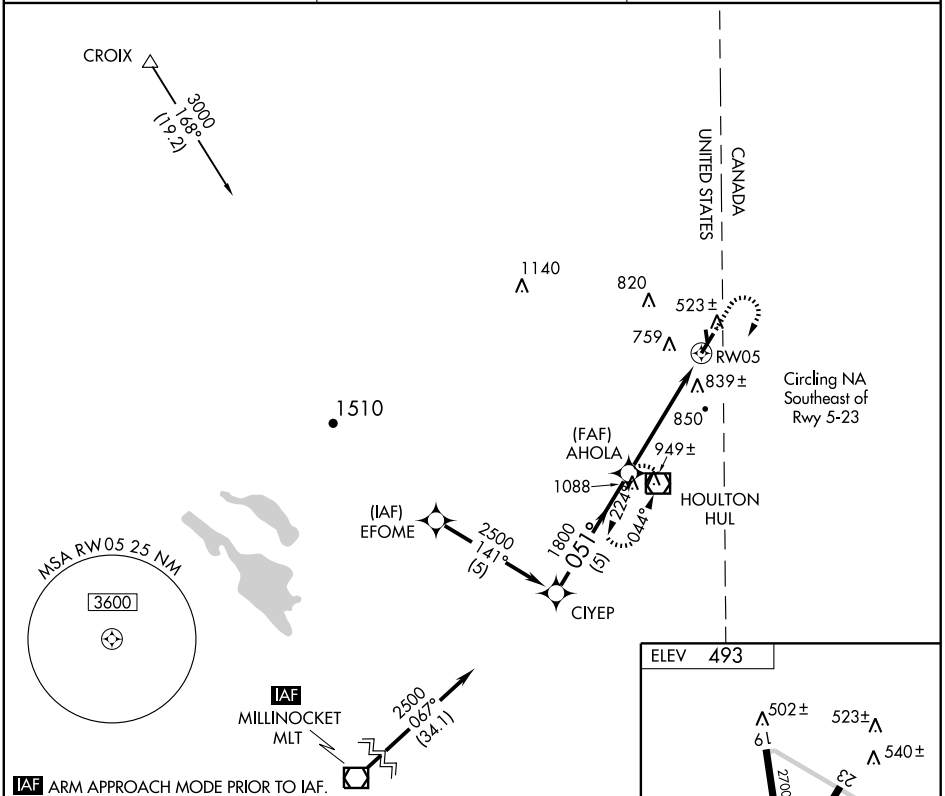
| APP CRS | Rwy Idg | 5015 |
|---|---|---|
| 051° | TDZE | 493 |
| | Apt Elev | 493 |

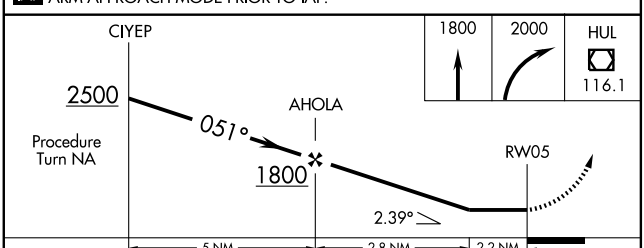
# GPS RWY 5
## HOULTON INTL (HUL)

NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 2000 direct HUL VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.025 | 120.25 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1100-1 | 607 (700-1) | 1100-1¾ 607 (700-1¾) | NA |
| CIRCLING | 1100-1 | 607 (700-1) | 1100-1¾ 607 (700-1¾) | NA |



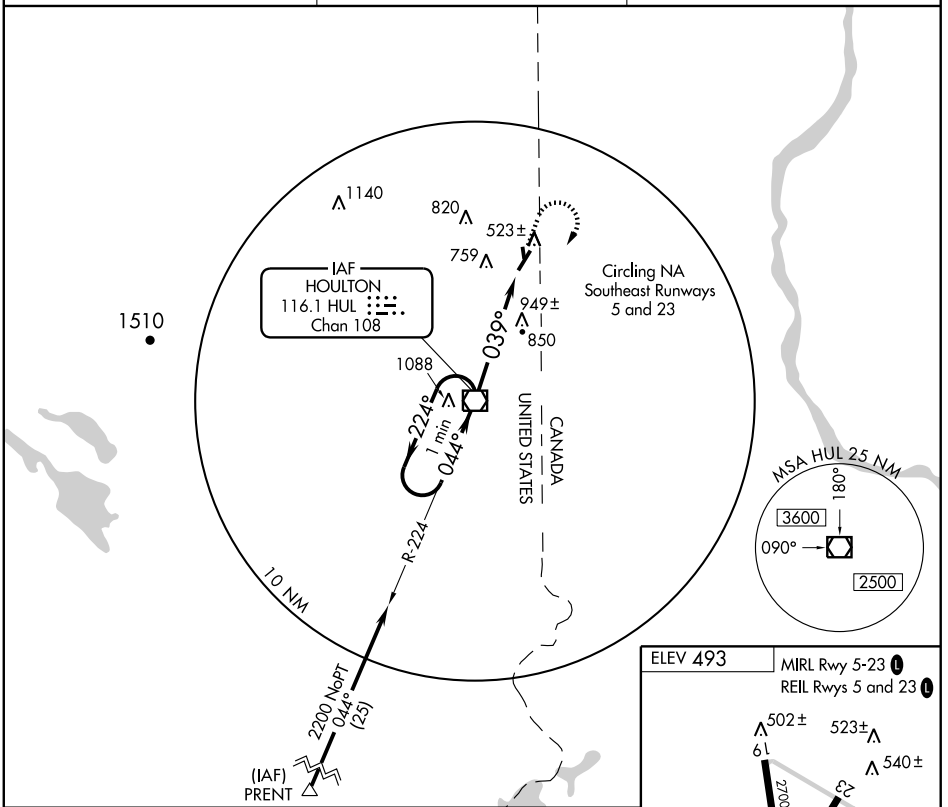
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

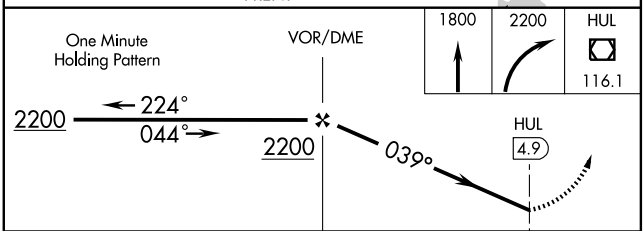
| VOR/DME HUL | APP CRS | Rwy Idg | 5015 |
|---|---|---|---|
| 116.1 | 039° | TDZE | 493 |
| Chan 108 | | Apt Elev | 493 |

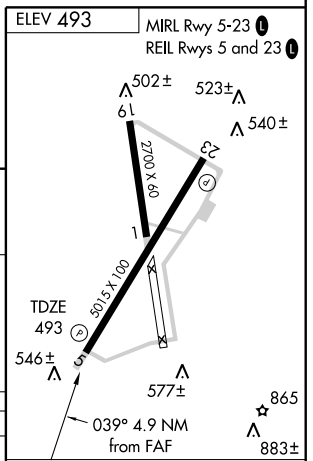
# VOR RWY 5
## HOULTON INTL (HUL)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2200 direct HUL VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.025 | 120.25 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1200-1 | 707 (800-1) | 1200-2<br>707 (800-2) | NA |
| CIRCLING | 1200-1 | 707 (800-1) | 1200-2<br>707 (800-2) | NA |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**KENNEBUNK** N43°25.54′ W70°36.81′ NOTAM FILE BGR. NEW YORK H–11D, L–32H

**(H) VORTAC** 117.1 ENE Chan 118 262° 4.6 NM to Sanford Rgnl. 190/17W. DME unusable 265°–275° byd 25 NM blo 4000′; 345°–352° byd 30 NM blo 4000′.

**RCO** 122.1R 117.1T (BANGOR RADIO)

**KNOX CO RGNL** (See ROCKLAND)

**LAKESIDE MARINA SPB** (See EAST WINTHROP)

**LEWIE** N43°57.74′ W70°20.28′ NOTAM FILE LEW. NEW YORK L–32H

**NDB (LOM)** 240 LE 041° 5.7 NM to Auburn–Lewiston Muni.

**LIMINGTON–HARMON** (63B) 3 N UTC−5(−4DT) N43°45.78′ W70°40.35′ NEW YORK L–32H

291 S4 **FUEL** 100LL TPA—1391(1100) NOTAM FILE BGR

**RWY 11–29:** H2973X50 (ASPH) LIRL(NSTD)

**RWY 11:** Trees. **RWY 29:** Trees.

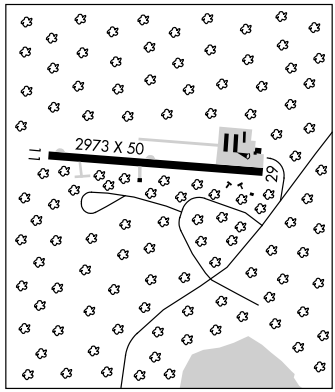
**AIRPORT REMARKS:** Attended 1300–2200Z‡. 24 hr self-serve fuel. Rwy 11–29 NSTD LIRL. Rwy 29 has 2 thld lgts 200′ from thld. Rwy 11 has 1 thld lgt 300′ from thld 10′ left, many lgts missing. ACTIVATE LIRL Rwy 11–29—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 010° 20.4 NM to fld. 190/17W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**LINCOLN RGNL** (LRG) 2 SW UTC−5(−4DT) N45°21.73′ W68°32.09′ HALIFAX L–32I IAP

208 B NOTAM FILE BGR

**RWY 17–35:** H2804X75 (ASPH) S–25 MIRL 0.4% up S

**RWY 17:** Trees. **RWY 35:** Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 17–35—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BOSTON CENTER APP/DEP CON** 124.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.

**MILLINOCKET (H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.94′ 203° 13.5 NM to fld. 550/20W.

**NDB (MHW)** 216 LRG N45°21.39′ W68°32.22′ at fld. NOTAM FILE BGR. Unmonitored. Unusable byd 15 NM.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

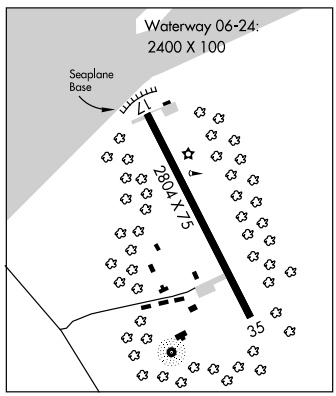
• • • • • • • • • • • • • • • • • • • •

178

**WATERWAY 06–24:** 2400X100 (WATER)

**Rwy 06W:** P-line. **Rwy 24W:** Trees.

**SEAPLANE REMARKS:** Rwy 06W–24W CLOSED indefly.




**LITTLEBROOK AIR PARK** (See ELIOT)

| NDB LRG 216 | APP CRS 182° | Rwy Idg 2804<br>TDZE 208<br>Apt Elev 208 |
|---|---|---|

# NDB RWY 17

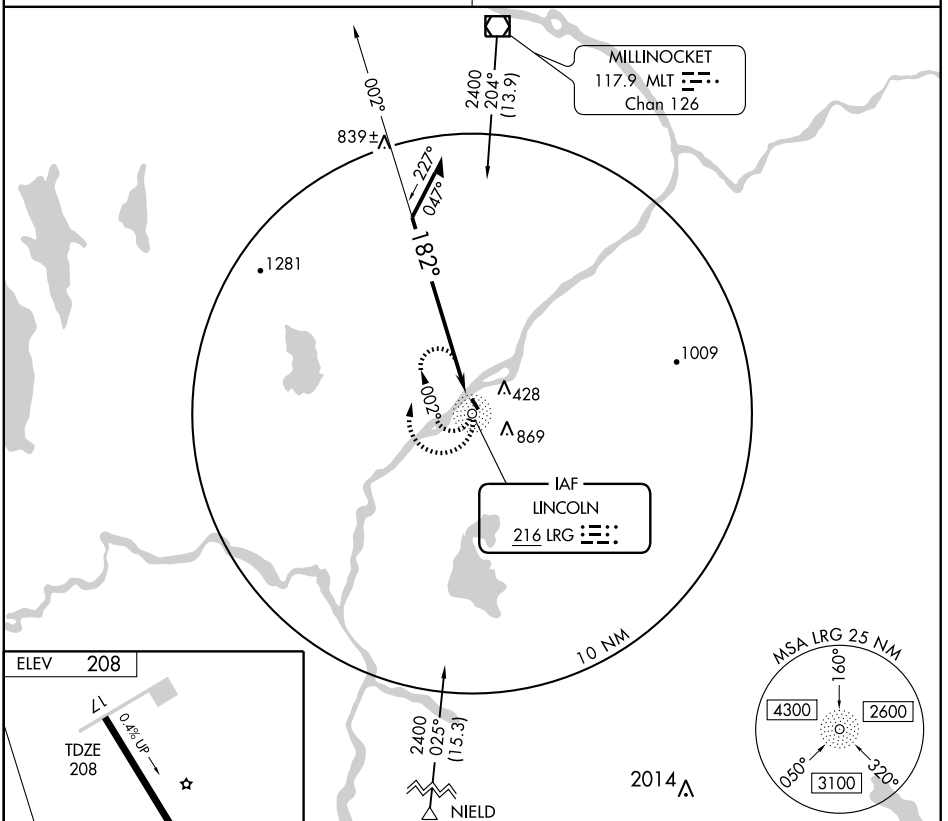
LINCOLN RGNL (LRG)

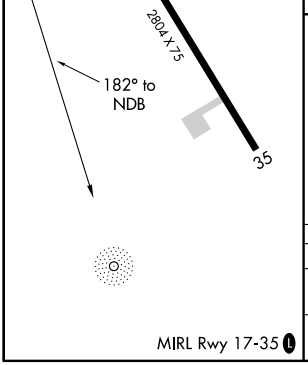
Visibility reduction by helicopters NA.
Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

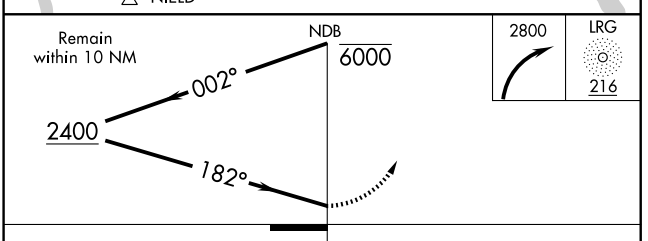
NA

MISSED APPROACH: Climbing right turn to 2800 in LRG NDB holding pattern.

| BOSTON CENTER | UNICOM |
|---|---|
| 124.25 290.5 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1260-1¼<br>1052 (1100-1¼) | 1260-1½<br>1052 (1100-1½) | NA | |
| CIRCLING | 1260-1¼<br>1052 (1100-1¼) | 1260-1½<br>1052 (1100-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2804 |
|---|---|---|
| 166° | TDZE | 208 |
| | Apt Elev | 208 |

# RNAV (GPS) RWY 17

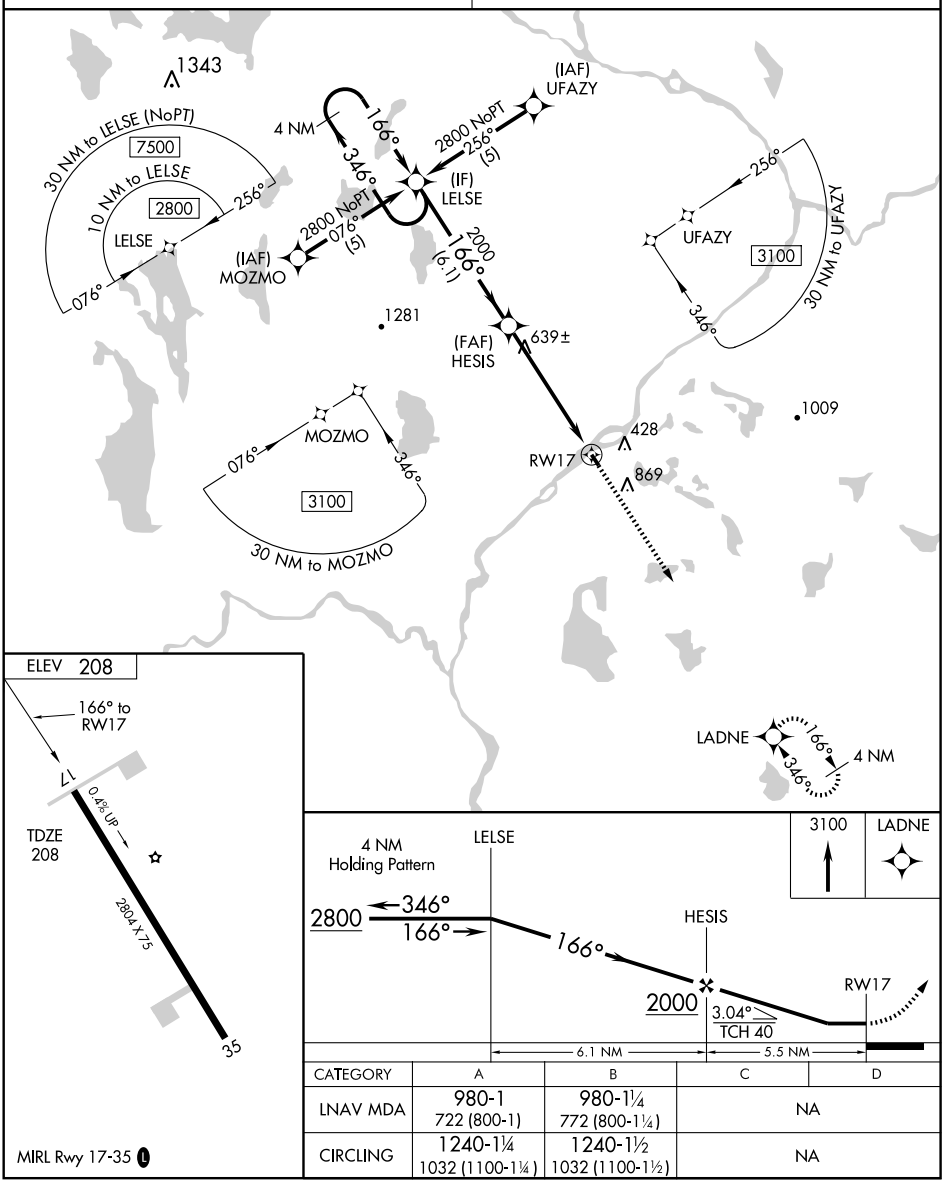
LINCOLN RGNL (LRG)

T
NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 124.25 290.5 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1<br>722 (800-1) | 980-1¼<br>772 (800-1¼) | NA | |
| CIRCLING | 1240-1¼<br>1032 (1100-1¼) | 1240-1½<br>1032 (1100-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 35

LINCOLN RGNL (LRG)

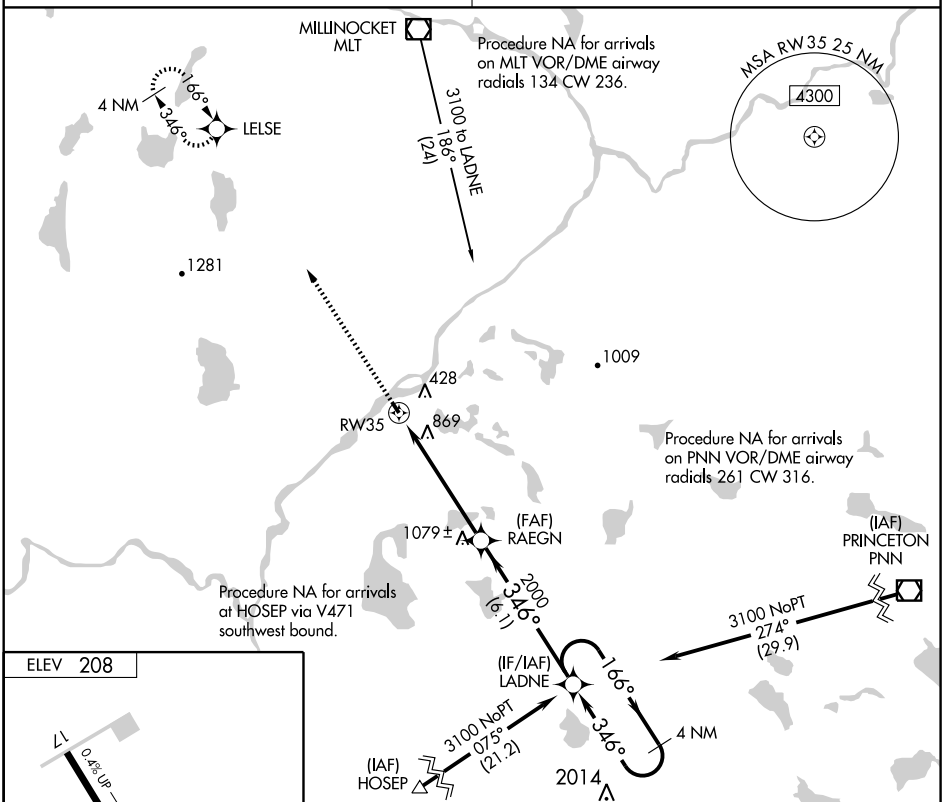
| APP CRS | Rwy Idg | 2804 |
|---|---|---|
| 346° | TDZE | 208 |
| | Apt Elev | 208 |

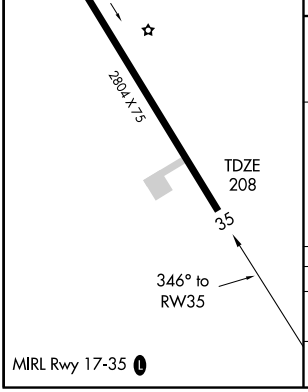
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket altimeter setting; when no received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

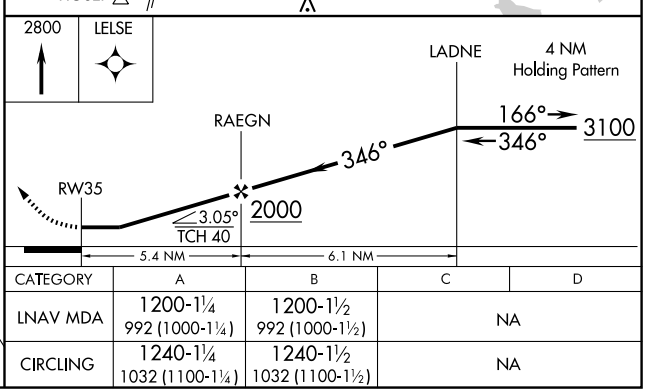
NA

MISSED APPROACH: Climb to 2800 direct LELSE and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 124.25 290.5 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1¼<br>992 (1000-1¼) | 1200-1½<br>992 (1000-1½) | NA | |
| CIRCLING | 1240-1¼<br>1032 (1100-1¼) | 1240-1½<br>1032 (1100-1½) | NA | |




NE-1, 26 AUG 2010 to 23 SEP 2010

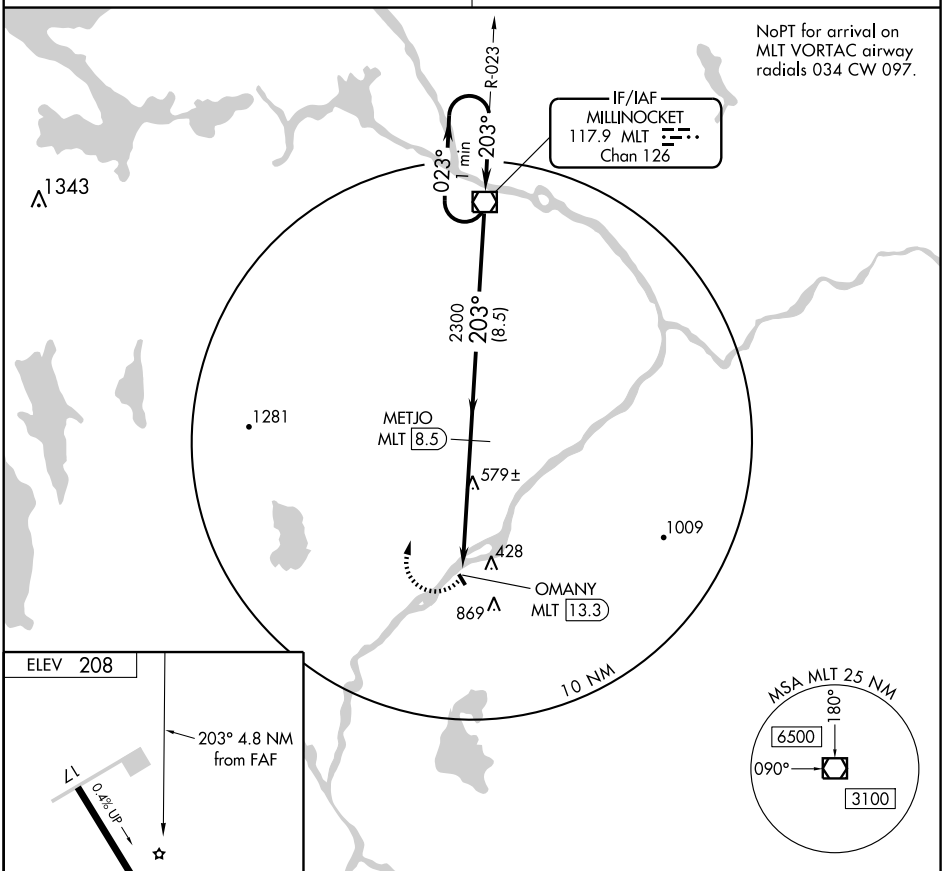
| VOR/DME MLT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.9 | 203° | TDZE | N/A |
| Chan 126 | | Apt Elev | 208 |

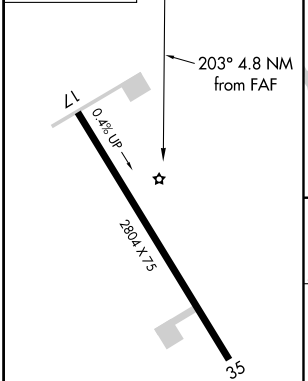
# VOR/DME-A
LINCOLN RGNL (LRG)

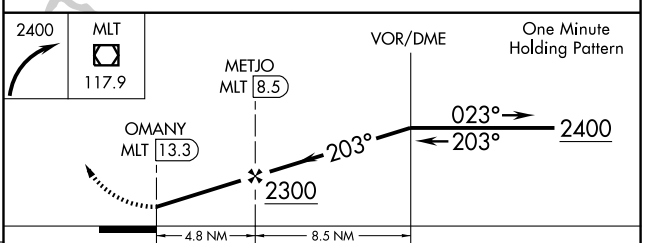
Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2400 direct MLT VOR/DME and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 124.25 290.5 | 122.8 L (CTAF) |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-1¼ 1032 (1100-1¼) | 1240-1½ 1032 (1100-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## LIVERMORE FALLS

**BOWMAN FLD** (B1Ø) 4 SE UTC−5(−4DT) N44°24.60′ W70°08.77′ **MONTREAL**

327 TPA—1677(1350) NOTAM FILE BGR

**RWY 02–20:** 2201X120 (TURF)

**RWY 02:** Tree. **RWY 20:** Tree.

**AIRPORT REMARKS:** Unattended. Runway not plowed in winter, no ngt ops except in emerg. Rwy 02 marked with yellow barrels at corners, white 2′ x 2′ markers along sides. Rwy 20 marked with yellow and white 2′ x 2′ markers (3 in a row) at corners, white barrels along sides.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

**LONG LAKE SPB** (See NAPLES)

**LONG LAKE SPB** (See SINCLAIR)

**LUBEC MUNI** (65B) 2 W UTC−5(−4DT) N44°50.19′ W67°01.62′ **HALIFAX**

85 B LRA NOTAM FILE BGR

**RWY 08–26:** 2024X100 (TURF–GRVL) LIRL

**RWY 08:** Trees. **RWY 26:** Tree.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. ACTIVATE LIRL Rwy 08–26 and rotating bcn—CTAF. Customs on request 207–733–4331.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

**LUCKY LANDING MARINA AND SEAPLANE BASE** (See BANGOR)

**MACHIAS VALLEY** (MVM) 1 SW UTC−5(−4DT) N44°42.19′ W67°28.72′ **HALIFAX**

96 B NOTAM FILE BGR **L–32I**

**RWY 18–36:** H2900X60 (ASPH) S–12.5 MIRL 0.9% up N **IAP**

**RWY 18:** Trees. **RWY 36:** REIL. Trees.

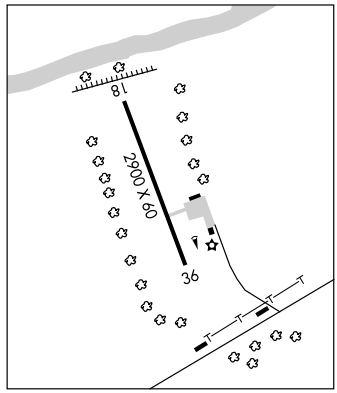
**AIRPORT REMARKS:** Unattended. Deer and wildlife on and invof arpt. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**BOSTON CENTER APP/DEP CON** 124.25 **CLNC DEL** 122.5 (Bangor RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 116° 60.2 NM to fld. 360/19W. **HIWAS.**




## MEDDYBEMPS

**GILLESPIE FLD** (66B) 1 W UTC−5(−4DT) N45°02.00′ W67°20.97′ **HALIFAX**

200 NOTAM FILE BGR

**RWY 16–34:** 1635X50 (TURF)

**RWY 16:** Trees. **RWY 34:** Trees.

**AIRPORT REMARKS:** Unattended. Rwy not plowed winter months. 36′ p–line 280′ north of Rwy 16. Rwy 16–34 outlined with white cones.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

**MERRYMEETING FLD** (See BOWDOINHAM)

**MILLINOCKET** N45°35.20′ W68°30.93′ NOTAM FILE MLT. **HALIFAX**

**(H) VOR/DME** 117.9 MLT Chan 126 317° 8.1 NM to Millinocket Muni. 550/20W. **H–11D, L–32I**

VOR unusable 330°–340° beyond 35 NM below 6000′.

DME unusable 330°–350° byd 35 NM blo 6000′.

**RCO** 123.6 122.1R 117.9T (BANGOR RADIO)

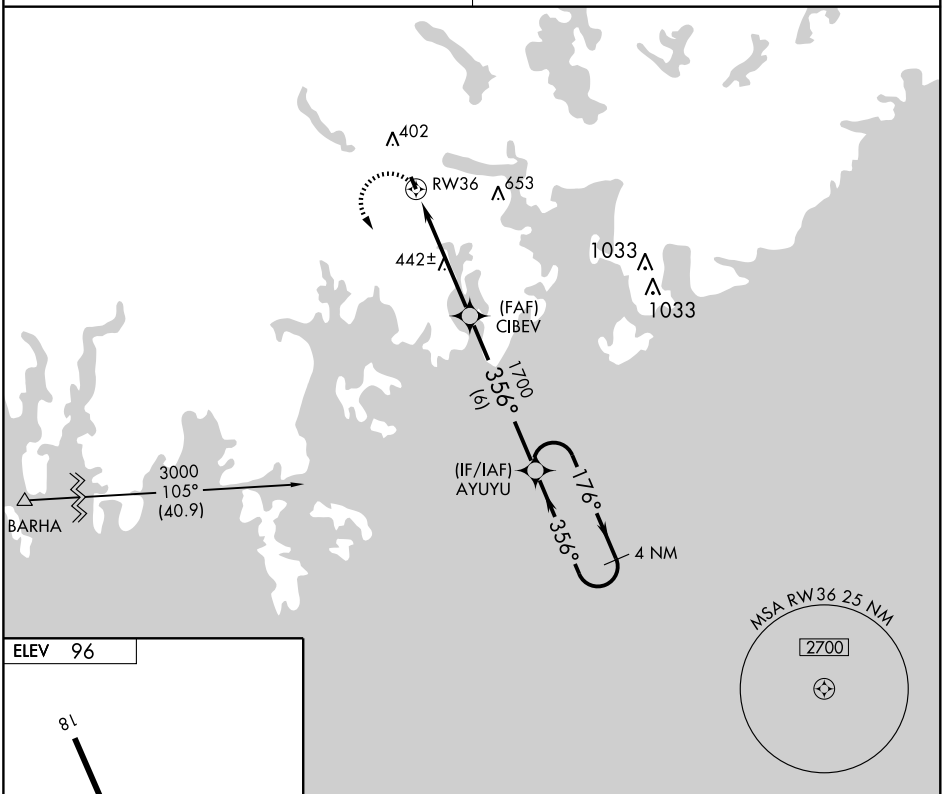
| APP CRS | | |
|---|---|---|
| 356° | Rwy Idg | 2909 |
| | TDZE | 96 |
| | Apt Elev | 96 |

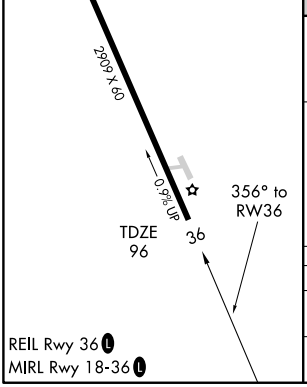
# RNAV (GPS) RWY 36
## MACHIAS VALLEY(MVM)

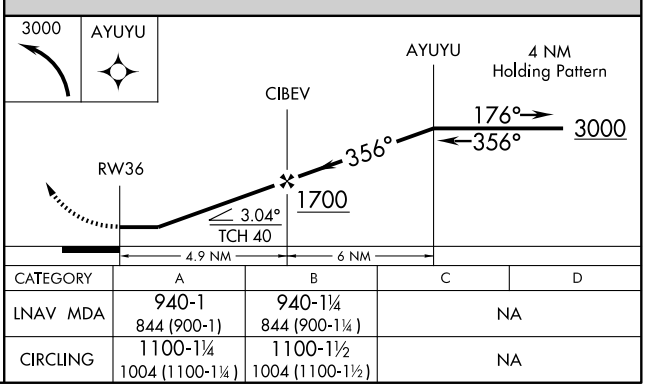
Circling NA at night to Rwy 18. DME/DME RNP-0.3 NA. Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 124.25 290.5 | 122.8 (CTAF) L |



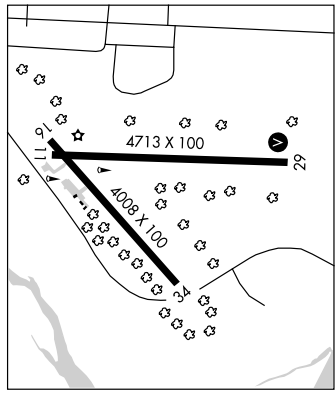

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1<br>844 (900-1) | 940-1¼<br>844 (900-1¼) | NA | |
| CIRCLING | 1100-1¼<br>1004 (1100-1¼) | 1100-1½<br>1004 (1100-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## MILLINOCKET

**MILLINOCKET MUNI** (MLT) 1 SE UTC−5(−4DT) N45°38.87′ W68°41.13′ **HALIFAX**
408 B **FUEL** 100LL, JET A NOTAM FILE MLT **L–32I**
**RWY 11–29:** H4713X100 (ASPH) S–30, D–44 MIRL **IAP**
**RWY 11:** REIL. Trees.
**RWY 29:** VASI(V4R)—GA 3° TCH 51′. Trees.
**RWY 16–34:** H4008X100 (ASPH) S–30, D–44 0.5% up NW
**RWY 16:** Trees. **RWY 34:** Road.
**AIRPORT REMARKS:** Attended May–Nov 1300–2200Z‡ Dec–Apr Mon–Fri 1300–2200Z‡. Fuel avbl 24 hrs, call 207–723–4375. Parachute Jumping. Rwy 16–34 CLOSED winter months except ski acft; snowbank crosses intersection Rwy 16–34 at Rwy 11–29 and along 1000 ft twy plowed center of Rwy 16–34 from intersection to south twy to ramp. Rwy 11 apch has several lgtd stacks 180′–270′ above rwy end elevation 2800′ from rwy end and immediately right of the apch. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 11 and VASI Rwy 29—CTAF.




**WEATHER DATA SOURCES:** ASOS 135.225 (207) 723–8396.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 123.6 122.1R 117.9T (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 120.25 **CLNC DEL** 123.6 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLT.
**(H) VOR/DME** 117.9 MLT Chan 126 N45°35.20′ W68°30.93′ 317° 8.1 NM to fld. 550/20W.
**MILNOT NDB (H)** 344 LNT N45°38.92′ W68°33.02′ 289° 5.7 NM to fld. Unmonitored. Unusable byd 15 NM.
**ILS** 108.9 I–MLT Rwy 29. LOC only.

---

**MILLINOCKET SPB** (7ØB) 7 NW UTC−5(−4DT) N45°43.70′ W68°50.67′ **HALIFAX**
492 **FUEL** 100LL NOTAM FILE BGR
**WATERWAY ALL WAY:** 4000X500 (WATER)
**SEAPLANE REMARKS:** Attended May–Oct dawn–dusk. Water level fluctuates 15′ +/− lowest in Sep and Oct. Preferred tkf and ldg direction for seaplane base 06–24.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

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**MILNOT** N45°38.93′ W68°33.03′ NOTAM FILE MLT. **HALIFAX**
**NDB (H)** 344 LNT 289° 5.7 NM to Millinocket Muni. Unmonitored. Unusable byd 15 NM. **L–321**

---

**MOOSE RIVER SPB** (See JACKMAN)

## MOUNT VERNON

**SEVEN G S SPB** (75B) .9 S UTC−5(−4DT) N44°29.50′ W69°59.47′ **MONTREAL**
329 NOTAM FILE BGR
**WATERWAY 04–22:** 2500X200 (WATER)
**WATERWAY 04:** Trees. **WATERWAY 22:** Building.
**SEAPLANE REMARK:** Unattended.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## NAPLES

**BRANDY POND SPB** (5ME) 1 SE UTC−5(−4DT) N43°57.27′ W070°35.47′ **NEW YORK**
267 S2 **FUEL** 100LL NOTAM FILE BGR
**WATERWAY 17–35:** 7200X600 (WATER)
**SEAPLANE REMARKS:** Attended May–Oct Mon–Fri 1300–2200Z‡, Nov–Apr unattended. Follow channel markers to avoid shallow water. Jun–Aug heavy boat traffic on lake.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del through FLIGHT SERVICES 1–800–WX–BRIEF.

---

**LONG LAKE SPB** (76B) 1 NE UTC−5(−4DT) N43°58.25′ W70°36.22′ **NEW YORK**
267 **FUEL** 100LL NOTAM FILE BGR
**WATERWAY 16–34:** 15000X3960 (WATER)
**SEAPLANE REMARKS:** Attended May–Sep daylight hours.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| NDB LNT 344 | APP CRS 287° | Rwy Idg 4713<br>TDZE 408<br>Apt Elev 408 |
|---|---|---|

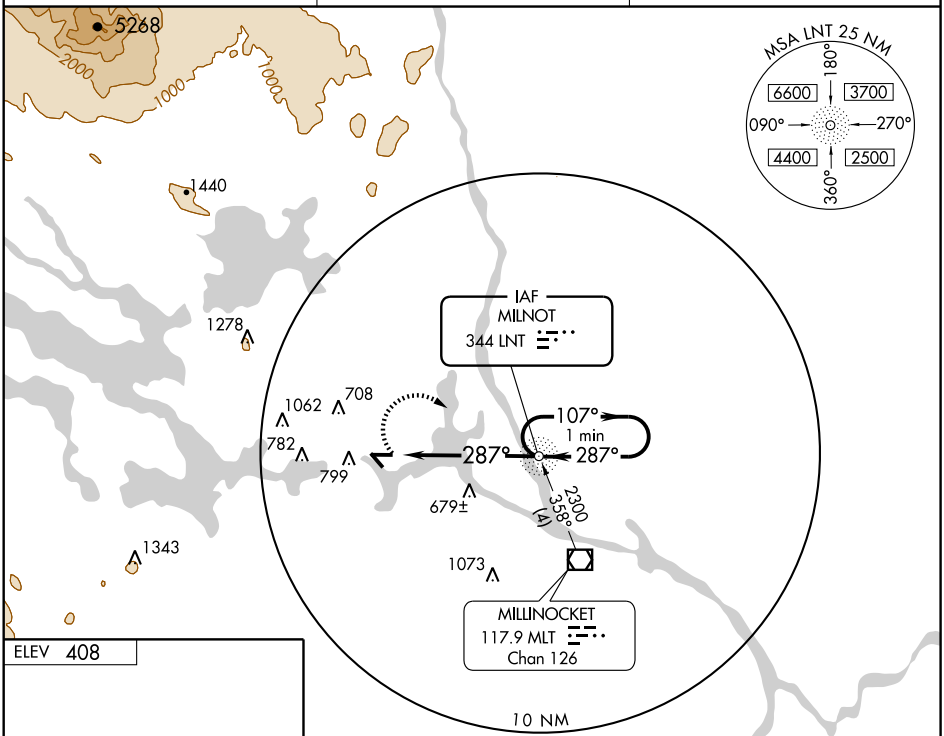
# NDB RWY 29

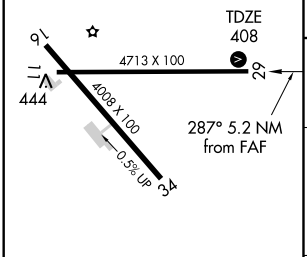
MILLINOCKET MUNI (MLT)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ½ mile. Circling Cat B visibility ¼ mile and Circling Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct LNT NDB and hold.

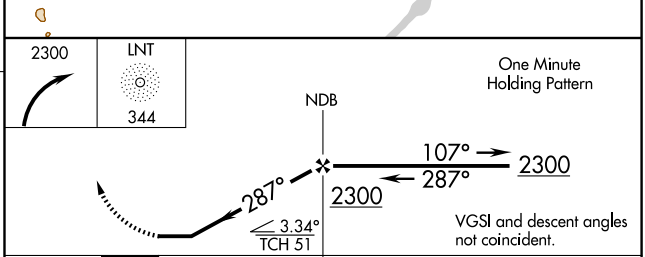
| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.225 | 120.25 346.4 | 122.8 (CTAF) L |




REIL Rwy 11 L
MIRL Rwy 11-29 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 980-1 572 (600-1) | | 980-1½ 572 (600-1½) | 980-1¾ 572 (600-1¾) |
| CIRCLING | 1100-1 692 (700-1) | | 1100-2 692 (700-2) | 1100-2¼ 692 (700-2¼) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4713 |
|---|---|---|
| 287° | TDZE | 408 |
| | Apt Elev | 408 |

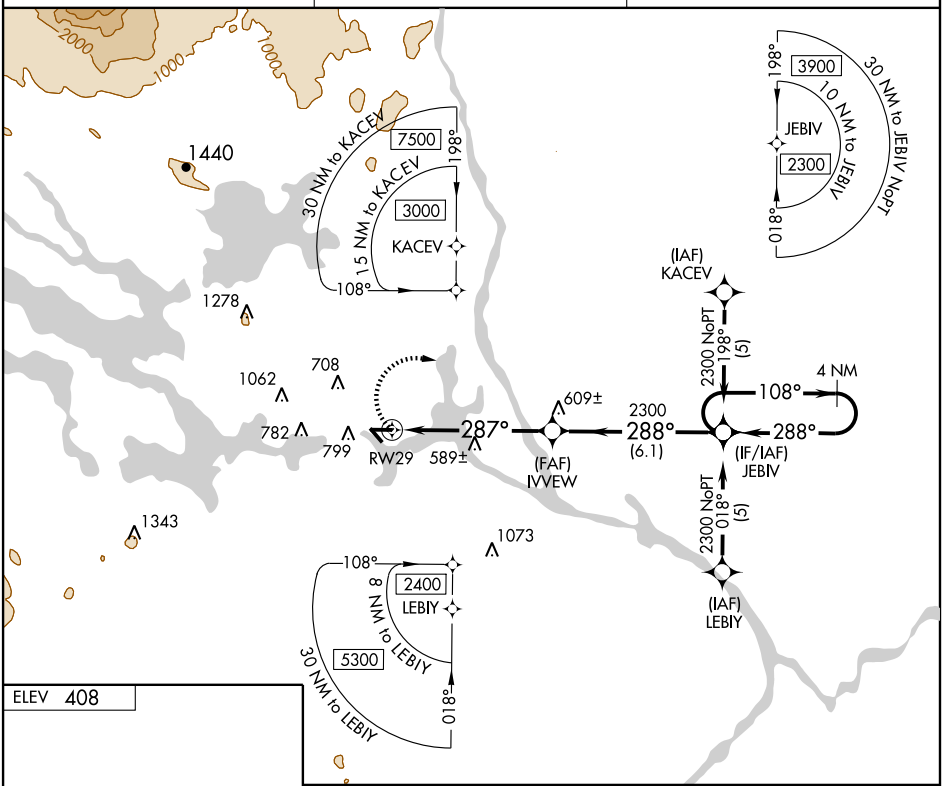
# RNAV (GPS) RWY 29

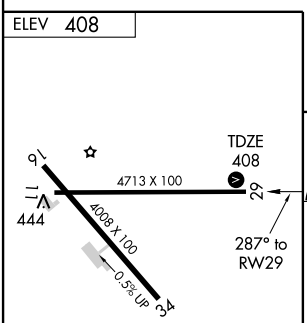
MILLINOCKET MUNI (MLT)

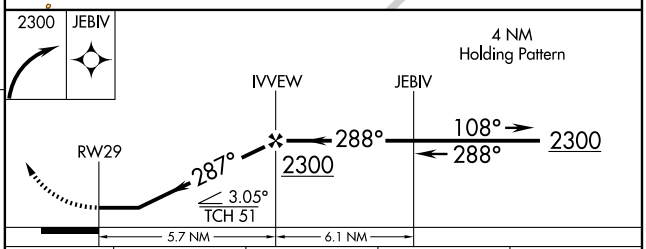
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visiblity ½ mile.
When VGSI Inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct JEBIV and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.225 | 120.25 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 472 (500-1) | | 880-1¼ 472 (500-1¼) | 880-1½ 472 (500-1½) |
| CIRCLING | 1100-1 692 (700-1) | | 1100-2 692 (700-2) | 1100-2¼ 692 (700-2¼) |

REIL Rwy 11 L
MIRL Rwy 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MLT | APP CRS | Rwy Idg | 4713 |
|---|---|---|---|
| 117.9 | 319° | TDZE | 408 |
| Chan 126 | | Apt Elev | 408 |

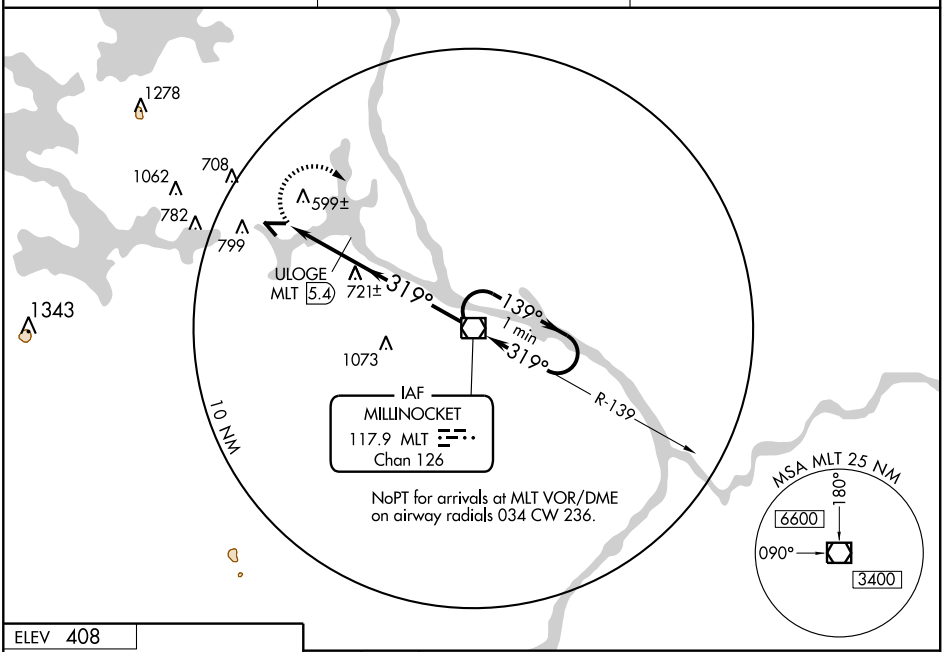
# VOR RWY 29

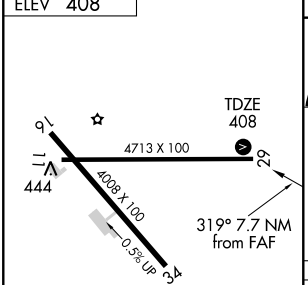
## MILLINOCKET MUNI (MLT)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

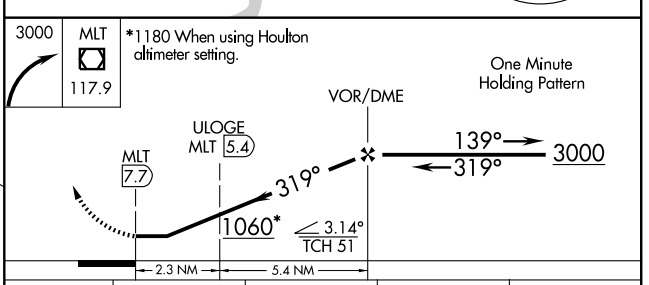
| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.225 | 120.25 346.4 | 122.8 (CTAF) L |




REIL Rwy 11 L
MIRL Rwy 11-29 L

| FAF to MAP 7.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:42 | 5:08 | 3:51 | 3:05 | 2:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1060-1 652 (700-1) | | 1060-1¾ 652 (700-1¾) | 1060-2 652 (700-2) |
| CIRCLING | 1100-1 692 (700-1) | | 1100-2 692 (700-2) | 1100-2¼ 692 (700-2¼) |
| ULOGE FIX MINIMUMS | | | | |
| S-29 | 880-1 472 (500-1) | | 880-1¼ 472 (500-1¼) | 880-1½ 472 (500-1½) |
| CIRCLING | 1100-1 692 (700-1) | | 1100-2 692 (700-2) | 1100-2¼ 692 (700-2¼) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**NEWTON FLD** (See JACKMAN)

## NORCROSS/MILLINOCKET

**BUCKHORN CAMPS SPB** (78B) 0 NE UTC−5(−4DT) N45°39.25′ W68°56.97′ HALIFAX

500 NOTAM FILE BGR

**WATERWAY E–W:** 3000X500 (WATER)

**WATERWAY E:** Trees. **WATERWAY W:** Trees.

**WATERWAY NW–SE:** 4000X500 (WATER)

**WATERWAY NW:** Trees. **WATERWAY SE:** Trees.

**SEAPLANE REMARKS:** Unattended. CAUTION–Many shallow rocky areas during low water conditions in middle of lake. Be alert: many shallow rocky areas around the docking area.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## NORRIDGEWOCK

**CENTRAL MAINE ARPT OF NORRIDGEWOCK** (OWK) 3.5 W UTC−5(−4DT) MONTREAL

N44°42.93′ W69°51.99′ L–32H

270 B S4 **FUEL** 100LL, MOGAS NOTAM FILE BGR IAP

**RWY 03–21:** H3999X90 (ASPH) S–30, D–60

**RWY 03:** Trees. **RWY 21:** Trees.

**RWY 15–33:** H3999X90 (ASPH) S–30, D–60 MIRL

**RWY 15:** Trees. **RWY 33:** REIL. Trees.

**AIRPORT REMARKS:** Attended 1300–2200. Birds and deer on and invof arpt. Rwy 15 has 30′ dropoff 100′ from end of rwy. Rwy 21 has 30′ dropoff 100′ from end of rwy. Rwy 03 has 30′ dropoff 94′ from end of rwy. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 122.8

**COMMUNICATIONS: CTAF/UNICOM** 122.8

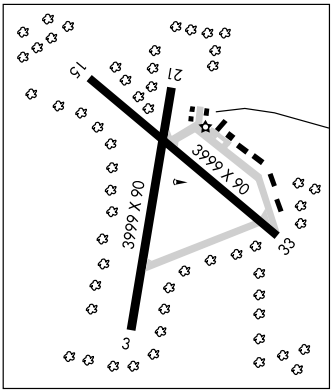
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡)

Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.

**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 011° 23.9 NM to fld. 349/18W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




**NORTHERN AROOSTOOK RGNL** (See FRENCHVILLE)

**NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE** (See PRESQUE ISLE)

**NORTHERN MAINE RGNL SPB** (See PRESQUE ISLE)

**NOXKS** N44°05.61′ W69°13.14′ NOTAM FILE RKD. MONTREAL

**NDB (LOM)** 334 RM 129° 5.6 NM to Knox Co Rgnl. L–32H

**NUGENT CHAMBERLAIN LAKE SPB** (See CHESUNCOOK)

**OLD TOWN** N45°00.34′ W68°38.06′ NOTAM FILE BGR. HALIFAX

**NDB (MHW)** 272 OLD 228° 3.6 NM to Dewitt Fld, Old Town Muni. Unmonitored. L–32I

| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 028° | TDZE | 268 |
| | Apt Elev | 270 |

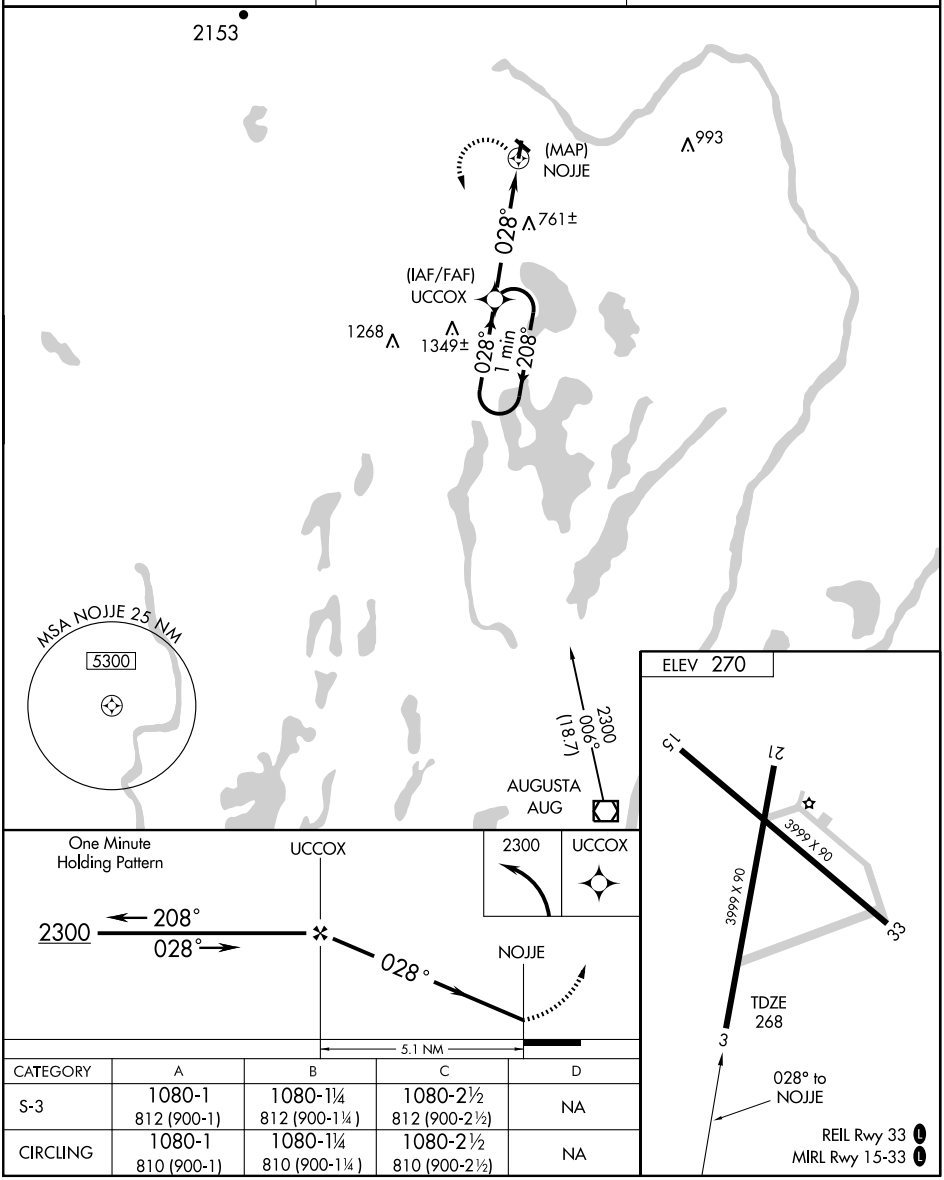
# GPS RWY 3

## NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 122.8 | 128.35 299.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1080-1<br>812 (900-1) | 1080-1¼<br>812 (900-1¼) | 1080-2½<br>812 (900-2½) | NA |
| CIRCLING | 1080-1<br>810 (900-1) | 1080-1¼<br>810 (900-1¼) | 1080-2½<br>810 (900-2½) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 148° | TDZE | 269 |
| | Apt Elev | 270 |

# GPS RWY 15

## NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

NA

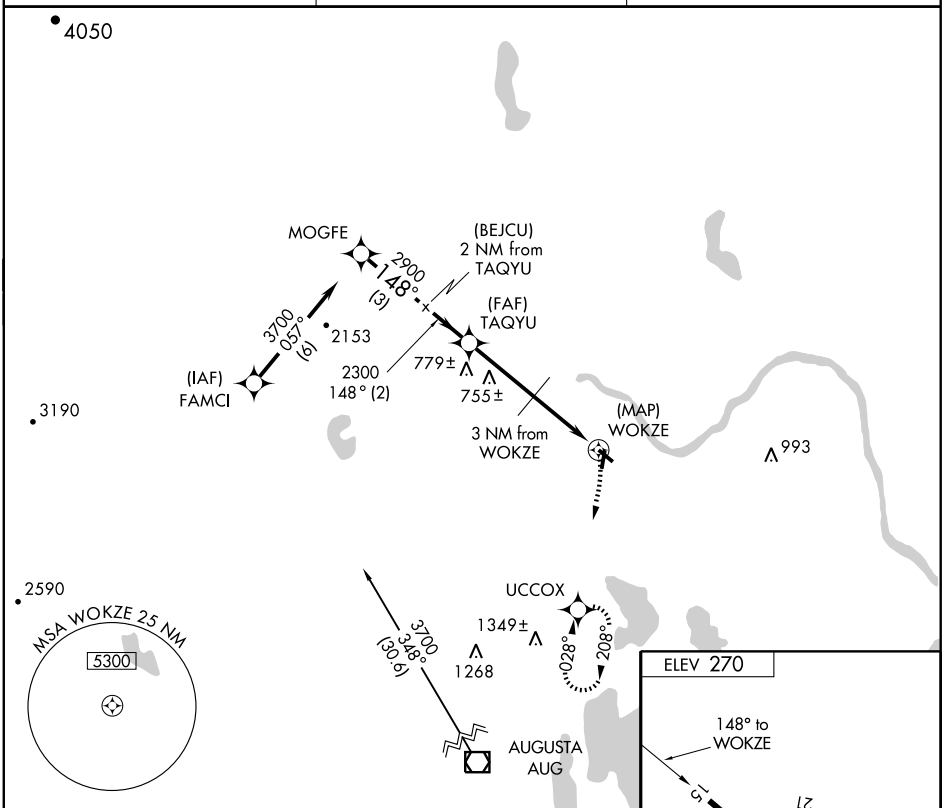
Use Augusta State altimeter setting.

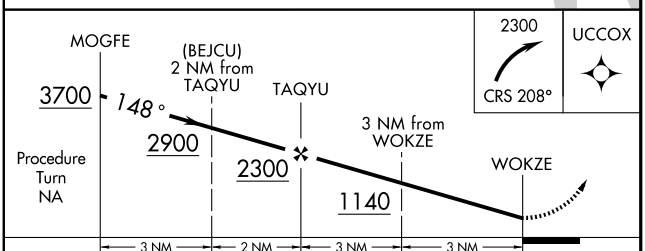
MISSED APPROACH: Climbing right turn to 2300 via 208° course to UCCOX WP and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 122.8 | 128.35 299.2 | 122.8 (CTAF) L |



NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 900-1 631 (700-1) | | 900-1¾ 631 (700-1¾) | NA |
| CIRCLING | 900-1 630 (700-1) | 920-1 650 (700-1) | 1040-2¼ 770 (800-2¼) | NA |

REIL Rwy 33 L
MIRL Rwy 15-33 L



NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

44°43'N - 69°52'W

GPS RWY 15

| VOR/DME AUG | APP CRS | Rwy Idg | 3999 |
|---|---|---|---|
| 111.4 | 010° | TDZE | 268 |
| Chan 51 | | Apt Elev | 270 |

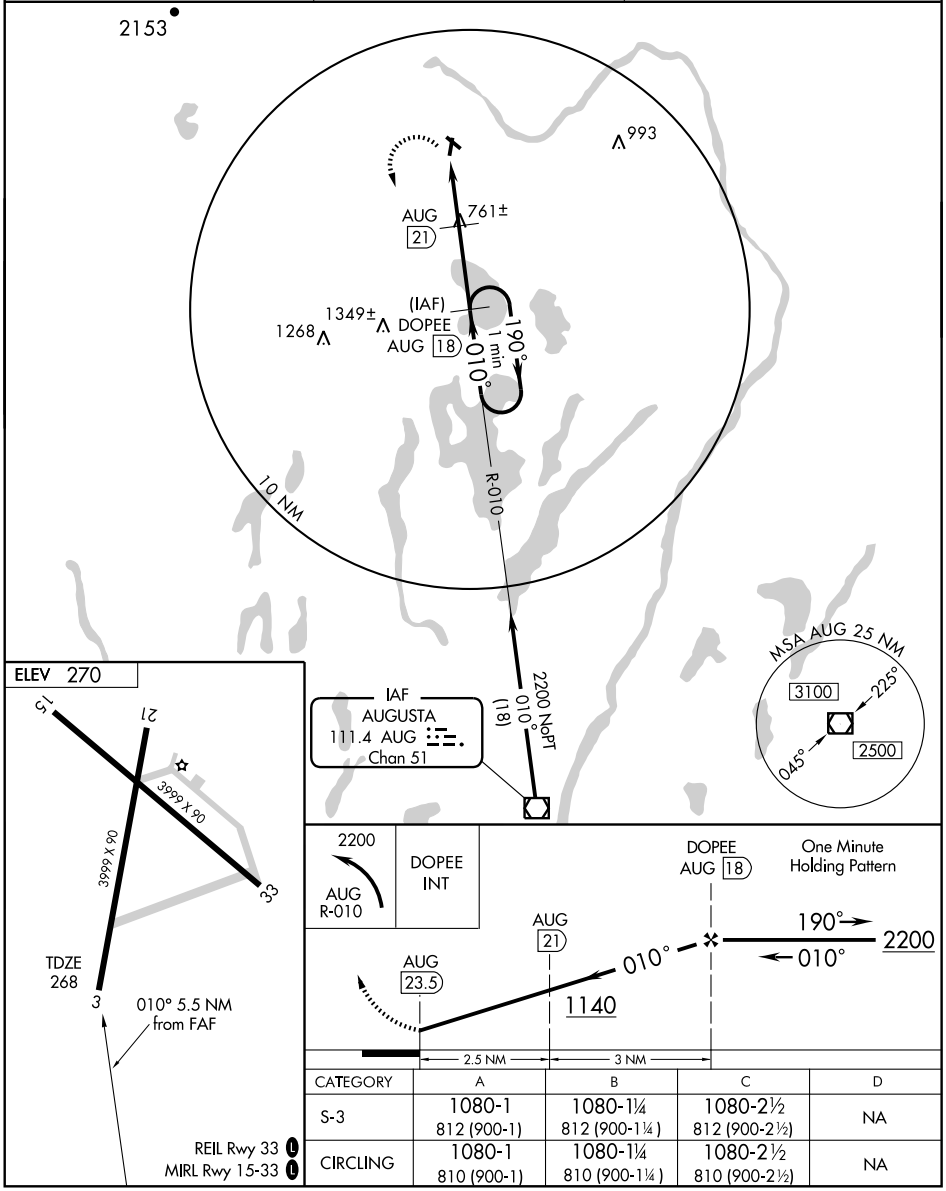
# VOR/DME RWY 3

NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2200 via AUG R-010 to DOPEE/18 DME and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 122.8 | 128.35 299.2 | 122.8 (CTAF) L |



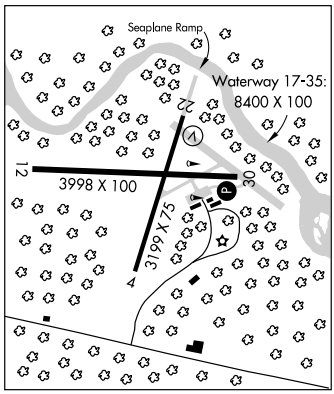

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1080-1<br>812 (900-1) | 1080-1¼<br>812 (900-1¼) | 1080-2½<br>812 (900-2½) | NA |
| CIRCLING | 1080-1<br>810 (900-1) | 1080-1¼<br>810 (900-1¼) | 1080-2½<br>810 (900-2½) | NA |




NE-1, 26 AUG 2010 to 23 SEP 2010

## OLD TOWN

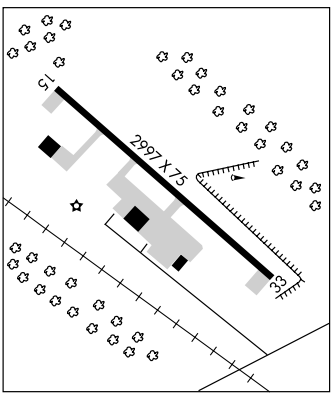
### DEWITT FLD, OLD TOWN MUNI (OLD) 2 NW UTC−5(−4DT) N44°57.15′ W68°40.46′ HALIFAX
126 B **FUEL** 100LL LRA NOTAM FILE BGR L–32I
**RWY 12–30:** H3998X100 (ASPH) S–30 MIRL IAP
**RWY 12:** Trees. **RWY 30:** PAPI(P4L)—GA 3.5° TCH 45′. Trees.
**RWY 04–22:** H3199X75 (ASPH) S–37, D–45 MIRL
**RWY 04:** REIL. Trees. **RWY 22:** VASI(V4L)—GA 3.5°TCH 52′. Trees.
**AIRPORT REMARKS:** Attended Nov–Mar 1300–2130Z‡, Apr–Oct 1300–2200Z‡. 24 hr fuel with major credit card. Rotating bcn OTS indefly. Rwy 04–22 large transverse cracks in rwy width 2 inch pavement differential. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, REIL Rwy 04 and PAPI Rwy 30—CTAF. Flight Notification Service (ADCUS) available.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BANGOR APP/DEP CON** 124.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071° 10.8 NM to fld. 360/19W. **HIWAS.**
**OLD TOWN NDB (MHW)** 272 OLD N45°00.34′ W68°38.06′ 228° 3.6 NM to fld. Unmonitored.
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




102
**WATERWAY 17W–35W:** 8400X100 (WATER)

### ORHAM N43°39.15′ W70°26.45′ NOTAM FILE PWM. NEW YORK
**NDB (LOM)** 394 PW 111° 5.8 NM to Portland Intl Jetport. Unmonitored. L–32H

### OXFORD CO RGNL (81B) 2 E UTC−5(−4DT) N44°09.45′ W70°28.88′ MONTREAL
346 B S4 **FUEL** 100LL NOTAM FILE BGR L–32H
**RWY 15–33:** H2997X75 (ASPH) S–25 MIRL IAP
**RWY 15:** Trees. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1230–2200Z‡. For fuel or maintenance call 207–539–4779. ACTIVATE MIRL Rwy 15–33—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PORTLAND APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 270° 31.1 NM to fld. 349/18W.
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




## PATTEN

### SHIN POND SPB (85B) 8 NW UTC−5(−4DT) N46°06.25′ W68°33.72′ HALIFAX
780 **FUEL** 100LL NOTAM FILE BGR
**WATERWAY 02–20:** 6000X200 (WATER)
**SEAPLANE REMARKS:** Attended daylight hours. Numerous boats and canoes on lake. Call 207–528–2626 for svc.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| APP CRS | Rwy Idg | 3998 |
|---|---|---|
| 115° | TDZE | 126 |
| | Apt Elev | 127 |

# GPS RWY 12

## OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

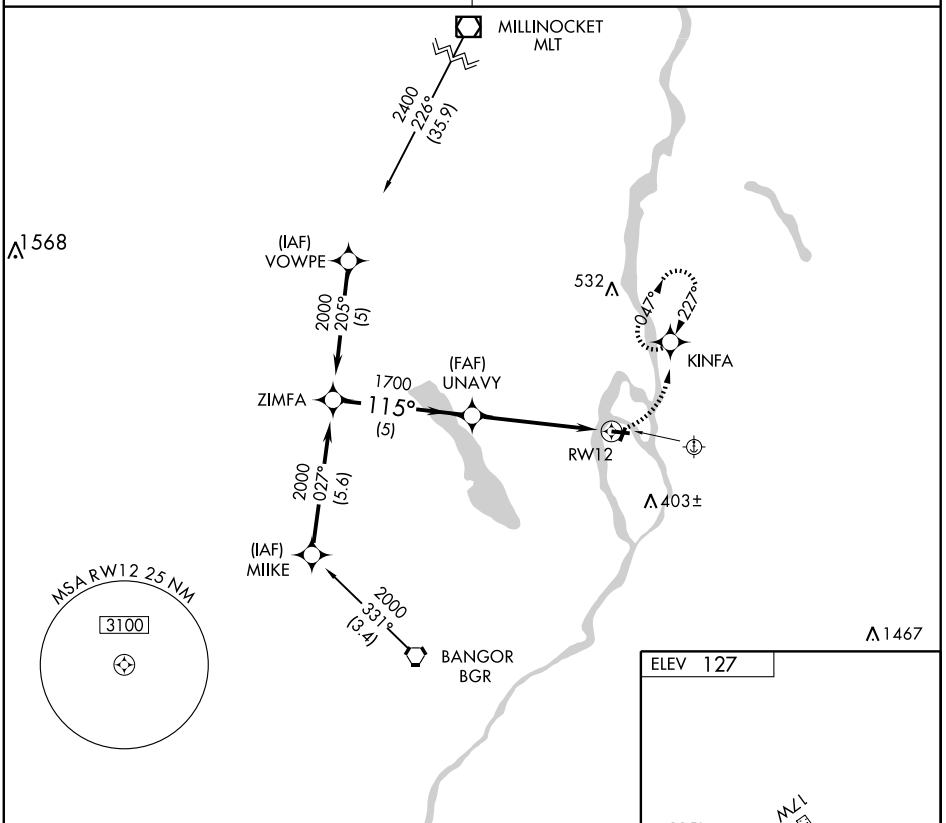
NA

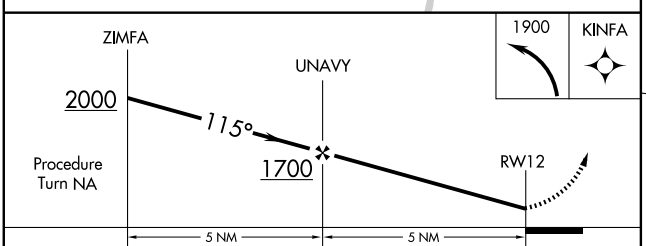
Use Bangor Intl atimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
**124.5 251.125**

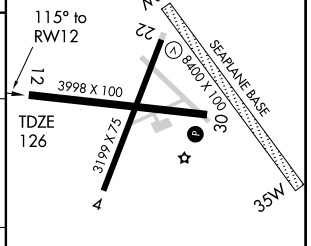
UNICOM
**122.8** (CTAF) L










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 640-1 514 (600-1) | | 640-1½ 514 (600-1½) | NA |
| CIRCLING | 640-1 513 (600-1) | 700-1 573 (600-1) | 800-2 673 (700-2) | NA |

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L




NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3998 |
|---|---|---|
| 296° | TDZE | 126 |
| | Apt Elev | 127 |

# GPS RWY 30

## OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

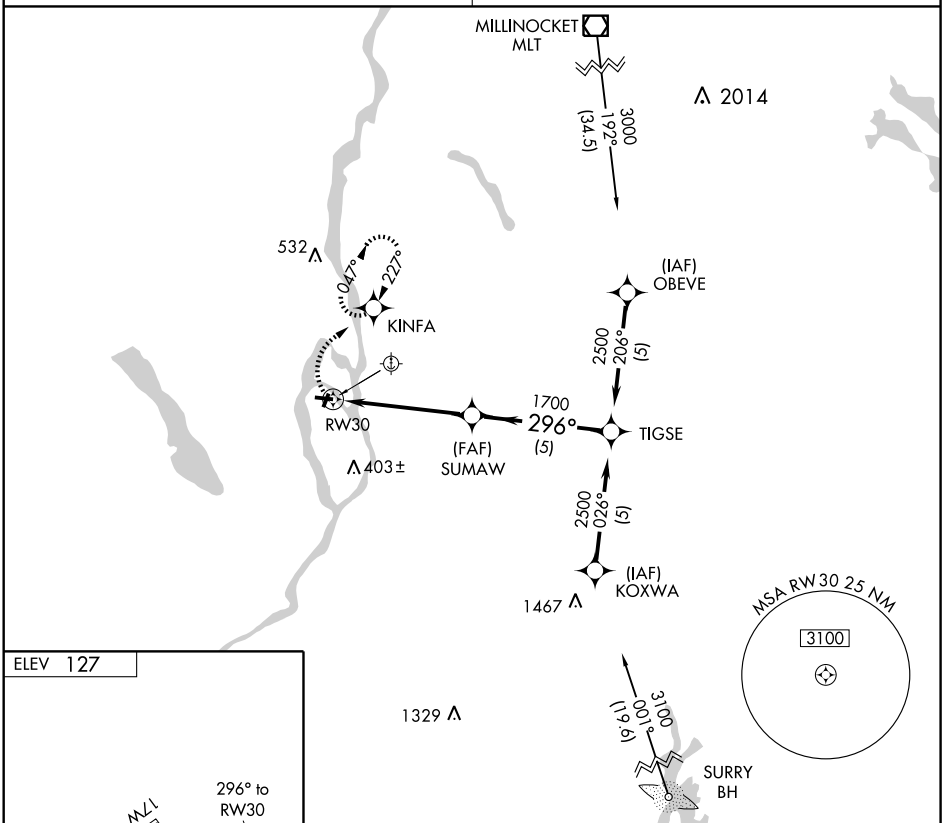
NA

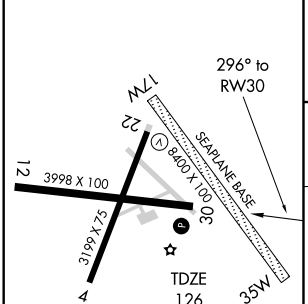
Use Bangor Intl atimeter setting.

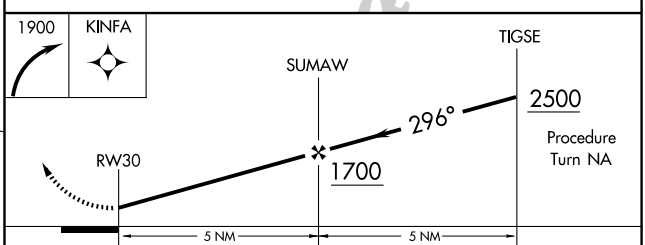
MISSED APPROACH: Climbing right turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
**124.5 251.125**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 620-1 494 (500-1) | | 620-1¼ 494 (500-1¼) | NA |
| CIRCLING | 640-1 513 (600-1) | 700-1 573 (600-1) | 800-2 673 (700-2) | NA |

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB OLD | APP CRS | Rwy Idg | 3199 |
|---|---|---|---|
| 272 | 227° | TDZE | 126 |
| | | Apt Elev | 127 |

# NDB or GPS RWY 22

## OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

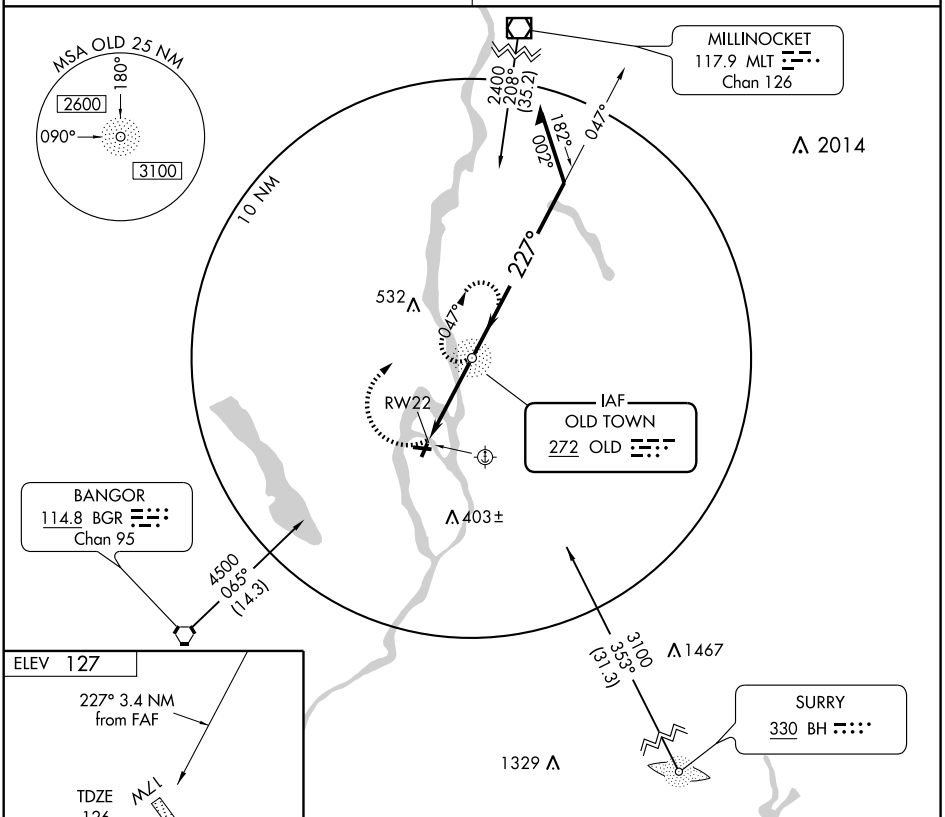
NA

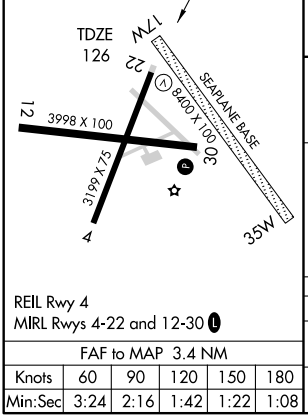
Use Bangor Intl atimeter setting.

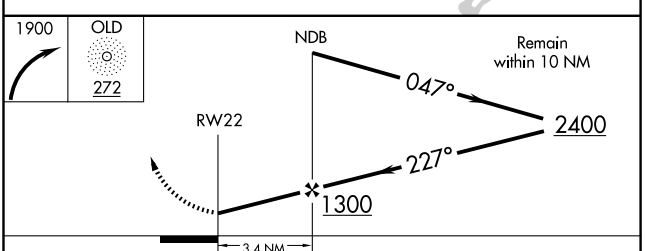
MISSED APPROACH: Climbing right turn to 1900 direct OLD NDB and hold.

BANGOR APP CON
**124.5 251.125**

UNICOM
**122.8** (CTAF) L




REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 660-1 534 (600-1) | | 660-1½ 534 (600-1½) | NA |
| CIRCLING | 660-1 533 (600-1) | 700-1 573 (600-1) | 800-2 673 (700-2) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC BGR 114.8 Chan 95 | APP CRS 249° | Rwy Idg 3199 TDZE 126 Apt Elev 127 |
|---|---|---|

# VOR/DME RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

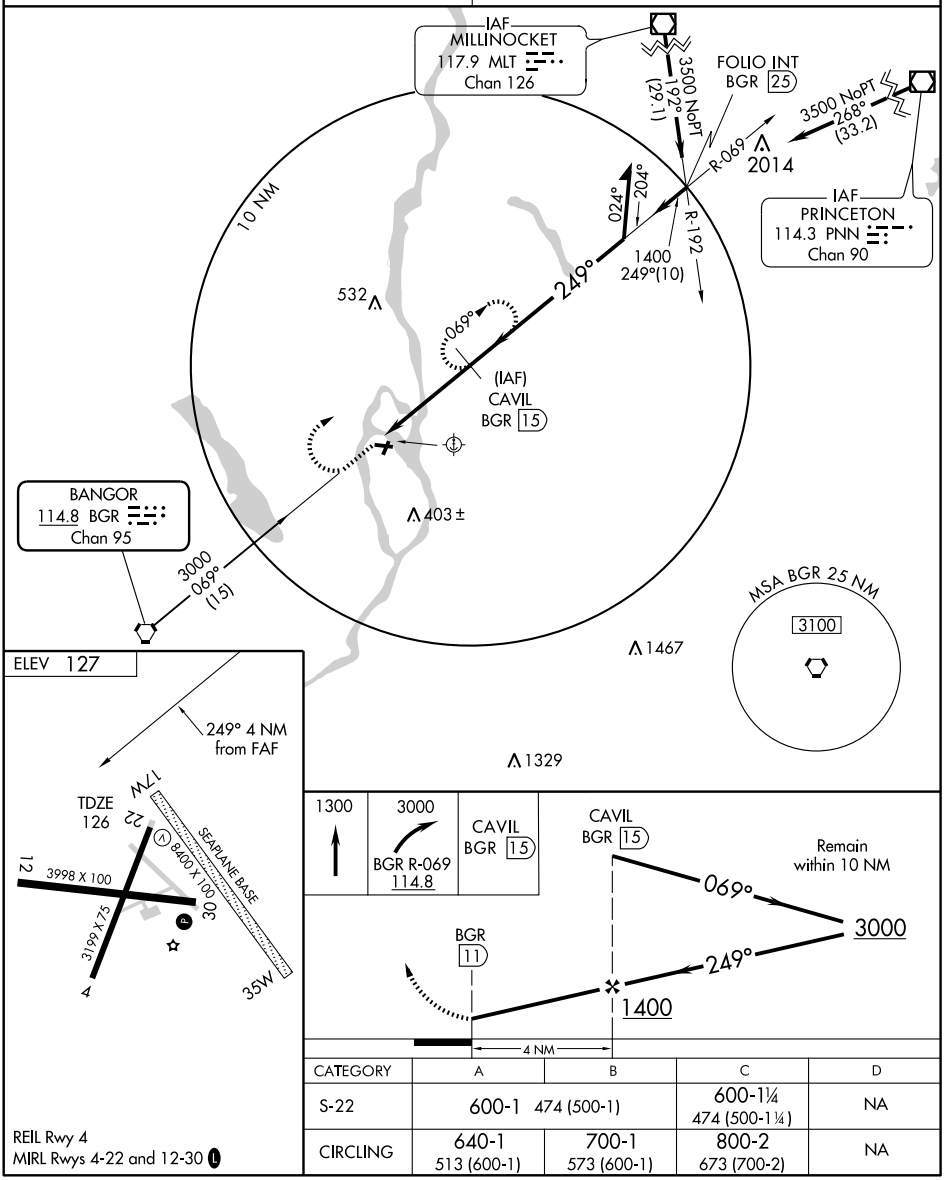
NA

Use Bangor Intl atimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 600-1 474 (500-1) | | 600-1¼ 474 (500-1¼) | NA |
| CIRCLING | 640-1 513 (600-1) | 700-1 573 (600-1) | 800-2 673 (700-2) | NA |

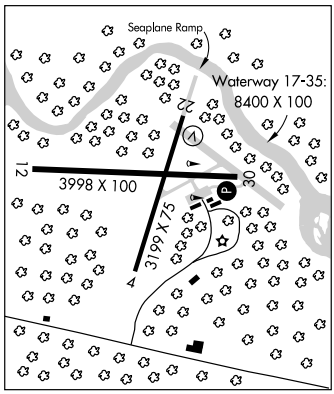
REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## OLD TOWN

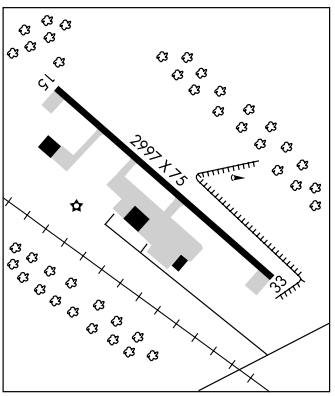
### DEWITT FLD, OLD TOWN MUNI (OLD) 2 NW UTC−5(−4DT) N44°57.15′ W68°40.46′ HALIFAX
126 B **FUEL** 100LL LRA NOTAM FILE BGR L–32I
**RWY 12–30:** H3998X100 (ASPH) S–30 MIRL IAP
**RWY 12:** Trees. **RWY 30:** PAPI(P4L)—GA 3.5° TCH 45′. Trees.
**RWY 04–22:** H3199X75 (ASPH) S–37, D–45 MIRL
**RWY 04:** REIL. Trees. **RWY 22:** VASI(V4L)—GA 3.5°TCH 52′. Trees.
**AIRPORT REMARKS:** Attended Nov–Mar 1300–2130Z‡, Apr–Oct 1300–2200Z‡. 24 hr fuel with major credit card. Rotating bcn OTS indefly. Rwy 04–22 large transverse cracks in rwy width 2 inch pavement differential. ACTIVATE MIRL Rwy 04–22 and Rwy 12–30, REIL Rwy 04 and PAPI Rwy 30—CTAF. Flight Notification Service (ADCUS) available.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BANGOR APP/DEP CON** 124.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 071° 10.8 NM to fld. 360/19W. **HIWAS.**
**OLD TOWN NDB (MHW)** 272 OLD N45°00.34′ W68°38.06′ 228° 3.6 NM to fld. Unmonitored.
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




102
**WATERWAY 17W–35W:** 8400X100 (WATER)

### ORHAM N43°39.15′ W70°26.45′ NOTAM FILE PWM. NEW YORK
**NDB (LOM)** 394 PW 111° 5.8 NM to Portland Intl Jetport. Unmonitored. L–32H

### OXFORD CO RGNL (81B) 2 E UTC−5(−4DT) N44°09.45′ W70°28.88′ MONTREAL
346 B S4 **FUEL** 100LL NOTAM FILE BGR L–32H
**RWY 15–33:** H2997X75 (ASPH) S–25 MIRL IAP
**RWY 15:** Trees. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1230–2200Z‡. For fuel or maintenance call 207–539–4779. ACTIVATE MIRL Rwy 15–33—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PORTLAND APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 270° 31.1 NM to fld. 349/18W.
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




## PATTEN

### SHIN POND SPB (85B) 8 NW UTC−5(−4DT) N46°06.25′ W68°33.72′ HALIFAX
780 **FUEL** 100LL NOTAM FILE BGR
**WATERWAY 02–20:** 6000X200 (WATER)
**SEAPLANE REMARKS:** Attended daylight hours. Numerous boats and canoes on lake. Call 207–528–2626 for svc.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** CInc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

# GPS RWY 33

## OXFORD COUNTY RGNL (81B)

| APP CRS | Rwy Idg | 2997 |
|---|---|---|
| 329° | TDZE | 346 |
| | Apt Elev | 346 |

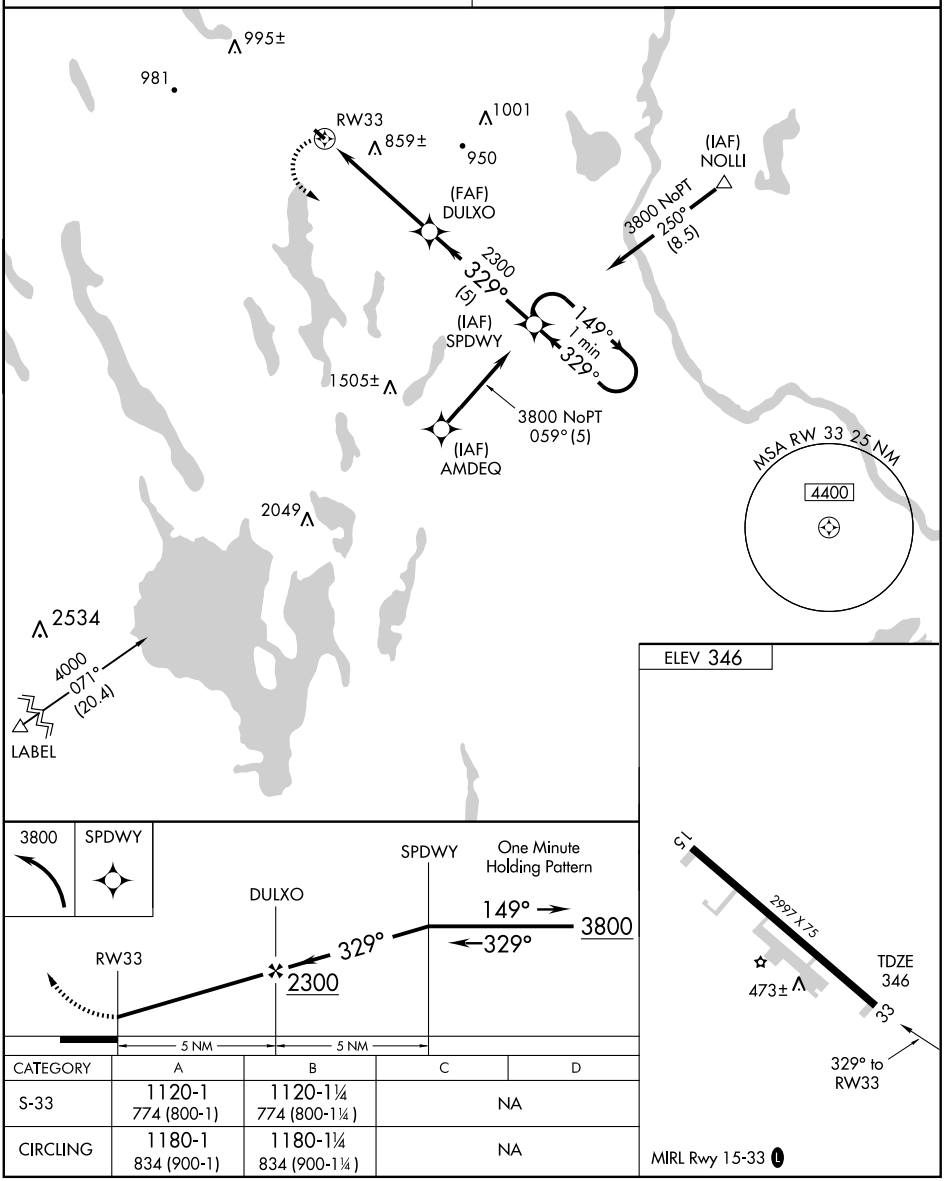
NA

Use Auburn-Lewiston altimeter setting.

MISSED APPROACH: Climbing left turn to 3800 direct SPDWY WP and hold.

PORTLAND APP CON ★
125.5 353.9

UNICOM
122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1120-1<br>774 (800-1) | 1120-1¼<br>774 (800-1¼) | NA | |
| CIRCLING | 1180-1<br>834 (900-1) | 1180-1¼<br>834 (900-1¼) | NA | |

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

## PITTSFIELD MUNI (2B7) 1 SE UTC−5(−4DT) N44°46.11′ W69°22.47′

MONTREAL
L–32H
IAP

198 B S4 **FUEL** 100LL, JET A NOTAM FILE BGR

**RWY 18–36:** H4000X100 (ASPH) S–38, D–49 MIRL 0.6% up N

**RWY 18:** REIL. Trees.

**RWY 36:** REIL. PAPI(P4L). Brush.

**AIRPORT REMARKS:** Attended 1200–2200Z‡. Fuel after hrs call 207–232–2318. Parachute activity on weekends at arpt. Deer on all rwys at night. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36 and Rwy 18—CTAF. Windsock lgts out of svc indefinitely.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

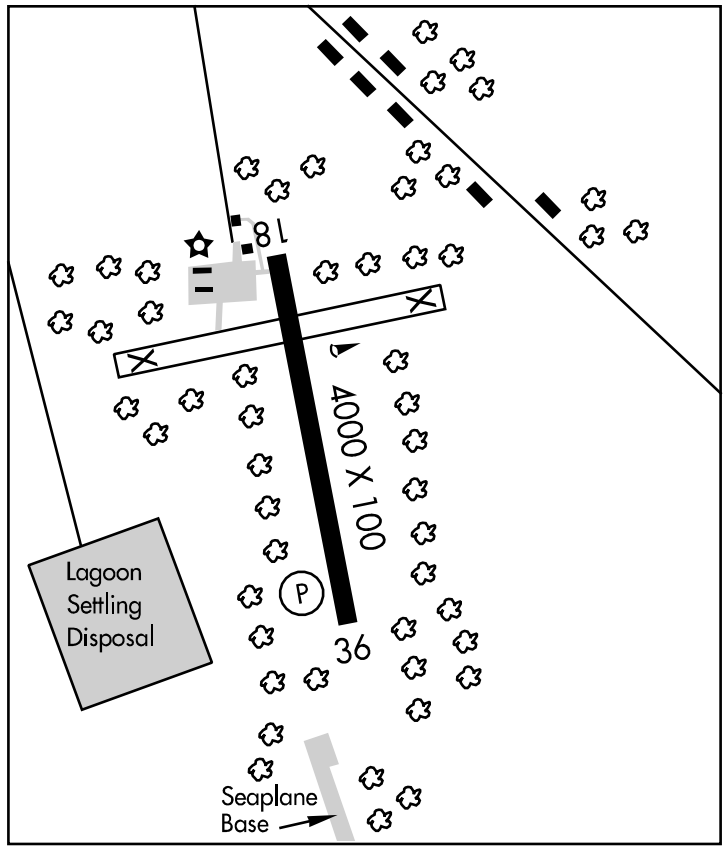
Ⓡ **BANGOR APP/DEP CON** 118.925

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.

**BANGOR (H) VORTACW** 114.8 BGR Chan 95 N44°50.51′ W68°52.44′ 278° 21.8 NM to fld. 360/19W. **HIWAS.**

**BURNHAM NDB (MHW)** 348 BUP N44°41.84′ W69°21.47′ 009° 4.3 NM to fld. Unusable byd 20 NM.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.




## PORTAGE LAKE MUNI SPB (87B) 1 W UTC−5(−4DT) N46°45.62′ W68°28.85′

HALIFAX

608 NOTAM FILE BGR

**WATERWAY 02–20:** 5000X500 (WATER)

**WATERWAY 15–33:** 5000X500 (WATER)

**SEAPLANE REMARKS:** Unattended. Be alert: water depth 1–1½′ on all sides of the dock.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| NDB BUP | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 348 | 009° | TDZE | 194 |
| | | Apt Elev | 198 |

# NDB RWY 36

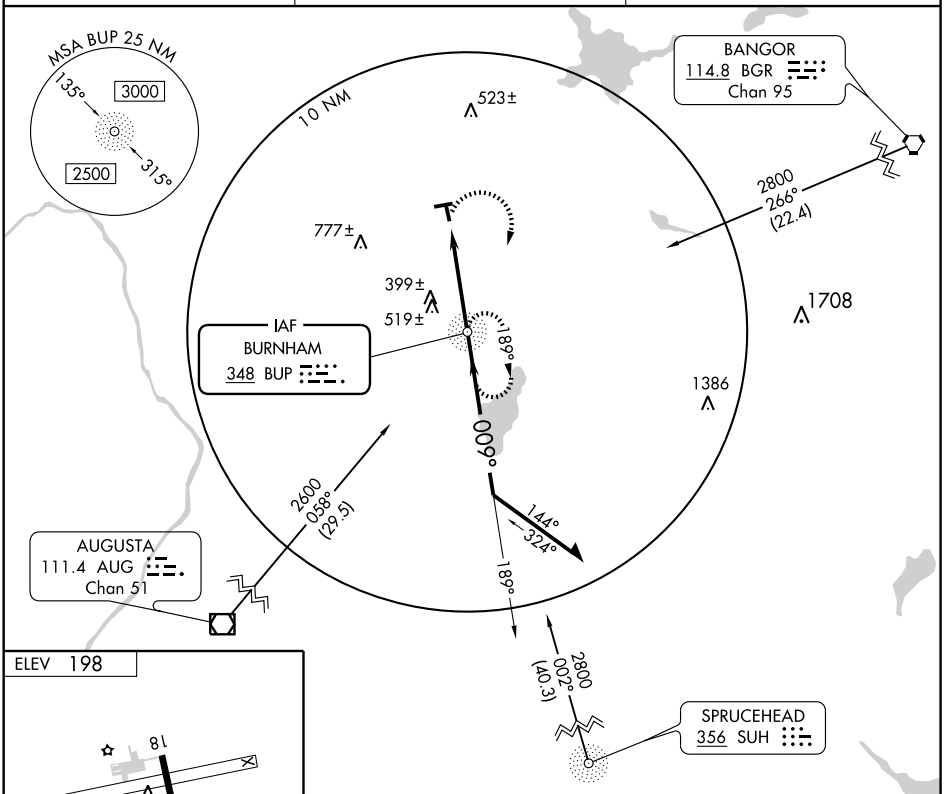
## PITTSFIELD MUNI (2B7)

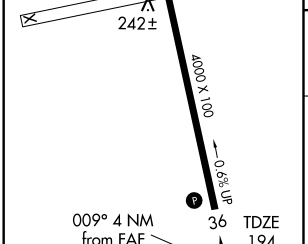
NA

Use Bangor altimeter setting; when not received procedure NA.

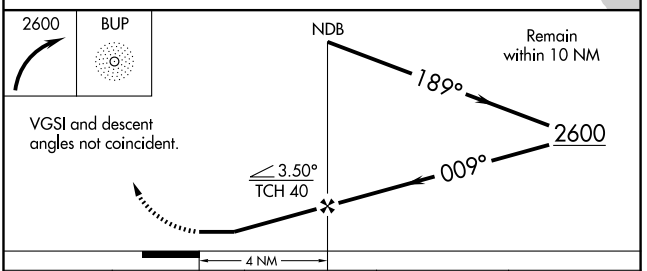
MISSED APPROACH: Climbing right turn to 2600 direct BUP NDB and hold, continue climb-in-hold to 2600.

| BANGOR ASOS | BANGOR APP CON | UNICOM |
|---|---|---|
| 127.75 | 118.925 239.3 | 122.8 (CTAF) L |




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 760-1 | 566 (600-1) | 760-1½ 566 (600-1½) | NA |
| CIRCLING | 800-1 | 602 (700-1) | 800-1¾ 602 (700-1¾) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 18

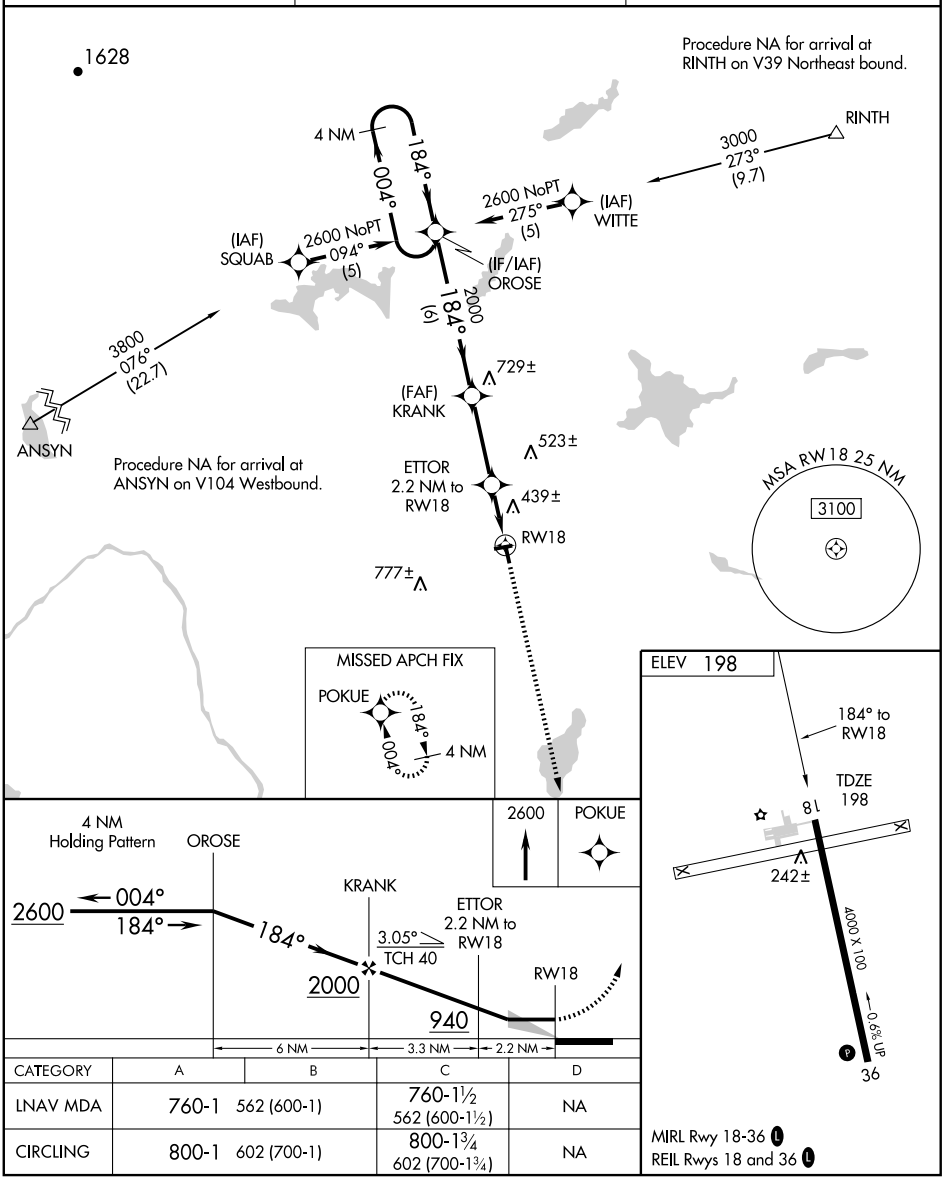
PITTSFIELD MUNI (2B7)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 184° | TDZE | 198 |
| | Apt Elev | 198 |

▼ NA — DME/DME RNP-0.3 NA. Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct POKUE and hold.

| BANGOR ASOS | BANGOR APP CON | UNICOM |
|---|---|---|
| 127.75 | 118.925 239.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 | 562 (600-1) | 760-1½ 562 (600-1½) | NA |
| CIRCLING | 800-1 | 602 (700-1) | 800-1¾ 602 (700-1¾) | NA |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

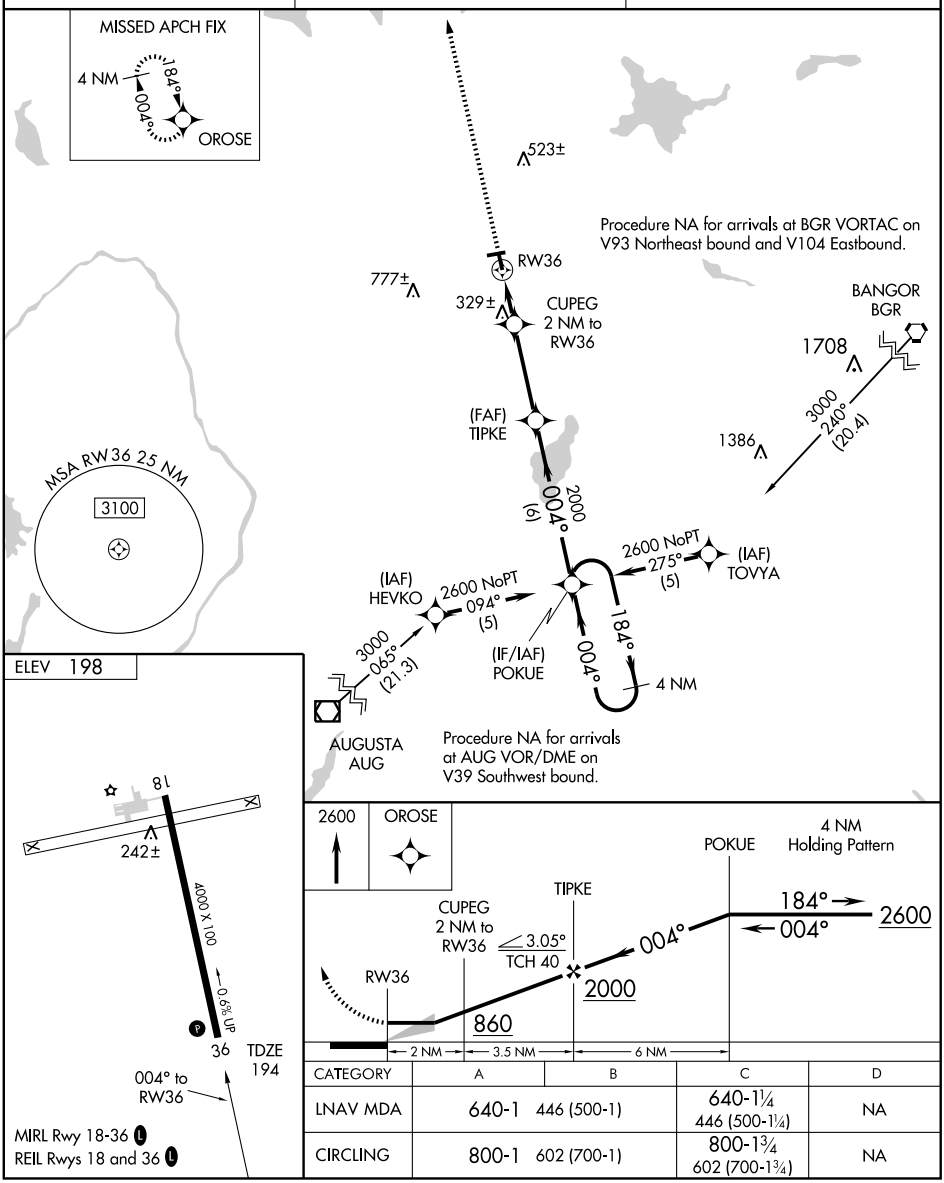
PITTSFIELD MUNI (2B7)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 004° | TDZE | 194 |
| | Apt Elev | 198 |

DME/DME RNP-0.3 NA.
NA
Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct OROSE and hold.

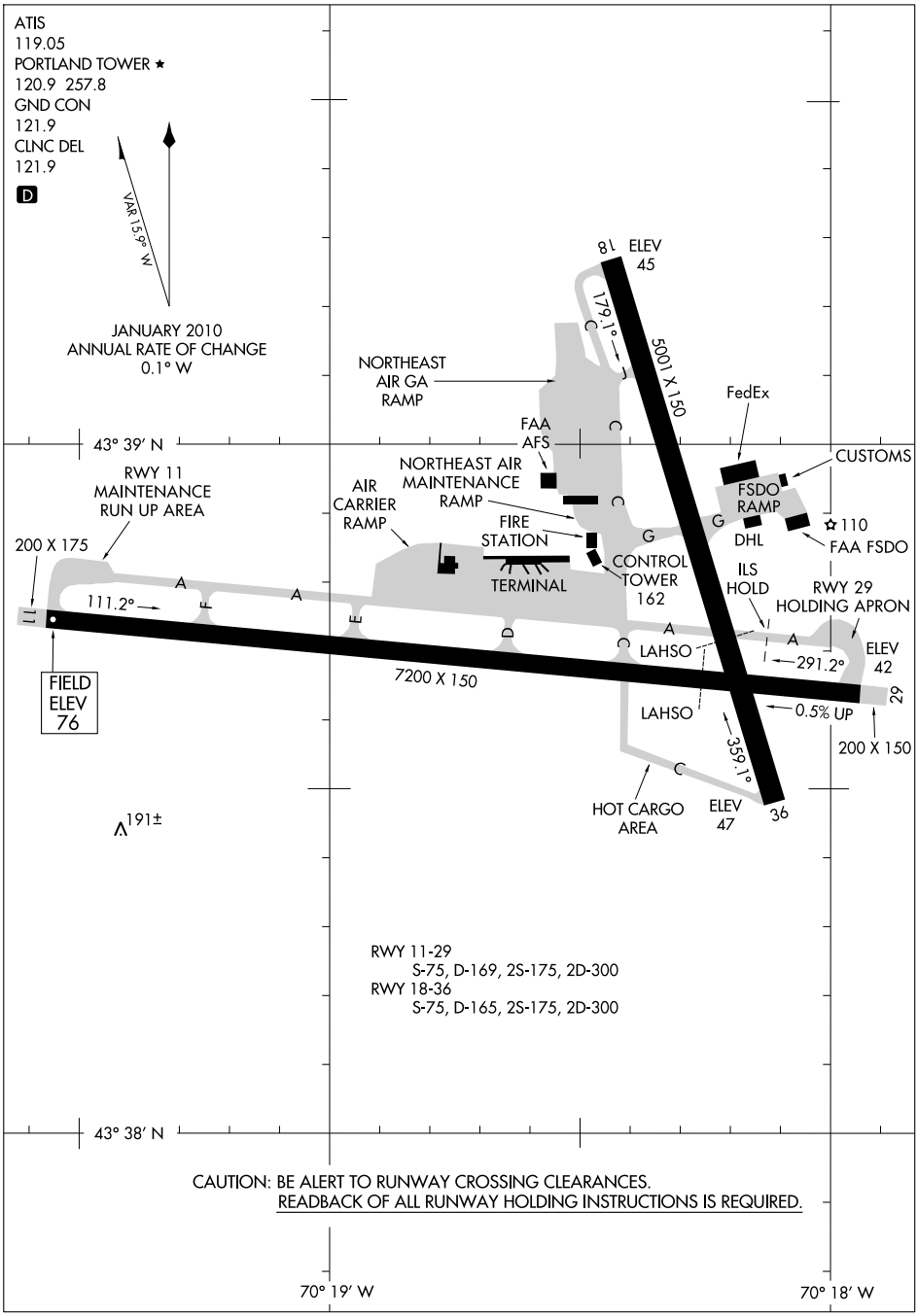
| BANGOR ASOS | BANGOR APP CON | UNICOM |
|---|---|---|
| 127.75 | 118.925 239.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 446 (500-1) | | 640-1¼ 446 (500-1¼) | NA |
| CIRCLING | 800-1 602 (700-1) | | 800-1¾ 602 (700-1¾) | NA |



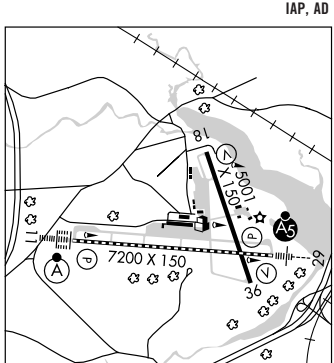
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010





NE-1, 26 AUG 2010 to 23 SEP 2010

**PORTLAND INTL JETPORT** (PWM) 2 W UTC−5(−4DT) N43°38.77′ W70°18.56′ **NEW YORK**
76 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—1076(1000) LRA Class I, ARFF Index C **H–11D, L–32H**
NOTAM FILE PWM **IAP, AD**




**RWY 11–29:** H7200X150 (ASPH–GRVD) S–75, D–169, 2S–175, 2D–300 HIRL CL 0.5% up W
**RWY 11:** ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 52′. Trees.
**RWY 29:** MALSR. PAPI(P4R)—GA 3.0° TCH 53′. Tree.
**RWY 18–36:** H5001X150 (ASPH) S–75, D–165, 2S–175, 2D–300 MIRL
**RWY 18:** REIL. VASI(V4L)—GA 3.25° TCH 53′. Tree.
**RWY 36:** REIL. VASI(V4R)—GA 3.0°. Tree.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 11 | 18–36 | 5800 |
| RWY 18 | 11–29 | 3500 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 11:** | TORA–7200 | TODA–7200 | ASDA–6800 | LDA–6800 |
| **RWY 18:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–5001 |
| **RWY 29:** | TORA–7200 | TODA–7200 | ASDA–7200 | LDA–7200 |
| **RWY 36:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–5001 |

**AIRPORT REMARKS:** Attended 1100–0300Z‡. For fuel after hours, call 207–775–5635 or 207–774–6318. Deer and wildlife occasionally on and invof arpt especially during hours of darkness; seagulls on and invof arpt especially during IFR weather conditions. Acft emergencies between 0500–1045Z‡ call 1–207–874–8576. Twy A east of Rwy 18–36 CLOSED to B–747 C–5 and C–141 acft. No touch and go ldgs during snow removal. PAEW adjacent to rwys ngts, ground vehicles monitor 120.9 when twr clsd. Rwy 11 touchdown, midfield and rollout visual range avbl. Rwy 29 touchdown midfield and rollout visual range avbl. Maintenance run-ups Rwy 11 run-up area only. Prior to any run–ups, or for noise abatement information, ctc the arpt com center on freq 129.95 or call 207–756–8310. Rwy 11 touchdown zone lgts unavailable when twr is clsd. Rwy 11 ALSF–II becomes SSALR when twr is clsd. When twr clsd, Rwy 11–29 HIRL and centerline lgts and MIRL Rwy 18–36 preset on med intensity only. ACTIVATE MALSR Rwy 29 and REIL Rwy 18 and Rwy 36—CTAF. GA Customs/Immigration facility located at FSDO ramp. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (207) 874–7914
**COMMUNICATIONS: CTAF** 120.9 **ATIS** 119.05 (207–775–1039) **UNICOM** 122.95
Ⓡ **PORTLAND APP/DEP CON** 119.75 (South) 125.5 (North) 132.4 (1045–0500Z‡)
**BOSTON CENTER APP/DEP CON** 128.2 (0500–1045‡)
**TOWER** 120.9 (1045–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
**AIRSPACE: CLASS C** svc (1045–0500Z‡) ctc **APP CON** other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 062° 18.7 NM to fld. 190/17W.
**ORHAM NDB (LOM)** 394 PW N43°39.15′ W70°26.45′ 111° 5.7 NM to fld. Unmonitored.
**ILS/DME** 109.9 I–PWM Chan 36 Rwy 11. Class IIIE. LOM ORHAM NDB. LOM unmonitored.
**ILS/DME** 109.9 I–GCS Chan 36 Rwy 29. Class IE.
**ASR**
**COMM/NAV/WEATHER REMARKS:** Communications available on ground thru BANGOR RADIO on freq 120.9 when twr clsd. Twr occasionally stays open byd 0500Z‡ during adverse weather.

**PRESQUE ISLE** N46°46.45′ W68°05.67′ NOTAM FILE PQI. **HALIFAX**
**(H) VORW/DME** 116.4 PQI Chan 111 179° 5.5 NM to Northern Maine Rgnl **H–11D, L–32I**
at Presque Isle. 590/21W. **HIWAS.**
DME portion unusable:
180°–200° byd 30 NM blo 3400′

# CASCO THREE DEPARTURE



ATIS 119.05
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
BOSTON CENTER
128.2 322.4

NORTH DEPARTURE FREQ
125.5 381.2

BANGOR
114.8 BGR
Chan 95
N44°50.51'-W68°52.44'
L-32, H-11

AUGUSTA
111.4 AUG
Chan 51
N44°19.20'-W69°47.79'
L-32

BURLINGTON
117.5 BTV
Chan 122
N44°23.83'-W73°10.95'
L-32, H-11-12

LOCALIZER 109.9
I-PWM
Chan 36

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

060°

BRUNSWICK
Chan 99 NHZ
N43°52.41'-W69°55.31'
L-32

1.4 DME

SYRACUSE
117.0 SYR
Chan 117
N43°09.63'-W76°12.27'
L-32, H-11-12

CONCORD
112.9 CON
Chan 76
N43°13.19'-W71°34.53'
L-32

PEASE
116.5 PSM
Chan 112
N43°05.07'-W70°49.92'
L-32-33, H-11-12

MANCHESTER
114.4 MHT
Chan 91
N42°52.11'-W71°22.17'
L-32-33

BOSTON
112.7 BOS
Chan 74
N42°21.45'-W70°59.37'
L-33-34, H-10-11-12

TAKEOFF MINIMUMS:
RWYS 18,29,36: NA NOISE ABATEMENT.
RWY 11: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 265 ffet per NM to 500 feet.
RWY 11, when tower closed: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 400 feet per NM to 4000 feet.

NOTE:
This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots.

TAKE-OFF OBSTACLES:
Rwy 11: Trees 1,024' from DER, 721' right of centerline, 39'AGL/78'MSL.
Bldg 6162' from DER, 1492' left of centerline, 25'AGL/224'MSL.
Trees 1 NM from DER, 1744' left of centerline, 46'AGL/245'MSL
Trees 1 NM from DER, 2043' left of centerline, 31'AGL/230'MSL.
Trees 1.1 NM from DER, 1508' left of centerline, 31'AGL/231'MSL.
Trees 1.2 NM from DER, 1471' left of centerline 63'AGL/232'MSL.

NOTE:
All aircraft must be DME equipped.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via heading 112° to I-PWM 1.4 DME, then turn left heading 060° maintain 3000 feet (5000 feet when tower closed, contact Boston Center). Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitide/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

# HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



ATIS 119.05
PORTLAND APP CON ★
119.75 381.2
PORTLAND TOWER ★
120.9 (L) (CTAF) 257.8
GND CON
121.9
UNICOM 122.95

Vertical Guidance Navaid and Angle:
LOC I-GCS GS (3.00°)

CITY OF FALMOUTH
CASCO BAY
NOISE SENSITIVE AREA
549
GREATER DIAMOND ISLAND
LITTLE DIAMOND ISLAND
BACK COVE
FORE RIVER
PORTLAND HARBOR
PEAKS ISLAND
HOUSE ISLAND
PORTLAND BRIDGE
US-1 BRIDGE
18
11
29
36
292°
I-295 BRIDGE
CUSHING ISLAND
PORTLAND HEAD LIGHTHOUSE
CITY OF SOUTH PORTLAND (NOISE SENSITIVE AREA)
LOCALIZER 109.9
I-GCS
Chan 36

## RADAR REQUIRED

Weather minima: 3000 feet ceiling and 4 mile visibility.
Maintain 3000 feet or higher until over water. (Atlantic Coastline)

CITY OF CAPE ELIZABETH
ATLANTIC OCEAN
CAPE ELIZABETH

| | 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PWM | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 109.9 | 112° | TDZE 77 |
| Chan 36 | | Apt Elev 77 |

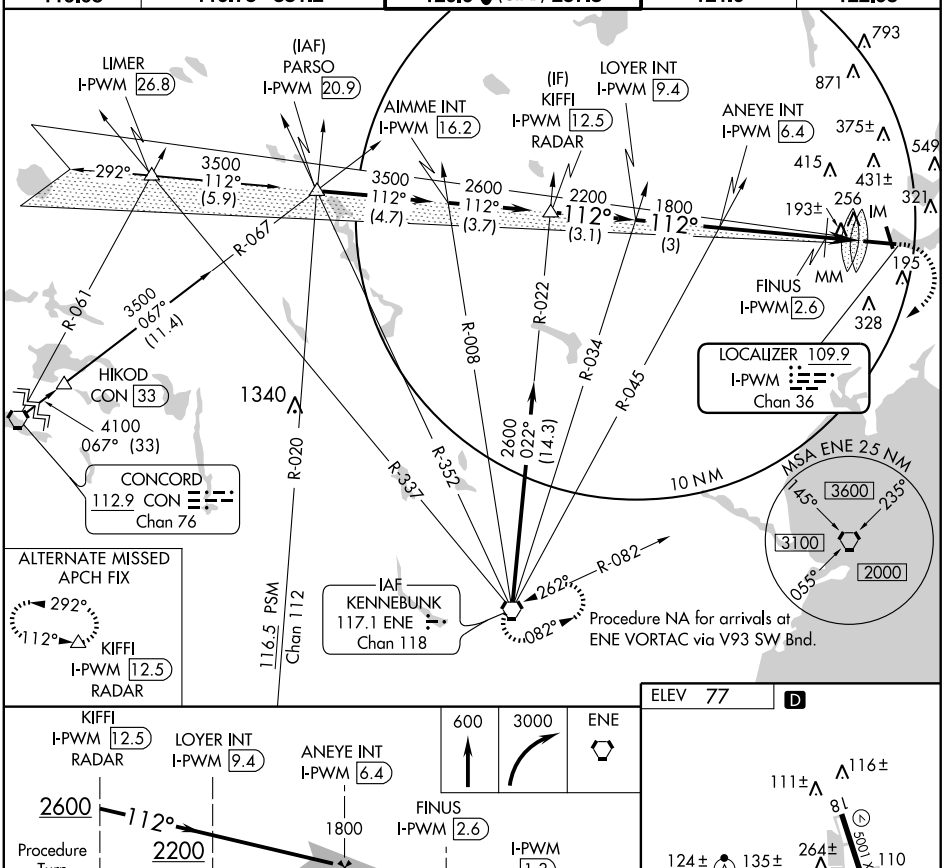
# ILS or LOC RWY 11
## PORTLAND INTL JETPORT (PWM)

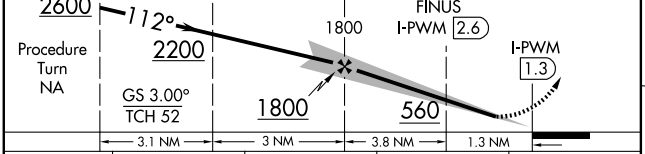
CAT II and III NA when control tower closed.

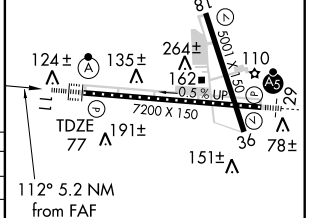
ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 (CTAF) 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 277/18 200 (200-½) | | | |
| S-LOC 11 | 560/24 483 (500-½) | | 560/40 483 (500-1¾) | 560/50 483 (500-1) |
| CIRCLING | 620-1 543 (600-1) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |
| FINUS FIX MINIMUMS | | | | |
| S-LOC 11 | 460/24 383 (400-½) | | | 460/40 383 (400-¾) |
| CIRCLING | 620-1 543 (600-1) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-GCS | APP CRS | Rwy Idg | 7200 |
|---|---|---|---|
| 109.9 | 292° | TDZE | 57 |
| Chan 36 | | Apt Elev | 77 |

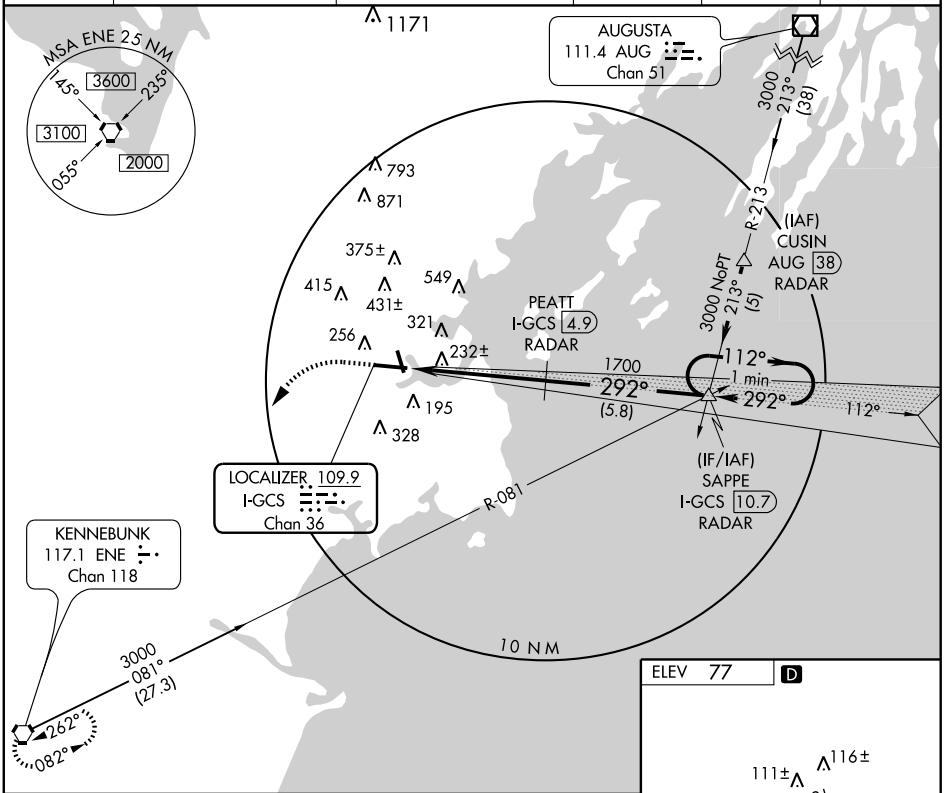
# ILS or LOC RWY 29
## PORTLAND INTL JETPORT (PWM)

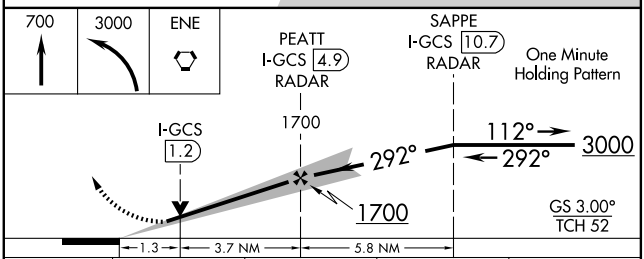
DME or RADAR REQUIRED.
DME required when Portland Approach Control closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

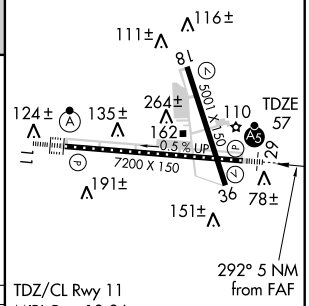
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct ENE VORTAC and hold.

| ATIS | PORTLAND APP CON * | PORTLAND TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 L (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | *257/24 200 (200-½) | | | |
| S-LOC 29 | 500/24 443 (500-½) | | 500/40 443 (500-¾) | 500/50 443 (500-1) |
| CIRCLING | 620-1 543 (600-1) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PWM | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 109.9 | 112° | TDZE 77 |
| Chan 36 | | Apt Elev 77 |

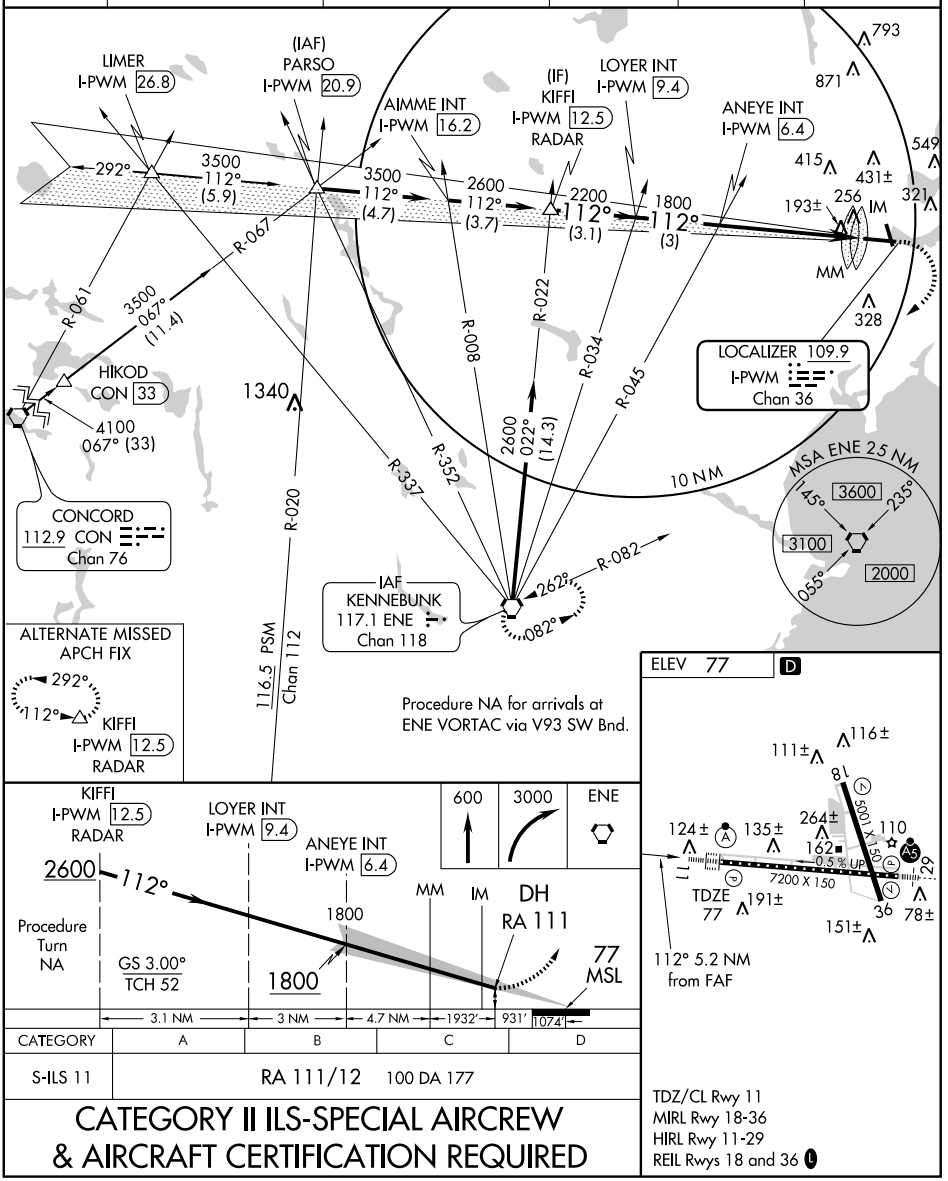
# ILS RWY 11 (CAT II)
## PORTLAND INTL JETPORT (PWM)

CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 L (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | RA 111/12 | 100 DA 177 | | |

## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

| LOC/DME I-PWM | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 109.9 | 112° | TDZE 77 |
| Chan 36 | | Apt Elev 77 |

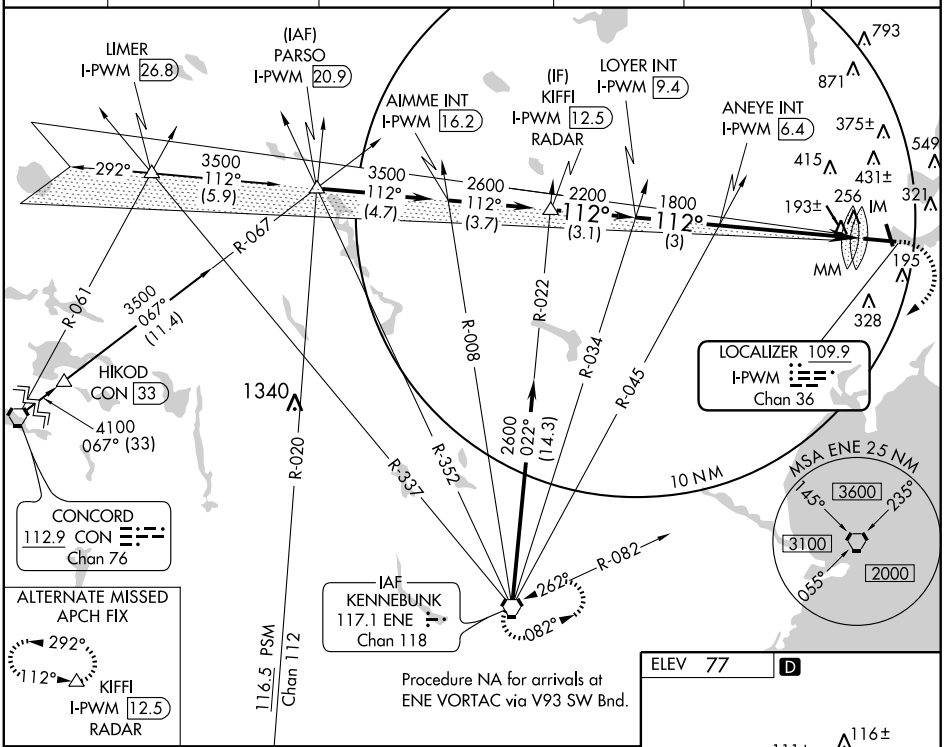
# ILS RWY 11 (CAT III)
## PORTLAND INTL JETPORT (PWM)

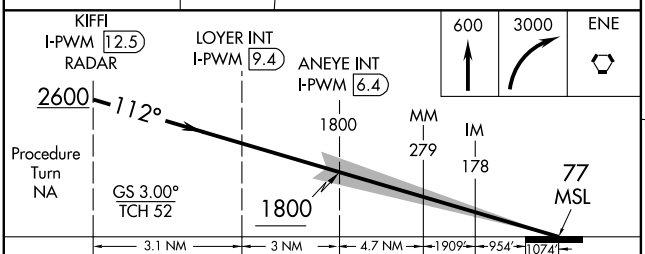
CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

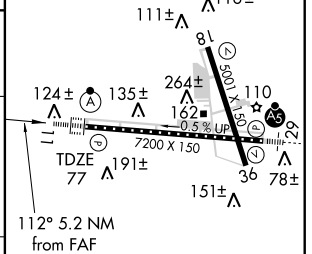
| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 (L) (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | CAT IIIa RVR 07 | | | |
| S-ILS 11 | CAT IIIb RVR 06 | | | |
| S-ILS 11 | CAT IIIc NA | | | |

**CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

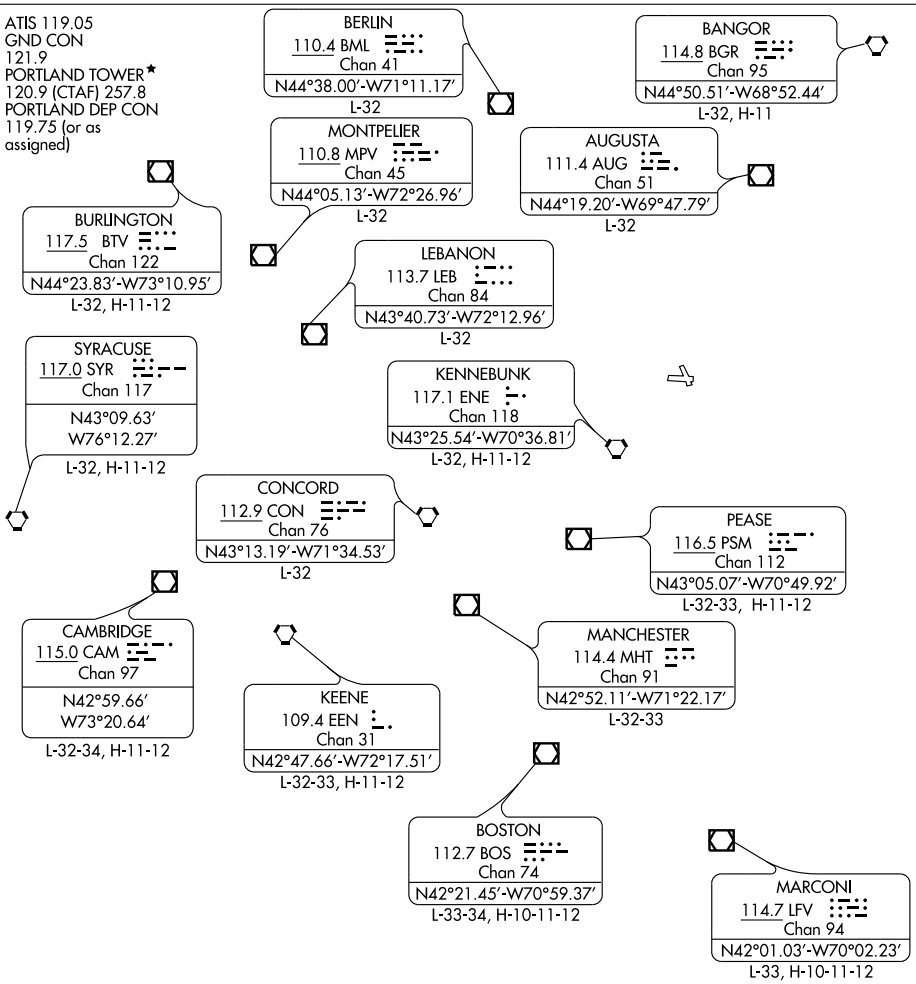
# PORTLAND FOUR DEPARTURE





NE-1, 26 AUG 2010 to 23 SEP 2010

ATIS 119.05
GND CON
121.9
PORTLAND TOWER★
120.9 (CTAF) 257.8
PORTLAND DEP CON
119.75 (or as assigned)




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 50127 | 112° | Rwy Idg | 6800 |
| W11A | | TDZE | 77 |
| | | Apt Elev | 77 |

# RNAV (GPS) RWY 11

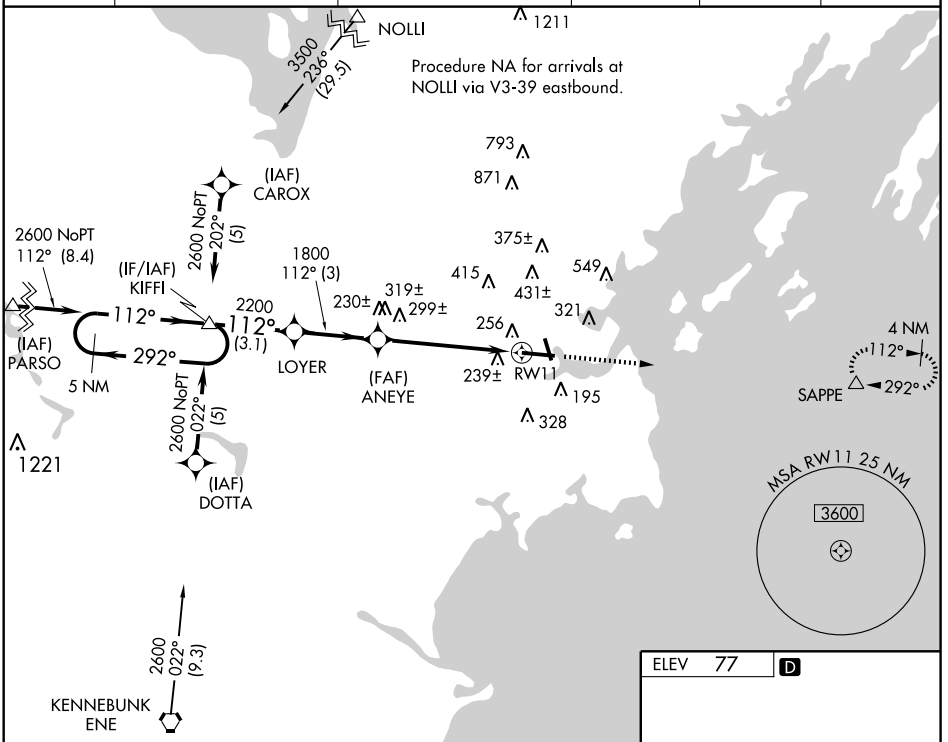
## PORTLAND INTL JETPORT (PWM)

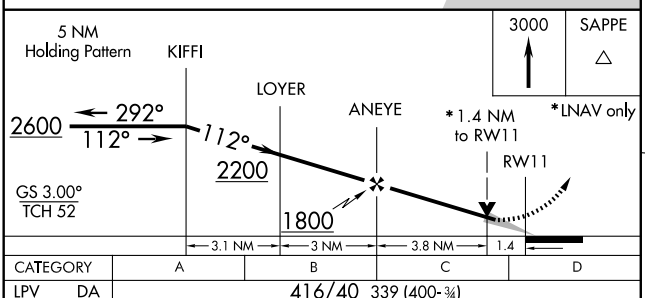
V For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.
W Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

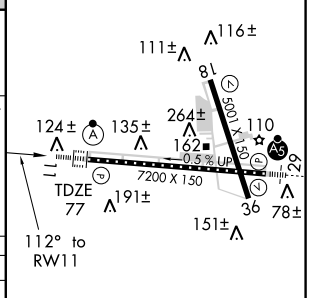
ALSF-2

MISSED APPROACH: Climb to 3000 direct SAPPE and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 L (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 416/40 339 (400-¾) | | | |
| LNAV/VNAV DA | 531/50 454 (500-1) | | | |
| LNAV MDA | 560/24 483 (500-½) | | 560/40 483 (500-1¾) | 560/50 483 (500-1) |
| CIRCLING | 620-1 543 (600-1) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 180° | TDZE | 50 |
| | Apt Elev | 77 |

# RNAV (GPS) RWY 18

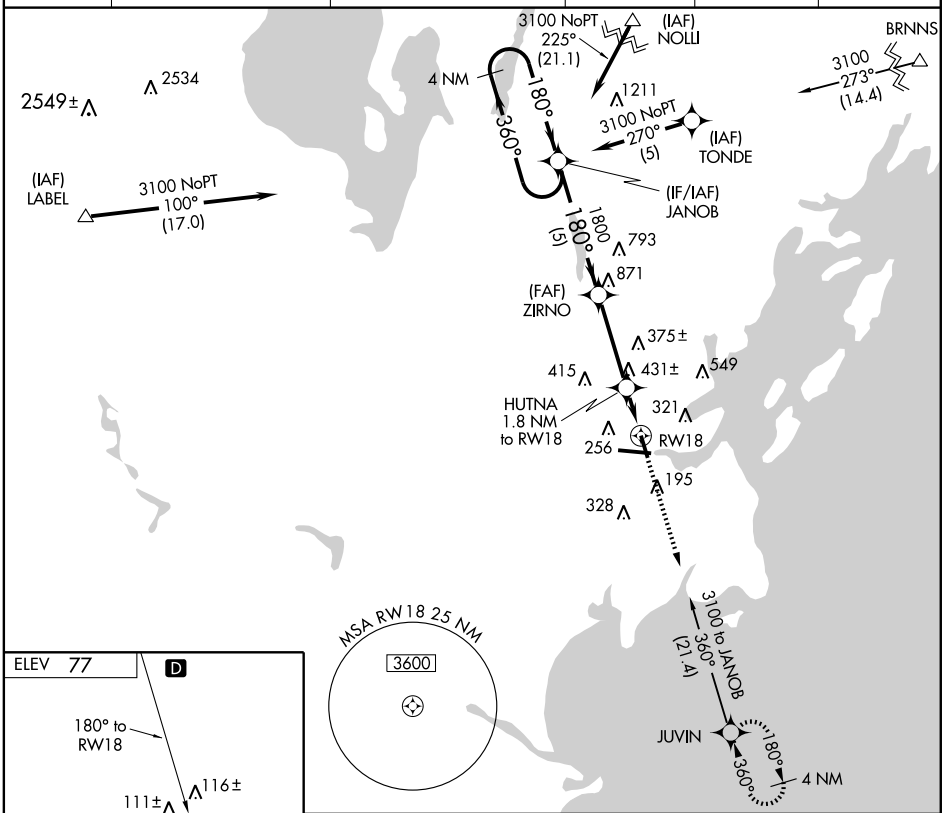
PORTLAND INTL JETPORT (PWM)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JUVIN WP and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 L (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 510 (500-1) | | 560-1½ 510 (500-1½) | |
| CIRCLING | 620-1 543 (600-1) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7200 |
|---|---|---|---|
| CH 65626 | 292° | TDZE | 57 |
| W29A | | Apt Elev | 77 |

# RNAV (GPS) RWY 29

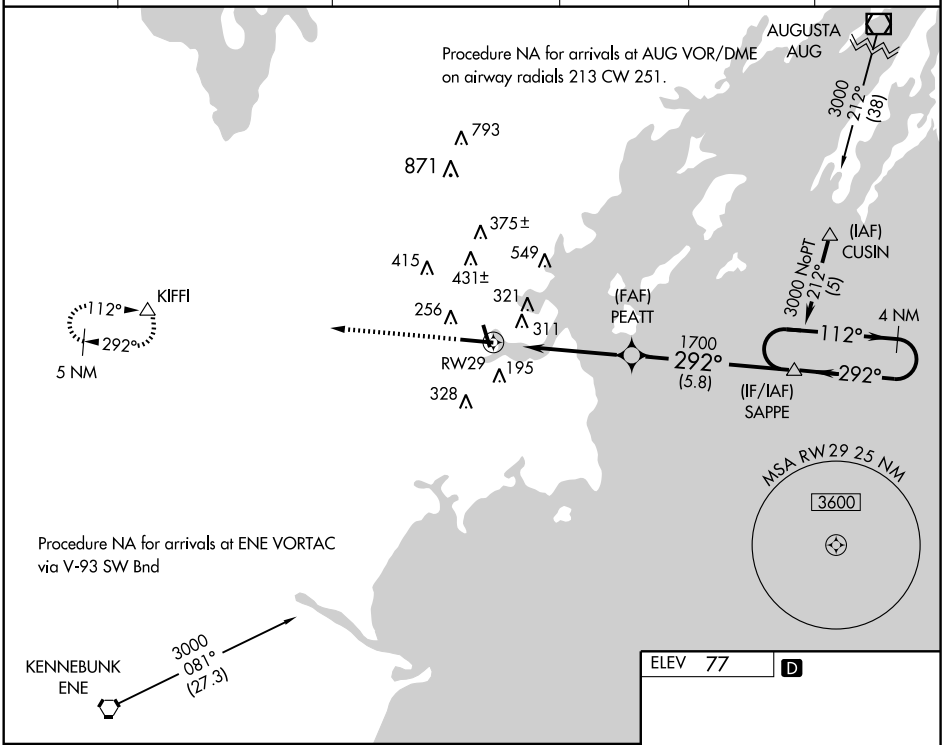
## PORTLAND INTL JETPORT (PWM)

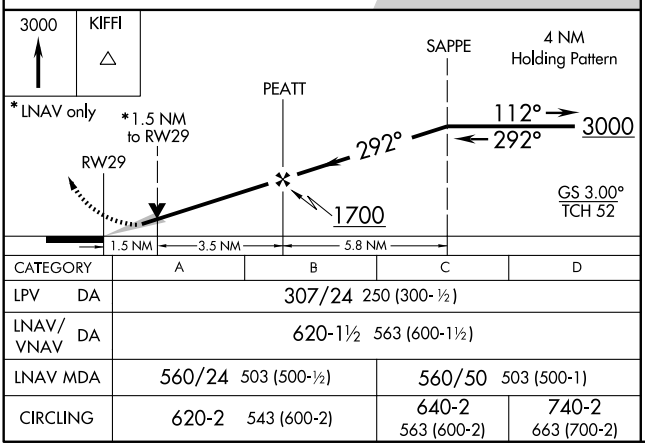
DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility to RVR 5000.

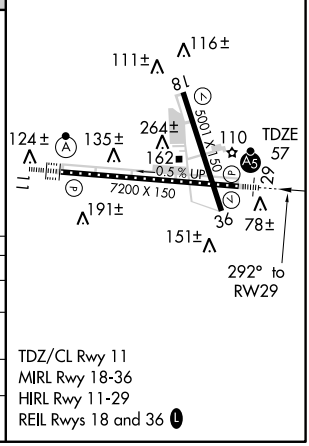
MALSR

MISSED APPROACH: Climb to 3000 direct KIFFI and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 (L) (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 307/24 250 (300-½) | | | |
| LNAV/VNAV DA | 620-1½ 563 (600-1½) | | | |
| LNAV MDA | 560/24 503 (500-½) | | 560/50 503 (500-1) | |
| CIRCLING | 620-2 543 (600-2) | | 640-2 563 (600-2) | 740-2 663 (700-2) |

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (PWM)

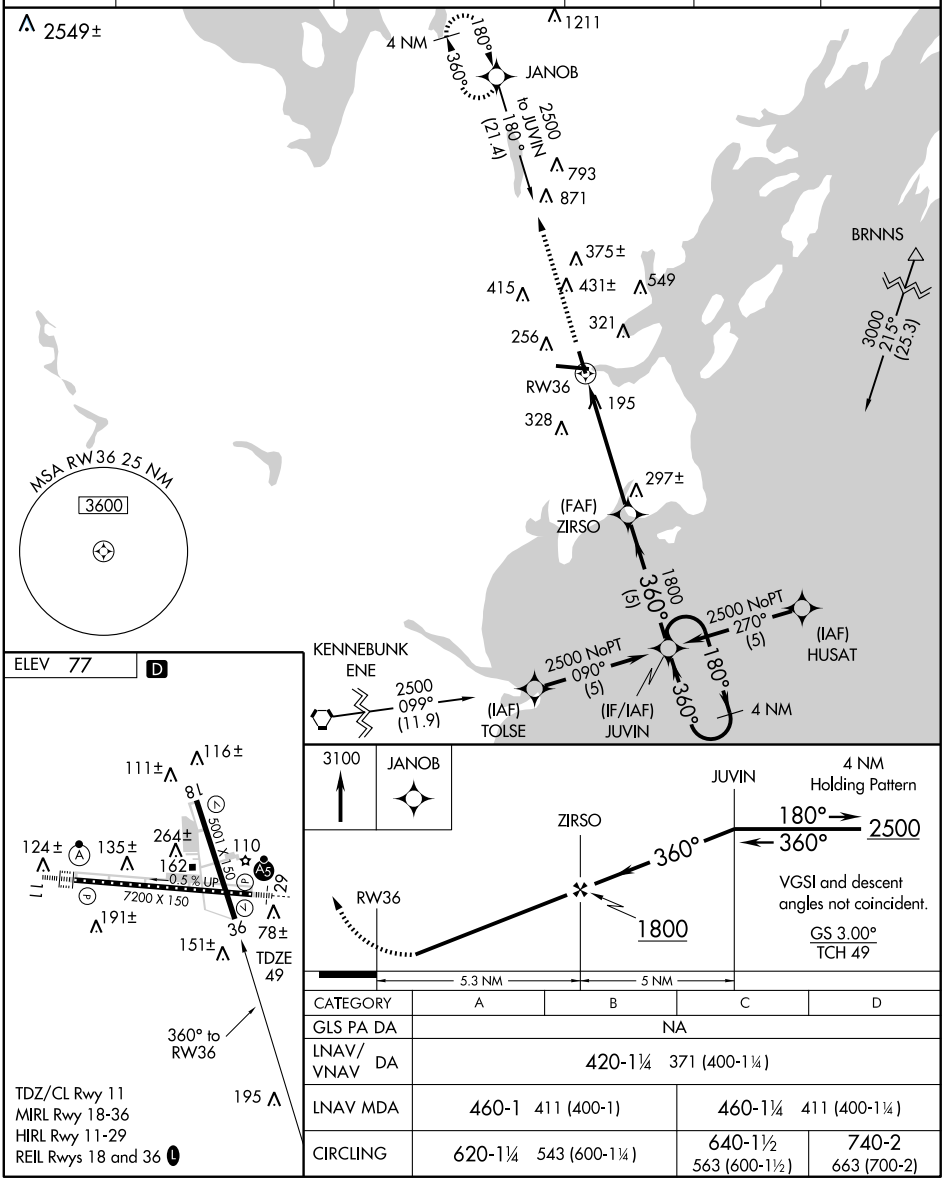
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 360° | TDZE | 49 |
| | Apt Elev | 77 |

T A NA W

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C(5°F).

MISSED APPROACH: Climb to 3100 direct JANOB WP and hold.

| ATIS | PORTLAND APP CON ★ | PORTLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.05 | 119.75 381.2 | 120.9 L (CTAF) 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 420-1¼ 371 (400-1¼) | | | |
| LNAV MDA | 460-1 411 (400-1) | | 460-1¼ 411 (400-1¼) | |
| CIRCLING | 620-1¼ 543 (600-1¼) | | 640-1½ 563 (600-1½) | 740-2 663 (700-2) |

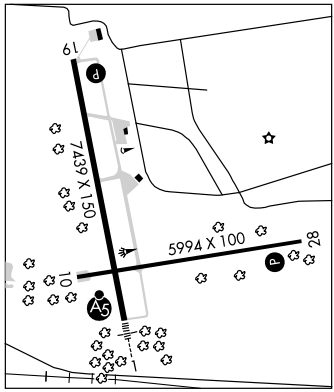


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## PRESQUE ISLE

**NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE** (PQI) 1 NW UTC−5(−4DT) **HALIFAX**
N46°41.34′ W68°02.69′ **H–11D, L–32I**
534 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE PQI **IAP**

**RWY 01–19:** H7439X150 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T HIRL 1.1% Up N
**RWY 01:** MALSR.
**RWY 19:** REIL. PAPI(P4L)—GA 3.7° TCH 50′. (Unmonitored). Trees.
**RWY 10–28:** H5994X100 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T MIRL
**RWY 28:** PAPI(P4L)—GA 3.0°TCH 40′. Railroad.



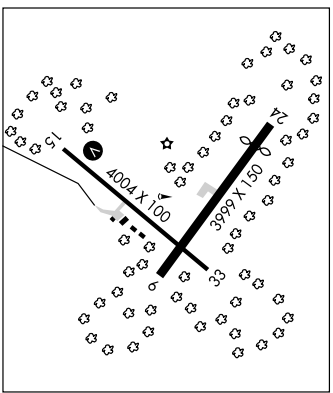

**AIRPORT REMARKS:** Attended 1100–0000Z‡. CLOSED to unscheduled air carrier ops with more than 9 passenger seats except PPR call arpt manager 207–764–2550. PAEW adjacent to rwys and twys (mowing) May 1 thru Nov 1. PAPI Rwy 28 unusable byd 8° left of centerline. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 10–28; MALSR Rwy 01; REIL Rwy 19 and PAPI Rwys 19 and 28—122.6. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** AWOS–3 118.025 (207) 764–7248.
**HIWAS** 116.4 PQI.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
**AIRSPACE: CLASS E** svc Mon–Sat 1000–0200Z‡, Sun 1300–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.
**PRESQUE ISLE (H) VORW/DME** 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 179° 5.5 NM to fld. 590/21W. **HIWAS.**
**EXCAL NDB (LOM)** 278 PQ N46°36.62′ W68°01.16′ 007° 4.8 NM to fld. Unmonitored.
**ILS** 108.7 I–PQI Rwy 01. Class IE. LOM EXCAL NDB. ILS unmonitored.
**COMM/NAV/WEATHER REMARKS:** Clnc Del provided by Boston Center on 121.6.

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**NORTHERN MAINE RGNL SPB** (83B) 2 NW UTC−5(−4DT) **HALIFAX**
N46°42.45′ W68°03.67′
500 TPA—1800(1300) NOTAM FILE BGR
**WATERWAY 01–19:** 6000X300 (WATER)
**WATERWAY 01:** Trees. **WATERWAY 19:** Trees. Rgt tfc.
**SEAPLANE REMARKS:** Unattended. Rising terrain west side of lake. Arpt located northwest of NORTHERN MAINE RGNL ARPT, PRESQUE ISLE which has unicom freq. 122.8, clear-green rotating bcn, and windcone.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

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**PRINCETON MUNI** (PNN) 2 S UTC−5(−4DT) N45°12.04′ W67°33.86′ **HALIFAX**
266 B **FUEL** 100LL LRA NOTAM FILE BGR **L–32I**
**RWY 15–33:** H4004X100 (ASPH) S–31, D–38 MIRL (NSTD) 0.7% up NW **IAP**
**RWY 15:** VASI(V4L)—GA 3.0° TCH 51′. Trees. **RWY 33:** Trees.
**RWY 06–24:** H3999X150 (ASPH)
**RWY 06:** Trees. **RWY 24:** Thld dsplcd 504′. Trees.




**AIRPORT REMARKS:** Unattended. 24 hr fuel avbl with major credit card. Rwy 06–24 CLOSED to acft. No line of sight exists between ends of Rwy 15–33. ACTIVATE NSTD MIRL Rwy 15–33 and VASI Rwy 15—CTAF. Rwy 15–33 NSTD MIRL; lgts 25 ft from rwy edges. Flight Notification Service (ADCUS) available.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 114.3T (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 124.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**(L) VOR/DME** 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 163° 9.7 NM to fld. 400/21W.
VOR portion unusable 300°–330° byd 23 NM blo 4500′.
DME unusable 300°–330° blo 4500′ byd 25 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

| LOC I-PQI | APP CRS | Rwy Idg | 7439 |
|---|---|---|---|
| 108.7 | 006° | TDZE | 478 |
| | | Apt Elev | 534 |

PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

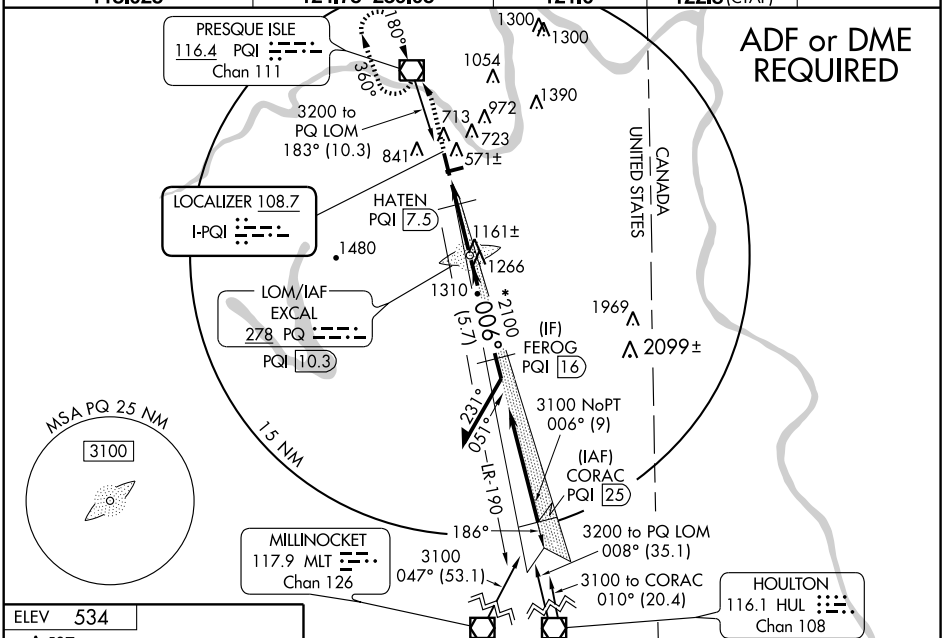
# ILS or LOC RWY 1

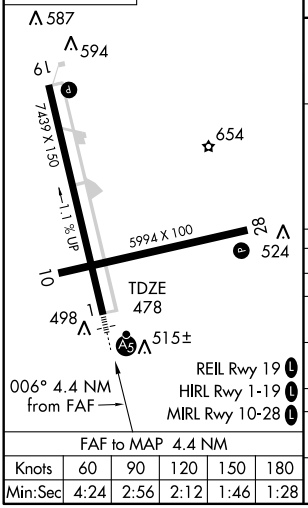
When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat. C and Circling Cat. C visibility ¼ mile, increase S-LOC 1 Cat. D and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile.
** LOC only, 1140 when using Houlton Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

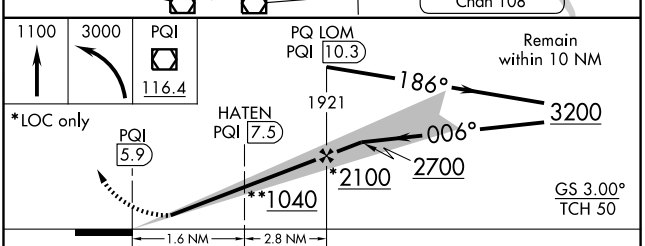
| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |




FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 678-½ 200 (200-½) | | | |
| S-LOC 1 | 1040-½ 562 (600-½) | | 1040-1 562 (600-1) | 1040-1¼ 562 (600-1¼) |
| CIRCLING | 1120-1 586 (600-1) | 1160-1 626 (700-1) | 1160-1¾ 626 (700-1¾) | 1200-2 666 (700-2) |
| HATEN FIX MINIMUMS | | | | |
| S-LOC 1 | 900-½ 422 (500-½) | | 900-¾ 422 (500-¾) | |
| CIRCLING | 1120-1 586 (600-1) | 1160-1 626 (700-1) | 1160-1¾ 626 (700-1¾) | 1200-2 666 (700-2) |


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7439 |
|---|---|---|---|
| CH 87012 | 006° | TDZE | 478 |
| W01A | | Apt Elev | 534 |

PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

# RNAV (GPS) RWY 1

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase LPV all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |

MISSED APCH FIX

4 NM 186° 006° VEGGS

841 713 571± RW01 515± 787± OBKOE 4.1 NM to RW01 1161± 1266 1480 1310 (FAF) PITRE 2700 006° (12.3) 4 NM

CANADA
UNITED STATES

1969 2099±

30 NM to AHIZI 186° 096° 3400 AHIZI

30 NM to TECOG 186° 276° 3500 TECOG

(IAF) AHIZI 3400 NoPT 096° (5)

(IAF) TECOG 3400 NoPT 276° (5)

(IF/IAF) CORAC 186° 006°

CORAC 276° 096° 3400 4100 10 NM 30 NM to CORAC (NoPT)

ELEV 534

587 594 654 524 498 TDZE 478

7439 X 150 1.1% UP 5994 X 100 10 28 19

006° to RW01

REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L

3000 VEGGS

*LNAV only.

OBKOE 4.1 NM to RW01 *1.7 NM to RW01 RW01 PITRE CORAC 4 NM Holding Pattern 186° 006° 3400 006° 2700 *1800 GS 3.00° TCH 50

1.7 NM 2.4 NM 2.7 NM 12.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 678-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1171-2 693 (700-2) | | | |
| LNAV MDA | 1040-½ 562 (600-½) | | 1040-1 562 (600-1) | 1040-1¼ 562 (600-1¼) |
| CIRCLING | 1120-1 586 (600-1) | 1160-1 626 (700-1) | 1160-1¾ 626 (700-1¾) | 1200-2 666 (700-2) |



PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)
46° 41'N - 68° 03'W

RNAV (GPS) RWY 1


NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7439 |
|---|---|---|---|
| CH 99712 | 186° | TDZE | 534 |
| W19A | | Apt Elev | 534 |

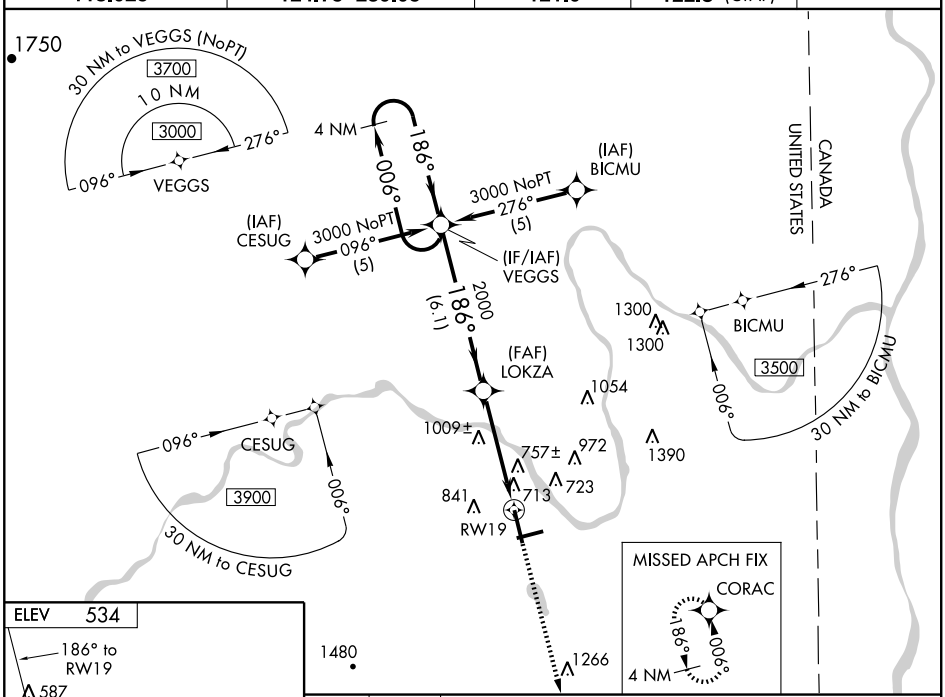
# RNAV (GPS) RWY 19

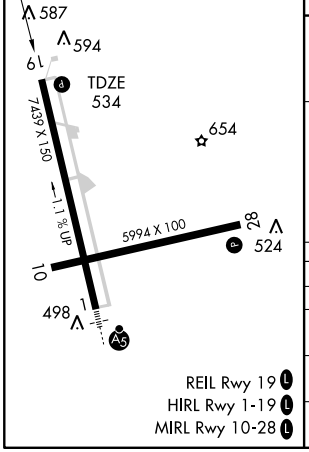
PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV Cat. B, and Circling Cat. B visibility ¼ mile, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

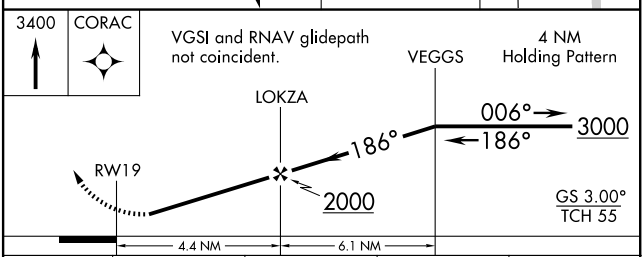
MISSED APPROACH: Climb to 3400 direct CORAC and hold

| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |




REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 968-1½ 434 (500-1½) | | | |
| LNAV/VNAV DA | 1058-1¾ 524 (600-1¾) | | | |
| LNAV MDA | 1260-1 726 (800-1) | | 1260-2 726 (800-2) | 1260-2¼ 726 (800-2¼) |
| CIRCLING | 1260-1 726 (800-1) | | 1260-2 726 (800-2) | 1260-2¼ 726 (800-2¼) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5994 |
|---|---|---|---|
| CH 90212 | 276° | TDZE | 473 |
| W28A | | Apt Elev | 534 |

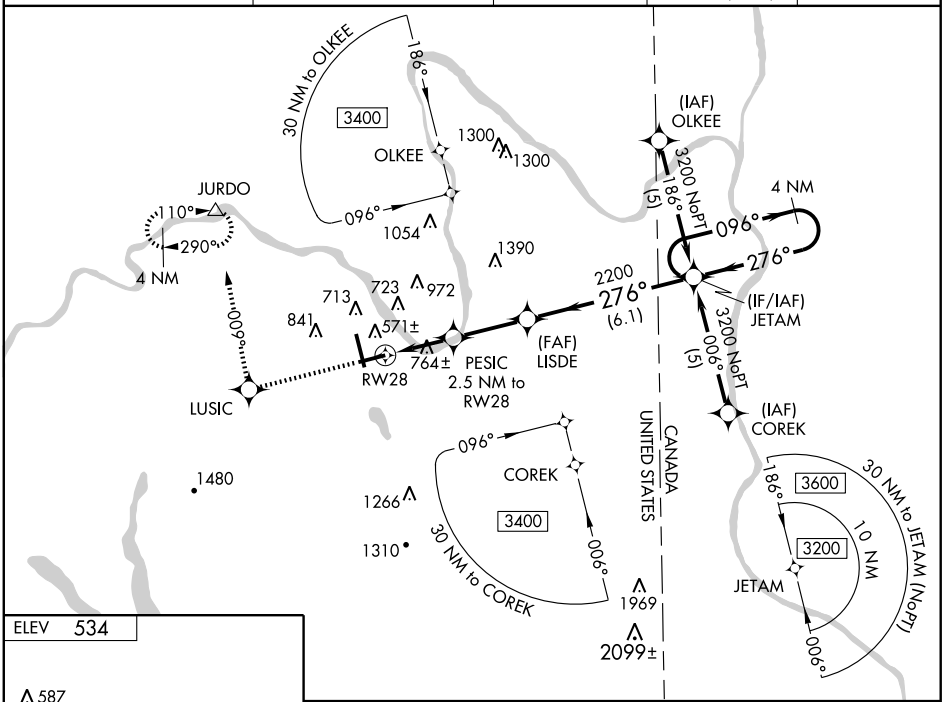
# RNAV (GPS) RWY 28

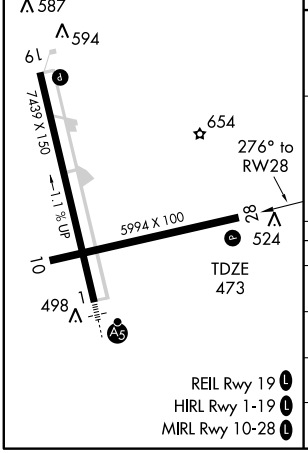
PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

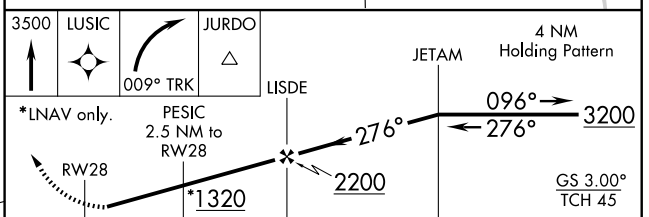
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., and Circling Cat. C visibility ¼ mile, increase LNAV Cats. C and D and Circling Cat. D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct LUSIC and right turn via track 009° to JURDO and hold, continue climb-in-hold to 3500.

| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 759-1 286 (300- 1) | | | |
| LNAV/VNAV DA | 1080-2¼ 607 (600-2¼) | | | |
| LNAV MDA | 1060-1 587 (600-1) | | 1060-1½ 587 (600-1½) | 1060-1¾ 587 (600-1¾) |
| CIRCLING | 1120-1 586 (600-1) | 1160-1 626 (700-1) | 1160-1¾ 626 (700-1¾) | 1200-2 666 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PQI | APP CRS | Rwy Idg | 7439 |
|---|---|---|---|
| 116.4 | 001° | TDZE | 479 |
| Chan 111 | | Apt Elev | 534 |

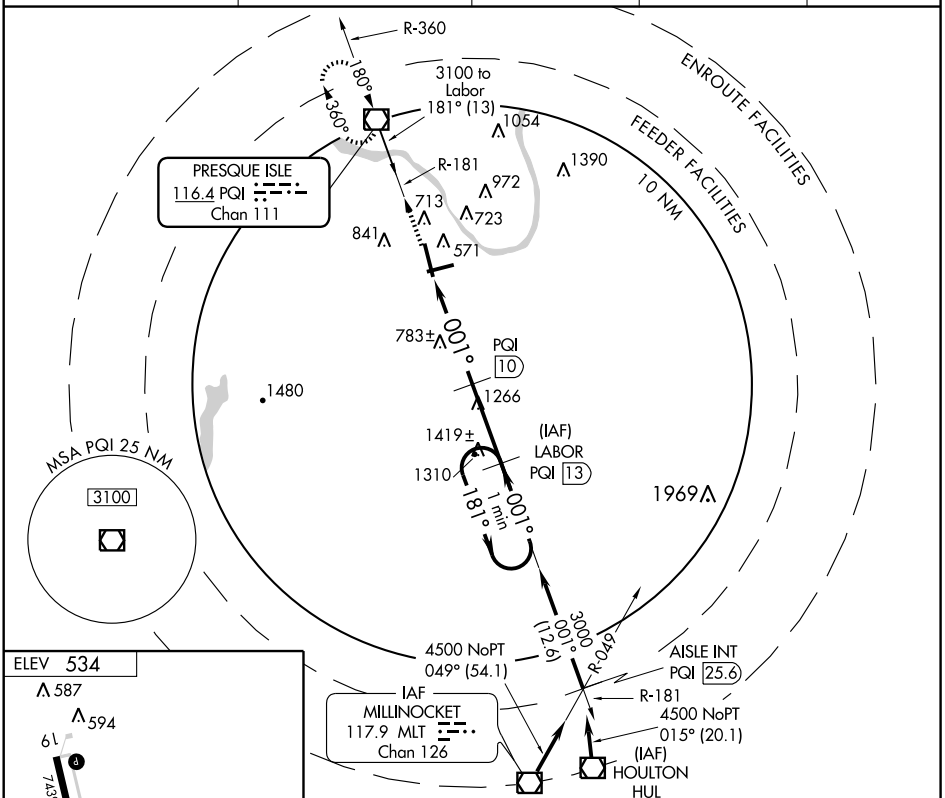
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

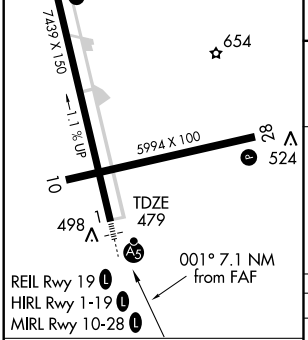
# VOR/DME RWY 1

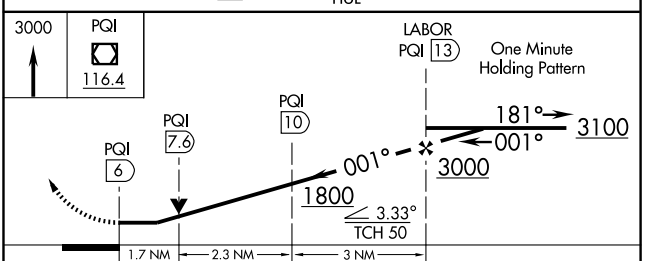
MALSR

MISSED APPROACH: Climb to 3000 direct PQI VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |




| FAF to MAP 7.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1100-½ 622 (600-½) | | 1100-1¼ 622 (600-1¼) | 1100-1½ 622 (600-1½) |
| CIRCLING | 1140-1 606 (700-1) | 1160-1 626 (700-1) | 1160-1¾ 626 (700-1¾) | 1180-2 646 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PQI | APP CRS | Rwy Idg | 7439 |
|---|---|---|---|
| 116.4 | 180° | TDZE | 534 |
| Chan 111 | | Apt Elev | 534 |

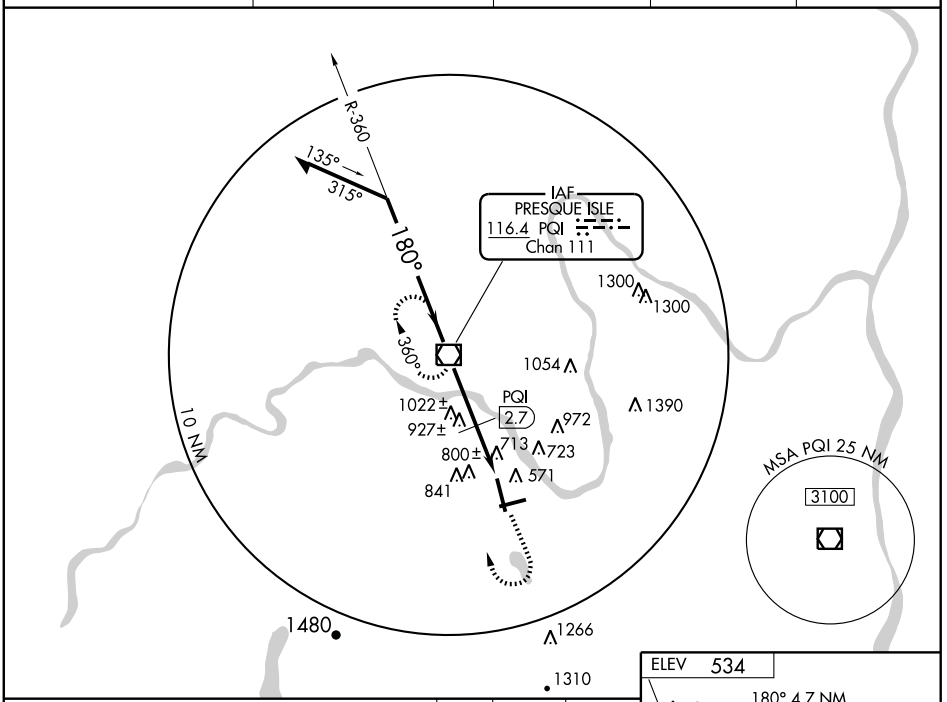
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

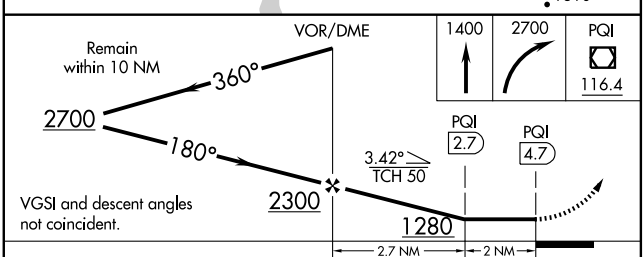
# VOR RWY 19

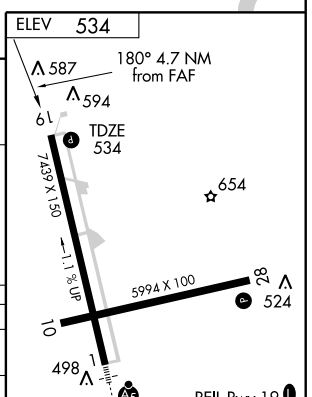
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 118.025 | 124.75 239.05 | 121.6 | 122.8 (CTAF) | 122.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1280-1<br>746 (800-1) | 1280-1¼<br>746 (800-1¼) | 1280-2¼<br>746 (800-2¼) | 1280-2½<br>746 (800-2½) |
| CIRCLING | 1280-1<br>746 (800-1) | 1280-1¼<br>746 (800-1¼) | 1280-2¼<br>746 (800-2¼) | 1280-2½<br>746 (800-2½) |
| DME MINIMUMS | | | | |
| S-19 | 1060-1 526 (600-1) | | 1060-1½<br>526 (600-1½) | 1060-1¾<br>526 (600-1¾) |
| CIRCLING | 1140-1<br>606 (700-1) | 1160-1<br>626 (700-1) | 1160-1¾<br>626 (700-1¾) | 1180-2<br>646 (700-2) |

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

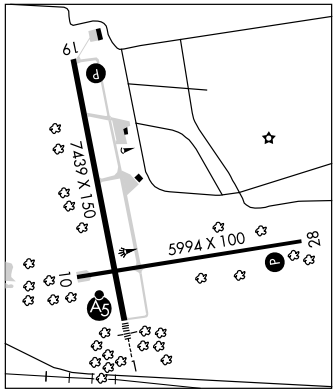


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## PRESQUE ISLE

**NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE** (PQI) 1 NW UTC−5(−4DT) **HALIFAX**
N46°41.34′ W68°02.69′ **H–11D, L–32I**
534 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE PQI **IAP**

**RWY 01–19:** H7439X150 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T HIRL 1.1% Up N
**RWY 01:** MALSR.
**RWY 19:** REIL. PAPI(P4L)—GA 3.7° TCH 50′. (Unmonitored). Trees.
**RWY 10–28:** H5994X100 (ASPH) S–100, D–150, 2D–240 PCN 94 F/A/W/T MIRL
**RWY 28:** PAPI(P4L)—GA 3.0°TCH 40′. Railroad.



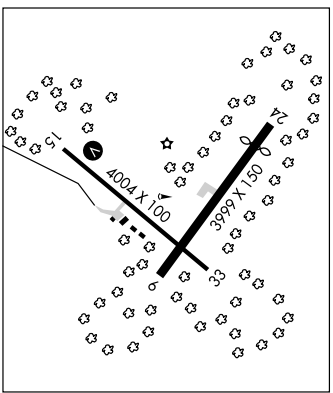

**AIRPORT REMARKS:** Attended 1100–0000Z‡. CLOSED to unscheduled air carrier ops with more than 9 passenger seats except PPR call arpt manager 207–764–2550. PAEW adjacent to rwys and twys (mowing) May 1 thru Nov 1. PAPI Rwy 28 unusable byd 8° left of centerline. ACTIVATE HIRL Rwy 01–19; MIRL Rwy 10–28; MALSR Rwy 01; REIL Rwy 19 and PAPI Rwys 19 and 28—122.6. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** AWOS–3 118.025 (207) 764–7248.
**HIWAS** 116.4 PQI.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 124.75
**AIRSPACE: CLASS E** svc Mon–Sat 1000–0200Z‡, Sun 1300–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PQI.
**PRESQUE ISLE (H) VORW/DME** 116.4 PQI Chan 111 N46°46.45′ W68°05.67′ 179° 5.5 NM to fld. 590/21W. **HIWAS.**
**EXCAL NDB (LOM)** 278 PQ N46°36.62′ W68°01.16′ 007° 4.8 NM to fld. Unmonitored.
**ILS** 108.7 I–PQI Rwy 01. Class IE. LOM EXCAL NDB. ILS unmonitored.
**COMM/NAV/WEATHER REMARKS:** Clnc Del provided by Boston Center on 121.6.

---

**NORTHERN MAINE RGNL SPB** (83B) 2 NW UTC−5(−4DT) **HALIFAX**
N46°42.45′ W68°03.67′
500 TPA—1800(1300) NOTAM FILE BGR
**WATERWAY 01–19:** 6000X300 (WATER)
**WATERWAY 01:** Trees. **WATERWAY 19:** Trees. Rgt tfc.
**SEAPLANE REMARKS:** Unattended. Rising terrain west side of lake. Arpt located northwest of NORTHERN MAINE RGNL ARPT, PRESQUE ISLE which has unicom freq. 122.8, clear-green rotating bcn, and windcone.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

---

**PRINCETON MUNI** (PNN) 2 S UTC−5(−4DT) N45°12.04′ W67°33.86′ **HALIFAX**
266 B **FUEL** 100LL LRA NOTAM FILE BGR **L–32I**
**RWY 15–33:** H4004X100 (ASPH) S–31, D–38 MIRL (NSTD) 0.7% up NW **IAP**
**RWY 15:** VASI(V4L)—GA 3.0° TCH 51′. Trees. **RWY 33:** Trees.
**RWY 06–24:** H3999X150 (ASPH)
**RWY 06:** Trees. **RWY 24:** Thld dsplcd 504′. Trees.




**AIRPORT REMARKS:** Unattended. 24 hr fuel avbl with major credit card. Rwy 06–24 CLOSED to acft. No line of sight exists between ends of Rwy 15–33. ACTIVATE NSTD MIRL Rwy 15–33 and VASI Rwy 15—CTAF. Rwy 15–33 NSTD MIRL; lgts 25 ft from rwy edges. Flight Notification Service (ADCUS) available.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 114.3T (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 124.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**(L) VOR/DME** 114.3 PNN Chan 90 N45°19.75′ W67°42.25′ 163° 9.7 NM to fld. 400/21W.
VOR portion unusable 300°–330° byd 23 NM blo 4500′.
DME unusable 300°–330° blo 4500′ byd 25 NM.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

# RNAV (GPS) RWY 15

PRINCETON MUNI (PNN)

| APP CRS | Rwy Idg | 4004 |
|---|---|---|
| 152° | TDZE | 266 |
| | Apt Elev | 266 |

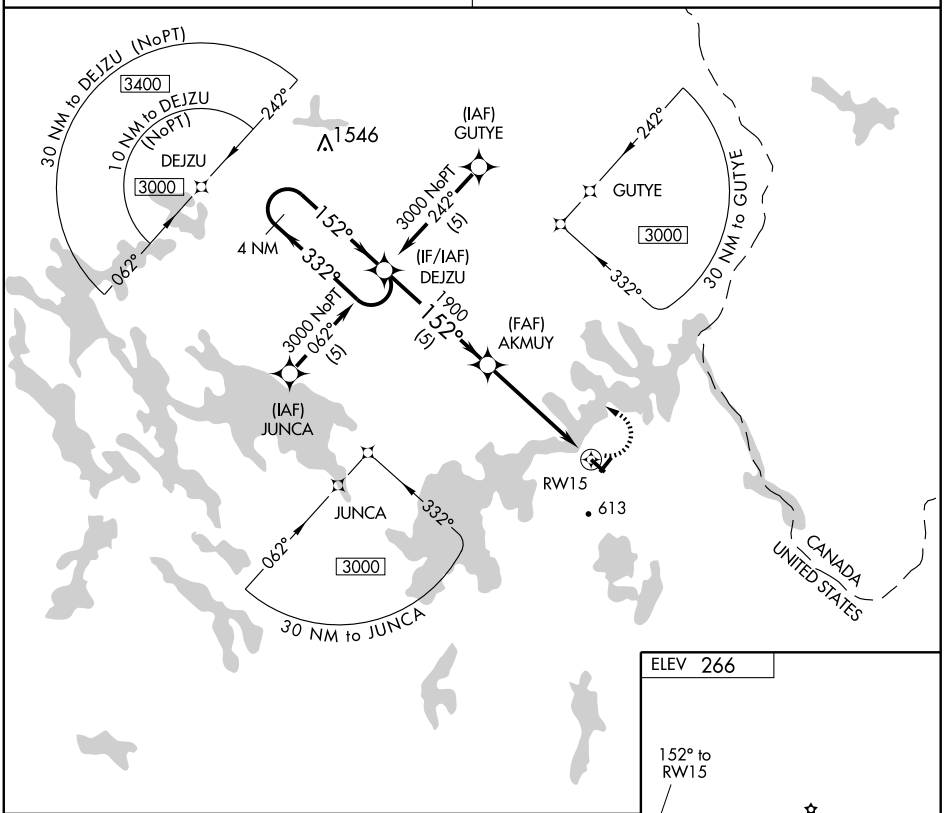
NA

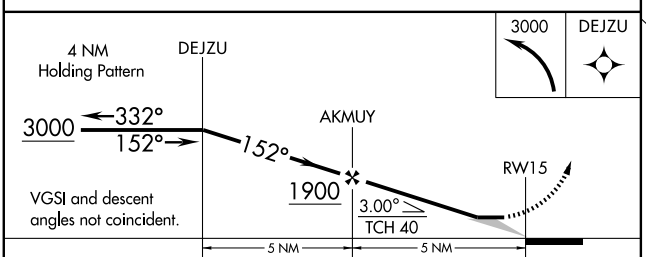
Use Bangor altimeter setting.
DME/DME RNP-0.3 NA.

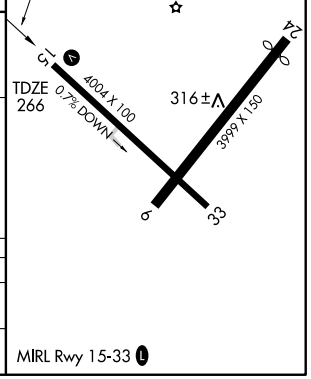
MISSED APPROACH: Climbing left turn to 3000 direct DEJZU WP and hold.

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 554 (600-1) | | 820-1½ 554 (600-1½) | 820-1¾ 554 (600-1¾) |
| CIRCLING | 820-1 554 (600-1) | | 1060-2¼ 794 (800-2¼) | 1160-3 894 (900-3) |

MIRL Rwy 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RANGELEY

## RANGELEY LAKE SPB (M57) 2 N UTC−5(−4DT) N44°57.20′ W70°39.78′

MONTREAL
L–32H
IAP

1518 **FUEL** 100LL NOTAM FILE BGR

**WATERWAY 06–24:** 7000X1000 (WATER)

**SEAPLANE REMARKS:** Unattended. Significant boat activity in summer months.

**COMMUNICATIONS: CTAF** 122.9

**BOSTON CENTER APP/DEP CON** 124.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W.

**NDB (MHW)** 221 RQM N44°56.07′ W70°45.07′ 065° 5.1 NM to fld. NOTAM FILE BGR. Unmonitored. NDB unusable byd 18 NM.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## STEVEN A BEAN MUNI (8BØ) 2NW UTC−5(−4DT) N44°59.51′ W70°39.88′

MONTREAL
L–32H
IAP

1825 B S2 **FUEL** 100LL, JET A NOTAM FILE BGR

**RWY 14–32:** H3200X75 (ASPH) S–13 MIRL

**RWY 32:** REIL. Tree.

**AIRPORT REMARKS:** Attended irregularly. For fuel, call 207–864–5307. Migratory birds on and invof arpt. Military ops in area (F–16 and A–10 acft). Ramp area adjacent fuel pumps subject to severe frost heaves. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32–122.8.

**WEATHER DATA SOURCES:** AWOS–3 118.0 (207) 864–5250.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

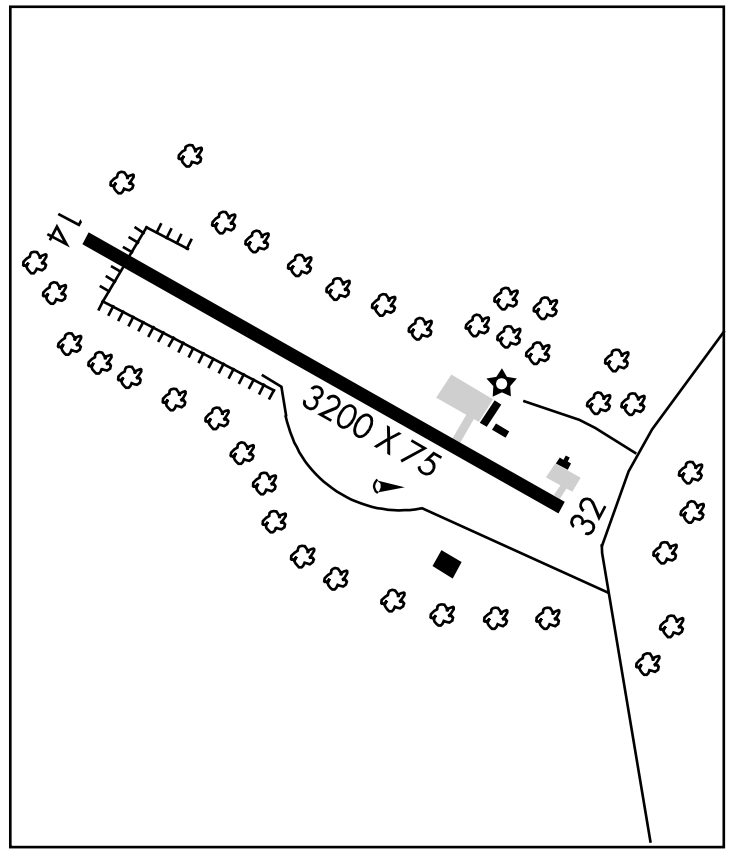
**BOSTON CENTER APP/DEP CON** 124.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W. **HIWAS.**

**RANGELEY NDB (MHW)** 221 RQM N44°56.07′ W70°45.07′ 065° 5.0 NM to fld. NOTAM FILE BGR. NDB unusable byd 18 NM. Unmonitored.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



| NDB RQM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 221 | 065° | TDZE | N/A |
| | | Apt Elev | 1825 |

# NDB-A

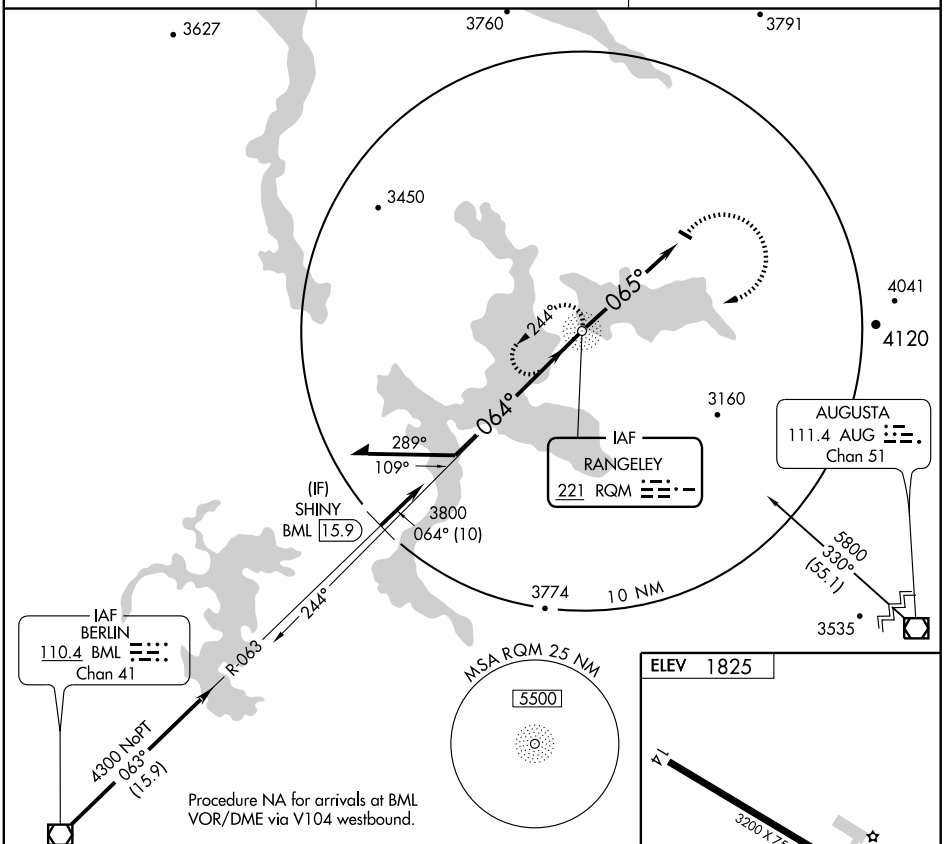
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

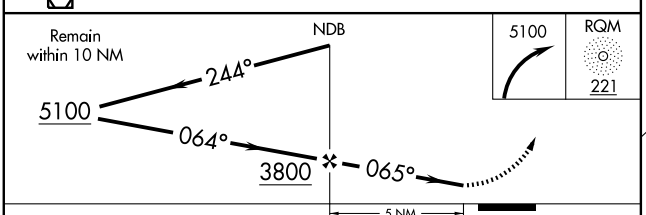
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

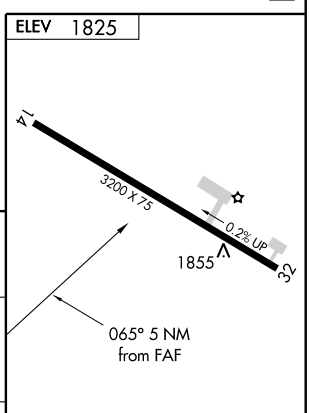
NA

MISSED APPROACH: Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.00 | 124.25 290.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2520-1 | 695 (700-1) | NA | |

BERLIN ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 2700-1<br>875 (900-1) | 2700-1¼<br>875 (900-1¼) | NA | |

REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 065° | TDZE | N/A |
| | Apt Elev | 1825 |

# RNAV (GPS)-D

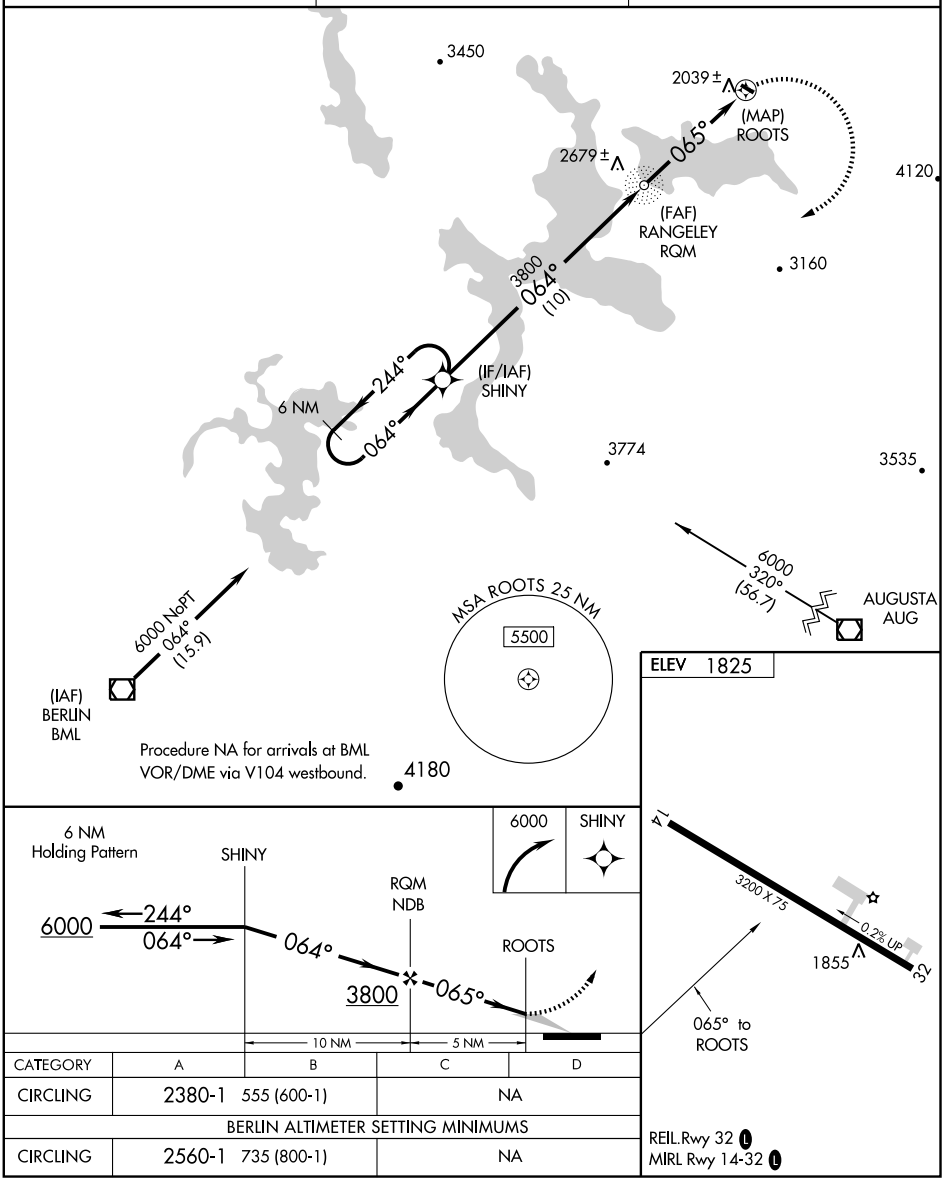
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 6000 direct SHINYand hold, continue climb-in-hold to 6000.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.00 | 124.25 290.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2380-1 555 (600-1) | | NA | |
| BERLIN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2560-1 735 (800-1) | | NA | |

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

# RANGELEY

## RANGELEY LAKE SPB (M57) 2 N UTC−5(−4DT) N44°57.20′ W70°39.78′

MONTREAL
L–32H
IAP

1518 **FUEL** 100LL NOTAM FILE BGR

**WATERWAY 06–24:** 7000X1000 (WATER)

**SEAPLANE REMARKS:** Unattended. Significant boat activity in summer months.

**COMMUNICATIONS: CTAF** 122.9

**BOSTON CENTER APP/DEP CON** 124.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W.

**NDB (MHW)** 221 RQM N44°56.07′ W70°45.07′ 065° 5.1 NM to fld. NOTAM FILE BGR. Unmonitored. NDB unusable byd 18 NM.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.

## STEVEN A BEAN MUNI (8BØ) 2NW UTC−5(−4DT) N44°59.51′ W70°39.88′

MONTREAL
L–32H
IAP

1825 B S2 **FUEL** 100LL, JET A NOTAM FILE BGR

**RWY 14–32:** H3200X75 (ASPH) S–13 MIRL

**RWY 32:** REIL. Tree.

**AIRPORT REMARKS:** Attended irregularly. For fuel, call 207–864–5307. Migratory birds on and invof arpt. Military ops in area (F–16 and A–10 acft). Ramp area adjacent fuel pumps subject to severe frost heaves. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 32–122.8.

**WEATHER DATA SOURCES:** AWOS–3 118.0 (207) 864–5250.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

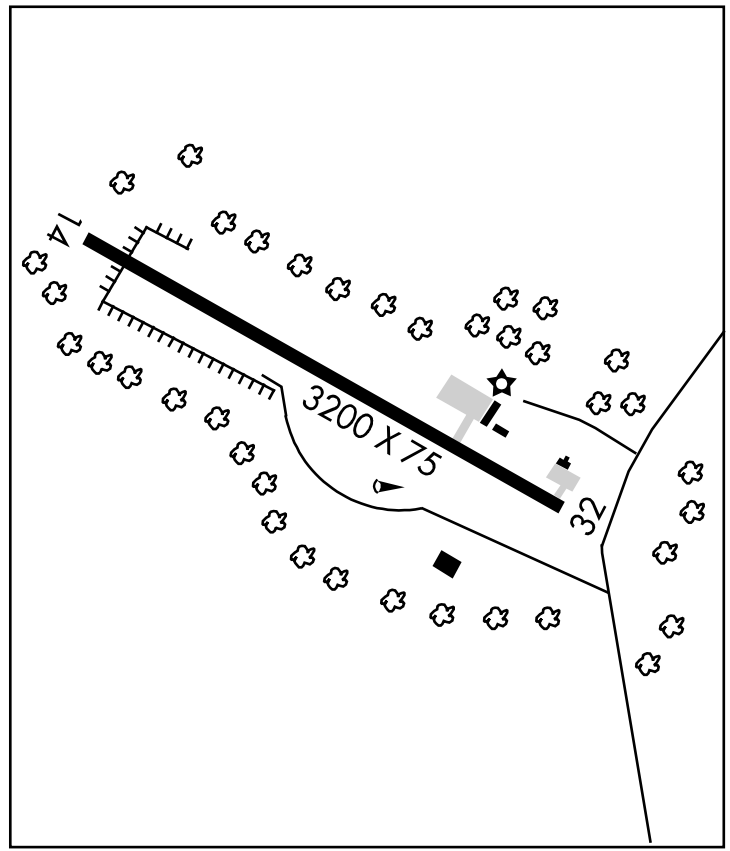
**BOSTON CENTER APP/DEP CON** 124.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 063° 31.0 NM to fld. 1731/17W. **HIWAS.**

**RANGELEY NDB (MHW)** 221 RQM N44°56.07′ W70°45.07′ 065° 5.0 NM to fld. NOTAM FILE BGR. NDB unusable byd 18 NM. Unmonitored.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru FLIGHT SERVICES 1–800–WX–BRIEF.



| NDB RQM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 221 | 091° | TDZE | N/A |
| | | Apt Elev | 1518 |

# NDB-B

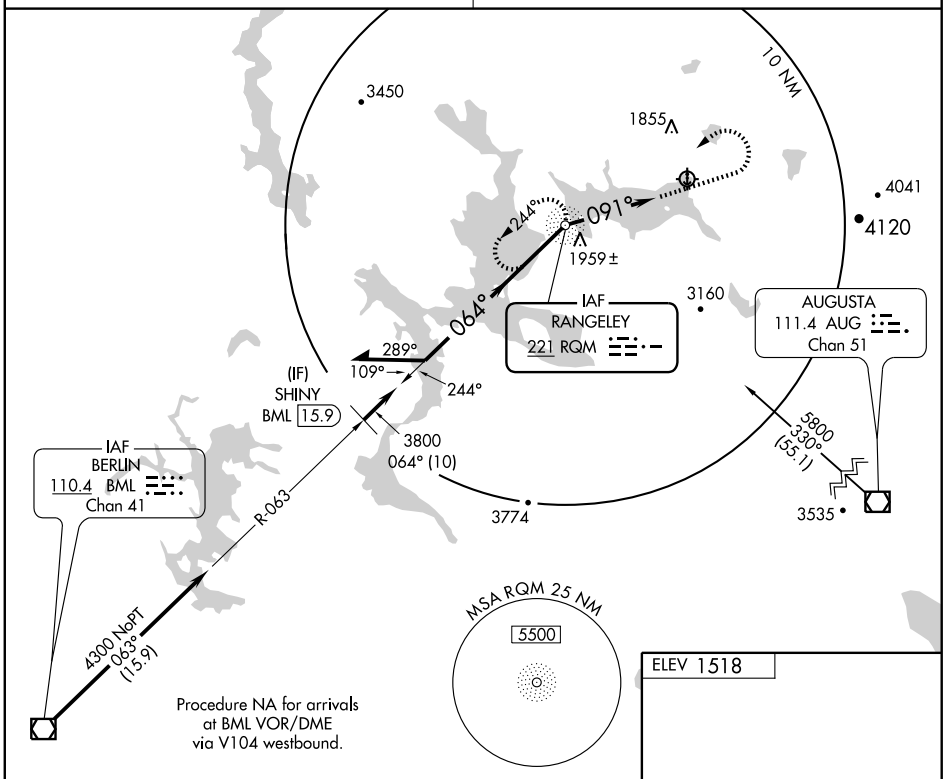
## RANGELEY LAKE SEAPLANE BASE (M57)

Procedure NA at night.
Obtain local altimeter setting on CTAF;
when not received, use Berlin altimeter setting.

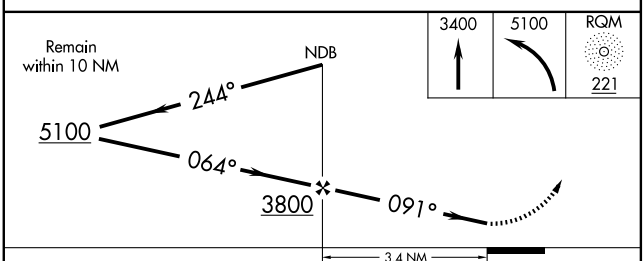
NA

MISSED APPROACH: Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

| BOSTON CENTER | CTAF |
|---|---|
| 124.25 290.5 | 122.9 |




ELEV 1518



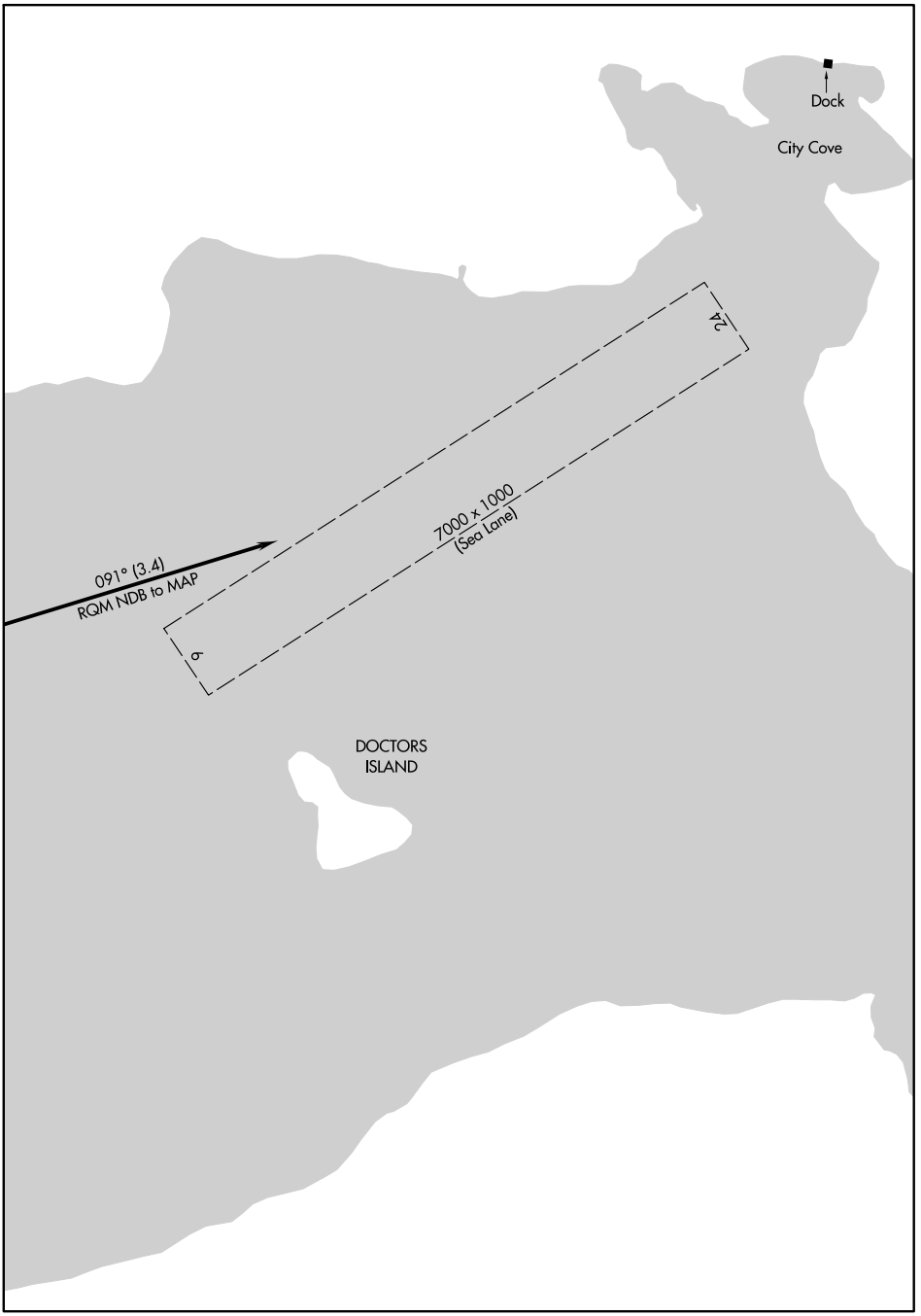

SEE
RANGELEY LAKE
LANDING CHART

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2860-1¼<br>1342 (1400-1¼) | 2860-1½<br>1342 (1400-1½) | NA | |
| BERLIN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 3000-1¼<br>1482 (1500-1¼) | 3000-1½<br>1482 (1500-1½) | NA | |

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010





NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS)-C

## RANGELEY LAKE SEAPLANE BASE (M57)

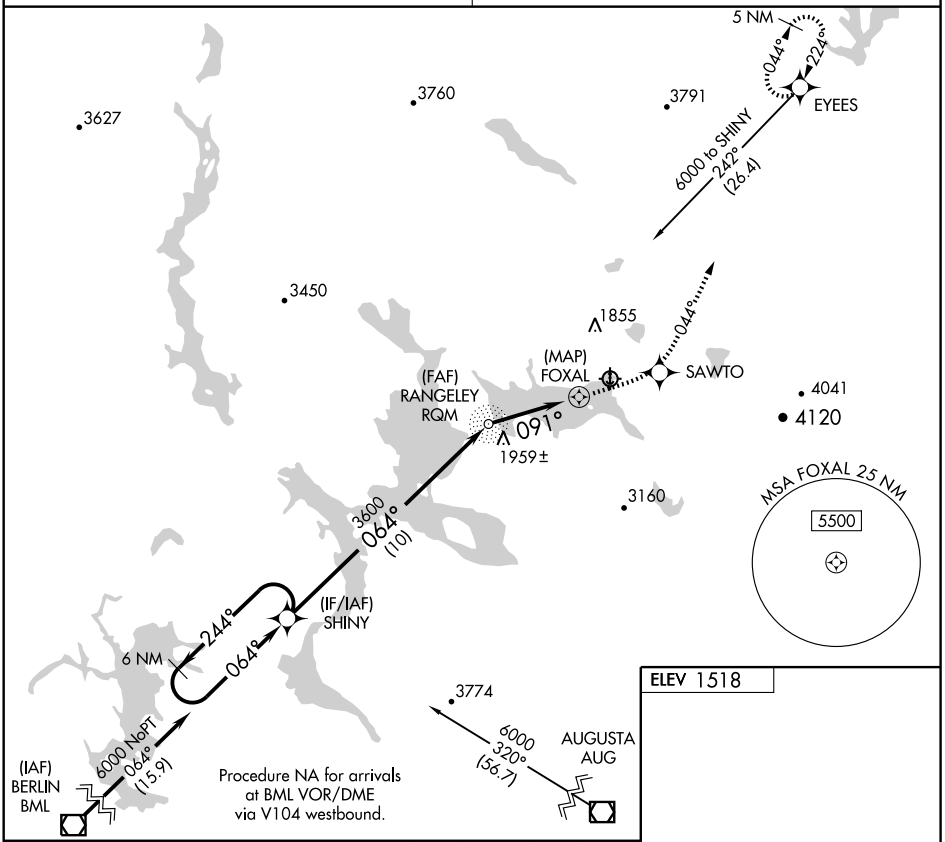
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 091° | TDZE | N/A |
| | Apt Elev | 1518 |

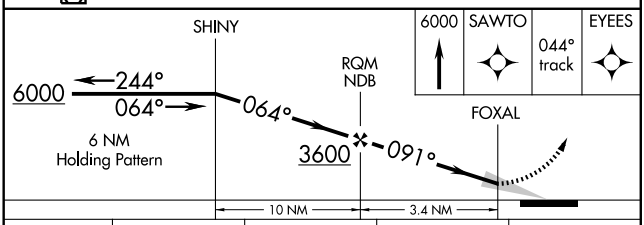
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

NA

MISSED APPROACH: Climb to 6000 direct SAWTO and via 044° track to EYEES and hold, continue climb-in-hold to 6000.

| BOSTON CENTER | CTAF |
|---|---|
| 124.25 290.5 | 122.9 |



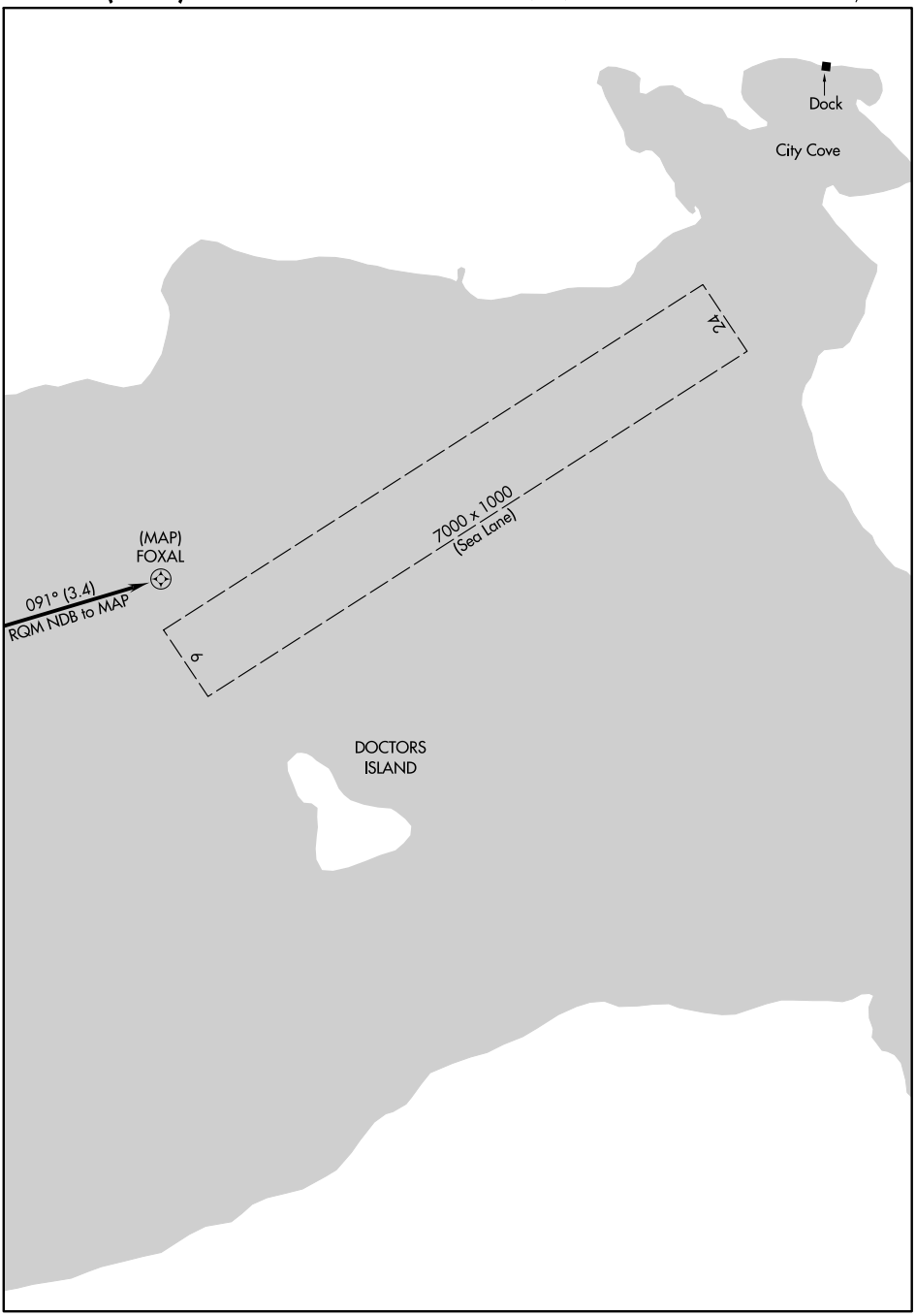

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2320-1<br>802 (900-1) | 2320-1¼<br>802 (900-1¼) | NA | |
| BERLIN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2460-1¼ 942 (1000-1¼) | | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS)-C LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE






NE-1, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS)-C LANDING

44°57'N - 70°40'W
RANGELEY, MAINE
RANGELEY LAKE SEAPLANE BASE (M57)

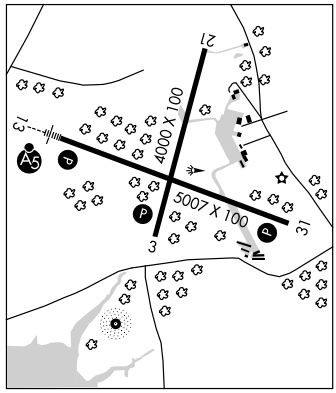
## ROCKLAND

**KNOX CO RGNL** (RKD) 3 S UTC−5(−4DT) N44°03.60′ W69°05.96′ **MONTREAL**
56 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE RKD **H–11D, L–32H**
**IAP**

**RWY 13–31:** H5007X100 (ASPH) S–65, D–80, 2S–83 HIRL
**RWY 13:** MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Trees.
**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
**RWY 03–21:** H4000X100 (ASPH) S–65, D–80, 2S–83 MIRL
**RWY 03:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
**RWY 21:** Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 03:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |
| **RWY 13:** | TORA–5007 | TODA–5007 | ASDA–5007 | LDA–5007 |
| **RWY 21:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |
| **RWY 31:** | TORA–5007 | TODA–5007 | ASDA–5007 | LDA–5007 |

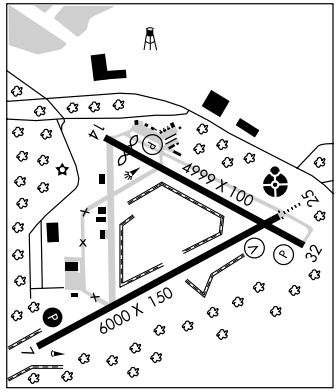



**AIRPORT REMARKS:** Attended Mon–Fri 1200–2300Z‡. Arpt may be unattended from 0300–1100Z‡. Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri. Seagulls and deer on and invof arpt. Voluntary ngt curfew in effect 0330–1100Z‡. Noise abatement procedures in effect; call 207–596–0617. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 13–31, MALSR Rwy 13, PAPI Rwys 03, 13, 31, and REIL Rwys 03 and 31—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (207) 594–7946.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **PORTLAND APP/DEP CON** 128.35 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun and holidays) **CLNC DEL** 123.8
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun and holidays).
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 135° 33.9 NM to fld. 349/18W
**NOXKS NDB (LOM)** 334 RM N44°05.61′ W69°13.14′ 129° 5.6 NM to fld.
**SPRUCEHEAD NDB (MHW)** 356 SUH N44°03.01′ W69°06.30′ at fld. NOTAM FILE RKD.
NDB unmonitored.
**ILS/DME** 111.7 I–RMZ Chan 54 Rwy 13. LOM NOXKS NDB.
**COMM/NAV/WEATHER REMARKS:** Clearance delivery Brunswick Apch during normal operating hours TF 1–800–545–8883.

**SANFD** N43°20.07′ W70°50.06′ NOTAM FILE SFM. **NEW YORK**
**NDB (LOM)** 349 SF 074° 6.6 NM to Sanford Rgnl. **L–32H**

**SANFORD RGNL** (SFM) 4 SE UTC−5(−4DT) N43°23.63′ W70°42.48′ **NEW YORK**
244 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SFM **H–11D, 12K, L–32H**
**IAP**

**RWY 07–25:** H6000X150 (ASPH) S–50, D–82, 2S–104 HIRL
**RWY 07:** REIL. PAPI (P4L)—GA 3.0° TCH 42′.
**RWY 25:** ODALS. VASI(V4L)—GA 3.0°TCH 59′.
**RWY 14–32:** H4999X100 (ASPH) D–72, 2S–91 MIRL 0.3% up NW
**RWY 14:** PAPI(P4L)—GA 4.0° TCH 23′. Thld dsplcd 896′. Tree.
**RWY 32:** PAPI(P4L)—GA 3.0° TCH 36′. Tree.




**AIRPORT REMARKS:** Attended 1200Z‡–dusk. Wildlife on and invof arpt. Calm wind preferred Rwy 32. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 14–32, PAPI and REIL Rwy 07, ODALS Rwy 25 and Twy E—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.025 (207) 324–1958.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**WATERBORO RCO** 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 121.725
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 262° 4.6 NM to fld. 190/17W.
**SANFD NDB (LOM)** 349 SF N43°20.07′ W70°50.06′ 074° 6.6 NM to fld.
**ILS** 111.5 I–SFM Rwy 07. Class IB. LOM SANFD NDB.

**SEBAGO** N43°54.26′ W70°46.94′ NOTAM FILE IZG. **NEW YORK**
**NDB (MHW)** 227 SZO 323° 8.9 NM to Eastern Slopes Rgnl. NDB unusable byd 18 NM. **L–32H**

| LOC/DME I-RMZ | APP CRS | Rwy Idg | 5007 |
|---|---|---|---|
| 111.7 | 129° | TDZE | 54 |
| Chan 54 | | Apt Elev | 55 |

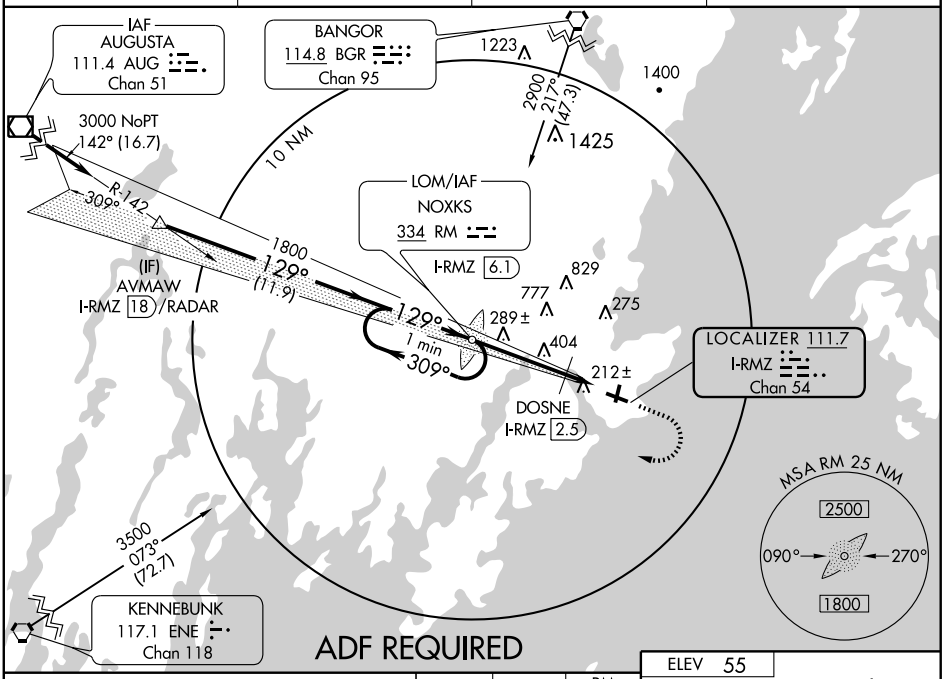
# ILS or LOC RWY 13

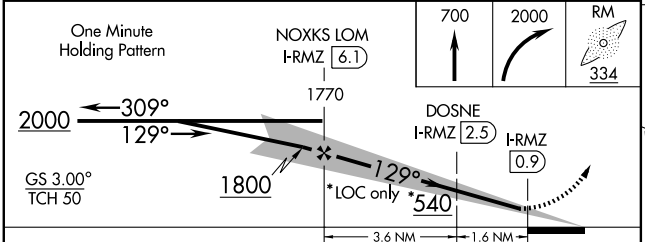
ROCKLAND/ KNOX COUNTY RGNL (RKD)

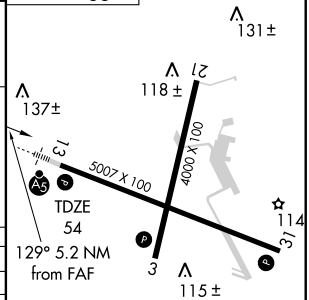
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 128.35 299.2 | 123.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 254-½ 200 (200-½) | | | |
| S-LOC 13 | 540-½ 486 (500-½) | | 540-¾ 486 (500-¾) | 540-1 486 (500-1) |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |
| DME MINIMUMS | | | | |
| S-LOC 13 | 440-½ 386 (400-½) | | | 440- ¾ 386 (400-¾) |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB SUH 356 | APP CRS 046° | Rwy Idg 4000<br>TDZE 54<br>Apt Elev 55 |
|---|---|---|

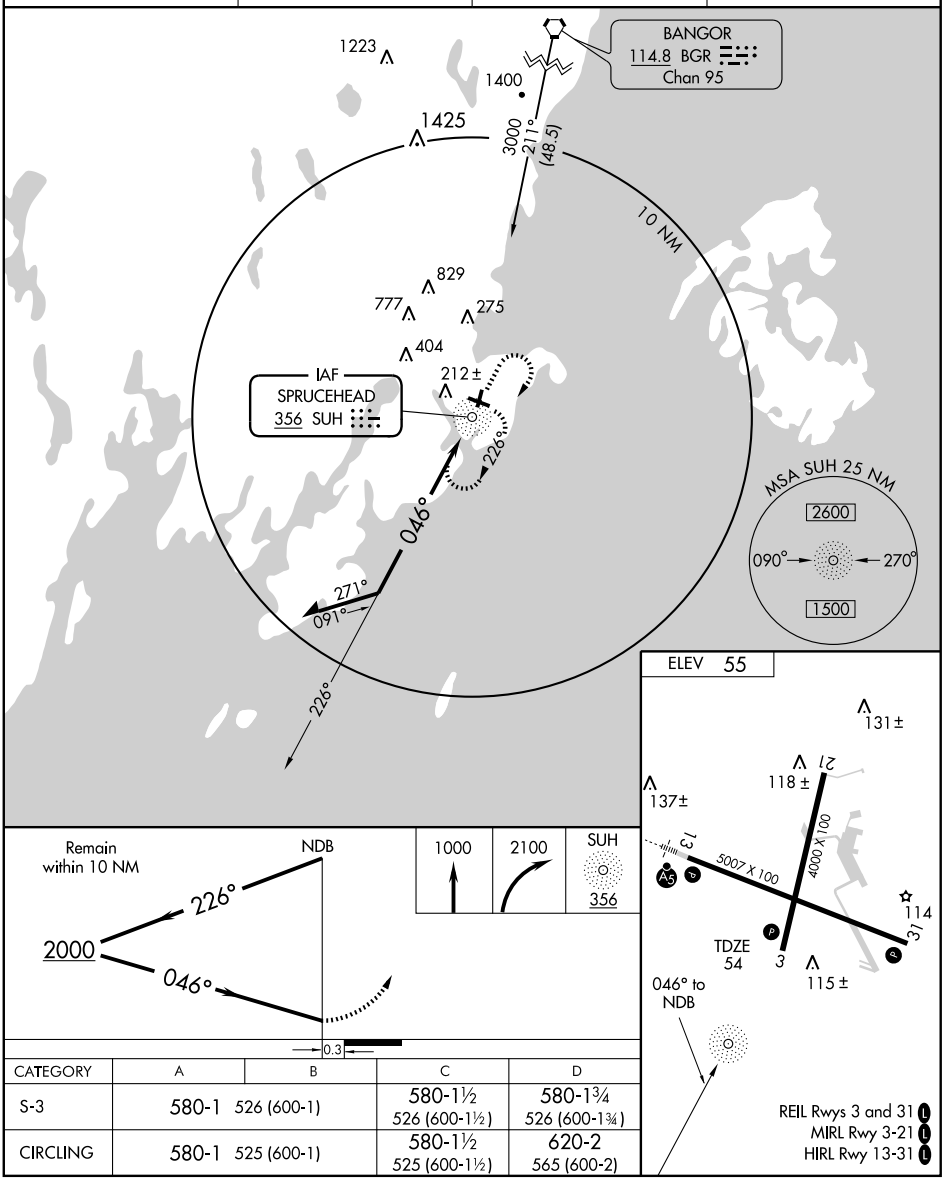
# NDB RWY 3

ROCKLAND/ KNOX COUNTY RGNL (RKD)

NA

MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.

| AWOS-3 | PORTLAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 128.35 299.2 | 123.8 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 580-1 | 526 (600-1) | 580-1½<br>526 (600-1½) | 580-1¾<br>526 (600-1¾) |
| CIRCLING | 580-1 | 525 (600-1) | 580-1½<br>525 (600-1½) | 620-2<br>565 (600-2) |

REIL Rwys 3 and 31
MIRL Rwy 3-21
HIRL Rwy 13-31



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB SUH 356 | APP CRS 279° | Rwy Idg 5007<br>TDZE 55<br>Apt Elev 55 |
|---|---|---|

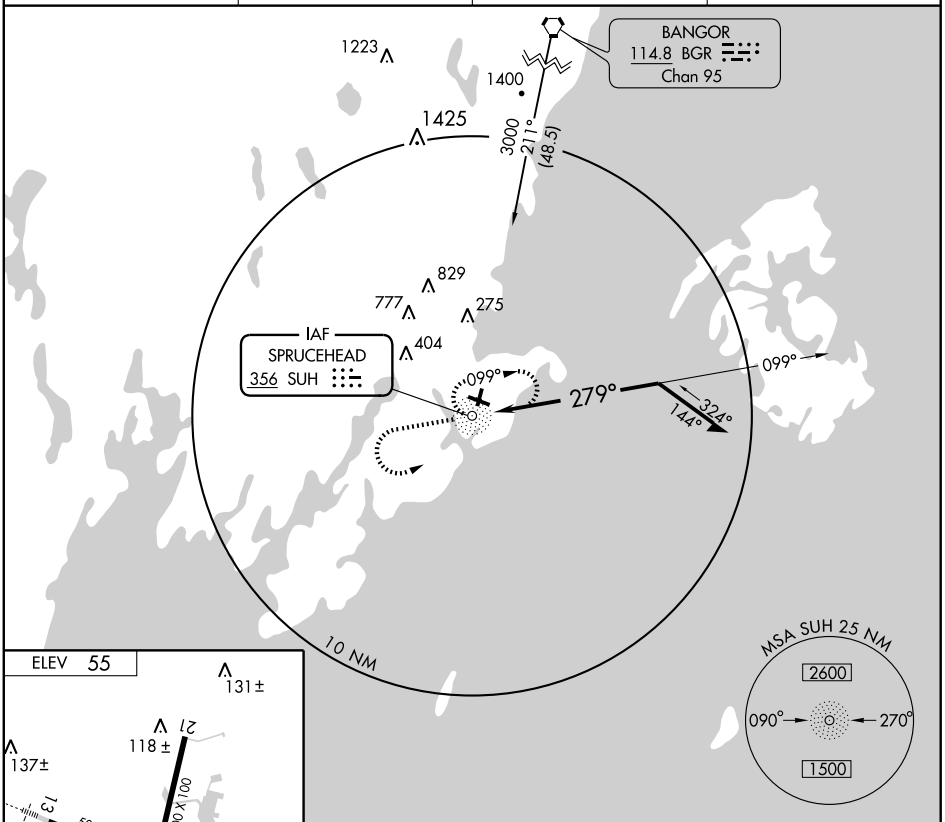
# NDB RWY 31

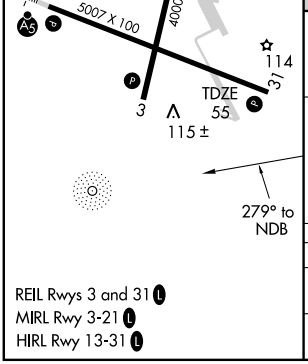
ROCKLAND/ KNOX COUNTY RGNL (RKD)

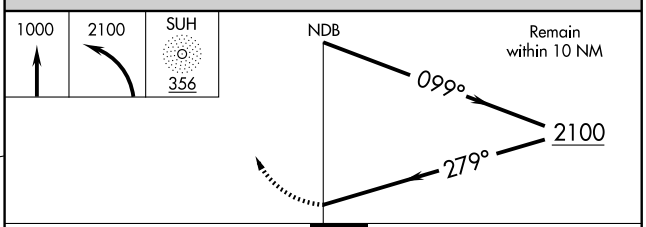
NA — Straight-In minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 128.35 299.2 | 123.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 620-1 | 565 (600-1) | 620-1½<br>565 (600-1½) | 620-1¾<br>565 (600-1¾) |
| CIRCLING | 620-1 | 565 (600-1) | 620-1½<br>565 (600-1½) | 620-2<br>565 (600-2) |

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L



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| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 40210 | 031° | TDZE | 54 |
| W03A | | Apt Elev | 55 |

# RNAV (GPS) RWY 3

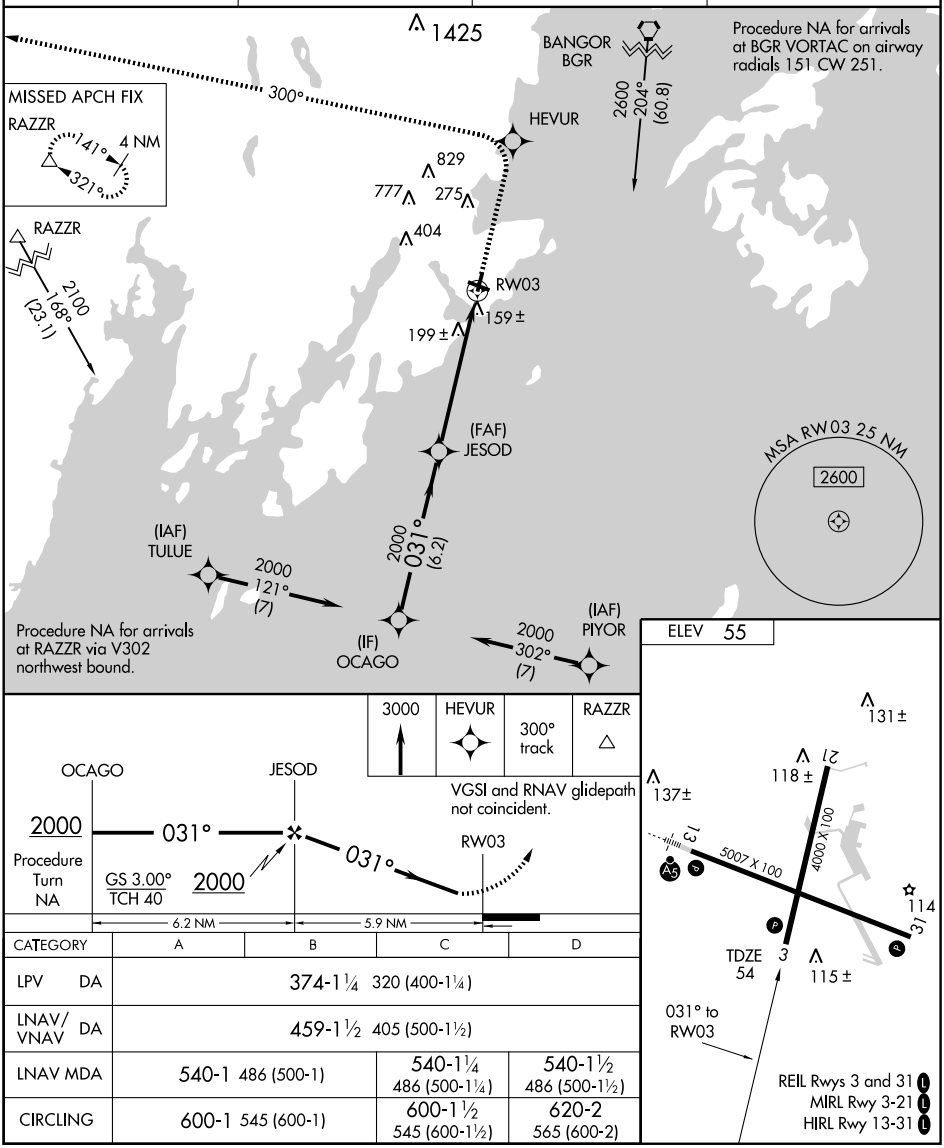
ROCKLAND/ KNOX COUNTY RGNL (RKD)

Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 128.35 299.2 | 123.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 374-1¼ 320 (400-1¼) | | | |
| LNAV/VNAV DA | 459-1½ 405 (500-1½) | | | |
| LNAV MDA | 540-1 486 (500-1) | | 540-1¼ 486 (500-1¼) | 540-1½ 486 (500-1½) |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5007 |
|---|---|---|
| 309° | TDZE | 55 |
| | Apt Elev | 55 |

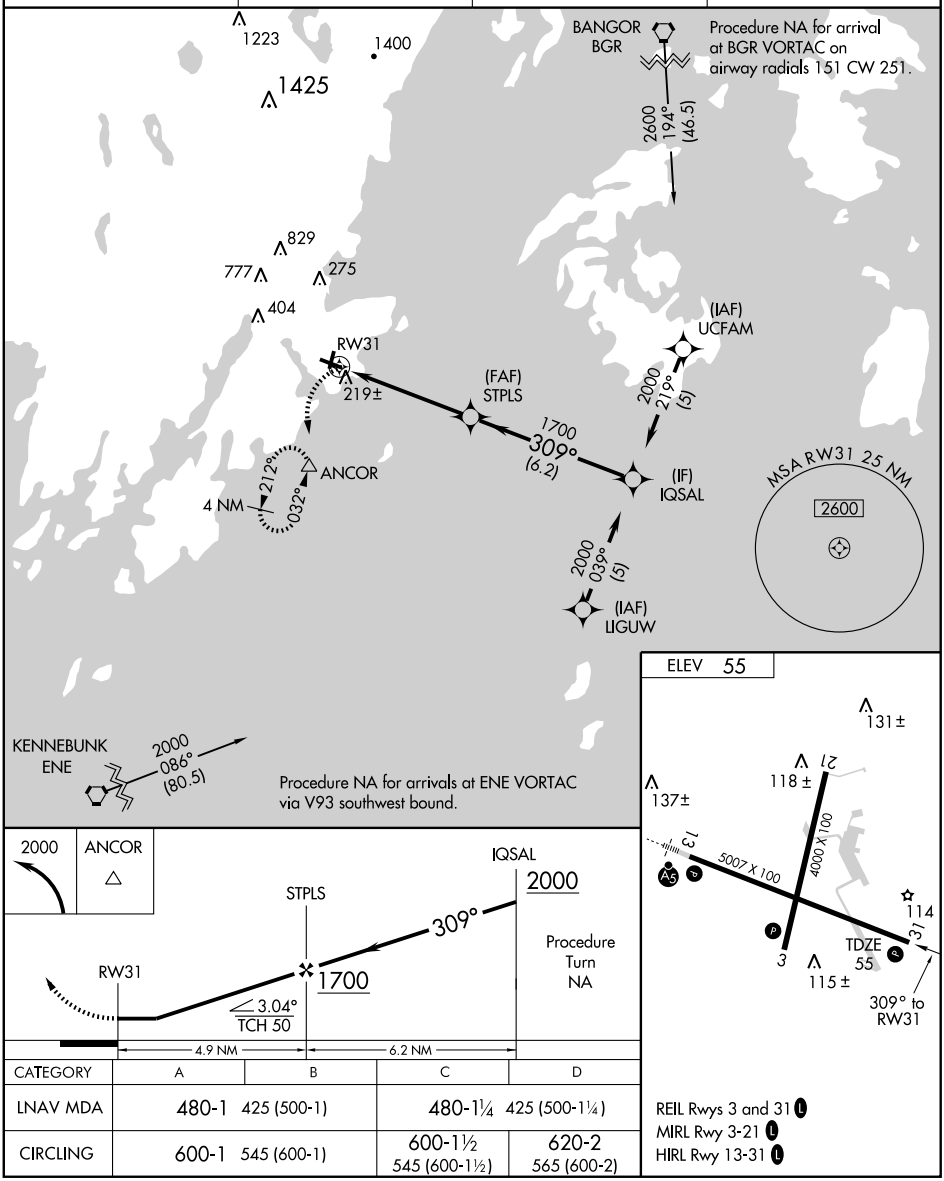
# RNAV (GPS) RWY 31

## ROCKLAND/ KNOX COUNTY RGNL (RKD)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.
When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 128.35 299.2 | 123.8 | 123.05 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 425 (500-1) | | 480-1¼ 425 (500-1¼) | |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

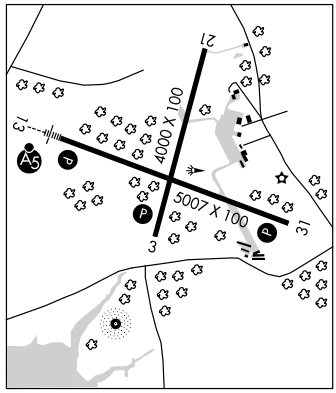
## ROCKLAND

**KNOX CO RGNL** (RKD) 3 S UTC−5(−4DT) N44°03.60′ W69°05.96′ **MONTREAL**
56 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE RKD **H–11D, L–32H**
**IAP**

**RWY 13–31:** H5007X100 (ASPH) S–65, D–80, 2S–83 HIRL
**RWY 13:** MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Trees.
**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
**RWY 03–21:** H4000X100 (ASPH) S–65, D–80, 2S–83 MIRL
**RWY 03:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
**RWY 21:** Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 03:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |
| **RWY 13:** | TORA–5007 | TODA–5007 | ASDA–5007 | LDA–5007 |
| **RWY 21:** | TORA–4000 | TODA–4000 | ASDA–4000 | LDA–4000 |
| **RWY 31:** | TORA–5007 | TODA–5007 | ASDA–5007 | LDA–5007 |

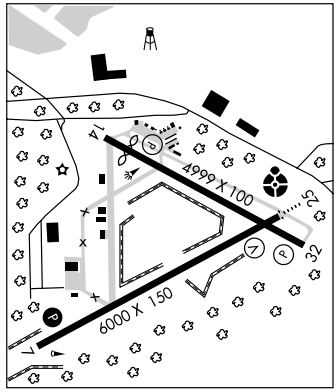



**AIRPORT REMARKS:** Attended Mon–Fri 1200–2300Z‡. Arpt may be unattended from 0300–1100Z‡. Rwy conditions may not be avbl weekends and SS–1200Z‡ Mon, Thu, Fri. Seagulls and deer on and invof arpt. Voluntary ngt curfew in effect 0330–1100Z‡. Noise abatement procedures in effect; call 207–596–0617. ACTIVATE MIRL Rwy 03–21, HIRL Rwy 13–31, MALSR Rwy 13, PAPI Rwys 03, 13, 31, and REIL Rwys 03 and 31—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (207) 594–7946.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **PORTLAND APP/DEP CON** 128.35 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun and holidays) **CLNC DEL** 123.8
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun and holidays).
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 135° 33.9 NM to fld. 349/18W
**NOXKS NDB (LOM)** 334 RM N44°05.61′ W69°13.14′ 129° 5.6 NM to fld.
**SPRUCEHEAD NDB (MHW)** 356 SUH N44°03.01′ W69°06.30′ at fld. NOTAM FILE RKD.
NDB unmonitored.
**ILS/DME** 111.7 I–RMZ Chan 54 Rwy 13. LOM NOXKS NDB.
**COMM/NAV/WEATHER REMARKS:** Clearance delivery Brunswick Apch during normal operating hours TF 1–800–545–8883.

**SANFD** N43°20.07′ W70°50.06′ NOTAM FILE SFM. **NEW YORK**
**NDB (LOM)** 349 SF 074° 6.6 NM to Sanford Rgnl. **L–32H**

**SANFORD RGNL** (SFM) 4 SE UTC−5(−4DT) N43°23.63′ W70°42.48′ **NEW YORK**
244 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SFM **H–11D, 12K, L–32H**
**IAP**

**RWY 07–25:** H6000X150 (ASPH) S–50, D–82, 2S–104 HIRL
**RWY 07:** REIL. PAPI (P4L)—GA 3.0° TCH 42′.
**RWY 25:** ODALS. VASI(V4L)—GA 3.0°TCH 59′.
**RWY 14–32:** H4999X100 (ASPH) D–72, 2S–91 MIRL 0.3% up NW
**RWY 14:** PAPI(P4L)—GA 4.0° TCH 23′. Thld dsplcd 896′. Tree.
**RWY 32:** PAPI(P4L)—GA 3.0° TCH 36′. Tree.




**AIRPORT REMARKS:** Attended 1200Z‡–dusk. Wildlife on and invof arpt. Calm wind preferred Rwy 32. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 14–32, PAPI and REIL Rwy 07, ODALS Rwy 25 and Twy E—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.025 (207) 324–1958.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**WATERBORO RCO** 122.25 (BANGOR RADIO)
Ⓡ **PORTLAND APP/DEP CON** 119.75 (1100–0500Z‡) **CLNC DEL** 121.725
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BGR.
**KENNEBUNK (H) VORTAC** 117.1 ENE Chan 118 N43°25.54′ W70°36.81′ 262° 4.6 NM to fld. 190/17W.
**SANFD NDB (LOM)** 349 SF N43°20.07′ W70°50.06′ 074° 6.6 NM to fld.
**ILS** 111.5 I–SFM Rwy 07. Class IB. LOM SANFD NDB.

**SEBAGO** N43°54.26′ W70°46.94′ NOTAM FILE IZG. **NEW YORK**
**NDB (MHW)** 227 SZO 323° 8.9 NM to Eastern Slopes Rgnl. NDB unusable byd 18 NM. **L–32H**

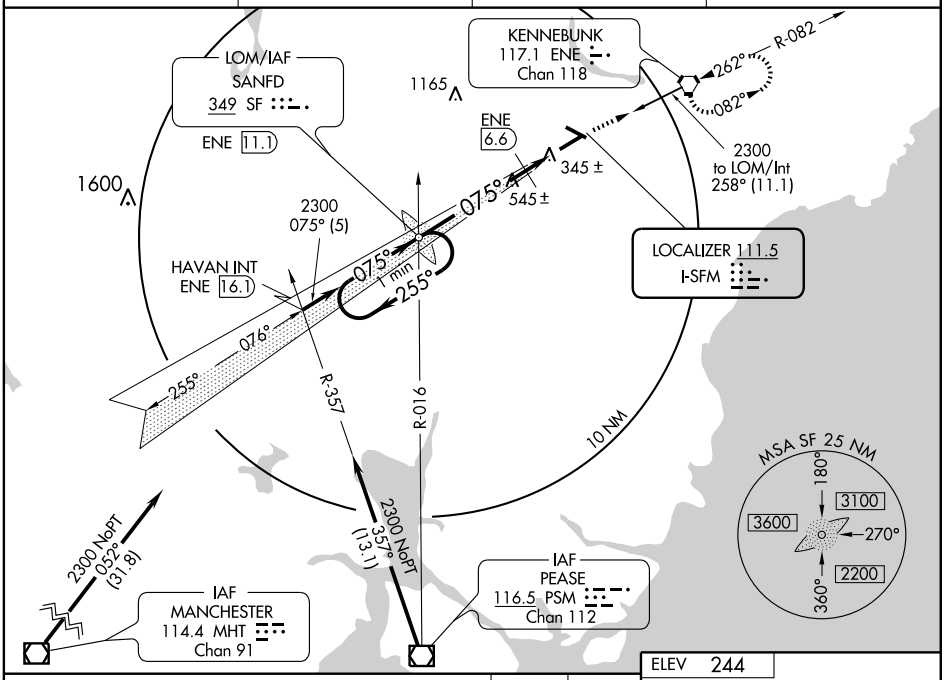
| LOC I-SFM | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 111.5 | 075° | TDZE | 238 |
| | | Apt Elev | 244 |

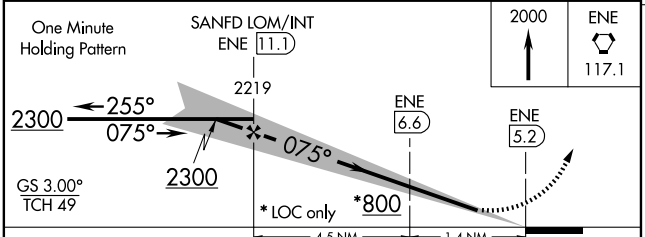
# ILS or LOC RWY 7
SANFORD RGNL (SFM)

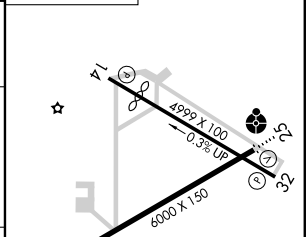
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 119.75 381.2 | 121.725 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 438-¾ 200 (200-¾) | | | |
| S- LOC 7 | 800-1 562 (600-1) | | 800-1½ 562 (600-1½) | 800-1¾ 562 (600-1¾) |
| CIRCLING | 800-1 556 (600-1) | | 800-1½ 556 (600-1½) | 800-2 616 (700-2) |
| DME MINIMUMS | | | | |
| S-LOC 7 | 600-1 362 (400-1) | | | 600-1¼ 362 (400-1¼) |
| CIRCLING | 740-1 496 (500-1) | | 740-1½ 496 (500-1½) | 860-2 616 (700-2) |

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 32

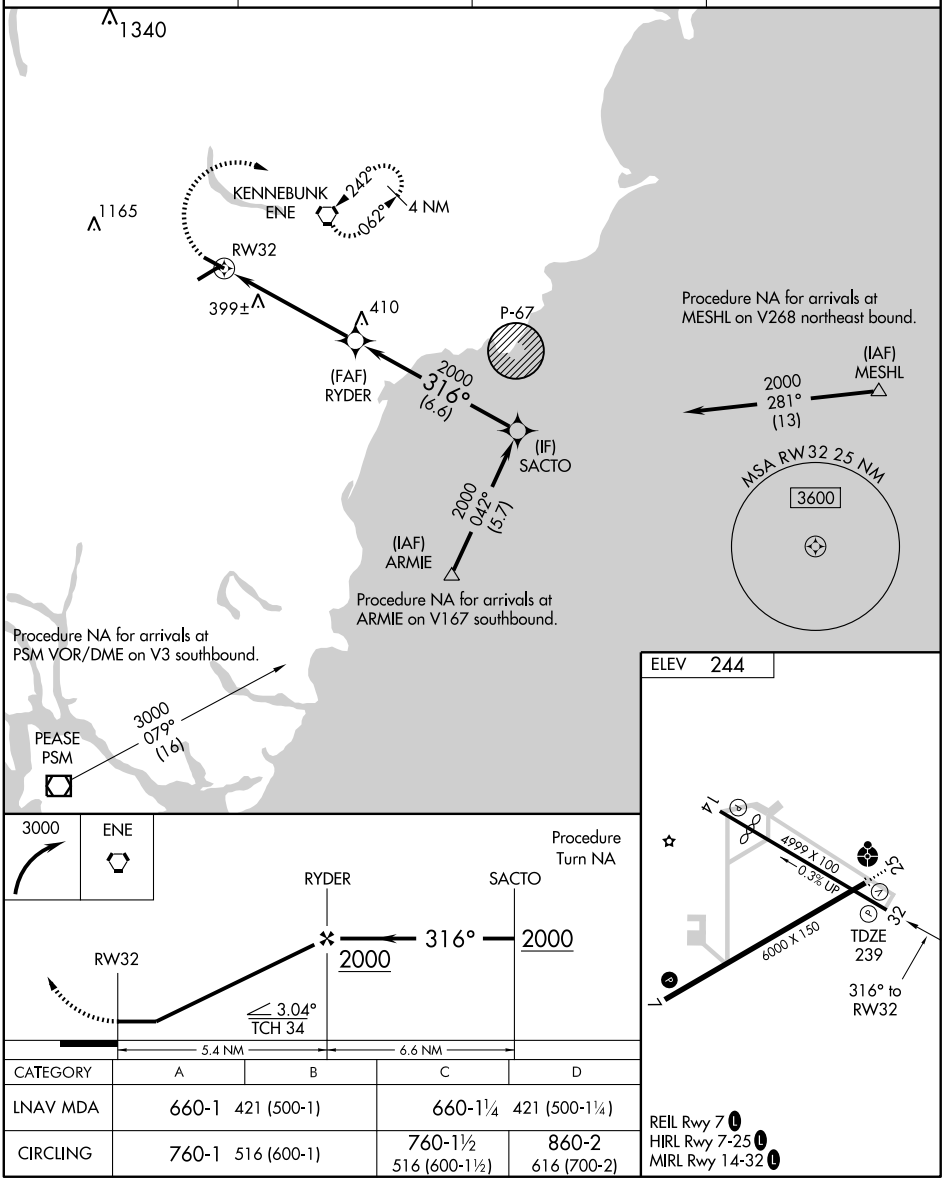
SANFORD RGNL (SFM)

| APP CRS | Rwy Idg | 4999 |
|---|---|---|
| 316° | TDZE | 239 |
| | Apt Elev | 244 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

| AWOS-3 | PORTLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 119.75 381.2 | 121.725 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 421 (500-1) | | 660-1¼ 421 (500-1¼) | |
| CIRCLING | 760-1 516 (600-1) | | 760-1½ 516 (600-1½) | 860-2 616 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC ENE | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 117.1 | 080° | TDZE | 238 |
| Chan 118 | | Apt Elev | 244 |

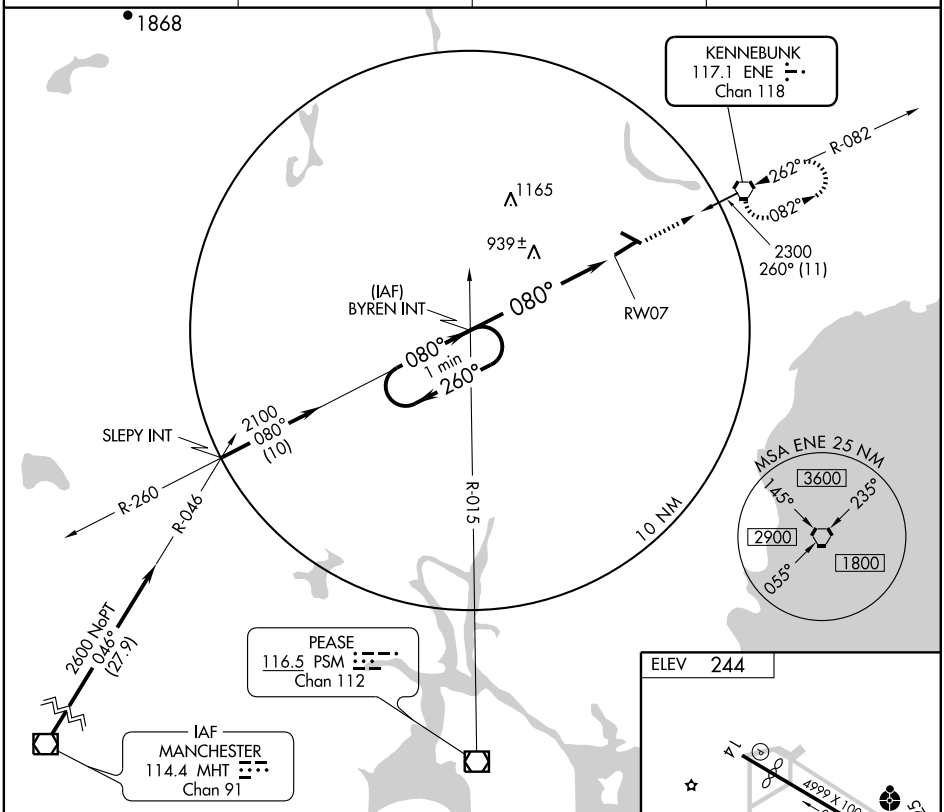
# VOR or GPS RWY 7

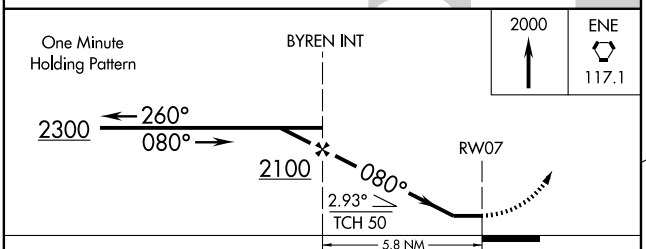
SANFORD RGNL (SFM)

NA

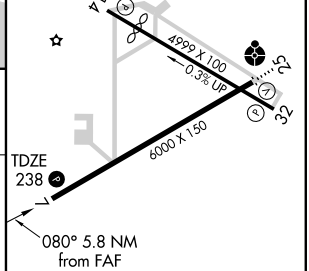
MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 119.75 381.2 | 121.725 | 123.075 (CTAF) L |




2000 ENE 117.1




REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1200-1¼ 962 (1000-1¼) | 1200-1½ 962 (1000-1½) | 1200-3 962 (1000-3) | |
| CIRCLING | 1200-1¼ 956 (1000-1¼) | 1200-1½ 956 (1000-1½) | 1200-3 956 (1000-3) | |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC ENE 117.1 Chan 118 | APP CRS 261° | Rwy Idg 6000 TDZE 234 Apt Elev 244 |
|---|---|---|

# VOR RWY 25
## SANFORD RGNL (SFM)

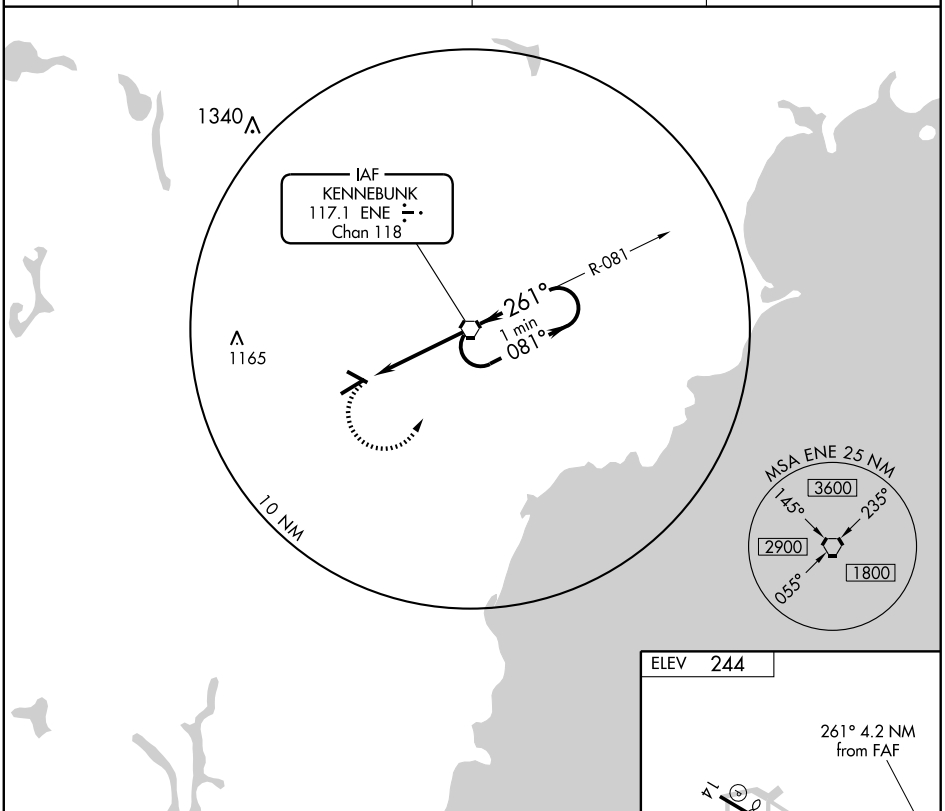
NA

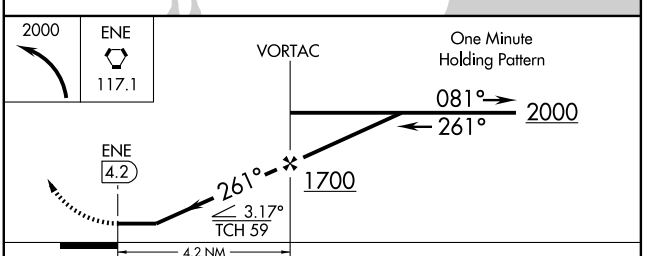
ODALS

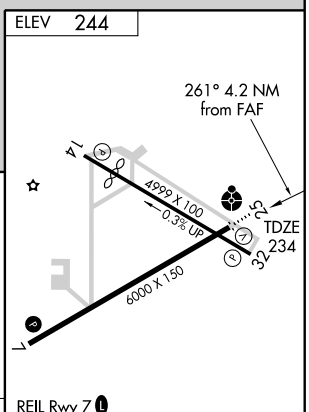
MISSED APPROACH: Climbing left turn to 2000 direct ENE VORTAC and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 119.75 381.2 | 121.725 | 123.075 (CTAF) L |





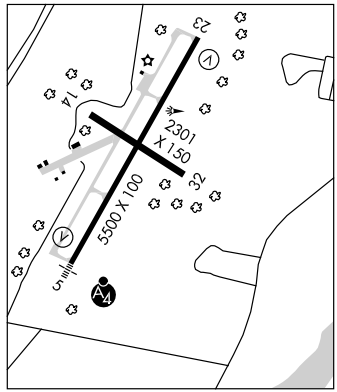




REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

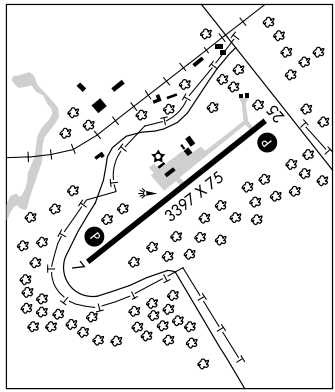
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 600-1 366 (400-1) | | | 600-1¼ 366 (400-1¼) |
| CIRCLING | 740-1 496 (500-1) | | 740-1½ 496 (500-1½) | 860-2 616 (700-2) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

**WATERVILLE ROBERT LAFLEUR** (WVL) 2 SW UTC−5(−4DT) N44°32.00′ W69°40.53′ **MONTREAL**
333 B **FUEL** 100LL, JET A NOTAM FILE WVL **H–11D, L–32H**
**RWY 05–23:** H5500X100 (ASPH) S–40, D–60, 2D–105 HIRL 1.2% up NE **IAP**
**RWY 05:** MALSF. VASI(V4L)—GA 3.0° TCH 51′.
**RWY 23:** REIL. VASI(V2L). Tree.
**RWY 14–32:** H2301X150 (ASH) S–25 MIRL 0.4% up NW
**RWY 14:** Trees. **RWY 32:** Brush.
**AIRPORT REMARKS:** Attended May–Oct 1300–2300Z‡, Nov–Apr 1330–2100Z‡. For fuel after hrs 207–314–7730 (fee charged). Numerous seagulls on and within 1½ miles of arpt. Deer on and invof arpt. Wild turkeys within arpt perimeter fence. Rwy 05–23 longitudal cracks and vegetation growing through rwy asphalt. Rwy 14–32 surface is cracked with weeds. Rwy 14 hold position markings missing. Avoid hospital one mile north. Helicopter ops paved areas only. ACTIVATE HIRL Rwy 05–23, MALSF Rwy 05—CTAF, MIRL Rwy 14–32 opr dusk–dawn.
**WEATHER DATA SOURCES:** AWOS–3 118.375 (207) 877–0519.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 124.6
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 040° 13.8 NM to fld. 349/18W.
**BRACY NDB (MHW/LOM)** 399 RL N44°27.61′ W69°44.09′ 048° 5.1 NM to fld. NDB/LOM unusable byd 15 NM.
**ILS/DME** 110.5 I–RLU Chan 42 Rwy 05. Class IB. LOM BRACY NDB. Glide slope unusable byd 9 NM and unusable byd 5° left and rgt side of course. BRACY LOM/NDB unusable byd 15 NM.




**WISCASSET** (IWI) 3 SW UTC−5(−4DT) N43°57.69′ W69°42.75′ **NEW YORK**
70 B S3 **FUEL** 100LL, JET A TPA—1070(1000) NOTAM FILE IWI **L–32H**
**RWY 07–25:** H3397X75 (ASPH) S–22 MIRL **IAP**
**RWY 07:** PAPI(P4L)—GA 4.0°TCH 40′. Trees.
**RWY 25:** REIL. PAPI(P4L)—GA 3.5°TCH 40′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡. 24 hr credit card fuel opr. Deer on and invof arpt. Noise sensitive area southeast off end of Rwy 07. Arpt has noise abatement procedures ctc arpt manager 207–449–3172. ACTIVATE MIRL Rwy 07–25; PAPI Rwys 07 and 25; REIL Rwy 25—CTAF.
**WEATHER DATA SOURCES:** AWOS–A 135.725 (207) 882–8094.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PORTLAND APP/DEP CON** 128.35 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun, and holidays)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun, and holidays)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 188° 21.8 NM to fld. 349/18W.
**COMM/NAV/WEATHER REMARKS:** Clnc del ctc Brunswick Apch during normal opr hours on phone 1–800–545–8883.



| LOC/DME I-RLU | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 110.5 | 047° | TDZE | 309 |
| Chan 42 | | Apt Elev | 333 |

# ILS or LOC/DME RWY 5

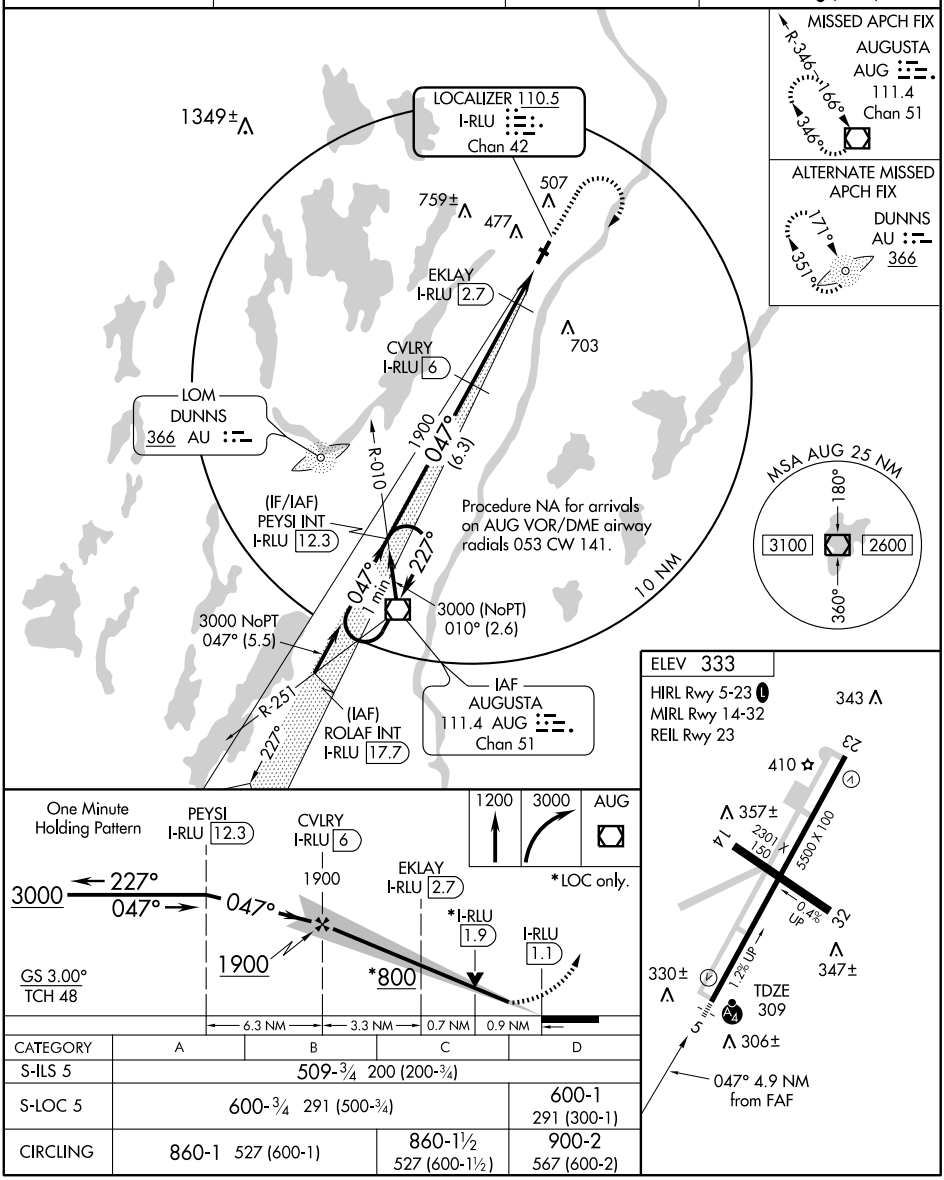
## WATERVILLE ROBERT LAFLEUR (WVL)

Circling to Rwy 14-32 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting: increase S-ILS 5 DA to 544 feet and all visibilities ¼ mile; increase all MDA 40 feet. VDP NA when using Augusta altimeter setting.

MALSF

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct AUG VOR/DME and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 128.35 299.2 | 124.6 | 122.7 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 509-¾ 200 (200-¾) | | | |
| S-LOC 5 | 600-¾ 291 (500-¾) | | | 600-1 291 (300-1) |
| CIRCLING | 860-1 527 (600-1) | | 860-1½ 527 (600-1½) | 900-2 567 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 70418 W05A | APP CRS 047° | Rwy Idg 5500 | TDZE 309 | Apt Elev 333 |
|---|---|---|---|---|

# RNAV (GPS) RWY 5

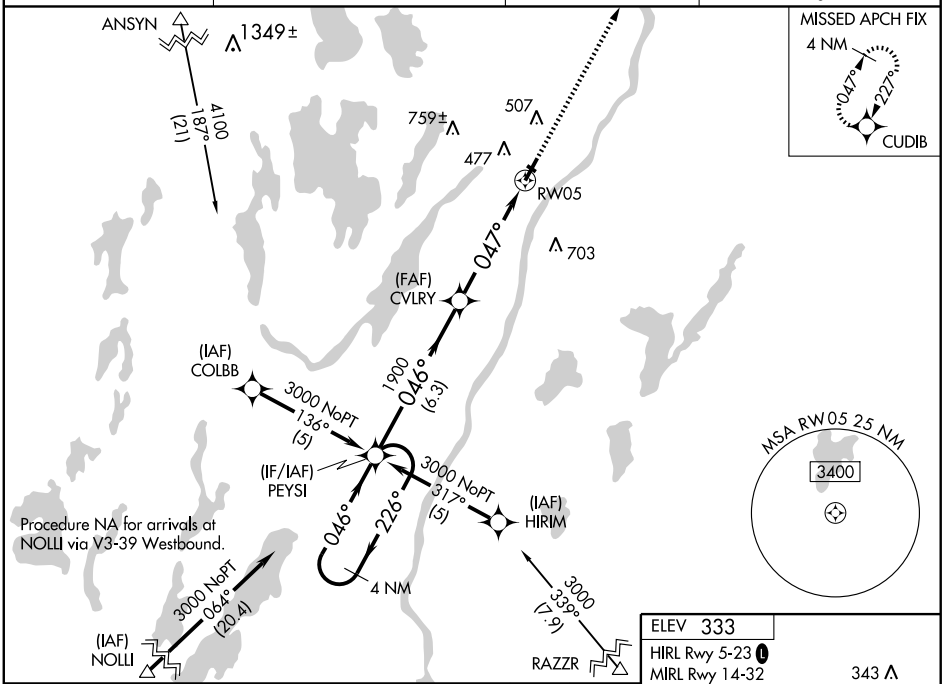
## WATERVILLE ROBERT LAFLEUR (WVL)

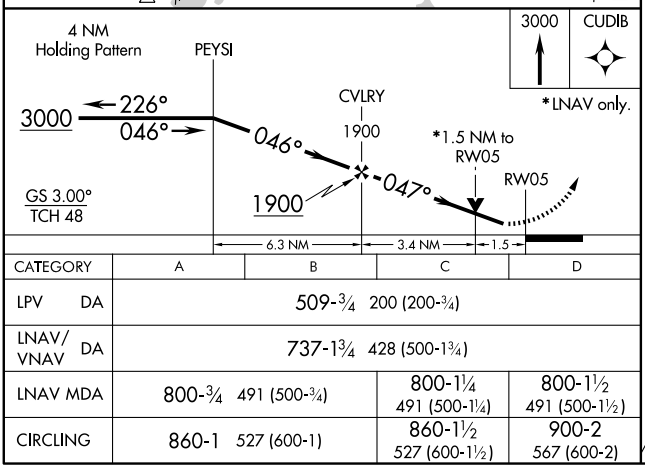
Circling to Rwy 14-32 NA at night. Inoperative table does not apply to LNAV/VNAV Cats A, B and C, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Augusta altimeter setting. When local altimeter setting not received, use Augusta altimeter setting: increase all DA 35 feet and LPV all Cats visibility ¼ mile; increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

MALSF

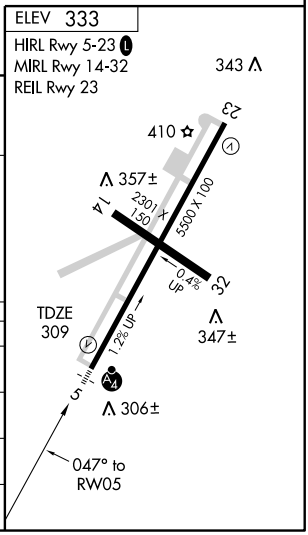
MISSED APPROACH: Climb to 3000 direct CUDIB and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 128.35 299.2 | 124.6 | 122.7 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 509-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 737-1¾ 428 (500-1¾) | | | |
| LNAV MDA | 800-¾ 491 (500-¾) | | 800-1¼ 491 (500-1¼) | 800-1½ 491 (500-1½) |
| CIRCLING | 860-1 527 (600-1) | | 860-1½ 527 (600-1½) | 900-2 567 (600-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 63100 W23A | APP CRS 227° | Rwy Idg 5500 TDZE 333 Apt Elev 333 |
|---|---|---|

# RNAV (GPS) RWY 23
## WATERVILLE ROBERT LAFLEUR (WVL)

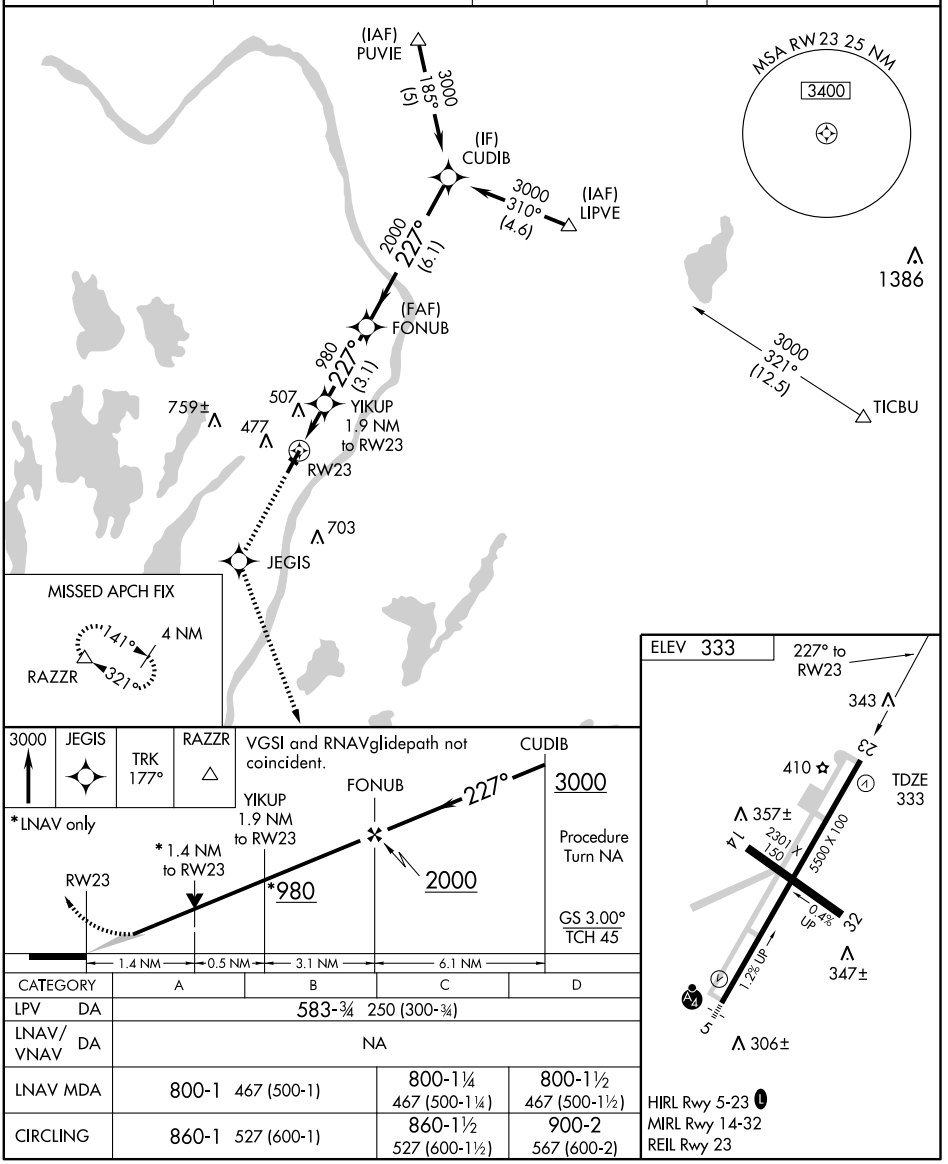
T Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

A

W

MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 128.35 299.2 | 124.6 299.2 | 122.7 L (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 583-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 800-1 467 (500-1) | | 800-1¼ 467 (500-1¼) | 800-1½ 467 (500-1½) |
| CIRCLING | 860-1 527 (600-1) | | 860-1½ 527 (600-1½) | 900-2 567 (600-2) |

HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23



NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AUG | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 111.4 | 040° | TDZE | 309 |
| Chan 51 | | Apt Elev | 333 |

# VOR/DME or GPS RWY 5

## WATERVILLE ROBERT LAFLEUR (WVL)

NA — Inoperative table does not apply.

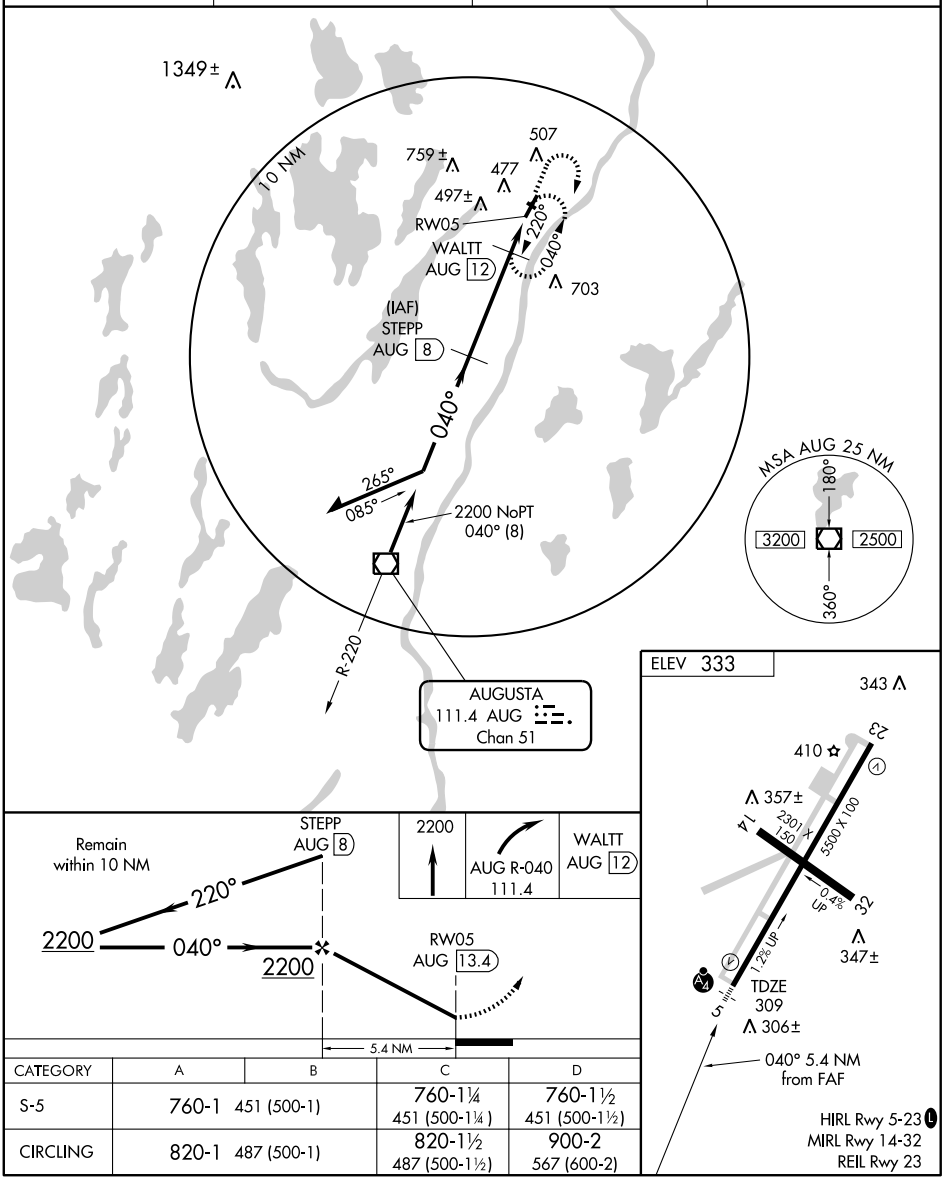
MALSF

MISSED APPROACH: Climb to 2200 then right turn via AUG R-040 to WALTT AUG 12 DME and hold.

| AWOS-3 | PORTLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 128.35 299.2 | 124.6 299.2 | 122.7 L (CTAF) |

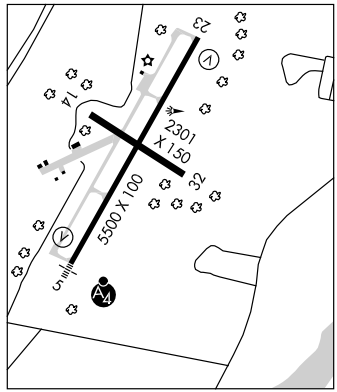


NE-1, 26 AUG 2010 to 23 SEP 2010

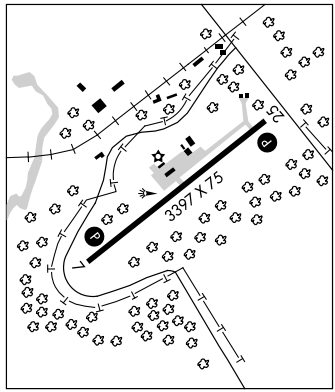



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 760-1 451 (500-1) | | 760-1¼ 451 (500-1¼) | 760-1½ 451 (500-1½) |
| CIRCLING | 820-1 487 (500-1) | | 820-1½ 487 (500-1½) | 900-2 567 (600-2) |

**WATERVILLE ROBERT LAFLEUR** (WVL) 2 SW UTC−5(−4DT) N44°32.00′ W69°40.53′ **MONTREAL**
333 B **FUEL** 100LL, JET A NOTAM FILE WVL **H–11D, L–32H**
**RWY 05–23:** H5500X100 (ASPH) S–40, D–60, 2D–105 HIRL 1.2% up NE **IAP**
**RWY 05:** MALSF. VASI(V4L)—GA 3.0° TCH 51′.
**RWY 23:** REIL. VASI(V2L). Tree.
**RWY 14–32:** H2301X150 (ASH) S–25 MIRL 0.4% up NW
**RWY 14:** Trees. **RWY 32:** Brush.
**AIRPORT REMARKS:** Attended May–Oct 1300–2300Z‡, Nov–Apr 1330–2100Z‡. For fuel after hrs 207–314–7730 (fee charged). Numerous seagulls on and within 1½ miles of arpt. Deer on and invof arpt. Wild turkeys within arpt perimeter fence. Rwy 05–23 longitudal cracks and vegetation growing through rwy asphalt. Rwy 14–32 surface is cracked with weeds. Rwy 14 hold position markings missing. Avoid hospital one mile north. Helicopter ops paved areas only. ACTIVATE HIRL Rwy 05–23, MALSF Rwy 05—CTAF, MIRL Rwy 14–32 opr dusk–dawn.
**WEATHER DATA SOURCES:** AWOS–3 118.375 (207) 877–0519.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **PORTLAND APP/DEP CON** 128.35 (1100–0500Z‡) **CLNC DEL** 124.6
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 040° 13.8 NM to fld. 349/18W.
**BRACY NDB (MHW/LOM)** 399 RL N44°27.61′ W69°44.09′ 048° 5.1 NM to fld. NDB/LOM unusable byd 15 NM.
**ILS/DME** 110.5 I–RLU Chan 42 Rwy 05. Class IB. LOM BRACY NDB. Glide slope unusable byd 9 NM and unusable byd 5° left and rgt side of course. BRACY LOM/NDB unusable byd 15 NM.




**WISCASSET** (IWI) 3 SW UTC−5(−4DT) N43°57.69′ W69°42.75′ **NEW YORK**
70 B S3 **FUEL** 100LL, JET A TPA—1070(1000) NOTAM FILE IWI **L–32H**
**RWY 07–25:** H3397X75 (ASPH) S–22 MIRL **IAP**
**RWY 07:** PAPI(P4L)—GA 4.0°TCH 40′. Trees.
**RWY 25:** REIL. PAPI(P4L)—GA 3.5°TCH 40′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡. 24 hr credit card fuel opr. Deer on and invof arpt. Noise sensitive area southeast off end of Rwy 07. Arpt has noise abatement procedures ctc arpt manager 207–449–3172. ACTIVATE MIRL Rwy 07–25; PAPI Rwys 07 and 25; REIL Rwy 25—CTAF.
**WEATHER DATA SOURCES:** AWOS–A 135.725 (207) 882–8094.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PORTLAND APP/DEP CON** 128.35 (Mon–Fri 1100–0300Z‡. Clsd Sat, Sun, and holidays)
Ⓡ **BOSTON CENTER APP/DEP CON** 128.2 (112°–292°) 124.25 (293°–111°) (Mon–Fri 0300–1100Z‡. Clsd Sat, Sun, and holidays)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AUG.
**AUGUSTA (L) VOR/DME** 111.4 AUG Chan 51 N44°19.20′ W69°47.79′ 188° 21.8 NM to fld. 349/18W.
**COMM/NAV/WEATHER REMARKS:** Clnc del ctc Brunswick Apch during normal opr hours on phone 1–800–545–8883.



| APP CRS | Rwy Idg | 3397 |
|---|---|---|
| 070° | TDZE | 70 |
| | Apt Elev | 70 |

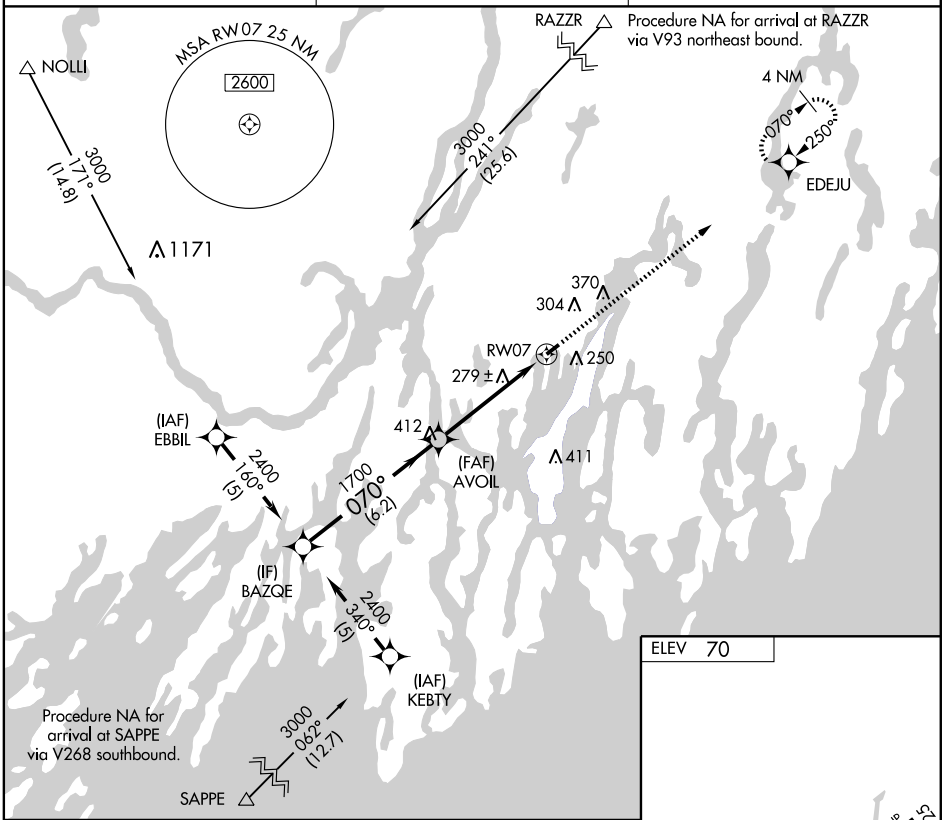
# RNAV (GPS) RWY 7

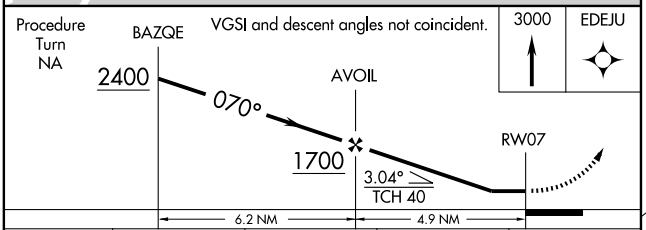
## WISCASSET (IWI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

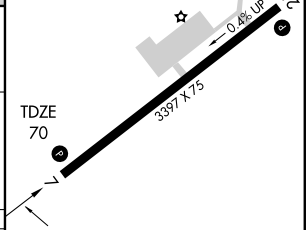
MISSED APPROACH: Climb to 3000 direct EDEJU and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 135.725 | 128.35 299.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 490 (500-1) | | NA | |
| CIRCLING | 640-1 570 (600-1) | | NA | |







NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3397 |
|---|---|---|
| 250° | TDZE | 67 |
| | Apt Elev | 70 |

# RNAV (GPS) RWY 25

## WISCASSET (IWI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climb to 3000 direct BAZQE and hold.

| ASOS | PORTLAND APP CON ★ | UNICOM |
|---|---|---|
| 135.725 | 128.35 299.2 | 122.8 (CTAF) L |

Procedure NA for arrival at RAZZR via V93 northeast bound and via V302 northwest bound.

RAZZR

3000 199° (5)

NOLLI

3400 106° (12)

1329

TEKTE

3000 107° (12.1)

(IAF) GEMIN

2400 160° (5)

(IF) EDEJU

Procdure NA for arrival at NOLLI via V3-39 southwest bound.

1700 250° (6.2)

2400 340° (5)

370 304

(FAF) OMDOW

(IAF) CEZAC

RW25

ITUXY 1.8 NM to RW25

250

RADAR required for arrivals at CEZAC.

MSA RW 25 25 NM

2600

411

BAZQE

070° 250° 4 NM

ELEV 70

250° to RW25

0.4% UP

TDZE 67

3397 X 75

3000 BAZQE

EDEJU 2400

OMDOW

ITUXY 1.8 NM to RW25

250°

Procedure Turn NA

RW25

760

3.54° TCH 40

1700

1.8 NM 2.5 NM 6.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 513 (600-1) | NA | |
| CIRCLING | 640-1 | 570 (600-1) | NA | |

MIRL Rwy 7-25 L

REIL Rwy 25 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

## BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA)

ELEV **192**

### BANGOR INTL

**RADAR**- 124.5 239.3 ▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 33 | | AB | **580**/24 | 417 | (400-½) |
| | | | C | **580**/40 | 417 | (400-¾) |
| | | | DE | **580**/50 | 417 | (400-1) |
| | 15 | | AB | **700**/24 | 508 | (600-½) |
| | | | CD | **700**/50 | 508 | (600-1) |
| | | | E | **700**/60 | 508 | (600-1¼) |
| CIRCLING | | | AB | **700**-1 | 508 | (600-1) |
| | | | C | **700**-1½ | 508 | (600-1½) |
| | | | DE | **760**-2 | 568 | (600-2) |

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

26 AUG 2010 to 23 SEP 2010

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## PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA)

ELEV **100**

### PORTSMOUTH INTL AT PEASE

**RADAR**- 125.05 269.4 ▽ ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 34 | 3.0°/64/1221 | ABCDE | **284**/24 | 200 | (200-½) |
| ASR | 34 | | ABC | **560**/40 | 476 | (500-¾) |
| | | | D | **560**/50 | 476 | (500-1) |
| | | | E | **560**/60 | 476 | (500-1¼) |
| | 16 | | ABC | **520**/40 | 420 | (500-¾) |
| | | | DE | **520**/50 | 420 | (500-1) |
| CIR | | | AB | **560**-1¼ | 460 | (500-1¼) |
| | | | C | **560**-1½ | 460 | (500-1½) |
| | | | D | **680**-2 | 580 | (600-2) |
| | | | E | **720**-2¼ | 620 | (700-2¼) |

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


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**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

26 AUG 2010 to 23 SEP 2010

**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



26 AUG 2010 to 23 SEP 2010

### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.


26 AUG 2010 to 23 SEP 2010

**ALTON BAY SPB** (B18) 2 N UTC−5(−4DT) N43°28.66′ W71°14.22′ **NEW YORK**

504 NOTAM FILE BGR

**WATERWAY 01–19:** 2600X100 (WATER)

**WATERWAY 01:** Tree. **WATERWAY 19:** Ground.

**SEAPLANE REMARKS:** Unattended. Ice in winter plowed to approximately 2300′. Check NOTAMS for ice rwy conditions. Rwy 01 thld 100′ north of floating bandstand. All tkfs and ldgs must be north of the bandstand. All travel south of the bandstand must not exceed headway speed. Waterway 01–19 P–line marked with orange balls 1000 ft S of thld at S end, less than 30 ft height along roadway.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

**BERLIN RGNL** (BML) 7 N UTC−5(−4DT) N44°34.52′ W71°10.56′ **MONTREAL**

1161 B S2 **FUEL** 100LL, JET A NOTAM FILE BML **H–11D, L–32H**

**RWY 18–36:** H5200X100 (ASPH) S–53, D–82, 2S–104, 2D–140 HIRL 0.5% up N **IAP**

**RWY 18:** REIL. PAPI(P4L)—GA 3.5° TCH 65′. Tree.

**RWY 36:** REIL. Trees.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. For Jet A after hours call 603–449–2168; 100LL charge card system. Wildlife on and invof arpt. ACTIVATE HIRL Rwy 18–36, REIL Rwy 18, and REIL Rwy 36, PAPI Rwy 18—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (603) 449–3328. **HIWAS** 110.4 BML.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

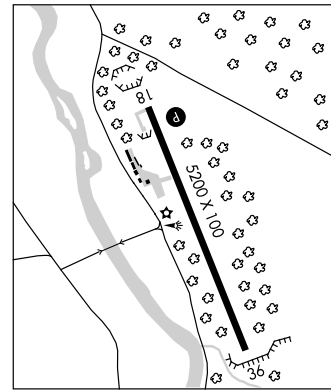
**RCO** 122.35 (BANGOR RADIO)

**CLNC DEL** 122.35 (BANGOR FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

**(T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 190° 3.5 NM to fld. 1731/17W. **HIWAS.**

VOR/DME unusable 120°–130° below 6500′; 160°–180° below 6000′; 295°–305° below 6000′.




**BLNAP** N43°32.20′ W71°32.22′ NOTAM FILE LCI. **NEW YORK**

**NDB (MHW/LOM)** 328 LC 083° 5.6 NM to Laconia Muni. **L–32H**

**BOIRE FLD** (See NASHUA)

## BRISTOL

**NEWFOUND VALLEY** (2N2) 1 W UTC−5(−4DT) N43°35.52′ W71°45.09′ **NEW YORK**

510 NOTAM FILE BGR

**RWY 03–21:** H1900X40 (ASPH)

**RWY 03:** Tree. **RWY 21:** Tree.

**AIRPORT REMARKS:** Unattended. Rwy plowed Dec thru Mar—Call arpt manager in winter for current conditions 603–744–8334.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

**CHERN** N42°49.40′ W71°36.13′ NOTAM FILE ASH. **NEW YORK**

**NDB (MHW/LOM)** 359 AS 139° 4.6 NM to Boire Fld. **L–32H, 33C, 34J**

| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 191° | TDZE | 1161 |
| | Apt Elev | 1161 |

# RNAV (GPS) RWY 18

BERLIN RGNL (BML)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 5000 direct ELSEQ WP and hold.

| ASOS | BANGOR RADIO | UNICOM |
|---|---|---|
| 135.175 | 122.35 | 122.7 (CTAF) L |

Procedure NA for arrivals at PLOTT via V447 southwestbound, at UMUMY via V322 northbound, BML VOR/DME airway radials 310 CW 071, GMA NDB bearing 353° CW 114°.

HURDS 5800 106° (23)

(IAF) UMUMY

5000 NoPT 146° (13.2)

MSA BIISN 25 NM 7500

CONDOR 1 MOA

4 NM

3400

191° 011°

3500

(IF/IAF) ELSEQ

4400 191° (3.5)

3740

PIPPO 2.5 NM to ACCOW

3900 (2.5)

2213± (FAF) ACCOW

3520

5800 087° (44.8)

PLOTT

3661

191°

5800 to ELSEQ 010° (10.5)

1879± BERLIN BML

HELNO 2.4 NM to BIISN

2800

3800

(MAP) BIISN

5800 to ELSEQ 054° (33.4)

MAHN GMA

YANKEE 1 MOA

4180

2262

ELEV 1161

TDZE 1161

18

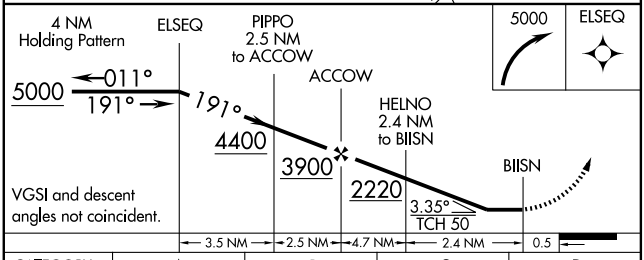
0.5% DOWN

5200 X 100

36

HIRL Rwy 18-36 L

REIL Rwys 18 and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2040-1 879 (900-1) | 2040-1¼ 879 (900-1¼) | 2040-2½ 879 (900-2½) | 2040-2¾ 879 (900-2¾) |
| CIRCLING | 2180-1¼ 1019 (1100-1¼) | 2260-1½ 1099 (1100-1½) | 2260-3 1099 (1100-3) | 2360-3 1199 (1200-3) |



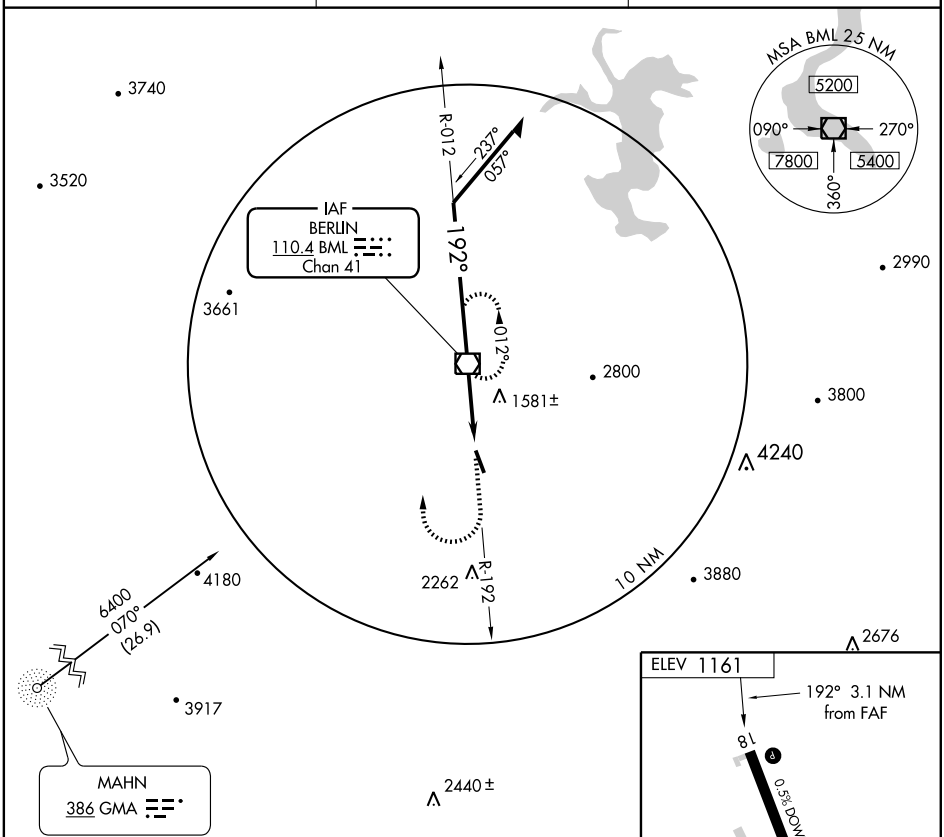
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

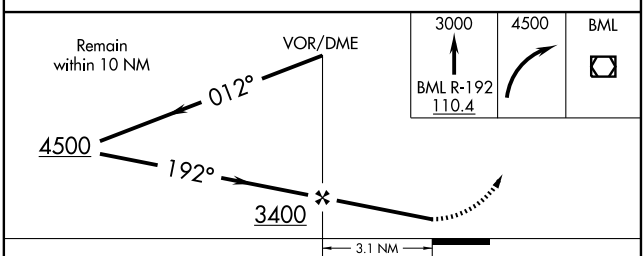
| VOR/DME BML 110.4 Chan 41 | APP CRS 192° | Rwy Idg N/A TDZE N/A Apt Elev 1161 |
|---|---|---|

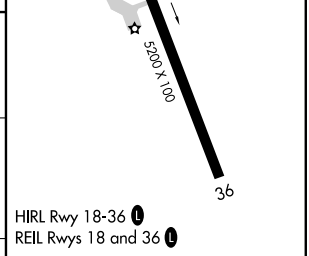
# VOR-B
## BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4500 direct BML VOR/DME and hold.

| ASOS 135.175 | BANGOR RADIO 122.35 | UNICOM 122.7 (CTAF) L |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2180-1¼ 1019 (1100-1¼) | 2260-1½ 1099 (1100-1½) | 2260-3 1099 (1100-3) | 2360-3 1199 (1200-3) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

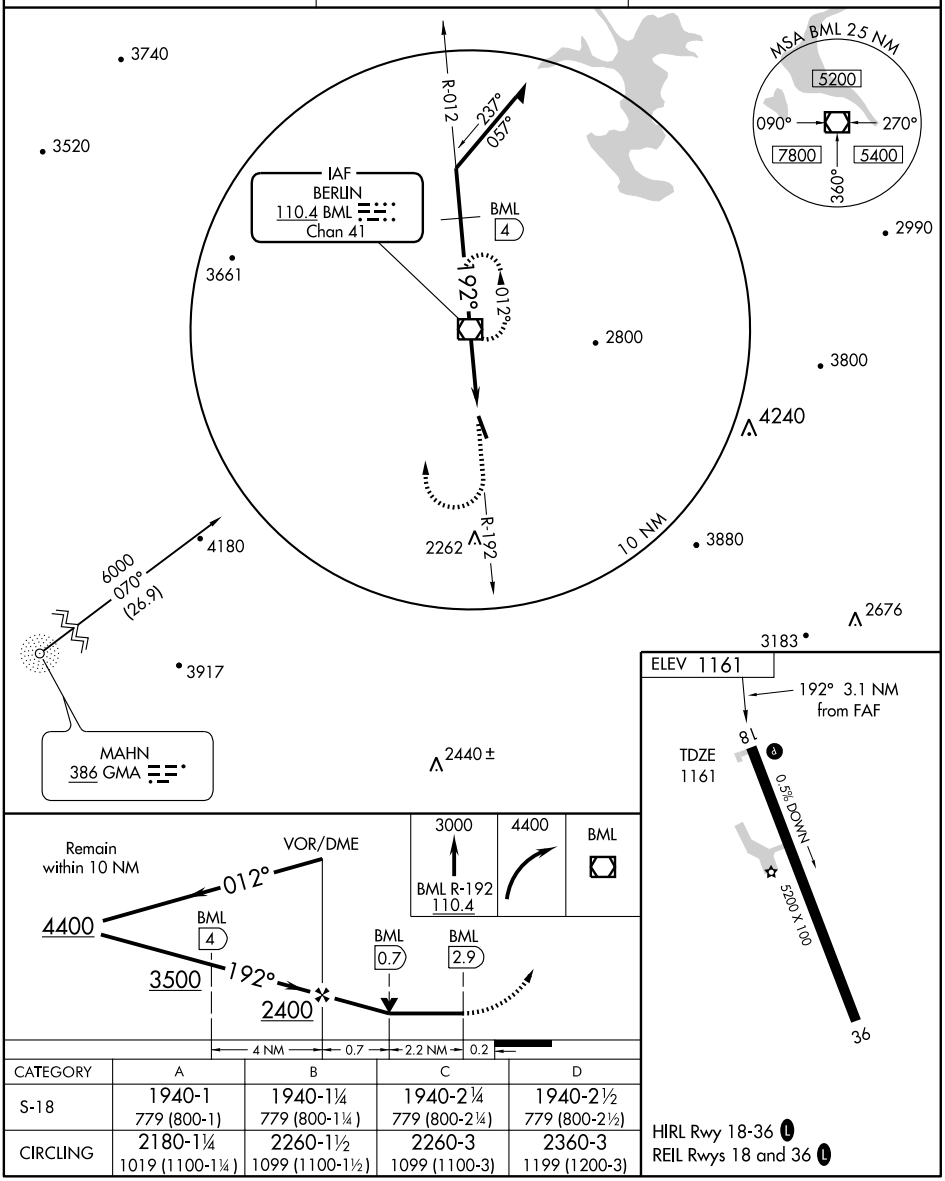
| VOR/DME BML | APP CRS | Rwy Idg 5200 |
|---|---|---|
| 110.4 | 192° | TDZE 1161 |
| Chan 41 | | Apt Elev 1161 |

# VOR/DME RWY 18

BERLIN RGNL (BML)

MISSED APPROACH: Climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold.

| ASOS | BANGOR RADIO | UNICOM |
|---|---|---|
| 135.175 | 122.35 | 122.7 (CTAF) L |



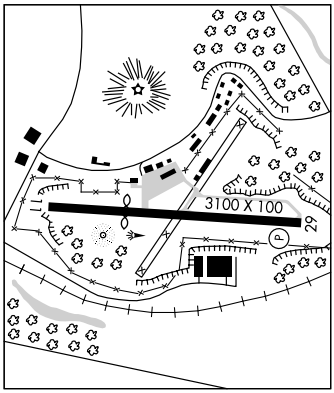

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1940-1<br>779 (800-1) | 1940-1¼<br>779 (800-1¼) | 1940-2¼<br>779 (800-2¼) | 1940-2½<br>779 (800-2½) |
| CIRCLING | 2180-1¼<br>1019 (1100-1¼) | 2260-1½<br>1099 (1100-1½) | 2260-3<br>1099 (1100-3) | 2360-3<br>1199 (1200-3) |

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

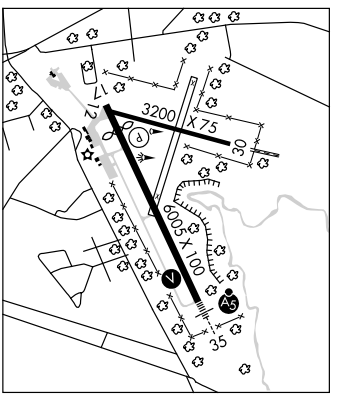
**CLAREMONT MUNI** (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′ **NEW YORK**
545 B S2 **FUEL** 100LL NOTAM FILE BGR **L–32G**
**RWY 11–29:** H3100X100 (ASPH) S–30 MIRL 0.3% up E **IAP**
**RWY 11:** Thld dsplcd 1055′. Trees.
**RWY 29:** REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.
**AIRPORT REMARKS:** Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.4 (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 134.7 **CLNC DEL** 122.4 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.
**LEBANON (L) VOR/DME** 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.
**NDB (MHW)** 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.
Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.




## COLEBROOK

**GIFFORD FLD** (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′ **MONTREAL**
1010 NOTAM FILE BGR
**RWY 04–22:** 2450X75 (TURF)
**RWY 04:** Thld dsplcd 300′. Trees. **RWY 22:** Road.
**AIRPORT REMARKS:** Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

**CONCORD MUNI** (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′ **NEW YORK**
342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON **H–11D, 12K, L–32H**
**RWY 17–35:** H6005X100 (ASPH) S–43, D–60 HIRL **IAP**
**RWY 17:** PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.
**RWY 35:** MALSR. VASI(V4L)—GA 3.0° TCH 50′.
**RWY 12–30:** H3200X75 (ASPH) S–30 MIRL
**RWY 12:** Trees. **RWY 30:** Trees.
**AIRPORT REMARKS:** Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.
**WEATHER DATA SOURCES:** ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.3 122.2 (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**(L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS**.
VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′
**EPSOM NDB (MHW/LOM)** 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.
**ILS** 108.7 I–CON Rwy 35. LOM EPSOM NDB.




**DEAN MEM** (See HAVERHILL)

| APP CRS | Rwy Idg | 3100 |
|---|---|---|
| 289° | TDZE | 544 |
| | Apt Elev | 545 |

# GPS RWY 29
## CLAREMONT MUNI (CNH)

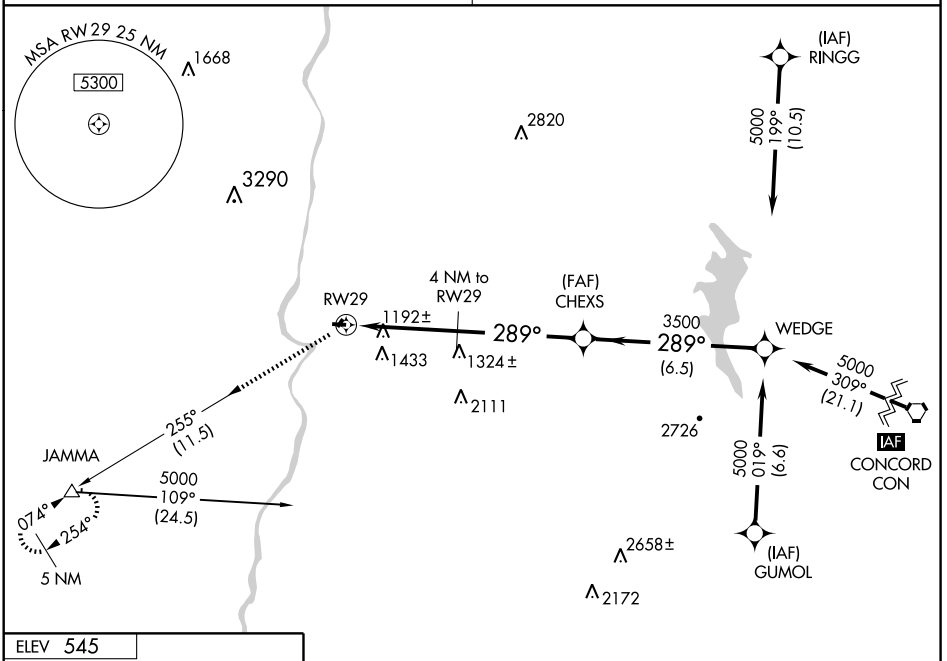
T
NA

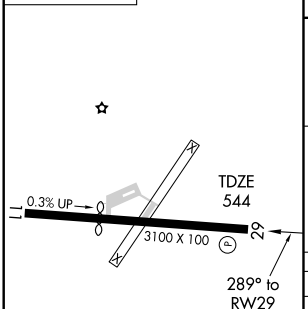
IAF ARM APPROACH MODE PRIOR TO IAF. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.

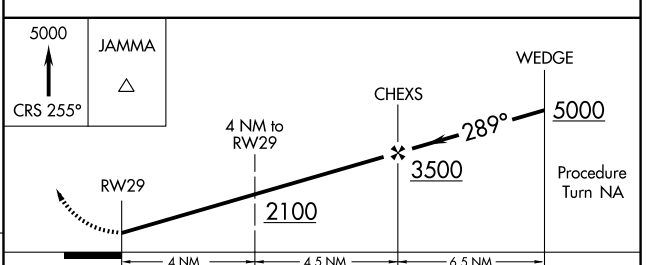
MISSED APPROACH: Climb to 5000 via course 255° to JAMMA WP and hold.

BOSTON CENTER **134.7 381.4**

UNICOM **122.7** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1560-1¼<br>1016 (1100-1¼) | 1560-1½<br>1016 (1100-1½) | NA | |
| CIRCLING | 1560-1¼<br>1015 (1100-1¼) | 1600-1½<br>1055 (1100-1½) | NA | |
| SPRINGFIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-29 | 1580-1¼<br>1036 (1100-1¼) | 1580-1½<br>1036 (1100-1½) | NA | |
| CIRCLING | 1580-1¼<br>1035 (1100-1¼) | 1620-1½<br>1075 (1100-1½) | NA | |

REIL Rwy 29 L
MIRL Rwy 11-29 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB CNH 233 | APP CRS 048° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 545 |
|---|---|---|

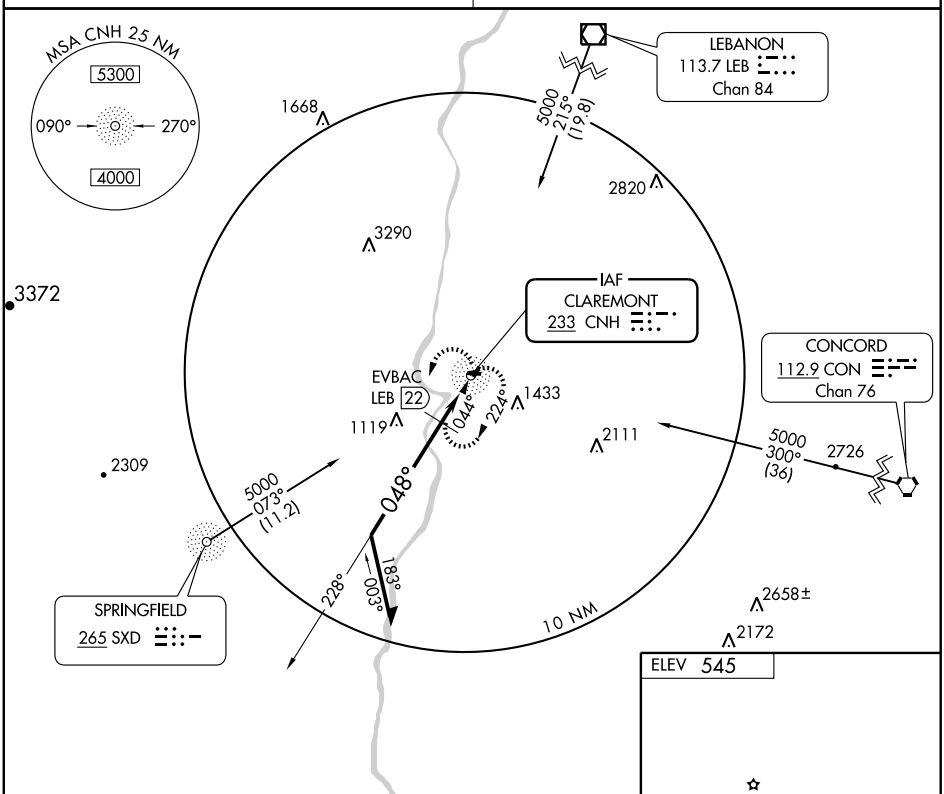
# NDB-A
## CLAREMONT MUNI (CNH)

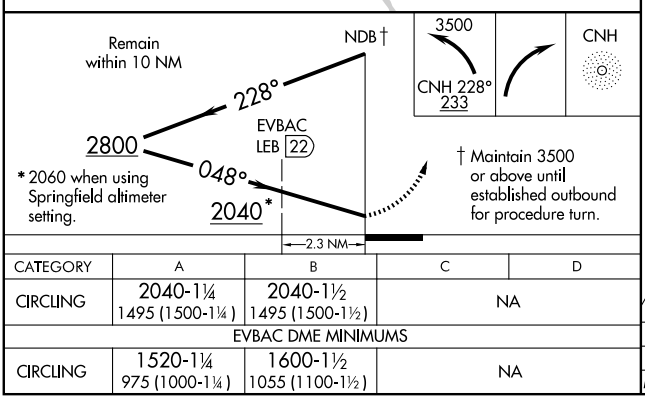
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all MDAs 20 feet.

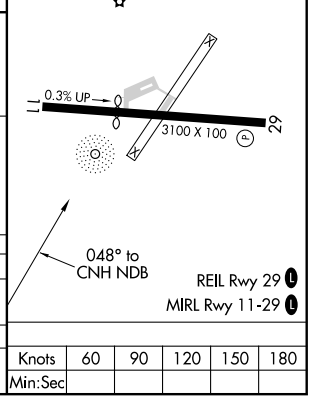
NA

MISSED APPROACH: Climbing left turn to 3500 via CNH NDB 228° bearing outbound, then right turn direct CNH NDB and hold.

| BOSTON CENTER | UNICOM |
|---|---|
| 134.7 381.4 | 122.7 (CTAF) L |



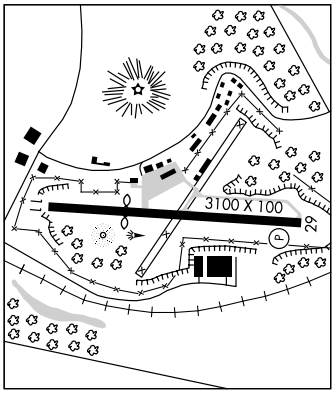

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2040-1¼<br>1495 (1500-1¼) | 2040-1½<br>1495 (1500-1½) | NA | |
| EVBAC DME MINIMUMS | | | | |
| CIRCLING | 1520-1¼<br>975 (1000-1¼) | 1600-1½<br>1055 (1100-1½) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

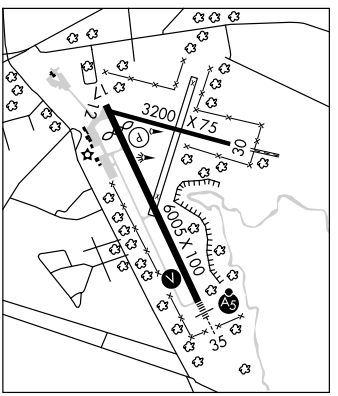
**CLAREMONT MUNI** (CNH) 1 W UTC−5(−4DT) N43°22.23′ W72°22.12′ **NEW YORK**
545 B S2 **FUEL** 100LL NOTAM FILE BGR **L–32G**
**RWY 11–29:** H3100X100 (ASPH) S–30 MIRL 0.3% up E **IAP**
**RWY 11:** Thld dsplcd 1055′. Trees.
**RWY 29:** REIL. PAPI(P2L)—GA 4.0° TCH 31′. Trees.
**AIRPORT REMARKS:** Attended irregularly. For arpt svcs, call (603) 542–2282. Fuel self svc 24 hrs by credit card system. Expect downdraft in apch to Rwy 29. Taxiing on unpaved area prohibited. Rotating bcn difficult to see from the north when foliage is on the trees. ACTIVATE MIRL Rwy 11–29 and REIL Rwy 29—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.4 (BANGOR RADIO)
**BOSTON CENTER APP/DEP CON** 134.7 **CLNC DEL** 122.4 (Bangor RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.
**LEBANON (L) VOR/DME** 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 215° 19.7 NM to fld. 1460/15W.
**NDB (MHW)** 233 CNH N43°22.16′ W72°22.27′ at fld. NOTAM FILE BGR.
Unusable 005°–049° byd 20 NM; 050°–004° byd 15 NM.




## COLEBROOK

**GIFFORD FLD** (4C4) 1 SW UTC−5(−4DT) N44°53.00′ W71°29.97′ **MONTREAL**
1010 NOTAM FILE BGR
**RWY 04–22:** 2450X75 (TURF)
**RWY 04:** Thld dsplcd 300′. Trees. **RWY 22:** Road.
**AIRPORT REMARKS:** Unattended. Rwy 04–22 CLOSED Nov–May except ski acft. Call 603–237–4914 for airfield conditions. Rwy soft in spring. Road traverses rwy 450′ from Rwy 04 thld. Rwy 04–22 NSTD markings, rwy edges and ends marked by yellow cones. Rwy 04 dsplcd thld marked by three yellow cones aligned perpendicular to each rwy edge.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.

**CONCORD MUNI** (CON) 2 E UTC−5(−4DT) N43°12.16′ W71°30.14′ **NEW YORK**
342 B S4 **FUEL** 100LL, JET A NOTAM FILE CON **H–11D, 12K, L–32H**
**RWY 17–35:** H6005X100 (ASPH) S–43, D–60 HIRL **IAP**
**RWY 17:** PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 641′. Trees.
**RWY 35:** MALSR. VASI(V4L)—GA 3.0° TCH 50′.
**RWY 12–30:** H3200X75 (ASPH) S–30 MIRL
**RWY 12:** Trees. **RWY 30:** Trees.
**AIRPORT REMARKS:** Attended 1200–2200Z‡, except Thanksgiving, Christmas, and New Years Day. Self–serve 100LL avbl 24 hrs with credit card. For jet A after hours call 1–603–228–2267 and follow prompts. Wildlife on and invof arpt. Rwy 35 designated calm wind rwy. Day and ngt VFR helicopter ops to and from New Hampshire State Police Hangar. Ops on National Guard twy and ramp prohibited without prior coordination due to security. Opr off paved surfaces prohibited due to conservation management activities. Twy lgts OTS indef. ACTIVATE HIRL Rwy 17–35, MIRL Rwy 12–30 VASI Rwy 35 and MALSR Rwy 35—CTAF.
**WEATHER DATA SOURCES:** ASOS 132.32 (603) 224–6558. **HIWAS** 112.9 CON.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 122.3 122.2 (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 127.35 **CLNC DEL** 133.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**(L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 123° 3.4 NM to fld. 715/15W. **HIWAS**.
VORTAC unusable: 190°–210° byd 12 NM blo 4000′ 318°–326° byd 30 NM blo 12,000′
**EPSOM NDB (MHW/LOM)** 216 CO N43°07.13′ W71°27.16′ 353° 5.5 NM to fld. Unusable beyond 20 NM.
**ILS** 108.7 I–CON Rwy 35. LOM EPSOM NDB.




**DEAN MEM** (See HAVERHILL)

| LOC I-CON | APP CRS | Rwy Idg | 6005 |
|---|---|---|---|
| 108.7 | 351° | TDZE | 336 |
| | | Apt Elev | 346 |

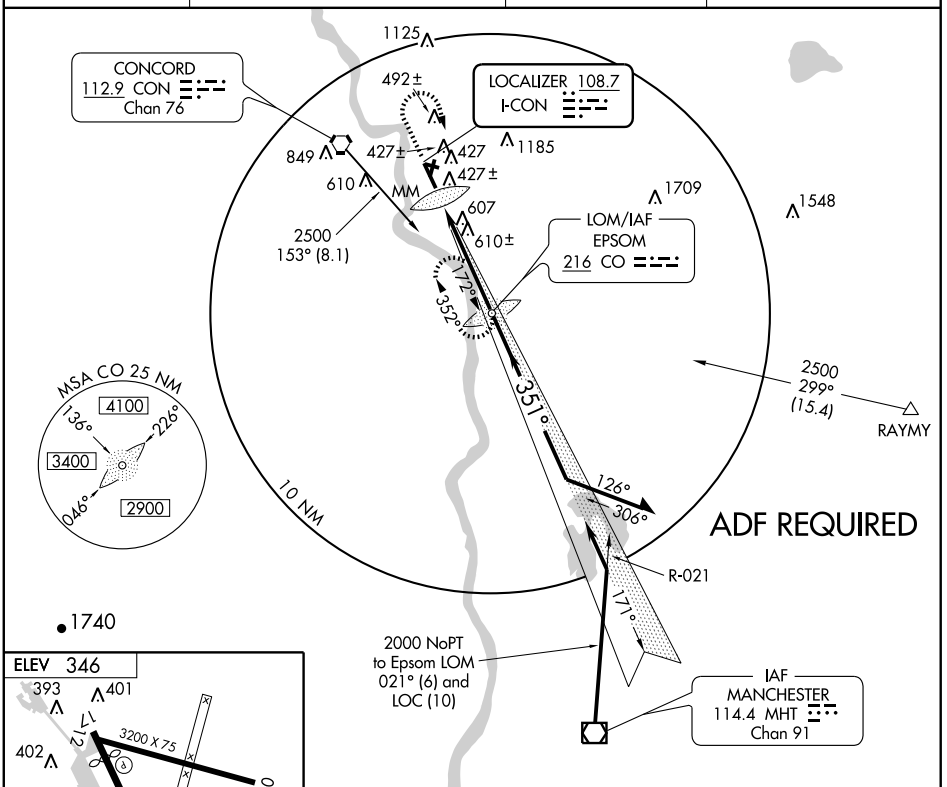
# ILS RWY 35
## CONCORD MUNI (CON)

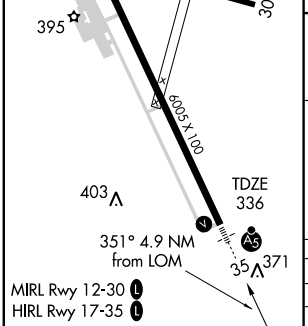
T A NA — Inoperative table does not apply to S-ILS CAT A-D and S-LOC A and B.

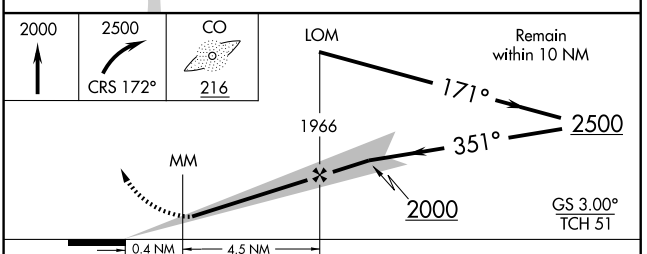
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 via CO 172° course to EPSOM LOM and hold.

| ASOS | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.32 | 127.35 269.075 | 133.65 | 122.7 (CTAF) L |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 586-1 250 (300-1) | | | |
| S-LOC 35 | 860-1 524 (600-1) | | | 860-1¼ 524 (600-1¼) |
| CIRCLING | 920-1 574 (600-1) | 1020-1 674 (700-1) | 1020-2 674 (700-2) | 1100-2½ 754 (800-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 12

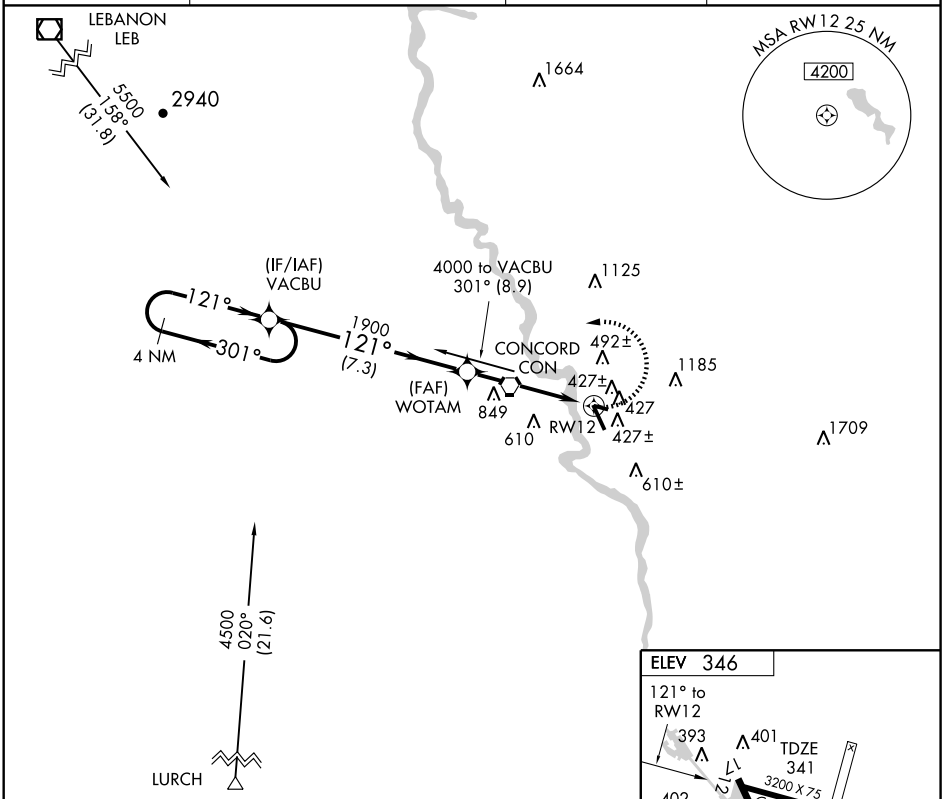
## CONCORD MUNI (CON)

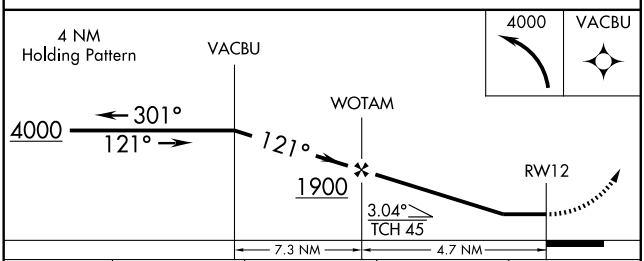
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 121° | TDZE | 341 |
| | Apt Elev | 346 |

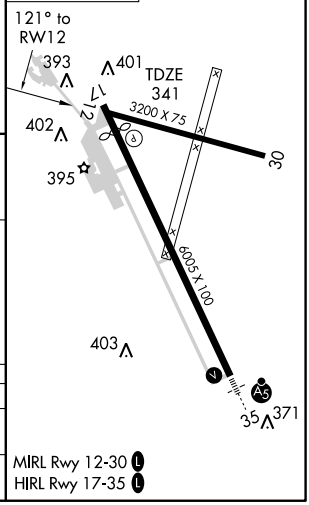
Straight-in/circling Rwy 12 NA at night. Circling to Rwy 17 and 30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct VACBU and hold.

| ASOS | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.32 | 127.35 269.075 | 133.65 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1<br>819 (900-1) | 1160-1¼<br>819 (900-1¼) | 1160-2½<br>819 (900-2½) | 1160-2¾<br>819 (900-2¾) |
| CIRCLING | 1160-1<br>814 (900-1) | 1160-1¼<br>814 (900-1¼) | 1160-2½<br>814 (900-2½) | 1220-2¾<br>874 (900-2¾) |

MIRL Rwy 12-30 L
HIRL Rwy 17-35 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 17

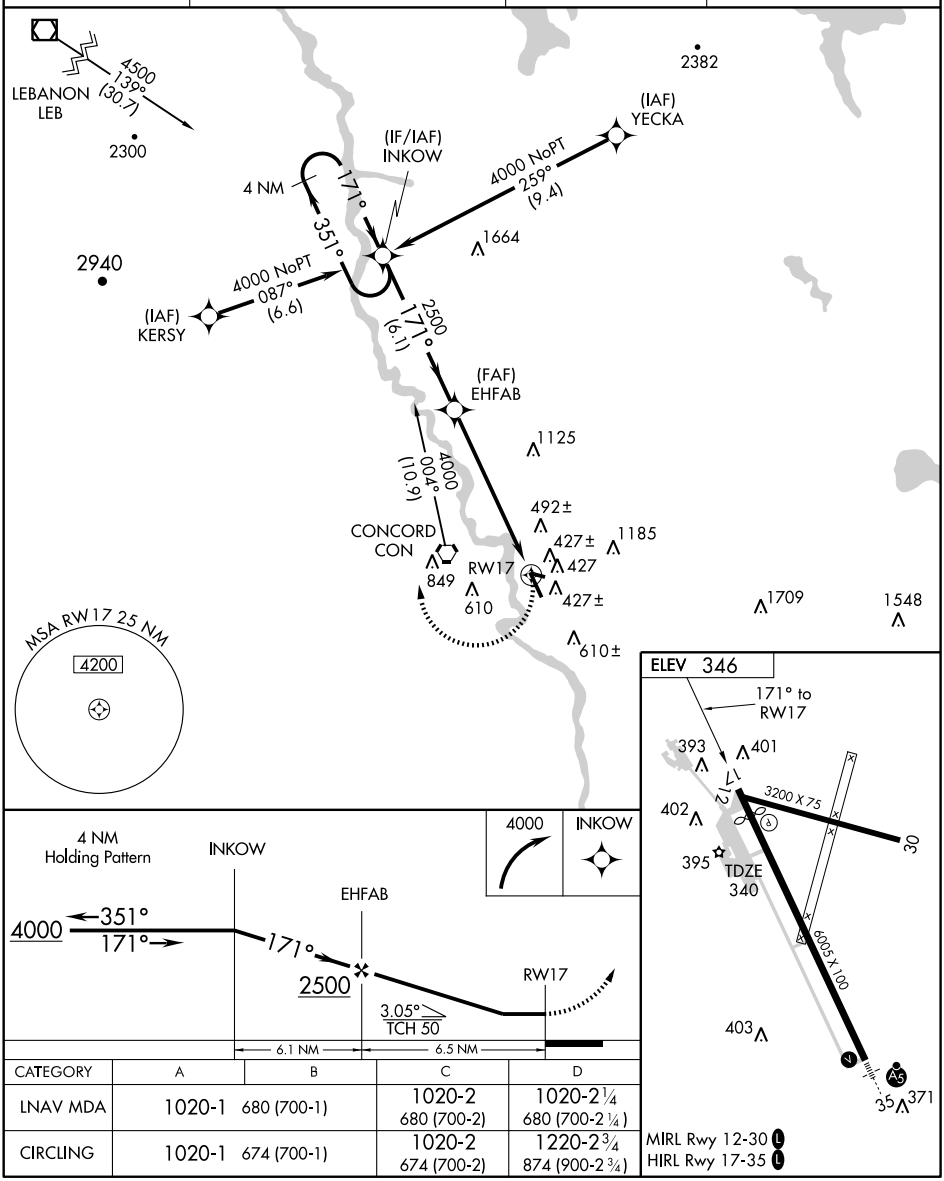
## CONCORD MUNI (CON)

| APP CRS | Rwy Idg | 5364 |
|---|---|---|
| 171° | TDZE | 340 |
| | Apt Elev | 346 |

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct INKOW and hold.

| ASOS | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.32 | 127.35 269.075 | 133.65 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 680 (700-1) | 1020-2<br>680 (700-2) | 1020-2¼<br>680 (700-2¼) |
| CIRCLING | 1020-1 | 674 (700-1) | 1020-2<br>674 (700-2) | 1220-2¾<br>874 (900-2¾) |



NE-1, 26 AUG 2010 to 23 SEP 2010
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| WAAS | APP CRS | Rwy Idg | 6005 |
|---|---|---|---|
| Ch 90112 | 351° | TDZE | 336 |
| W35A | | Apt Elev | 346 |

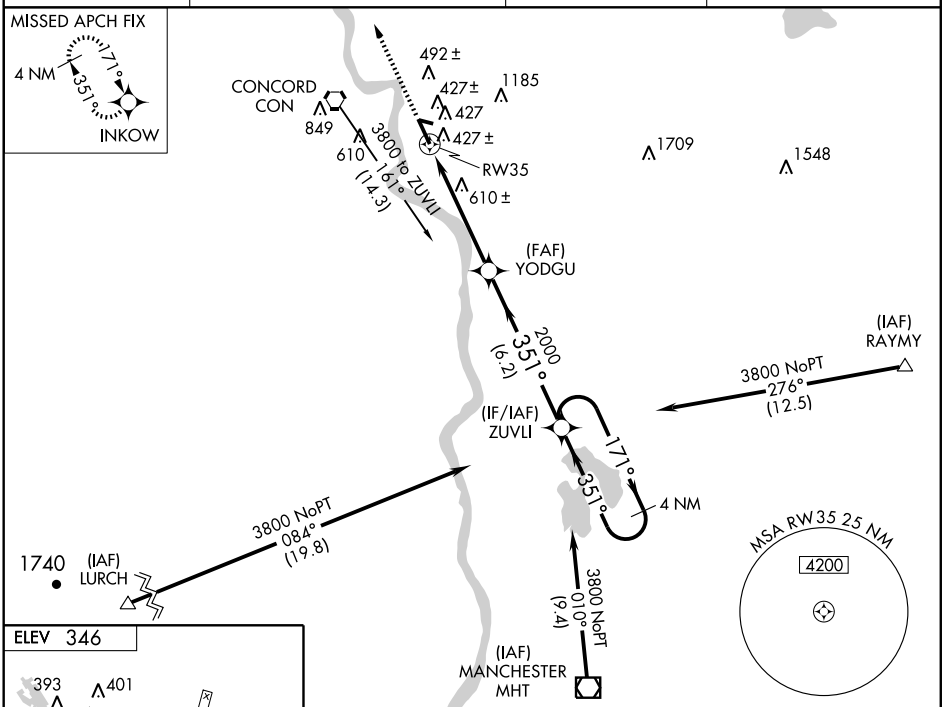
# RNAV (GPS) RWY 35
## CONCORD MUNI (CON)

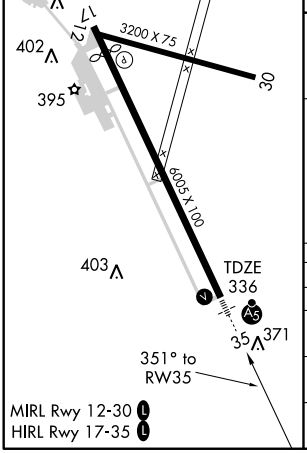
DME/DME RNP-0.3 NA. Circling to Rwy 17 and Rwy 30 NA at night. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV MDA Cats A, B visibility to 1.

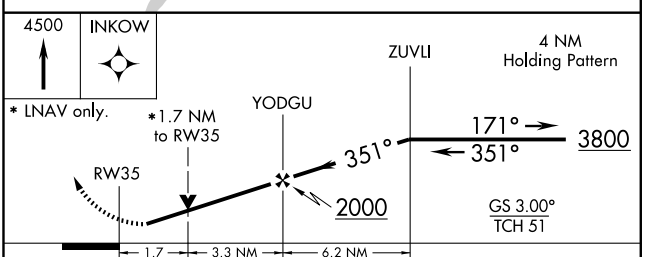
MALSR

MISSED APPROACH: Climb to 4500 direct INKOW and hold.

| ASOS | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.32 | 127.35 269.075 | 133.65 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 590-¾ 254 (300-¾) | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 940-¾ 604 (600-¾) | | 940-1¼ 604 (600-1¼) | 940-1½ 604 (600-1½) |
| CIRCLING | 940-1 594 (600-1) | 1020-1 674 (700-1) | 1020-2 674 (700-2) | 1220-2¾ 874 (900-2¾) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

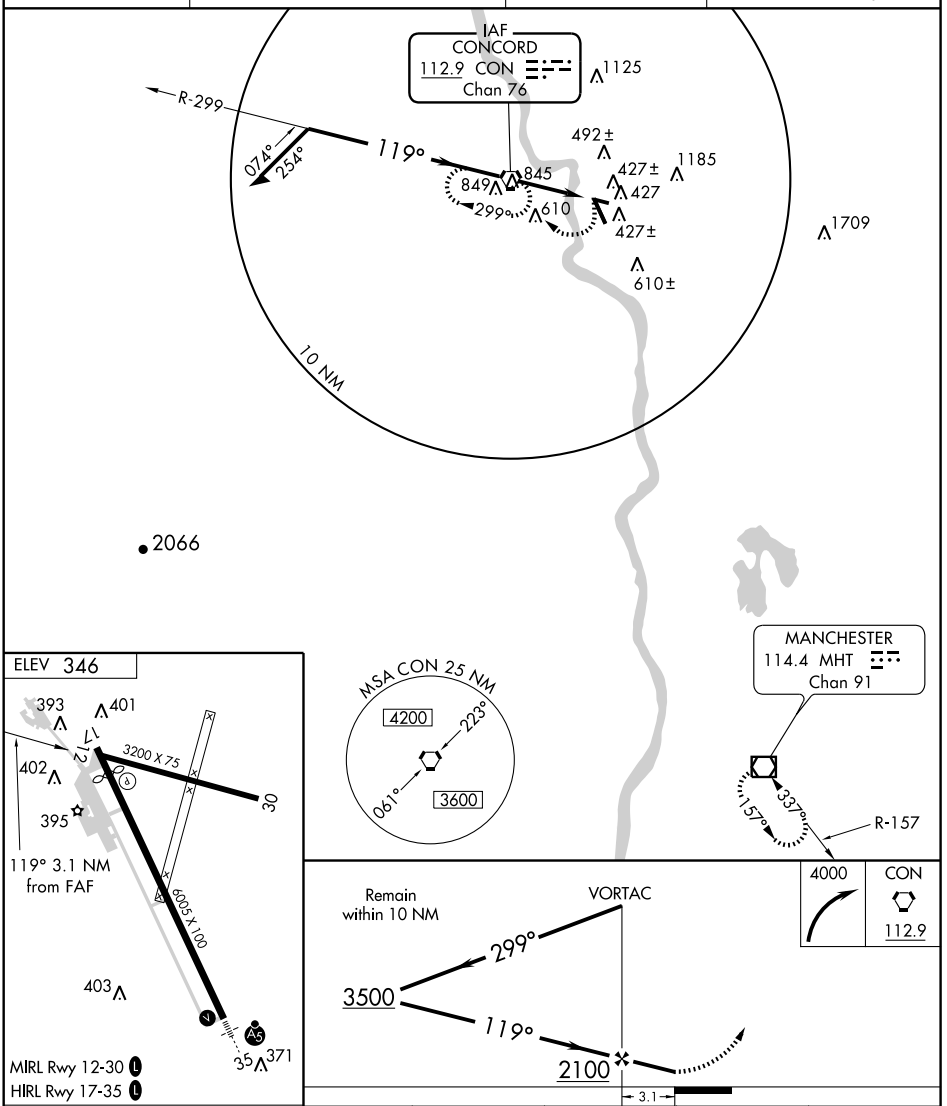
| VORTAC CON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.9 | 119° | TDZE | N/A |
| Chan 76 | | Apt Elev | 346 |

# VOR-A
## CONCORD MUNI (CON)

Circling to Rwy 12, 17, 30 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct CON VORTAC and hold.

| ASOS | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.32 | 127.35 269.075 | 133.65 | 122.7 (CTAF) L |




| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

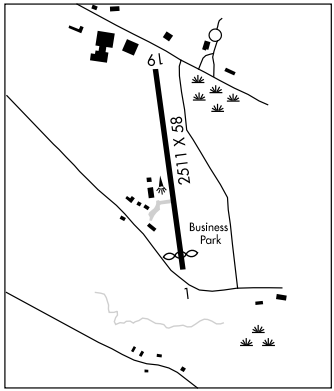
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1160-1<br>814 (900-1) | 1160-1¼<br>814 (900-1¼) | 1160-2½<br>814 (900-2½) | 1220-2¾<br>874 (900-2¾) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## HAVERHILL

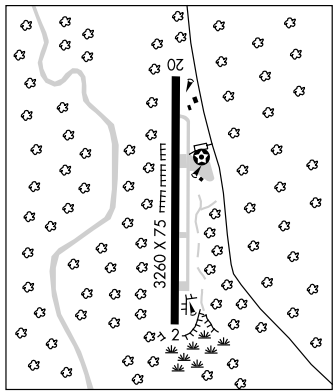
**DEAN MEM** (5B9) 3 NE UTC−5(−4DT) N44°04.81′ W72°00.47′ **MONTREAL**
582 **FUEL** 100LL NOTAM FILE BGR **L–32H**
**RWY 01–19:** H2511X58 (ASPH) S–8.5 LIRL (NSTD) 1.4% up S **IAP**
**RWY 01:** Thld dsplcd 185′. Tree. **RWY 19:** Pole.
**AIRPORT REMARKS:** Attended irregularly. For winter conditions call 603–787–6256 or 603–989–5845 24 hours before use. Rwy 19 38 ft building 100 ft left 300 ft from rwy end. Rwy 01–19 NSTD LIRL; first 185 ft Rwy 01 not lgtd. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 107° 19.1 NM to fld. 2080/16W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor FSS 1–866–295–3835.




**HAWTHORNE–FEATHER AIRPARK** (See HILLSBORO)

## HILLSBORO

**HAWTHORNE–FEATHER AIRPARK** (8B1) 3 S UTC−5(−4DT) N43°04.00′ W71°53.97′ **NEW YORK**
600 B **FUEL** 100LL NOTAM FILE BGR **L–32H, 33B**
**RWY 02–20:** H3260X75 (ASPH) S–8 MIRL
**RWY 02:** Road. **RWY 20:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Unattended. Prior to using arpt call 603–588–6868 for arpt conditions. Self serve fuel avbl 24 hrs by credit card system. Rwy surface uneven with large open cracks. ACTIVATE Rotating beacon, MIRL Rwy 02–20—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**CONCORD (L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 252° 16.9 NM to fld. 715/15W. **HIWAS**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.



| APP CRS | Rwy Idg | 2511 |
|---|---|---|
| 188° | TDZE | 582 |
| | Apt Elev | 582 |

# RNAV (GPS) RWY 19

## HAVERHILL/DEAN MEMORIAL (5B9)

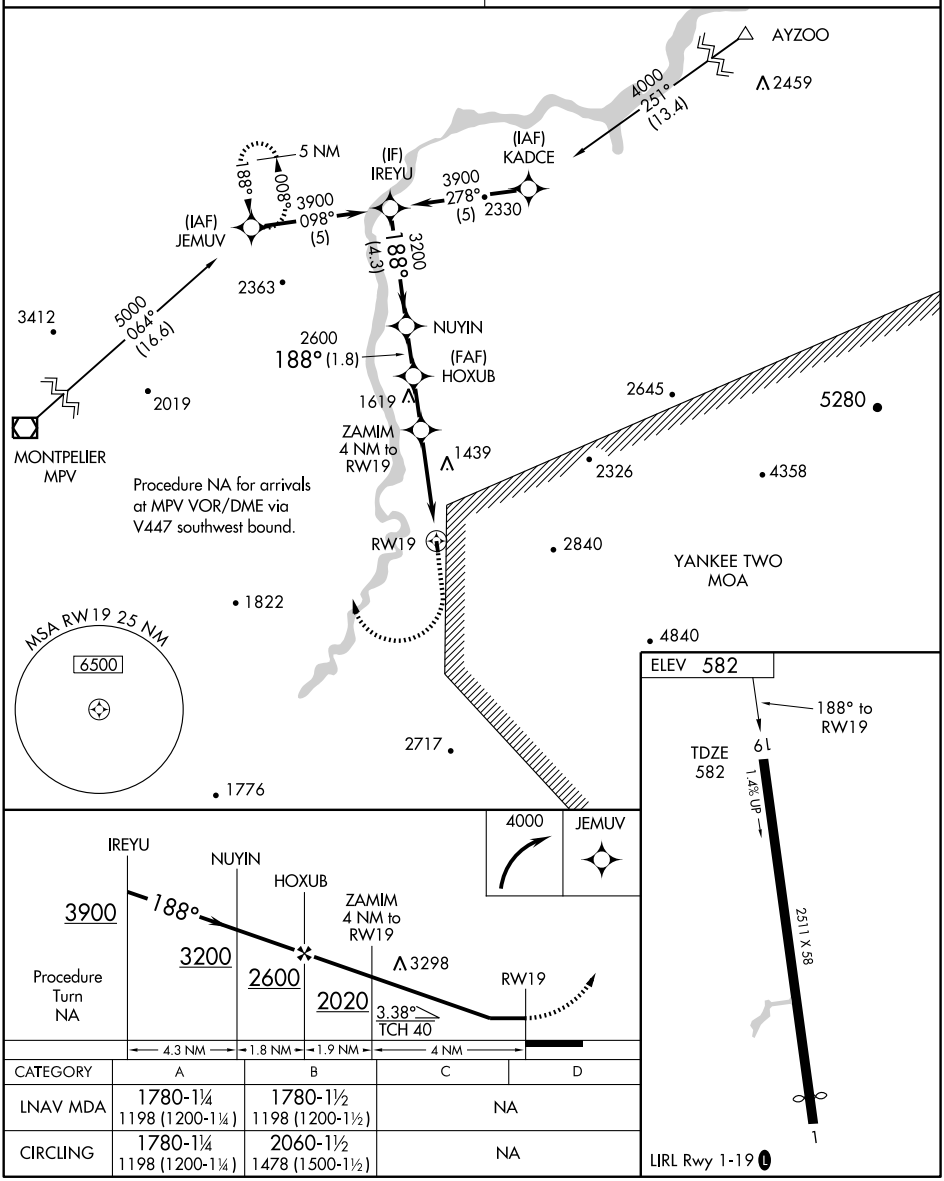
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lebanon altimeter setting; if not received, use Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

LEBANON ASOS
**118.65**

UNICOM
**122.8** (CTAF) L

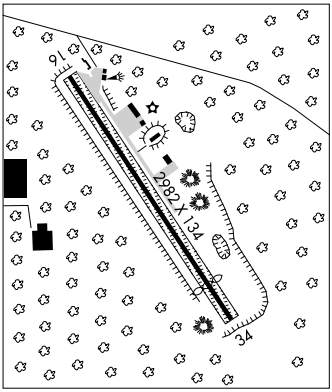



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1¼<br>1198 (1200-1¼) | 1780-1½<br>1198 (1200-1½) | NA | |
| CIRCLING | 1780-1¼<br>1198 (1200-1¼) | 2060-1½<br>1478 (1500-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

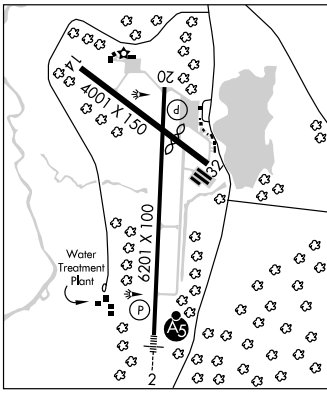
**JAFFREY ARPT-SILVER RANCH** (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
**RWY 16–34:** H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
**RWY 16:** Tree. **RWY 34:** Thld dsplcd 582′. Ground.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
**WEATHER DATA SOURCES:** ASOS 135.875 (603) 532–6195.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.




**KEENE** N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
**(L) VORTAC** 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
**RCO** 122.1R 109.4T (BANGOR RADIO)

## KEENE

**DILLANT–HOPKINS** (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
**RWY 02–20:** H6201X100 (ASPH) D–60 HIRL **IAP, AD**
**RWY 02:** MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
**RWY 20:** PAPI(P4L)—GA 3.0°TCH 50′. Trees.
**RWY 14–32:** H4001X150 (ASPH) S–25 MIRL 0.3% up SE
**RWY 14:** Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (603) 358–6424.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**KEENE RCO** 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EEN.
**KEENE (L) VORTAC** 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
**ILS** 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 121.6



| VOR/DME GDM 110.6 Chan 43 | APP CRS 023° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1040 |
|---|---|---|

# VOR or GPS-A

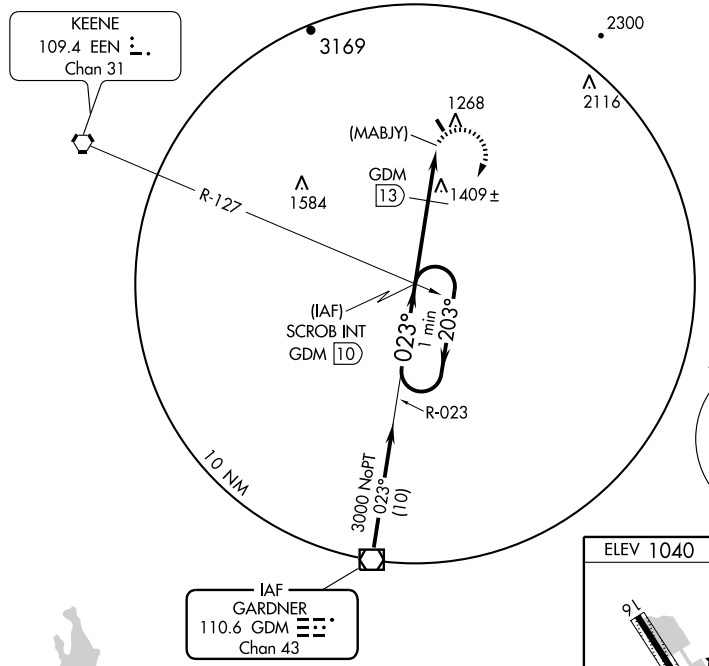
## JAFFREY AIRPORT-SILVER RANCH (AFN)

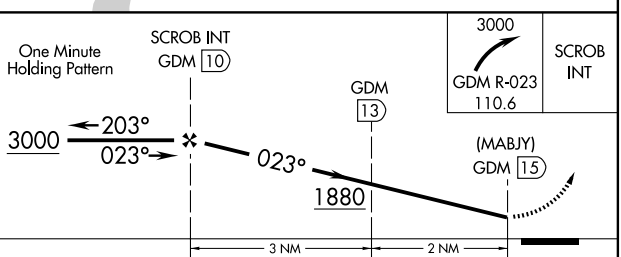
Procedure not authorized at night.

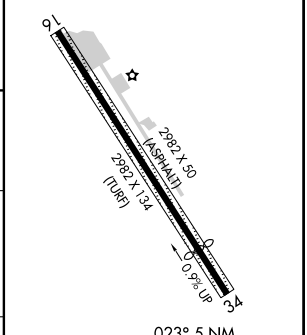
MISSED APPROACH: Climbing right turn to 3000 via GDM R-023 to SCROB Int/GDM 10 DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.875 | 123.75 338.2 | 122.8 (CTAF) |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1880-1<br>840 (900-1) | 1880-1¼<br>840 (900-1¼) | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 1720-1 680 (700-1) | | NA | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

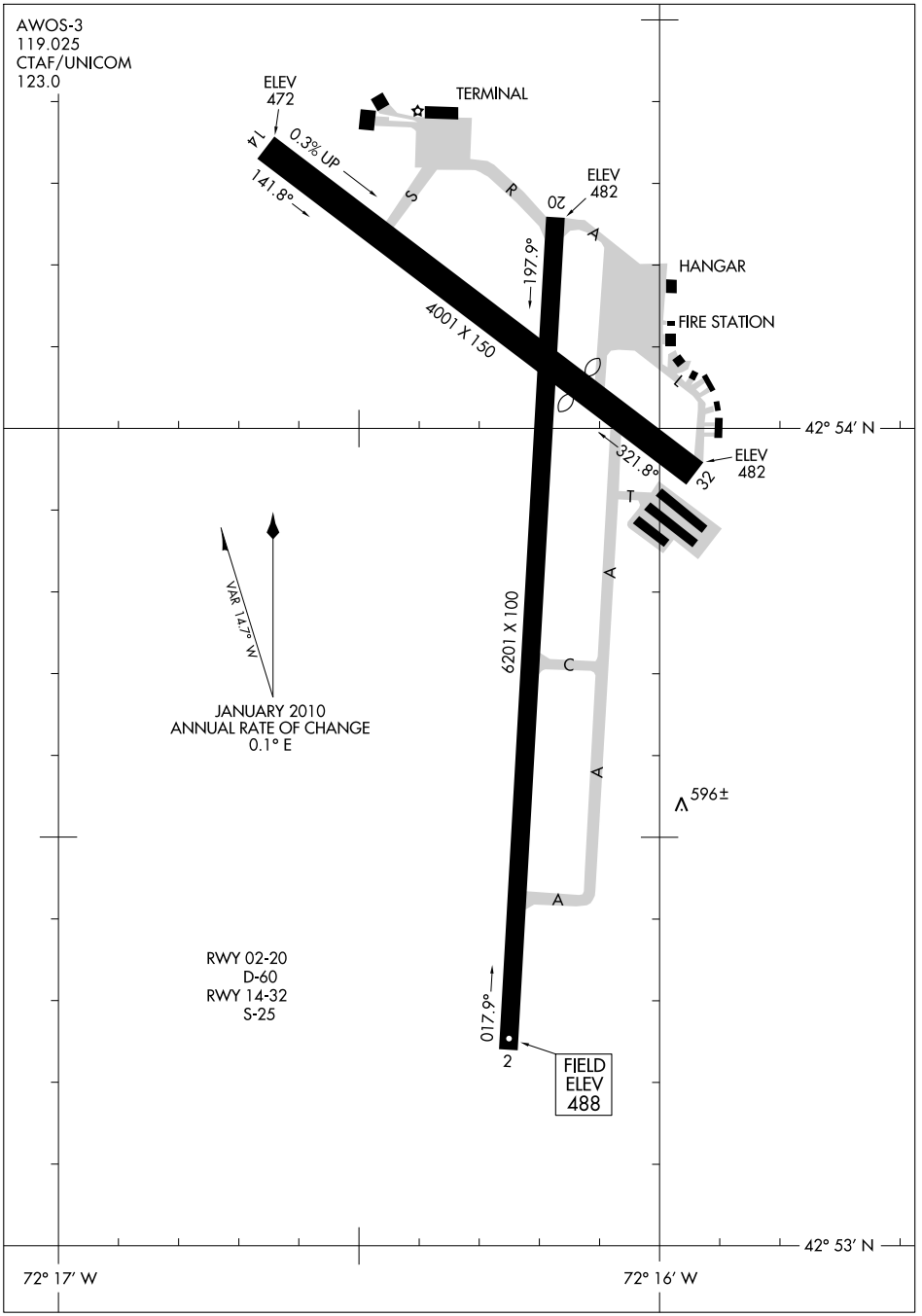


NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-868 (FAA)

KEENE / DILLANT-HOPKINS (EEN)
KEENE, NEW HAMPSHIRE




AIRPORT DIAGRAM

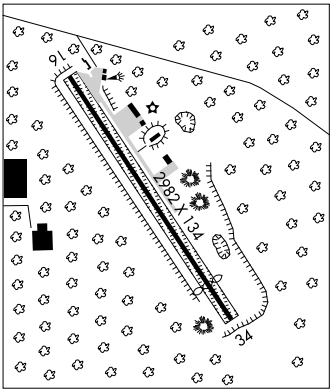
KEENE, NEW HAMPSHIRE
KEENE / DILLANT-HOPKINS (EEN)

10210

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

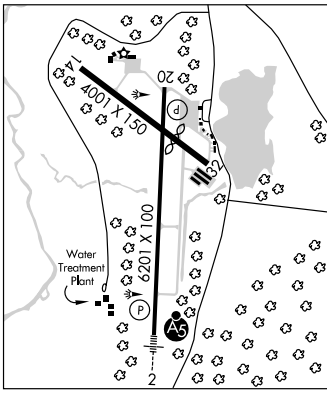
**JAFFREY ARPT-SILVER RANCH** (AFN) 1 SE UTC−5(−4DT) N42°48.31′ W72°00.18′ **NEW YORK**
1040 B S2 **FUEL** 100LL TPA—2040(1000) NOTAM FILE AFN **L–32G, 33C**
**RWY 16–34:** H2982X134 (ASPH–TURF) S–8 LIRL (NSTD) 0.9% up N **IAP**
**RWY 16:** Tree. **RWY 34:** Thld dsplcd 582′. Ground.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Wildlife on and invof arpt. Ultralight activity on arpt. Rwy 16–34 CLOSED to touch-and-go ldgs. PAEW AER 34; maximum equipment height 50 ft AGL; AER 34 obstruction lgts OTS. PPR for NSTD LIRL Rwy 16–34 call 603–532–8870. Rwy 16–34 NSTD LIRL first 582 ft Rwy 34 not lgtd; thld lgts at 582 ft. Rwy 16–34 center 50 ft wide portion of the entire length is asph; the remaining 84 ft portion of the rwy width is made up of two 42 ft wide strips of turf; one on each side of the asph entire length of rwy. Rwy sfc uneven with pavement patches and widespread alligator cracking. Parallel twy serves hangar/ramp only—no access to Rwy 34. Rotating bcn OTS indef.
**WEATHER DATA SOURCES:** ASOS 135.875 (603) 532–6195.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BDR.
**GARDNER (L) VOR/DME** 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 023° 15.7 NM to fld. 1280/14W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.




**KEENE** N42°47.66′ W72°17.51′ NOTAM FILE EEN. **NEW YORK**
**(L) VORTAC** 109.4 EEN Chan 31 022° 6.3 NM to Dillant–Hopkins. 1380/14W. **H–11D, 12K, L–32G, 33C**
VORTAC unusable 070°–085° byd 27 NM blo 8000′
DME portion unusable 111°–117° byd 35 NM blo 5000′
VOR portion unusable 226°–254° blo 4000′.
**RCO** 122.1R 109.4T (BANGOR RADIO)

## KEENE

**DILLANT–HOPKINS** (EEN) 2 S UTC−5(−4DT) N42°53.90′ W72°16.25′ **NEW YORK**
488 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE EEN **H–11D, 12K, L–32G, 33C**
**RWY 02–20:** H6201X100 (ASPH) D–60 HIRL **IAP, AD**
**RWY 02:** MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
**RWY 20:** PAPI(P4L)—GA 3.0°TCH 50′. Trees.
**RWY 14–32:** H4001X150 (ASPH) S–25 MIRL 0.3% up SE
**RWY 14:** Trees. **RWY 32:** Thld dsplcd 1100′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0000Z‡, Sat–Sun 1200–2200Z‡. 100LL avbl 24 hrs with credit card. For jet fuel after hrs call 603–357–7600. Wildlife on and invof arpt. Noise Abatement Procedures: Winds blo 8 kts use Rwy 02. ACTIVATE MALSR Rwy 02, HIRL Rwy 02–20 and MIRL Rwy 14–32—CTAF. Ldg fee for all turbine powered acft.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (603) 358–6424.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**KEENE RCO** 121.6 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EEN.
**KEENE (L) VORTAC** 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 022° 6.3 NM to fld. 1380/14W.
**ILS** 108.9 I–EEN Rwy 02. Class IA. Glide slope unusable byd 5° rgt side of course. LOC unusable 25° rgt of course.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 121.6



| LOC I-EEN | APP CRS | Rwy Idg | 6201 |
|---|---|---|---|
| 108.9 | 018° | TDZE | 488 |
| | | Apt Elev | 488 |

# ILS or LOC RWY 2

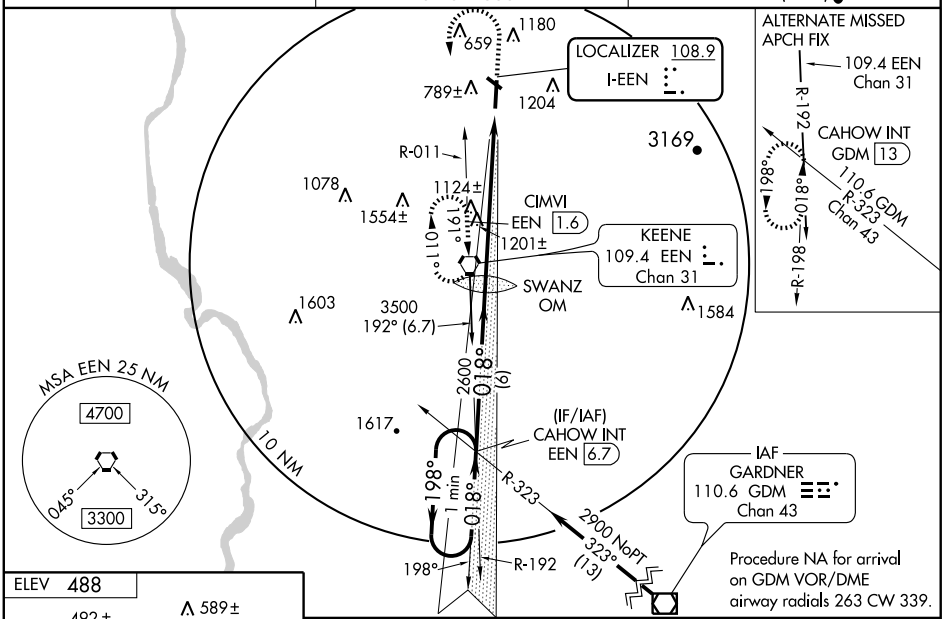
KEENE/DILLANT-HOPKINS (EEN)

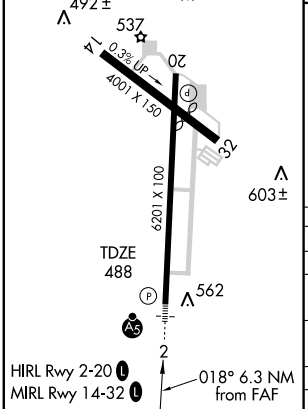
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase CIMVI FIX minimums S-LOC Cats C and D visibility ¼ mile. For inoperative MALSR when using Orange altimeter setting, increase S-ILS all Cats visibility to 1½ mile, and increase S-LOC Cat B visibility to 1½ mile. Inoperative table does not apply to S-LOC Cat A. For inoperative MALSR, increase S-LOC Cat B visibility to 1½ mile. CIMVI FIX minimums inoperative table does not apply to S-LOC Cat A. For inoperative MALSR when using CIMVI FIX minimums, increase S-LOC Cat B visibility to 1¼ mile. For CIMVI FIX minimums, for inoperative MALSR when using Orange altimeter setting, increase S-LOC Cat B visibility to 1¼ mile.

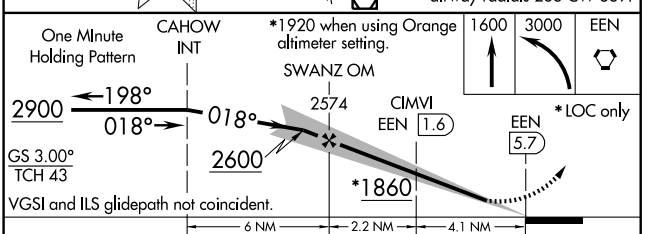
MALSR (A5)

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct EEN VORTAC and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 123.75 338.2 | 123.0 (CTAF) L |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 859-1 371 (400-1) | | | |
| S-LOC 2 | 1860-1¼ 1372 (1400-1¼) | | 1860-2½ 1372 (1400-2½) | |
| CIRCLING | 1860-1¼ 1372 (1400-1¼) | 1860-1½ 1372 (1400-1½) | 1860-3 1372 (1400-3) | |
| CIMVI FIX MINIMUMS | | | | |
| S-LOC 2 | 1260-1 772 (800-1) | | 1260-1¾ 772 (800-1¾) | 1260-2 772 (800-2) |
| CIRCLING | 1380-1¼ 892 (900-1¼) | 1500-1½ 1012 (1100-1½) | 1500-3 1012 (1100-3) | 1680-3 1192 (1200-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 65708 W02A | APP CRS 018° | Rwy Idg 6201<br>TDZE 488<br>Apt Elev 488 |
|---|---|---|

# RNAV (GPS) RWY 2

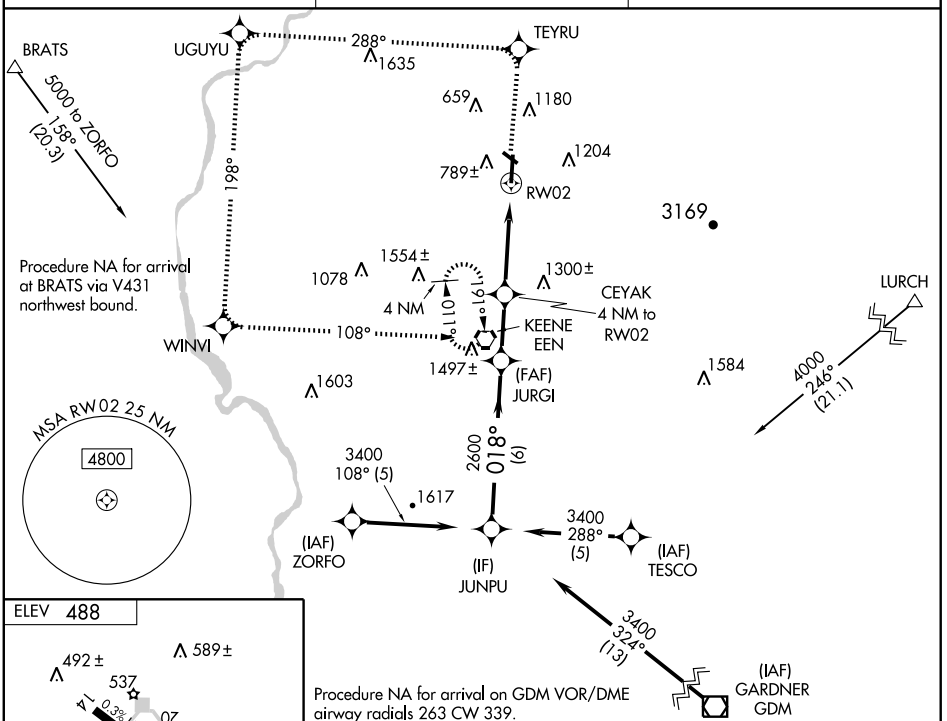
KEENE/DILLANT-HOPKINS (EEN)

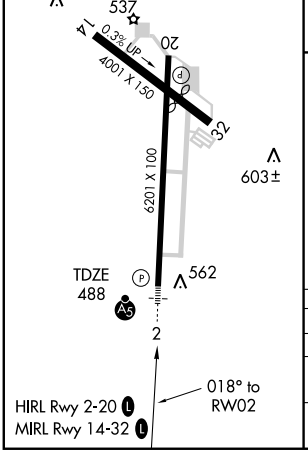
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Orange, MA altimeter setting and increase all DA 55 feet and all MDA 60 feet and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV visibility all Cats. to 1½ mile and LNAV Cats. A and B visibilities to 1¼ mile. For inoperative MALSR, when using Orange, MA altimeter setting, increase LPV visibility all Cats. to 1½ mile and LNAV Cat. A visibility to 1¼ mile.

MALSR

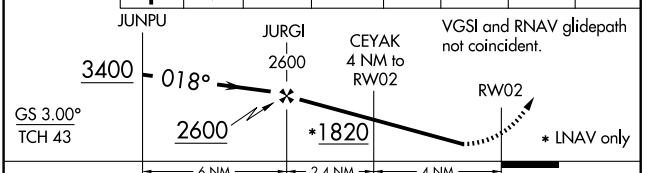
MISSED APPROACH: Climb to 3000 direct TEYRU and via 288° track to UGUYU and via 198° track to WINVI and via 108° track to EEN VORTAC and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 123.75 338.2 | 123.0 (CTAF) |




| Procedure Turn NA | 3000 | TEYRU | 288° track | UGUYU | 198° track | WINVI | 108° track | EEN |
|---|---|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 884-1 396 (400-1) | | | |
| LNAV MDA | 1380-1 892 (900-1) | | 1380-2¼ 892 (900-2¼) | 1380-2½ 892 (900-2½) |
| CIRCLING | 1380-1¼ 892 (900-1¼) | 1480-1½ 992 (1000-1½) | 1480-3 992 (1000-3) | 1640-3 1152 (1200-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC EEN 109.4 Chan 31 | APP CRS 024° | Rwy Idg 6201<br>TDZE 488<br>Apt Elev 488 |
|---|---|---|

# VOR RWY 2

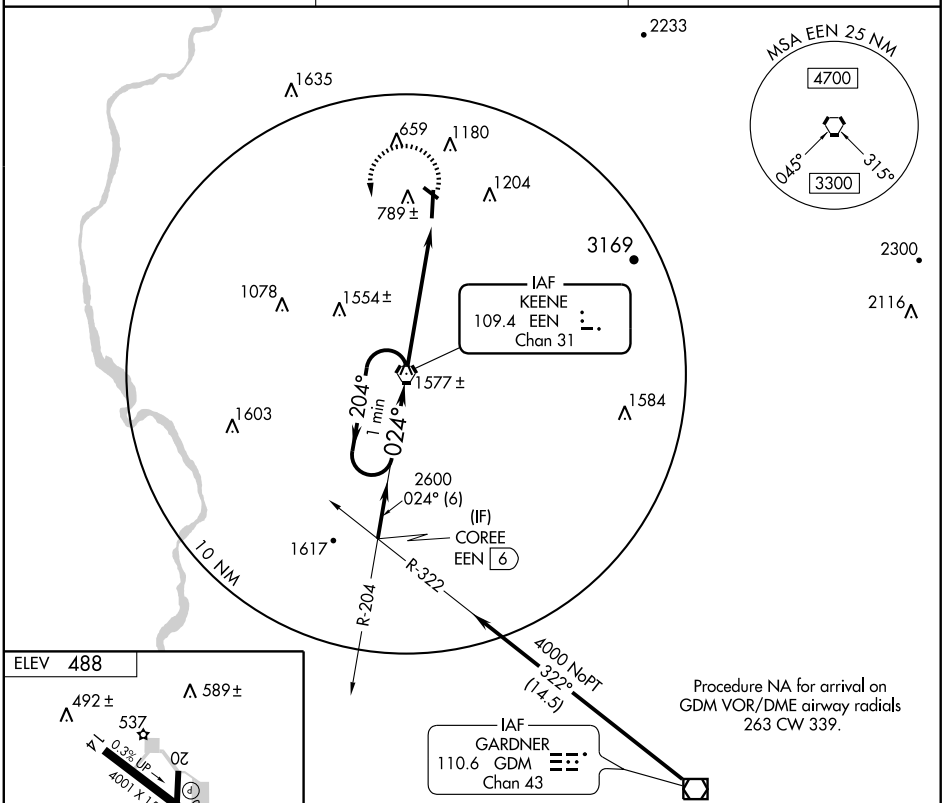
KEENE/DILLANT-HOPKINS (EEN)

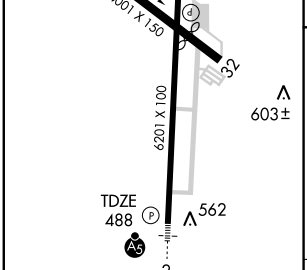
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter not received, use Orange altimeter setting and increase all MDA 60 feet

MALSR

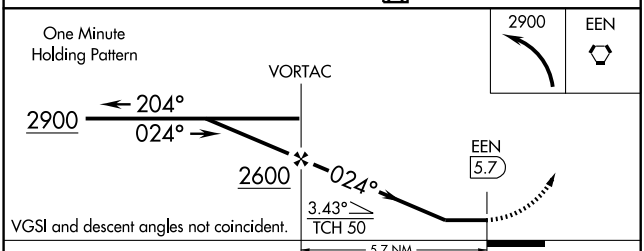
MISSED APPROACH: Climbing left turn to 2900 direct EEN VORTAC and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 123.75 338.2 | 123.0 (CTAF) L |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

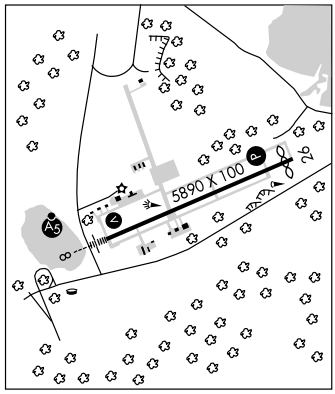



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 2100-1¼<br>1612 (1700-1¼) | 2100-1½<br>1612 (1700-1½) | 2100-3 | 1612 (1700-3) |
| CIRCLING | 2100-1¼<br>1612 (1700-1¼) | 2100-1½<br>1612 (1700-1½) | 2100-3 | 1612 (1700-3) |

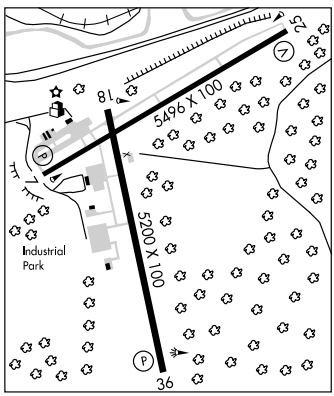


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**LACONIA MUNI** (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
**RWY 08–26:** H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
**RWY 08:** MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
**RWY 26:** REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 08:** TORA–5890 TODA–5890 ASDA–5646 LDA–5646
**RWY 26:** TORA–5890 TODA–5890 ASDA–5530 LDA–5286
**AIRPORT REMARKS:** Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.525 (603) 524–5134.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**CONCORD (L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
**BLNAP NDB (MHW/LOM)** 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
**ILS/DME** 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.




**LEBANON MUNI** (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
**RWY 07–25:** H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
**RWY 07:** REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
**RWY 25:** REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
**RWY 18–36:** H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
**RWY 18:** REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
**AIRPORT REMARKS:** Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
**WEATHER DATA SOURCES:** ASOS 118.65 (603) 298–8780. LAWRS.
**COMMUNICATIONS: CTAF** 125.95 **ATIS** 118.65 **UNICOM** 122.95
**RCO** 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
**TOWER** 125.95 (1100–0300Z‡). **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.
**(L) VOR/DME** 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
**HANOVER NDB (MHW)** 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld.
**WHITE RIVER NDB (MHW)** 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
**ILS/DME** 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
**COMM/NAV/WEATHER REMARKS:** 121.5 not available at tower.



| LOC/DME I-LCI | APP CRS | Rwy Idg 5646 |
|---|---|---|
| 108.5 | 084° | TDZE 545 |
| Chan 22 | | Apt Elev 545 |

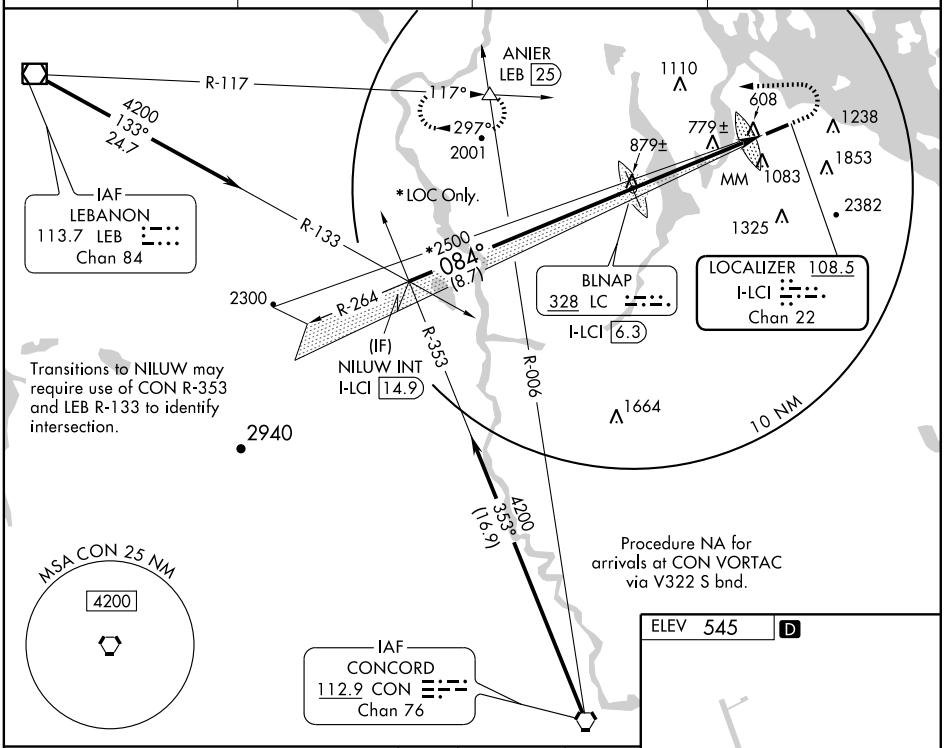
# ILS or LOC RWY 8
## LACONIA MUNI (LCI)

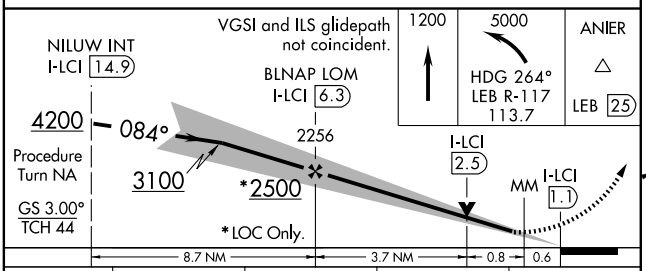
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. For inoperative MALSR, increase S-ILS 8 all Cats visibility to 1 mile.

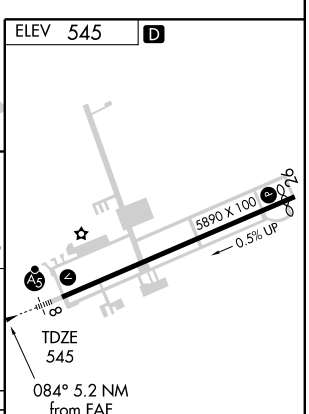
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 via heading 264° and LEB VOR/DME R-117 to ANIER Int/LEB 25 DME and hold, continue climb-in-hold to 5000.

| AWOS-3 | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.525 | 134.75 254.25 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 825-½ 280 (300-½) | | | |
| S-LOC 8 | 1040-½ 495 (500-½) | | 1040-¾ 495 (500-¾) | 1040-1 495 (500-1) |
| CIRCLING | 1420-1 875 (900-1) | 1600-1½ 1055 (1100-1½) | 1600-3 1055 (1100-3) | 2160-3 1615 (1700-3) |

REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:10 | 3:26 | 2:35 | 2:04 | 1:43 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOM LC | APP CRS | Rwy Idg | 5646 |
|---|---|---|---|
| 328 | 083° | TDZE | 545 |
| | | Apt Elev | 545 |

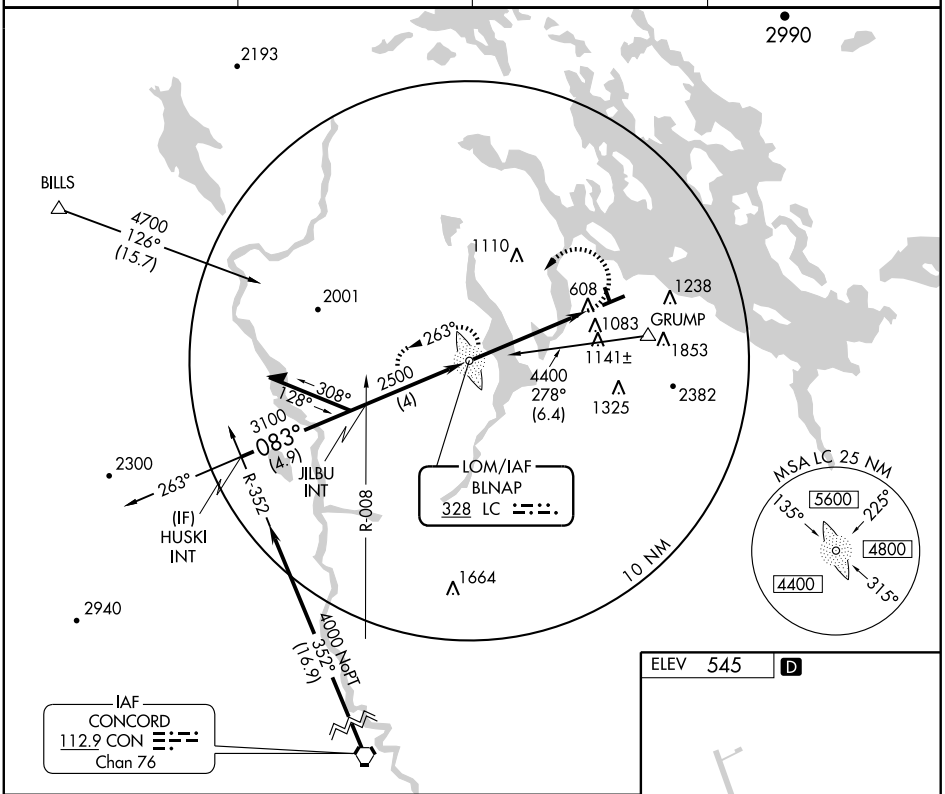
# NDB RWY 8
## LACONIA MUNI (LCI)

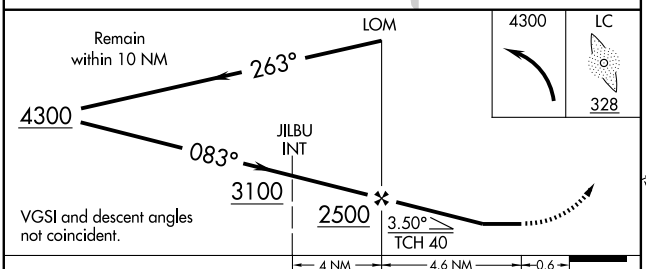
If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-8 Cats A/B visibility to 1¼.

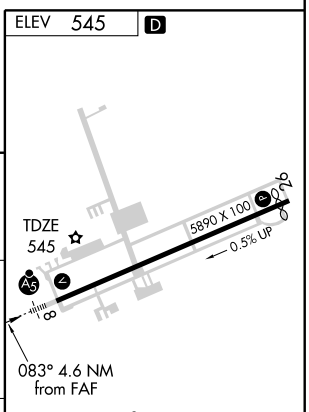
MALSR

MISSED APPROACH: Climbing left turn to 4300 direct LC LOM and hold, continue climb-in-hold to 4300.

| AWOS-3 | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.525 | 134.75 254.25 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1460-¾ 915 (1000-¾) | | 1460-2¼ 915 (1000-2¼) | 1460-2¾ 915 (1000-2¾) |
| CIRCLING | 1460-1¼ 915 (1000-1¼) | 1600-1½ 1055 (1100-1½) | 1600-3 1055 (1100-3) | 2160-3 1615 (1700-3) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:34 | 3:03 | 2:17 | 1:50 | 1:31 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5646 |
|---|---|---|---|
| CH 73003 | 083° | TDZE | 545 |
| W08A | | Apt Elev | 545 |

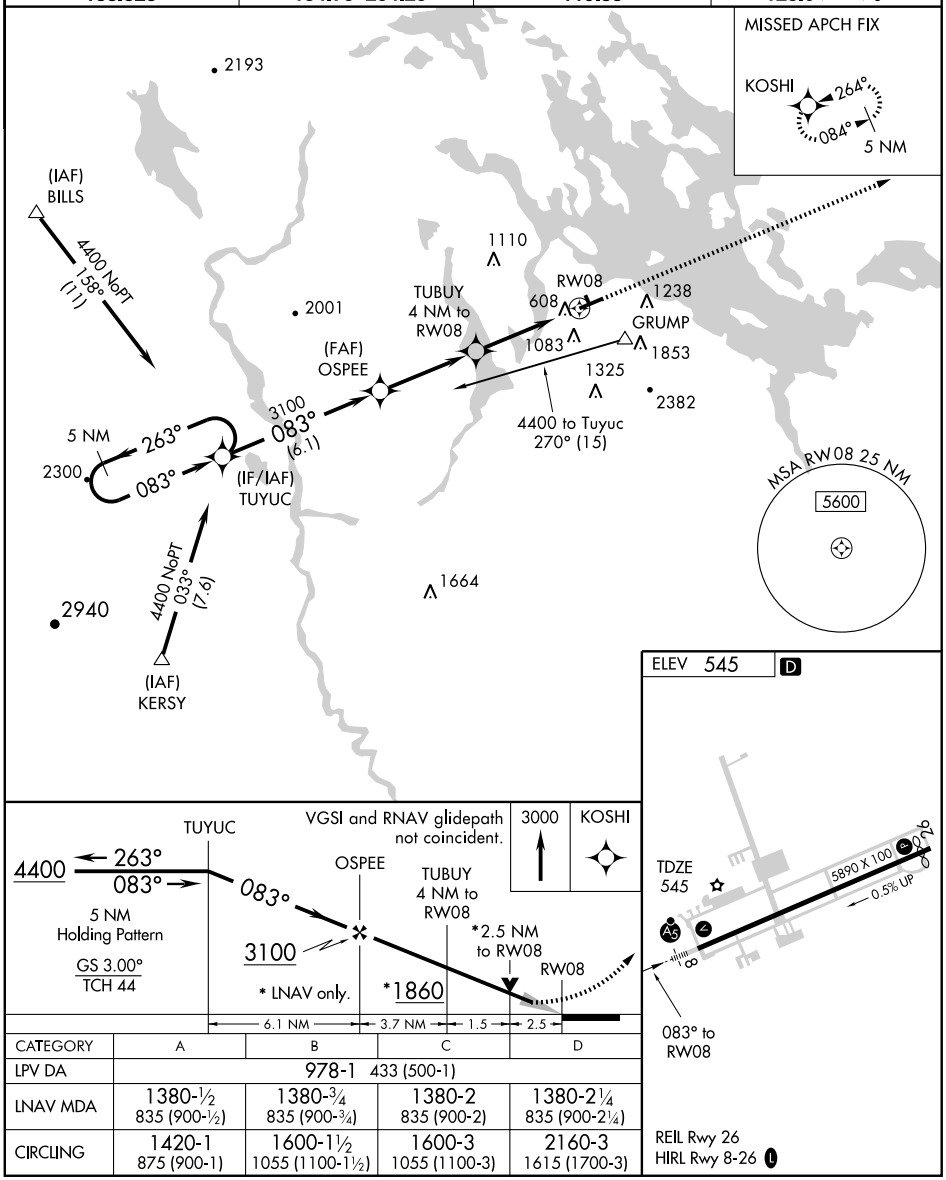
# RNAV (GPS) RWY 8
## LACONIA MUNI (LCI)

For inoperative MALSR, increase LPV all Cats visibility to 1½ miles.
If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Concord altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

| AWOS-3 | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.525 | 134.75 254.25 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 978-1 433 (500-1) | | | |
| LNAV MDA | 1380-½ 835 (900-½) | 1380-¾ 835 (900-¾) | 1380-2 835 (900-2) | 1380-2¼ 835 (900-2¼) |
| CIRCLING | 1420-1 875 (900-1) | 1600-1½ 1055 (1100-1½) | 1600-3 1055 (1100-3) | 2160-3 1615 (1700-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

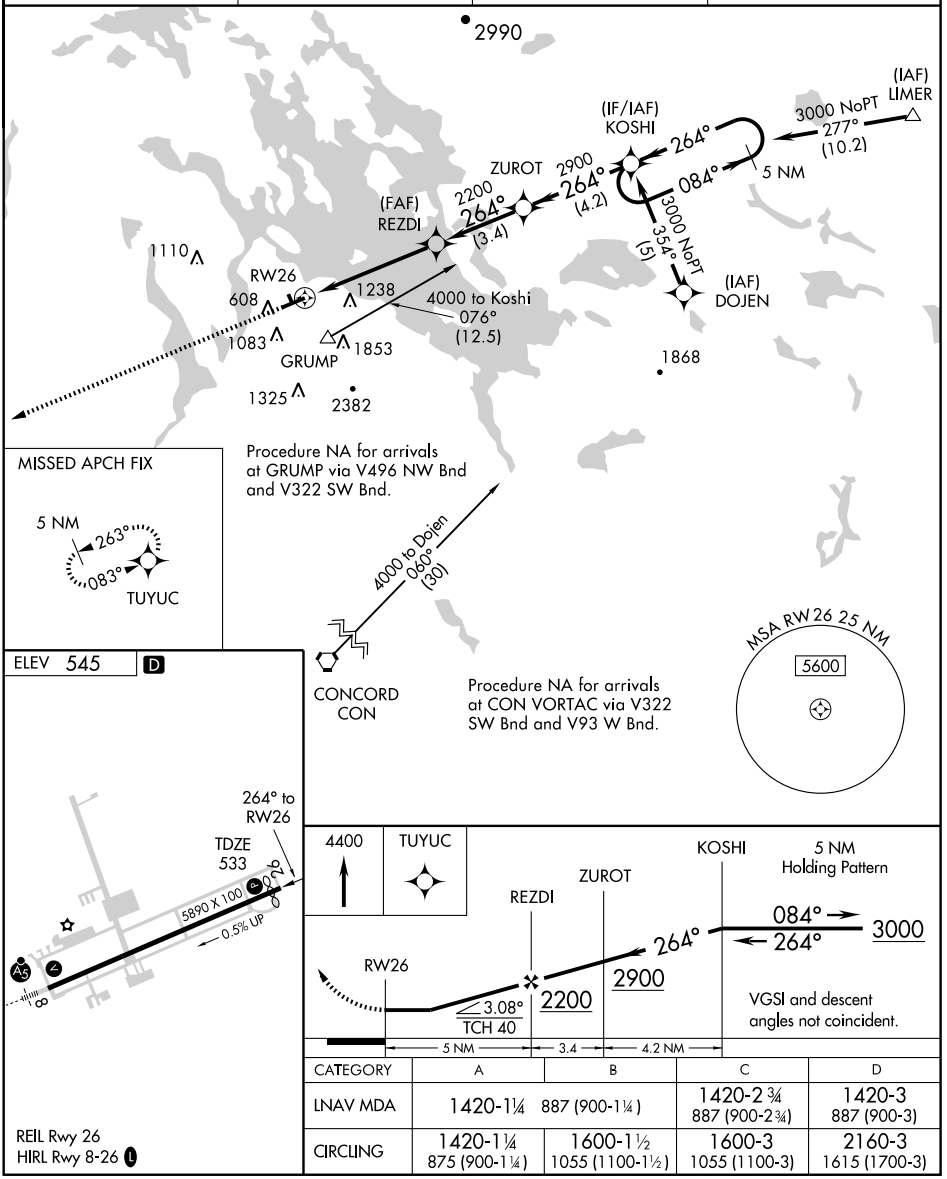
| APP CRS | | |
|---|---|---|
| 264° | Rwy Idg | 5286 |
| | TDZE | 533 |
| | Apt Elev | 545 |

# RNAV (GPS) RWY 26
## LACONIA MUNI (LCI)

If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct TUYUC and hold, continue climb-in-hold to 4400.

| AWOS-3 | BOSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.525 | 134.75 254.25 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1¼ 887 (900-1¼) | | 1420-2¾ 887 (900-2¾) | 1420-3 887 (900-3) |
| CIRCLING | 1420-1¼ 875 (900-1¼) | 1600-1½ 1055 (1100-1½) | 1600-3 1055 (1100-3) | 2160-3 1615 (1700-3) |

REIL Rwy 26
HIRL Rwy 8-26 L

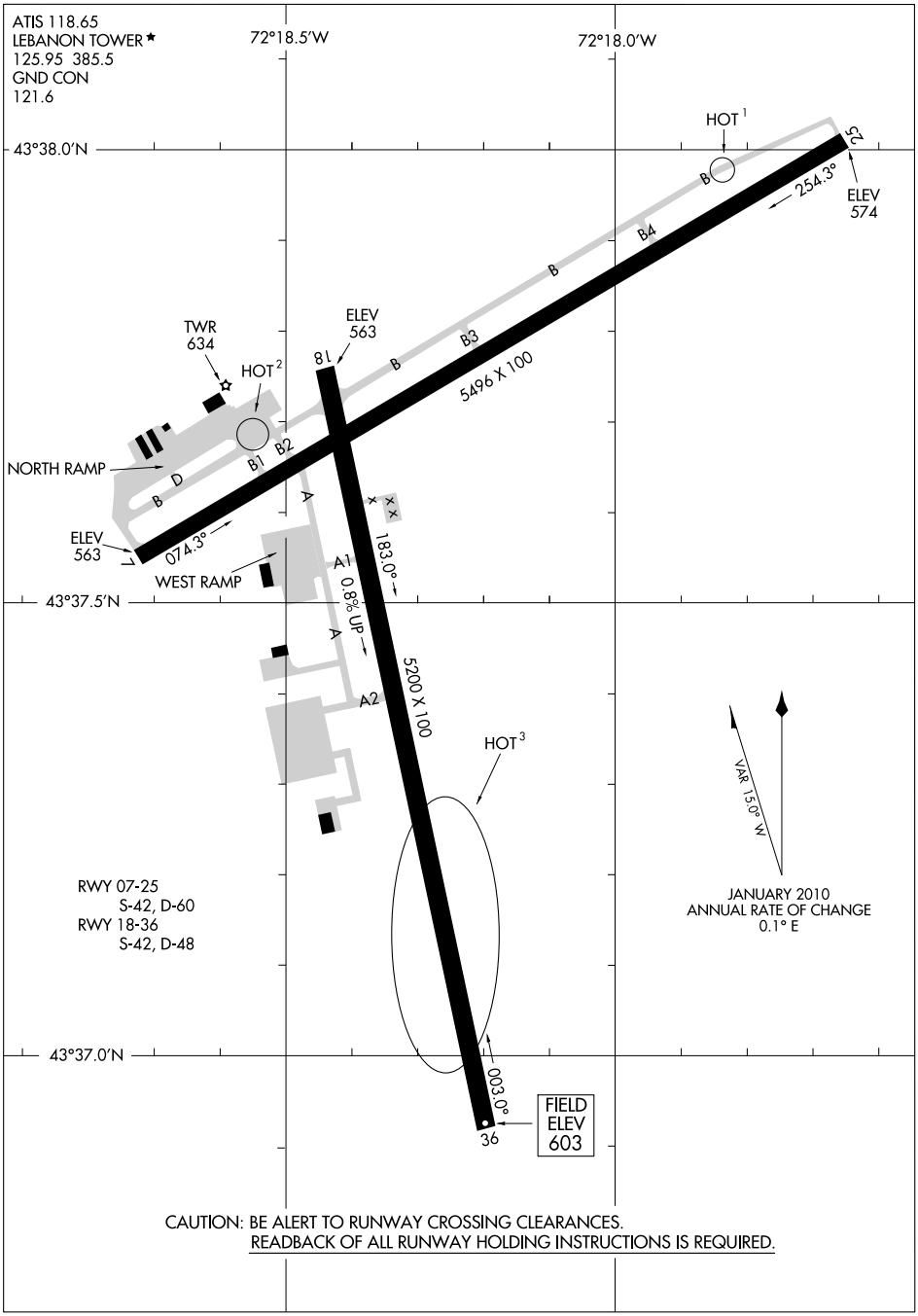


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-859 (FAA)

LEBANON MUNI (LEB)
LEBANON, NEW HAMPSHIRE

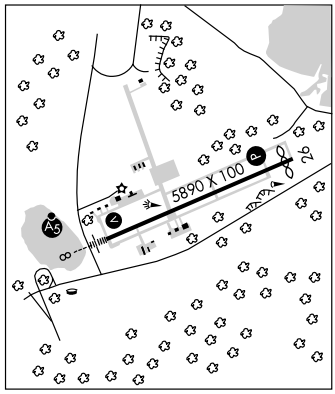



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

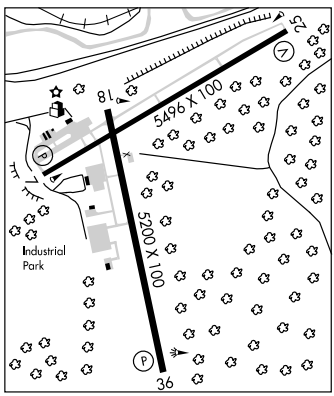
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**LACONIA MUNI** (LCI) 3 NE UTC−5(−4DT) N43°34.38′ W71°25.07′ **NEW YORK**
545 B S4 **FUEL** 100LL, JET A NOTAM FILE LCI **H–11D, 12K, L–32H**
**RWY 08–26:** H5890X100 (ASPH–GRVD) S–60 HIRL 0.5% up W **IAP**
**RWY 08:** MALSR. VASI(V4L)—GA 3.0° TCH 40′. Trees.
**RWY 26:** REIL. PAPI (P4R)—GA 4.0° TCH 55′. Thld dsplcd 244′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 08:** TORA–5890 TODA–5890 ASDA–5646 LDA–5646
**RWY 26:** TORA–5890 TODA–5890 ASDA–5530 LDA–5286
**AIRPORT REMARKS:** Attended May–Oct 1200–0000Z‡, Nov–Apr 1300–2300Z‡. 100LL avbl 24 hrs with credit card system. Wildlife on and invof arpt. Rwy 26 PAPI unusable byd 6° left of centerline. ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, VASI Rwy 08, PAPI Rwy 26 and REIL Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.525 (603) 524–5134.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BOSTON APP/DEP CON** 134.75 **CLNC DEL** 119.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**CONCORD (L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 033° 22.3 NM to fld. 715/15W. **HIWAS**
**BLNAP NDB (MHW/LOM)** 328 LC N43°32.20′ W71°32.22′ 083° 5.6 NM to fld.
**ILS/DME** 108.5 I–LCI Chan 22 Rwy 08. Class IB. LOM BLNAP NDB. DME unusable byd 30° rgt of course.




**LEBANON MUNI** (LEB) 3W UTC−5(−4DT) N43°37.57′ W72°18.25′ **NEW YORK**
603 B S4 **FUEL** 100LL, JET A OX 1 LRA Class IV, ARFF Index A NOTAM FILE LEB **H–11D, 12K, L–32G**
**RWY 07–25:** H5496X100 (ASPH–GRVD) S–42, D–60 MIRL **IAP, AD**
**RWY 07:** REIL. PAPI(P4L)—GA 4.0° TCH 50′. Trees.
**RWY 25:** REIL. VASI(V4L)—GA 3.8°TCH 54′. Ground.
**RWY 18–36:** H5200X100 (ASPH–GRVD) S–42, D–48 HIRL 0.8% up S
**RWY 18:** REIL. **RWY 36:** PAPI(P4L)—GA 3.75° TCH 50′. Trees.
**AIRPORT REMARKS:** Attended 1100–0300Z‡. Occasional deer and bird activity on and invof arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats: call arpt manager 603–298–8878. ARFF is only avbl for scheduled air carrier ops 15 min before or after the scheduled arrival or departure times. Prior coordination is required. Hang glider ops vicinity Mt. Ascutney VT 20 SW Lebanon surface—8000 ft days. No practice low apch or touch and go ldg 0500–1200Z‡. Noise abatement procedures in effect; ctc arpt manager. All arrival/departure acft follow manufacturer's recommended procedure for quiet ops and minimum noise. East ramp clsd. ACTIVATE MIRL Rwy 07–25 and HIRL Rwy 18–36—CTAF. Ldg fees except for non-commercial single engine.
**WEATHER DATA SOURCES:** ASOS 118.65 (603) 298–8780. LAWRS.
**COMMUNICATIONS: CTAF** 125.95 **ATIS** 118.65 **UNICOM** 122.95
**RCO** 122.1R 113.7T (BANGOR RADIO) **RCO** 122.5 122.2 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
**TOWER** 125.95 (1100–0300Z‡). **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.
**(L) VOR/DME** 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 246° 5 NM to fld. 1460/15W.
VOR unusable 095°–115° byd 30 NM blo 7000′.
DME unusable 045°–075° byd 36 NM blo 10000′; 091°–119° byd 30 NM blo 7500′; 161°–304° byd 30 NM blo 6300′.
**HANOVER NDB (MHW)** 276 LAH N43°42.14′ W72°10.65′ 245° 7.2 NM to fld.
**WHITE RIVER NDB (MHW)** 379 IVV N43°33.61′ W72°27.93′ 077° 8.1 NM to fld.
**ILS/DME** 111.9 I–DVR Chan 56 Rwy 18. LOC unusable byd 30° left of course. LOC unusable byd 30° right of course. LOC unusable inside .5NM inbound.
**COMM/NAV/WEATHER REMARKS:** 121.5 not available at tower.



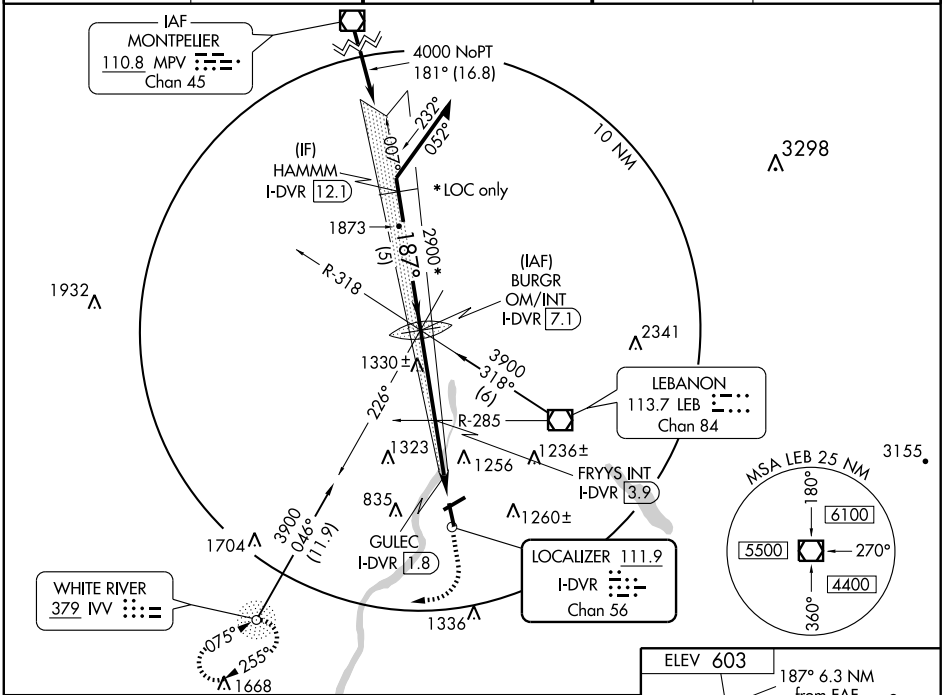
| LOC/DME I-DVR | APP CRS | Rwy Idg 5200 |
|---|---|---|
| 111.9 | 187° | TDZE 573 |
| Chan 56 | | Apt Elev 603 |

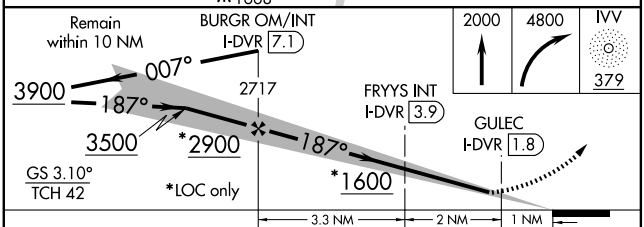
# ILS or LOC RWY 18
## LEBANON MUNI (LEB)

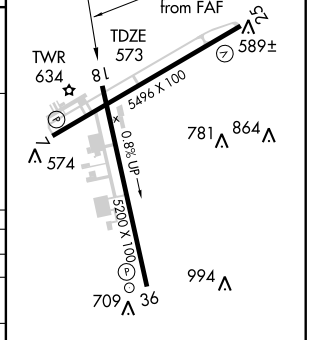
ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4800 direct IVV NDB and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 955-1¼ 382 (400-1¼) | | | |
| S-LOC 18 | 1600-1¼ 1027 (1000-1¼) | 1600-1½ 1027 (1000-1½) | 1600-3 1027 (1000-3) | |
| CIRCLING | 1600-1¼ 997 (1000-1¼) | 1740-1½ 1137 (1200-1½) | 1880-3 1277 (1300-3) | |
| FRYYS INT MINIMUMS | | | | |
| S-LOC 18 | 1020-1¼ 447 (500-1¼) | | | 1020-1½ 447 (500-1½) |
| CIRCLING | 1580-1¼ 977 (1000-1¼) | 1740-1½ 1137 (1200-1½) | 1880-3 1277 (1300-3) | |

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-1, 26 AUG 2010 to 23 SEP 2010
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# RNAV (GPS) RWY 7

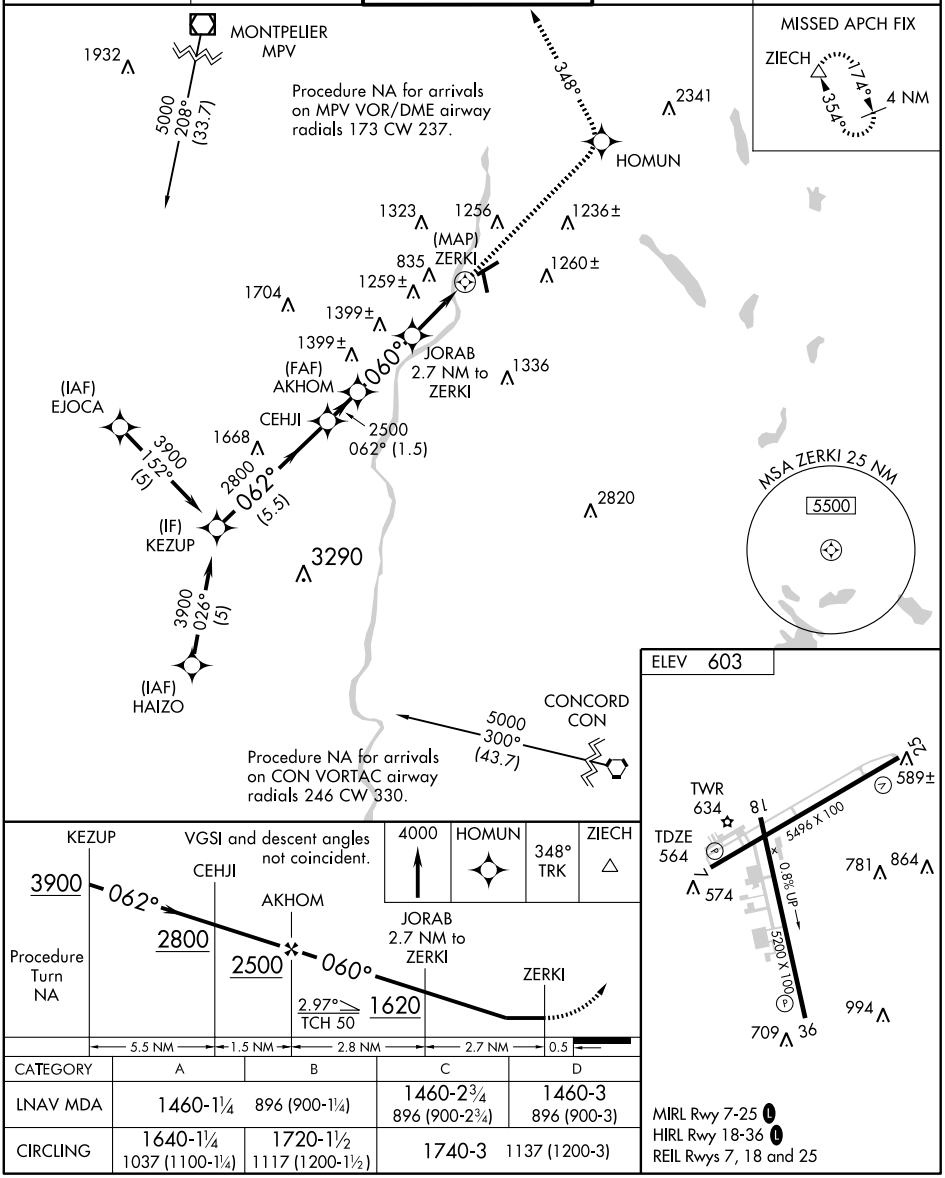
## LEBANON MUNI (LEB)

| APP CRS | | |
|---|---|---|
| 060° | Rwy Idg | 5496 |
| | TDZE | 564 |
| | Apt Elev | 603 |

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOMUN and via 348° track to ZIECH and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1¼ | 896 (900-1¼) | 1460-2¾ 896 (900-2¾) | 1460-3 896 (900-3) |
| CIRCLING | 1640-1¼ 1037 (1100-1¼) | 1720-1½ 1117 (1200-1½) | 1740-3 | 1137 (1200-3) |




MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25



NE-1, 26 AUG 2010 to 23 SEP 2010
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| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 93710 | 184° | TDZE | 573 |
| W18A | | Apt Elev | 603 |

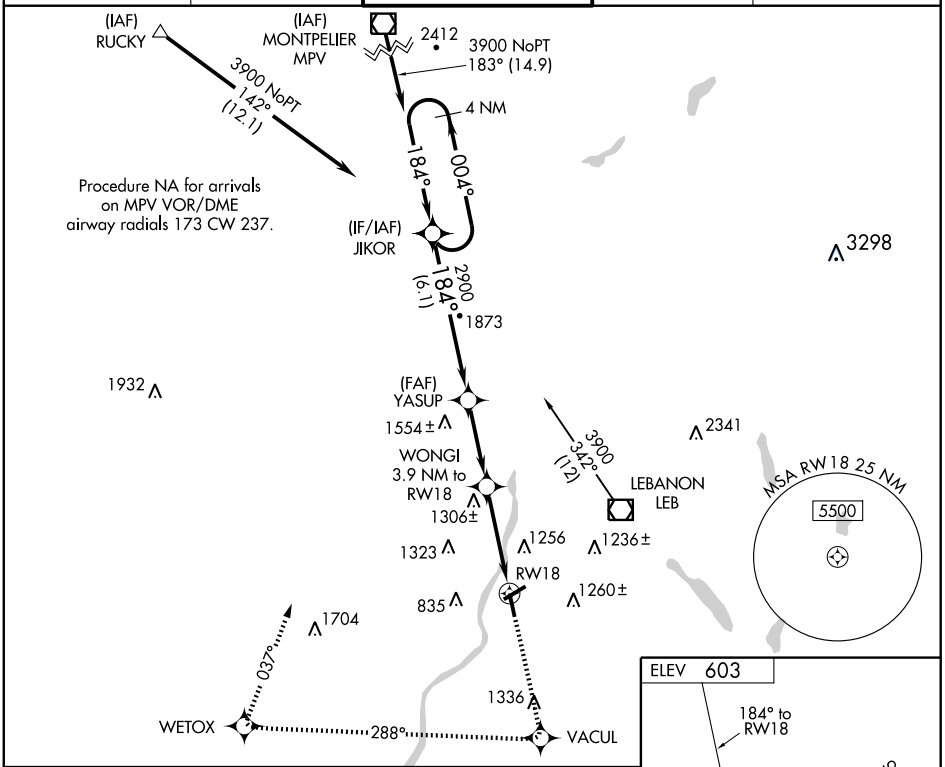
# RNAV (GPS) RWY 18

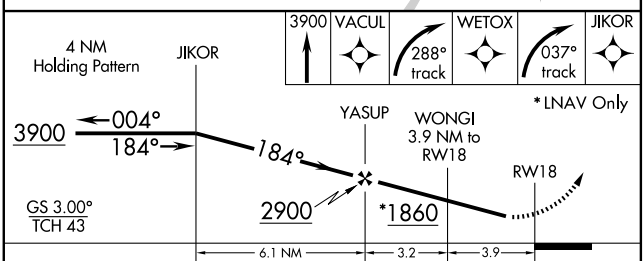
LEBANON MUNI(LEB)

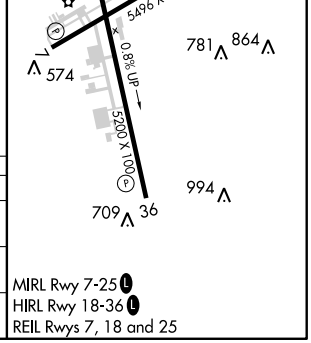
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3900 direct VACUL and right turn via 288° track to WETOX and right turn via 037° track to JIKOR and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1006-1½ 443 (500-1½) | | | |
| LNAV MDA | 1620-1¼ 1047 (1100-1¼) | 1620-1½ 1047 (1100-1½) | 1620-3 1047 (1100-3) | |
| CIRCLING | 1640-1¼ 1037 (1100-1¼) | 1720-1½ 1117 (1200-1½) | 1740-3 1137 (1200-3) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

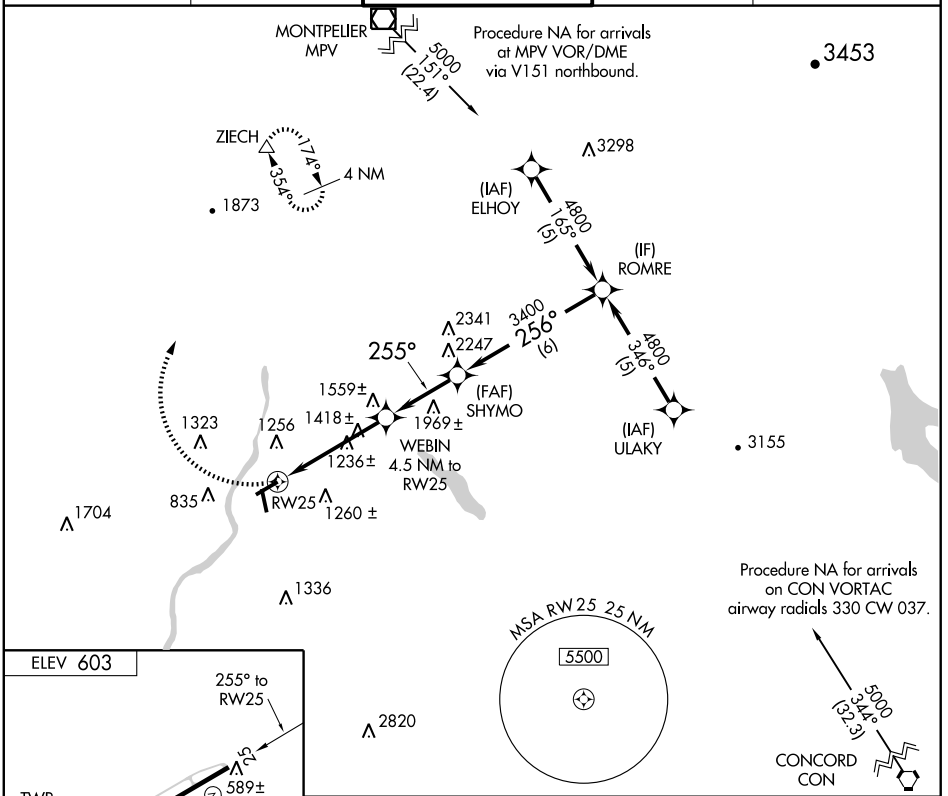
# RNAV (GPS) RWY 25
## LEBANON MUNI (LEB)

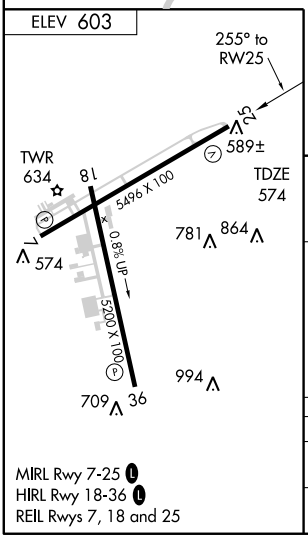
| APP CRS | Rwy ldg | 5496 |
|---|---|---|
| 255° | TDZE | 574 |
| | Apt Elev | 603 |

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

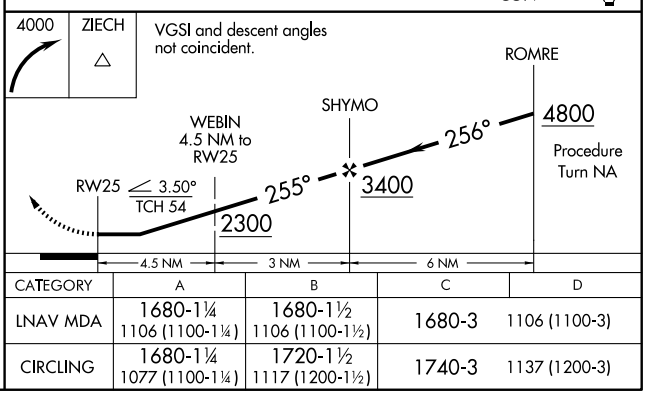
MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |




MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1¼<br>1106 (1100-1¼) | 1680-1½<br>1106 (1100-1½) | 1680-3 | 1106 (1100-3) |
| CIRCLING | 1680-1¼<br>1077 (1100-1¼) | 1720-1½<br>1117 (1200-1½) | 1740-3 | 1137 (1200-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 36

LEBANON MUNI (LEB)

| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 019° | TDZE | 603 |
| | Apt Elev | 603 |

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct UCEKA and via 014° track to ZIECH and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |

MISSED APCH FIX

ZIECH 174° 354° 4 NM

2341

014°

UCEKA

1323 1256 1236± 3155

835 1260±

1704

(MAP) OSICE

019° 1549±

1668

(FAF) ZULAR 1579±

2820

2600 036° (6.1)

3290

(IF) HIRER

Procedure NA for arrivals at JAMMA via V542 southwest bound.

Procedure NA for arrivals at UNKER via V151 southbound.

3500 064° (13.7)

3500 329° (6.6)

(IAF) JAMMA

(IAF) UNKER

Procedure NA for arrivals at CON VORTAC airway radials 246 CW 330.

CONCORD CON

2726 5000 301° (30.3)

MSA OSICE 25 NM

5500

ELEV 603

TWR 634

18 589±

7

5496 X 100

0.8% UP

781 864

574

5200 X 100

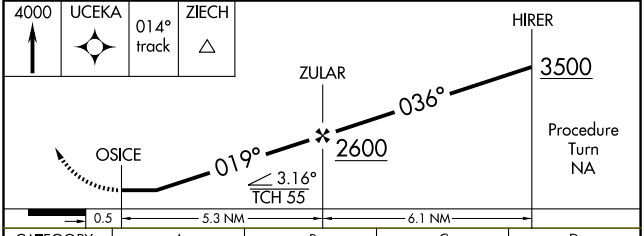
994

709 36

TDZE 603

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

| 4000 | UCEKA | 014° track | ZIECH |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1¼ 1137 (1200-1¼) | 1740-1½ 1137 (1200-1½) | 1740-3 1137 (1200-3) | |
| CIRCLING | 1740-1¼ 1137 (1200-1¼) | 1740-1½ 1137 (1200-1½) | 1740-3 1137 (1200-3) | |



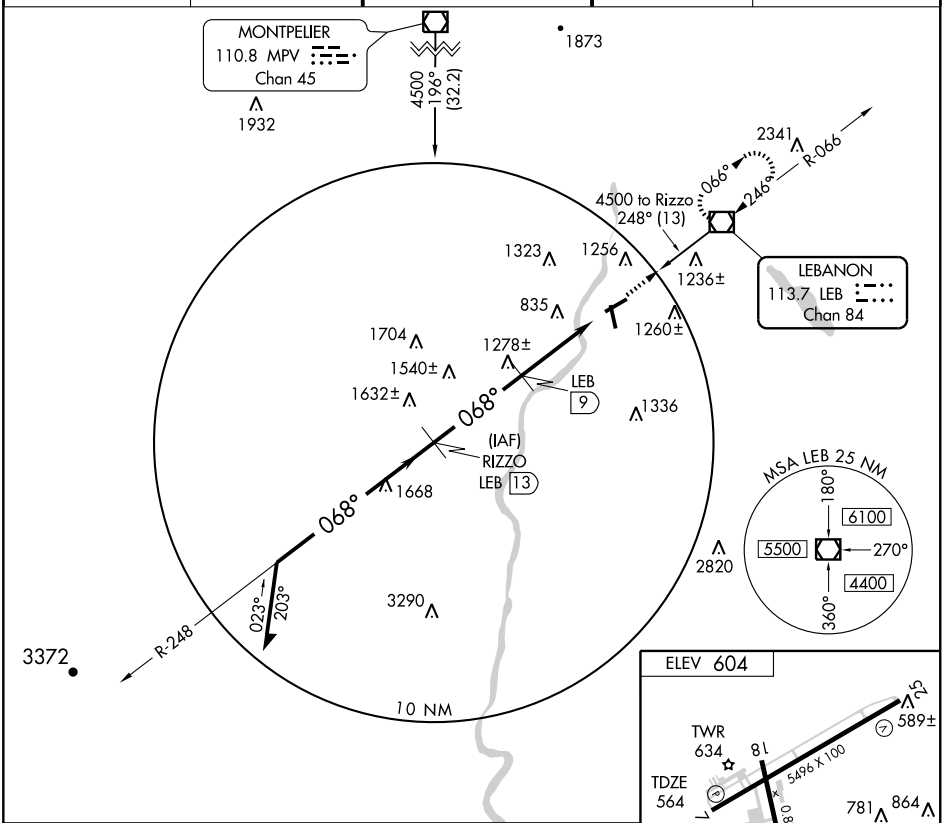
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

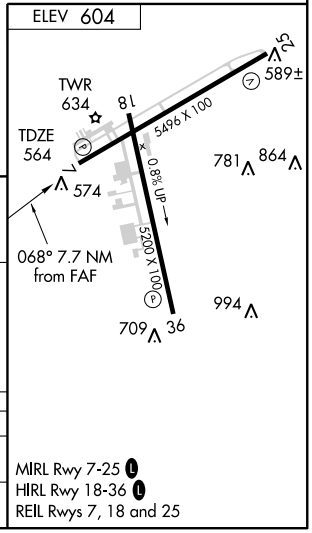
| VOR/DME LEB | APP CRS | Rwy Idg 5496 |
|---|---|---|
| 113.7 | 068° | TDZE 564 |
| Chan 84 | | Apt Elev 604 |

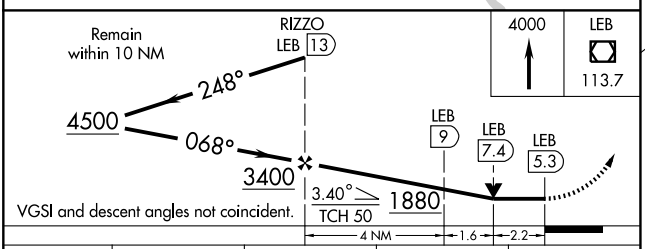
# VOR/DME RWY 7
## LEBANON MUNI (LEB)

MISSED APPROACH: Climb to 4000 direct LEB VOR/DME and hold.

| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1540-1¼ 976 (1000-1¼) | 1540-1½ 976 (1000-1½) | 1540-3 976 (1000-3) | |
| CIRCLING | 1580-1¼ 976 (1000-1¼) | 1740-1½ 1136 (1200-1½) | 1880-3 1276 (1300-3) | |

MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25



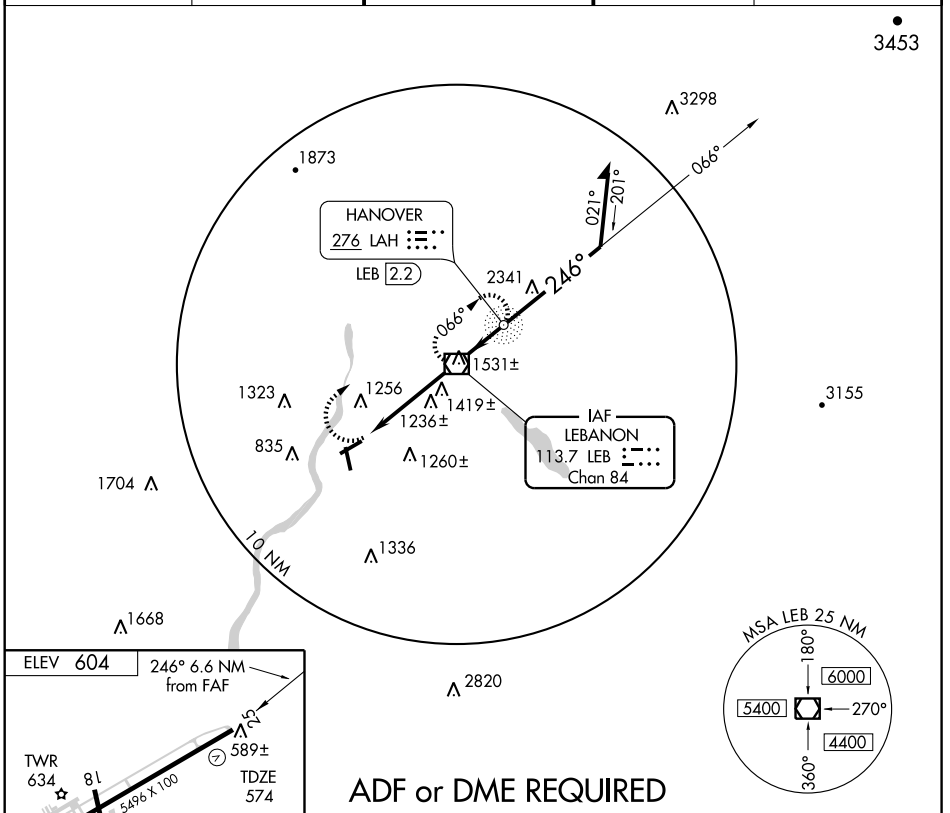
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

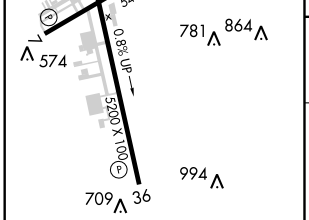
| VOR/DME LEB | APP CRS | Rwy Idg 5496 |
|---|---|---|
| 113.7 | 246° | TDZE 574 |
| Chan 84 | | Apt Elev 604 |

# VOR RWY 25
## LEBANON MUNI (LEB)

MISSED APPROACH: Climbing right turn to 4700 direct LEB VOR/DME and hold.

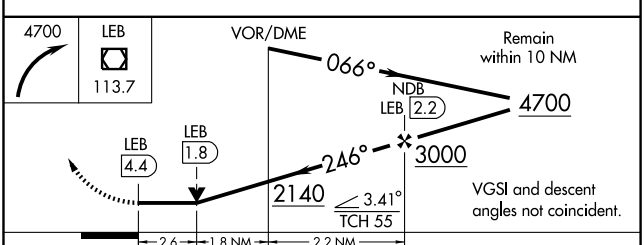
| ATIS | BOSTON CENTER | LEBANON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.65 | 134.7 381.4 | 125.95 (CTAF) L 235.775 | 121.6 | 122.95 |




MIRL Rwy 7-25 L
HIRL Rwy 18-36 L
REIL Rwys 7, 18 and 25

| FAF to MAP 6.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |

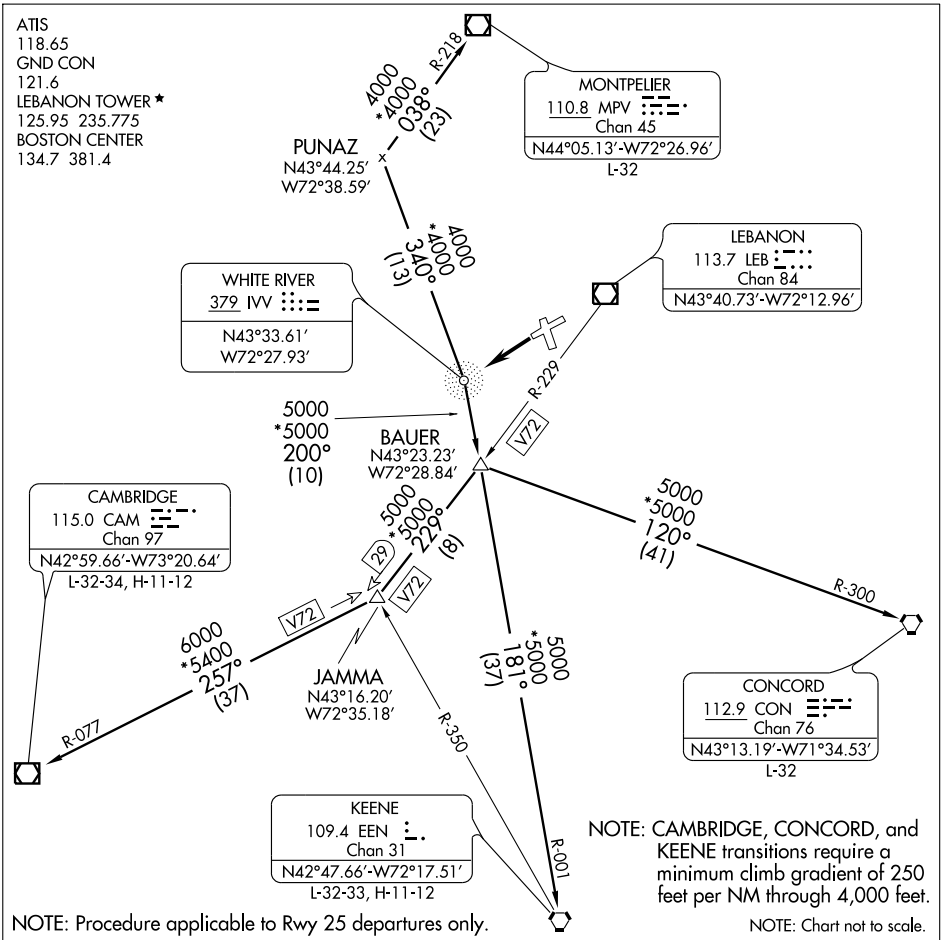



| | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1680-1¼ 1106 (1100-1¼) | 1680-1½ 1106 (1100-1½) | 1680-3 1106 (1100-3) | |
| CIRCLING | 1680-1¼ 1076 (1100-1¼) | 1740-1½ 1136 (1200-1½) | 1880-3 1276 (1300-3) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# WHITE RIVER ONE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Proceed direct to IVV NDB. Then via assigned transition.

CAMBRIDGE TRANSITION (IVV1.CAM): From over IVV NDB via IVV 200° bearing to BAUER INT then via LEB VOR/DME R-229 to JAMMA INT then via CAM R-077 to CAM VOR/DME.
CONCORD TRANSITION (IVV1.CON): From over IVV NDB via IVV 200° bearing to BAUER INT then via CON R-300 to CON VORTAC.
KEENE TRANSITION (IVV1.EEN): From over IVV NDB via IVV 200° bearing to BAUER INT then via EEN R-001 to EEN VORTAC.
MONTPELIER TRANSITION (IVV1.MPV): From over IVV NDB via IVV 340° bearing then via MPV R-218 to MPV VOR/DME.



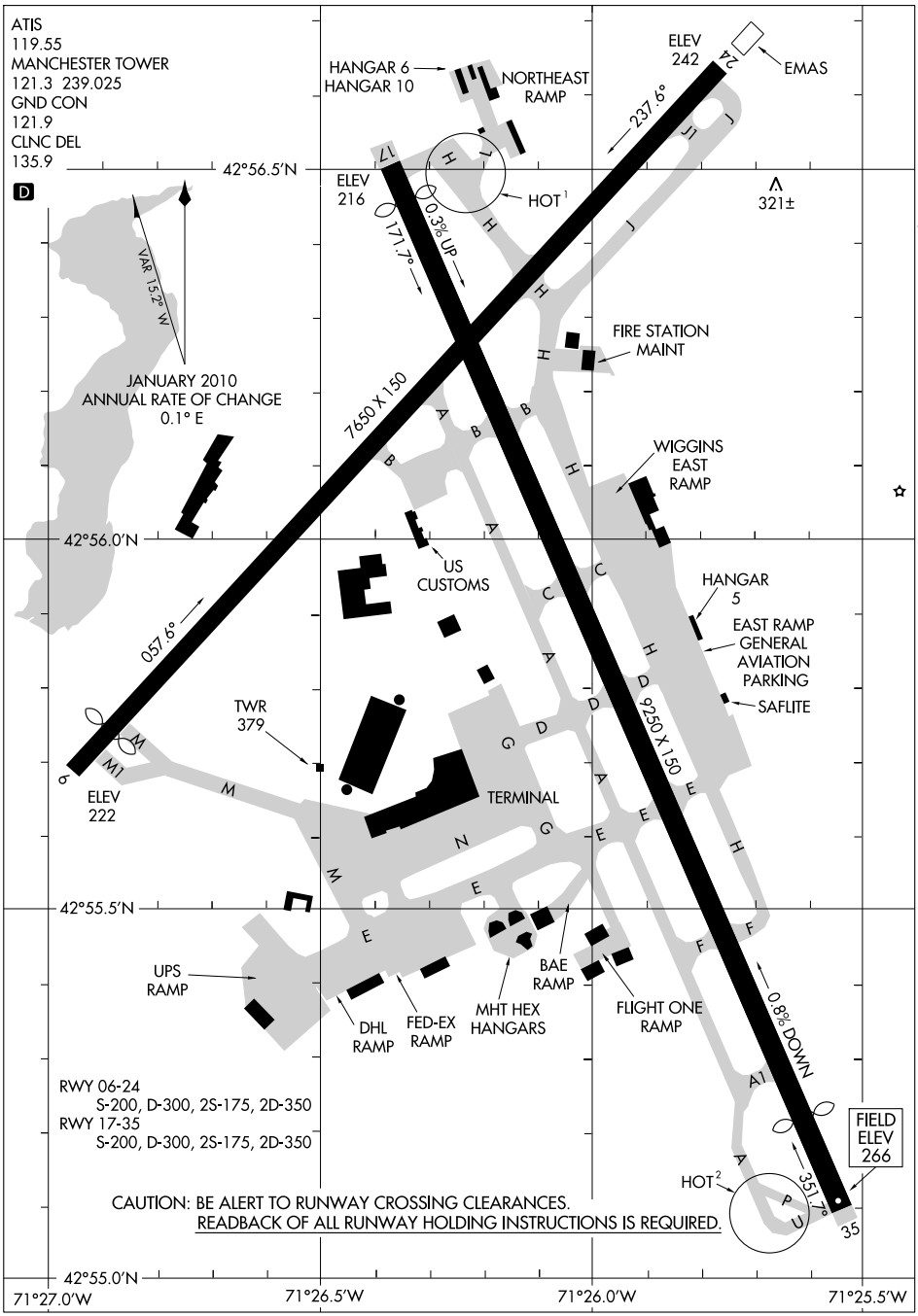
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-246 (FAA)

MANCHESTER (MHT)
MANCHESTER, NEW HAMPSHIRE






NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)

10210

**MAHN** N44°21.74′ W71°41.16′ NOTAM FILE HIE. **MONTREAL L–32H**

**NDB (MHW)** 386 GMA 104° 6.1 NM to Mt Washington Rgnl. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′

**MANCHESTER** (MHT) 3 S UTC−5(−4DT) N42°55.97′ W71°26.14′ **NEW YORK H–11D, 12K, L–32H, 33D IAP, AD**

266 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index C
NOTAM FILE MHT

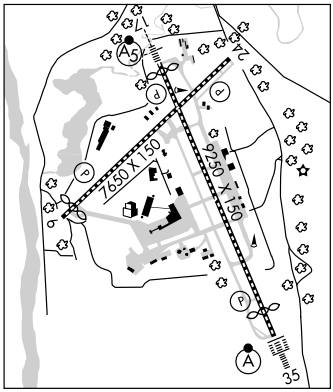
**RWY 17–35:** H9250X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
**RWY 17:** MALSR. TDZL. PAPI(P4R)—GA 3.1° TCH 49′. Thld dsplcd 336′. Pole. 0.3% up.
**RWY 35:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 850′. Building. 0.8% down.

**RWY 06–24:** H7650X150 (ASPH–GRVD) S–200, D–300, 2S–175, 2D–350 HIRL CL
**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 442′. Trees.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 06:** | TORA–7650 | TODA–7650 | ASDA–7650 | LDA–7208 |
| **RWY 17:** | TORA–9250 | TODA–9250 | ASDA–9250 | LDA–8914 |
| **RWY 24:** | TORA–7650 | TODA–7650 | ASDA–6850 | LDA–6850 |
| **RWY 35:** | TORA–9250 | TODA–9250 | ASDA–8500 | LDA–7650 |

**ARRESTING GEAR/SYSTEM**
**RWY 06:** EMAS




**AIRPORT REMARKS:** Attended continuously. No touch and go ldgs during snow removal opr. Noise abatement procedures: Turbojet acft should expect a right turn when departing Rwy 17. Twy A safety area S of Twy E to Twy P is 65′ on the west side. Twy C clsd W of Twy A due to construction indef. Jet acft taxiing westbound across Rwy 17–35 at Twy C, Twy D and Twy E must use caution low settings due to lgt acft parked on the east ramp. No taxiing between pushed back acft and the airline terminal or cargo ramps. Acft not permitted to taxi between airline terminal bldg and acft that have pushed back or are taxiing on Twy G or Twy N. Air carrier acft only permitted to oper on airline terminal ramp. Air carriers excluded from Twy L. Rwy 35 touchdown, midfield and rollout runway visual range avbl. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Rwy 17 touchdown, midfield and rollout runway visual range avbl. Ldg fee. U.S. Customs user fee arpt.

**WEATHER DATA SOURCES:** ASOS 119.55 (603) 668–8992. LAWRS.

**COMMUNICATIONS: ATIS** 119.55 603–626–6902 **UNICOM** 122.95
**RCO** 122.1R 114.4T (BANGOR RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.9
**TOWER** 121.3 **GND CON** 121.9 **CLNC DEL** 135.9

**AIRSPACE: CLASS C** svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHT.
**(L) VOR/DME** 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 338° 4.8 NM to fld. 469/15W.
**FITZY NDB (LOM)** 209 MJ N42°51.85′ W71°31.73′ 061° 5.8 NM to fld.
**ILS** 109.95 I–MJE Rwy 06. Class IT. LOM FITZY NDB.
**ILS/DME** 109.1 I–MNA Chan 28 Rwy 17. Class IE.
**ILS/DME** 109.1 I–MHT Chan 28 Rwy 35. Class IIIE.

# COTEE TWO DEPARTURE (RNAV)





ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075




TAKE-OFF MINIMUMS

Rwy 6: STANDARD. ATC Climb of 320′ per NM to 3000.
Rwy 17: 300-1¼ or STANDARD with minimum obstacle climb of 277′ per NM to 600. ATC Climb of 320′ per NM to 3000.
Rwy 24: STANDARD with minimum obstacle climb of 320′ to 700. ATC Climb of 320′ per NM to 3000.
Rwy 35: 300-1½ or STANDARD with minimum obstacle climb of 253′ per NM to 500. ATC Climb of 320′ per NM to 3000.

PPORT
PEASE
PSM
RAYMY
099°
(9)
188°
(5)
SHOEL
216°
(10)
RBELA
216°
(22)
COTEE
17000
*3100
271°
(74)
BARNES
BAF
17000
*1700
216°
(5)
JJIMY
17000
*2800
264°
(75)
NELIE
17000
*2500
232°
(64)
NORWICH
ORW
17000
*2600
240°
(52)
CALVERTON
CCC

NOTE: For TURBOJETS Only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

COTEE TWO DEPARTURE (RNAV)
(COTEE2.COTEE) 09295
MANCHESTER, NEW HAMPSHIRE
MANCHESTER (MHT)
NE-1, 26 AUG 2010 to 23 SEP 2010

# COTEE TWO DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

BARNES TRANSITION (COTEE2.BAF):
CALVERTON TRANSITION (COTEE2.CCC):
NELIE TRANSITION (COTEE2.NELIE):

## TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.

Rwy 17: Trees, Poles, and Buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL.
Sign, Poles, Trees and Buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.

Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.

Rwy 35: Tree and Poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and Trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MNA | APP CRS | Rwy Idg 8914 |
|---|---|---|
| 109.1 | 173° | TDZE 229 |
| Chan 28 | | Apt Elev 266 |

# ILS or LOC/DME RWY 17

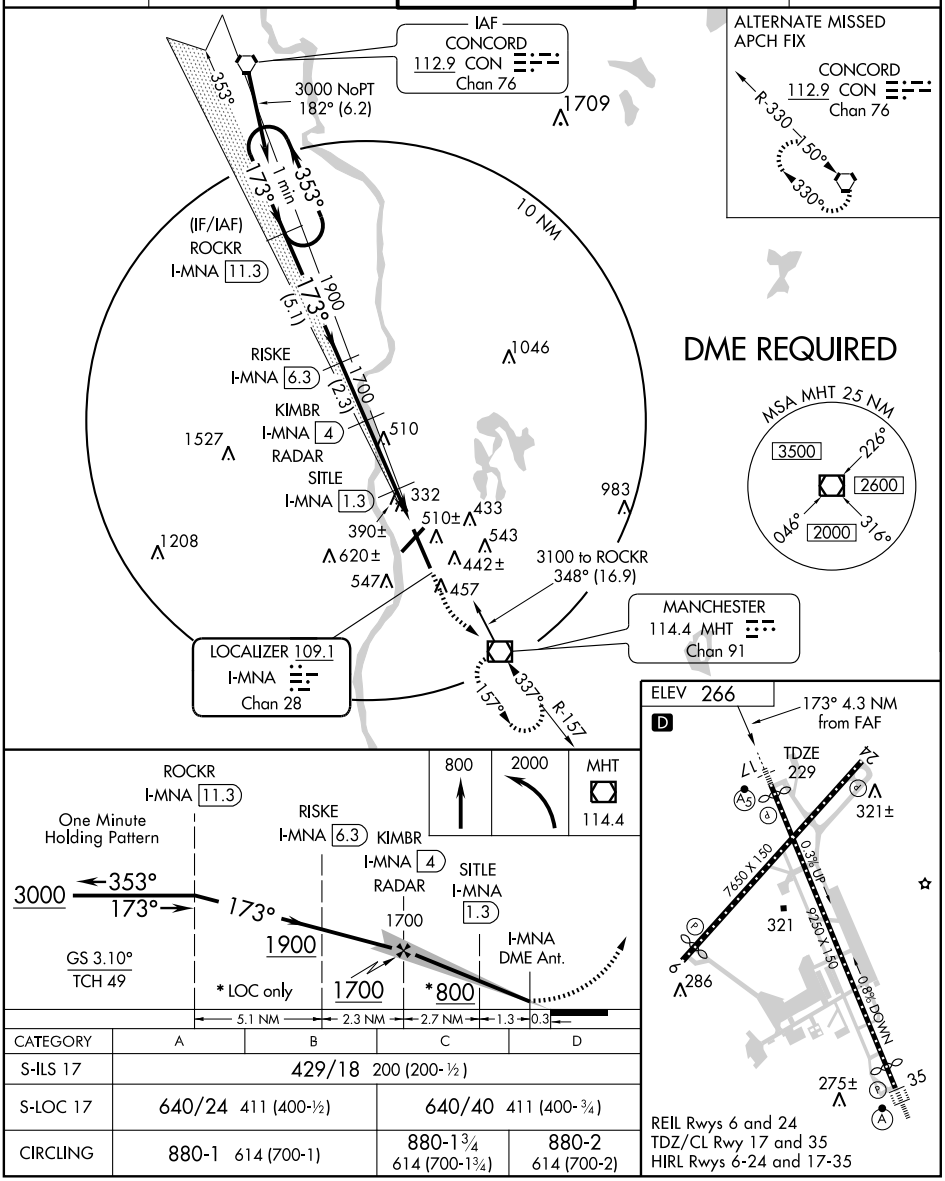
MANCHESTER (MHT)

When local altimeter setting not received, use Boire Field altimeter setting and increase DA to 461 and all MDA 40 feet; increase S-LOC 17 Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct MHT VOR/DME and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 429/18 200 (200-½) | | | |
| S-LOC 17 | 640/24 411 (400-½) | | 640/40 411 (400-¾) | |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

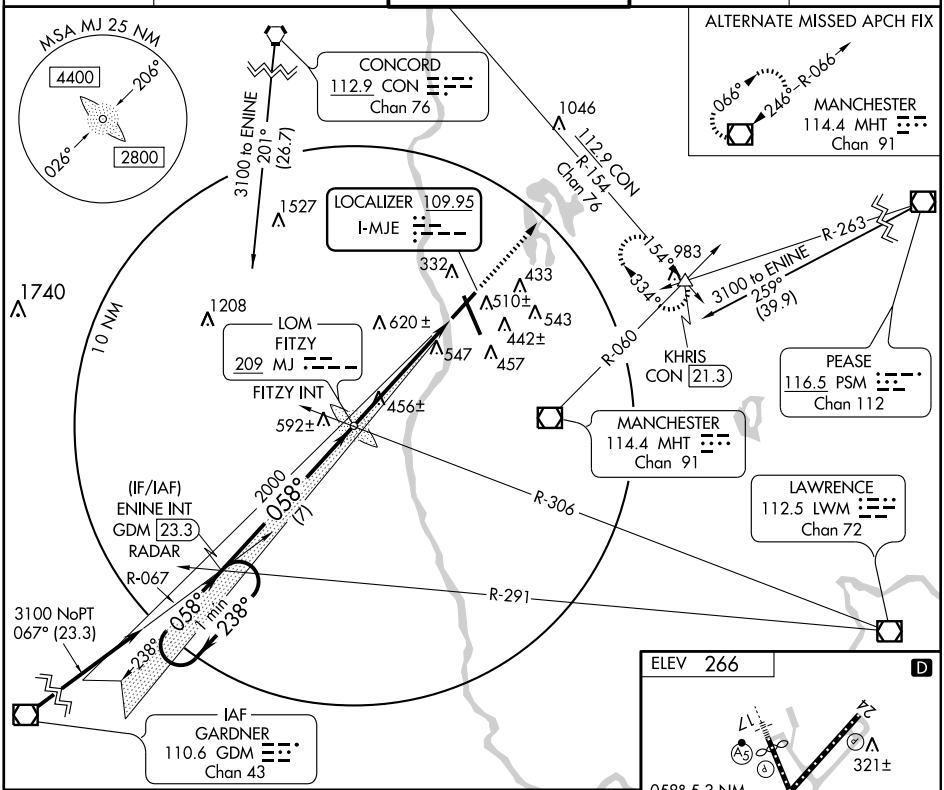
| LOC I-MJE | APP CRS | Rwy Idg | 7208 |
|---|---|---|---|
| 109.95 | 058° | TDZE | 224 |
| | | Apt Elev | 266 |

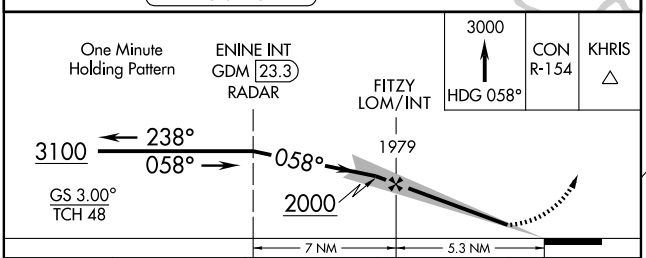
# ILS or LOC RWY 6
MANCHESTER (MHT)

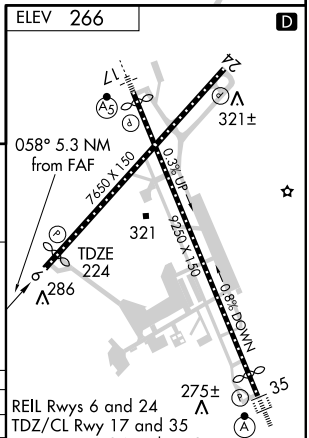
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via heading 058° and CON VORTAC R-154 to KHRIS INT/CON 21.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 474/40 250 (300-¾) | | | |
| S-LOC 6 | 820/50 596 (600-1) | | 820/1½ 596 (600-1½) | 820-1¾ 596 (600-1¾) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MHT | APP CRS | Rwy ldg | 7650 |
|---|---|---|---|
| 109.1 | 353° | TDZE | 265 |
| Chan 28 | | Apt Elev | 266 |

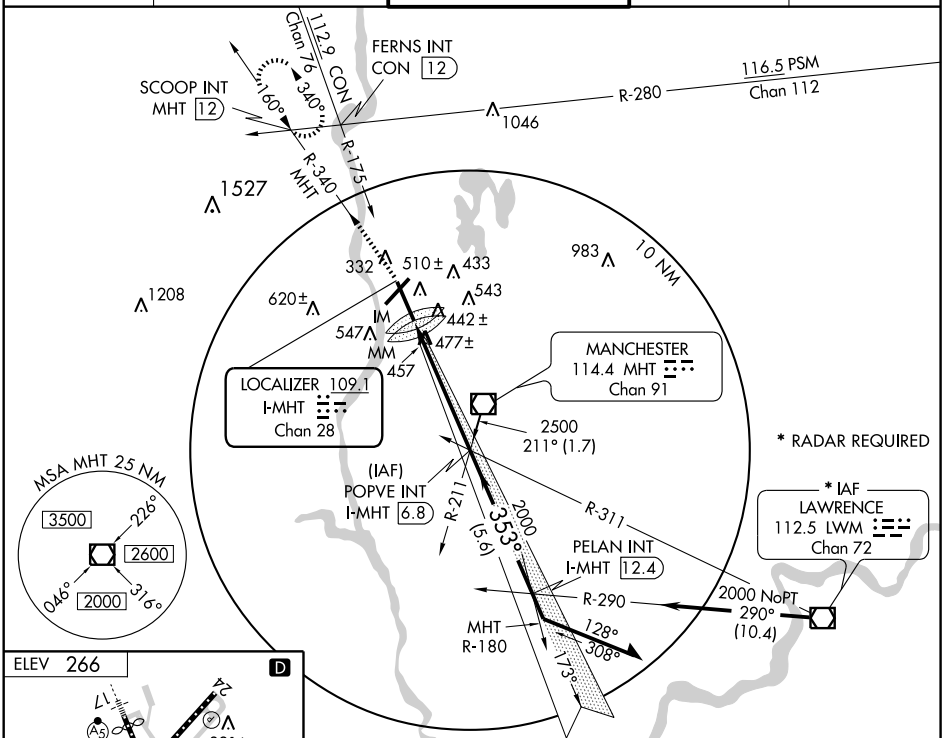
# ILS or LOC RWY 35

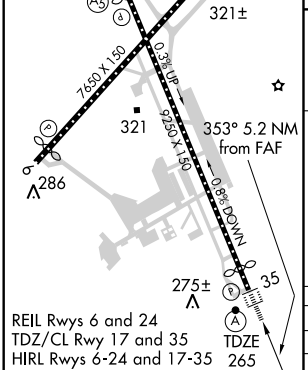
MANCHESTER (MHT)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

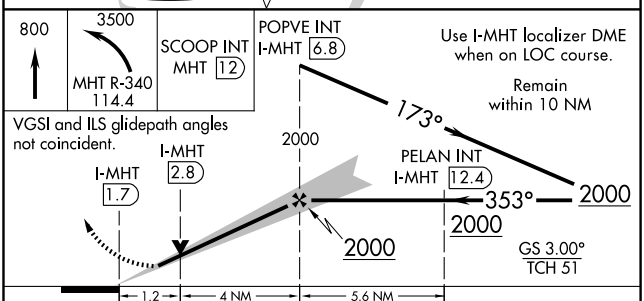
| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 465/18 200 (200-½) | | | |
| S-LOC 35 | 700/24 435 (500-½) | | 700/40 435 (500-¾) | 700/50 435 (500-1) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MHT | APP CRS | Rwy Idg | 7650 |
|---|---|---|---|
| 109.1 | 353° | TDZE | 265 |
| Chan 28 | | Apt Elev | 266 |

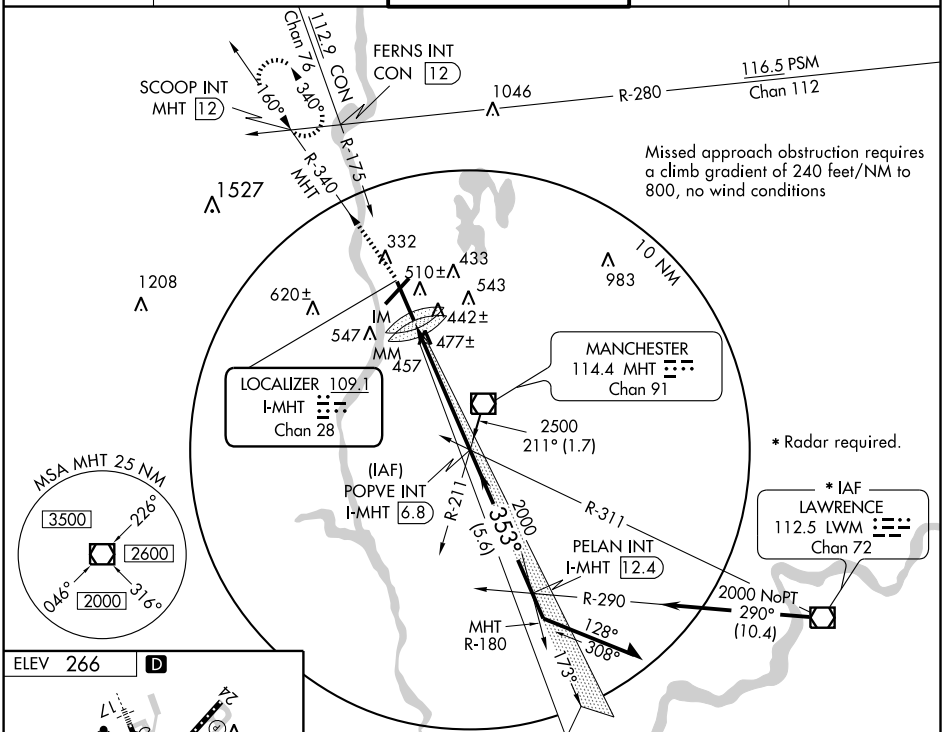
# ILS RWY 35 (CAT II)

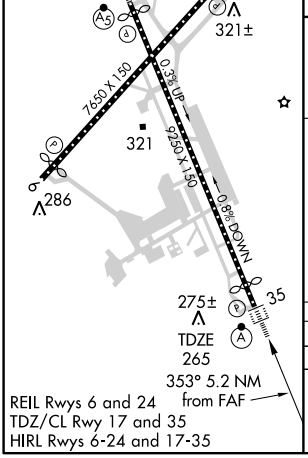
MANCHESTER (MHT)

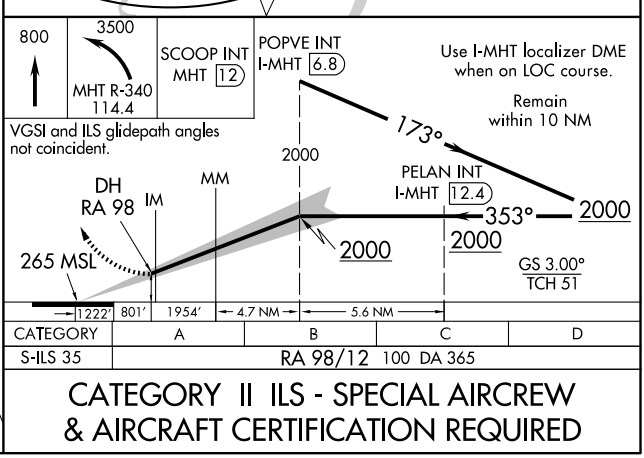
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | RA 98/12 100 DA 365 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

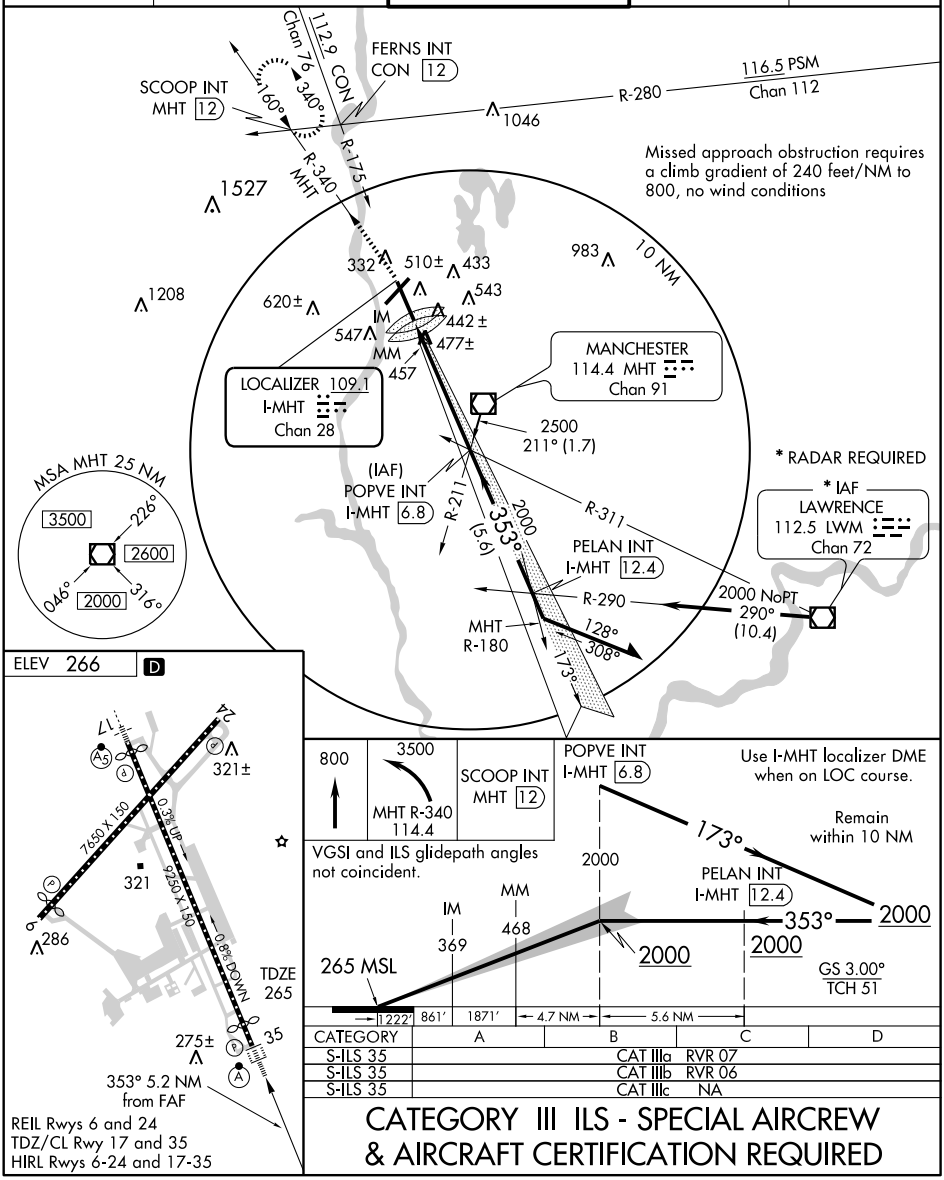
| LOC/DME I-MHT | APP CRS | Rwy ldg | 7650 |
|---|---|---|---|
| 109.1 | 353° | TDZE | 265 |
| Chan 28 | | Apt Elev | 266 |

# ILS RWY 35 (CAT III)
## MANCHESTER (MHT)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | CAT IIIa RVR 07 | | | |
| S-ILS 35 | CAT IIIb RVR 06 | | | |
| S-ILS 35 | CAT IIIc NA | | | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

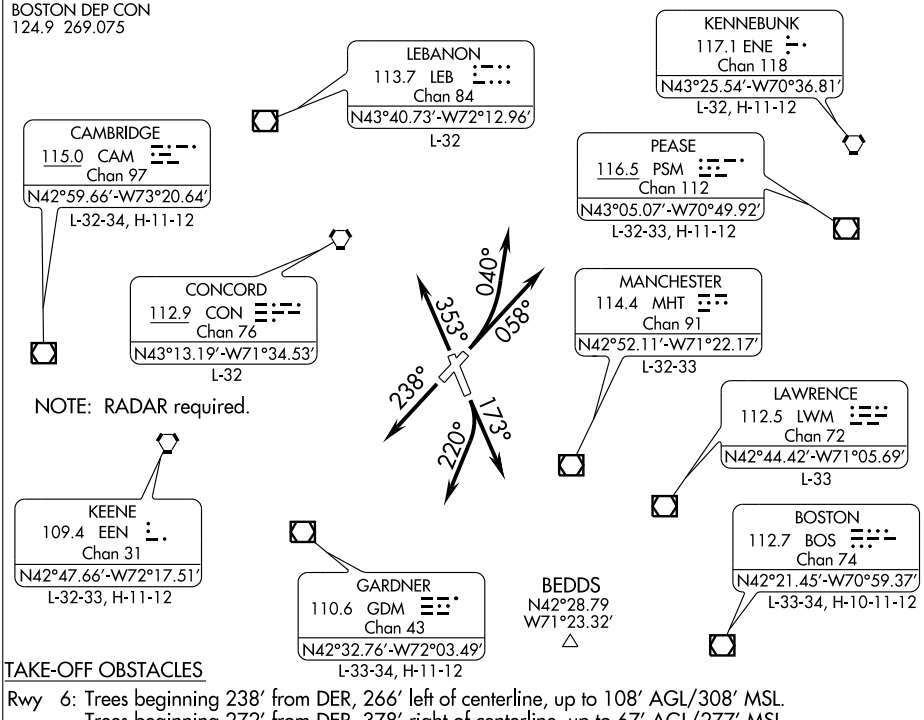
# MANCHESTER FIVE DEPARTURE

ATIS 119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOSTON DEP CON
124.9 269.075

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6, Standard with minimum climb of 206′ per NM to 1000.
Rwy 17, 300-1¼ or Standard with minimum climb of 277′ per NM to 600.
Rwy 24, Standard with minimum climb of 320′ per NM to 800.
Rwy 35, Standard with minimum climb of 253′ per NM to 2000.




NOTE: RADAR required.

TAKE-OFF OBSTACLES

Rwy 6: Trees beginning 238′ from DER, 266′ left of centerline, up to 108′ AGL/308′ MSL.
Trees beginning 272′ from DER, 378′ right of centerline, up to 67′ AGL/277′ MSL.
Rwy 17: Trees, poles and buildings beginning 761′ from DER, 4′ right of centerline, up to 98′ AGL/433′ MSL
Sign, poles, trees, and buildings beginning 976′ from DER, 2′ left of centerline, up to 108′ AGL/457′ MSL.
Rwy 24: Trees beginning 810′ from DER, 424′ left of centerline, up to 123′ AGL/293′ MSL.
Rwy 35: Tree and poles beginning 719′ from DER, 558′ right of centerline, up to 51′ AGL/281′ MSL.
Pole and trees beginning 891′ from DER, 527′ left of centerline, up to 80′ AGL/414′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: TURBOJET AIRCRAFT - Climbing left turn heading 040°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 058° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 17: TURBOJET AIRCRAFT - Climbing right turn heading 220°, Thence . . . .
ALL OTHER AIRCRAFT - Climb heading 173° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 24: Climb heading 238° or as assigned by ATC, Thence . . . .

TAKE-OFF RWY 35: Climb heading 353° or as assigned by ATC, Thence . . . .

. . . . expect radar vectors to assigned Route/Navaid/Fix. Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude /flight level 5 minutes after departure.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

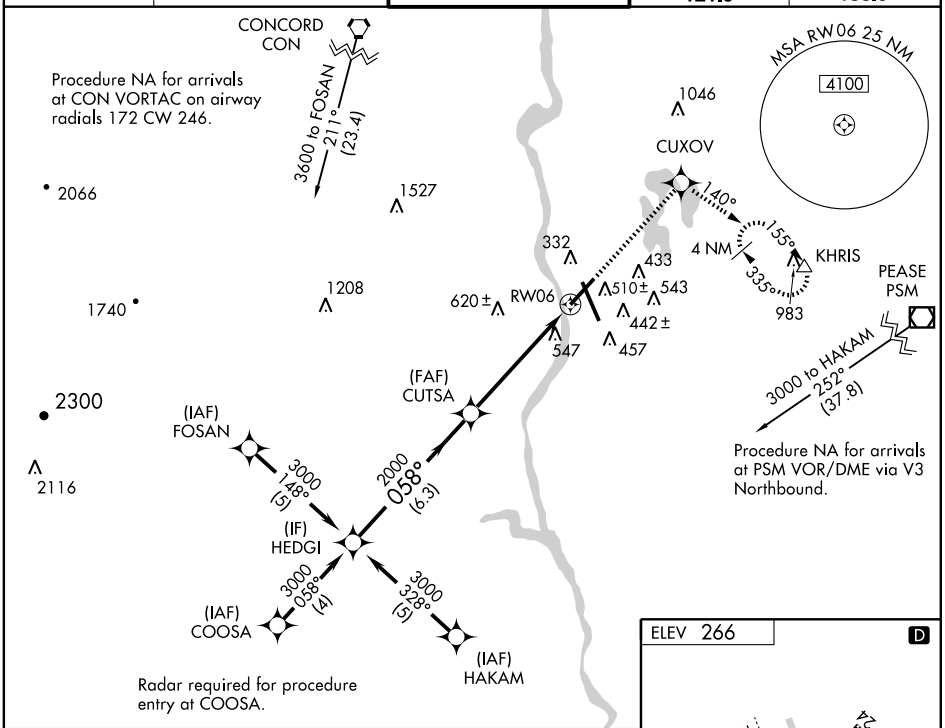
| WAAS | APP CRS | Rwy Idg | 7208 |
|---|---|---|---|
| CH 58214 | 058° | TDZE | 224 |
| W06A | | Apt Elev | 266 |

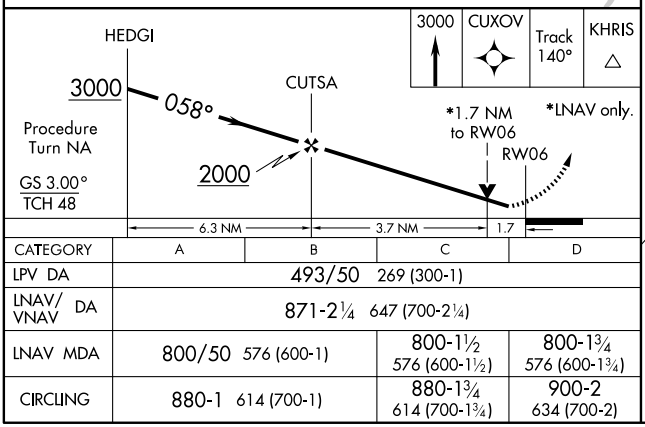
# RNAV (GPS) RWY 6
## MANCHESTER (MHT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat. C and D visibilities ¼ mile, and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

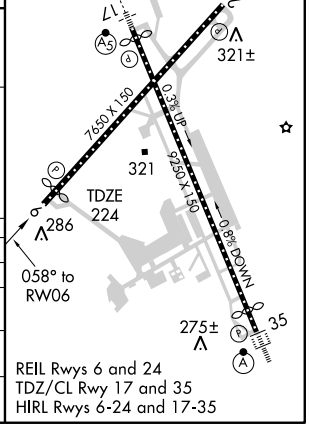
MISSED APPROACH: Climb to 3000 direct CUXOV and via track 140° to KHRIS and hold, continue climb-in-hold to 3000.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 493/50 269 (300-1) | | | |
| LNAV/ VNAV DA | 871-2¼ 647 (700-2¼) | | | |
| LNAV MDA | 800/50 576 (600-1) | | 800-1½ 576 (600-1½) | 800-1¾ 576 (600-1¾) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 900-2 634 (700-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

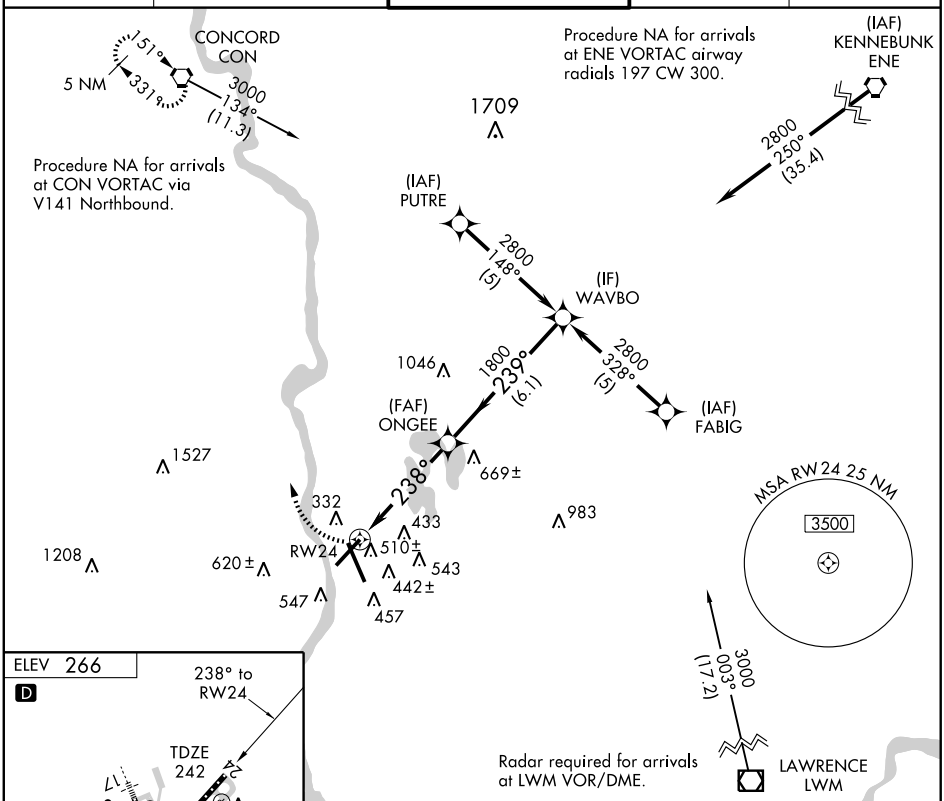
| APP CRS | Rwy Idg | 6850 |
|---|---|---|
| 238° | TDZE | 242 |
| | Apt Elev | 266 |

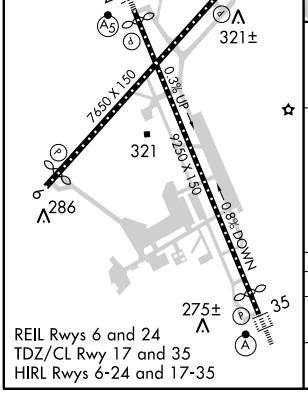
# RNAV (GPS) RWY 24
MANCHESTER (MHT)

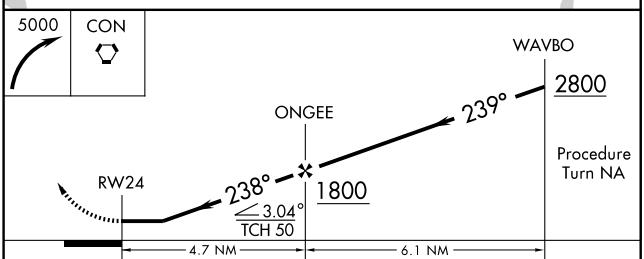
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5000 direct CON VORTAC and hold, continue climb-in-hold to 5000.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880/50 638 (700-1) | | 880-1¾ 638 (700-1¾) | 880-2 638 (700-2) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

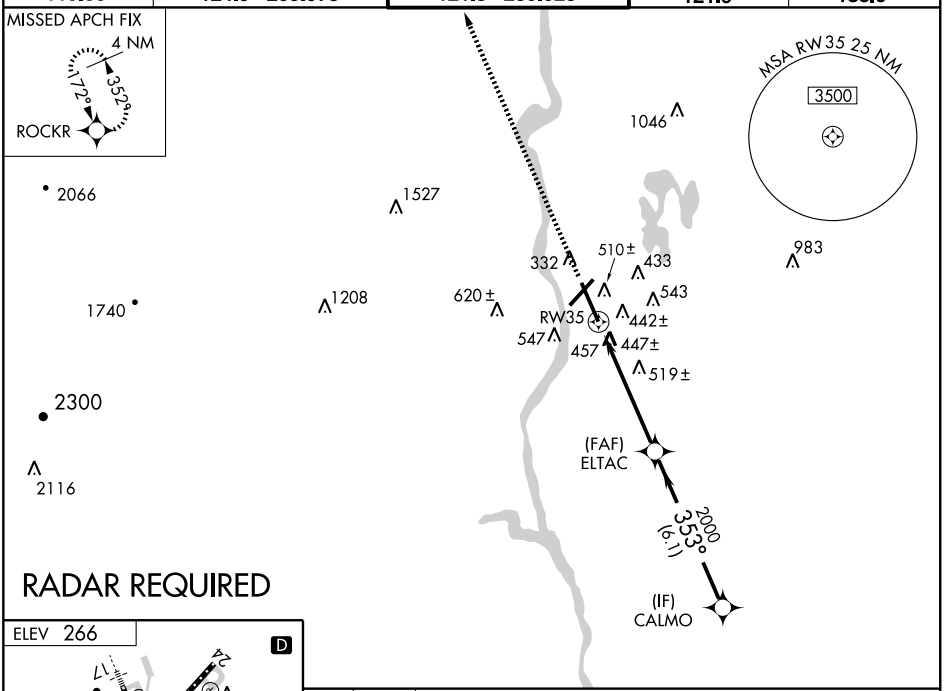
| WAAS | APP CRS | Rwy Idg | 7650 |
|---|---|---|---|
| CH 99614 | 353° | TDZE | 265 |
| W35A | | Apt Elev | 266 |

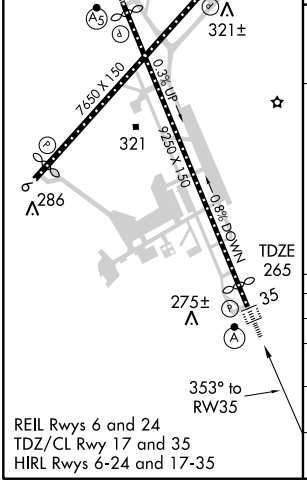
# RNAV (GPS) RWY 35
## MANCHESTER (MHT)

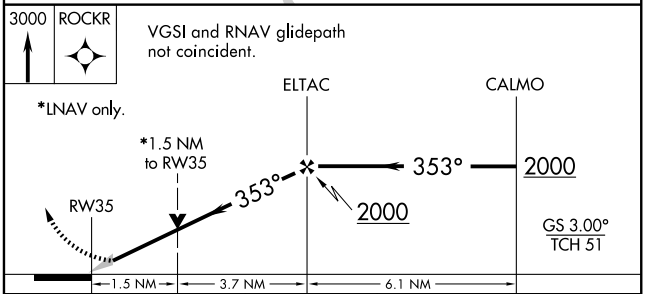
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase Circling Cat. D visibility to 2¼ mile. For inoperative ALSF-2, increase LNAV Cats A, B visibility to RVR 5000. VDP and Baro-VNAV NA when using Boire Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROCKR and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 465/24 200 (200-1) | | | |
| LNAV/VNAV DA | 739/60 474 (500-1¼) | | | |
| LNAV MDA | 820/24 555 (600-½) | | 820/50 555 (600-1) | 820/60 555 (600-1¼) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 900-2 634 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 93807 W17A | APP CRS 172° | Rwy Idg 8914 TDZE 229 Apt Elev 266 |
|---|---|---|

# RNAV (GPS) Y RWY 17

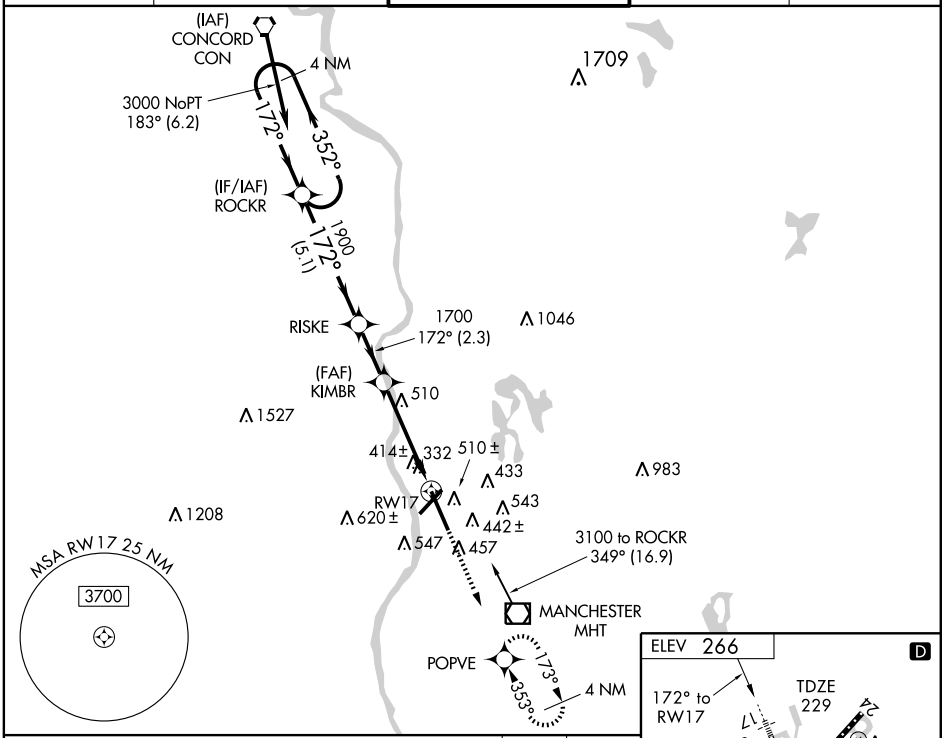
MANCHESTER (MHT)

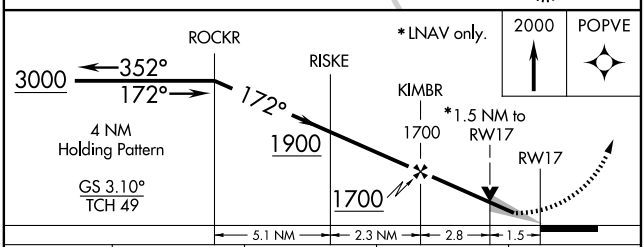
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boire Field altimeter setting and increase LPV DA to 461, LNAV/VNAV DA to 804, and all MDA 40 feet. Baro-VNAV and VDP NA when using Boire Field altimeter setting.

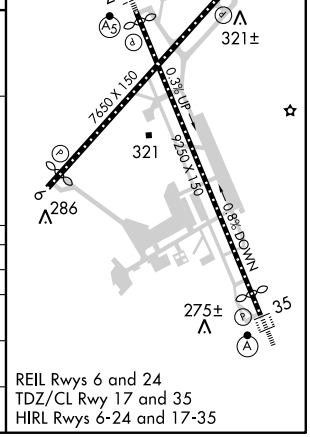
MALSR

MISSED APPROACH: Climb to 2000 direct POPVE and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 429/24 200 (200-½) | | | |
| LNAV/VNAV DA | 772-1½ 543 (600-1½) | | | |
| LNAV MDA | 760/24 531 (500-½) | | 760/50 531 (500-1) | 760/60 531 (500-1¼) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |

REIL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
HIRL Rwys 6-24 and 17-35



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 8914 |
|---|---|---|
| 172° | TDZE | 229 |
| | Apt Elev | 266 |

# RNAV (RNP) Z RWY 17

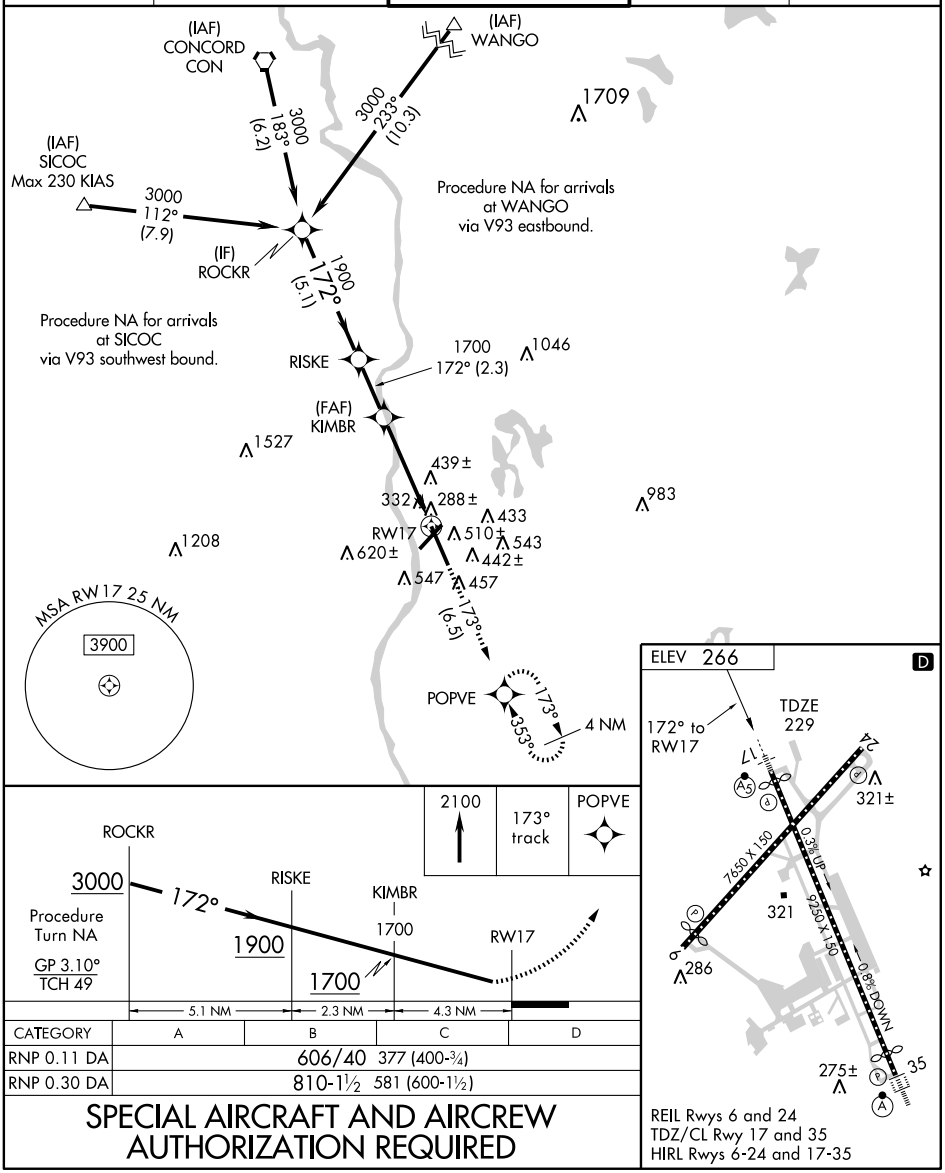
MANCHESTER (MHT)

NA — For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 38°C (100°F). GPS Required. For inoperative MALSR, increase RNP 0.11 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2100 via 173° track to POPVE and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 606/40 377 (400-¾) | | | |
| RNP 0.30 DA | 810-1½ 581 (600-1½) | | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC CON | APP CRS | Rwy Idg 8914 |
|---|---|---|
| 112.9 | 175° | TDZE 229 |
| Chan 76 | | Apt Elev 242 |

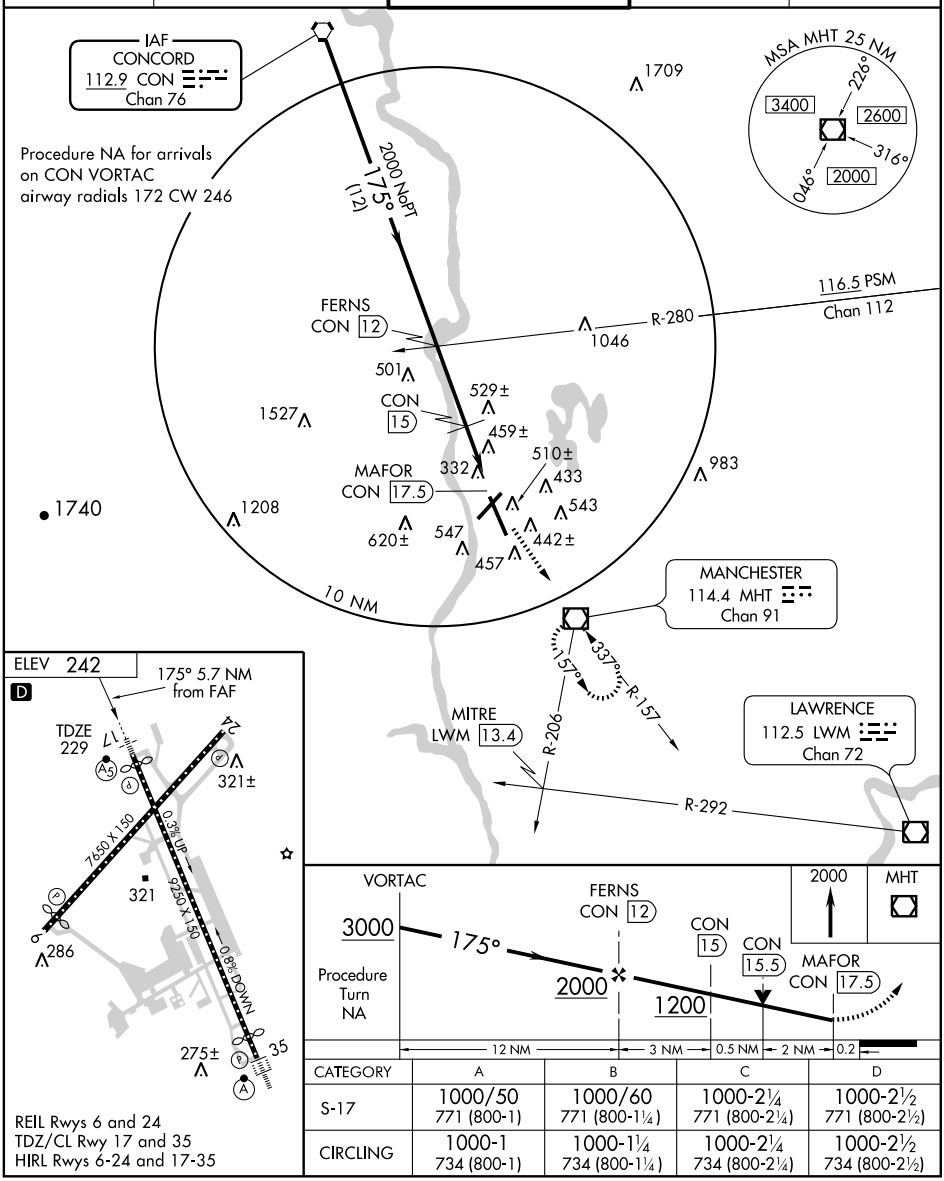
# VOR/DME RWY 17
## MANCHESTER (MHT)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2000 direct to MHT VOR/DME and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1000/50<br>771 (800-1) | 1000/60<br>771 (800-1¼) | 1000-2¼<br>771 (800-2¼) | 1000-2½<br>771 (800-2½) |
| CIRCLING | 1000-1<br>734 (800-1) | 1000-1¼<br>734 (800-1¼) | 1000-2¼<br>734 (800-2¼) | 1000-2½<br>734 (800-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MHT | APP CRS | Rwy Idg 7650 |
|---|---|---|
| 114.4 | 335° | TDZE 265 |
| Chan 91 | | Apt Elev 266 |

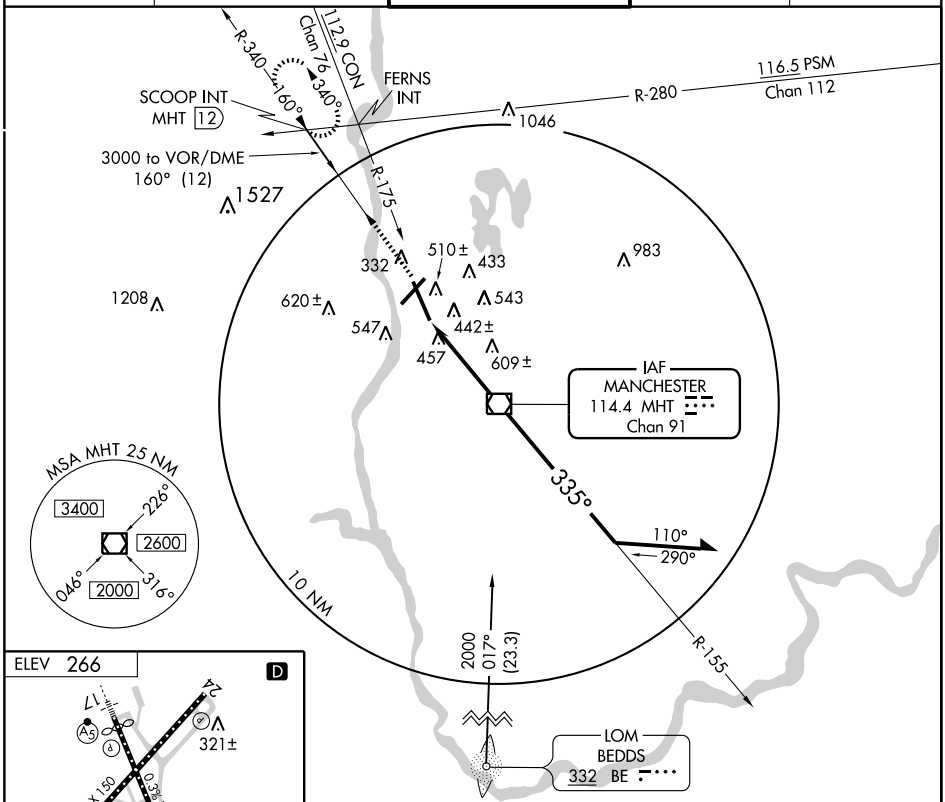
# VOR RWY 35
## MANCHESTER (MHT)

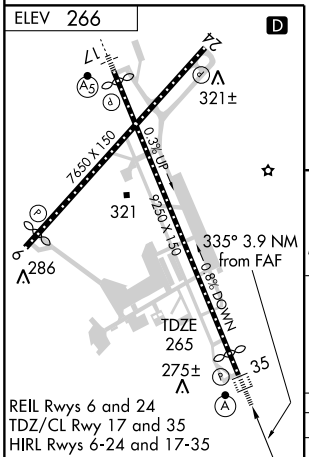
Inoperative table does not apply to CATs C and D. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase S-35 Cats A/B visibility to RVR 5000.

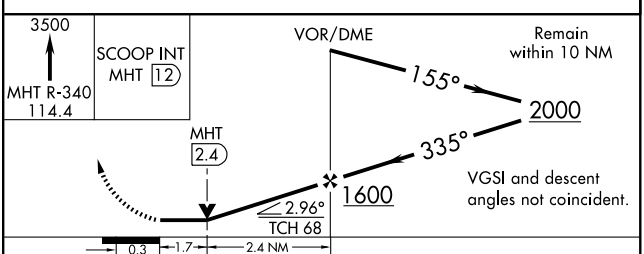
ALSF-2

MISSED APPROACH: Climb to 3500 via MHT R-340 to SCOOP Int/MHT 12 DME and hold.

| ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.55 | 124.9 269.075 | 121.3 239.025 | 121.9 | 135.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 860/40 595 (600-¾) | | 860-1½ 595 (600-1½) | 860-1¾ 595 (600-1¾) |
| CIRCLING | 880-1 614 (700-1) | | 880-1¾ 614 (700-1¾) | 880-2 614 (700-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5036 (FAA)

NASHUA / BOIRE FIELD (ASH)
NASHUA, NEW HAMPSHIRE




NE-1, 26 AUG 2010 to 23 SEP 2010

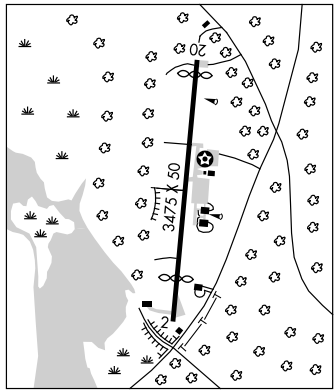
NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NASHUA, NEW HAMPSHIRE
NASHUA / BOIRE FIELD (ASH)

10210

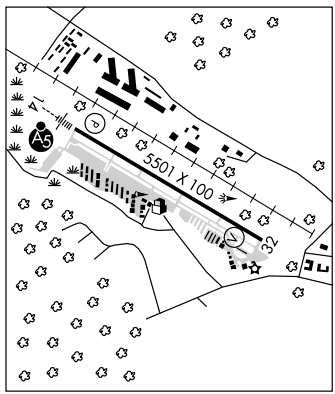
**MOULTONBORO** (5M3) 1 NE UTC−5(−4DT) N43°46.11′ W71°23.21′ **NEW YORK**
571 B S4 **FUEL** 100LL NOTAM FILE BGR **L–32H**
**RWY 02–20:** H3475X50 (ASPH) S–8 LIRL (NSTD)
**RWY 02:** Thld dsplcd 440′. Tree.
**RWY 20:** Thld dsplcd 145′. Trees.
**AIRPORT REMARKS:** Attended May–Nov, Mon–Fri 1400–2300Z‡. 24 hr self–service fuel avbl with credit card. Glider ops on and invof arpt. Wildlife on and invof arpt. Rwy 02 p–line along road marked with red balls. Rwy 02–20 NSTD LIRL: lgts are 4 ft high; lgtd only between dsplcd thlds; variable spacing; 2890 ft of rwy lgtd. Rwy thld lighting NSTD. Clear lenses only. Rwy 02 NSTD rwy and dsplcd thld area markings. Rwy 20 NSTD rwy markings, no dsplcd thld area markings. ACTIVATE NSTD LIRL Rwy 02–20 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CON.
**CONCORD (L) VORTACW** 112.9 CON Chan 76 N43°13.19′ W71°34.53′ 029° 33.9 NM to fld. 715/15W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor RADIO (BGR) 1–866–295–3835.




**MOUNT WASHINGTON RGNL** (See WHITEFIELD)

## NASHUA

**BOIRE FLD** (ASH) 3 NW UTC−5(−4DT) N42°46.91′ W71°30.89′ **NEW YORK**
199 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks **H–11D, 12K, L–33C**
NOTAM FILE ASH **IAP, AD**
**RWY 14–32:** H5501X100 (ASPH) S–62, D–80, 2S–102, 2D–133 HIRL.
**RWY 14:** MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Tree.
**RWY 32:** REIL. VASI(V2L)—GA 3.0° TCH 47′. Tree.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. Migratory birds and wildlife on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 14–32, REIL Rwy 32 and MALSR Rwy 14 after hrs—CTAF. TPA for light acft is 1199 (1000) and for jet and heavy acft is 1699 (1500). Arpt has noise abatement procedures contact arpt manager 603–882–0661.
**WEATHER DATA SOURCES:** ASOS 125.1 (603) 578–0473.
**COMMUNICATIONS: CTAF** 133.2 **ATIS** 125.1
Ⓡ **BOSTON APP/DEP CON** 124.9 **GND CON** 121.8 (When twr clsd)
**CLNC DEL** 121.8 (When twr clsd)
**NASHUA TOWER** 133.2 (1200–0200Z‡) **GND CON** 121.8
**CLNC DEL** 121.8
**AIRSPACE: CLASS D** svc 1200–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHT.
**MANCHESTER (L) VOR/DME** 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 246° 8.3 NM to fld. 469/15W.
**CHERN NDB (MHW/LOM)** 359 AS N42°49.40′ W71°36.13′ 139° 4.6 NM to fld.
**ILS** 109.7 I–ASH Rwy 14. Class IA. LOM CHERN NDB.




**NEWFOUND VALLEY** (See BRISTOL)

| LOC I-ASH | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| 109.7 | 139° | TDZE | 200 |
| | | Apt Elev | 200 |

# ILS or LOC RWY 14

NASHUA/ BOIRE FIELD (ASH)

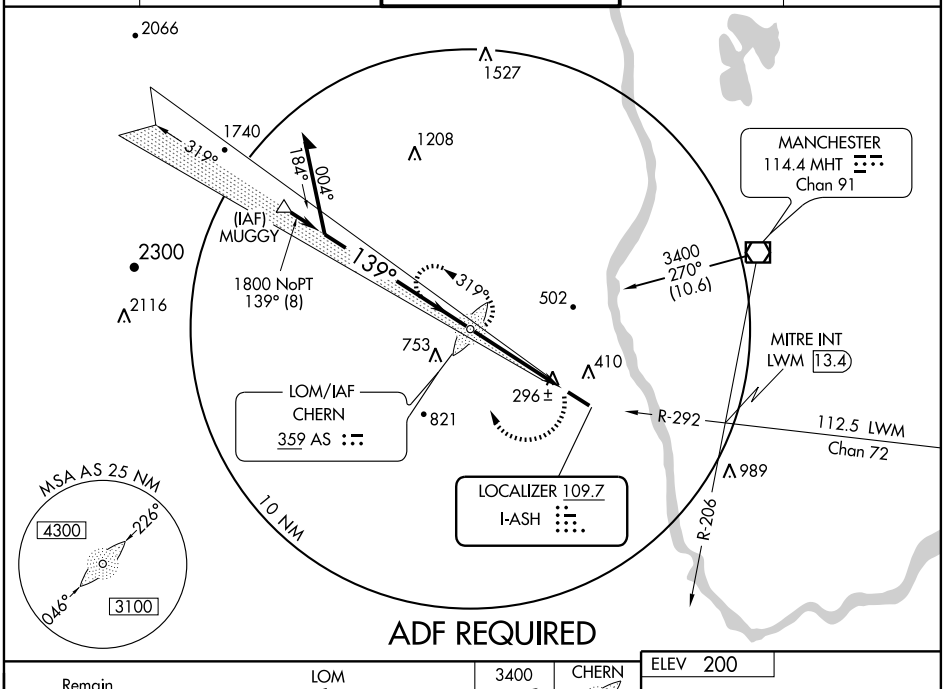
NA

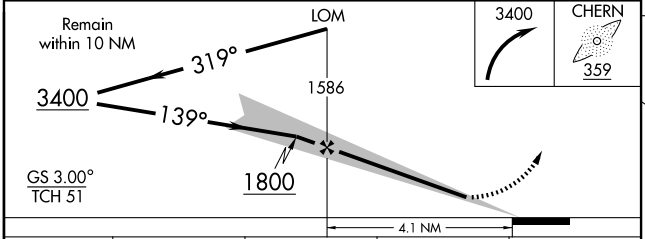
When local altimeter not received, use Manchester altimeter setting.

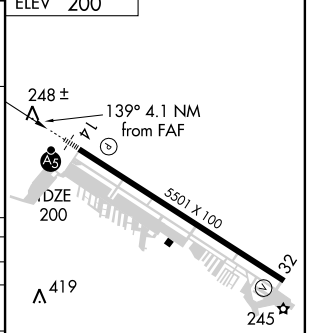
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct CHERN LOM and hold.

| ATIS | BOSTON APP CON | NASHUA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.1 | 124.9 269.075 | 133.2 (CTAF) L | 121.8 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 400-½ 200 (200-½) | | | |
| S-LOC 14 | 560-½ 360 (400-½) | | | 560-¾ 360 (400-¾) |
| CIRCLING | 800-1 600 (600-1) | 840-1 640 (700-1) | 840-1¾ 640 (700-1¾) | 840-2 640 (700-2) |
| MANCHESTER ALTIMETER SETTINGS MINIMUMS | | | | |
| S-ILS 14 | 428-½ 228 (300-½) | | | |
| S-LOC 14 | 580-½ 380 (400-½) | | | 580-¾ 380 (400-¾) |
| CIRCLING | 840-1 640 (700-1) | 860-1 660 (700-1) | 860-1¾ 660 (700-1¾) | 860-2 660 (700-2) |

HIRL Rwy 14-32 L

REIL Rwy 32 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOM AS | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| 359 | 139° | TDZE | 200 |
| | | Apt Elev | 200 |

# NDB or GPS RWY 14

NASHUA/ BOIRE FIELD (ASH)

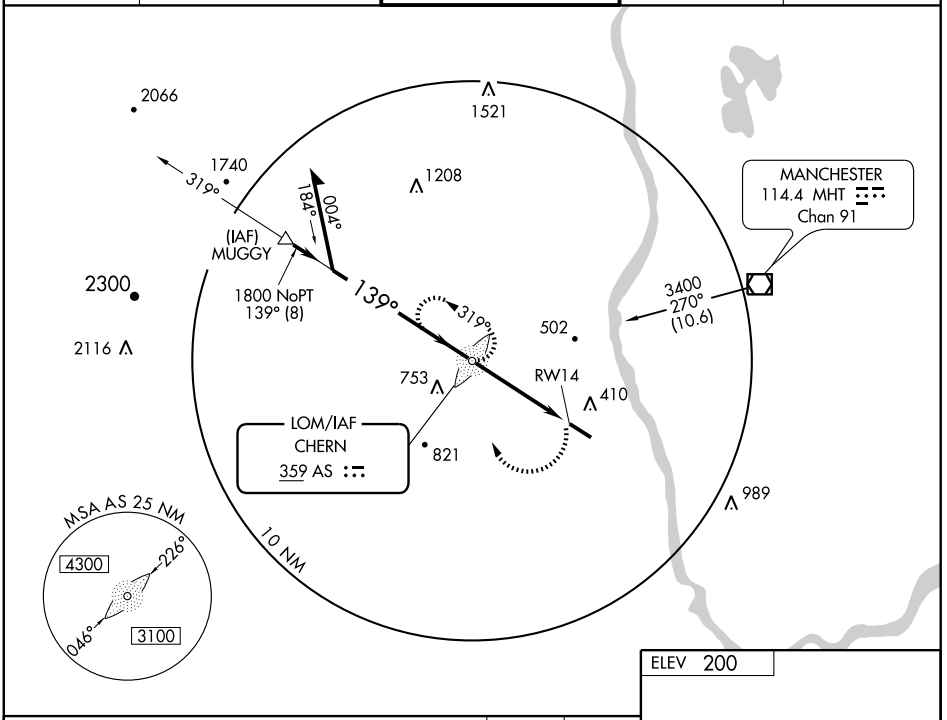
When local altimeter not received, use Manchester altimeter setting.

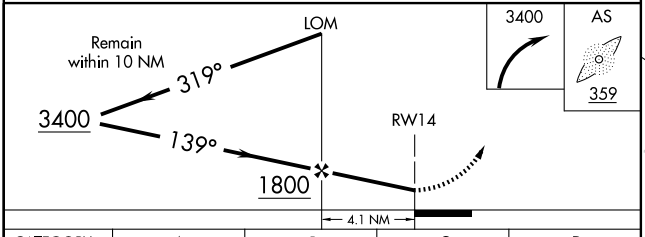
NA

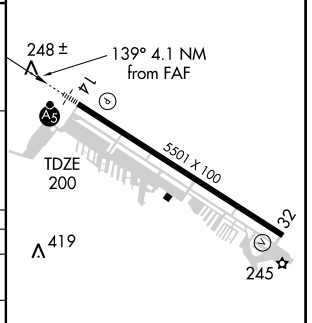
MALSR

MISSED APPROACH: Climbing right turn to 3400 direct AS LOM and hold.

| ATIS | BOSTON APP CON | NASHUA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.1 | 124.9 269.075 | 133.2 (CTAF) L | 121.8 | 121.8 |




HIRL Rwy 14-32 L

REIL Rwy 32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 840-¾ 640 (700-¾) | | 840-1¼ 640 (700-1¼) | 840-1¾ 640 (700-1¾) |
| CIRCLING | 840-1 640 (700-1) | | 840-1¾ 640 (700-1¾) | 840-2 640 (700-2) |
| MANCHESTER ALTIMETER SETTING MINIMUMS | | | | |
| S-14 | 860-¾ 660 (700-¾) | | 860-1¼ 660 (700-1¼) | 860-1¾ 660 (700-1¾) |
| CIRCLING | 860-1 660 (700-1) | | 860-1¾ 660 (700-1¾) | 860-2 660 (700-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| CH 86402 | 319° | TDZE | 192 |
| W32A | | Apt Elev | 199 |

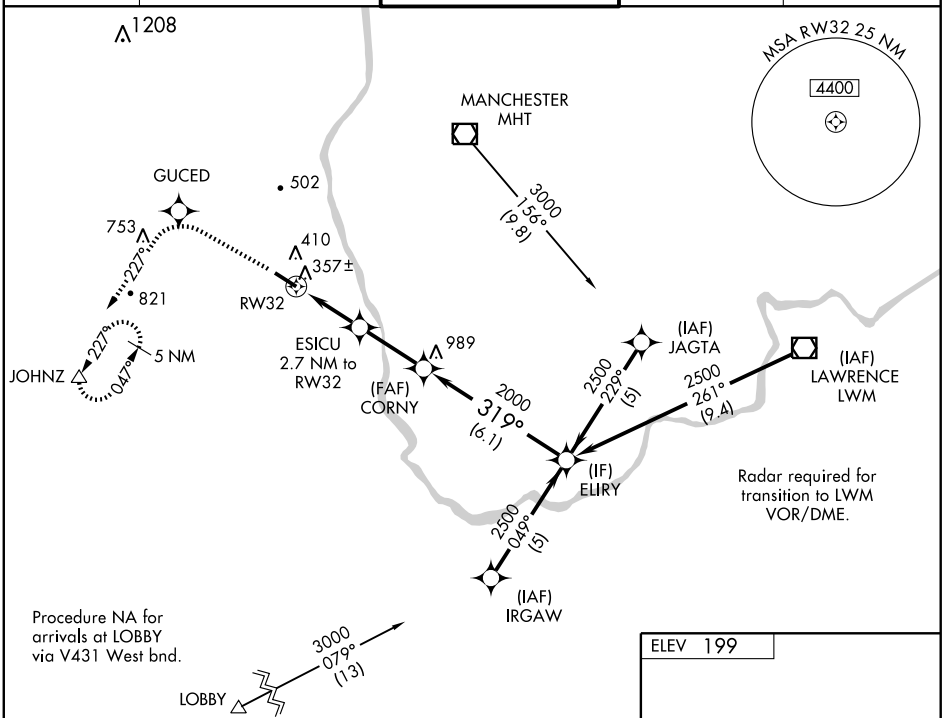
# RNAV (GPS) RWY 32

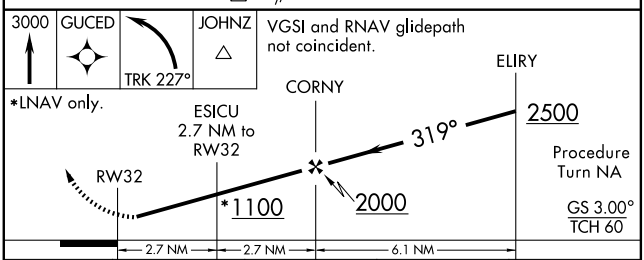
NASHUA/ BOIRE FIELD (ASH)

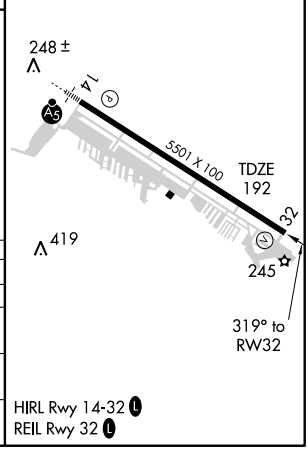
T A W Baro-VNAV NA when using Manchester altimeter setting. If local altimeter setting not received, use Manchester altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct GUCED and left turn via 227° track to JOHNZ and hold, continue climb-in-hold to 3000.

| ATIS | BOSTON APP CON | NASHUA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.1 | 124.9 269.075 | 133.2 (CTAF) L | 121.8 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 528-1¼ 336 (400-1¼) | | | |
| LNAV/ VNAV DA | 617-1½ 425 (500-1½) | | | |
| LNAV MDA | 660-1 468 (500-1) | | 660-1¼ 468 (500-1¼) | 660-1½ 468 (500-1½) |
| CIRCLING | 800-1½ 601 (700-1½) | | 820-1¾ 621 (700-1¾) | 820-2 621 (700-2) |

HIRL Rwy 14-32 L
REIL Rwy 32 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME MHT 114.4 Chan 91 | APP CRS 246° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 200 |
|---|---|---|

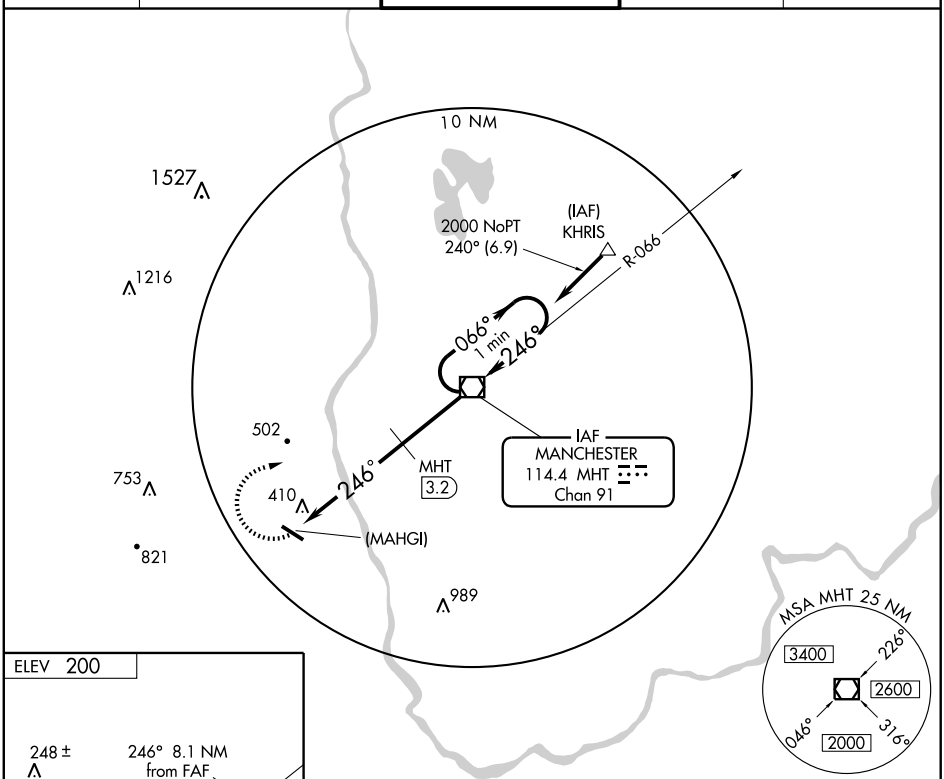
# VOR or GPS-A

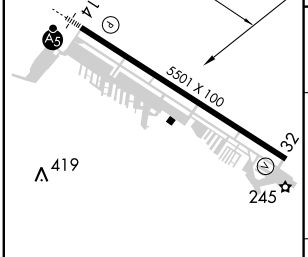
NASHUA/ BOIRE FIELD (ASH)

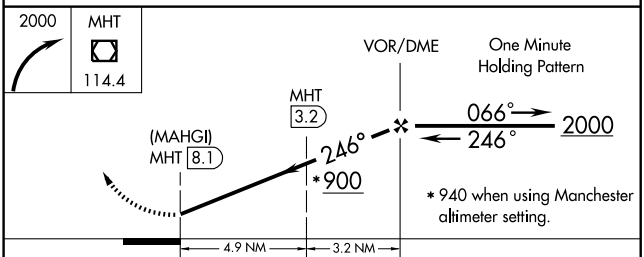
When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and CAT C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct MHT VOR/DME and hold.

| ATIS | BOSTON APP CON | NASHUA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.1 | 124.9 269.075 | 133.2 (CTAF) L | 121.8 | 121.8 |




HIRL Rwy 14-32 L
REIL Rwy 32 L

| FAF to MAP 8.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1 700 (700-1) | | 900-2 700 (700-2) | 900-2¼ 700 (700-2¼) |
| DME MINIMUMS | | | | |
| CIRCLING | 800-1 600 (600-1) | 840-1 640 (700-1) | 840-1¾ 640 (700-1¾) | 840-2 640 (700-2) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LWM | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| 112.5 | 292° | TDZE | 193 |
| Chan 72 | | Apt Elev | 200 |

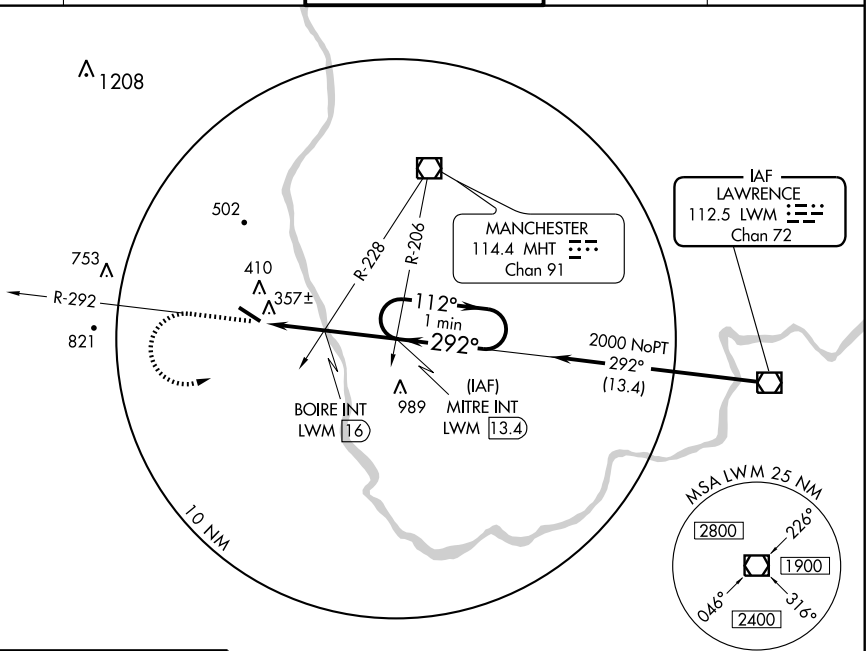
# VOR RWY 32

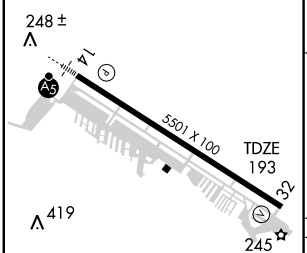
NASHUA/ BOIRE FIELD (ASH)

When local altimeter not received, use Manchester altimeter setting and increase all MDAs 40 feet and Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via LWM R-292 to MITRE Int and hold.

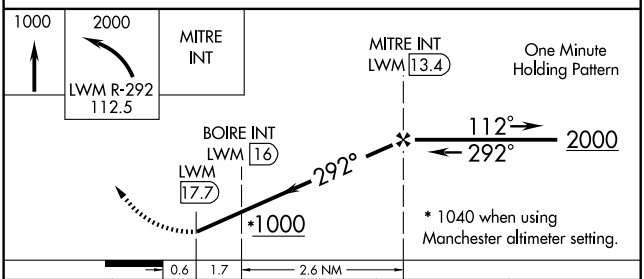
| ATIS | BOSTON APP CON | NASHUA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.1 | 124.9 269.075 | 133.2 (CTAF) L | 121.8 | 121.8 |




HIRL Rwy 14-32 L
REIL Rwy 32 L

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1000-1<br>807 (800-1) | 1000-1¼<br>807 (800-1¼) | 1000-2¼<br>807 (800-2¼) | 1000-2½<br>807 (800-2½) |
| CIRCLING | 1000-1<br>800 (800-1) | 1000-1¼<br>800 (800-1¼) | 1000-2¼<br>800 (800-2¼) | 1000-2½<br>800 (800-2½) |
| BOIRE INT MINIMUMS | | | | |
| S-32 | 620-1 427 (500-1) | | 620-1¼<br>427 (500-1¼) | 620-1½<br>427 (500-1½) |
| CIRCLING | 800-1<br>600 (600-1) | 840-1<br>640 (700-1) | 840-1¾<br>640 (700-1¾) | 840-2<br>640 (700-2) |

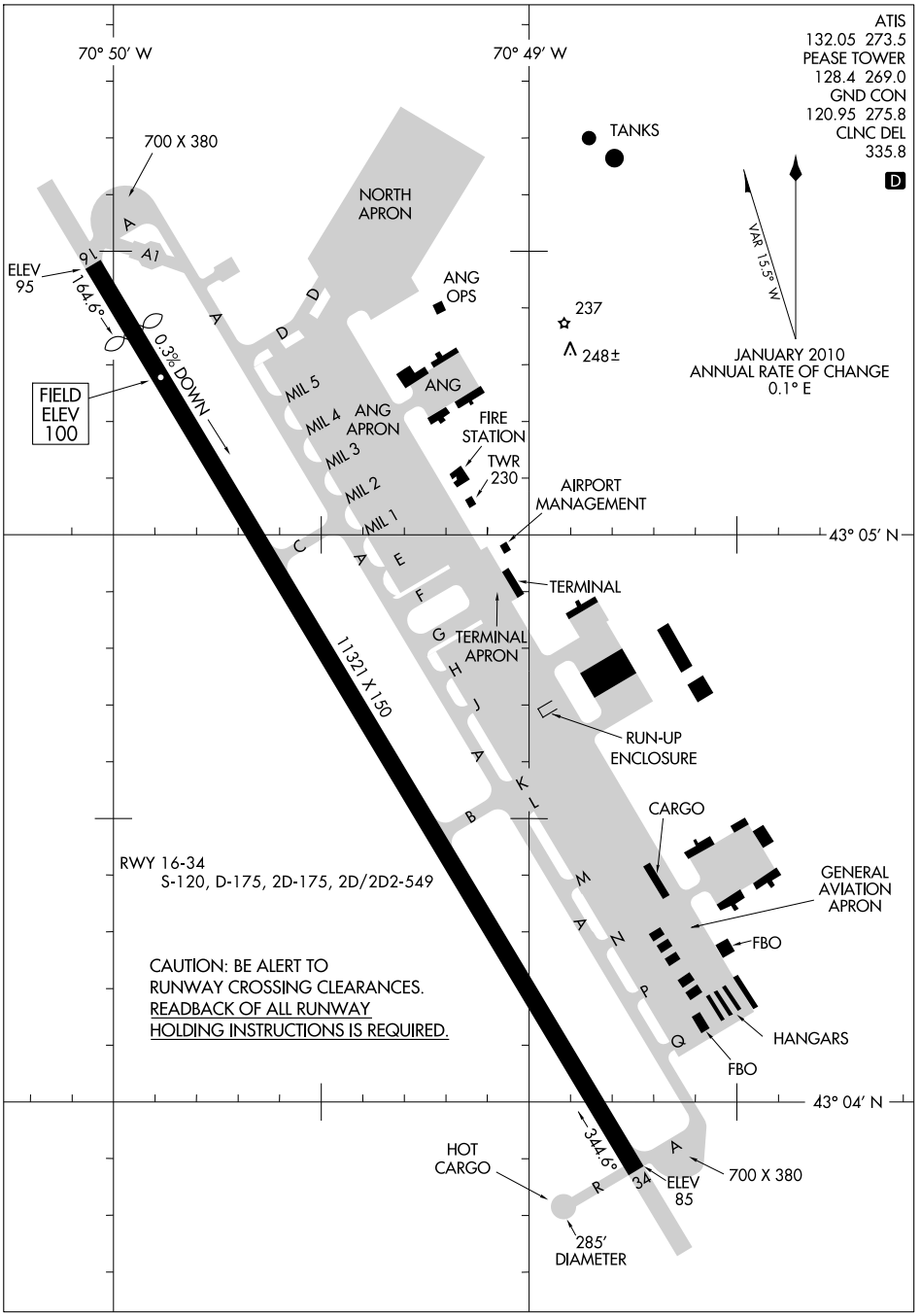


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-678 (FAA)

PORTSMOUTH INTL AT PEASE (PSM)
PORTSMOUTH, NEW HAMPSHIRE




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

PORTSMOUTH, NEW HAMPSHIRE
PORTSMOUTH INTL AT PEASE (PSM)

10210

## PORTSMOUTH

### PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′

NEW YORK
H–11D, 12K, L–32H, 33D
IAP, AD

100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA
Class I, ARFF Index E NOTAM FILE PSM

**RWY 16–34:** H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL

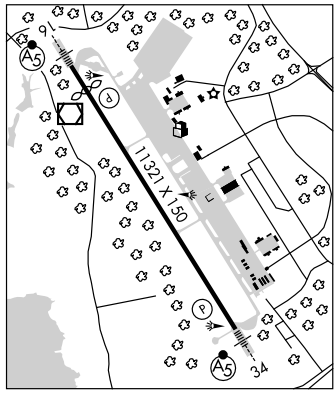
**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.

**RWY 34:** MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 16:** TORA–11321 TODA–11321 ASDA–11321 LDA–10518

**RWY 34:** TORA–11321 TODA–11321 ASDA–11321 LDA–11321




**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

**COMMUNICATIONS: ATIS** 132.05 (603) 430–3232 **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 125.05 125.825

**TOWER** 128.4 **GND CON** 120.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.

**PEASE (L) VOR/DME** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.

**ILS** 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.

**ILS** 110.1 I–PSM Rwy 34.

## ROCHESTER

### SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′

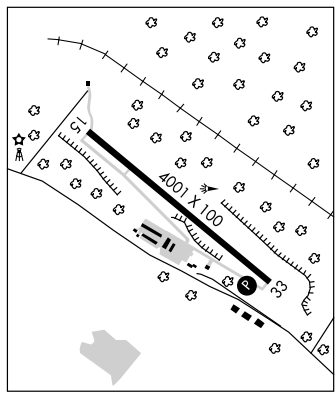
NEW YORK
L–32H
IAP

322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW

**RWY 15–33:** H4001X100 (ASPH) S–30 MIRL 0.5% up SE

**RWY 15:** Trees.

**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (603) 332–7814.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**BOSTON APP/DEP CON** 125.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.

**PEASE (L) VORTACW** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.

**ROLLINS NDB (MHW)** 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.

**SANFD NDB (LOM)** 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

**COMM/NAV/WEATHER REMARKS:** Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

# ILS or LOC RWY 16

## PORTSMOUTH INTL AT PEASE (PSM)

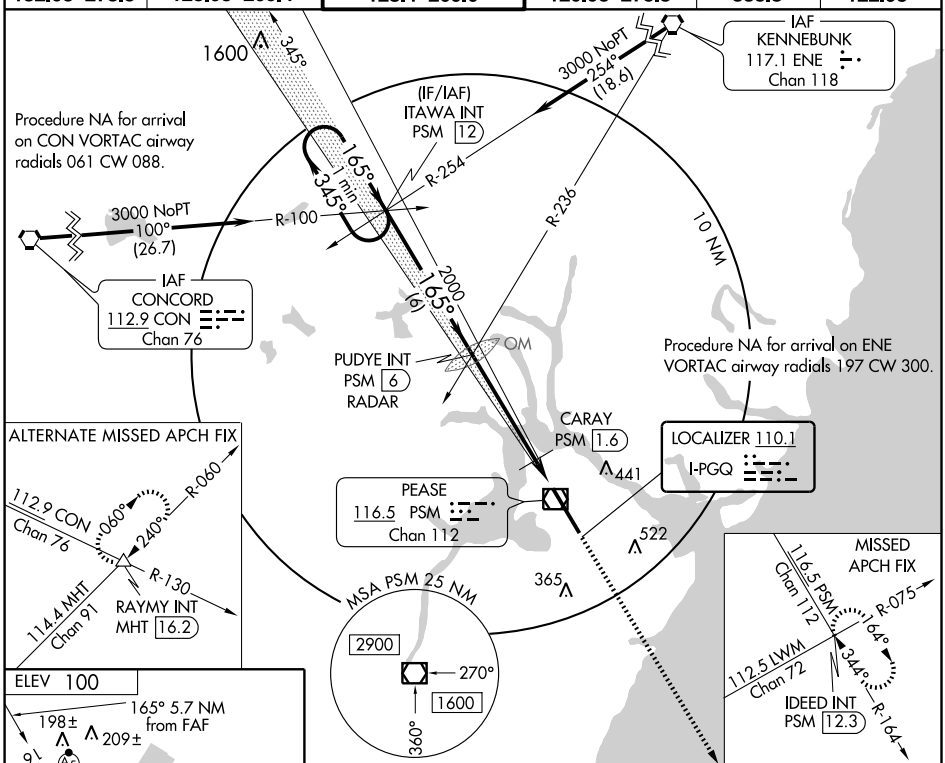
| LOC I-PGQ | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| 110.1 | 165° | TDZE | 100 |
| | | Apt Elev | 100 |

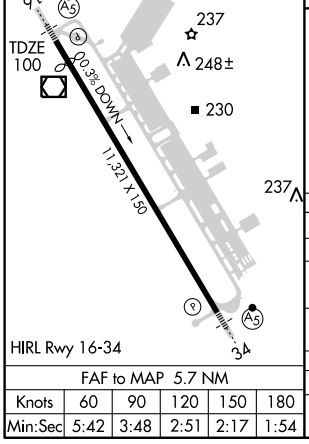
T A ASR — Circling NA East of Rwy 16-34.**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 16 Cat E visibility to RVR 4000 and S-LOC 16 Cat E visibility to 1½. CARAY FIX MINIMUMS: For inoperative MALSR, increase S-LOC 16 Cat E visibility to RVR 6000.

MALSR

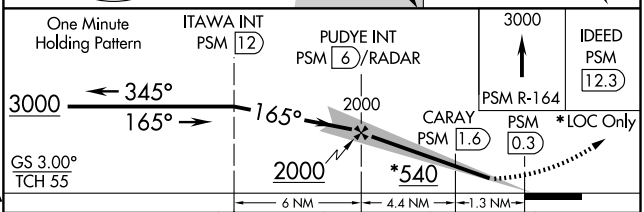
MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-164 to IDEED Int/PSM 12.3 DME and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16 | **300/24 200 (200-½) | | | | |
| S-LOC 16 | 540/24 440 (500-½) | | 540/40 440 (500-¾) | 540/50 440 (500-1) | |
| CIRCLING | 540-1 440 (500-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 680-2 580 (600-2) | 800-2½ 700 (700-2½) |
| CARAY FIX MINIMUMS | | | | | |
| S-LOC 16 | 460/24 360 (400-½) | | | 460/40 360 (400-¾) | |
| CIRCLING | 480-1 380 (400-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 680-2 580 (600-2) | 800-2½ 700 (700-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 34

## PORTSMOUTH INTL AT PEASE (PSM)

| LOC I-PSM | APP CRS | Rwy Idg | 11321 |
|---|---|---|---|
| 110.1 | 345° | TDZE | 84 |
| | | Apt Elev | 100 |

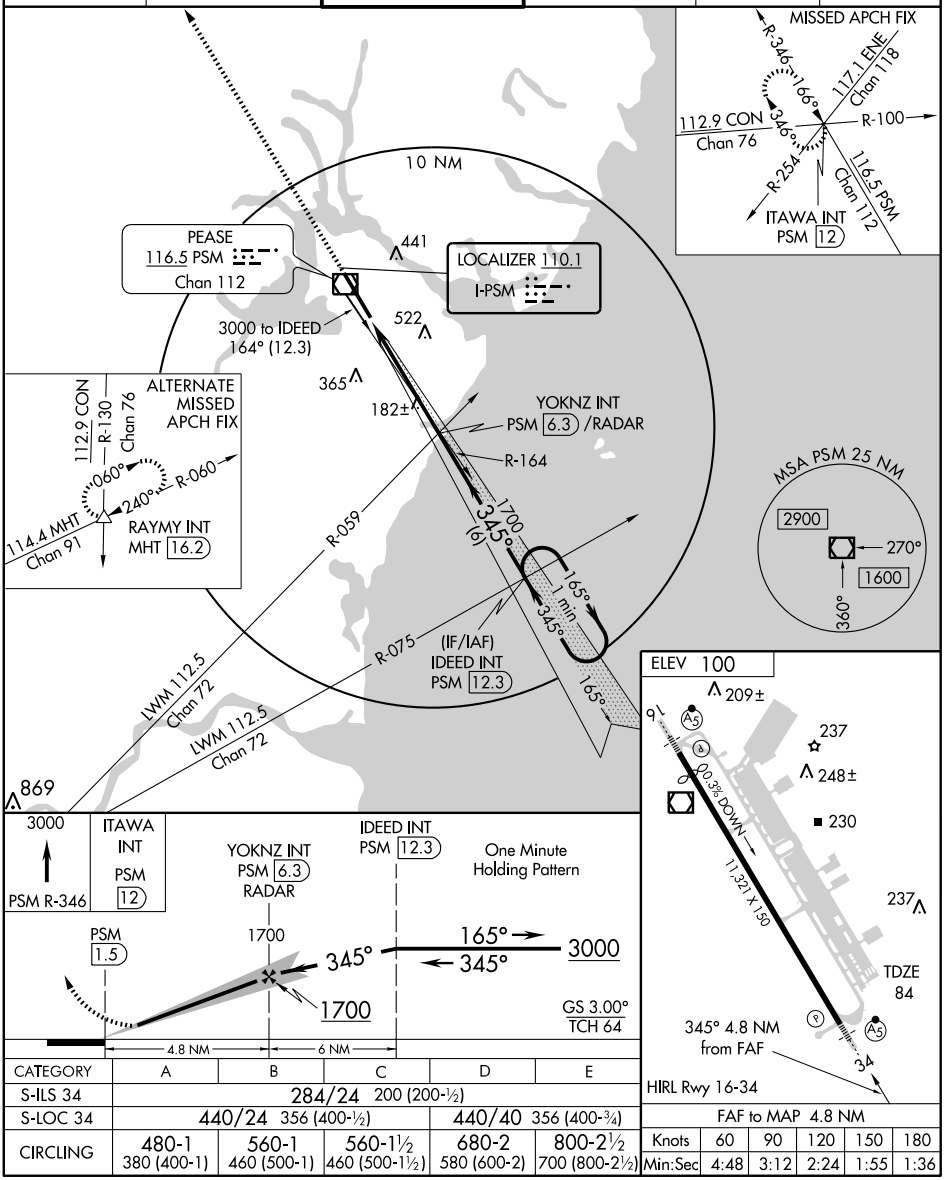
ASR

Circling NA East of Rwy 16-34.
For inoperative MALSR, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via PSM VOR/DME R-346 to ITAWA INT/PSM VOR/DME 12 DME and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 | 284/24 200 (200-½) | | | | |
| S-LOC 34 | 440/24 356 (400-½) | | | 440/40 356 (400-¾) | |
| CIRCLING | 480-1 380 (400-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 680-2 580 (600-2) | 800-2½ 700 (800-2½) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# PEASE TWO DEPARTURE

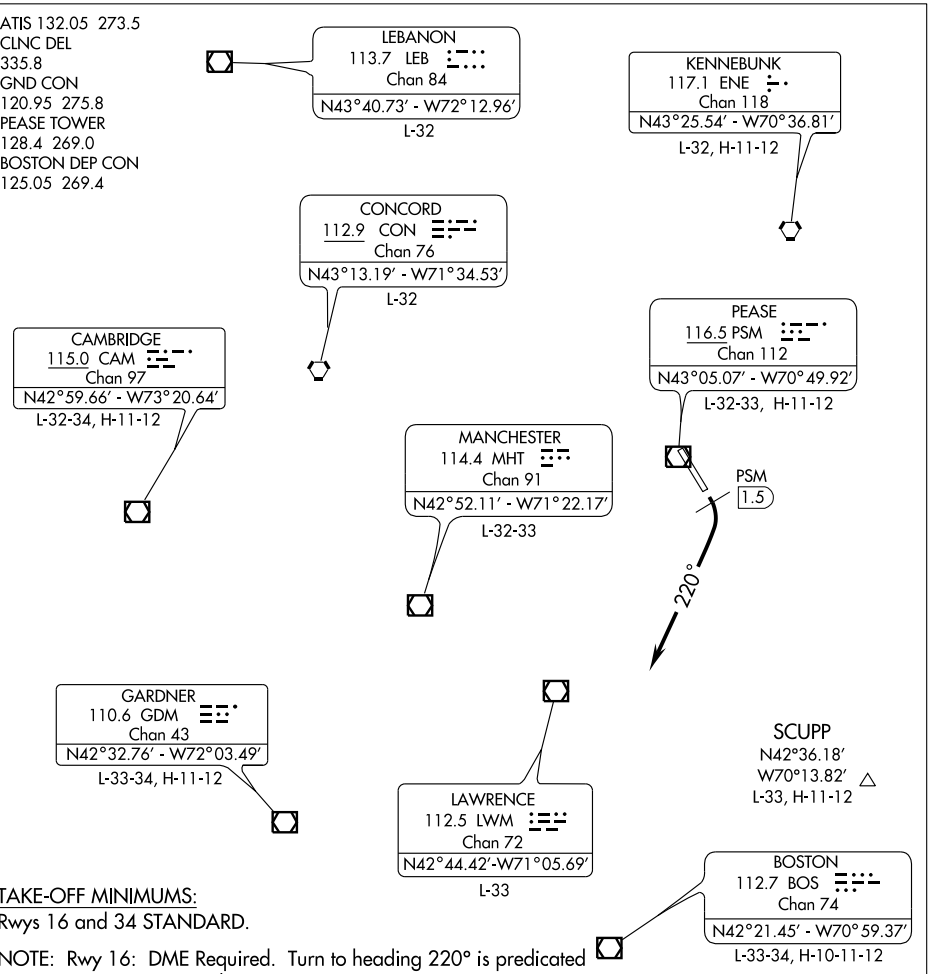
SL-678 (FAA)





NE-1, 26 AUG 2010 to 23 SEP 2010

ATIS 132.05 273.5
CLNC DEL
335.8
GND CON
120.95 275.8
PEASE TOWER
128.4 269.0
BOSTON DEP CON
125.05 269.4




TAKE-OFF MINIMUMS:
Rwys 16 and 34 STANDARD.

NOTE: Rwy 16: DME Required. Turn to heading 220° is predicated on avoiding noise sensitive areas. Initiate turns as soon as practicable upon reaching 500′ MSL, but no earlier than PSM 1.5 DME. PSM 1.5 DME intersects runway centerline 190′ from departure end.

NOTE: Rwy 34: Cross departure end of runway at or above 10′ AGL/105′ MSL.

Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb via 165° course, cross PSM 1.5 DME at or above 500′, turn right heading 220° or as assigned by ATC for radar vectors to assigned route/navaid/fix, if unable to reach 500′ or above by PSM 1.5 DME continue on 165° course, Thence . . . .
TAKE-OFF RUNWAY 34: Climb runway heading or as assigned by ATC for radar vectors to assigned route/navaid/fix, Thence . . . .
. . . . Maintain 3000′ or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

| WAAS | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| Ch 40012 | 165° | TDZE | 100 |
| W16A | | Apt Elev | 100 |

# RNAV (GPS) RWY 16

## PORTSMOUTH INTL AT PEASE (PSM)

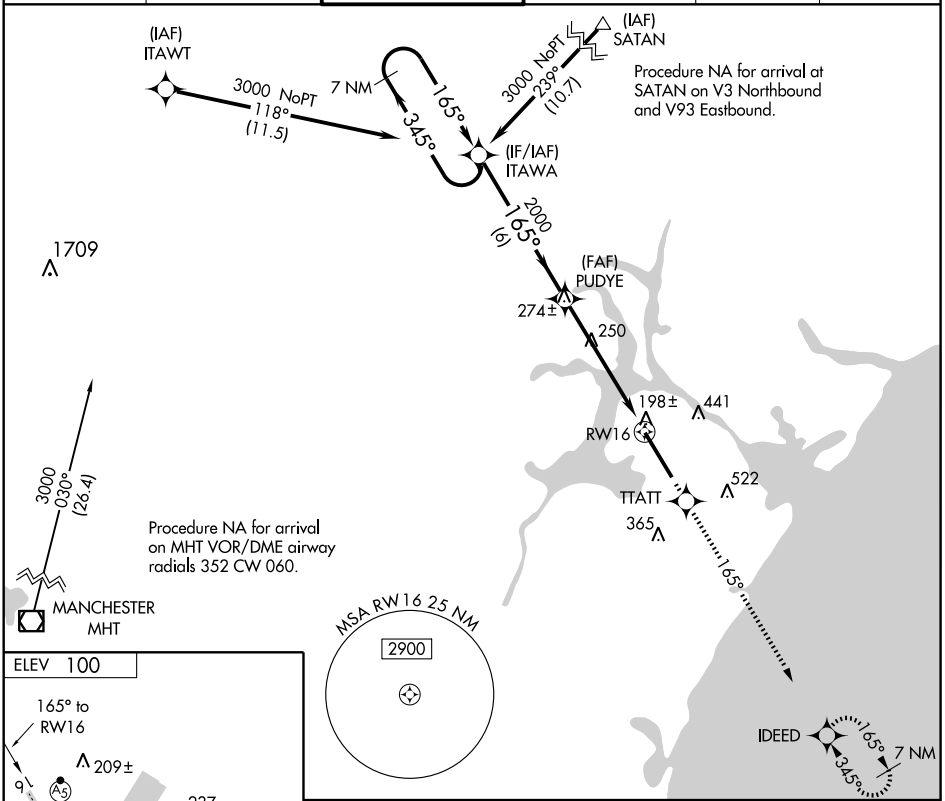
ASR

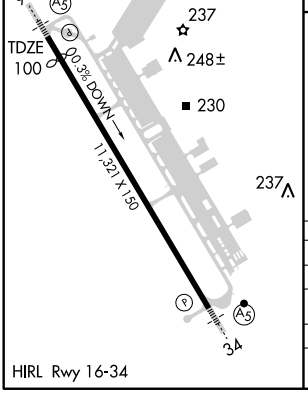
Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½ miles.

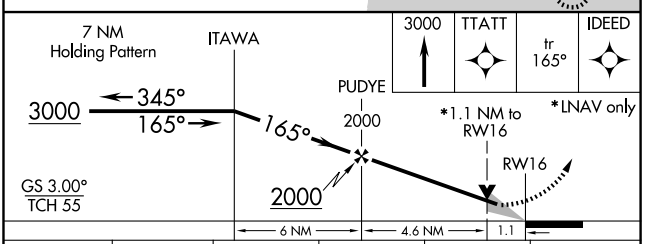
MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and on track 165° to IDEED and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 300/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 452/40 352 (400-¾) | | | | |
| LNAV MDA | 500/24 400 (400-½) | | | 500/50 400 (400-1) | |
| CIRCLING | 500-1 400 (400-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 680-2 580 (600-2) | 800-2½ 700 (800-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11321 |
|---|---|---|---|
| Ch 97323 | 345° | TDZE | 84 |
| W34A | | Apt Elev | 100 |

# RNAV (GPS) RWY 34

## PORTSMOUTH INTL AT PEASE (PSM)

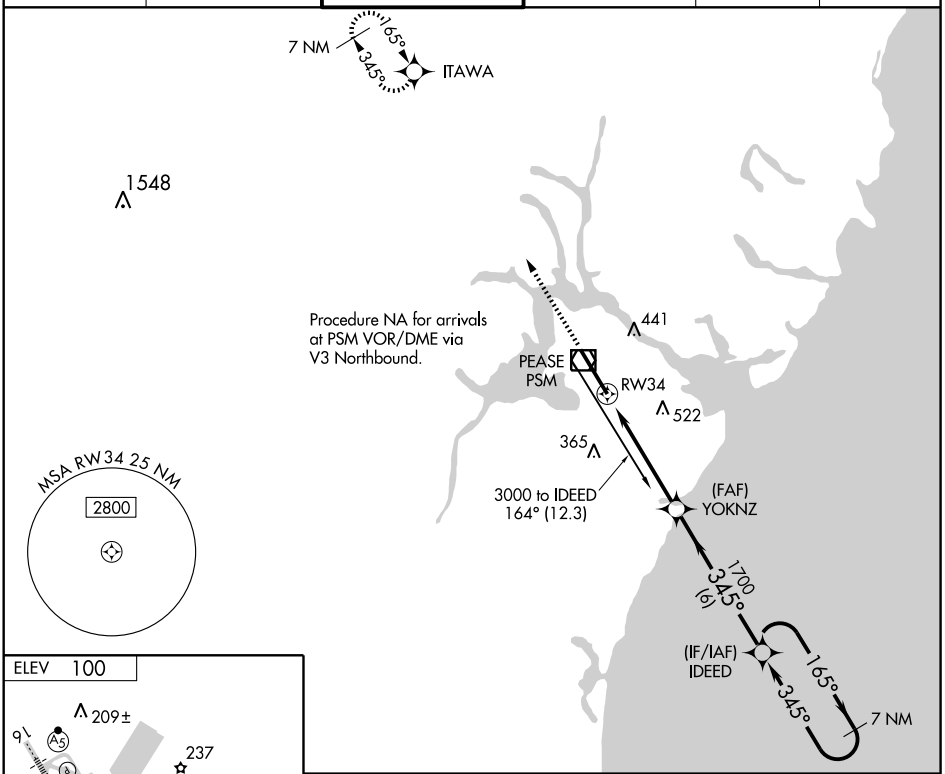
ASR

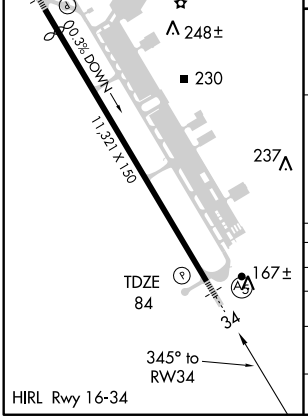
Circling NA East of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles.

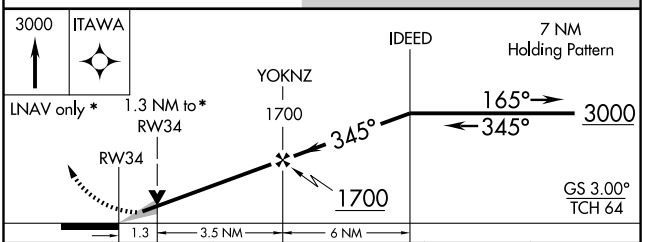
MALSR

MISSED APPROACH: Climb to 3000 direct ITAWA and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |



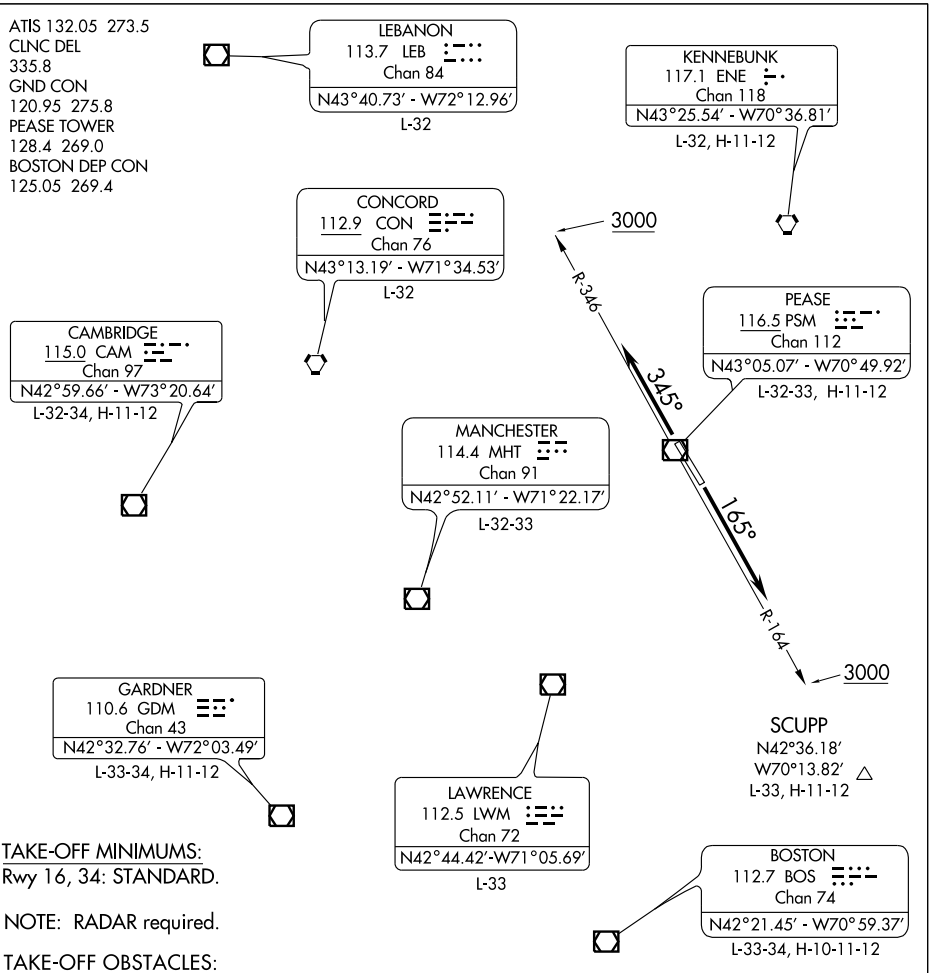

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 284/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 530/50 446 (500-1) | | | | |
| LNAV MDA | 560/24 476 (500-½) | | 560/40 476 (500-¾) | 560/50 476 (500-1) | 560/60 476 (500-1¼) |
| CIRCLING | 560-1 460 (500-1) | | 560-1½ 460 (500-1½) | 680-2 580 (600-2) | 800-2½ 700 (800-2½) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# TANKER ONE DEPARTURE

SL-678 (FAA)




TAKE-OFF MINIMUMS:
Rwy 16, 34: STANDARD.

NOTE: RADAR required.

TAKE-OFF OBSTACLES:
Rwy 34: Building 519′ from DER, 439′ right of centerline, 15′ AGL/115′ MSL.
Trees beginning 2752′ from DER, 1090′ right of centerline, up to 90′ AGL/170′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb heading 165° to intercept PSM VOR/DME R-164 to 3000 or as assigned by ATC, Thence. . . .
TAKE-OFF RUNWAY 34: Climb heading 345° to intercept PSM VOR/DME R-346 to 3000 or as assigned by ATC, Thence. . . .

. . . . Expect radar vectors to assigned route/navaid/fix. Expect further clearance to filed altitude/flight level 5 minutes after departure.



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PSM | APP CRS | Rwy Idg | 10518 |
|---|---|---|---|
| 116.5 | 174° | TDZE | 101 |
| Chan 112 | | Apt Elev | 101 |

# VOR RWY 16

## PORTSMOUTH INTL AT PEASE (PSM)

ASR — Circling not authorized east of Rwys 16 and 34. For inoperative MALSR, increase S-16 Cat D & E visibilities to 1¼.

MALSR

MISSED APPROACH: Climb to 3000 via PSM R-162 to SHOLS Int/PSM 12 DME and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |

PSM 18 — R-354 — 174° 1 min 354° — R-253 — 117.1 ENE Chan 118

(IAF) ROCHS INT PSM 12

1700 (7) — 174° — R-233

MSA PSM 25 NM: 2900 (225°–045°) 1900

1561

DOVAH INT PSM 5 — 219± — 495

3000 to ROCHS INT 354° (12)

441

PEASE 116.5 PSM Chan 112

230 — 522 — 365

3000 053° (30.8)

MANCHESTER 114.4 MHT Chan 91

R-162 — 10 NM

SHOLS INT PSM 12 — 162° — 342° — R-075 — 112.5 LWM Chan 72 — PSM 18

ELEV 101

174° 4.7 NM from FAF

209± — TDZE 101 — 237 — 248± — 230 — 237

0.3% DOWN — 11,321 X 150 — 16 — 34

HIRL Rwy 16-34

ROCHS INT PSM 12 — One Minute Holding Pattern

3000 — 354° — 174° — 174° — DOVAH INT PSM 5 — 1700 — 3.10° — TCH 51 — VOR/DME PSM 0.9

3000 PSM R-162 116.5 — SHOLS INT

7 NM — 4.1 NM — 0.6

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16 | 460/24 359 (400-½) | | | 460/50 359 (400-1) | |
| CIRCLING | 480-1 379 (400-1) | 560-1 459 (500-1) | 560-1½ 459 (500-1½) | 680-2 579 (600-2) | |

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PSM | APP CRS | Rwy Idg | 11321 |
|---|---|---|---|
| 116.5 | 342° | TDZE | 85 |
| Chan 112 | | Apt Elev | 101 |

# VOR RWY 34

## PORTSMOUTH INTL AT PEASE (PSM)

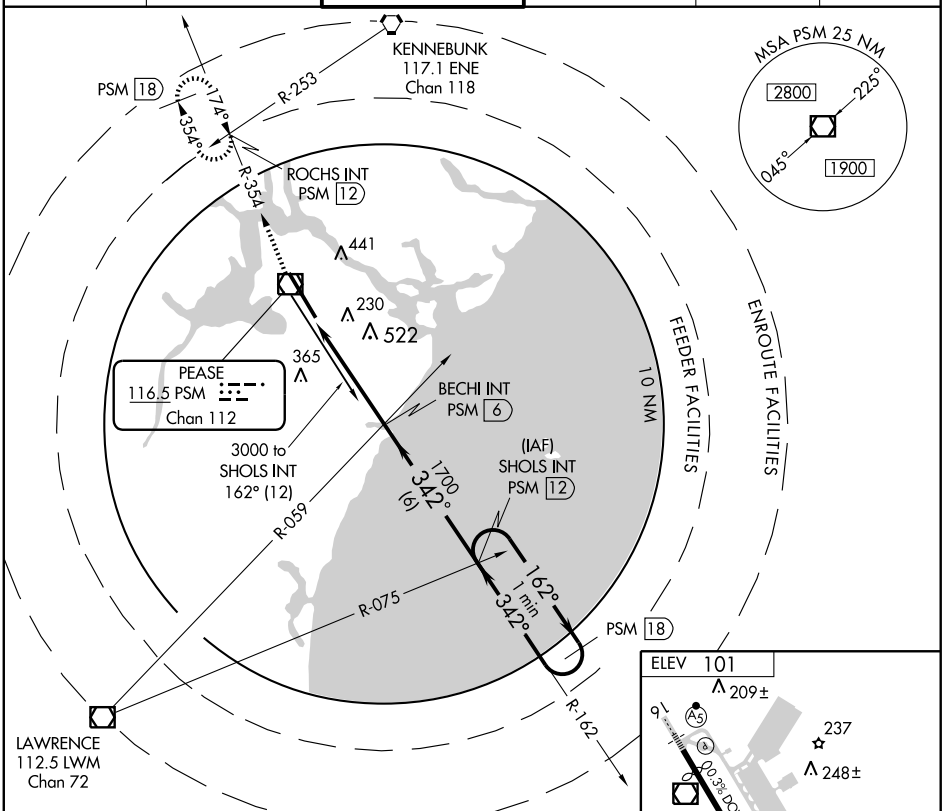
ASR

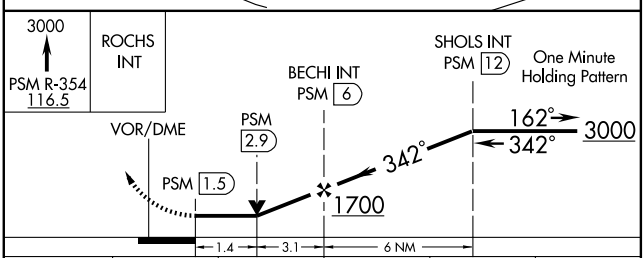
Circling not authorized east of Rwy 16 and 34.

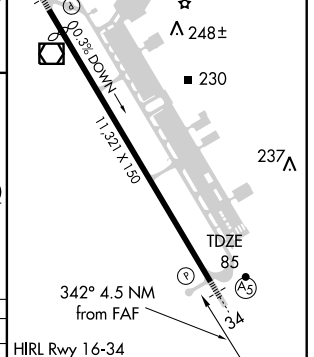
MALSR

MISSED APPROACH: Climb to 3000 via PSM R-354 to ROCHS Int/PSM 12 DME and hold.

| ATIS | BOSTON APP CON | PEASE TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.05 273.5 | 125.05 269.4 | 128.4 269.0 | 120.95 275.8 | 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34 | 520/24 | 435 (500-½) | 520/40 435 (500-¾) | 520/50 | 435 (500-1) |
| CIRCLING | 520-1 419 (500-1) | 560-1 459 (500-1) | 560-1½ 459 (500-1½) | 680-2 | 579 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |


NE-1, 26 AUG 2010 to 23 SEP 2010

## PORTSMOUTH

### PORTSMOUTH INTL AT PEASE (PSM) 1 W UTC−5(−4DT) N43°04.68′ W70°49.40′

NEW YORK
H–11D, 12K, L–32H, 33D
IAP, AD

100 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA
Class I, ARFF Index E NOTAM FILE PSM

**RWY 16–34:** H11321X150 (ASPH–CONC–GRVD) S–120, D–175, 2D–175, 2D/2D2–549 HIRL

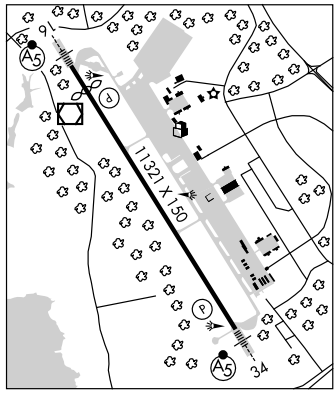
**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 803′. Trees. Rgt tfc. 0.3% down.

**RWY 34:** MALSR. PAPI(P4L)—GA 3.0° TCH 64′.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 16:** TORA–11321 TODA–11321 ASDA–11321 LDA–10518

**RWY 34:** TORA–11321 TODA–11321 ASDA–11321 LDA–11321




**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Turbulence apch end Rwy 34 in strong cross winds. Rwy 34 is preferred when tail wind component is less than 5 knots. Rwy 16 is preferred for tkf between 0300–1159Z‡, when tail wind component is 5 knots or less. All inbound acft with hazardous cargo info call twr 60 NM out. Customs office hrs Mon–Fri 1400–2130Z‡, excluding holidays. Customs must be arranged Mon–Fri 1400–2130Z‡ (except holidays) at 603–422–0910. Intl. arrivals must arrange for ground handling prior to arrival. FBO 603–430–1111/128.825. No practice low apch or touch and go ldg 0400–1200Z‡ for local based acft and 0200–1200Z‡ for transient acft or before 1700Z‡ Sun for all acft. During snow removal ops PPR 15 minutes on 128.4 and no practice low apch or touch and go ldg. On other than a published IAP—arriving acft should establish themselves on final apch at least 2 NM from the rwy thld at a minimum of 700 ft MSL. Littlebrook Airpark located 052° 4.4 NM; tfc pattern 1130 ft MSL. Fly downwind leg no closer than ½ mile from rwy. Noise sensitive areas off both end of rwy. Avoid close in base legs/short apchs. On dep maintain rwy heading to 1100 ft MSL or the end of the rwy (whichever occurs last) prior to turning. Rwy 16–34 first 1000 ft both ends CONC–GRVD; remainder is ASPH–GRVD. No 180° turns for acft over 12500 lbs gross weight on ASPH portion of Rwy 16–34. Rwy 16–34 double faced distance markers both sides of rwy at 1000 ft intervals. Rwy 16–34 edge lgts are 24 inches tall; 85 ft from centerline. Rectangular tfc pattern 1600(1500); overhead tfc pattern 2100(2000); light acft 1100(1000). Ldg fee for civil tran acft over 12,500 lbs.

**COMMUNICATIONS: ATIS** 132.05 (603) 430–3232 **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 125.05 125.825

**TOWER** 128.4 **GND CON** 120.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.

**PEASE (L) VOR/DME** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ at fld. 99/16W.

**ILS** 110.1 I–PGQ Rwy 16. Class IA. GS unusable for coupled apch blo 463′ MSL.

**ILS** 110.1 I–PSM Rwy 34.

## ROCHESTER

### SKYHAVEN (DAW) 3 SE UTC−5(−4DT) N43°17.04′ W70°55.76′

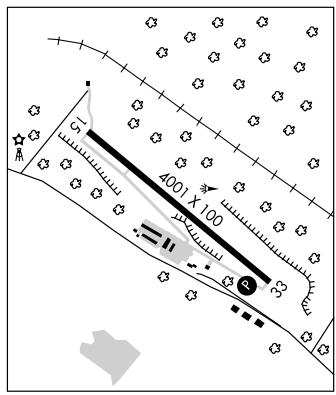
NEW YORK
L–32H
IAP

322 B **FUEL** 100LL TPA—1122(800) NOTAM FILE DAW

**RWY 15–33:** H4001X100 (ASPH) S–30 MIRL 0.5% up SE

**RWY 15:** Trees.

**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended May–Oct 1300–2300Z‡; Nov–Apr 1300–2100Z‡. Self–serve 100LL avbl 24 hrs with credit card system. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non–radio tfc in good weather. Rotating bcn located 3000′ northwest of arpt. ACTIVATE MIRL Rwy 15–33 and PAPI and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (603) 332–7814.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**BOSTON APP/DEP CON** 125.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.

**PEASE (L) VORTACW** 116.5 PSM Chan 112 N43°05.07′ W70°49.92′ 356° 12.7 NM to fld. 99/16W.

**ROLLINS NDB (MHW)** 260 ESG N43°13.22′ W70°49.70′ 327° 5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.

**SANFD NDB (LOM)** 349 SF N43°20.07′ W70°50.06′ 251° 5.1 NM to fld.

**COMM/NAV/WEATHER REMARKS:** Comm provided by Bangor RADIO on freq 122.25. Clnc del thru Bangor FSS 1–866–295–3835.

| LOM SF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 349 | 251° | TDZE | N/A |
| | | Apt Elev | 322 |

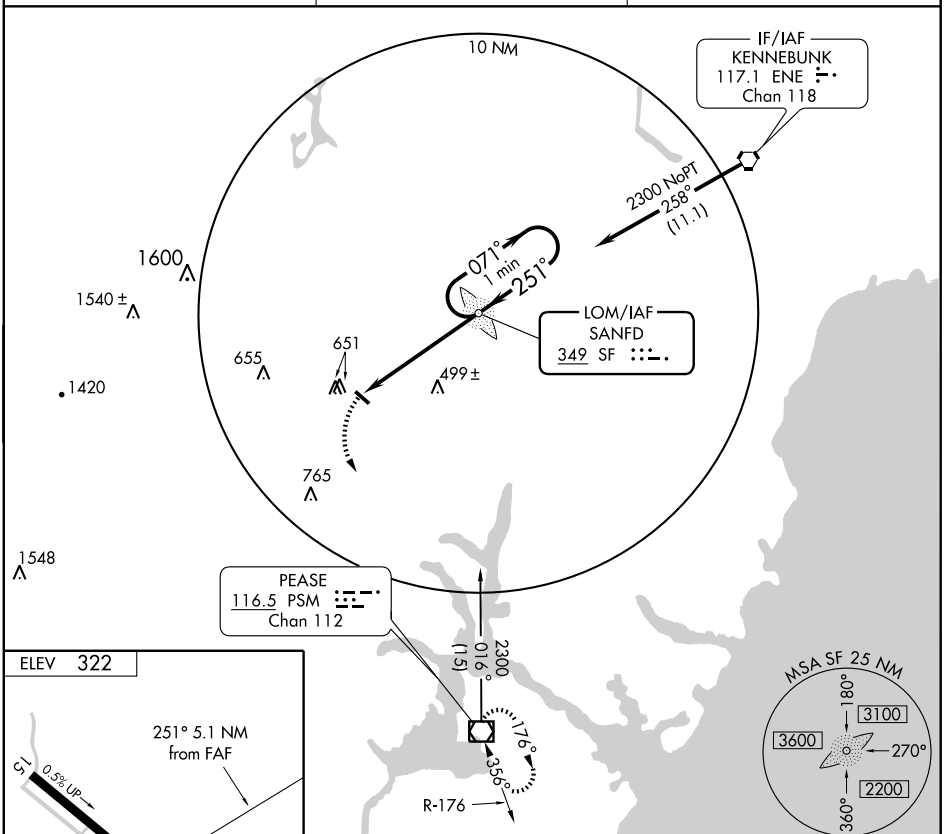
# NDB-B

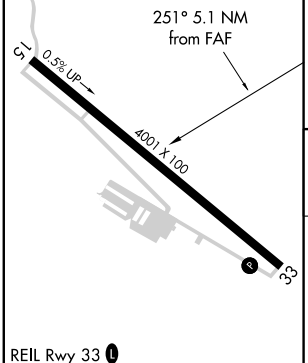
ROCHESTER/ SKYHAVEN (DAW)

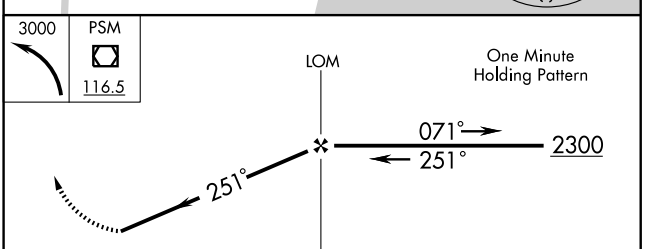
Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase MDA 80 feet and visibility Cat. B/C ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct PSM VOR/DME and hold.

| ASOS | BOSTON APP CON | UNICOM |
|---|---|---|
| 135.275 | 125.05 269.4 | 122.7 (CTAF) L |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1 | 698 (700-1) | 1020-2 | NA |
| | | | 698 (700-2) | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB ESG | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| 260 | 327° | TDZE | 322 |
| | | Apt Elev | 322 |

# NDB RWY 33

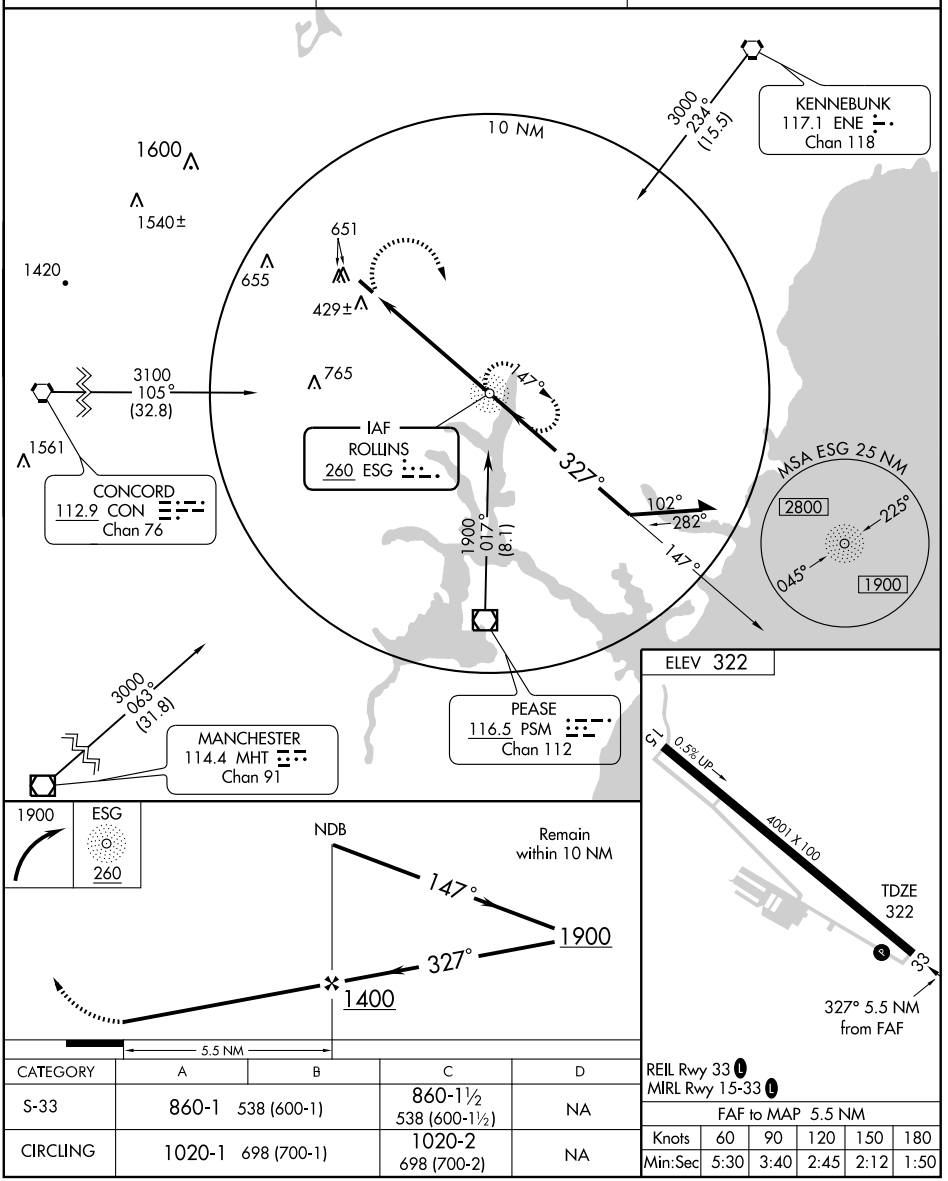
ROCHESTER/SKYHAVEN (DAW)

When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

| ASOS | BOSTON APP CON | UNICOM |
|---|---|---|
| 135.275 | 125.05 269.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 860-1 | 538 (600-1) | 860-1½ 538 (600-1½) | NA |
| CIRCLING | 1020-1 | 698 (700-1) | 1020-2 698 (700-2) | NA |

REIL Rwy 33 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 72715 | 327° | TDZE | 322 |
| W33A | | Apt Elev | 322 |

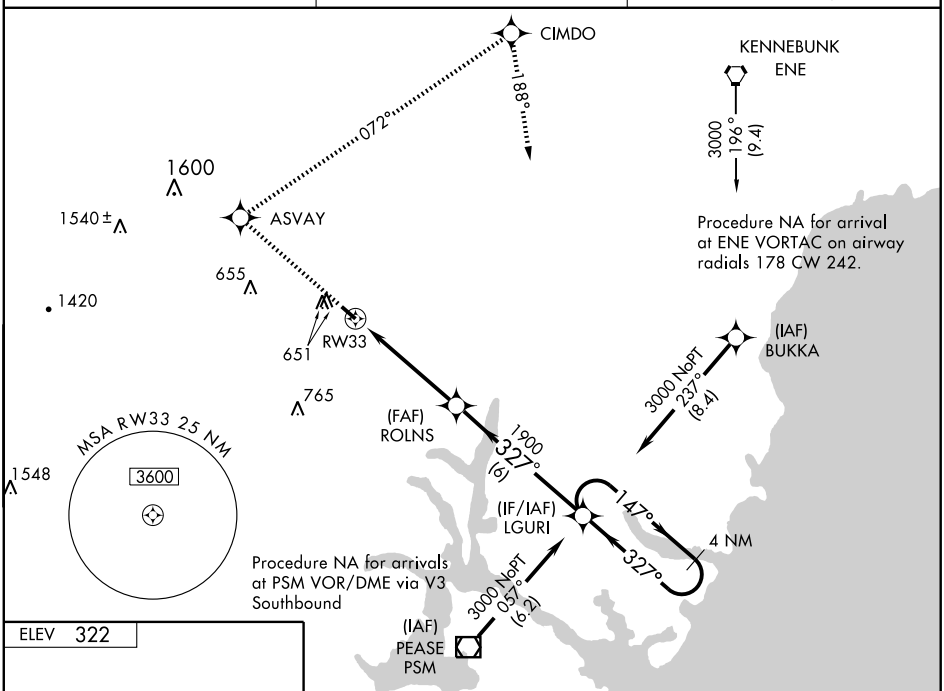
# RNAV (GPS) RWY 33

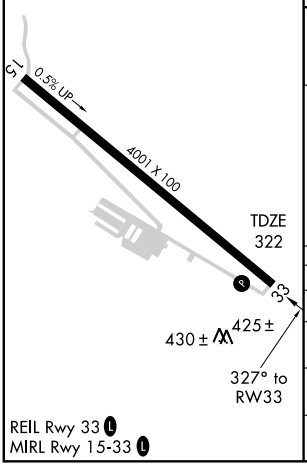
ROCHESTER/ SKYHAVEN (DAW)

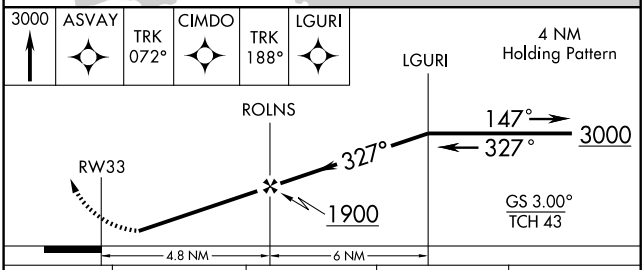
Baro-VNAV NA when using Portsmouth altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Portsmouth altimeter setting and increase all DA 62 feet and all MDA 80 feet, and LPV all Cats, LNAV/VNAV all Cats., LNAV Cat. C, and Circling Cat. B-C ¼ mile.

MISSED APPROACH: Climb to 3000 direct ASVAY and via track 072° to CIMDO and via track 188° to LGURI and hold.

| ASOS | BOSTON APP CON | UNICOM |
|---|---|---|
| 135.275 | 125.05 269.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 627-1 305 (400-1) | | | NA |
| LNAV/VNAV DA | 695-1¼ 373 (400-1¼) | | | NA |
| LNAV MDA | 860-1 538 (600-1) | | 860-1½ 538 (600-1½) | NA |
| CIRCLING | 1020-1 698 (700-1) | | 1020-2 698 (700-2) | NA |




NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PSM | APP CRS | Rwy Idg N/A |
|---|---|---|
| 116.5 | 356° | TDZE N/A |
| Chan 112 | | Apt Elev 322 |

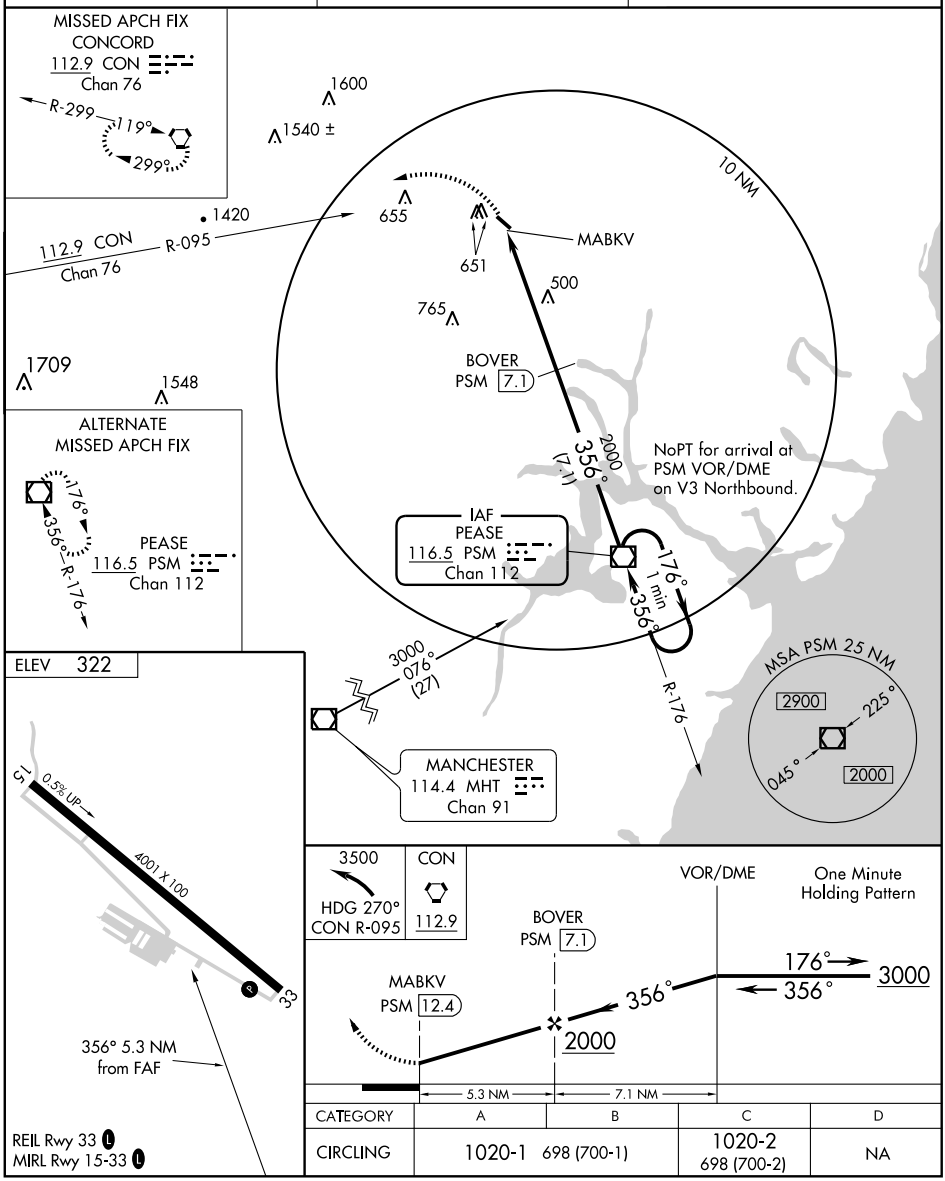
# VOR/DME-A

ROCHESTER/ SKYHAVEN (DAW)

When local altimeter not received, use Portsmouth altimeter setting and increase all MDA 80 feet, and Circling visibility Cat. B-C ¼ mile.

MISSED APPROACH: Climbing left turn to 3500 via heading 270° and CON VORTAC R-095 to CON VORTAC and hold.

| ASOS | BOSTON APP CON | UNICOM |
|---|---|---|
| 135.275 | 125.05 269.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1 | 698 (700-1) | 1020-2 | NA |
| | | | 698 (700-2) | |

REIL Rwy 33 L
MIRL Rwy 15-33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

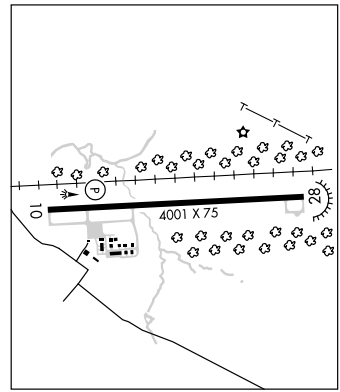
**ROLLINS** N43°13.22′ W70°49.70′ NOTAM FILE BGR. NEW YORK
**NDB (MHW)** 260 ESG 327° 5.9 NM to Skyhaven. Unusable byd 10 NM. L–32H, 33D

**SKYHAVEN** (See ROCHESTER)

**TWIN MOUNTAIN** (8B2) 1 SW UTC−5(−4DT) N44°15.84′ W71°32.80′ MONTREAL
1459 NOTAM FILE BGR L–32H
**RWY 09–27:** H2660X60 (ASPH) S–8.5 RWY LGTS (NSTD)
**RWY 09:** Trees. **RWY 27:** Trees.
**AIRPORT REMARKS:** Attended irregularly. Wildlife on and invof arpt. Acft are requested to stay on paved surfaces only. Advance notice rqr for rwy lgts call 1–603–846–5505. Rwy 09–27 rwy lgts 15–20′ from rwy edge. Arpt not plowed in winter. For winter conditions call 603–846–5505.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 090° 40.4 NM to fld. 2080/16W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor FSS 1–866–295–3835.

## WHITEFIELD

**MOUNT WASHINGTON RGNL** (HIE) 3 E UTC−5(−4DT) N44°22.06′ W71°32.67′ MONTREAL
1074 B S4 **FUEL** 100LL TPA—2000(926) NOTAM FILE HIE L–32H
**RWY 10–28:** H4001X75 (ASPH) S–30 MIRL 0.6% up E. IAP
**RWY 10:** REIL. PAPI(P4L)—GA 3.5° TCH 45′. Trees.
**RWY 28:** REIL. Tree. Rgt tfc. Tree.
**AIRPORT REMARKS:** Attended irregularly. Self–serve fuel avbl 24 hrs with credit card. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.525 (603) 837–2769.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**WHITEFIELD RCO** 122.4 (BANGOR RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 135.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 082° 42.6 NM fld. 2080/16W.
**MAHN NDB (MHW)** 386 GMA N44°21.74′ W71°41.16′ 104° 6.1 NM to fld. NOTAM FILE HIE. Unmonitored.
NDB unusable:
byd 15 NM blo 9000′
**ILS** 109.5 I–HIE RWY 10. LOC only.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bangor FSS 122.4 1–866–295–3835.




**WHITEFIELD** N44°21.94′ W71°33.15′ MONTREAL
**RCO** 122.4 (BANGOR RADIO) L–32H

**WHITE RIVER** N43°33.61′ W72°27.93′ NOTAM FILE LEB. NEW YORK
**NDB (MHW)** 379 IVY 077° 8.1 NM to Lebanon Muni. L–32G

| LOC I-HIE | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| 109.5 | 104° | TDZE | 1057 |
| | | Apt Elev | 1074 |

# LOC/NDB RWY 10

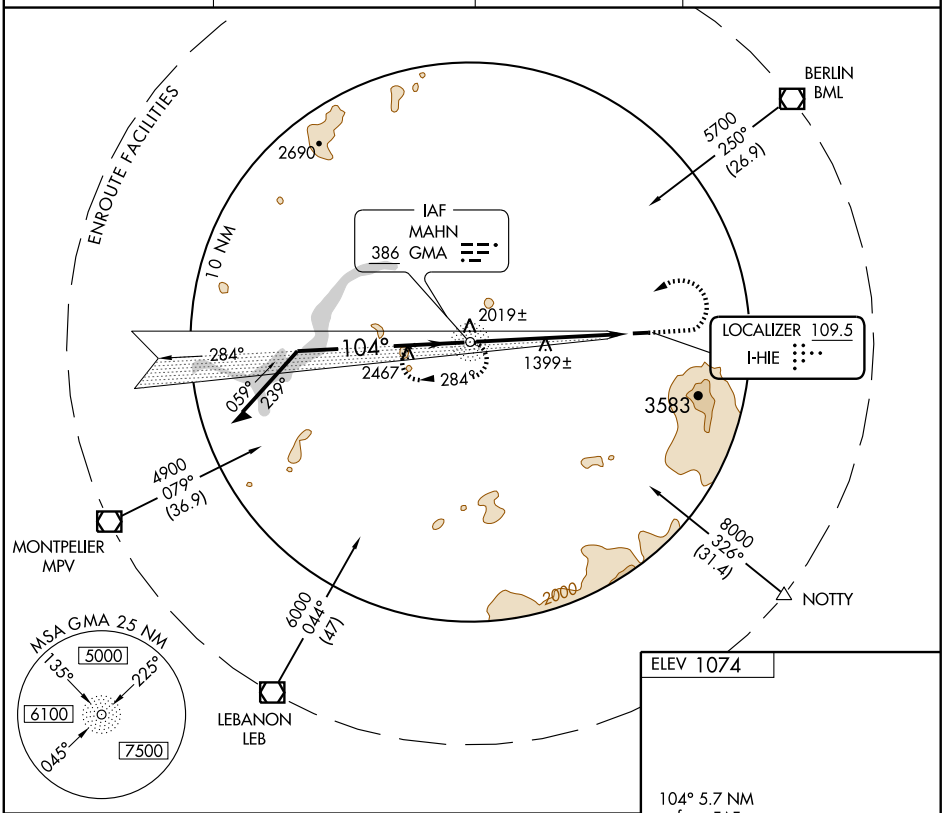
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

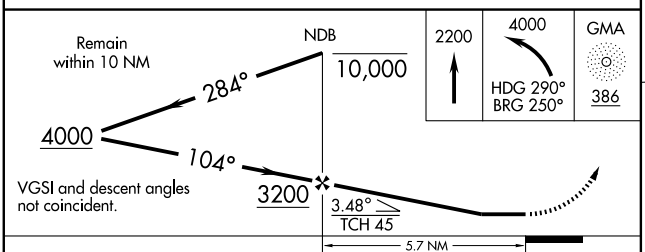
T
A NA

Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 290° and bearing 250° to GMA NDB and hold.

| ASOS | BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 135.7 282.2 | 122.4 | 122.8 (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1740-1 | 683 (700-1) | 1740-2 683 (700-2) | NA |
| CIRCLING | 1740-1 | 666 (700-1) | 1740-2 666 (700-2) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 104° | TDZE | 1057 |
| | Apt Elev | 1074 |

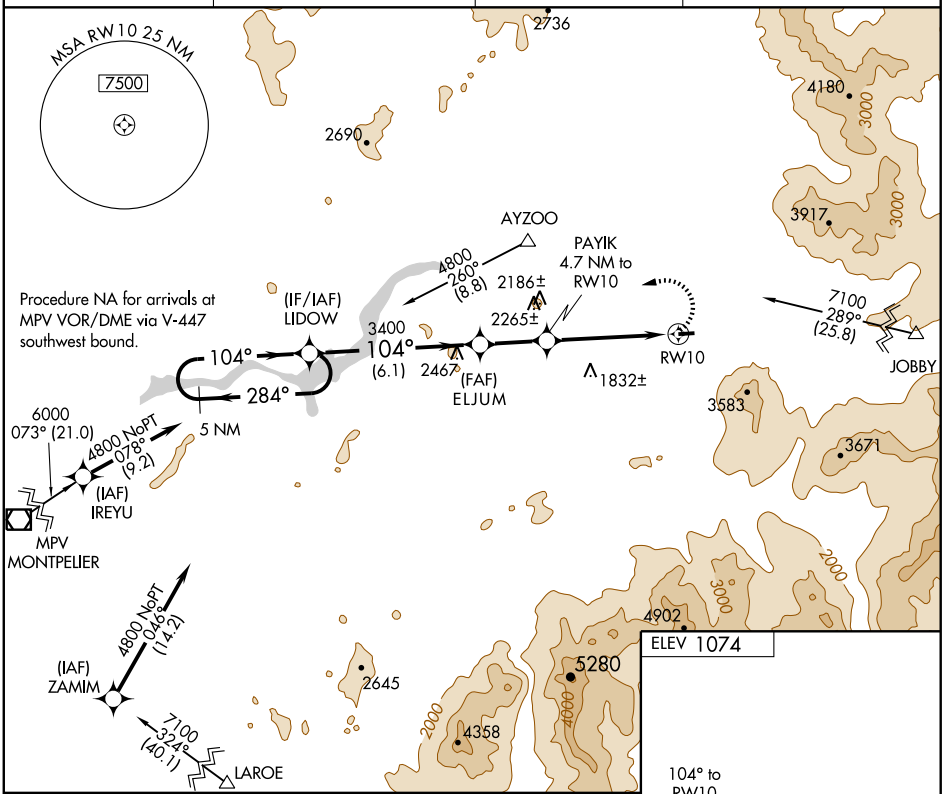
# RNAV (GPS) Y RWY 10

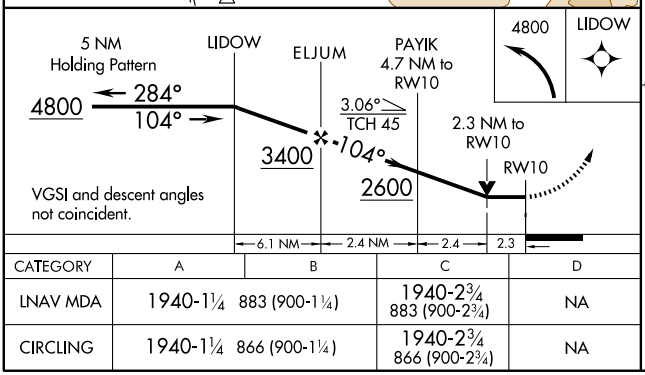
WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

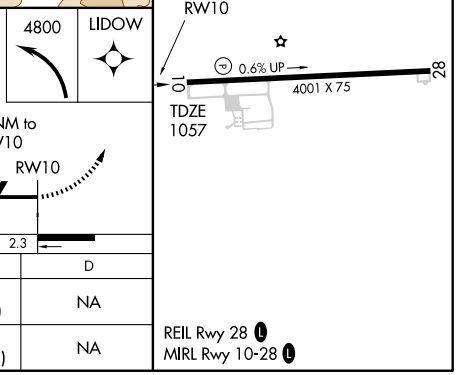
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lyndonville altimeter setting and increase all MDA 80 feet; increase LNAV and circling Cat B/C visibilities ¼ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climbing left turn to 4800 direct LIDOW and hold.

| ASOS | BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 135.7 282.2 | 122.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1¼ 883 (900-1¼) | | 1940-2¾ 883 (900-2¾) | NA |
| CIRCLING | 1940-1¼ 866 (900-1¼) | | 1940-2¾ 866 (900-2¾) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 53512 | 104° | TDZE | 1057 |
| W10A | | Apt Elev | 1074 |

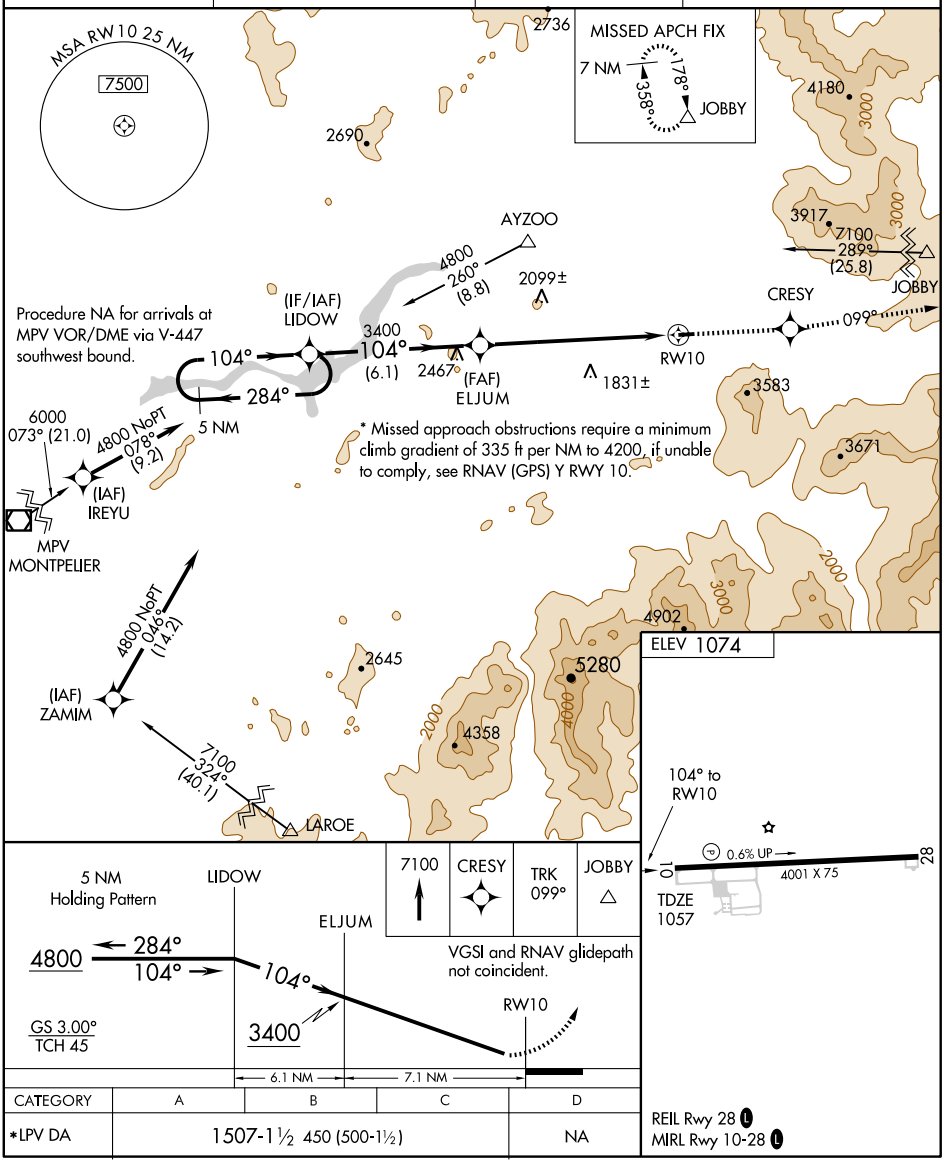
# RNAV (GPS) Z RWY 10

## WHITEFIELD/MOUNT WASHINGTON RGNL (HIE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Lyndonville altimeter setting and increase DA 71 feet and LPV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 7100 direct CRESY and via track 099° to JOBBY and hold, continue climb-in-hold to 7100.

| ASOS | BOSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 135.7 282.2 | 122.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| *LPV DA | 1507-1½ | 450 (500-1½) | | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ANDOVER, NJ** | |
| AEROFLEX-ANDOVER ..... | **RNAV (GPS) Rwy 3**<br>**VOR-A** |
| NA when local weather not available. | |
| Category A, 1000-2. | |
| **ATLANTIC CITY, NJ** | |
| ATLANTIC CITY INTL ..... | **ILS or LOC Rwy 13**[1]<br>**ILS or LOC/DME Rwy 31**[1]<br>**RADAR-1**[2]<br>**RNAV (GPS) Rwy 4**[2]<br>**RNAV (GPS) Rwy 13**[2]<br>**RNAV (GPS) Rwy 22**[2]<br>**RNAV (GPS) Rwy 31**[2]<br>**VOR/DME Rwy 22**[2]<br>**VOR Rwy 4**[2]<br>**VOR Rwy 13**[2]<br>**VOR Rwy 31**[2] |
| [1]ILS, Category E, 700-2½. LOC, Category E, 800-2½. | |
| [2]Category E, 800-2½. | |
| **BINGHAMTON, NY** | |
| GREATER BINGHAMTON/<br>EDWIN A. LINK FIELD ..... | **ILS Rwy 16**[1]<br>**ILS or LOC Rwy 34**[12]<br>**RNAV (GPS) Rwy 16**[2]<br>**RNAV (GPS) Rwy 28**[2]<br>**RNAV (GPS) Rwy 34**[2]<br>**VOR/DME Rwy 28**[2] |
| [1]NA when control tower closed. | |
| [2]NA when local weather not available. | |
| **CALDWELL, NJ** | |
| ESSEX COUNTY ..... | **LOC Rwy 22**[1]<br>**RNAV (GPS) Rwy 22**[2] |
| Category B, 900-2; Category C, 900-2½; Category D, 1000-3. | |
| [1]NA when control tower closed. | |
| [2]NA when local weather not available. | |

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **CORTLAND, NY** | |
| CORTLAND COUNTY-<br>CHASE FIELD ..... | **VOR or GPS-A** |
| Categories A,B, 1100-2,Categories C,D, 1100-3. | |
| **DANSVILLE, NY** | |
| DANSVILLE MUNI ..... | **RNAV (GPS)-A**<br>**RNAV (GPS) Rwy 14**<br>**RNAV (GPS) Rwy 18** |
| NA when local weather not available. | |
| Category A, 1300-2; Category B, 1500-2; Category C, 1500-3. | |
| **DUNKIRK, NY** | |
| CHAUTAUQUA COUNTY/<br>DUNKIRK ..... | **VOR Rwy 6**<br>**VOR Rwy 24** |
| Category D, 900-2¾. | |
| **ELMIRA, NY** | |
| ELMIRA/CORNING RGNL ..... | **ILS Rwy 6**<br>**ILS or LOC Rwy 24** |
| NA when control tower closed. | |
| Categories A,B, 1200-2; Categories C,D, 1200-3. | |
| **FARMINGDALE, NY** | |
| REPUBLIC ..... | **ILS or LOC Rwy 14**[12]<br>**RNAV (GPS) Rwy 1**<br>**RNAV (GPS) Rwy 14**<br>**RNAV (GPS) Rwy 19**<br>**RNAV (GPS) Rwy 32** |
| NA when local weather not available. | |
| [1]NA when control tower closed. | |
| [2]ILS, Categories C, D, 700-2. | |
| **FULTON, NY** | |
| OSWEGO COUNTY ..... | **RNAV (GPS) Rwy 24**<br>**VOR Rwy 33** |
| NA when local weather not available. | |


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**GLENS FALLS, NJ**

FLOYD BENNET MEMORIAL ..... **ILS or LOC Rwy 1**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19**
NA when local weather not available.
[1]Category D, 800-2¼.

**ISLIP, NY**

LONG ISLAND MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[1]**
**NDB Rwy 6[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**ITHACA, NY**

ITHACA TOMPKINS RGNL ..... **ILS or LOC Rwy 32[12]**
**RNAV (GPS) Y Rwy 14[3]**
**RNAV (GPS) Z Rwy 14**
**RNAV (GPS) Rwy 32[4]**
**VOR Rwy 14[3]**
**VOR Rwy 32[5]**
NA when local weather not available.
[1]ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

**JAMESTOWN, NY**

CHAUTAUQUA COUNTY/ JAMESTOWN ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**MASSENA, NY**

MASSENA INTL-RICHARDS FIELD ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 27**
Category D, 800-2¼.
NA when local weather not available.

**MILLVILLE, NJ**

MILLVILLE MUNI ..... **VOR-A**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MONTGOMERY, NY**

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 26**
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**MONTICELLO, NY**

SULLIVAN COUNTY INTL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**NDB Rwy 15**
NA when local weather not available.

**MORRISTOWN, NJ**

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
**NDB Rwy 5[13]**
**NDB or GPS Rwy 23[14]**
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

**NEW YORK, NY**

JOHN F. KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
**ILS Rwy 22R[1]**
**ILS Rwy 4L[1]**
**ILS Rwy 4R[1]**
**ILS or LOC Rwy 13L[1]**
**ILS or LOC Rwy 31L[1]**
**ILS or LOC Rwy 31R[1]**
**VOR or GPS Rwy 13L/R,**1000-3
[1]ILS, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME — ALTERNATE MINIMUMS

**NEW YORK, NY (CON'T)**

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 13[3]**
**ILS or LOC Rwy 22[2]**
**LDA-A[4]**
**LOC Rwy 31[4]**
**RNAV (GPS)-B[4]**
**RNAV (GPS) Y Rwy 4[4]**
**RNAV (GPS) Rwy 13[5]**
**RNAV (GPS) Y Rwy 22[4]**
**RNAV (GPS) Rwy 31[4]**
**VOR/DME-G[4]**
**VOR/DME-H[4]**
**VOR-F[6]**
**VOR Rwy 4[4]**

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

**NEWARK, NJ**

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
**ILS or LOC Rwy 4R[1]**
**ILS or LOC Rwy 11[1]**
**ILS or LOC Rwy 22L[1]**
**ILS or LOC Rwy 22R[1]**
**RNAV (GPS) Rwy 4L[2]**
**RNAV (GPS) Y Rwy 4R[2]**
**RNAV (GPS) Rwy 11[2]**
**RNAV (GPS) Z Rwy 22L[2]**
**RNAV (GPS) Rwy 22R[2]**
**VOR/DME Rwy 22L[3]**
**VOR/DME Rwy 22R[3]**
**VOR Rwy 11[4]**

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NAME — ALTERNATE MINIMUMS

**NEWBURGH, NY**

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**VOR Rwy 27[2]**

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

**PENN YAN, NY**

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[2]**
**VOR-A[1]**
**VOR/DME Rwy 6[1]**
**VOR/DME Rwy 24[2]**

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

**ROCHESTER, NY**

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 22[1]**
**ILS or LOC Rwy 28[2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**RNAV (GPS) Rwy 28[4]**
**VOR Rwy 4[3]**
**VOR/DME Rwy 4[3]**

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**ROME, NY**

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS ) Rwy 33[3]**

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**SARANAC LAKE, NY**

ADIRONDACK
RGNL ..... **VOR/DME Rwy 5**[1]
**VOR or GPS Rwy 9**[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SCHENECTADY, NY**

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
**NDB Rwy 22**

NA when control tower closed.
[1]Category D, 700-2.

**SHIRLEY, NY**

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Y Rwy 24**
**RNAV (GPS) Z Rwy 24**
**RNAV (GPS) Rwy 33**
**VOR Rwy 6**

NA when local weather not available.

**SUSSEX, NJ**

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
**VOR-A**[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

**SYRACUSE, NY**

SYRACUSE HANCOCK
INTL ..... **ILS or LOC Rwy 10**[1]
**VOR or TACAN Rwy 33**[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

**TETERBORO, NJ**

TETERBORO ..... **ILS or LOC Rwy 6**[1]
**ILS RWY 19**[1]
**RNAV (GPS) Y Rwy 6**[3]
**RNAV (RNP) Z Rwy 6,** 800-2¼
**VOR/DME-A**[2]
**VOR/DME-B**[2]
**VOR/DME Rwy 6**[3]
**VOR Rwy 24**[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**TRENTON, NJ**

TRENTON MERCER ..... **ILS Rwy 6**
**NDB or GPS Rwy 6**
**VOR or GPS-A**
**VOR or GPS Rwy 24**

NA when control tower closed.

**WATERTOWN, NY**

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
**RNAV (GPS) Rwy 7**[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**WELLSVILLE, NY**

WELLSVILLE MUNI ARPT,
TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR-A**[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 24**

NA when local weather not available.
[1]NA when control tower closed.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
**ILS or LOC Rwy 34**[1]
**NDB Rwy 16**[12]
**RNAV (GPS) Rwy 34**[3]
**VOR/DME-A**[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**WILDWOOD, NJ**

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 19**
**VOR-A**

NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

## ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

### ATLANTIC CITY INTL

**RADAR**- 124.6 327.125

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| S-13 | | AB | **480**/24 | 405 | (500-½) | C | **480**/40 | 405 | (500-¾) |
| | | DE | **480**/50 | 405 | (500-1) | | | | |
| S-4 | | AB | **480**-1 | 412 | (500-1) | CD | **480**-1¼ | 412 | (500-1¼) |
| | | E | **480**-1½ | 412 | (500-1½) | | | | |
| S-31 | | AB | **480**-1 | 417 | (500-1) | CD | **480**-1¼ | 417 | (500-1¼) |
| | | E | **480**-1½ | 417 | (500-1½) | | | | |
| S-22 | | AB | **600**-1 | 532 | (600-1) | C | **600**-1½ | 532 | (600-1½) |
| | | D | **600**-1¾ | 532 | (600-1¾) | E | **600**-2 | 532 | (600-2) |
| CIRCLING | | AB | **560**-1 | 485 | (500-1) | C | **560**-1½ | 485 | (500-1½) |
| | | D | **640**-2 | 565 | (600-2) | E | **760**-2½ | 685 | (700-2½) |

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

26 AUG 2010 to 23 SEP 2010

## MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

**RADAR (E)** - 120.0 269.025

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 6[1 3] | 2.7°/53/1270 | ABCDE | **331**/24 | 200 | (200-½) |
| | 18[3] | 3.0°/51/950 | ABCDE | **323**-¾ | 200 | (200-¾) |
| | 36 | 3.0°/46/950 | ABCDE | **329**-¾ | 200 | (200-¾) |
| | 24[2 3] | 2.8°/45/905 | ABCDE | **378**/40 | 262 | (300-¾) |

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

26 AUG 2010 to 23 SEP 2010

## WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| **RADAR-1** | | | | | | |
| PAR | 3[23] | 3.0°/54/1038 | ABCDE | **885**-½ | 200 | (200-½) |
| | 21[23] | 3.0°/58/1106 | ABCDE | **877**-½ | 200 | (200-½) |
| | 33[4] | 3.0°/49/938 | AB | **938**-¾ | 250 | (300-¾) |
| | | | CDE | **938**-1 | 250 | (300-1) |
| **RADAR-2** | | | | | | |
| ASR | 21[5] | | AB | **1020**-½ | 343 | (400-½) |
| | | | CDE | **1020**-¾ | 343 | (400-¾) |
| | 15[6] | | AB | **1100**-½ | 413 | (500-½) |
| | | | CD | **1100**-¾ | 413 | (500-¾) |
| | | | E | **1100**-1 | 413 | (500-1) |
| | 33[4] | | AB | **1140**-1 | 452 | (500-1) |
| | | | C | **1140**-1¼ | 452 | (500-1¼) |
| | | | DE | **1140**-1½ | 452 | (500-1½) |
| | 3[7] | | AB | **1240**-½ | 555 | (600-½) |
| | | | C | **1240**-1 | 555 | (600-1) |
| | | | D | **1240**-1¼ | 555 | (600-1¼) |
| | | | E | **1240**-1½ | 555 | (600-1½) |
| CIR[8] | All Rwy | | AB | **1240**-1 | 552 | (600-1) |
| | | | C | **1240**-1½ | 552 | (600-1½) |
| | | | D | **1240**-2 | 552 | (600-2) |
| | | | E | **1520**-3 | 832 | (900-3) |

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



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INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AKRON, NY**

AKRON (9G3)
ORIG 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

**ALBANY, NY**

ALBANY INTL (ALB)
AMDT 11 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.
NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ALBION, NY**

PINE HILL (9G6)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

**ANDOVER, NJ**

AEROFLEX-ANDOVER (12N)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.
NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

**ATLANTIC CITY, NJ**

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

**BATAVIA, NY**

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

**BELMAR-FARMINGDALE, NJ**

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

**BERLIN, NJ**

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

**BINGHAMTON, NY**

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

**BLAIRSTOWN, NJ**

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

**BROCKPORT, NY**

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

**BUFFALO, NY**

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

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### CALDWELL, NJ
ESSEX COUNTY (CDW)
AMDT 1 82175 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

### CANANDAIGUA, NY
CANANDAIGUA (D38)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

### CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD (N03)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

### CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

### DANSVILLE, NY
DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)
NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

### DUNKIRK, NY
CHAUTAUQUA COUNTY/ DUNKIRK (DKK)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.
DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

### EAST HAMPTON, NY
EAST HAMPTON (HTO)
AMDT 2 99056 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.
NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

### ELLENVILLE, NY
JOSEPH Y RESNICK (N89)
ORIG 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

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## ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

## ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

## FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

## FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

## FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

## GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

**HAMILTON, NY**
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

**HAMMONTON, NJ**
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

**HORNELL, NY**
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

**HUDSON, NY**
COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.
NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

**ISLIP, NY**
LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

**ITHACA, NY**
ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.
NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

**JAMESTOWN, NY**
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

**JOHNSTOWN, NY**
FULTON COUNTY (NY0)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

**KINGSTON, NY**
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

**LAKE PLACID, NY**
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

**LAKEWOOD, NJ**
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

**LE ROY, NY**
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

**LINCOLN PARK, NJ**
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

**LINDEN, NJ**
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

**LOCKPORT, NY**
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE**: Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

**LUMBERTON, NJ**
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

**MALONE, NY**
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

**MANVILLE, NJ**
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

**MASSENA, NY**
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

**MC GUIRE AFB (KWRI)**
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

**MIDDLETOWN, NY**
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

**MILLBROOK, NY**
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

**MILLVILLE, NJ**
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

**MONTAUK, NY**
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

**MONTGOMERY, NY**
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

**MONTICELLO, NY**
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

**MORRISTOWN, NJ**

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

**MOUNT HOLLY, NJ**

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

**NEW YORK, NY**

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

26 AUG 2010 to 23 SEP 2010

## NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

## NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

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**NEWBURGH, NY**

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

**NIAGARA FALLS, NY**

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

**NORWICH, NY**

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

**OGDENSBURG, NY**

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

**OLD BRIDGE, NJ**

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

**OLEAN, NY**

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

**ONEONTA, NY**

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

**PEDRICKTOWN, NJ**

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

**PENN YAN, NY**

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.



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**PITTSTOWN, NJ**

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

**PLATTSBURGH, NY**

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

**PRINCETON (ROCKY HILL), NJ**

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

**READINGTON, NJ**

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

**RED HOOK, NY**

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

**ROBBINSVILLE, NJ**

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

**ROCHESTER, NY**
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

**ROME, NY**
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.
NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

**SARANAC LAKE, NY**
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.
DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

**SARATOGA SPRINGS, NY**
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.
NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

**SCHENECTADY, NY**
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.
NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

**SENECA FALLS, NY**
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.
NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

**SHIRLEY, NY**
BROOKHAVEN (HWV)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.
NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.



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**SIDNEY, NY**

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

**SKANEATELES, NY**

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

**SOMERVILLE, NJ**

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

**SOUTH BETHLEHEM, NY**

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

**STORMVILLE, NY**

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

**SUSSEX, NJ**

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

**SYRACUSE, NY**

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

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**TETERBORO, NJ**

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

**TICONDEROGA, NY**

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

**TOMS RIVER, NJ**

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

**TRENTON, NJ**

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

**VINCENTOWN, NJ**

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

**VINELAND, NJ**

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

**WATERTOWN, NY**

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

**WEEDSPORT, NY**

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

**WELLSVILLE, NY**

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.



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**WEST MILFORD, NJ**

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

**WHEELER-SACK AAF (KGTB)**

FORT DRUM, NY . . . . . AMDT 5, 09239

**Rwy 15,** Standard with minimum climb of 250 ft/NM to 3100.

**Rwy 21,** Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

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**WILDWOOD, NJ**

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

**WOODBINE, NJ**

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

26 AUG 2010 to 23 SEP 2010

**AEROFLEX–ANDOVER** (See ANDOVER)

**ALEXANDRIA** (See PITTSTOWN)

## ANDOVER

**AEROFLEX–ANDOVER** (12N) 2 N UTC−5(−4DT) N41°00.52′ W74°44.28′ **NEW YORK**

583 B S4 **FUEL** 100LL TPA—1600(1017) NOTAM FILE 12N **L–33A, 34H**

**RWY 03–21:** H1981X50 (ASPH) MIRL **IAP**

**RWY 03:** Trees. Rgt tfc. **RWY 21:** Tree.

**AIRPORT REMARKS:** Attended Apr–Nov 1400–2300Z‡, Dec–Mar 1300–2200Z‡. Parallel turf rwy restricted use only. No touch and go ldgs. Deer and birds on and invof arpt. PPR required for ngt transients ctc arpt manager 973–786–5100. Avoid overflying Lake Lenape while on downwind. Arpt restricted to apch category A acft only. Rwy 03–21 lakes at both apch ends. Dirt svc road to terminal area in front of Rwy 03 thld. Noise abatement procedures in effect ctc arpt manager 973–786–5100. ACTIVATE MIRL Rwy 03–21—122.85.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**STILLWATER RCO** 122.1R 109.6T (MILLVILLE RADIO)

Ⓡ **NEW YORK APP/DEP CON** 127.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 094° 6.0 NM to fld. 920/11W.

**TRINCA** (13N) 3 SW UTC−5(−4DT) N40°58.01′ W74°46.81′ **NEW YORK**

600 S2 NOTAM FILE MIV

**RWY 06–24:** 1924X135 (TURF)

**RWY 06:** Trees. **RWY 24:** Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED SS–SR.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

| APP CRS | Rwy Idg | 1981 |
|---|---|---|
| 049° | TDZE | 583 |
| | Apt Elev | 583 |

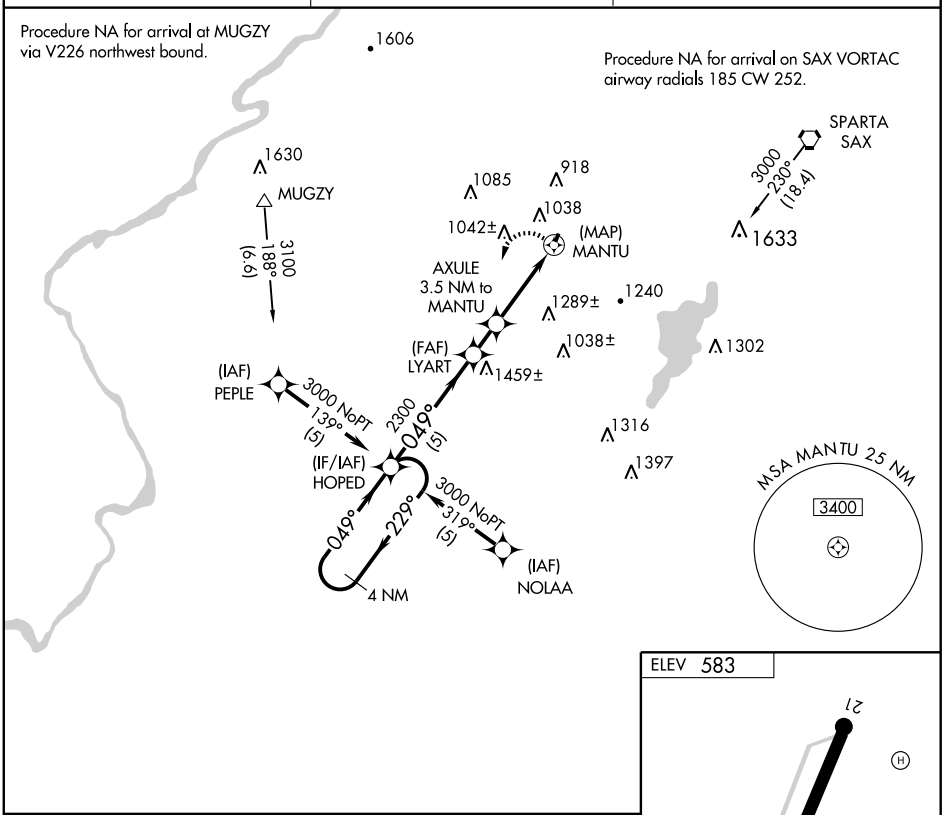
# RNAV (GPS) RWY 3

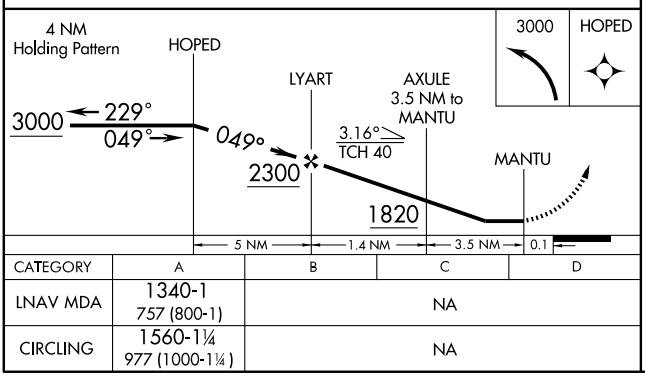
ANDOVER / AEROFLEX-ANDOVER (12N)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

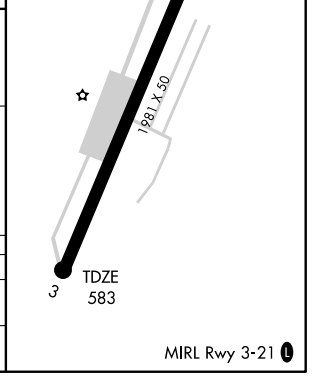
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 127.6 379.9 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1<br>757 (800-1) | NA | | |
| CIRCLING | 1560-1¼<br>977 (1000-1¼) | NA | | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME STW 109.6 Chan 33 | APP CRS 094° | Rwy Idg 1981 TDZE N/A Apt Elev 583 |
|---|---|---|

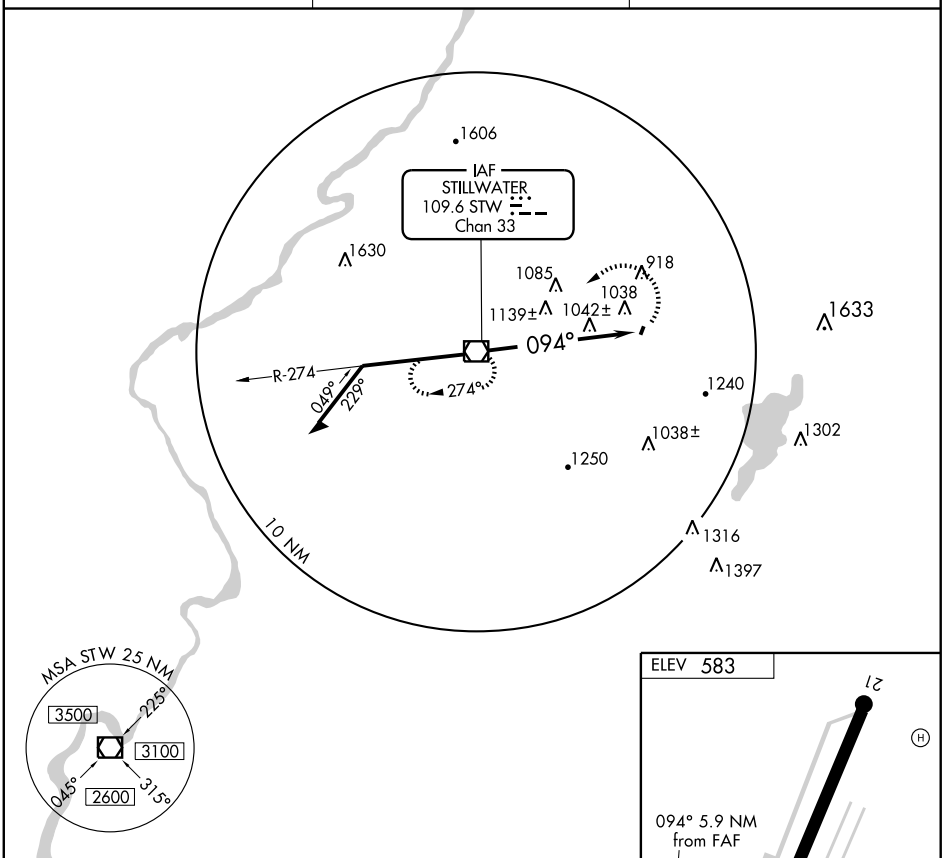
# VOR-A

ANDOVER / AEROFLEX-ANDOVER (12N)

Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 127.6 379.9 | 122.8 (CTAF) | 122.85 L |

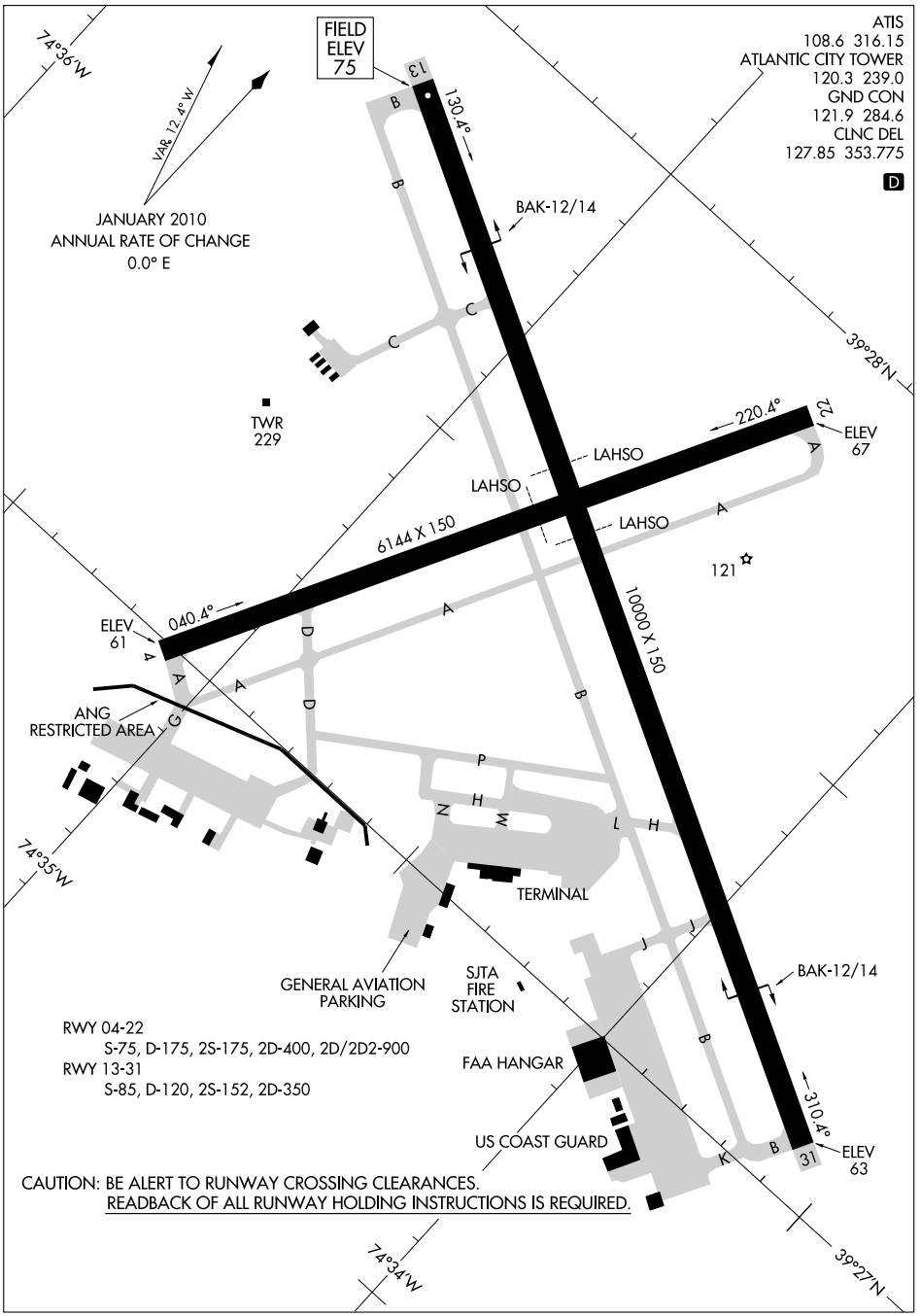



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1¼ 977 (1000-1¼) | NA | | |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



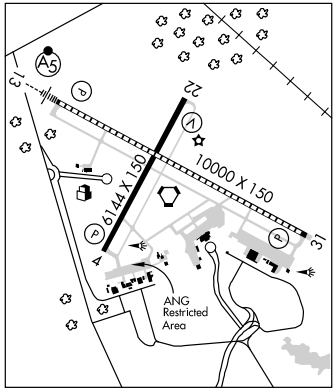
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

**ATLANTIC CITY INTL** (ACY) 9 NW UTC−5(−4DT) N39°27.46′ W74°34.63′
75 B S3 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index C NOTAM FILE ACY
**RWY 13–31:** H10000X150 (ASPH–GRVD) S–85, D–120, 2S–152, 2D–350 HIRL CL
**RWY 13:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Road.
**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 69′. Antenna.
**RWY 04–22:** H6144X150 (CONC–ASPH–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D2–900 HIRL
**RWY 04:** PAPI(P4L)—GA 3.0° TCH 47′. Tree.
**RWY 22:** VASI(V4L)—GA 3.0°TCH 51′. Trees.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 04 | 13–31 | 3550 |
| RWY 13 | 04–22 | 3600 |
| RWY 31 | 04–22 | 5750 |

**RUNWAY DECLARED DISTANCE INFORMATION:**

| | | | | |
|---|---|---|---|---|
| **RWY 04:** | TORA–6144 | TODA–6144 | ASDA–6144 | LDA–6144 |
| **RWY 13:** | TORA–10000 | TODA–10000 | ASDA–10000 | LDA–10000 |
| **RWY 22:** | TORA–6144 | TODA–6144 | ASDA–6144 | LDA–6144 |
| **RWY 31:** | TORA–10000 | TODA–10000 | ASDA–10000 | LDA–10000 |

**ARRESTING GEAR/SYSTEMS**
**RWY 13** BAK–14 BAK–12B(B) (1600′)
BAK–14 BAK–12B(B) (1600′) **RWY 31**

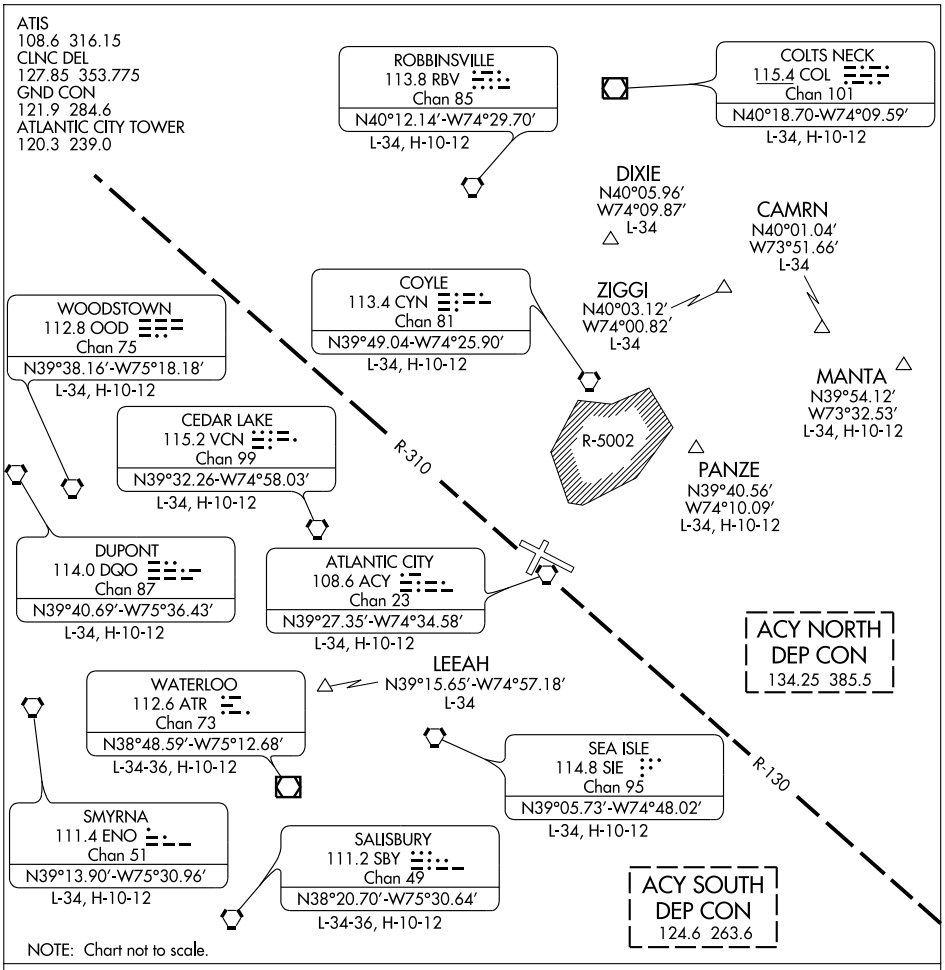
**AIRPORT REMARKS:** Attended continuously. No training flights 0400–1200Z‡. A-Gear Rwy 31 located 1600 ft from thld, ctc tower for opns. A-Gear Rwy 13 located 1600 ft from thld, ctc tower for opns. Deer, fox and birds on and invof arpt. Rwy 13–31 centerline obscured with rubber. Twy L clsd indef. Twy B has NSTD twy markings between Twy J and Twy K. Taxiway C clsd to dual and double tandem equipped acft. Experimental heliport located on N side of arpt restricted to use of FAA project acft only. High performance military acft operating at arpt. Noise abatement procedures in effect ctc arpt ops at 609–645–7895 extension 2002. Charter ops ctc Airport Operations for reservations; call 609–645–7895 extension 2002. FAA apron PPR call 609–485–6482. US Customs user fee arpt. Customs avbl Mon–Fri 1300–2200Z‡. Provide minimum 24 hr advance notice to arrange for Customs. All calls to Customs Mon–Fri 1300–2200Z‡; phone 609–484–1610. U.S. Customs fax 609–484–1614. Ldg fee. Parking fee.

**COMMUNICATIONS: ATIS** 108.6 (609–485–4444)
**RCO** 122.55 (MILLVILLE RADIO)
Ⓡ **APP/DEP CON** 134.25 (310–129°) 124.6 (130–309°)
**TOWER** 120.3 **GND CON** 121.9 **CLNC DEL** 127.85

**AIRSPACE: CLASS C** svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ACY.
**(L) VORTAC** 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ at fld. 70/10W.
VORTAC unusable 290°–300° byd 10 NM blo 4000′.
VOR unusable 301°–355° byd 35 NM blo 2000′
**NAADA NDB (LOM)** 336 PV N39°29.89′ W74°40.35′ 129° 5.1 NM to fld.
**ILS/DME** 109.1 I–PVO Chan 28 Rwy 13. Class IT.
**ILS/DME** 109.1 I–ACY Chan 28 Rwy 31.
**ASR**

# ATLANTIC CITY ONE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first NAVAID/FIX/Route is located or as assigned.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PVO | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 109.1 | 128° | TDZE | 75 |
| Chan 28 | | Apt Elev | 75 |

# COPTER ILS or LOC/DME RWY 13

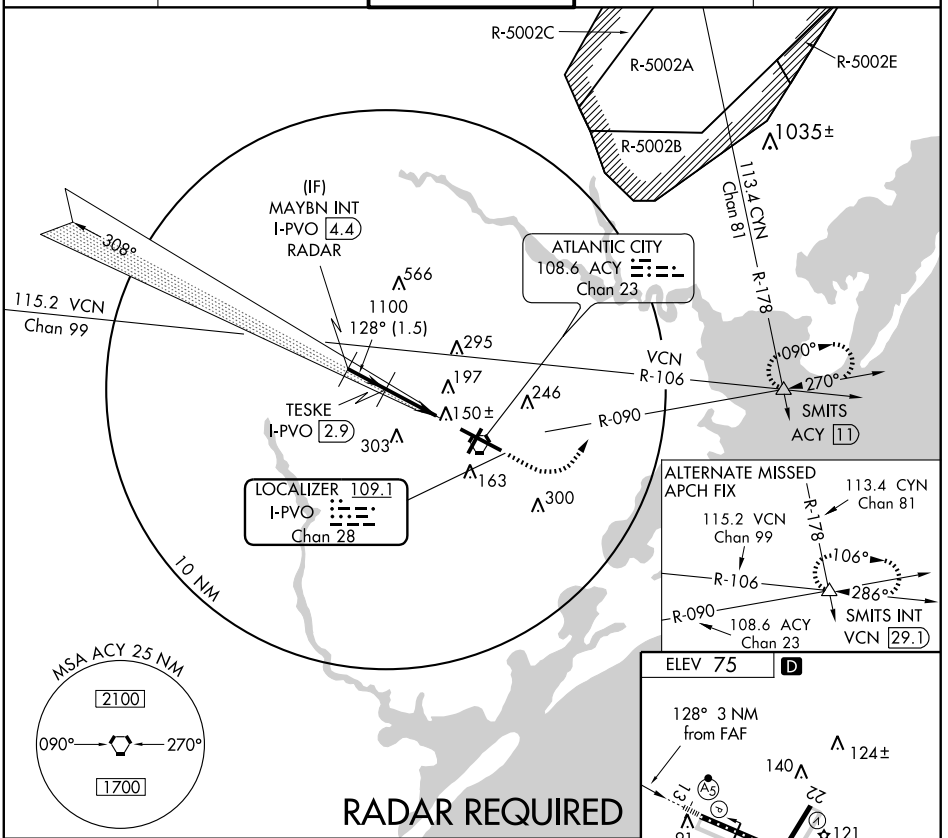
ATLANTIC CITY INTL (ACY)

T
A NA
ASR

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold. R-5002D

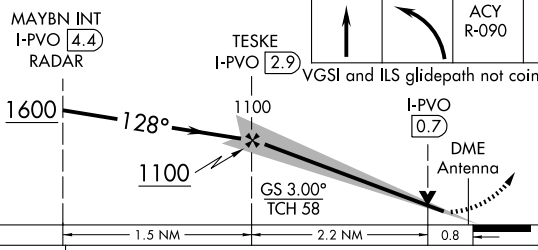
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |

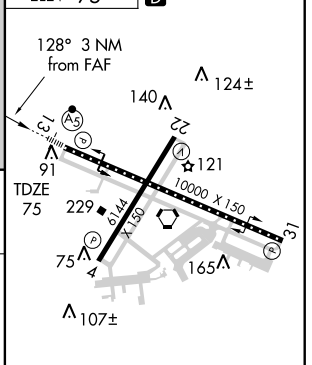



Use I-PVO DME when on the localizer course.

| 600 | 2000 | ACY R-090 | SMITS |
|---|---|---|---|

VGSI and ILS glidepath not coincident.




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| CATEGORY | COPTER |
|---|---|
| H-ILS 13 | 275/12 200 (200-½) |
| H-LOC 13 | 400/24 325 (400-½) |

| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 4:00 | 3:00 | 2:24 | 2:00 | 1:43 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# HI-ILS or LOC RWY 13

| LOC/DME I-PVO | APCH CRS | Rwy ldg | 10,000 |
|---|---|---|---|
| 109.1 | 128° | TDZE | 75 |
| Chan 28 | | Arpt Elev | 75 |

JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
* * When ALS inop, increase RVR to 50 and vis to 1 mile.

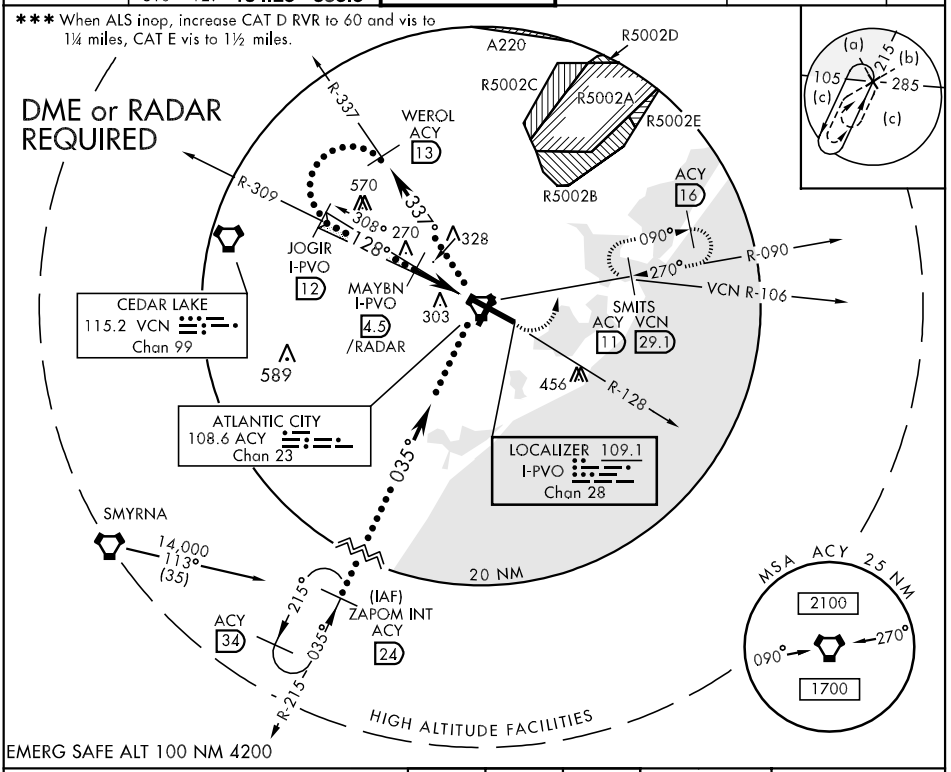
MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

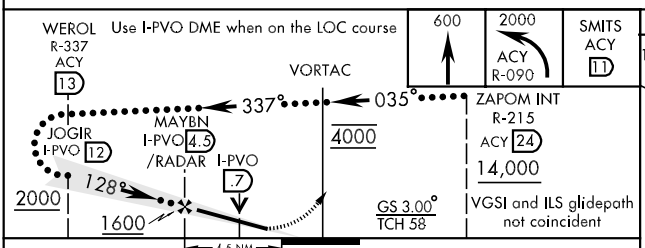
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 108.6 | 130°- 309° 124.6 327.125<br>310°- 129° 134.25 385.5 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 | |

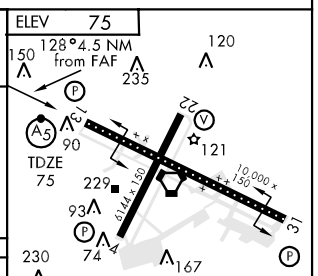
*** When ALS inop, increase CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

DME or RADAR REQUIRED




EMERG SAFE ALT 100 NM 4200




REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 13 * | 275/18 200 | (200-½) | 275/24 200 (200-½) |
| S-LOC 13** | 400/24 325 (400-½) | 400/40 325 | (400-¾) |
| CIRCLING | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |
| *** S-ASR 13 | 480/40 405 (500-¾) | 480/50 405 | (500-1) |

FAF to MAP 4.5 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:15 | 1:56 | 1:41 | 1:30 | 1:21 |


NE-2, 26 AUG 2010 to 23 SEP 2010

# HI-VOR/DME or TACAN RWY 31

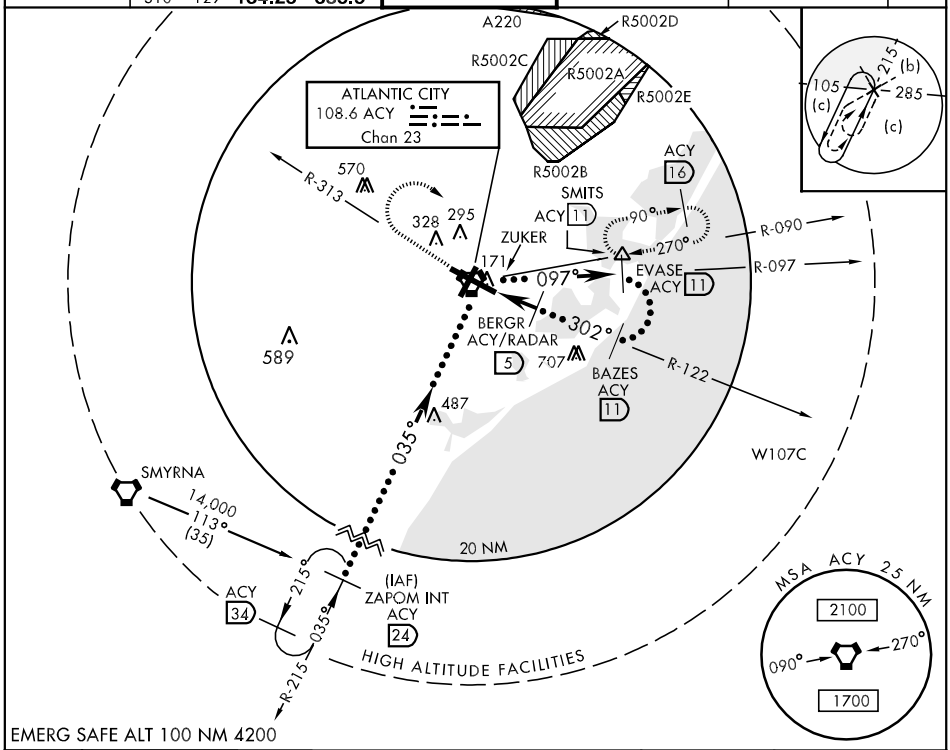
JAL-669 [USAF]

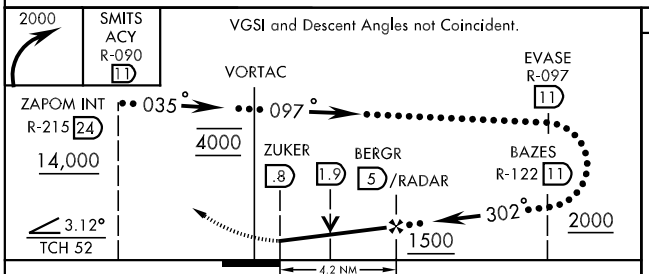
ATLANTIC CITY INTL (KACY)

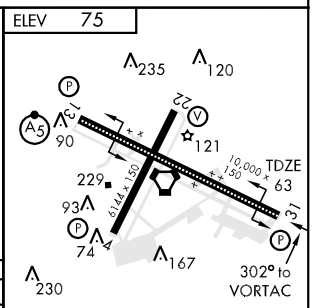
| VORTAC ACY | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| 108.6 | 302° | TDZE 63 |
| Chan 23 | | Arpt Elev 75 |

MISSED APPROACH:
Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 108.6 | 130°- 309° 124.6 327.125<br>310°- 129° 134.25 385.5 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-31 | 480-1¼ 417 (500-1¼) | | 480-1½ 417 (500-1½) |
| CIRCLING | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |
| S-ASR 31 | 480-1¼ 417 (500-1¼) | | 480-1½ 417 (500-1½) |

REIL Rwy 31
HIRL Rwy 4-22 and 13-31
TDZL/CL Rwy 13



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ACY | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 109.10 | 308° | TDZE | 63 |
| Chan 28 | | Apt Elev | 75 |

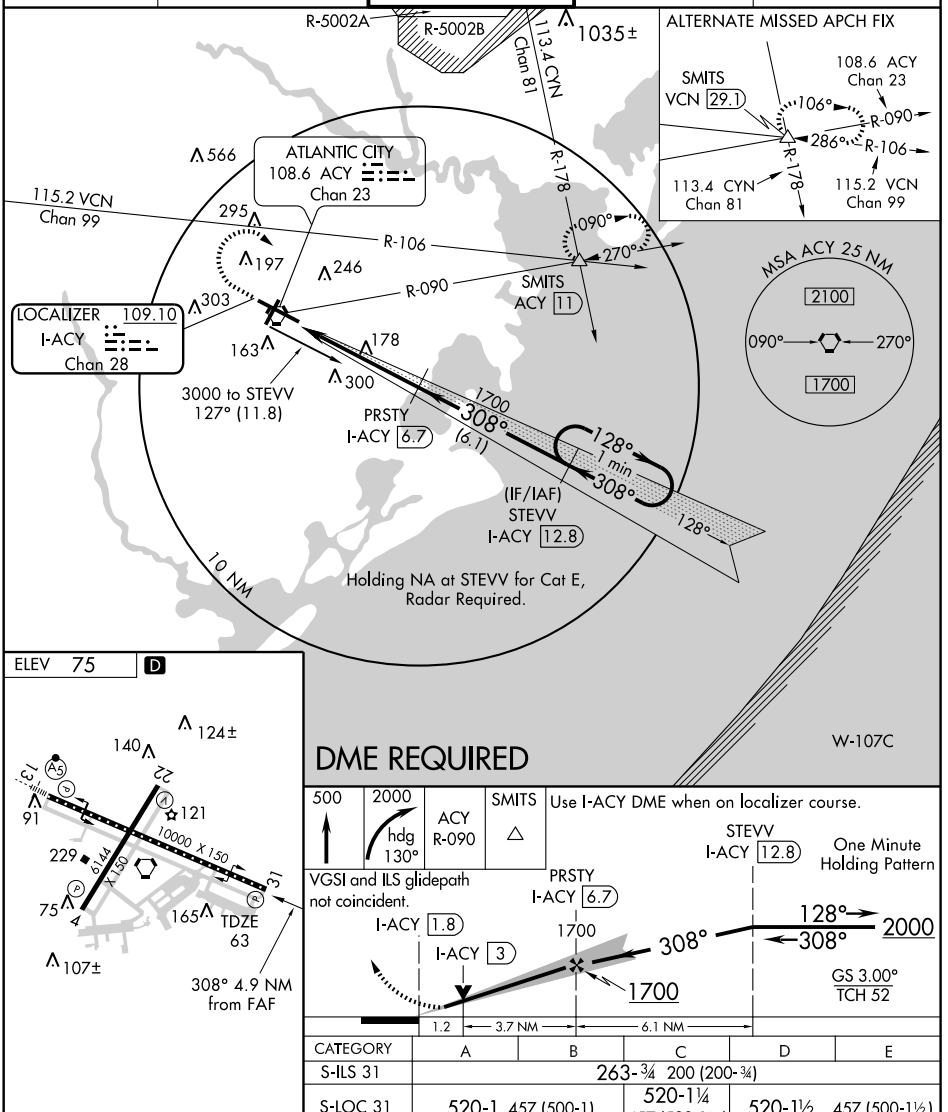
# ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




ELEV 75 D




## DME REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31 | 263-¾ 200 (200-¾) | | | | |
| S-LOC 31 | 520-1 457 (500-1) | | 520-1¼ 457 (500-1¼) | 520-1½ | 457 (500-1½) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PVO | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 109.1 | 128° | TDZE 75 |
| Chan 28 | | Apt Elev 75 |

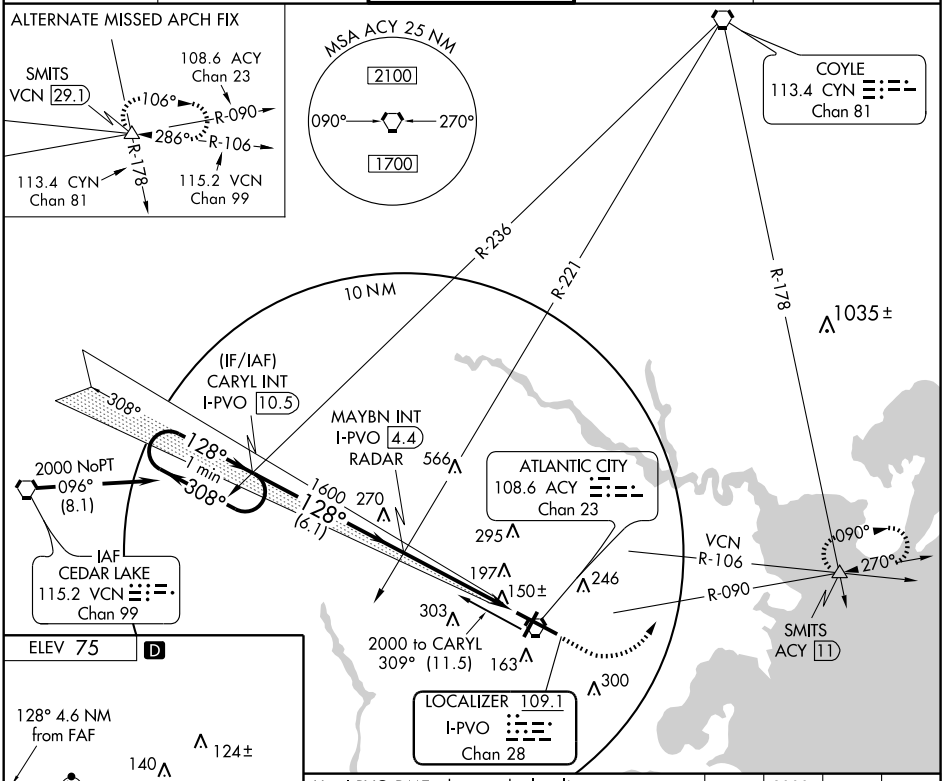
# ILS or LOC RWY 13
## ATLANTIC CITY INTL (ACY)

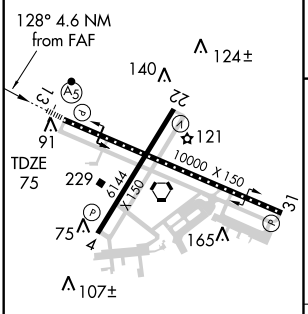
ASR For inoperative MALSR, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

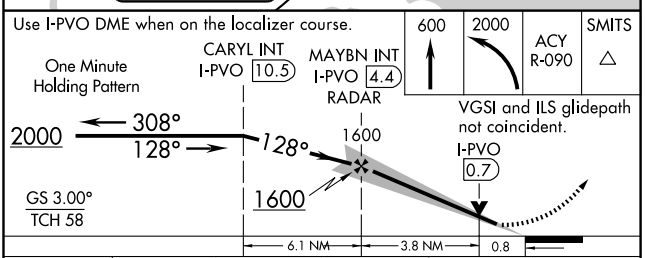
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 | 275/18 200 (200-½) | | | | 275/24 200 (200-½) |
| S-LOC 13 | 400/24 325 (400-½) | | | 400/40 325 (400-¾) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 4

ATLANTIC CITY INTL (ACY)

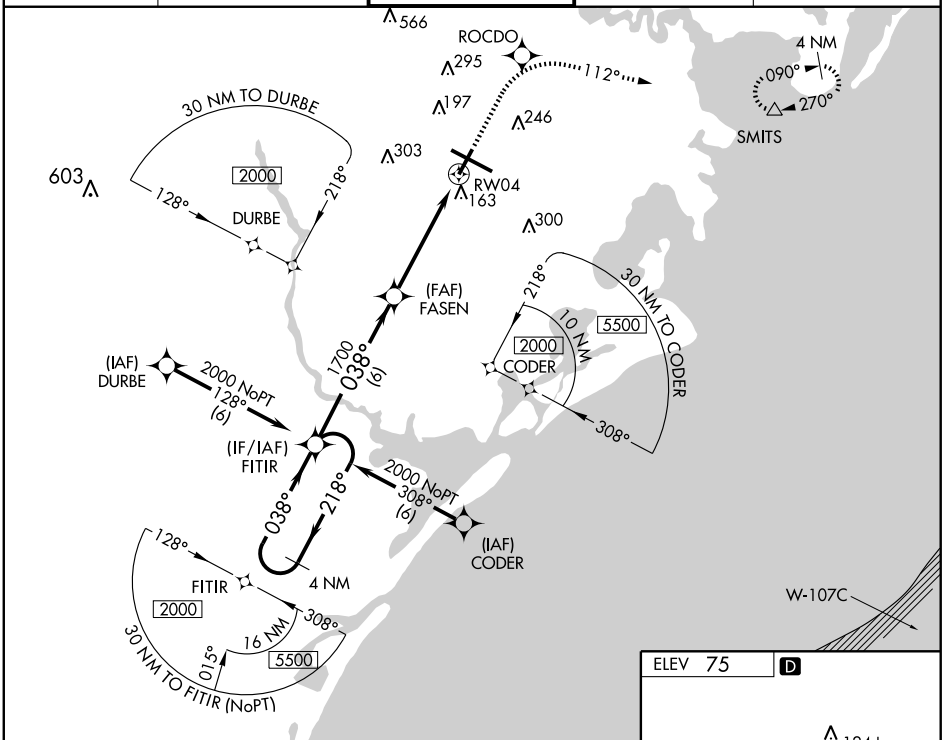
| APP CRS | Rwy ldg | 6144 |
|---|---|---|
| 038° | TDZE | 68 |
| | Apt Elev | 75 |

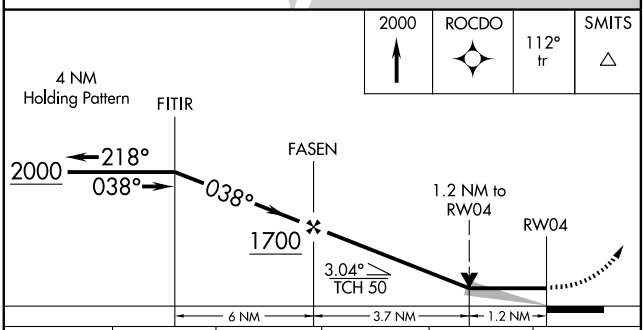
ASR

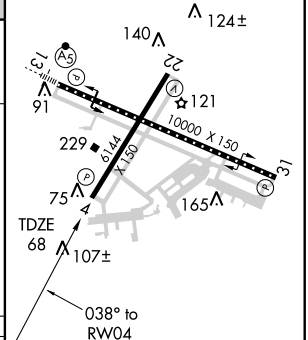
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ROCDO and via 112° track to SMITS and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 480-1 412 (500-1) | | 480-1¼ 412 (500-1¼) | | 480-1½ 412 (500-1½) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg 10000 |
|---|---|---|
| CH 45513 | 128° | TDZE 75 |
| W13A | | Apt Elev 75 |

# RNAV (GPS) RWY 13

## ATLANTIC CITY INTL (ACY)

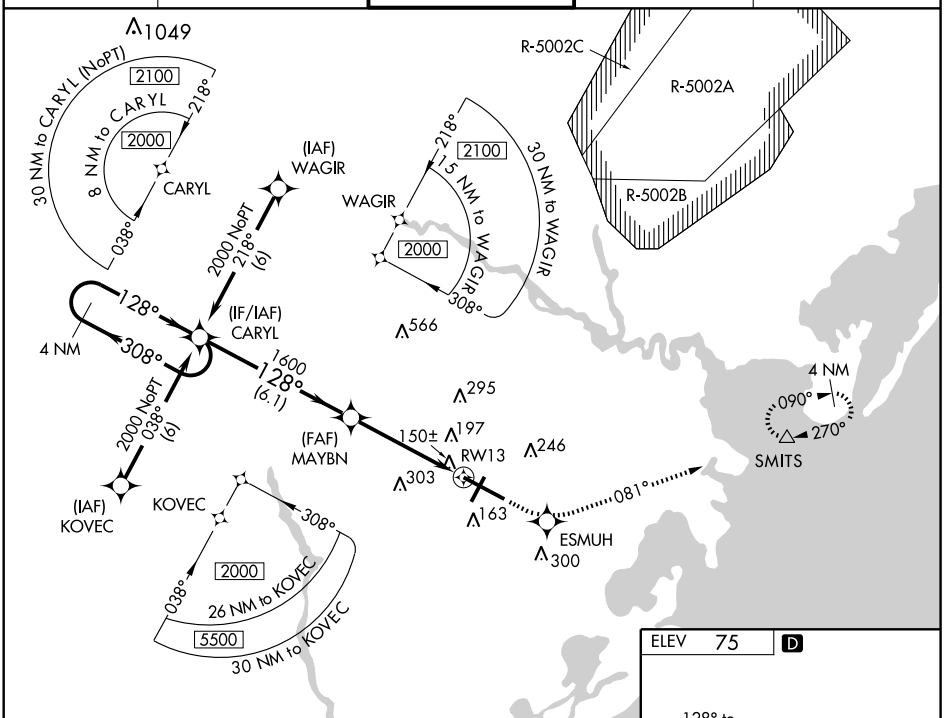
ASR

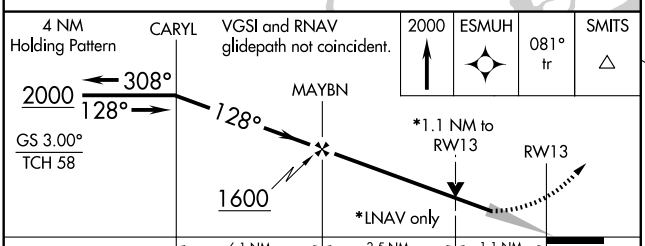
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

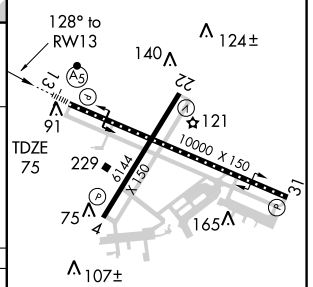
MALSR

MISSED APPROACH: Climb to 2000 direct ESMUH and via 081° track to SMITS and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 375/24 300 (300-½) | | | | |
| LNAV/VNAV DA | 486/50 411 (500-1) | | | | |
| LNAV MDA | 480/24 405 (500-½) | | 480/40 405 (500-¾) | 480/50 405 (500-1) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg 6144 |
|---|---|---|
| CH 40013 | 218° | TDZE 68 |
| W22A | | Apt Elev 75 |

# RNAV (GPS) RWY 22
## ATLANTIC CITY INTL (ACY)

T A ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct FASEN and via 273° track to TUBER and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |

RADAR REQUIRED WHEN R-5002B IS ACTIVE.

R-5002C
R-5002A
R-5002B

(IAF) OSBAW
1800
128° (6)
1600
218° (2.9)
(IF) JESWI
HONAV
1100
218° (3.1)
(FAF) EFEWY
RW22

605
566
295
197
246
303
163
300

CEDAR LAKE VCN
1800
079° (18.3)

Procedure NA for arrival at VCN VORTAC on airway radials 066 CW 115.

MSA RW22 25 NM
2100

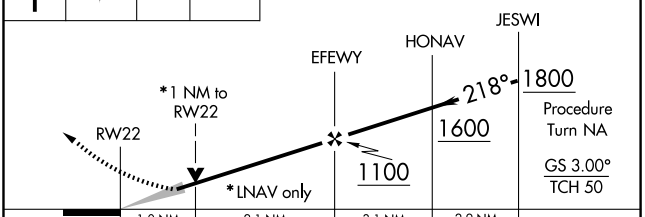
TUBER
273° (5.5)
FASEN
017°
197°
4 NM

ELEV 75 D

218° to RW22
124±
140
TDZE 68
121
91
229
75
165
107±
10000 X 150
6144 X 150
13
22
31
4

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| 2000 | FASEN | tr 273° | TUBER |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 326-1 258 (300-1) | | | | |
| LNAV/VNAV DA | 390-1 322 (400-1) | | | | 390-1¼ 322 (400-1¼) |
| LNAV MDA | 440-1 372 (400-1) | | | 440-1¼ 372 (400-1¼) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg 10000 |
|---|---|---|
| CH 50113 | 308° | TDZE 63 |
| W31A | | Apt Elev 75 |

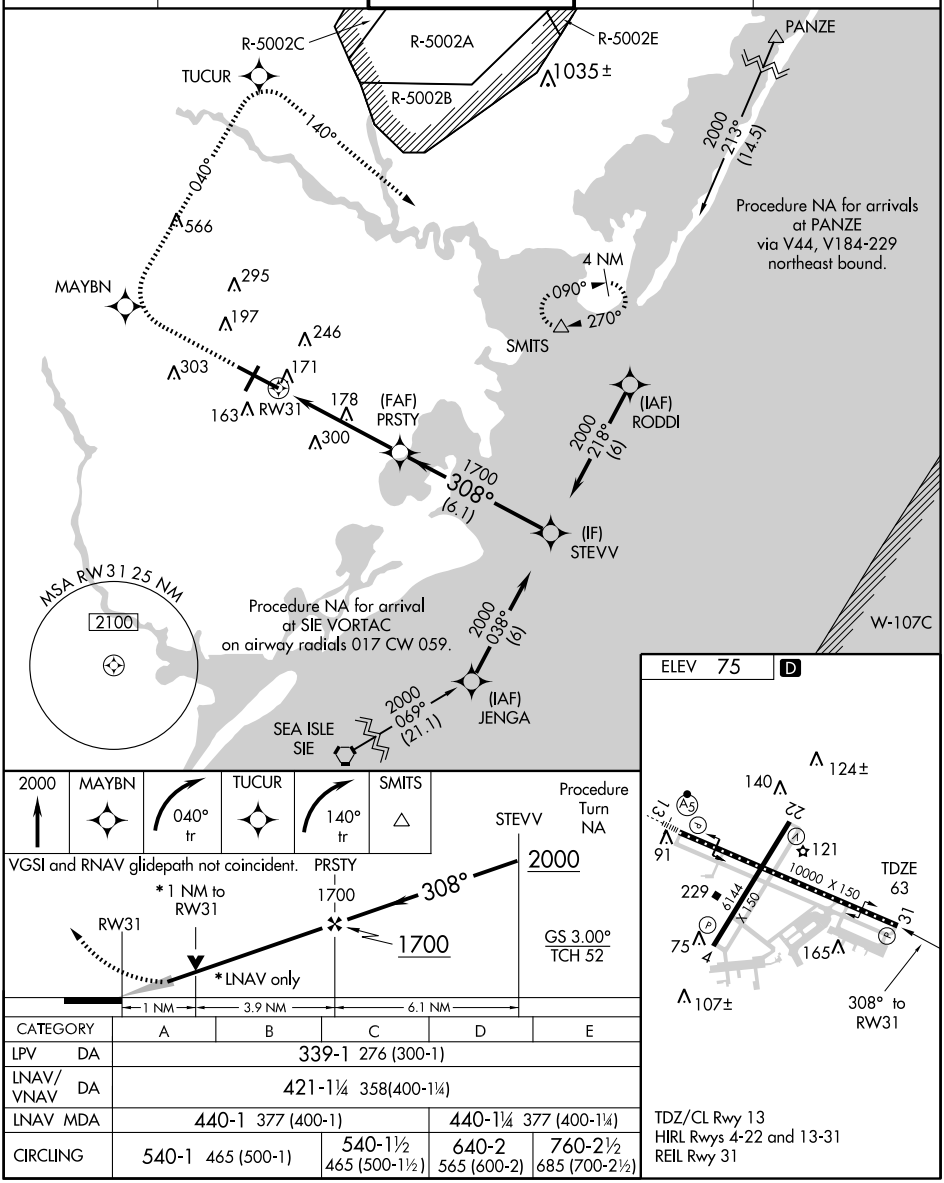
# RNAV (GPS) RWY 31
## ATLANTIC CITY INTL (ACY)

T A ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct MAYBN and right turn via 040° track to TUCUR and right turn via 140° track to SMITS and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 339-1 276 (300-1) | | | | |
| LNAV/VNAV DA | 421-1¼ 358(400-1¼) | | | | |
| LNAV MDA | 440-1 377 (400-1) | | | 440-1¼ 377 (400-1¼) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ACY | APP CRS | Rwy ldg 6144 |
|---|---|---|
| 108.6 | 207° | TDZE 68 |
| Chan 23 | | Apt Elev 75 |

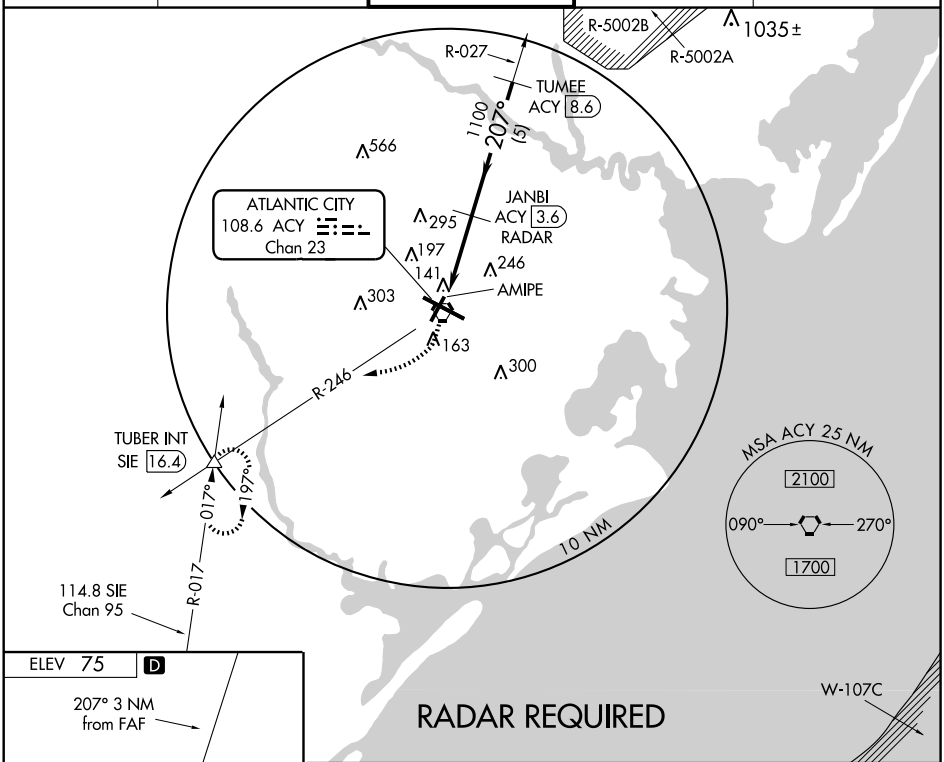
# VOR/DME RWY 22

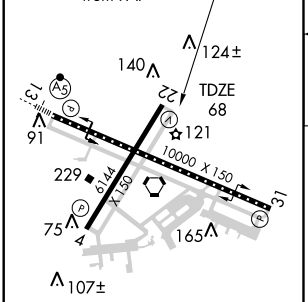
## ATLANTIC CITY INTL (ACY)

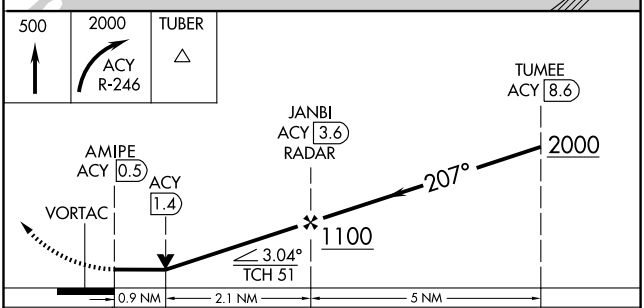
ASR

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.40 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 | 400-1 332 (400-1) | | | | 400-1¼ 332 (400-1¼) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ACY | APP CRS | Rwy Idg | 6144 |
|---|---|---|---|
| 108.6 | 048° | TDZE | 68 |
| Chan 23 | | Apt Elev | 75 |

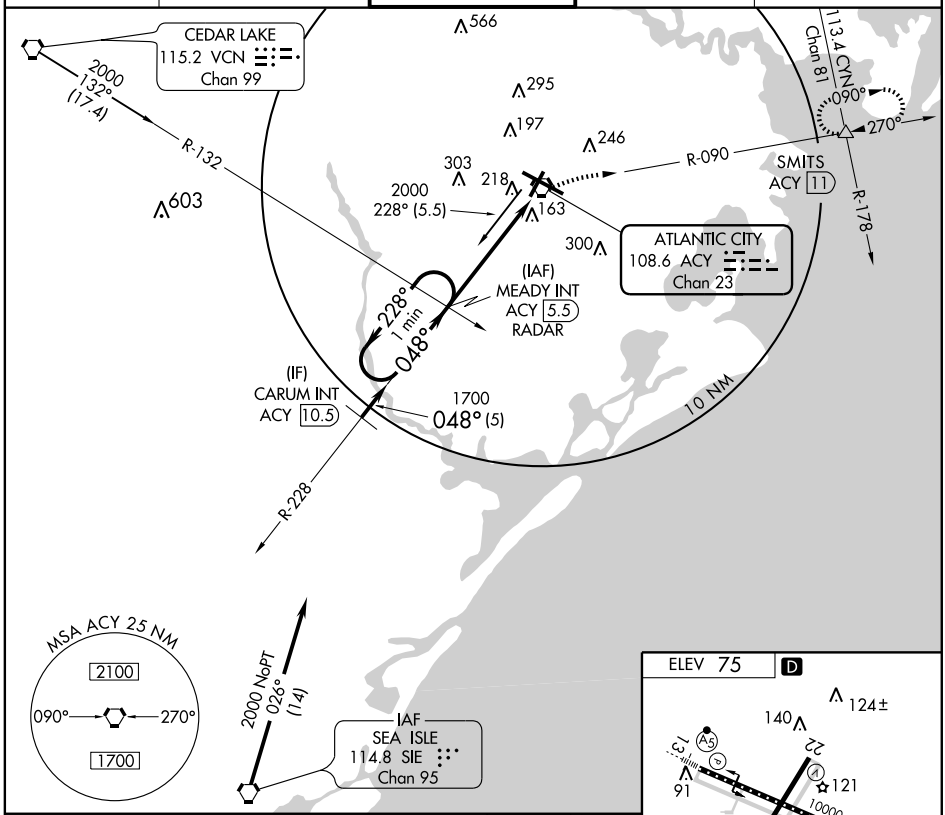
# VOR RWY 4

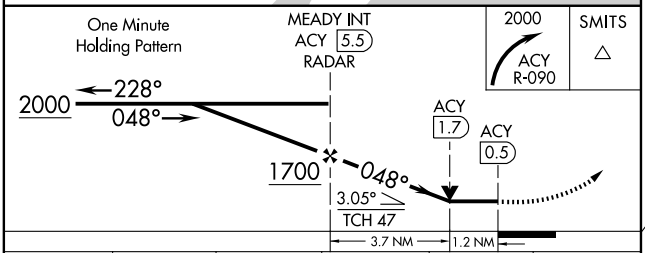
## ATLANTIC CITY INTL (ACY)

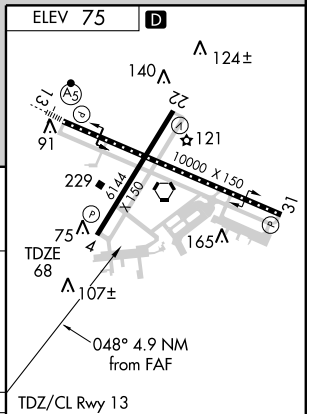
ASR

MISSED APPROACH: Climbing right turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4 | 480-1 412 (500-1) | | 480-1¼ 412 (500-1¼) | | 480-1½ 412 (500-1½) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ACY | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 108.6 | 133° | TDZE 75 |
| Chan 23 | | Apt Elev 75 |

# VOR RWY 13
## ATLANTIC CITY INTL (ACY)

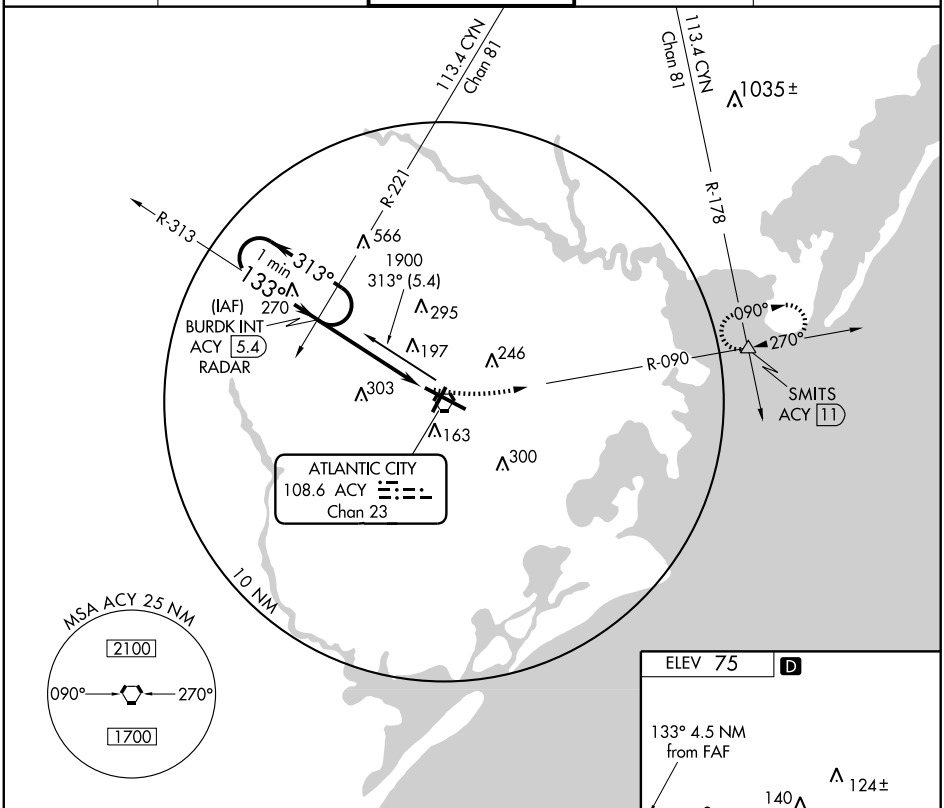
ASR

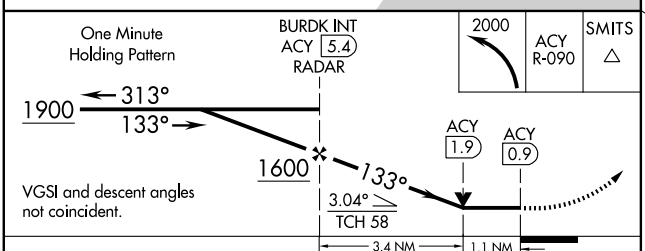
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

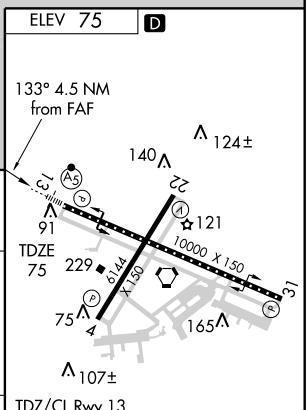
MALSR

MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13 | 480/24 405 (500-½) | | 480/40 405 (500-¾) | 480/50 405 (500-1) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

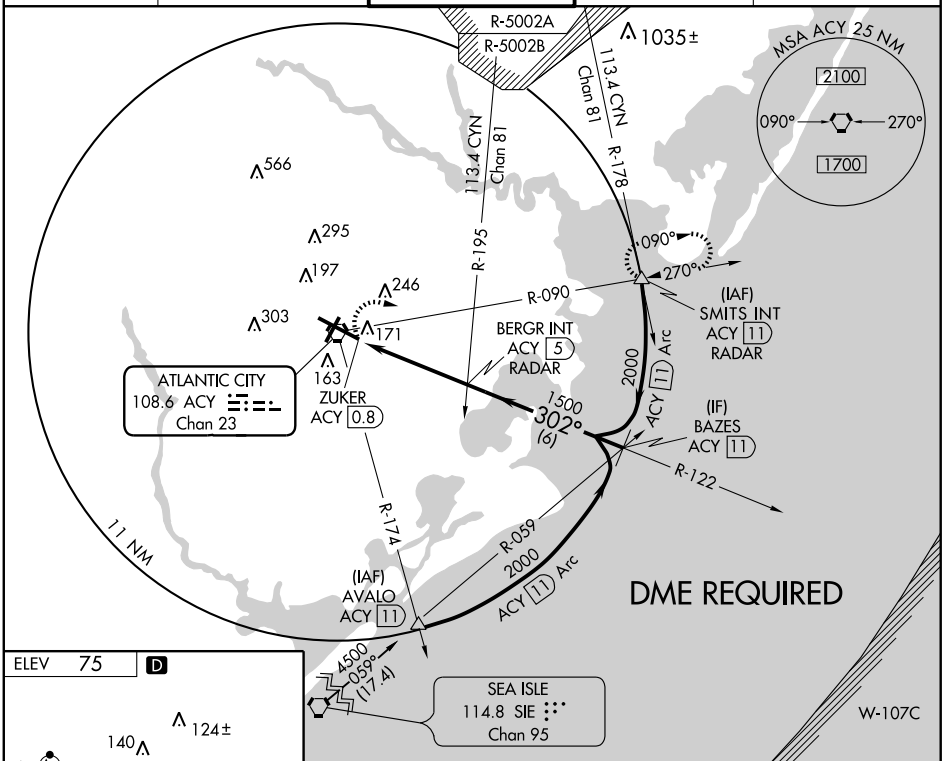
| VORTAC ACY | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 108.6 | 302° | TDZE 63 |
| Chan 23 | | Apt Elev 75 |

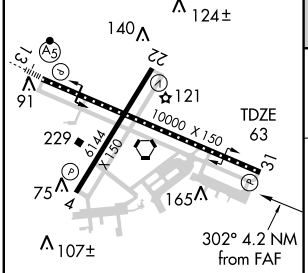
# VOR RWY 31
## ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |



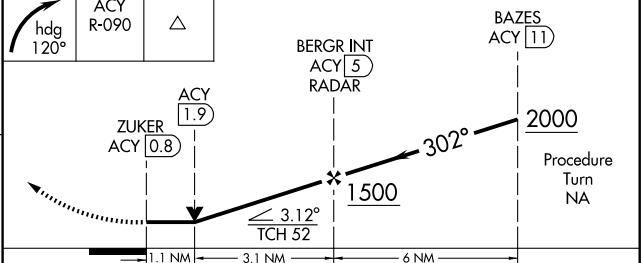




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| 2000 hdg 120° | ACY R-090 | SMITS △ |
|---|---|---|

VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31 | 480-1 417 (500-1) | | 480-1¼ 417 (500-1¼) | | 480-1½ 417 (500-1½) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## BELMAR/FARMINGDALE

**MONMOUTH EXECUTIVE** (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.48′ **NEW YORK**

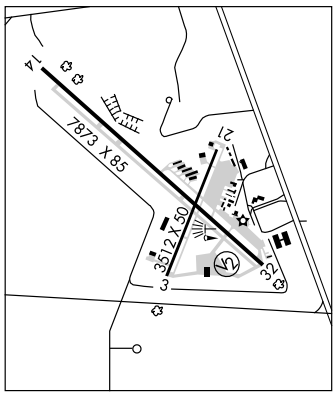
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM **H–10I, 12I, L–34H**

**RWY 14–32:** H7873X85 (ASPH) MIRL(NSTD) 0.5% up SW **IAP**

**RWY 14:** REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.

**RWY 03–21:** H3512X50 (ASPH)

**RWY 03:** Trees. **RWY 21:** Tree.




**AIRPORT REMARKS:** Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

**WEATHER DATA SOURCES:** AWOS–3 121.625 (732) 938–3330.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**COLTS NECK (L) VORW/DME** 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.

**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

## BERLIN

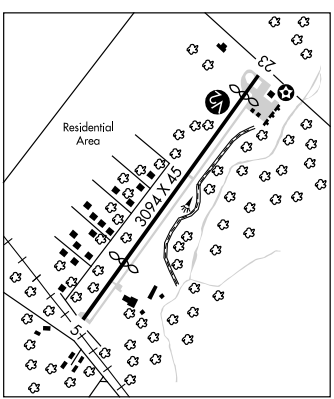
**CAMDEN CO** (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′ **WASHINGTON**

149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV **L–34G, A**

**RWY 05–23:** H3094X45 (ASPH) MIRL 0.3% up SW **IAP**

**RWY 05:** REIL. Thld dsplcd 740′. Tree.

**RWY 23:** REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.




**AIRPORT REMARKS:** Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **McGUIRE APP/DEP CON** 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

| APP CRS | Rwy Idg | 7873 |
|---|---|---|
| 144° | TDZE | 159 |
| | Apt Elev | 159 |

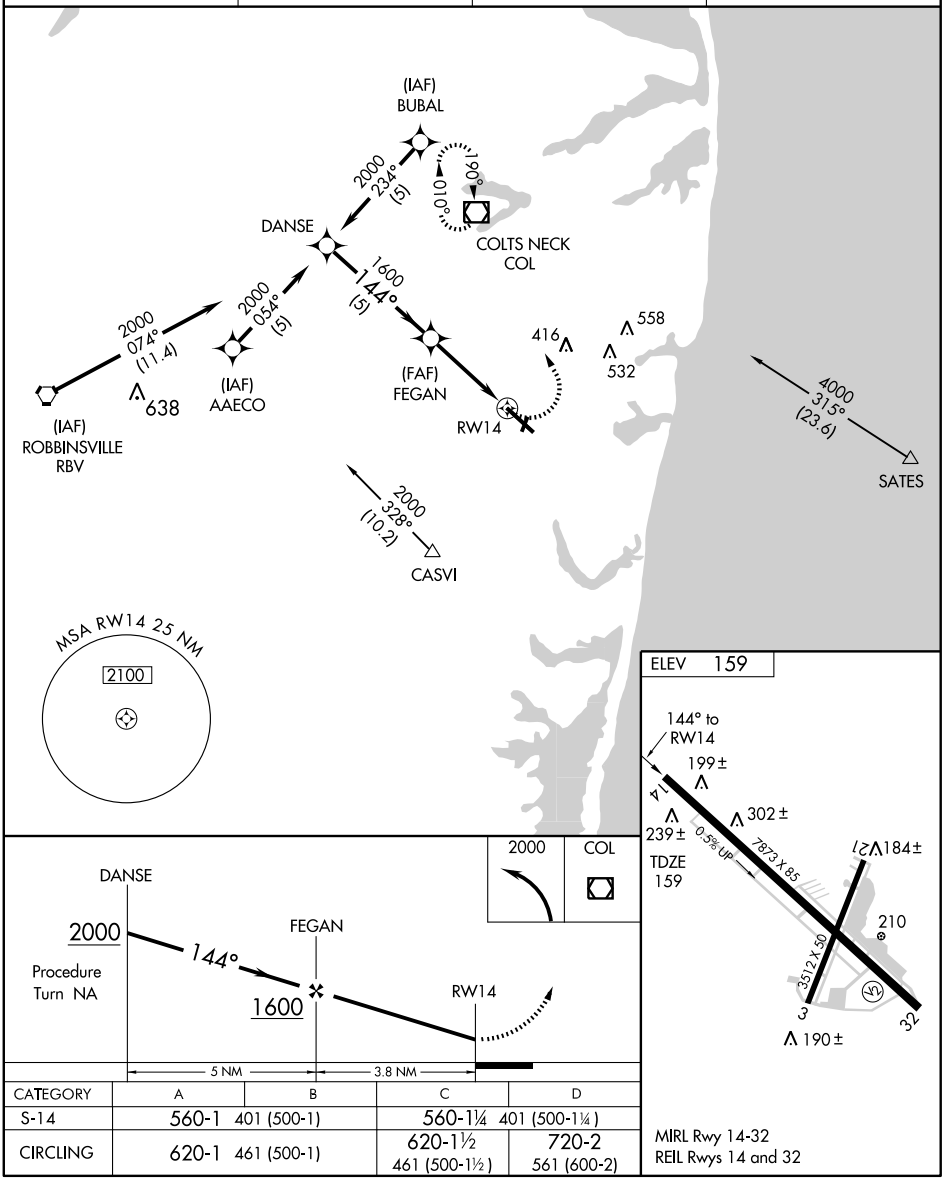
# GPS RWY 14

## BELMAR / MONMOUTH EXECUTIVE (BLM)

Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

| AWOS-3 | McGUIRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.625 | 124.15 363.8 | 126.15 | 123.0 (CTAF) |

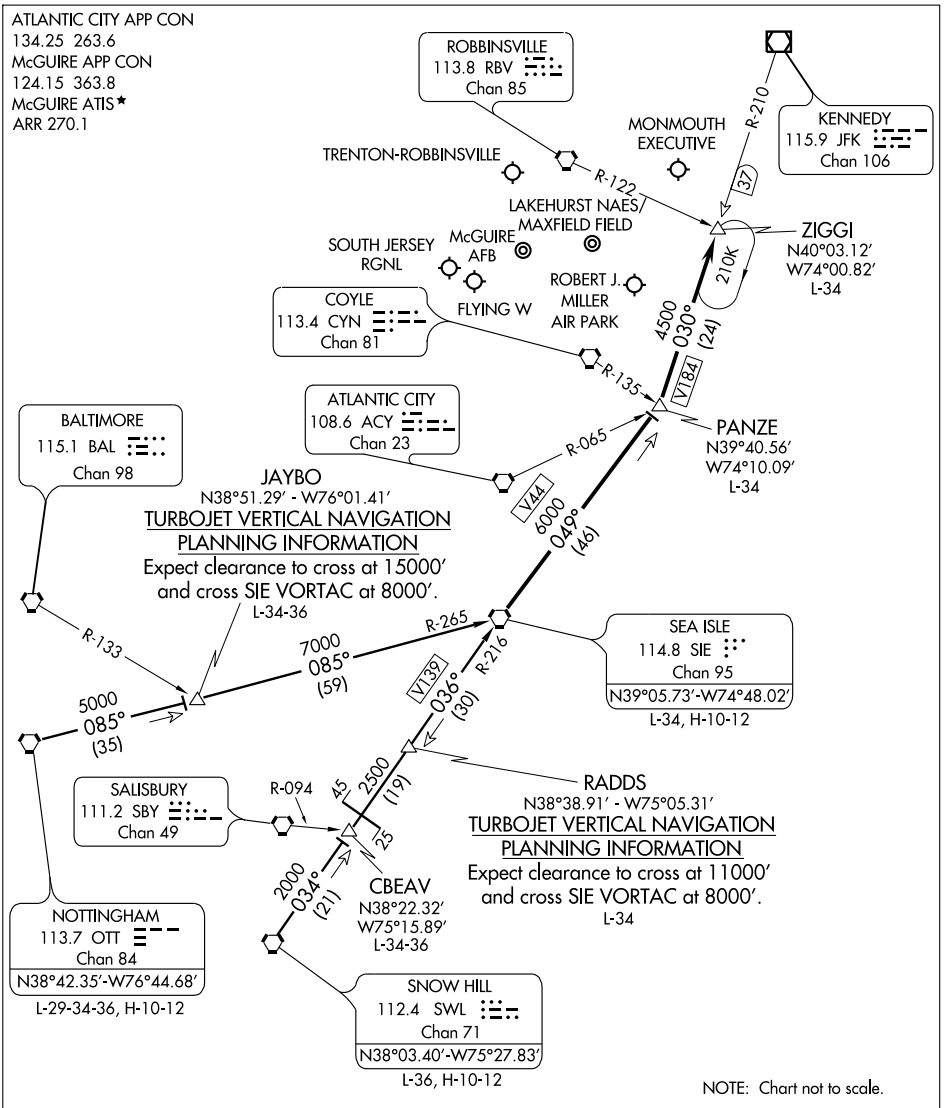



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 560-1 401 (500-1) | | 560-1¼ 401 (500-1¼) | |
| CIRCLING | 620-1 461 (500-1) | | 620-1½ 461 (500-1½) | 720-2 561 (600-2) |

MIRL Rwy 14-32
REIL Rwys 14 and 32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC RBV 113.8 Chan 85 | APP CRS 103° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 159 |
|---|---|---|

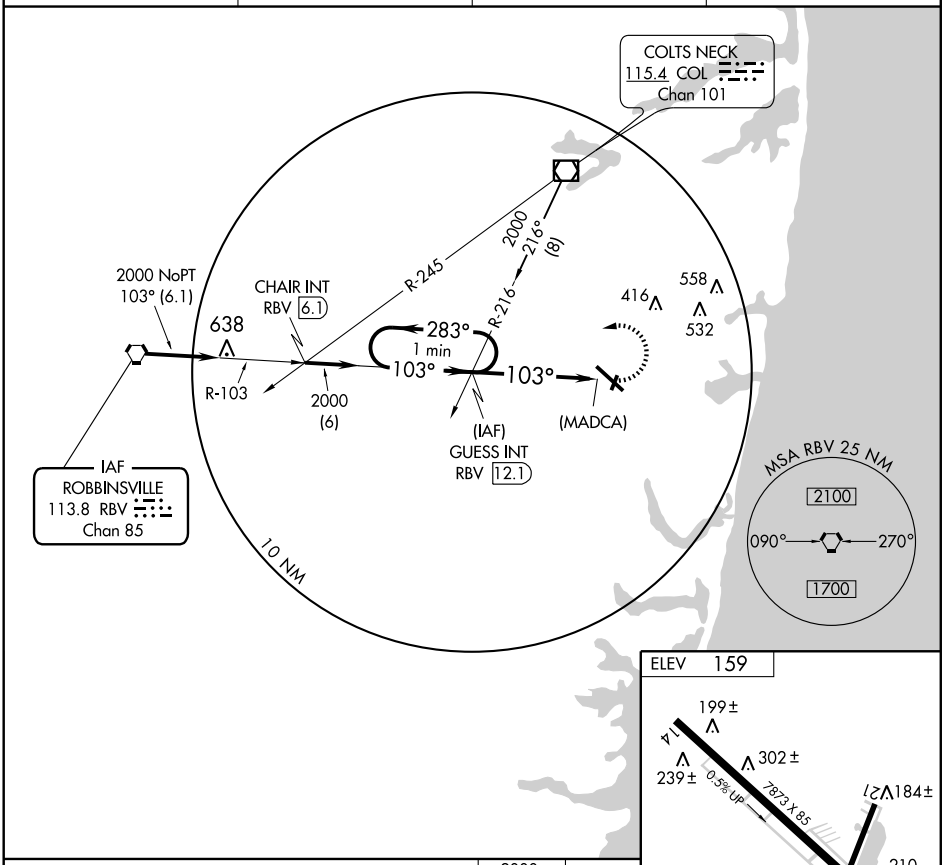
# VOR or GPS-A

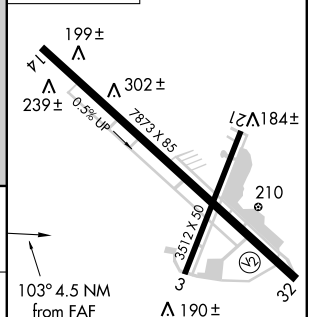
## BELMAR / MONMOUTH EXECUTIVE (BLM)

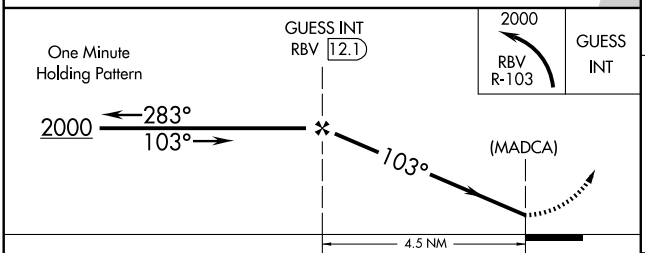
Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 via RBV R-103to GUESS Int and hold.

| AWOS-3 | McGUIRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.625 | 124.15 363.8 | 126.15 | 123.0 (CTAF) |




MIRL Rwy 14-32
REIL Rwys 14 and 32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1 461 (500-1) | | 620-1½ 461 (500-1½) | 720-2 561 (600-2) |

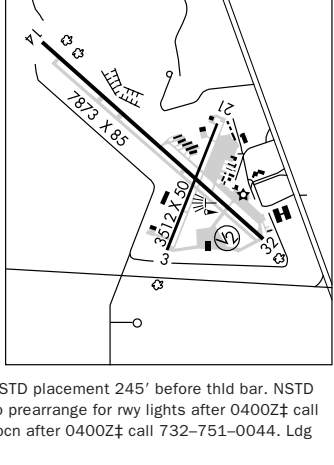
| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## BELMAR/FARMINGDALE

### MONMOUTH EXECUTIVE (BLM) 5 W UTC−5(−4DT) N40°11.21′ W74°07.48′ NEW YORK
153 B S4 **FUEL** 100LL, JET A TPA—994(841) NOTAM FILE BLM H–10I, 12I, L–34H
**RWY 14–32:** H7873X85 (ASPH) MIRL(NSTD) 0.5% up SW IAP
**RWY 14:** REIL. Trees. **RWY 32:** REIL. PVASI(PSIL). Trees.
**RWY 03–21:** H3512X50 (ASPH)
**RWY 03:** Trees. **RWY 21:** Tree.

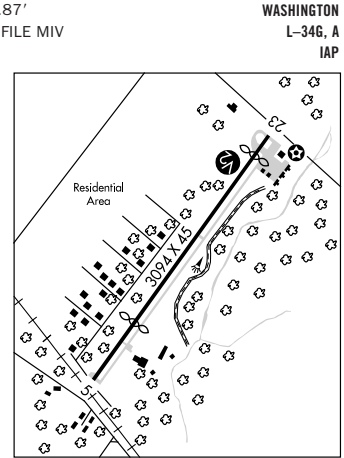



**AIRPORT REMARKS:** Attended 1100–0400Z‡. 24 hr self service 100LL avbl. Parachute Jumping. Deer and birds on and invof arpt. Rwy 03–21 CLOSED to acft over 12,500 pounds. No helicopter activity northeast of Rwy 14. Banner tow ops area only Helicopter instruction by pre–arrangement only 732–938–4800. Heavy banner towing ops Memorial to Labor Day north of Rwy 14–32. For rwy conditions during snowy weather call 732–751–0044. Rwy 14–32 first 575′ at AER 32 85′ wide, remainder Rwy 14–32 100′ wide. Rwy 14–32 NSTD twy separation 185′. Berm 36 ft high, N Rwy 14–32 65 ft from centerline. Loose gravel and broken asph in ramp area E side of arpt. No touch and go ldgs Fri, Sat, Sun. Twys NSTD markings, rwy hold markings on twys NSTD placement. Twy lines do not ensure wingtip/rotor clearance at NW end of parallel twy. Rwy 32 NSTD precision instrument runway, NSTD numbers placement before thld bar. Rwy numbers incorrect placement before thld bar. Rwy 14–32 NSTD MIRL, REIL Rwy 14 and Rwy 32 not co–located at rwy thld. No Rwy 32 thld lgts, Rwy 14 thld lights NSTD placement 245′ before thld bar. NSTD MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 opr dusk–0400Z‡. To prearrange for rwy lights after 0400Z‡ call 732–751–0044. Rotating bcn opr dusk–0400Z‡. To prearrange for bcn after 0400Z‡ call 732–751–0044. Ldg fee.

**WEATHER DATA SOURCES:** AWOS–3 121.625 (732) 938–3330.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **McGUIRE APP/DEP CON** 124.15 **CLNC DEL** 126.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COLTS NECK (L) VORW/DME** 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 179° 7.7 NM to fld. 129/11W.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 103° 17 NM to fld. 248/10W.

## BERLIN

### CAMDEN CO (19N) 1 SW UTC−5(−4DT) N39°46.71′ W74°56.87′ WASHINGTON
149 B S4 **FUEL** 100LL, JET A TPA—1149(1001) NOTAM FILE MIV L–34G, A
**RWY 05–23:** H3094X45 (ASPH) MIRL 0.3% up SW IAP
**RWY 05:** REIL. Thld dsplcd 740′. Tree.
**RWY 23:** REIL. PVASI (PSIR). Thld dsplcd 239′. Tree.




**AIRPORT REMARKS:** Attended 1300‡–2200Z‡. Trees along northwest side of Rwy 05–23. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwy 05–23, REIL Rwy 05 and Rwy 23 and PVASI Rwy 23, rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 014° 14.5 NM to fld. 120/10W.

| APP CRS | Rwy Idg | 2354 |
|---|---|---|
| 050° | TDZE | 150 |
| | Apt Elev | 150 |

# RNAV (GPS) RWY 5

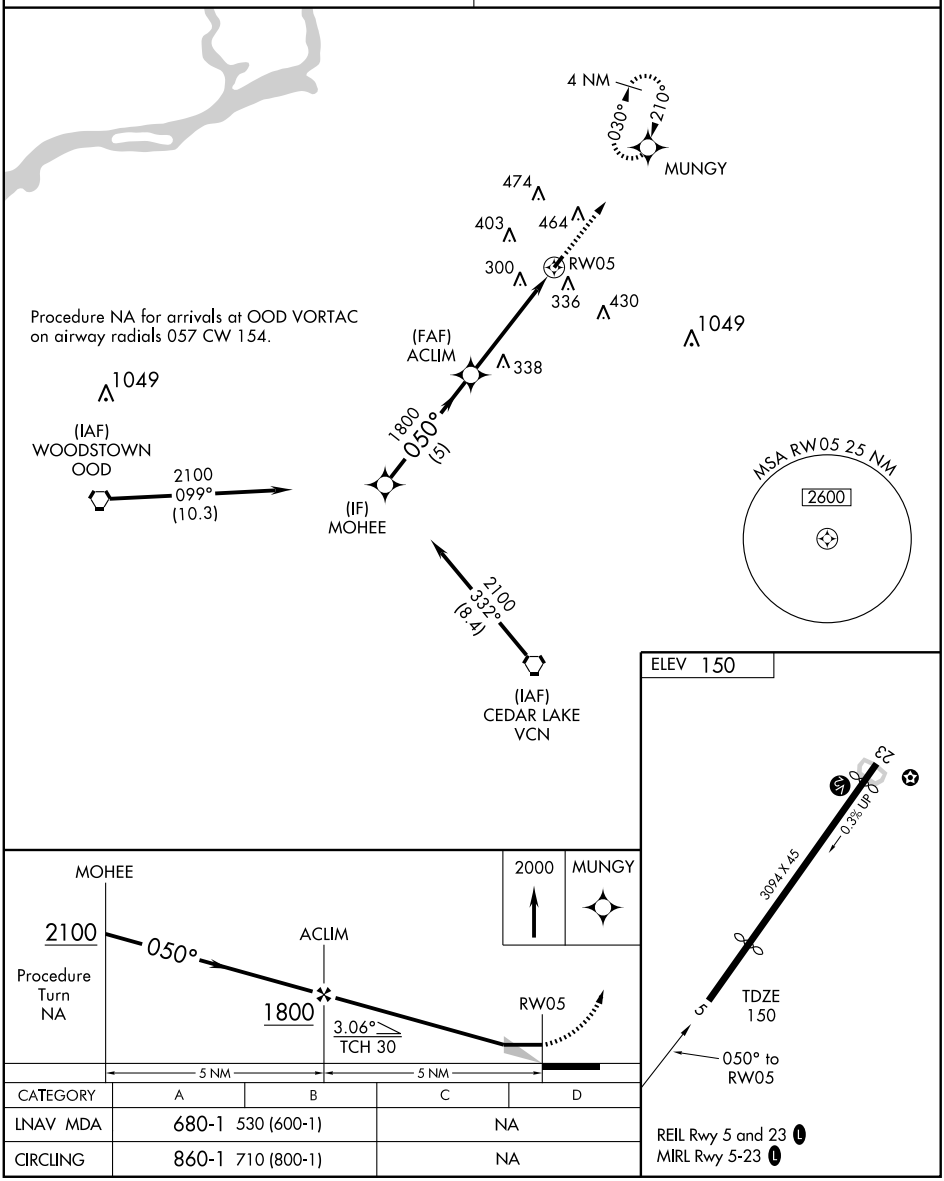
BERLIN / CAMDEN COUNTY (19N)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

| MCGUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 530 (600-1) | | NA | |
| CIRCLING | 860-1 710 (800-1) | | NA | |

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2855 |
|---|---|---|
| 230° | TDZE | 142 |
| | Apt Elev | 150 |

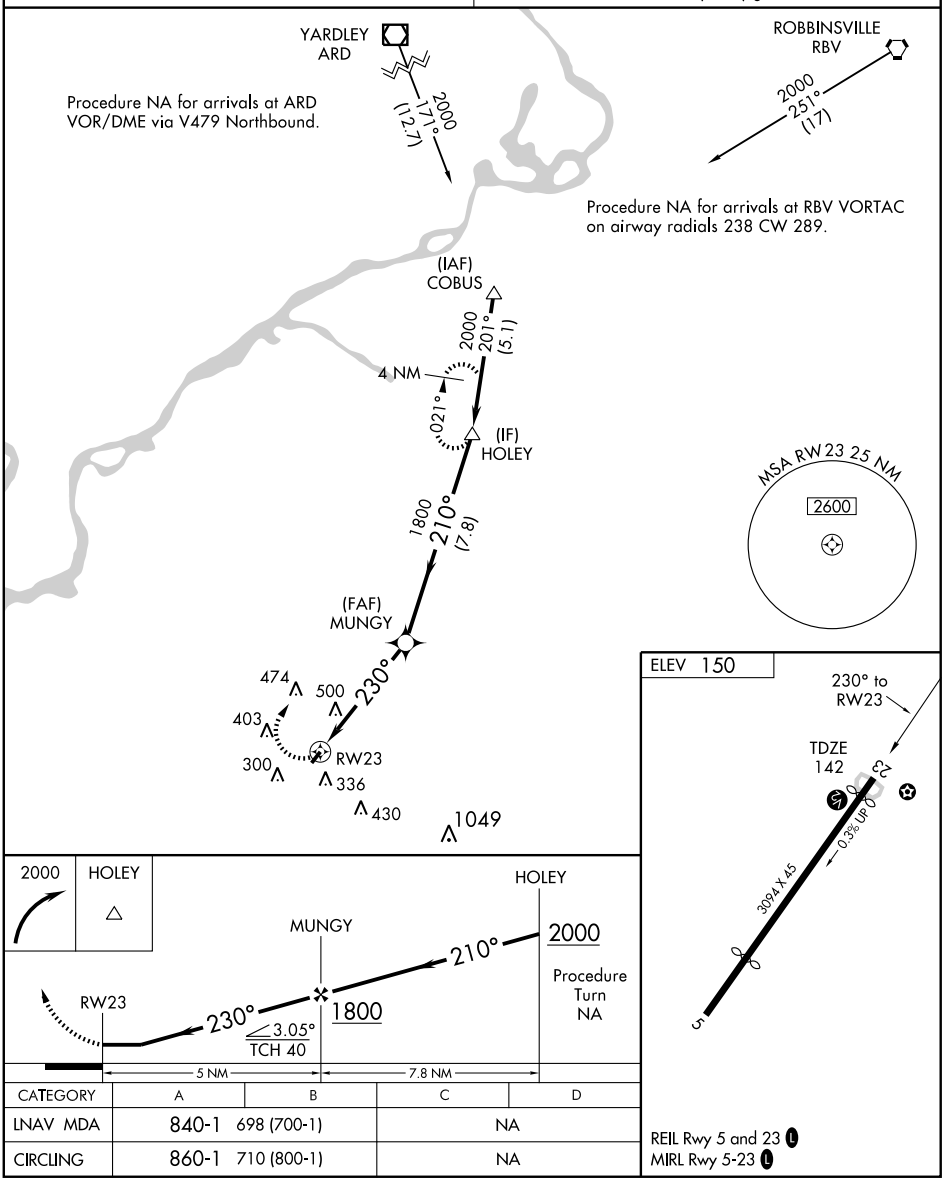
# RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

▼ ▲ NA Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

| MCGUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 698 (700-1) | NA | |
| CIRCLING | 860-1 | 710 (800-1) | NA | |

REIL Rwy 5 and 23 L
MIRL Rwy 5-23 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 013° | TDZE | N/A |
| Chan 99 | | Apt Elev | 150 |

# VOR-B

## BERLIN / CAMDEN COUNTY (19N)

NA

Use Philadelphia Intl altimeter setting.

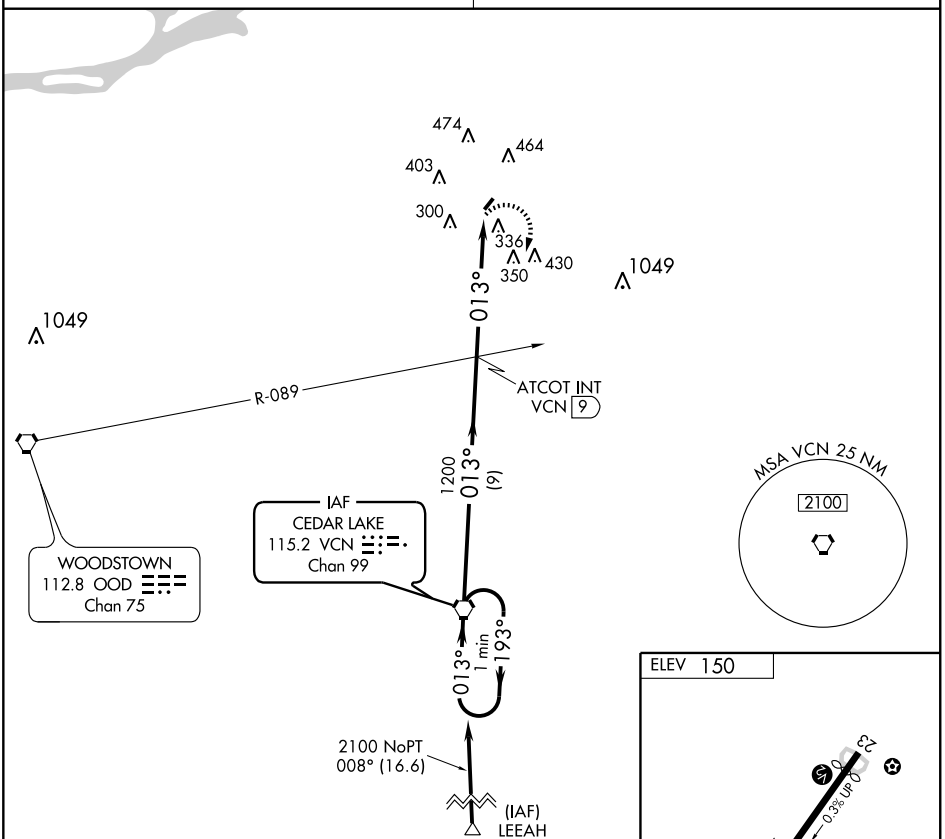
MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

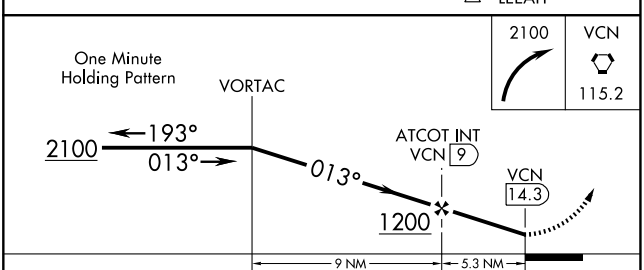
MCGUIRE APP CON
**124.15 363.8**

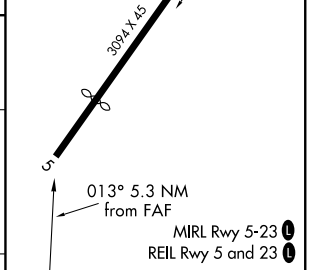
UNICOM
**123.0** (CTAF) L



NE-2, 26 AUG 2010 to 23 SEP 2010



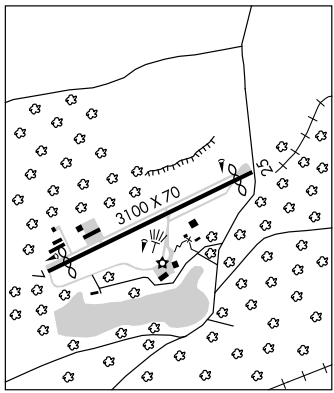




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1<br>570 (600-1) | NA | | |

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

**BLAIRSTOWN** (1N7) 2 SW UTC−5(−4DT) N40°58.27′ W74°59.85′ **NEW YORK**
372 B S4 **FUEL** 100LL OX2 TPA—1402(1030) NOTAM FILE MIV **L–33A, 34H**
**RWY 07–25:** H3100X70 (ASPH) MIRL **IAP**
**RWY 07:** Thld dsplcd 296′. Trees.
**RWY 25:** Thld dsplcd 246′. Trees.
**AIRPORT REMARKS:** Attended 1200–2300Z‡. 24 hr self svc fuel. Hill northeast of arpt may require pilots execute steep apch to Rwy 25. ACTIVATE MIRL Rwy 07–25—CTAF. Gliders opr from turf area just south of Rwy 07–25.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NEW YORK APP/DEP CON** 127.6 (From East)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (From West)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 267° 6.0 NM to fld. 920/11W.




## BRIDGETON

**BUCKS** (ØØN) 3 NE UTC−5(−4DT) N39°28.38′ W75°11.07′ **WASHINGTON**
108 TPA—1008(900) NOTAM FILE MIV
**RWY 18–36:** 1900X150 (TURF) LIRL
**RWY 18:** Tree. **RWY 36:** Tree.
**AIRPORT REMARKS:** Attended dawn–dusk. For LIRL Rwy 18–36 call 856–451–8666. Arpt CLOSED to all transient acft Jan 1 to Apr 1 because of soft rwy conditions, for PPR call 856–455–3990.
**COMMUNICATIONS: CTAF** 122.9

**LI CALZI** (N5Ø) 2 S UTC−5(−4DT) N39°24.51′ W75°14.23′ **WASHINGTON**
42 TPA–800(758) NOTAM FILE MIV
**RWY 12–30:** 2773X100 (TURF)
**RWY 12:** Trees. **RWY 30:** Tree.
**AIRPORT REMARKS:** Attended irregularly. Arpt CLOSED to all traffic until further notice. Rwy unusable. Turf sfc plowed and furrowed. Ldg fee.
**COMMUNICATIONS: CTAF** 122.9

**BROADWAY** N40°47.91′ W74°49.31′ NOTAM FILE MIV. **NEW YORK**
**(L) VORW/DME** 114.2 BWZ Chan 89 158°12.4 NM to Somerset. 1048/11W. **H–10I, L–33A, 34H**
VOR portion unusable:
125°–240°below 3000′;
125°–180° beyond 15 NM below 5000′
180°–210° beyond 15 NM all altitudes
210°–235° beyond 15 NM below 5000′
**RCO** 122.35 (MILLVILLE RADIO)

**BUCKS** (See BRIDGETON)

| APP CRS | | |
|---|---|---|
| 074° | Rwy Idg | 2804 |
| | TDZE | 372 |
| | Apt Elev | 372 |

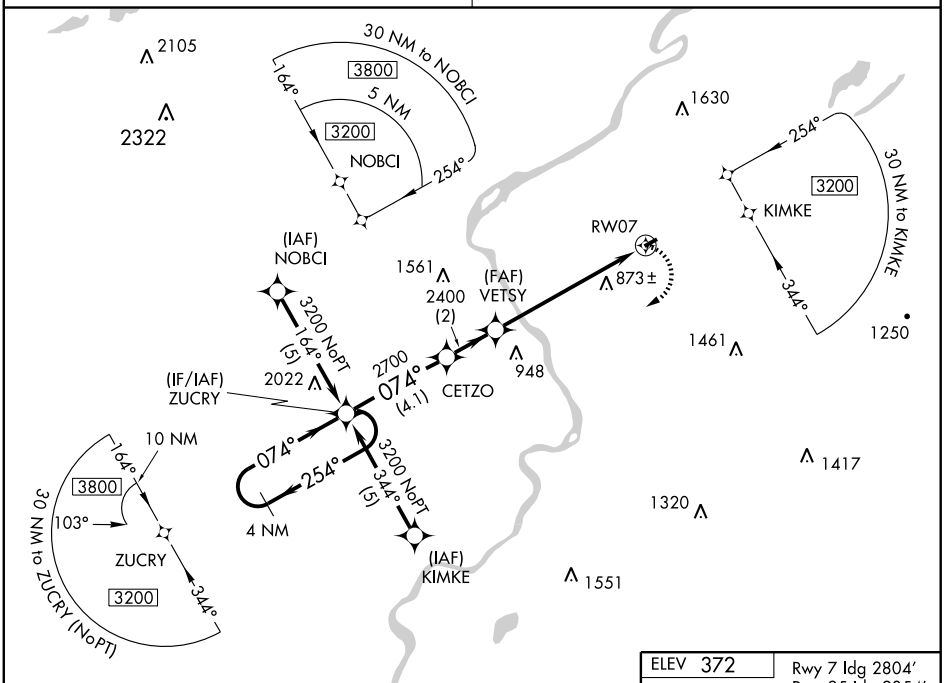
# RNAV (GPS) RWY 7

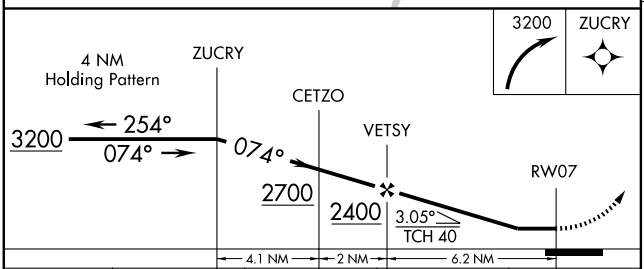
BLAIRSTOWN (1N7)

When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night. DME/DME RNP-0.3 NA.

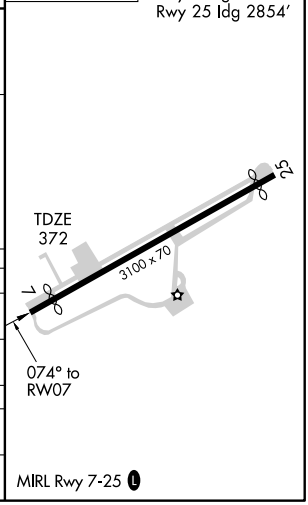
MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 127.6 379.9 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1<br>768 (800-1) | 1140-1¼<br>768 (800-1¼) | NA | |
| CIRCLING | 1220-1<br>848 (900-1) | 1280-1¼<br>908 (1000-1¼) | NA | |
| LEHIGH VALLEY ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1420-1¼<br>1048 (1100-1¼) | 1420-1½<br>1048 (1100-1½) | NA | |
| CIRCLING | 1500-1¼<br>1128 (1200-1¼) | 1560-1½<br>1188 (1200-1½) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 254° | Rwy Idg | 2854 |
| | TDZE | 371 |
| | Apt Elev | 372 |

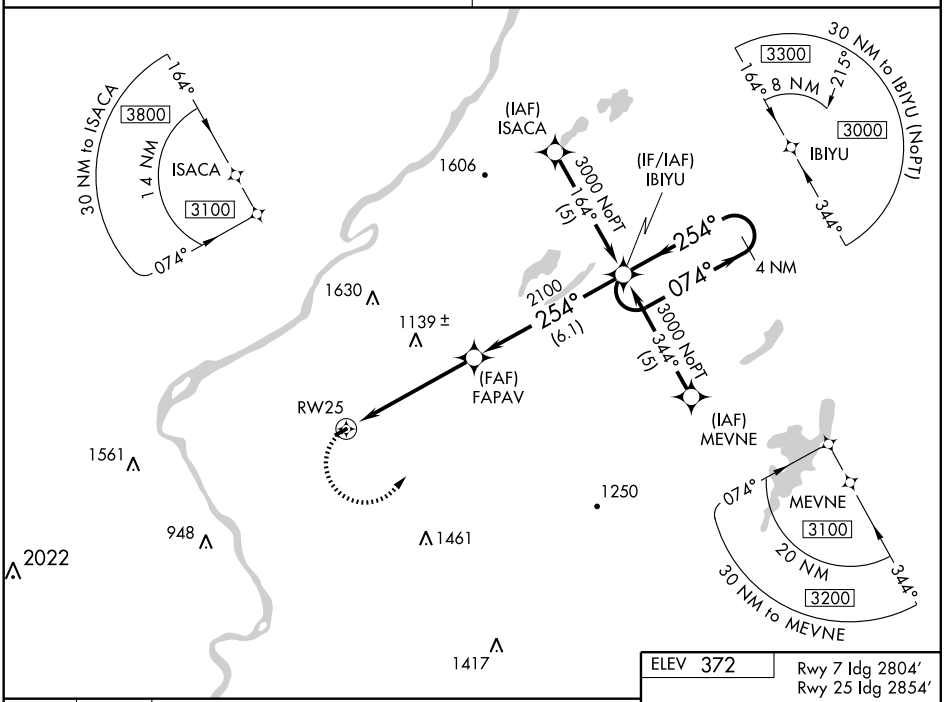
# RNAV (GPS) RWY 25

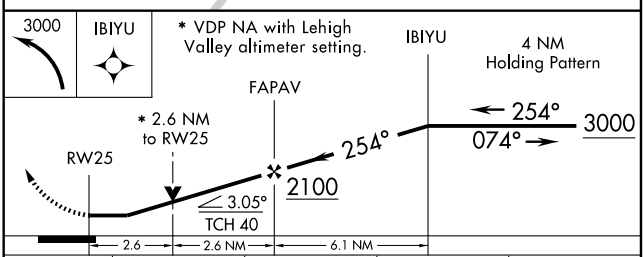
BLAIRSTOWN (1N7)

▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

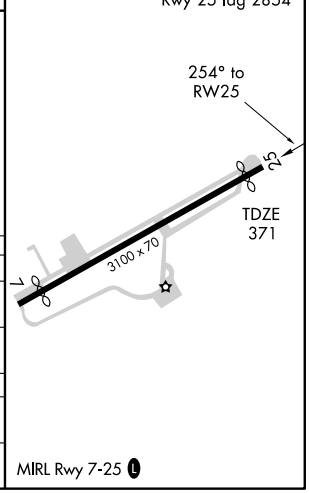
MISSED APPROACH: Climbing left turn to 3000 direct IBIYU and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 127.6 379.9 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1¼ 889 (900-1¼) | | NA | |
| CIRCLING | 1260-1¼ 888 (900-1¼) | 1280-1¼ 908 (1000-1¼) | NA | |
| LEHIGH VALLEY ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1540-1¼ 1169 (1200-1¼) | 1540-1½ 1169 (1200-1½) | NA | |
| CIRCLING | 1540-1¼ 1168 (1200-1¼) | 1560-1½ 1188 (1200-1½) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME STW | APP CRS | Rwy Idg | 2854 |
|---|---|---|---|
| 109.6 | 267° | TDZE | 371 |
| Chan 33 | | Apt Elev | 372 |

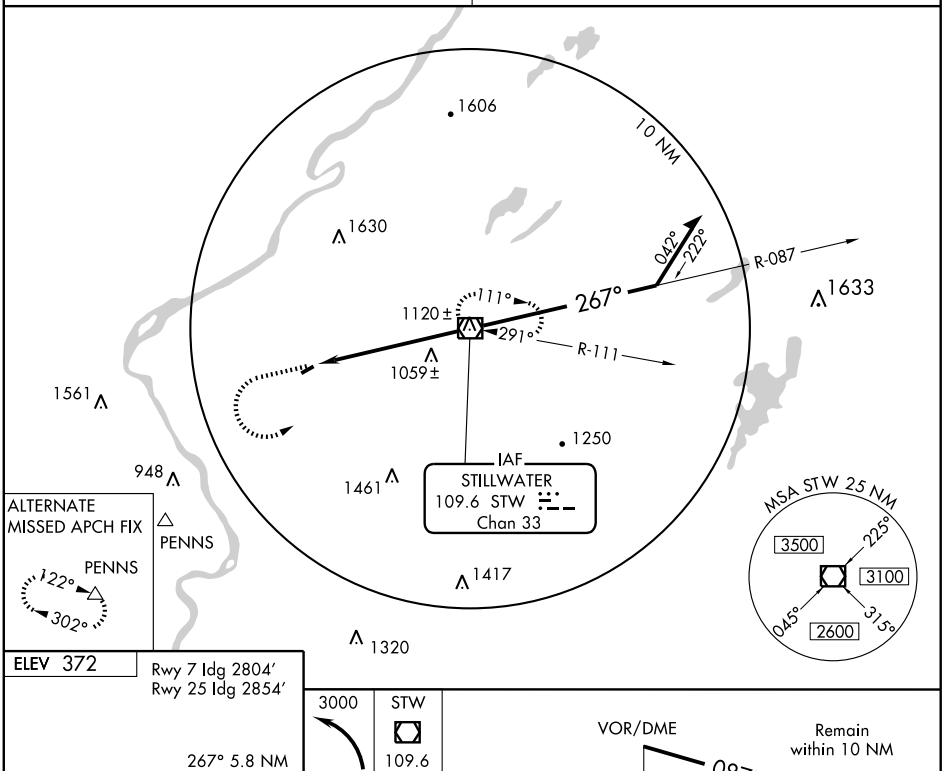
# VOR RWY 25
BLAIRSTOWN (1N7)

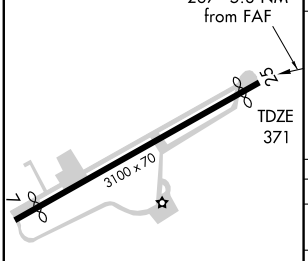
When local altimeter setting not received, use Lehigh Valley altimeter setting.
NA Circling to Rwy 7 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON
127.6 379.9

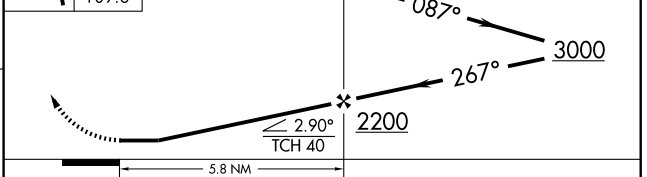
UNICOM
123.0 (CTAF) L



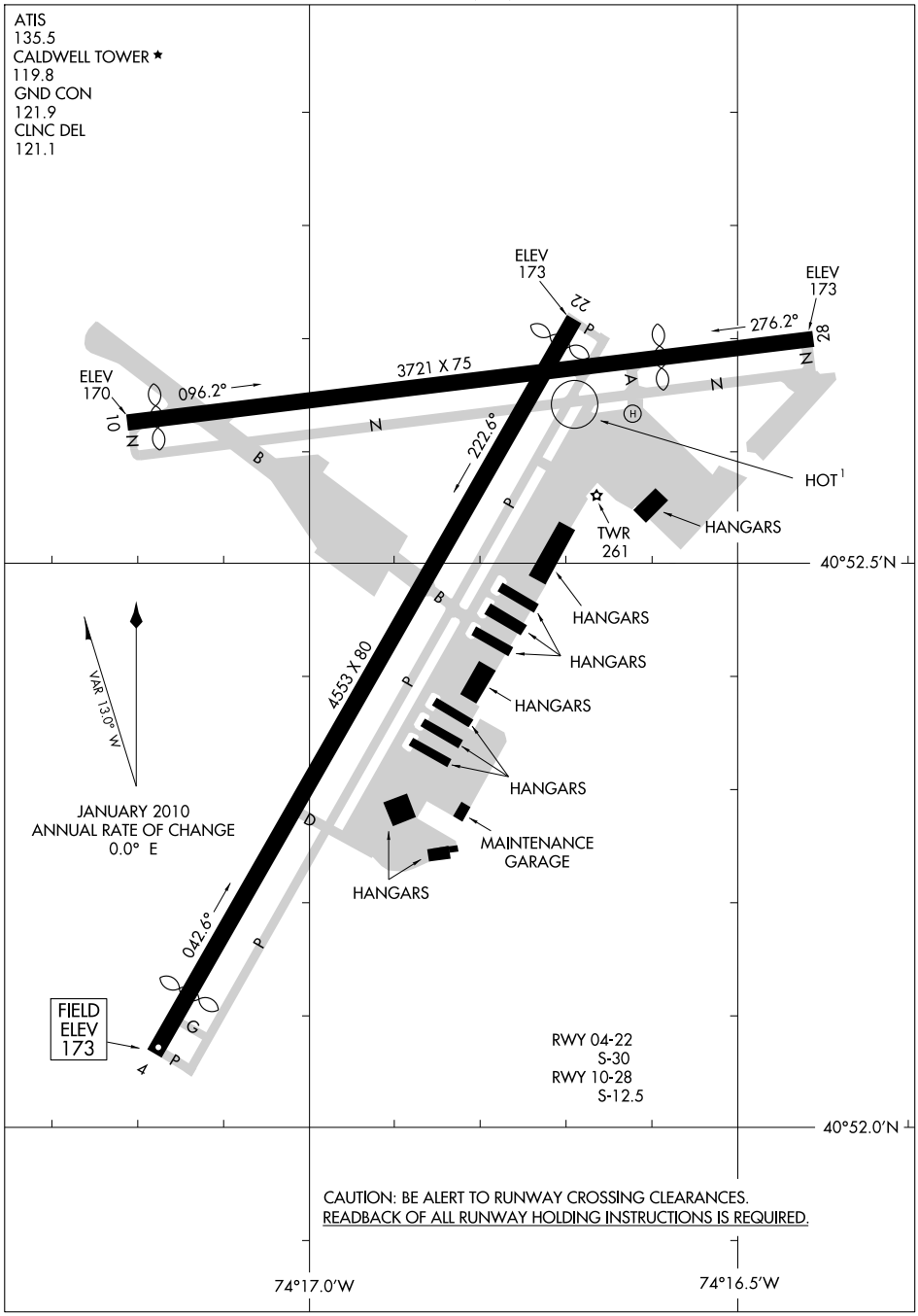

MIRL Rwy 7-25 L

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1320-1¼ | 949 (1000-1¼) | NA | |
| CIRCLING | 1320-1¼ | 948 (1000-1¼) | NA | |
| LEHIGH VALLEY ALTIMETER SETTING MINIMUMS | | | | |
| S-25 | 1600-1¼ 1229 (1300-1¼) | 1600-1½ 1229 (1300-1½) | NA | |
| CIRCLING | 1600-1¼ 1228 (1300-1¼) | 1600-1½ 1228 (1300-1½) | NA | |


NE-2, 26 AUG 2010 to 23 SEP 2010

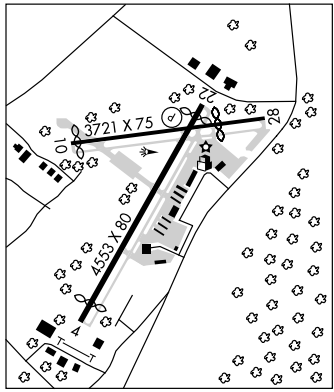




NE-2, 26 AUG 2010 to 23 SEP 2010

## CALDWELL

**ESSEX CO** (CDW) 2 N UTC−5(−4DT) N40°52.51′ W74°16.88′ NEW YORK
173 B S4 **FUEL** 100LL, JET A OX 4 TPA—See remarks NOTAM FILE CDW COPTER
**RWY 04–22:** H4553X80 (ASPH) S–30 HIRL L–33A, 34H
**RWY 04:** Thld dsplcd 371′. Tree. IAP, AD
**RWY 22:** REIL. PAPI(P4R)—GA 3.0° TCH 42′. Thld dsplcd 135′. Trees. Rgt tfc.
**RWY 10–28:** H3721X75 (ASPH) S–12.5 MIRL
**RWY 10:** Thld dsplcd 166′. Trees.
**RWY 28:** Thld dsplcd 825′. Trees. Rgt tfc.




**AIRPORT REMARKS** Attended 1200–0400Z‡. Turbo jet acft ldg and tkf restricted to Rwy 04–22, ldg Rwy 10–28 restricted to 12,500 pounds and below. Touch and go landings limited to based aircraft only. Deer and birds on and invof arpt. Local ops suspended Mon–Sat 0400–1200Z‡ and 0400Z‡ Sat–1500Z‡ Sun. TPA for large and turbojet acft 1700(1527); light acft 1200(1027). Fixed-wing VFR acft departure: Rwy 04—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departng pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 10—from departure end turn left heading 080° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° left turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 22—from departure end turn right heading 230° until 900 ft MSL then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Fixed–wing VFR acft departure: Rwy 28—from departure end rwy heading for 1 mile then if remaining in the pattern turn to crosswind; if departing pattern continue straight out or exit with a 45° right turn after reaching pattern altitude. Pilots be alert—the Teterboro VOR/DME or GPS–A; the Passaic River visual Rwy 06 and Cedar Grove visual Rwy 01 apchs transit Essex Co arpt CLASS D airspace. Traffic passes north of the arpt descending from 3000 ft MSL to 2000 ft MSL. Pilots be alert—the Morristown ILS and NDB or GPS Rwy 23 apchs transit Essex Co CLASS D airspace. Traffic passes two miles west of the arpt descending through 2000 ft MSL. Rwy 22 PAPI unusable byd 5° right of centerline due to obstruction. When twr clsd MIRL Rwy 10–28 and HIRL Rwy 04–22 preset med ints. REIL Rwy 22 avbl high ints only. ACTIVATE HIRL Rwy 04–22 and REIL Rwy 22—CTAF. Landing fee for all transient acft. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

**WEATHER DATA SOURCES:** ASOS (973) 575–4417.
**COMMUNICATIONS: CTAF** 119.8 **ATIS** 135.5 **UNICOM** 122.95
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
**CALDWELL TOWER** 119.8 (1200–0400Z‡) **GND CON** 121.9 **CLNC DEL** 121.1
**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.
**TETERBORO (T) VORW/DME** 108.4 TEB Chan 21 N40°50.93′ W74°03.74′ 289°10.1 NM to fld. 10/11W.
**MOREE NDB (LOM)** 392 MM N40°52.79′ W74°20.06′ 108° 2.4 NM to fld.
**PATERSON NDB (MHW)** 347 PNJ N40°56.79′ W74°09.05′ 249°7.1 NM to fld. NOTAM FILE MIV. Unusable 260°–040° beyond 15NM.
**ILS** 109.35 I–CDW Rwy 22. LOC only.
**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at tower.

## CAMDEN CO
(See BERLIN)

## CAPE MAY CO
(See WILDWOOD)

## CEDAR LAKE
N39°32.26′ W74°58.03′ NOTAM FILE MIV. WASHINGTON
**(L) VORTAC** 115.2 VCN Chan 99 216° 11.3 NM to Millville Muni. 120/10W. H–10I, L–34G, A
**RCO** 122.1R 115.2T (MILLVILLE RADIO)

## CENTRAL JERSEY RGNL
(See MANVILLE)

## CHATHAM
N40°44.46′ W74°25.79′ NOTAM FILE MIV. NEW YORK
**NDB (MHW)** 254 CAT 022°3.6 NM to Morristown Muni. L–33A, 34H

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

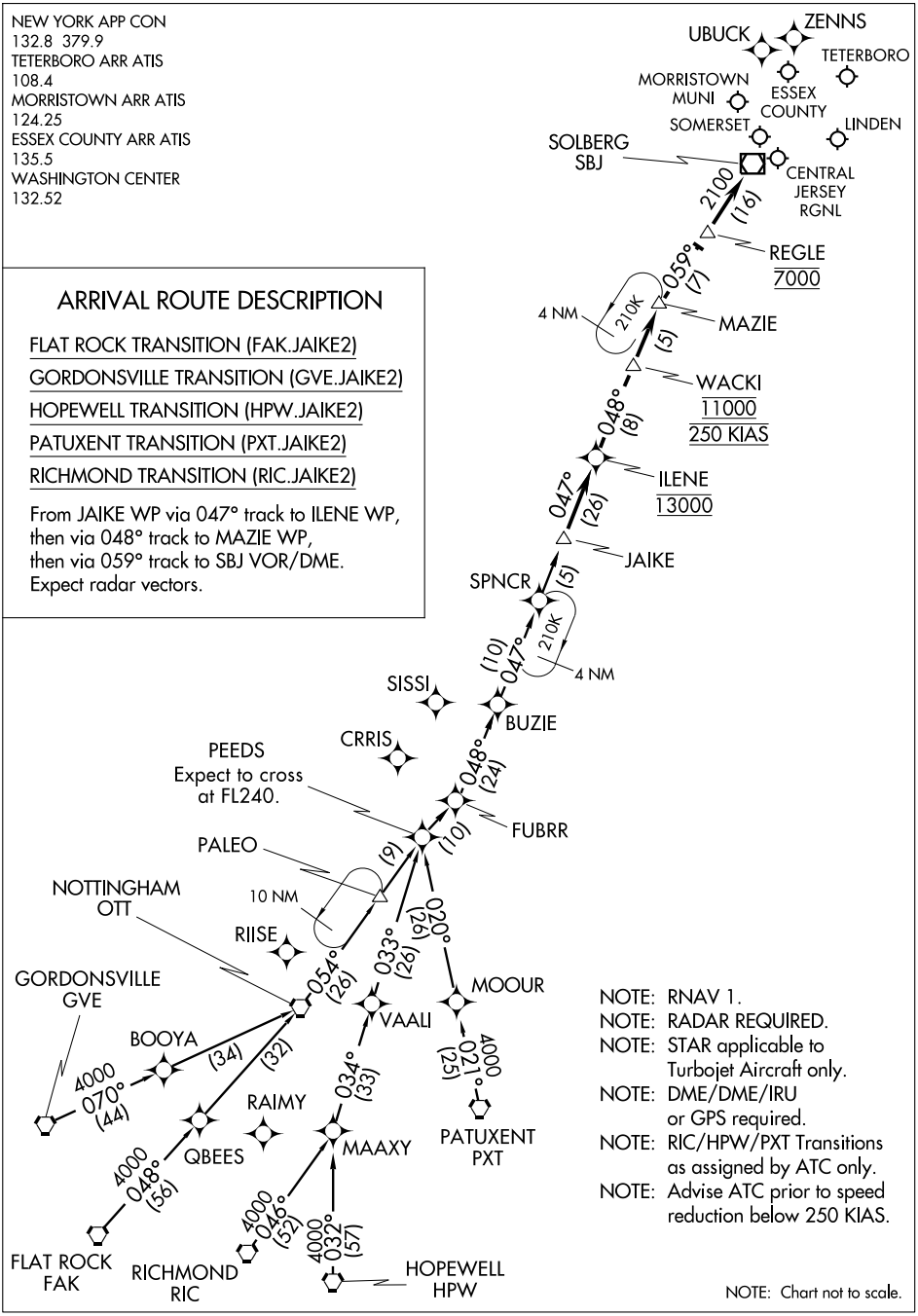
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

| LOC I-CDW | APP CRS | Rwy Idg | 4418 |
|---|---|---|---|
| 109.35 | 223° | TDZE | 173 |
| | | Apt Elev | 173 |

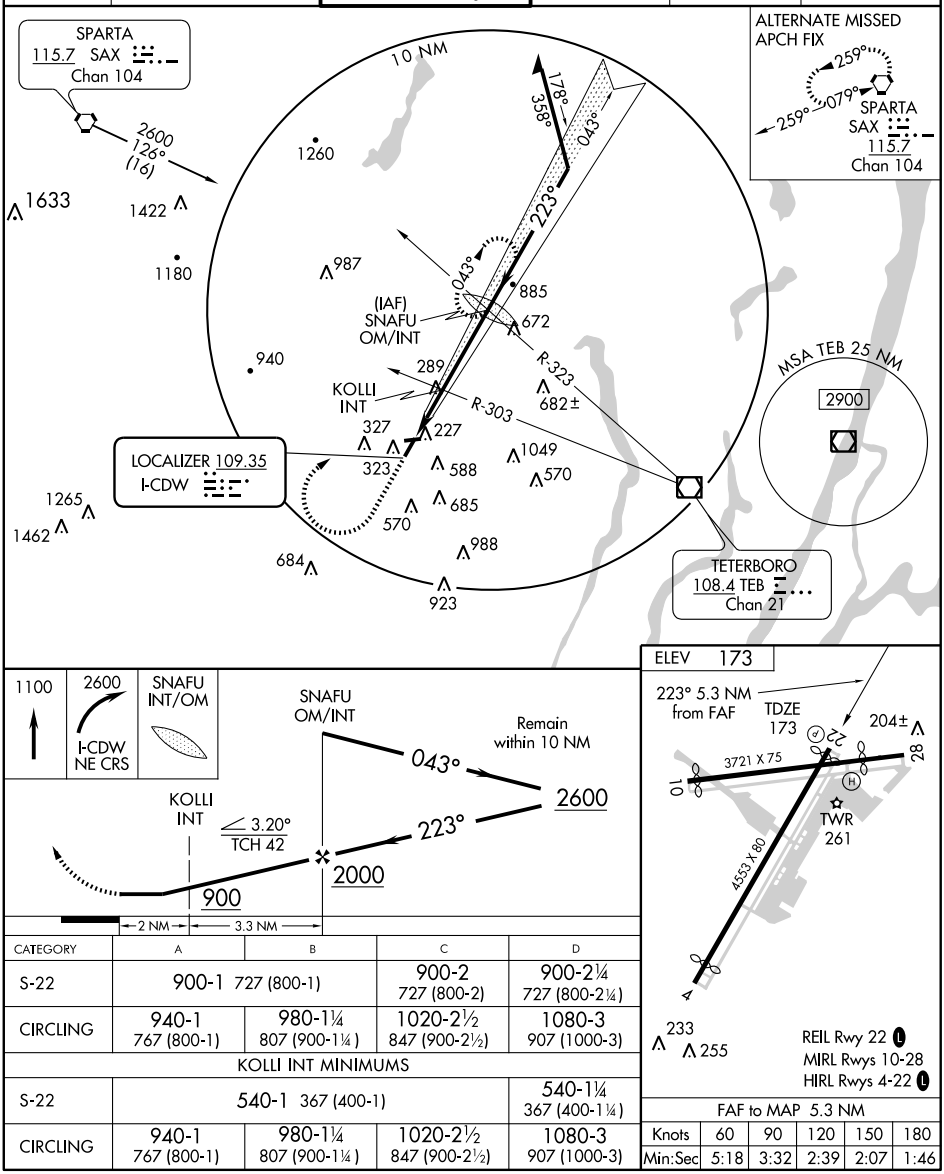
# LOC RWY 22

## CALDWELL / ESSEX COUNTY (CDW)

When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ¼ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 900-1 727 (800-1) | | 900-2 727 (800-2) | 900-2¼ 727 (800-2¼) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |
| KOLLI INT MINIMUMS | | | | |
| S-22 | 540-1 367 (400-1) | | | 540-1¼ 367 (400-1¼) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOM MM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 392 | 107° | TDZE | N/A |
| | | Apt Elev | 173 |

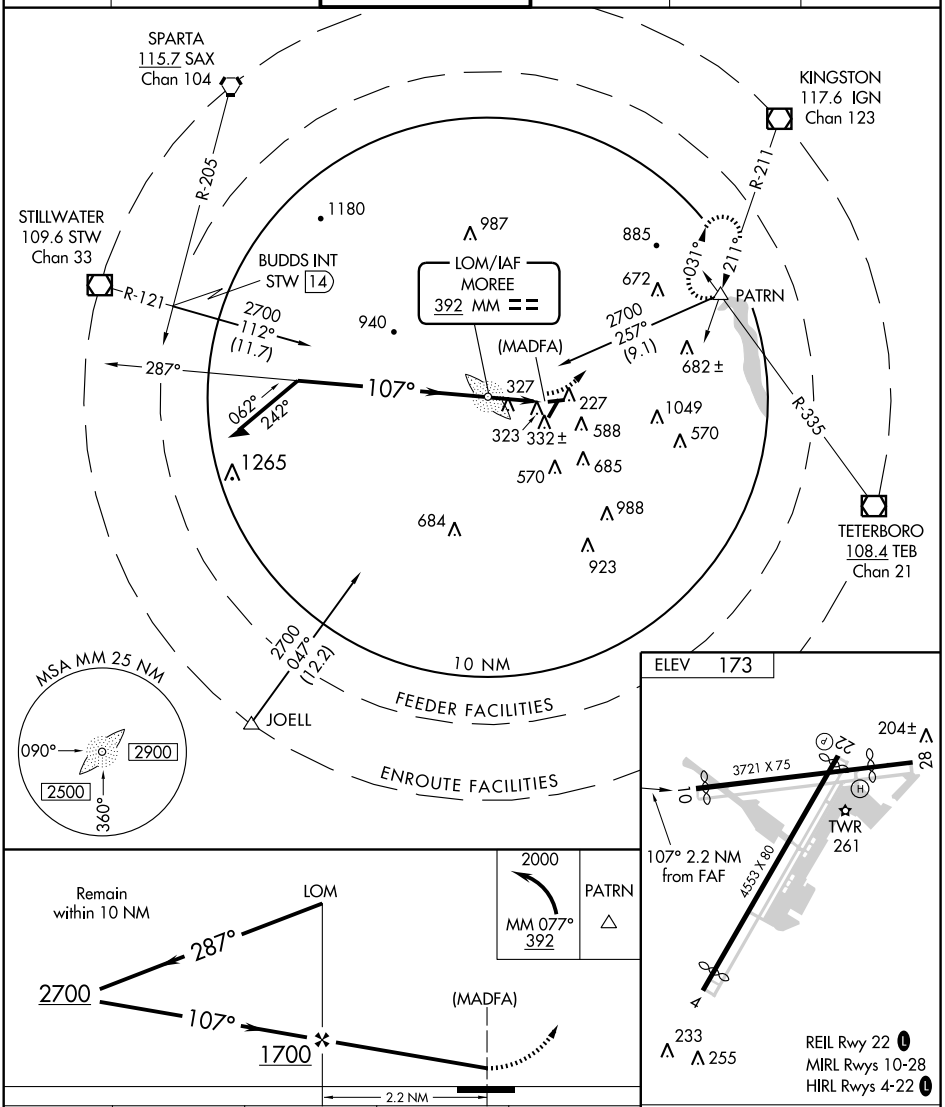
# NDB or GPS-A

## CALDWELL / ESSEX COUNTY (CDW)

NA

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int and hold.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1<br>767 (800-1) | 980-1¼<br>807 (900-1¼) | 980-2¼<br>807 (900-2¼) | 1080-3<br>907 (1000-3) |

| FAF to MAP 2.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:12 | 1:28 | 1:06 | 0:53 | 0:44 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4418 |
|---|---|---|
| 223° | TDZE | 173 |
| | Apt Elev | 173 |

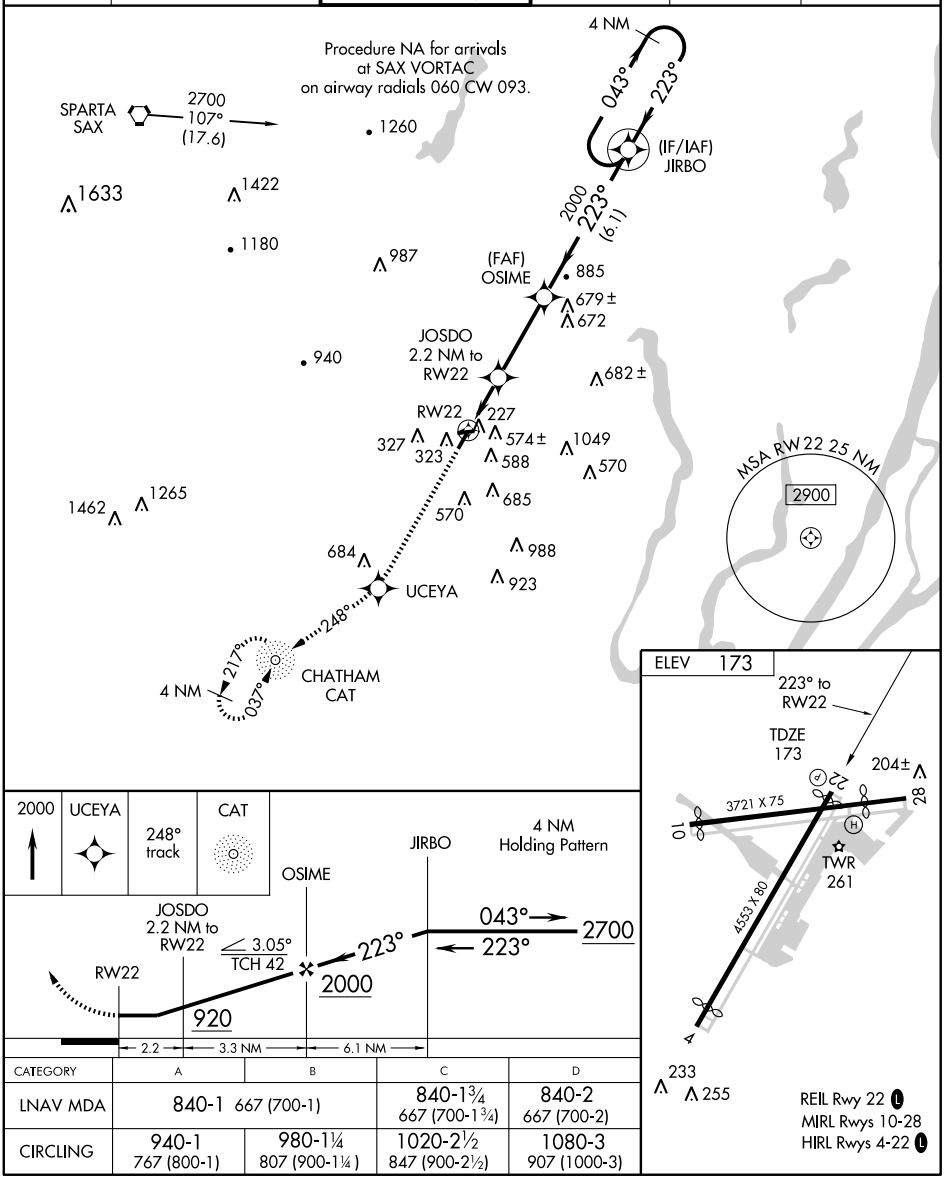
# RNAV (GPS) RWY 22

## CALDWELL / ESSEX COUNTY (CDW)

When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB and hold.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 667 (700-1) | | 840-1¾ 667 (700-1¾) | 840-2 667 (700-2) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

ALLENTOWN
117.5 FJC
Chan 122

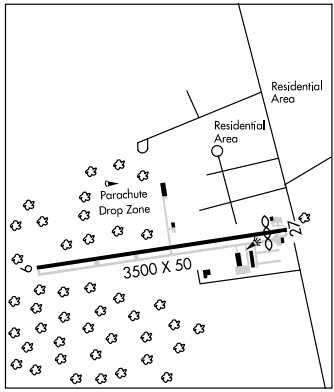
JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

**COLTS NECK** N40°18.70′ W74°09.58′ NOTAM FILE MIV. NEW YORK
**(L) VORW/DME** 115.4 COL Chan 101 179° 7.7 NM to Monmouth Executive. 129/11W. H–10I, L–34H
VOR portion unusable:
351°–030° byd 30 NM blo 3000′ 031°–179° byd 15 NM blo 6000′
241°–329° byd 15 NM blo 3000′ and byd 30 NM blo 6000′
**RCO** 122.3 (MILLVILLE RADIO)

**COYLE** N39°49.04′ W74°25.90′ NOTAM FILE MIV. WASHINGTON
**(H) VORTAC** 113.4 CYN Chan 81 054°9.2 NM to Robert J Miller. 210/10W. H–10I, L–34G
**RCO** 122.1R 113.4T (MILLVILLE RADIO)

**CROSS KEYS** (17N) 1 S UTC−5(−4DT) N39°42.33′ W75°01.98′ WASHINGTON
162 S4 **FUEL** 100LL TPA—1000(838) NOTAM FILE MIV L–34G, A
**RWY 09–27:** H3500X50 (ASPH) S–13 LIRL(NSTD) 0.7% up E IAP
**RWY 09:** Trees. Rgt tfc. **RWY 27:** Thld dsplcd 200′. Tree.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Due to parachute drop zone on north side of arpt all tfc is to remain south of Rwy 09–27. Deer and birds on and invof arpt. Rwy 27 road, fence and trees near app end. Rwy 09–27 asphalt cracked/loose. Rwy 27 dsplcd thld marked with lgts. Rwy 09–27 NSTD LIRL. All lgt spacing NSTD. Rwy 09 no yellow caution zone lgts. Rwy hold markings less than std dsplcmnt from rwy. Arpt windsock located on hangar south of rwy. ACTIVATE LIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PHILADELPHIA APP/DEP CON** 127.35 **CLNC DEL** TF 800–354–9884
**GCO** 121.725 (NEW YORK FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WOODSTOWN (L) VORTAC** 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 082° 13.2 NM to fld. 140/10W.




**EAGLES NEST** (See WEST CREEK)

**ESSEX CO** (See CALDWELL)

**FLYING W** (See LUMBERTON)

**GREENWOOD LAKE** (See WEST MILFORD)

**HACKETTSTOWN** (NØ5) 3 SW UTC−5(−4DT) N40°49.21′ W74°51.31′ NEW YORK
670 S2 **FUEL** 80, 100LL NOTAM FILE MIV
**RWY 05–23:** H2200X50 (ASPH) S–5
**RWY 05:** House. **RWY 23:** Tree.
**AIRPORT REMARKS:** Attended dawn–dusk.
**COMMUNICATIONS: CTAF** 122.9

| VORTAC OOD 112.8 Chan 75 | APP CRS 081° | Rwy Idg 3500 TDZE 162 Apt Elev 162 |
|---|---|---|

# VOR or GPS RWY 9

## CROSS KEYS (17N)

NA

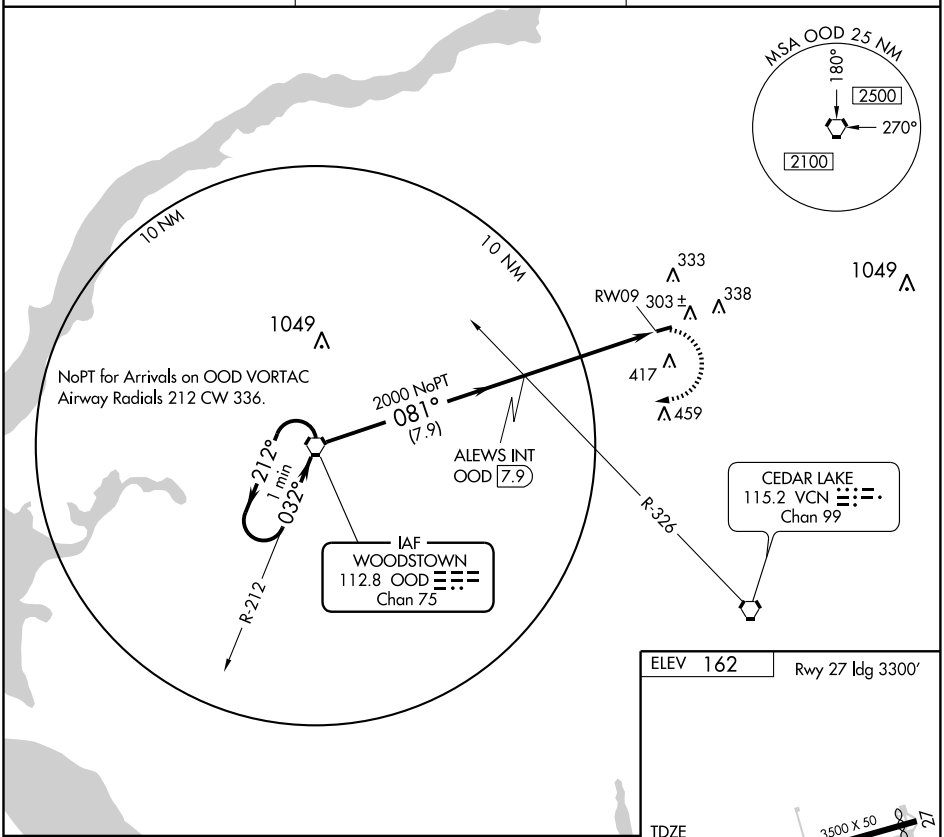
Use Philadelphia Intl Airport altimeter setting.

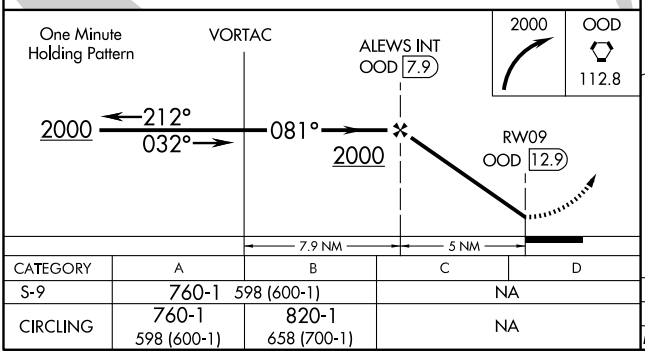
MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.

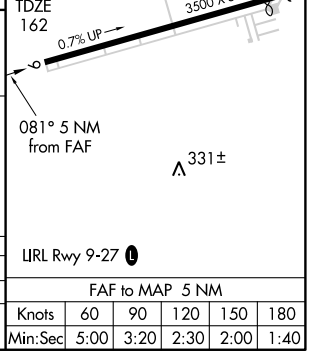
| PHILADELPHIA APP CON | GCO | UNICOM |
|---|---|---|
| 127.35 317.55 | 121.725 | 122.8 (CTAF) L |



NE-2, 26 AUG 2010 to 23 SEP 2010



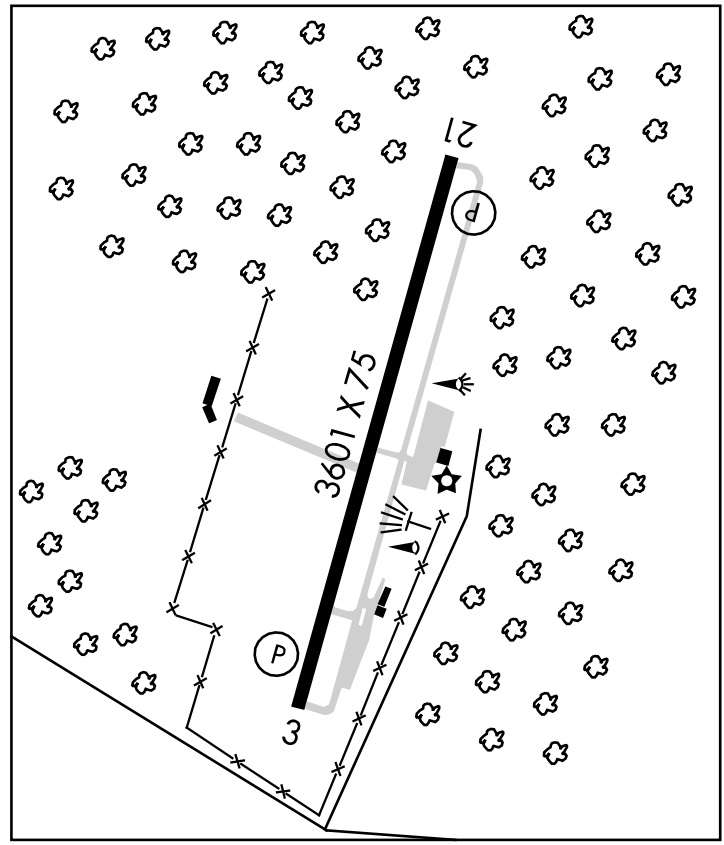




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 760-1 598 (600-1) | | NA | |
| CIRCLING | 760-1 598 (600-1) | 820-1 658 (700-1) | NA | |

LIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

**HAMMONTON MUNI** (N81) 3 NE UTC−5(−4DT) N39°40.05′ W74°45.46′ **WASHINGTON**
65 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
**RWY 03–21:** H3601X75 (ASPH) S–12 MIRL **IAP**
**RWY 03:** PAPI(P2L)—GA 3.5° TCH 25′. Trees.
**RWY 21:** PAPI(P2L)—GA 3.25° TCH 20′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. On–arpt ctc: 609–704–1119. Rwy 03 deep ditch parallel to first 500′ of rwy on right side within 100′ of centerline. Be alert. Deer in vicinity of airport. Arpt has glider operations. Rwy 03 tall trees on approach. Automated unicom ACTIVATE—CTAF. ACTIVATE MIRL Rwy 03–21—123.5. PAPI Rwy 03 and Rwy 21 opr continuous.
**COMMUNICATIONS: CTAF/AUNICOM** 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 134.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 061° 12.4 NM to fld. 120/10W.




## JOBSTOWN

**REDWING** (2N6) 1 S UTC−5(−4DT) N40°01.59′ W74°41.56′ **NEW YORK**
75 S2 TPA—800(725) NOTAM FILE MIV
**RWY 06–24:** 1830X50 (TURF)
**RWY 06:** Tree. **RWY 24:** Road.
**RWY 11–29:** 1590X70 (TURF) RWY LGTS (NSTD)
**RWY 11:** Trees. Rgt tfc. **RWY 29:** Tree.
**AIRPORT REMARKS:** Attended irregularly. Night landings prohibited due to permanent reduction in length of Rwy 11–29. NSTD lighting Rwy 11–29 OTS indef. Rwy 11–29 NSTD edge lgts, brightness adjustable low–high.
**COMMUNICATIONS: CTAF** 122.9

**KROELINGER** (See VINELAND)

| APP CRS | Rwy Idg | 3601 |
|---|---|---|
| 029° | TDZE | 65 |
| | Apt Elev | 69 |

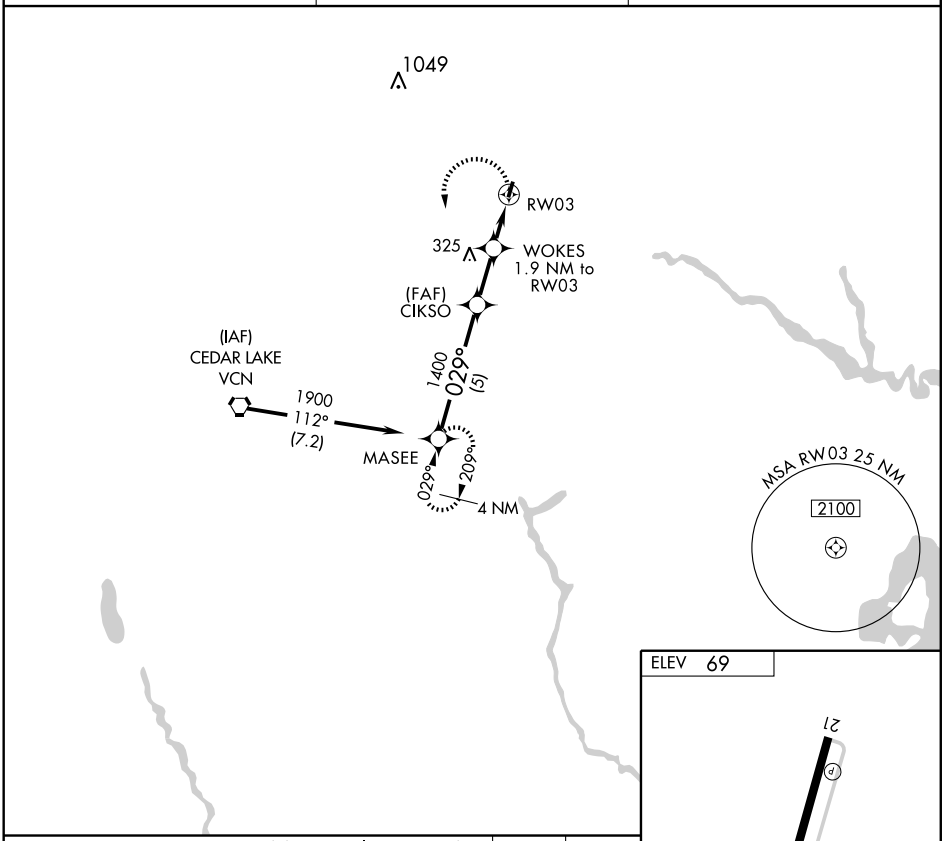
# RNAV (GPS) RWY 3
## HAMMONTON MUNI (N81)

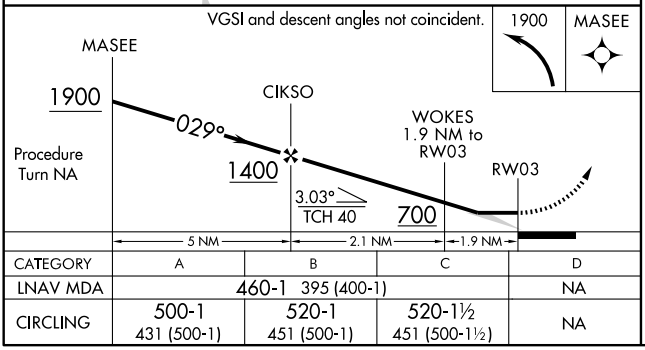
Use Atlantic City Intl altimeter setting.
GPS or RNP -0.3 required.
DME/DME or RNP -0.3 NA.

NA

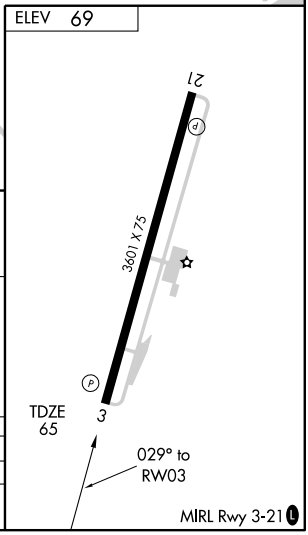
MISSED APPROACH: Climbing left turn to 1900 direct MASEE WP and hold.

| ATLANTIC CITY APP CON | UNICOM | |
|---|---|---|
| 134.25 385.5 | 122.7 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 395 (400-1) | | | NA |
| CIRCLING | 500-1 431 (500-1) | 520-1 451 (500-1) | 520-1½ 451 (500-1½) | NA |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 061° | TDZE | N/A |
| Chan 99 | | Apt Elev | 69 |

# VOR-A

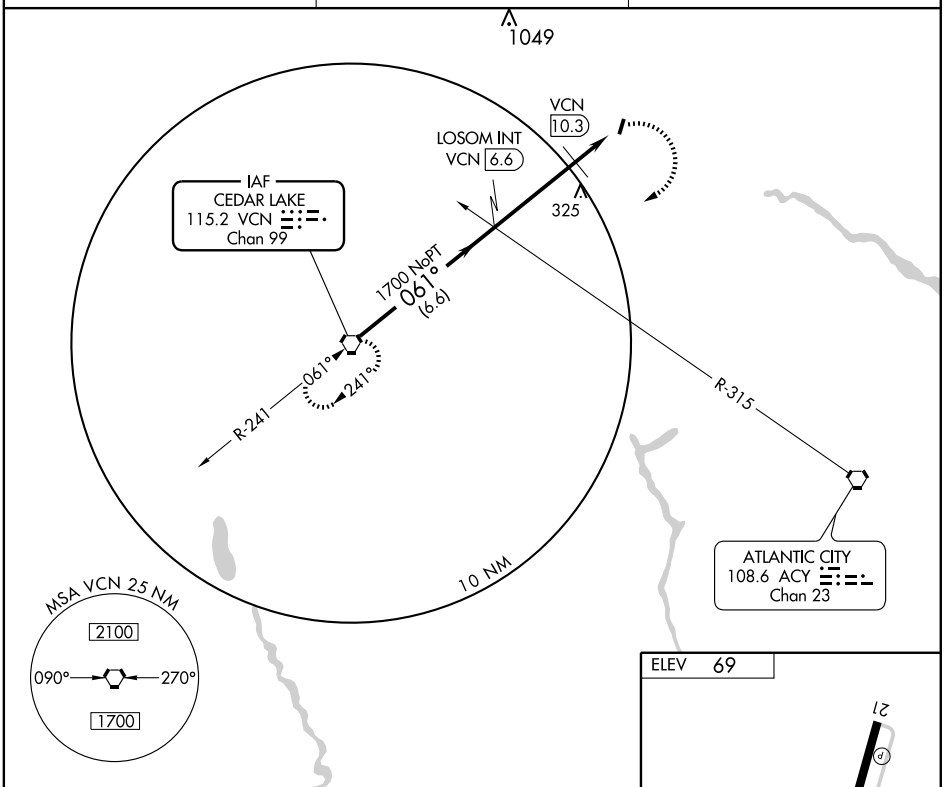
## HAMMONTON MUNI (N81)

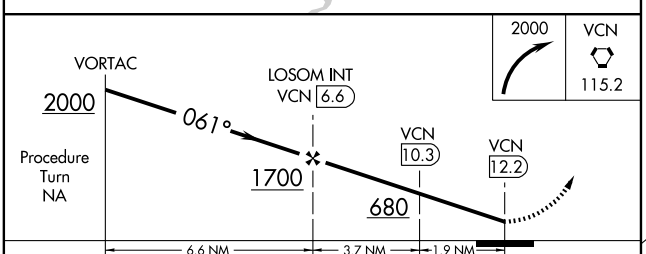
NA

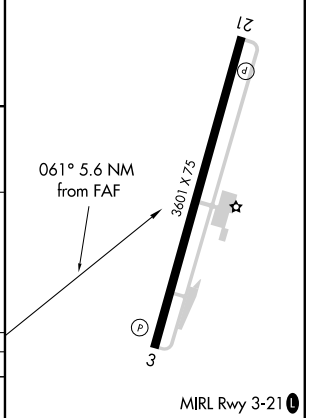
Use Atlantic City, NJ altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct VCN VORTAC and hold.

| ATLANTIC CITY APP CON | UNICOM | |
|---|---|---|
| 134.25 385.5 | 122.7 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 611 (700-1) | | 680-1¾ 611 (700-1¾) | NA |
| DME MINIMA | | | | |
| CIRCLING | 520-1 451 (500-1) | | 520-1½ 451 (500-1½) | NA |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN 115.2 Chan 99 | APP CRS 240° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 69 |
|---|---|---|

# VOR-B

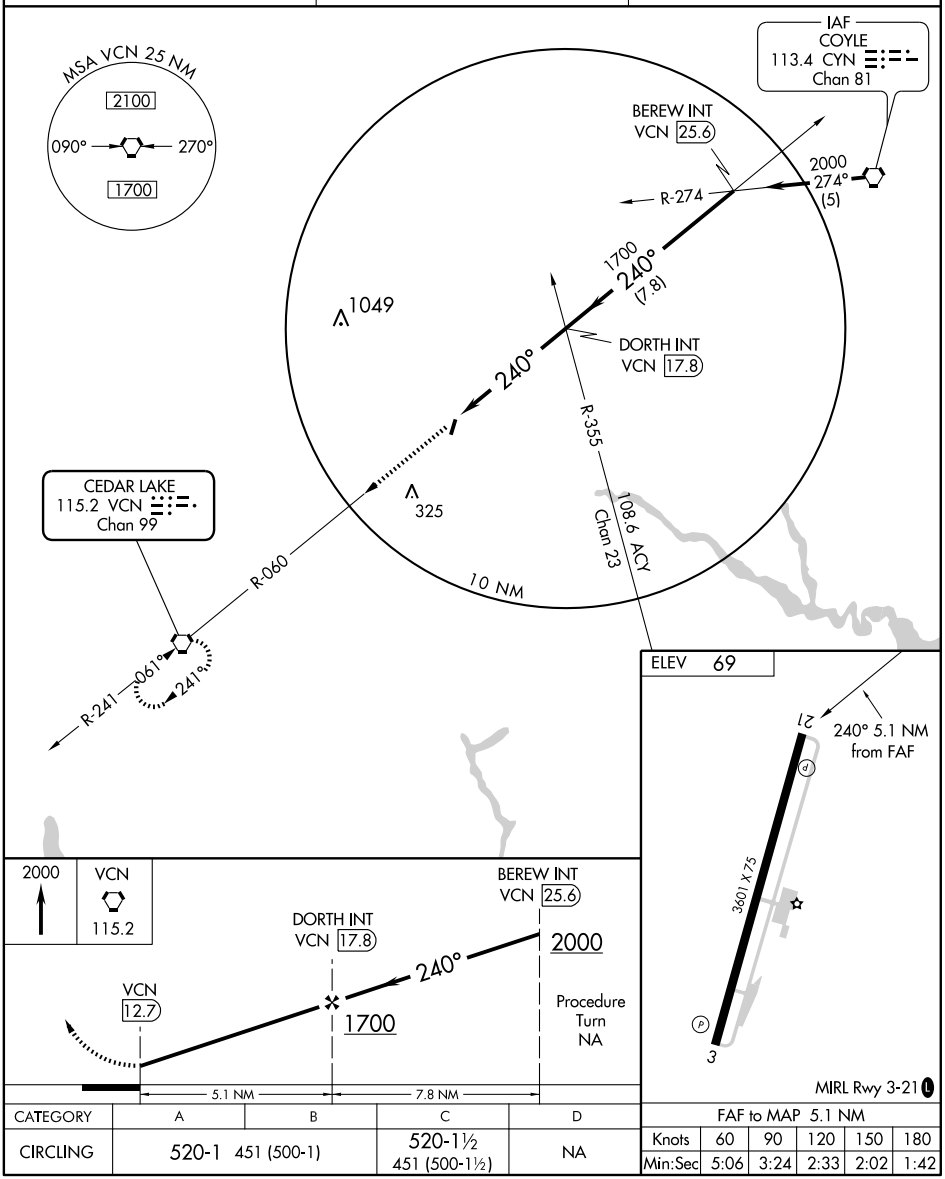
## HAMMONTON MUNI (N81)

NA

Use Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

| ATLANTIC CITY APP CON | UNICOM | |
|---|---|---|
| 134.25 385.5 | 122.7 (CTAF) | 123.5 L |

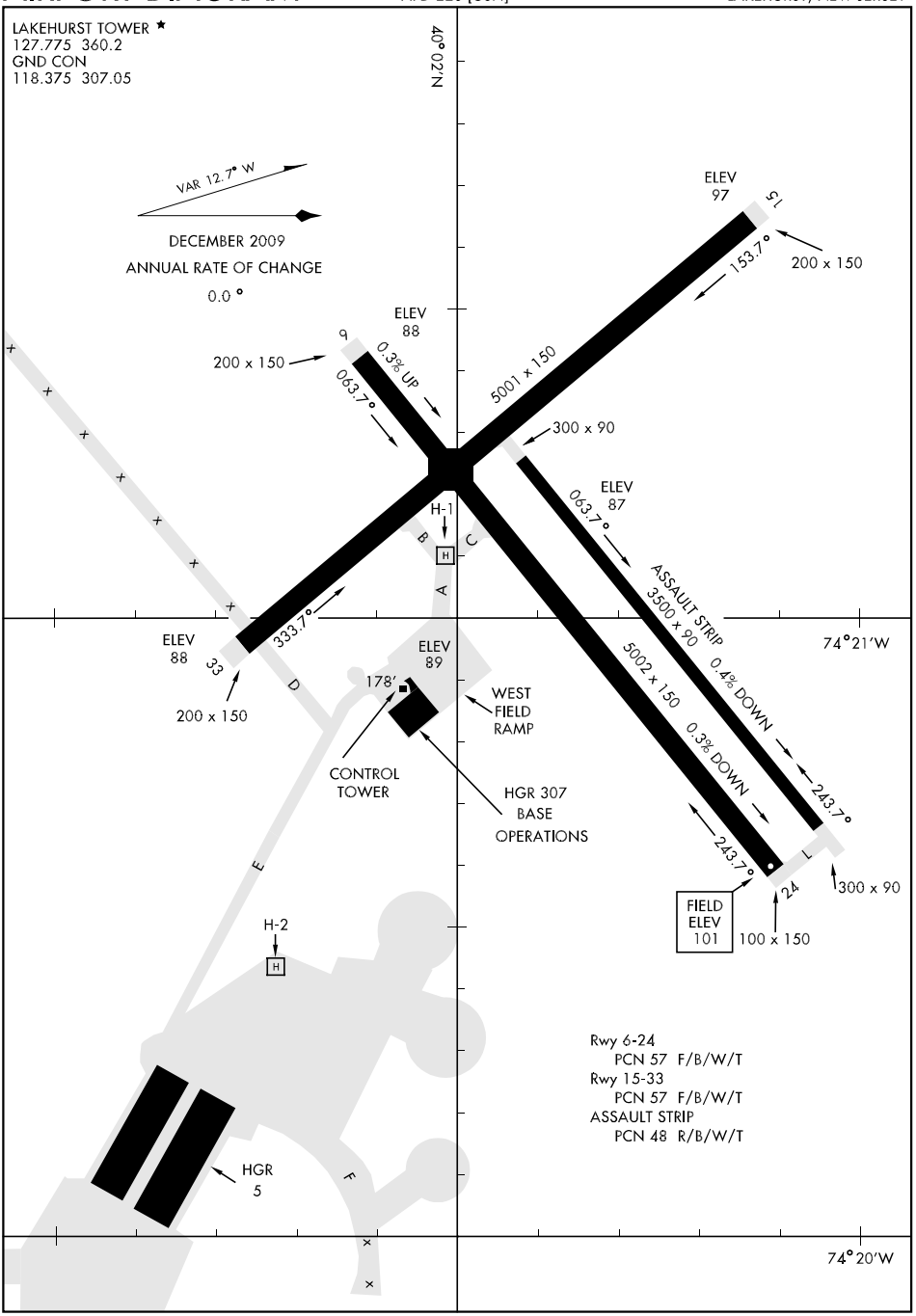



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 520-1 451 (500-1) | | 520-1½ 451 (500-1½) | NA |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

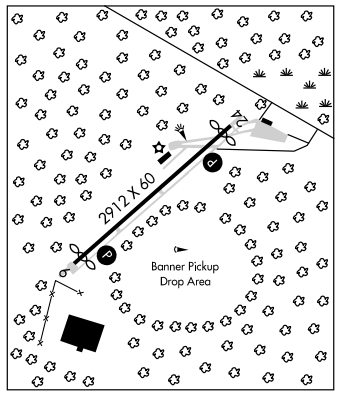





NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**LAKEHURST NAES** (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12I, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
**RWY 06–24:** H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
**RWY 24:** MALSR. PAPI(P4L). Rgt tfc.
**RWY 15–33:** H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
**RWY 15:** Rgt tfc. **RWY 33:** PAPI(P4L).
**MILITARY SERVICE: LGT** Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
**FUEL** J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
**MILITARY REMARKS:** Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
**COMMUNICATIONS: SFA**
**ROBBINSVILLE RCO** 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
**TOWER** 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
**GNC CON** 118.375 307.05
**AIRSPACE: CLASS D** svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
**COLTS NECK (L) VORW/DME** 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
**(T) TACAN** Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
**NDB (MHW)** 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

**LAKEWOOD** (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
**RWY 06–24:** H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
**RWY 06:** PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
**RWY 24:** PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
**AIRPORT REMARKS:** Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (ISLIP FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.




**LI CALZI** (See BRIDGETON)

# NDB RWY 24

| NDB | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| NEL 396 | 244° | 5002 / 101 / 101 |

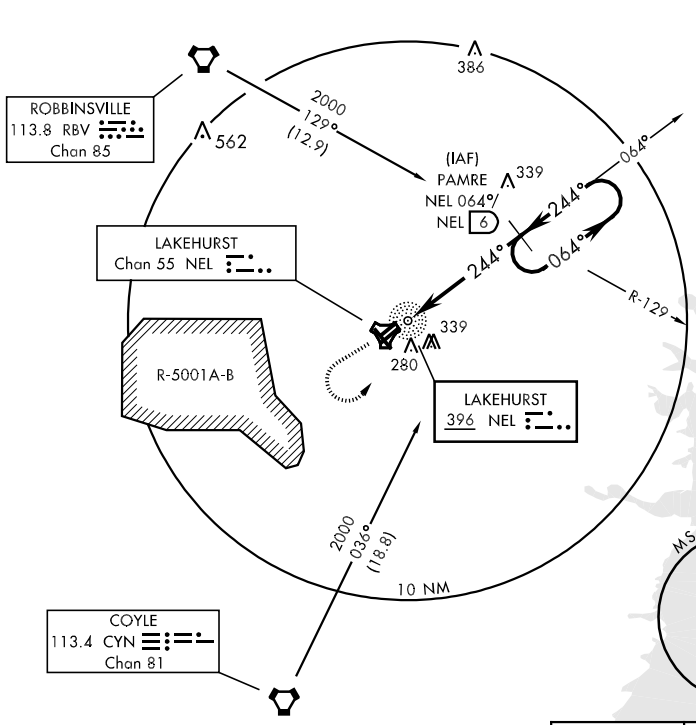
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.

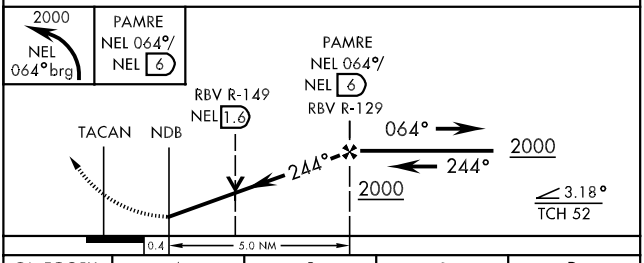
MALSR A5

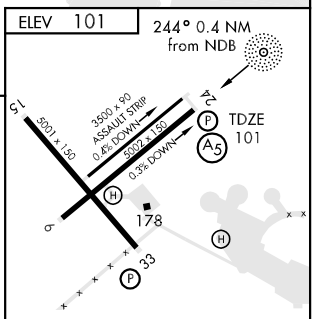
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 5000




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 * | 520-½ 419 (500-½) | | 520-¾ 419 (500-¾) | |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |

HIRL Rwy 6-24, 15-33

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 24

| APCH CRS | Rwy ldg | 5002 |
|---|---|---|
| 242° | TDZE | 101 |
| | Arpt Elev | 101 |

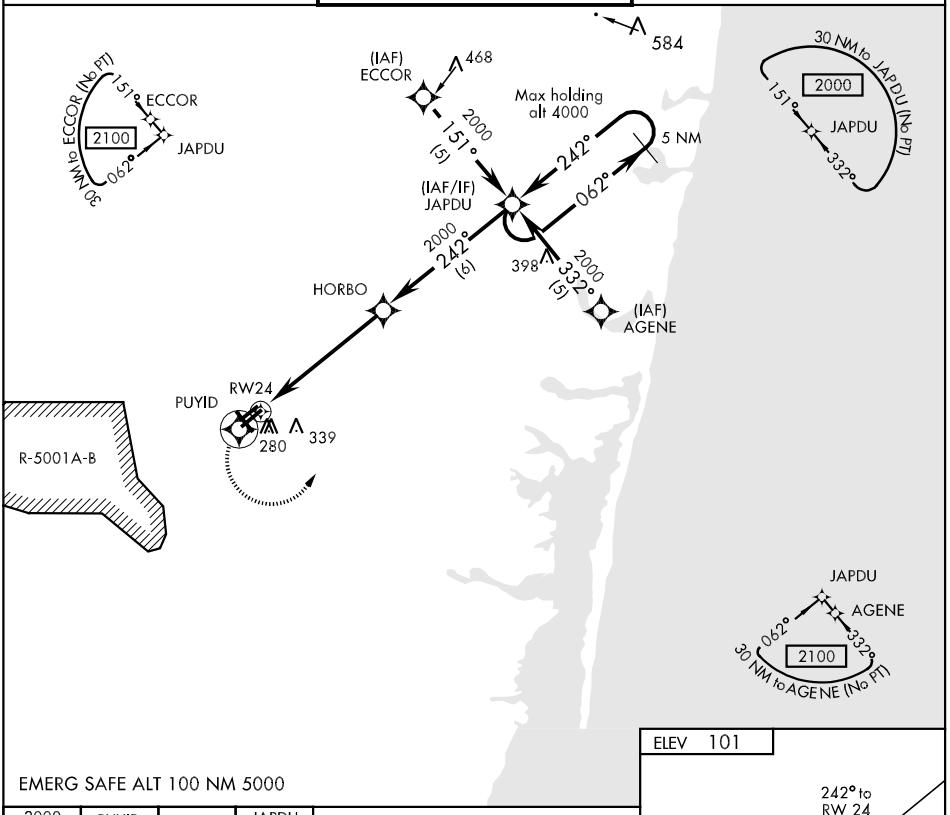
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3 NA.

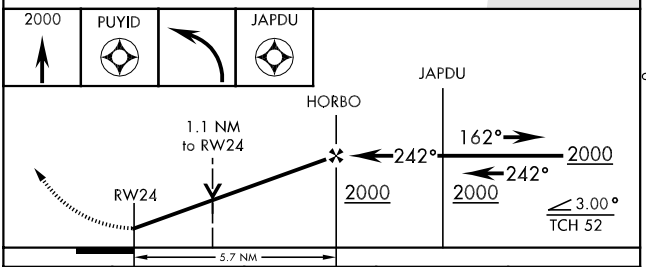
MALSR

MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

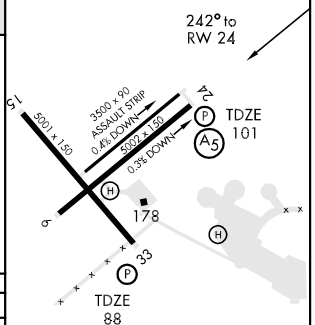
| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 5000




ELEV 101




HIRL Rwy 6-24, 15-33

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA * | 500-½ 399 (400-½) | | 500-¾ 399 (400-¾) | |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

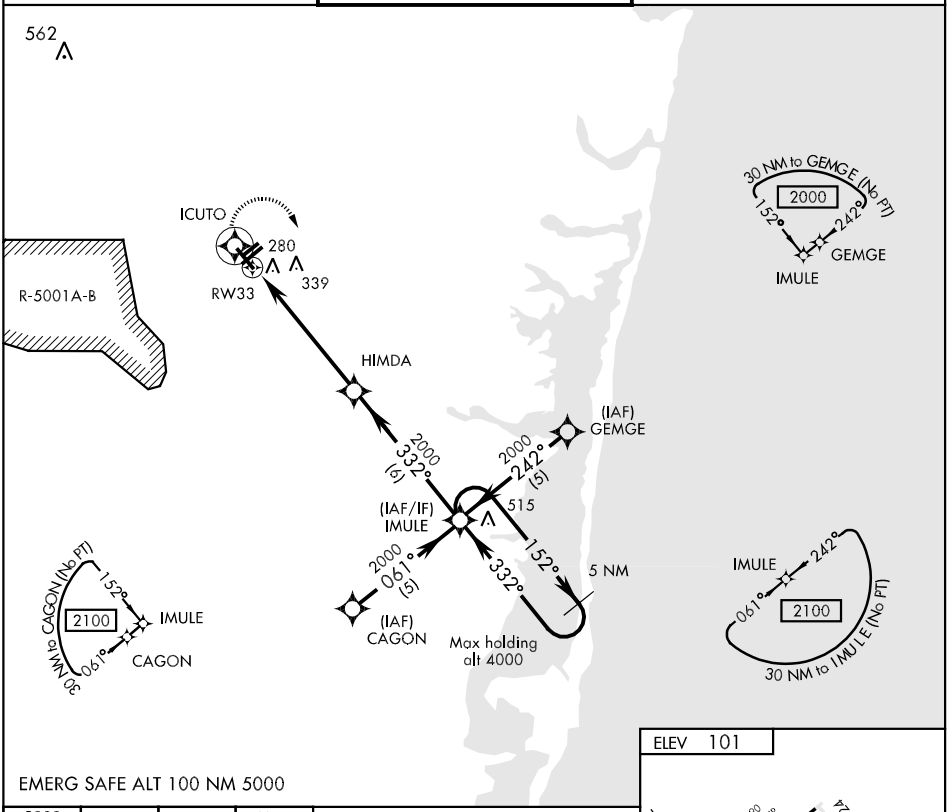
| APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|
| 332° | 5001 | 88 | 101 |

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

DME/DME RNP-0.3 NA.

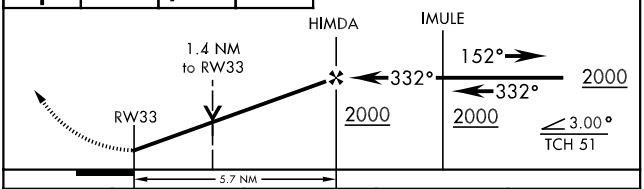
MISSED APPROACH: Climb to 2000 direct ICUTO, then turn right direct IMULE and hold.

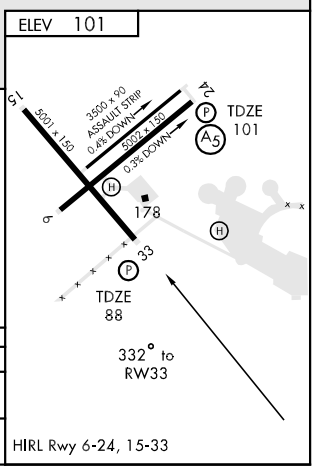
| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 5000

| 2000 | ICUTO | | IMULE |
|---|---|---|---|



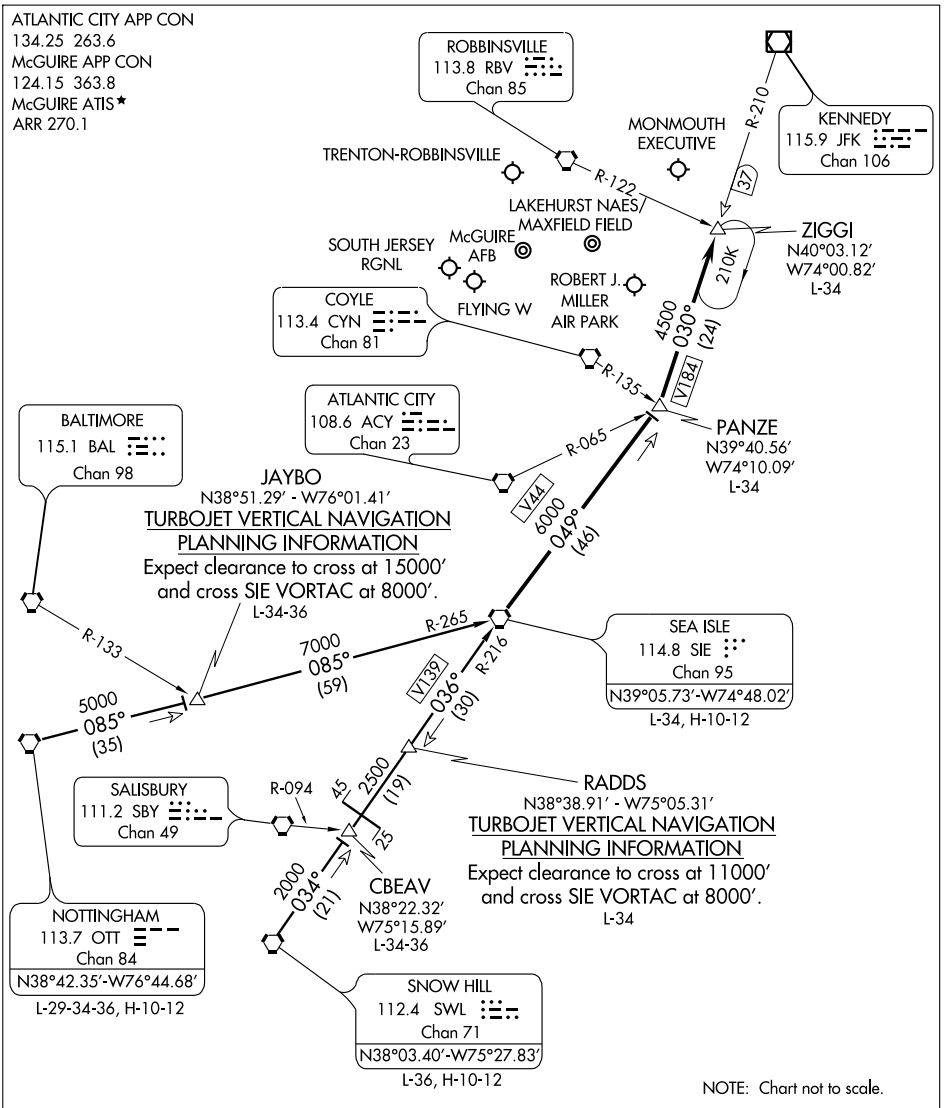




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 452 (500-1) | | 540-1¼ 452 (500-1¼) | 540-1½ 452 (500-1½) |
| CIRCLING | 600-1 497 (500-1) | 640-1 537 (600-1) | 640-1½ 537 (600-1½) | 660-2 557 (600-2) |

HIRL Rwy 6-24, 15-33



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 24

| TACAN | APCH CRS | Rwy Idg | 5002 |
|---|---|---|---|
| NEL Chan 55 | 248° | TDZE | 101 |
| | | Arpt Elev | 101 |

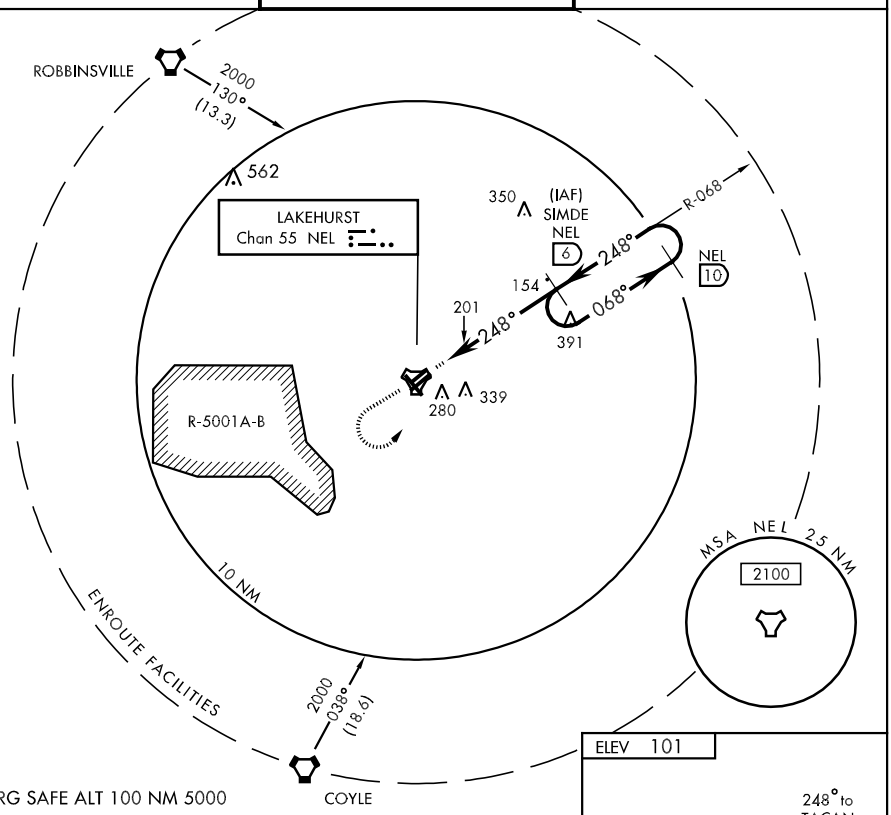
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to1¼ miles.

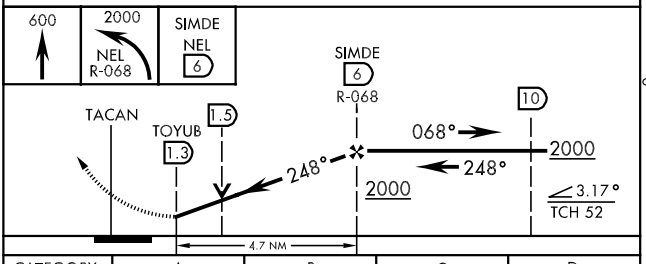
MALSR A5

MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

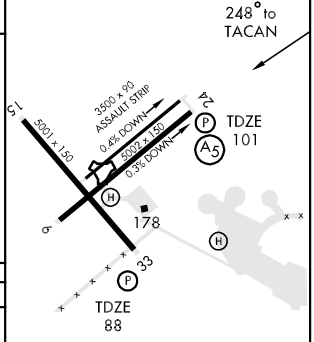
| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 5000




ELEV 101




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 * | 460- ½ 359 (400-½) | | 460-¾ 359 (400-¾) | |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |

HIRL Rwy 6-24, 15-33



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# TACAN Z RWY 33

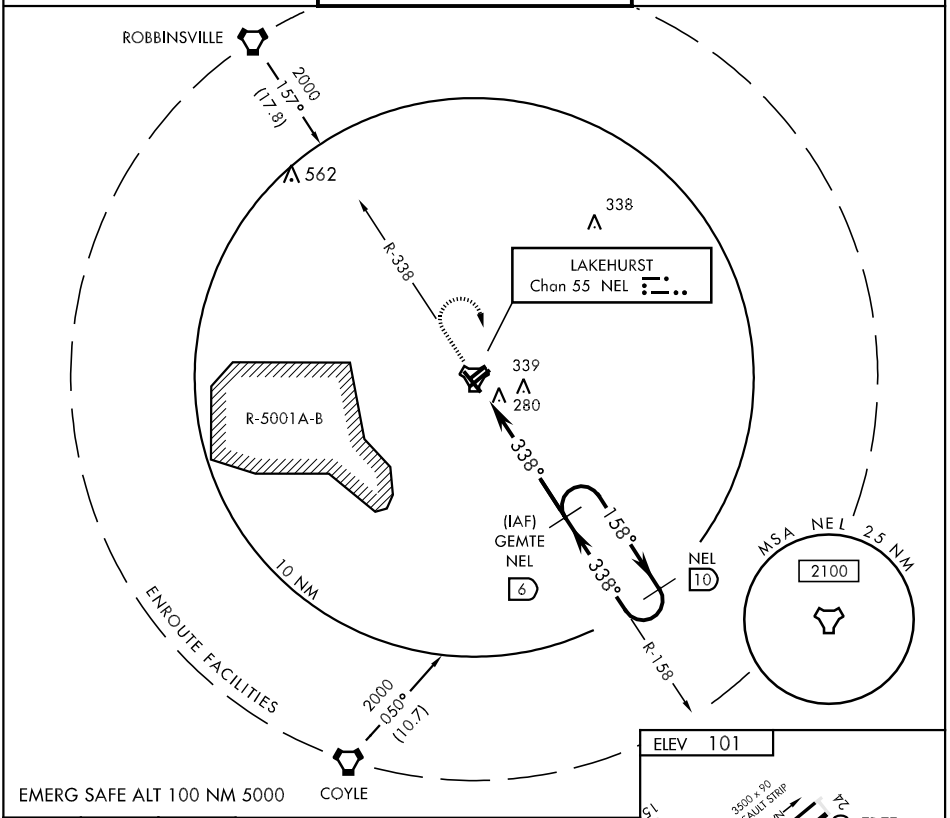
| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NEL Chan 55 | 338° | 5001 | 88 | 101 |

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

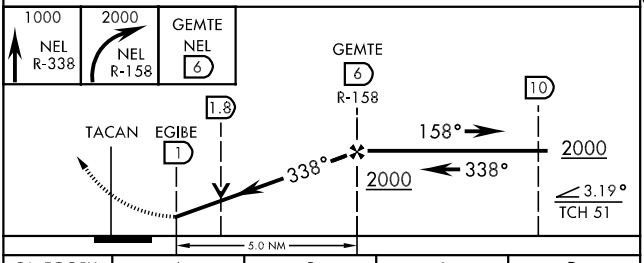
MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

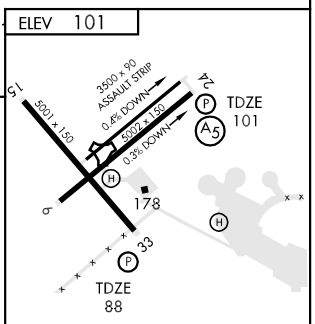
| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |






EMERG SAFE ALT 100 NM 5000




338° to TACAN

HIRL Rwy 6-24, 15-33

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 540-1 452 (500-1) | | 540-1¼ 452 (500-1¼) | 540-1½ 452 (500-1½) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010

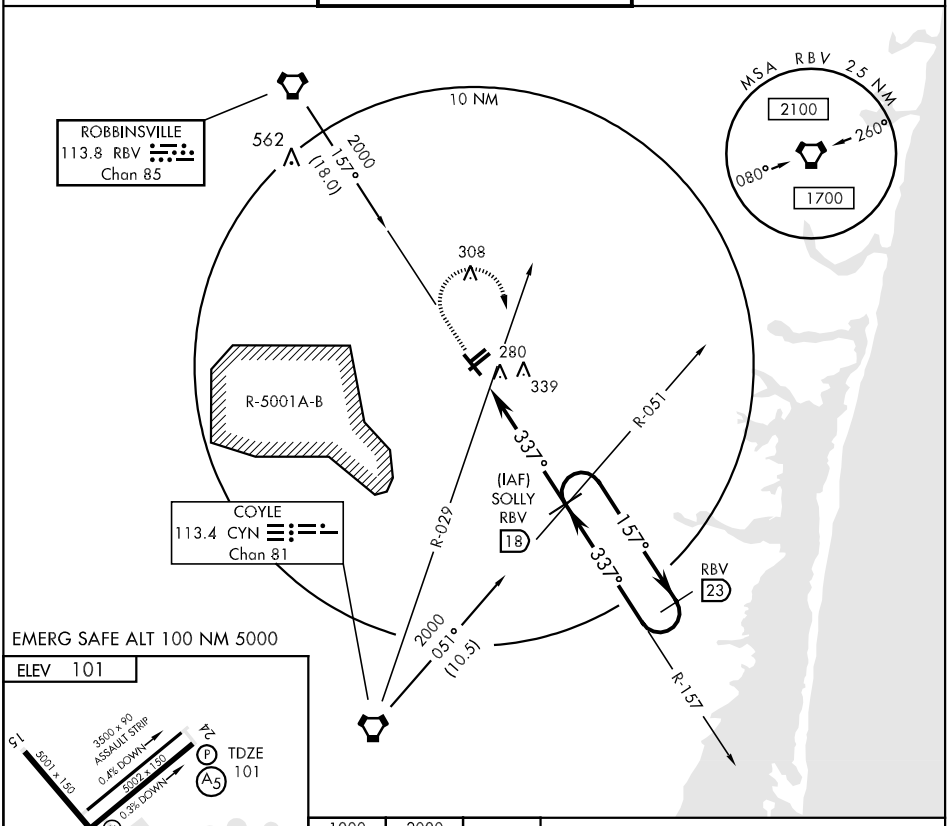
# VOR or VOR/DME or TACAN Y RWY 33

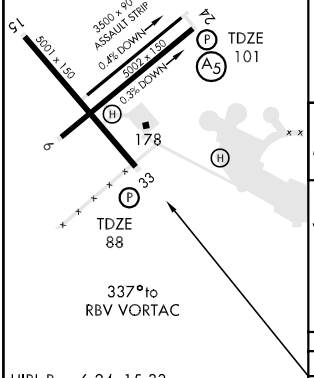
| VORTAC RBV 113.8 Chan 85 | APCH CRS 337° | Rwy Idg 5001 TDZE 88 Arpt Elev 101 |
|---|---|---|

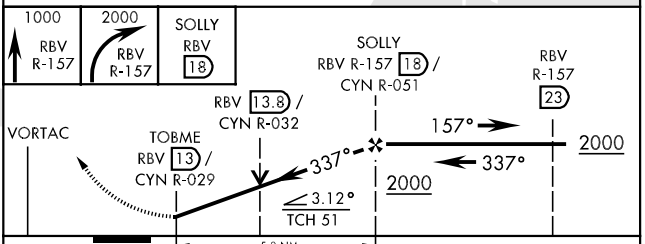
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




HIRL Rwy 6-24, 15-33

FAF to MAP 3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 600-1 512 (500-1) | | 600-1½ 512 (500-1½) | 600-1¾ 512 (500-1¾) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR RWY 24

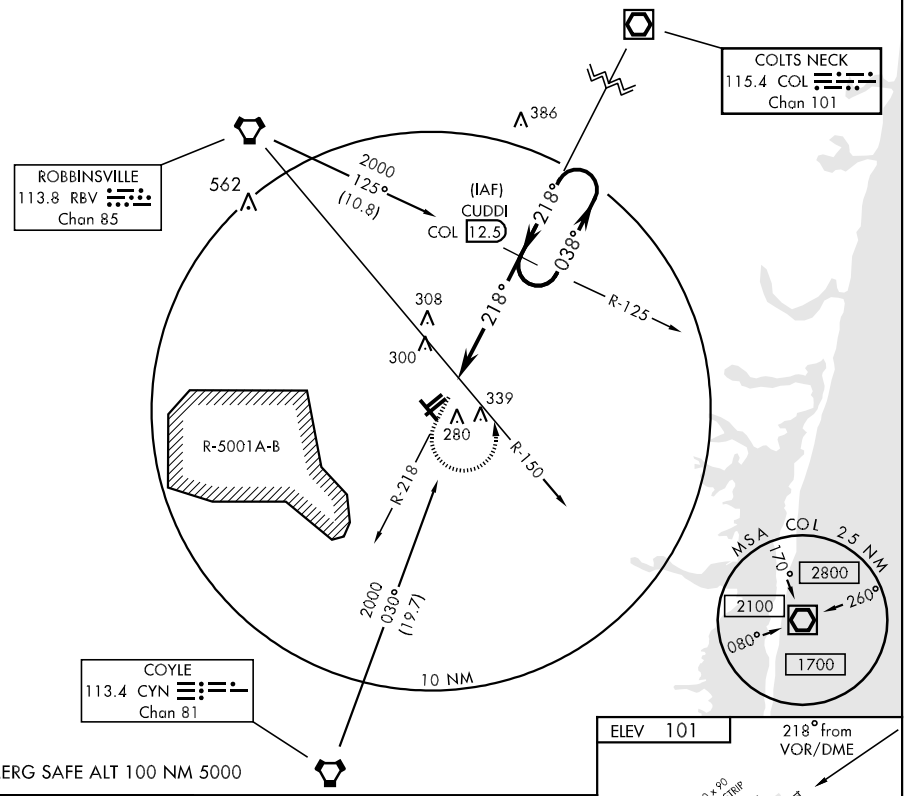
| VOR/DME COL | APCH CRS | Rwy Idg 5002 |
|---|---|---|
| 115.4 | 218° | TDZE 101 |
| Chan 101 | | Arpt Elev 101 |

AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MALSR

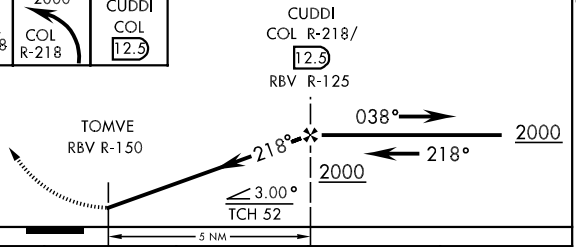
MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

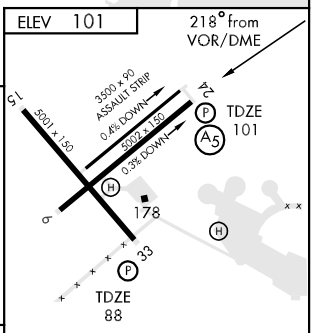
| MC GUIRE APP CON | LAKEHURST TOWER★ | GND CON |
|---|---|---|
| 120.25 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 5000

| 1000 COL R-218 | 2000 COL R-218 | CUDDI COL 12.5 |
|---|---|---|




HIRL Rwy 6-24, 15-33

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 560-1 459 (500-1) | | 560-1¼ 459 (500-1¼) | 560-1½ 459 (500-1½) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |

FAF to MAP 5 NM

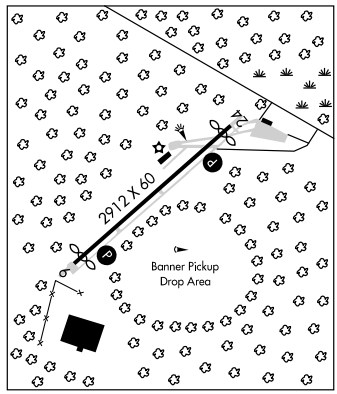
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**LAKEHURST NAES** (MAXFIELD FLD) (NEL)(KNEL) N (A) 3 W UTC−5(−4DT) **NEW YORK**
N40°02.11′ W74°21.13′ **H–10I, 12I, L–34G**
101 B NOTAM FILE MIV Not insp. **DIAP, AD**
**RWY 06–24:** H5002X150 (ASPH) PCN 57 F/B/W/T HIRL 0.3% up NE
**RWY 24:** MALSR. PAPI(P4L). Rgt tfc.
**RWY 15–33:** H5001X150 (ASPH) S–105, D–137, 2D–205 PCN 57 F/B/W/T HIRL
**RWY 15:** Rgt tfc. **RWY 33:** PAPI(P4L).
**MILITARY SERVICE: LGT** Rotating bcn 110° 2 NM from arpt. **JASU** 2(GTC–85) 1(NCPP–105) 1(NC–8)
**FUEL** J8. Avbl 1100–2300Z‡. Hot pit PPR DSN 624–2438/4995, C732–323–2438/4995. **FLUID** SP LOX 12 hr prior notice rqr. **OIL** O–156 **TRAN ALERT** Svc avbl Mon–Fri 1100–2300Z‡. Advise parking Navy or Army line.
**MILITARY REMARKS:** Opr Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡, clsd Sat except first Sat each month, Sun, and federal hol. Mon–Wed 0000–0400Z‡ rstd to participating NVD acft only. (no acft opr will be approved outside these hr without 48 hr PPR.) Base OPS and wx opr 1200–2000Z‡ (no forecast avbl). **RSTD** PPR for all tran acft DSN 624–2438/4995, C732–323–2438/4995. Instrument apch not avbl during tethered Aerostat ops 3400′ and blo (VMC only). **CAUTION** Deer and bird hazard. **TFC PAT**–Rgt tfc Rwy 15 and Rwy 24. **MISC**–Class D airspace eff Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000Z‡, first Sat each month 1200–0000Z‡. OT Class E. **A** Opr 1230–2100Z‡. Helicopter ldg Ft. Monmouth, PPR DSN 624–2115. See Greely and Charles Wood AHP listings in VFR Supplement. Fixed Wing with Code 7 and abv go to Navy Ramp. All tran Army acft svc with Navy tran line. Transportation to Ft. Monmouth rqr 24 hr prior notice, DSN 992–1444.
**COMMUNICATIONS: SFA**
**ROBBINSVILLE RCO** 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **MC GUIRE APP/DEP CON** 124.15 363.8
**TOWER** 127.775 360.2 340.2 (Mon–Fri 1200–0000Z‡, exc alternate Fri, every Sat, Sun and holidays.)
**GNC CON** 118.375 307.05
**AIRSPACE: CLASS D** svc Mon–Wed 1200–0400Z‡, Thu–Fri 1200–0000, first Sat each month 1200–0000Z‡. OT Class E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 157° 12.0 NM to fld. 248/10W.
**COLTS NECK (L) VORW/DME** 115.4 COL Chan 101 N40°18.70′ W74°09.58′ 219° 18.8 NM to fld. 129/11W.
**(T) TACAN** Chan 55 NEL (111.8) N40°02.22′ W74°21.19′ at fld. 137/11W. NOTAM FILE NEL. Unmonitored Mon–Fri 2400–1200Z‡, Sat, Sun and Federal holidays 24 hours.
**NDB (MHW)** 396 NEL N40°02.69′ W74°20.13′ 13′ at fld. NOTAM FILE NEL. Mon–Fri 1200–0000Z‡ exc alternate Fri.

**LAKEWOOD** (N12) 3 SE UTC−5(−4DT) N40°04.01′ W74°10.66′ **NEW YORK**
43 B S4 **FUEL** 100LL TPA—843(800) NOTAM FILE MIV **L–34H**
**RWY 06–24:** H2912X60 (ASPH) S–25 MIRL 0.3% up SW **IAP**
**RWY 06:** PAPI(P2R)—GA 3.5° TCH 20. Thld dsplcd 264′. Fence.
**RWY 24:** PAPI(P2L)—GA 3.25° TCH 22. Thld dsplcd 247′. Road. Rgt tfc.
**AIRPORT REMARKS:** Attended May–Oct 1300–0100Z‡. Nov–Apr 1300–2300Z‡. Svcs avbl after hrs call 908–433–9593. Heavy banner towing ops summer. Avoid overflying banner pickup and drop area southeast of Rwy 06–24. ACTIVATE MIRL Rwy 06–24 and PAPI Rwy 06 and Rwy 24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (ISLIP FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 048°19.0 NM to fld. 210/10W.




**LI CALZI** (See BRIDGETON)

# RNAV (GPS) RWY 6

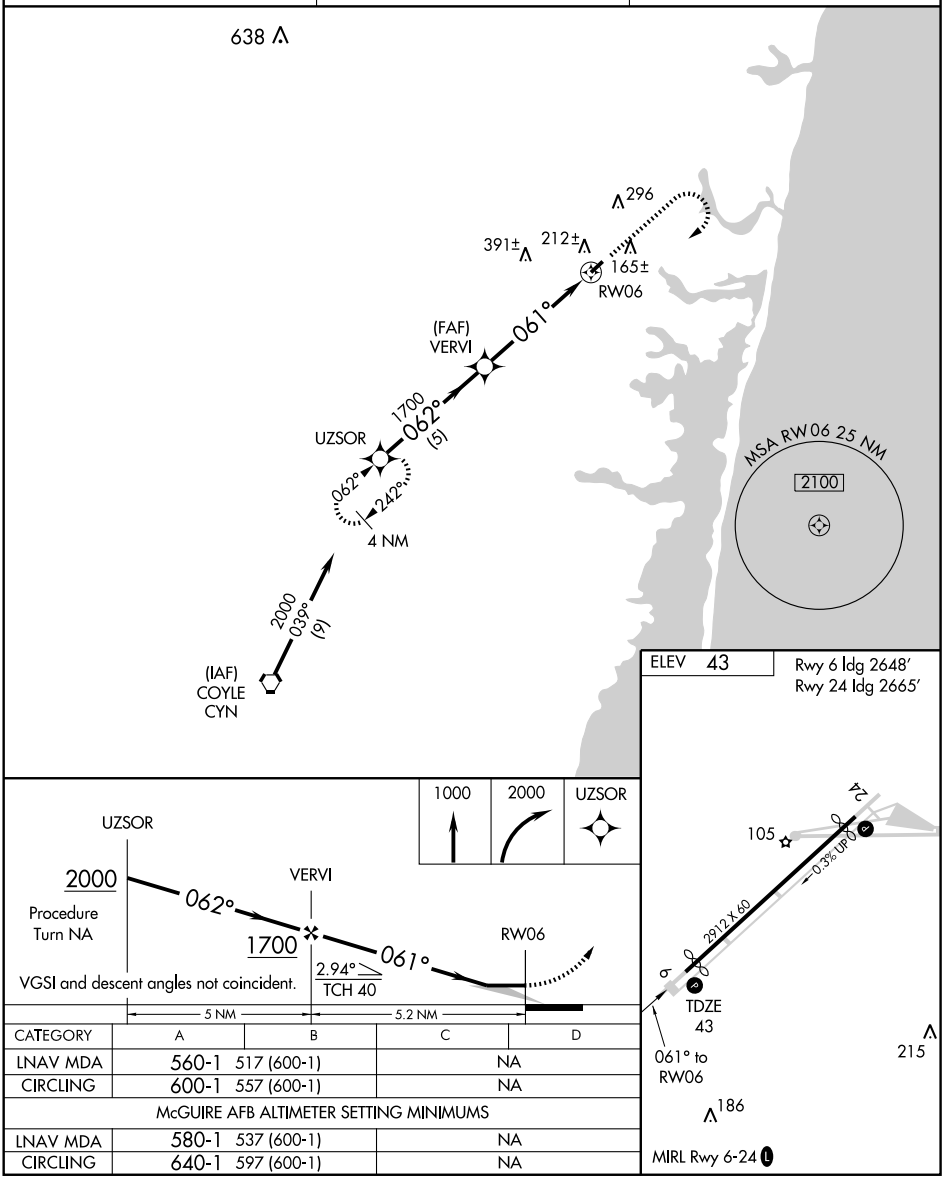
LAKEWOOD (N12)

| APP CRS | | |
|---|---|---|
| 061° | Rwy Idg | 2648 |
| | TDZE | 43 |
| | Apt Elev | 43 |

Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

| McGUIRE APP CON | GCO | UNICOM |
|---|---|---|
| 124.15 363.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 517 (600-1) | | NA | |
| CIRCLING | 600-1 557 (600-1) | | NA | |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 537 (600-1) | | NA | |
| CIRCLING | 640-1 597 (600-1) | | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010

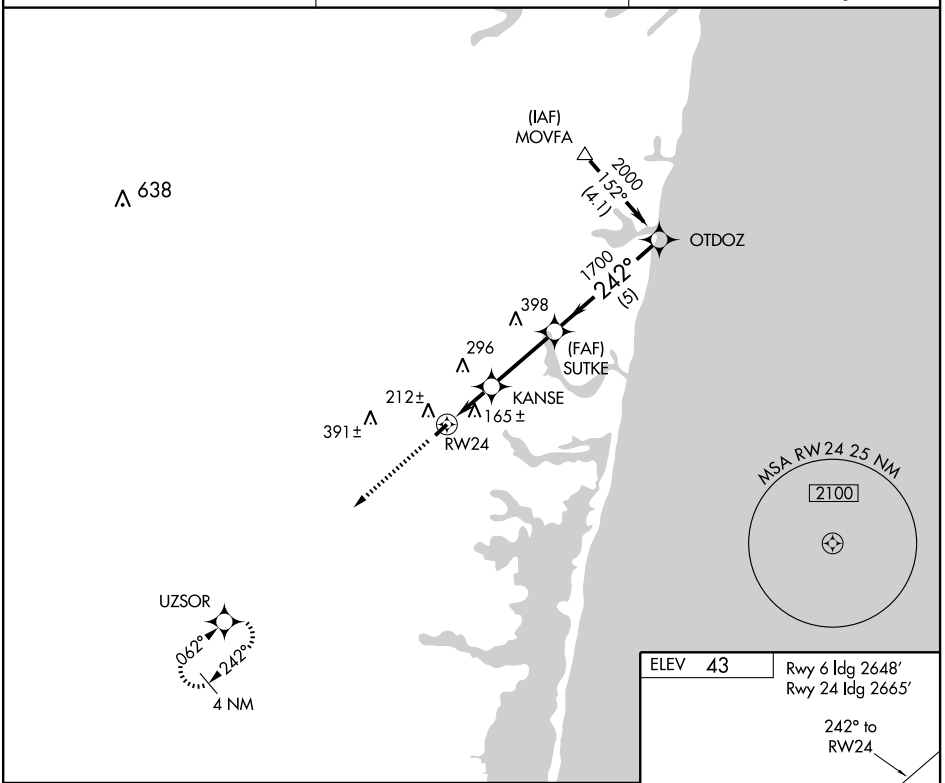
| APP CRS | | |
|---|---|---|
| 242° | Rwy Idg | 2665 |
| | TDZE | 43 |
| | Apt Elev | 43 |

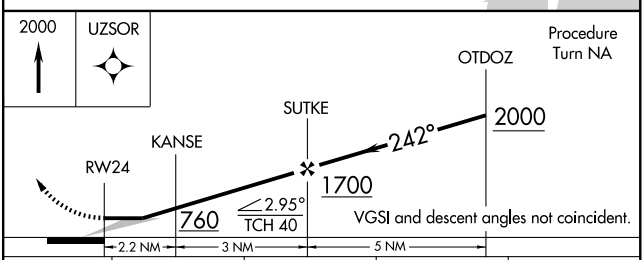
# RNAV (GPS) RWY 24
LAKEWOOD (N12)

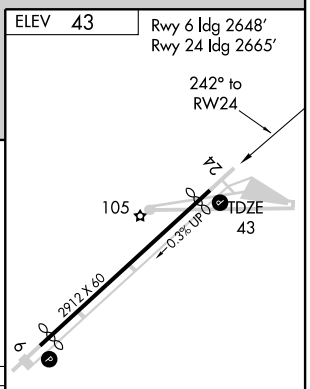
Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

| McGUIRE APP CON | GCO | UNICOM |
|---|---|---|
| 124.15 363.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560 - 1 | 517 (600-1) | NA | |
| CIRCLING | 600 - 1 | 557 (600-1) | NA | |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580 - 1 | 537 (600-1) | NA | |
| CIRCLING | 640 - 1 | 597 (600-1) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CYN 113.4 Chan 81 | APP CRS 047° | Rwy Idg 2648 TDZE 43 Apt Elev 43 |
|---|---|---|

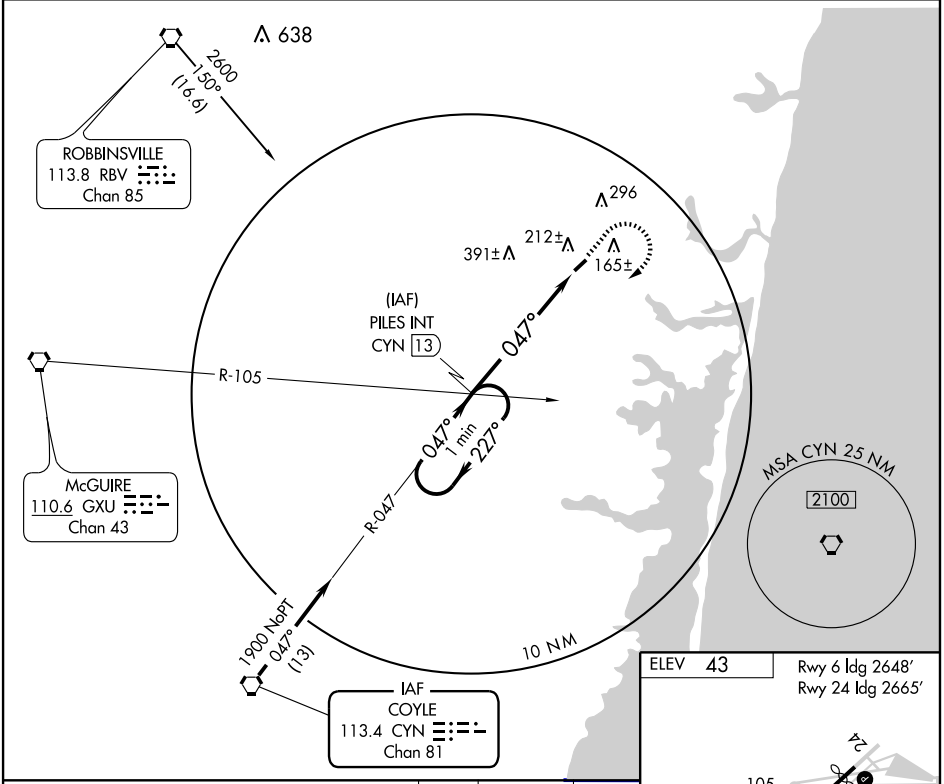
# VOR RWY 6
## LAKEWOOD (N12)

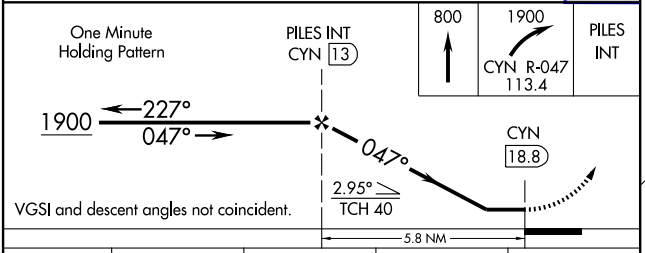
Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.

NA

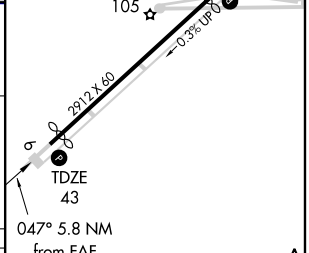
MISSED APPROACH Climb to 800 then climbing right turnto 1900 via CYN R-047 to PILES Int/CYN 13 DME and hold.

| McGUIRE APP CON | GCO | UNICOM |
|---|---|---|
| 124.15 363.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 620 - 1 | 577 (600-1) | NA | |
| CIRCLING | 620 - 1 | 577 (600-1) | NA | |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-6 | 660 - 1 | 617 (700-1) | NA | |
| CIRCLING | 660 - 1 | 617 (700-1) | NA | |

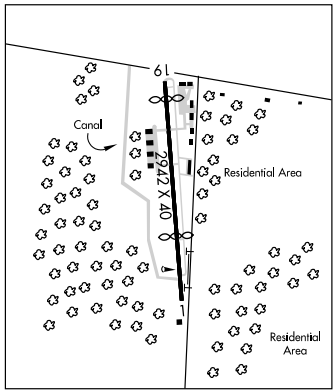



| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**LINCOLN PARK** (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ **NEW YORK COPTER**
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV **L–33A, 34H**
**RWY 01–19:** H2942X40 (ASPH) MIRL **IAP**
**RWY 01:** Thld dsplcd 840′. Trees.
**RWY 19:** Thld dsplcd 260′. Antenna.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
**GCO** 121.725 (MIV FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
**MOREE NDB (LOM)** 392 MM N40°52.79′ W74°20.06′ 024° 4.0 NM to fld.




**LINDEN** (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ **NEW YORK COPTER**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV **L–33A, 34H**
**RWY 09–27:** H4137X100 (ASPH) S–31.5, D–42 MIRL **IAP**
**RWY 09:** REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole.
**RWY 27:** REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
**AIRPORT REMARKS:** Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
**WEATHER DATA SOURCES:** AWOS–3 124.025 (908) 862–7383.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
**NEWARK TOWER CLNC DEL** 128.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JFK.
**CANARSIE (T) VORW/DME** 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

**LITTLE FERRY SPB** (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ **NEW YORK COPTER**
00 TPA—500(500) NOTAM FILE MIV
**WATERWAY 01–19:** 5500X150 (WATER)
**WATERWAY 01:** Towers. **WATERWAY 19:** Bridge. Rgt tfc.
**SEAPLANE REMARKS:** Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

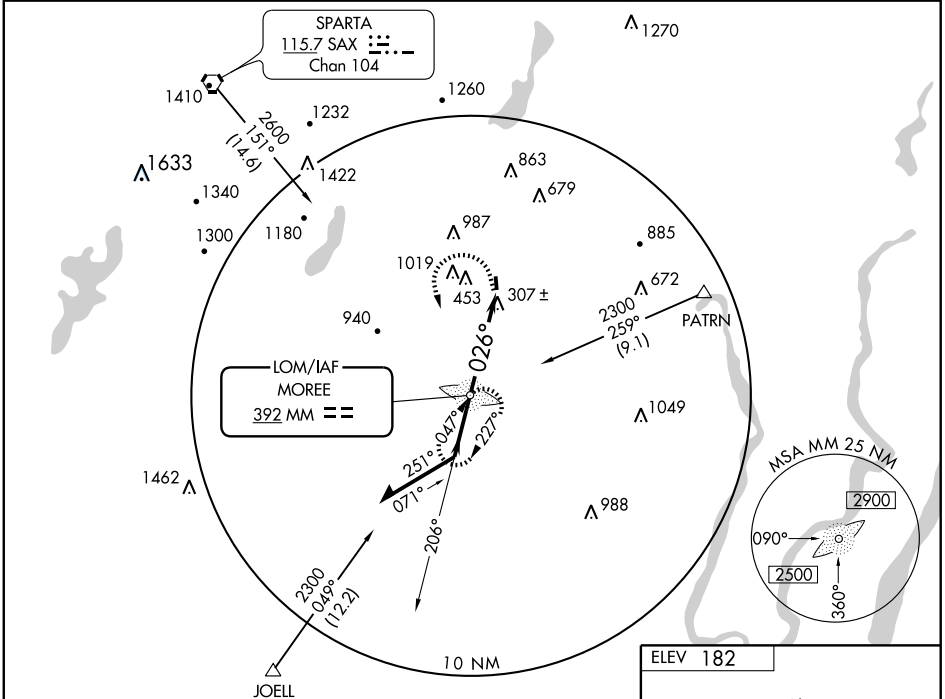
| LOM MM | APP CRS | Rwy Idg | 2103 |
|---|---|---|---|
| 392 | 026° | TDZE | 182 |
| | | Apt Elev | 182 |

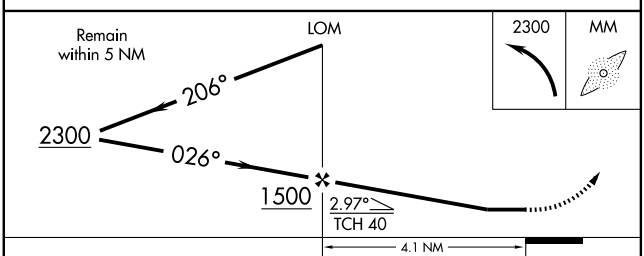
# NDB RWY 1
LINCOLN PARK (NØ7)

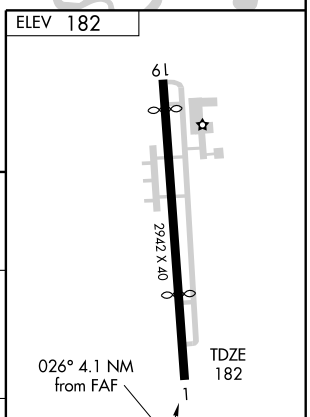
Visibility reduction by helicopters NA.
Use Teterboro altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1480-1¼<br>1298 (1300-1¼) | NA | | |
| CIRCLING | 1480-1¼<br>1298 (1300-1¼) | NA | | |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |


NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 2103 |
|---|---|---|
| 008° | TDZE | 182 |
| | Apt Elev | 182 |

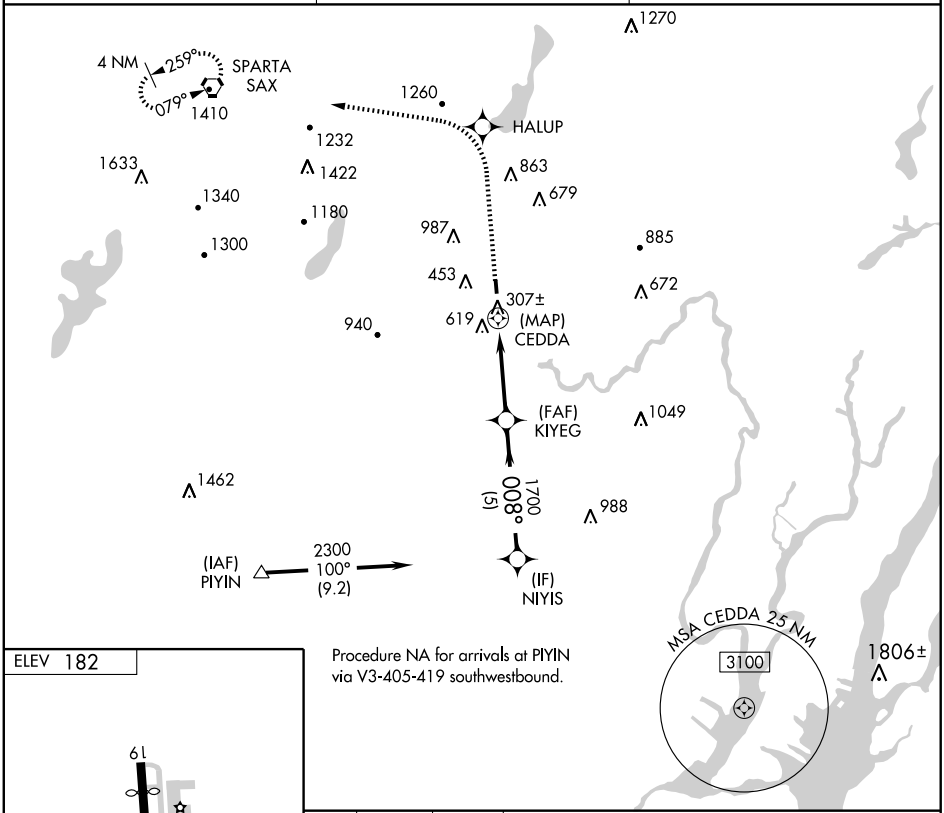
# RNAV (GPS) RWY 1

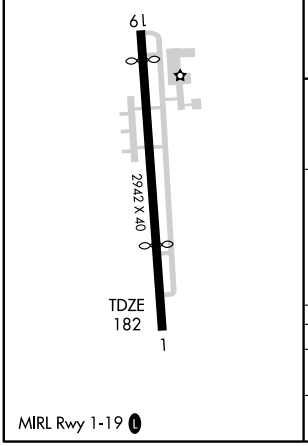
LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

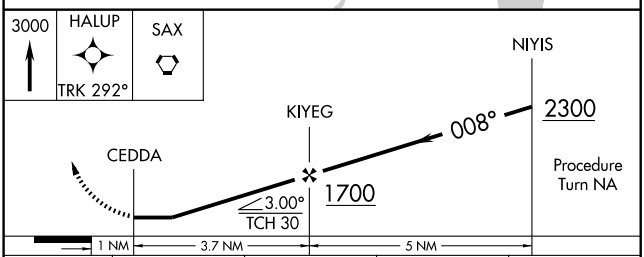
MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.8 (CTAF) L |




MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1¼<br>1058 (1100-1¼) | NA | | |
| CIRCLING | 1460-1¼<br>1278 (1300-1¼) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 2683 |
|---|---|---|
| 203° | TDZE | 182 |
| | Apt Elev | 182 |

# RNAV (GPS) RWY 19

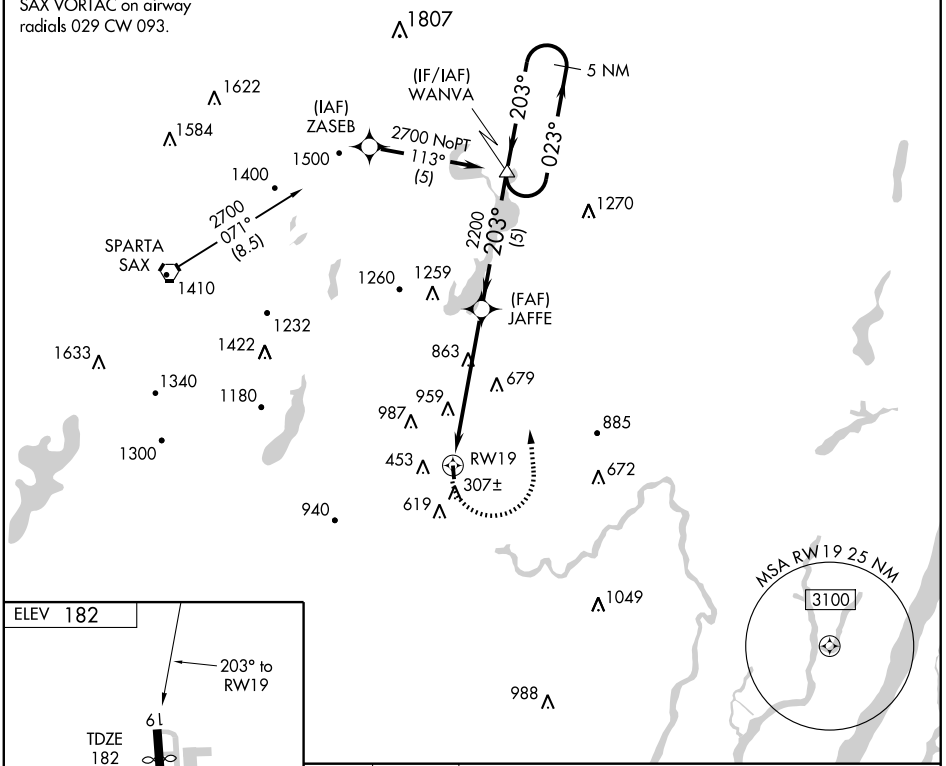
LINCOLN PARK (NØ7)

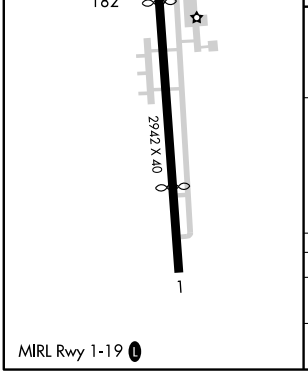
▼ Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
⚠ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

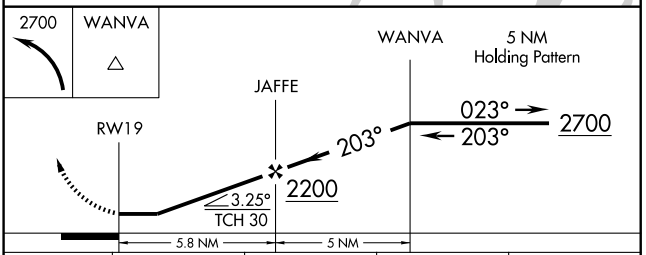
| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.8 (CTAF) L |

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.




MIRL Rwy 1-19 L

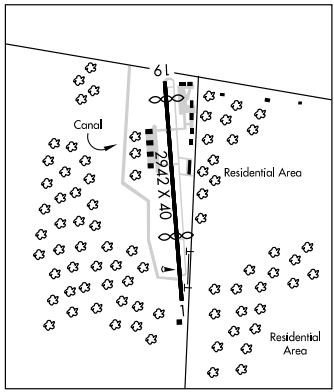



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1¼<br>1098 (1100-1¼) | NA | | |
| CIRCLING | 1460-1¼<br>1278 (1300-1¼) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**LINCOLN PARK** (NØ7) 2 N UTC−5(−4DT) N40°56.85′ W74°18.87′ **NEW YORK COPTER**
182 B S4 **FUEL** 100LL OX 4 TPA—1202(1020) NOTAM FILE MIV **L–33A, 34H**
**RWY 01–19:** H2942X40 (ASPH) MIRL **IAP**
**RWY 01:** Thld dsplcd 840′. Trees.
**RWY 19:** Thld dsplcd 260′. Antenna.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds invof rwy. Touch and go ldgs prohibited. Narrow taxilanes and twys caused by NSTD clncs. Displcd thld lgts lctd 108′ short of displcd thld markings. ACTIVATE MIRL Rwy 01–19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 127.6
**GCO** 121.725 (MIV FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 136° 12.5 NM to fld. 1410/11W.
**MOREE NDB (LOM)** 392 MM N40°52.79′ W74°20.06′ 024° 4.0 NM to fld.




**LINDEN** (LDJ) 1 SE UTC−5(−4DT) N40°37.05′ W74°14.68′ **NEW YORK COPTER**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV **L–33A, 34H**
**RWY 09–27:** H4137X100 (ASPH) S–31.5, D–42 MIRL **IAP**
**RWY 09:** REIL. VASI(V4R)—GA 3.8° TCH 60′. Thld dsplcd 460′. Pole.
**RWY 27:** REIL. VASI(V4L)—GA 3.25° TCH 47′. Thld dsplcd 543′. Antenna.
**AIRPORT REMARKS:** Attended Oct–Apr 1330–2300Z‡, May–Sep 1200–0130Z‡. Birds on and invof arpt. Touch and go ldgs for base assigned acft; all others ctc arpt manager 908–862–8800 for PPR. TPA 800′ MSL; Rwy 9 enter TFC pattern upwind, entries other rwys standard. Departing Rwy 27 depart straight out to 800 ft. Noise abatement procedures in effect. Rwy 09 VASI is baffled to cut off the lgt beam at 6° each side of rwy centerline extended, total usable width is 12°. Rwy 09–27 shoulder markings NSTD. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and 27—CTAF. Ldg fee.
**WEATHER DATA SOURCES:** AWOS–3 124.025 (908) 862–7383.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NEW YORK APP CON** 135.35 Ⓡ**NEW YORK DEP CON** 119.2 126.7
**NEWARK TOWER CLNC DEL** 128.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JFK.
**CANARSIE (T) VORW/DME** 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 282° 16 NM to fld. 10/11W.

**LITTLE FERRY SPB** (2N7) 1 E UTC−5(−4DT) N40°51.01′ W74°01.98′ **NEW YORK COPTER**
00 TPA—500(500) NOTAM FILE MIV
**WATERWAY 01–19:** 5500X150 (WATER)
**WATERWAY 01:** Towers. **WATERWAY 19:** Bridge. Rgt tfc.
**SEAPLANE REMARKS:** Attended Tue–Sun 1400Z‡–dusk. Dalgt use only.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 039° | TDZE | N/A |
| | Apt Elev | 23 |

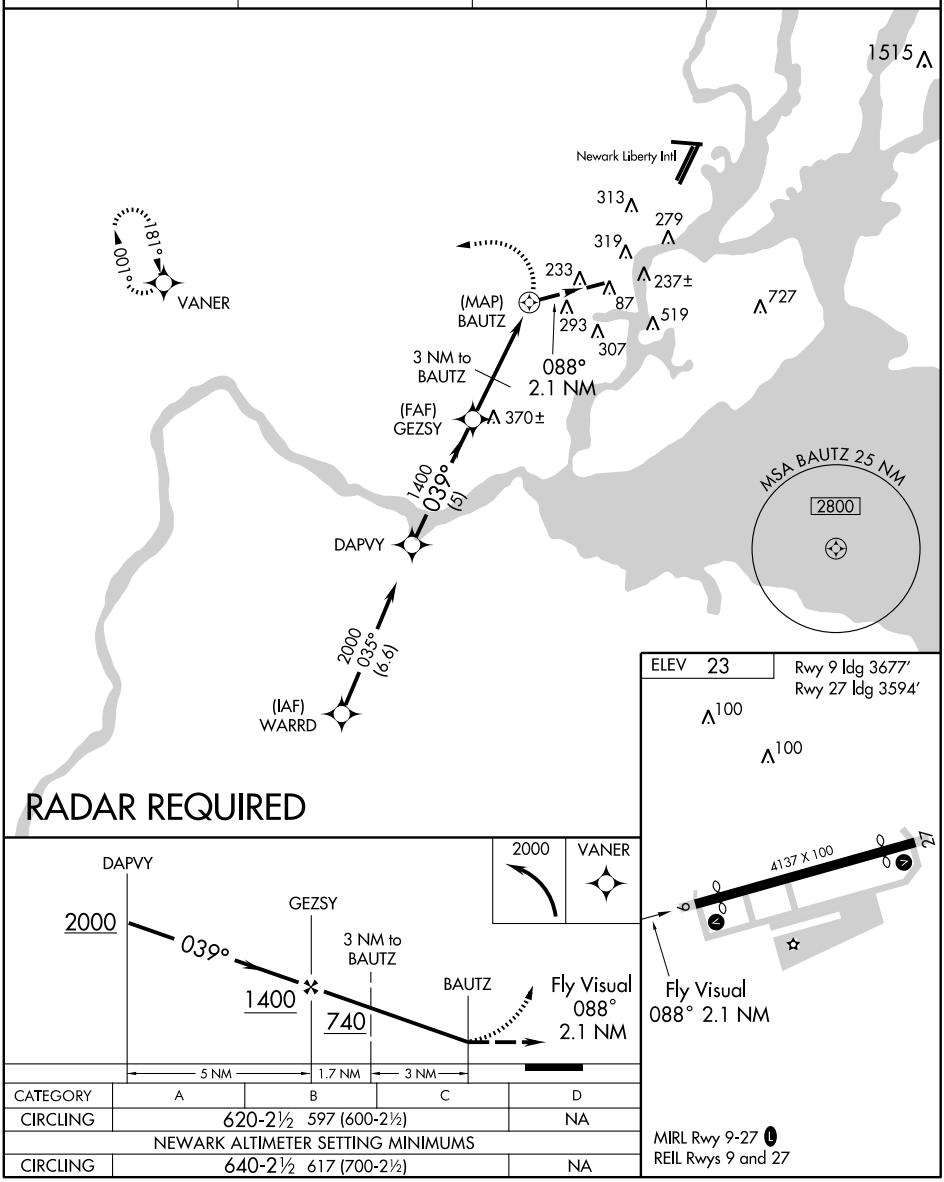
# GPS-A
## LINDEN (LDJ)

T
NA

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.025 | 135.35 379.9 | 128.35 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-2½ 597 (600-2½) | | | NA |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 640-2½ 617 (700-2½) | | | NA |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

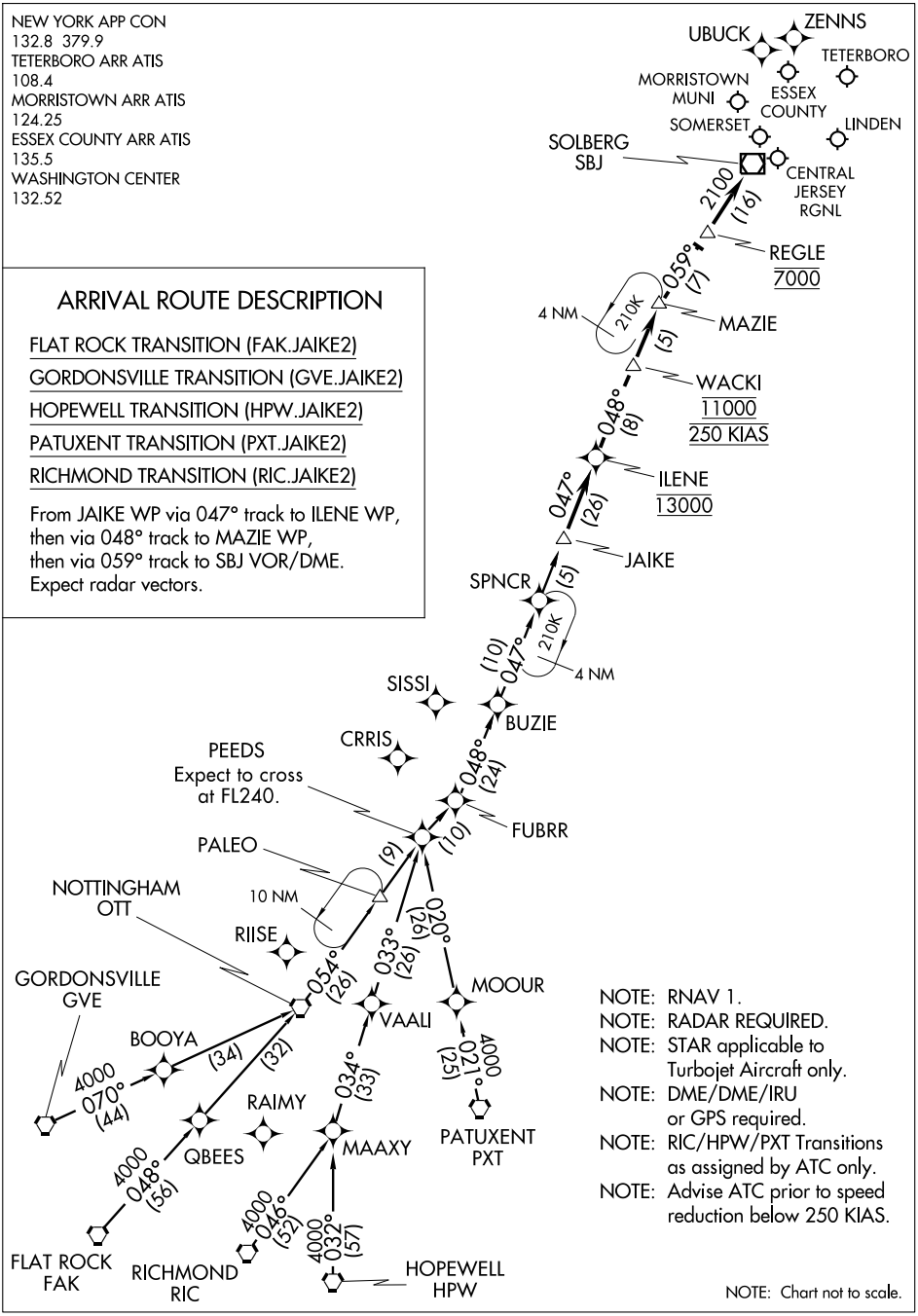
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

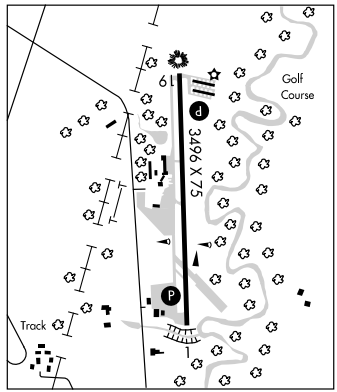
ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

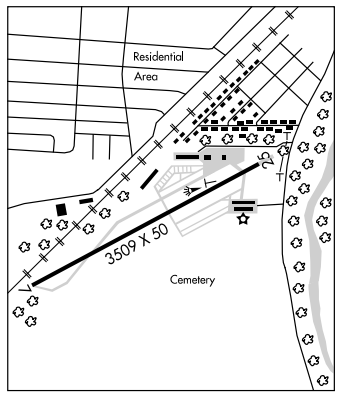
## LUMBERTON

**FLYING W** (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
**RWY 01–19:** H3496X75 (ASPH) MIRL 0.4% up N **IAP**
**RWY 01:** REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
**RWY 19:** REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.




## MANVILLE

**CENTRAL JERSEY RGNL** (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
**RWY 07–25:** H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
**RWY 07:** RR.
**RWY 25:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.




**MAXFIELD FLD** (See LAKEHURST)

| APP CRS | Rwy Idg | 3496 |
|---|---|---|
| 011° | TDZE | 49 |
| | Apt Elev | 49 |

# RNAV (GPS) RWY 1

LUMBERTON / FLYING W (N14)

Use McGuire AFB altimeter setting; if not received, procedure NA.
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

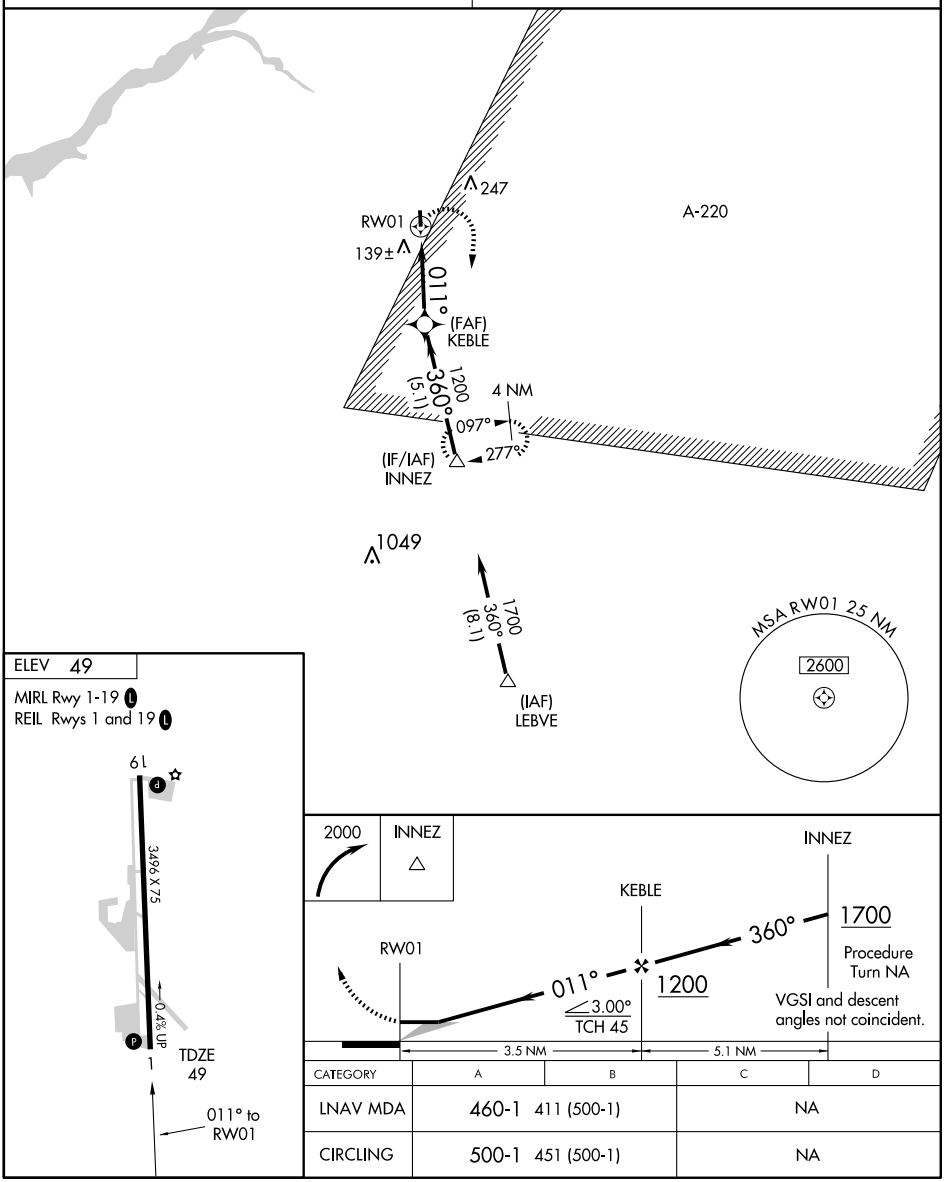
MISSED APPROACH: Climbing right turn to 2000 direct INNEZ WP and hold.

McGUIRE APP CON
**124.15 363.8**

UNICOM
**122.8** (CTAF) L



NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 411 (500-1) | | NA | |
| CIRCLING | 500-1 451 (500-1) | | NA | |

| APP CRS | Rwy Idg | 3496 |
|---|---|---|
| 191° | TDZE | 49 |
| | Apt Elev | 49 |

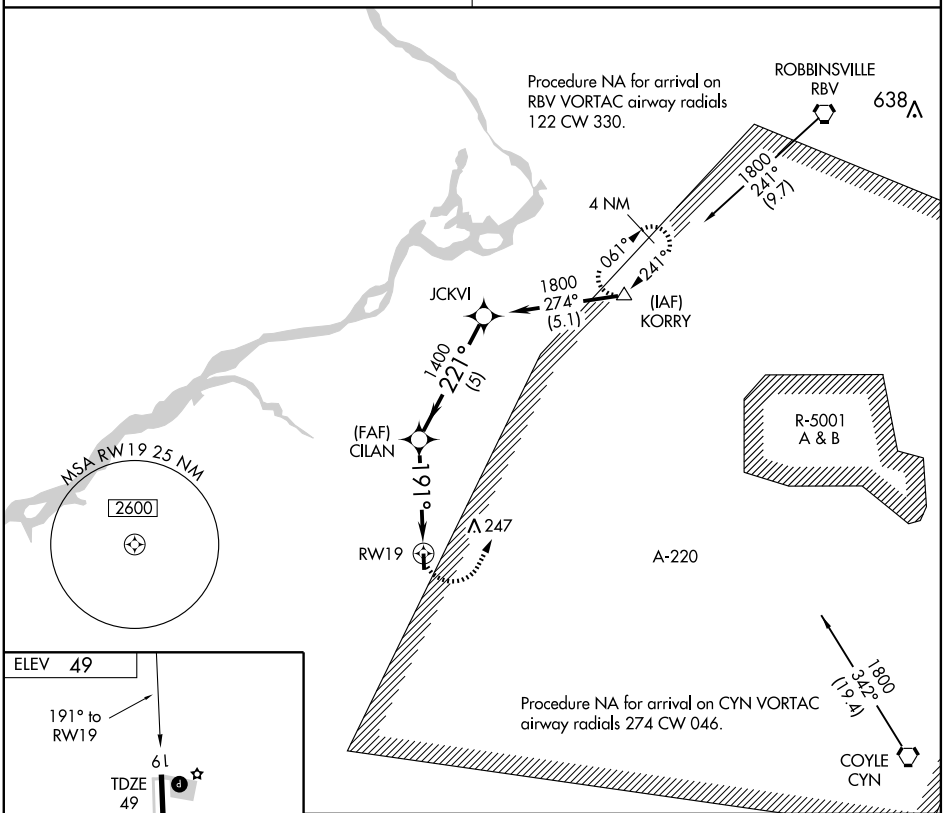
# RNAV (GPS) RWY 19

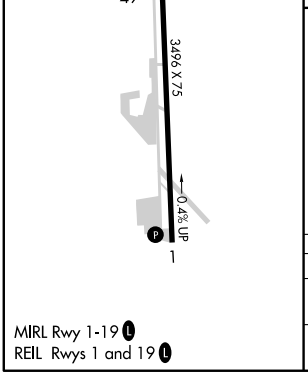
LUMBERTON/ FLYING W (N14)

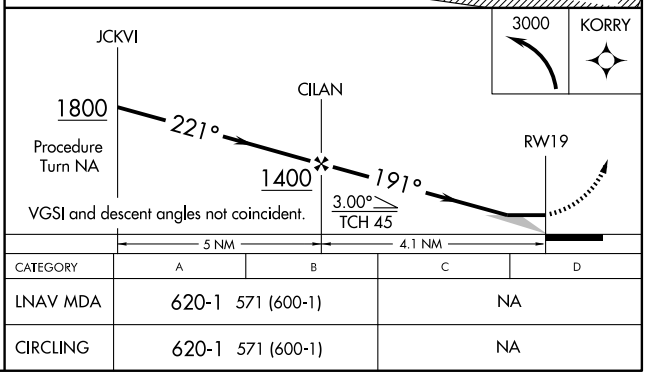
Use McGuire AFB altimeter setting; if not received, procedure NA.
NA
GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

| McGUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 122.8 (CTAF) L |



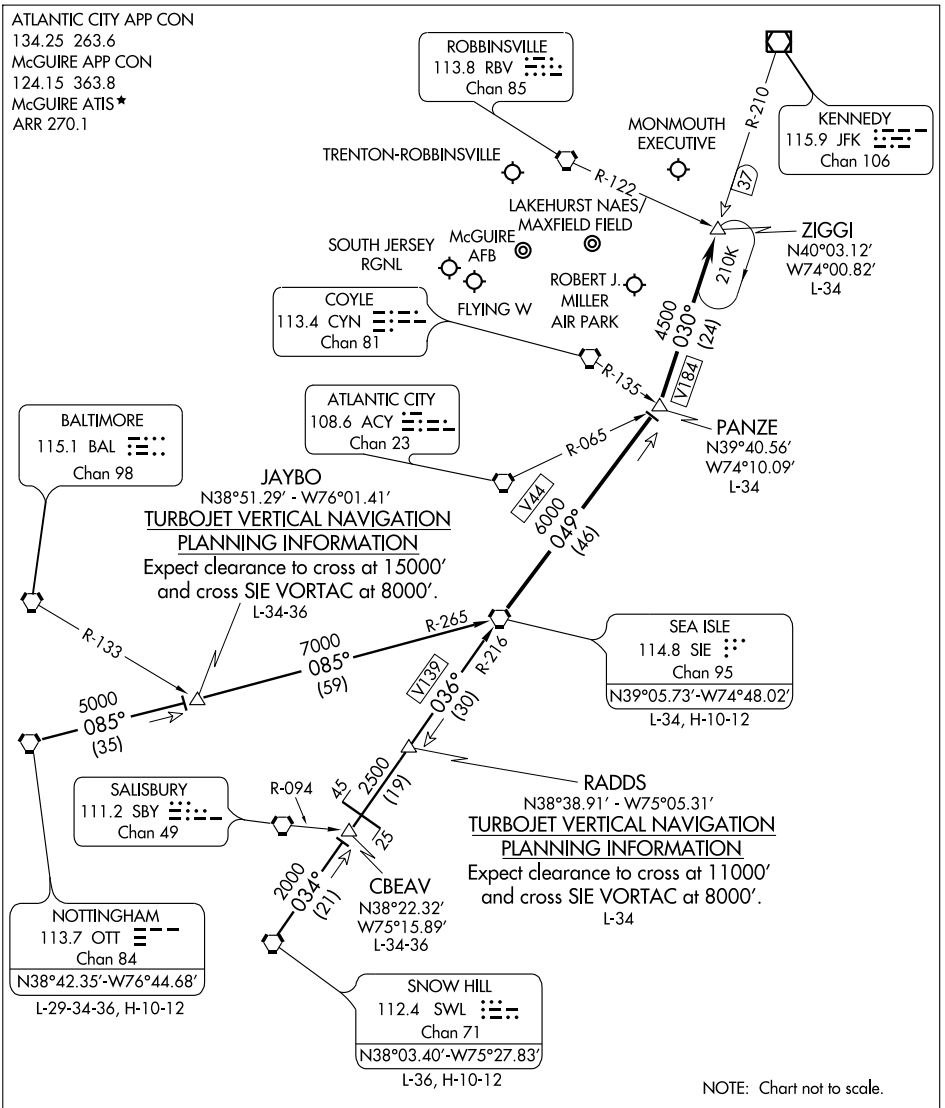




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 571 (600-1) | | NA | |
| CIRCLING | 620-1 571 (600-1) | | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC RBV 113.8 Chan 85 | APP CRS 232° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 49 |
|---|---|---|

# VOR-A

LUMBERTON / FLYING W (N14)

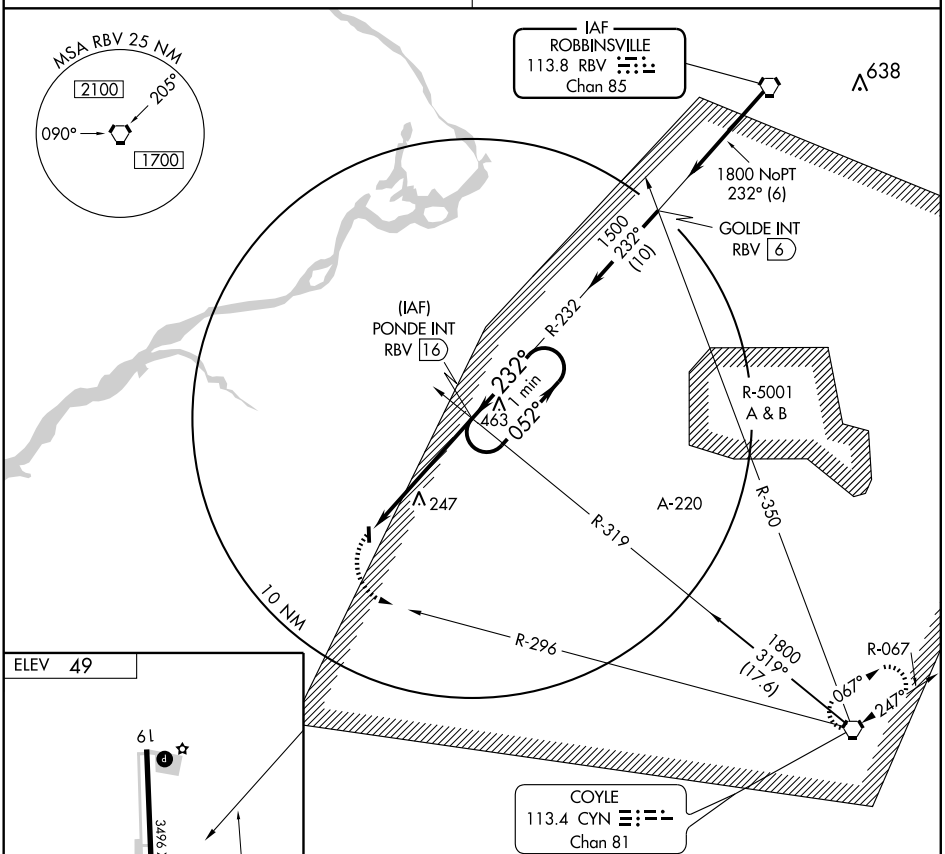
Use McGuire AFB altimeter setting; if not received, procedure NA.

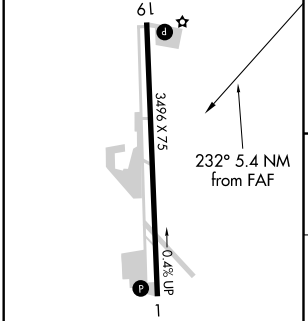
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN VORTAC R-296 to CYN VORTAC and hold.

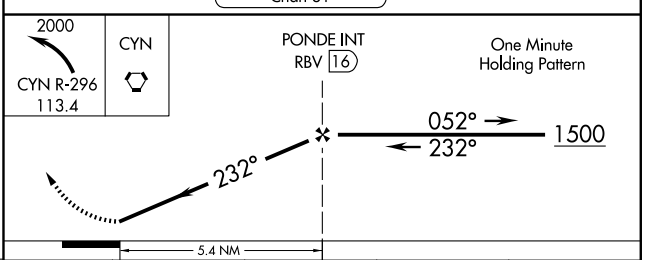
McGUIRE APP CON
**124.15 363.8**

UNICOM
**122.8** (CTAF) L




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

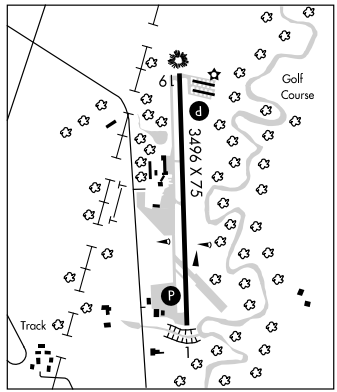
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>591 (600-1) | 640-1¼<br>591 (600-1¼) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

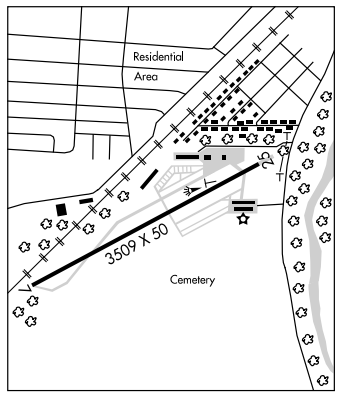
## LUMBERTON

**FLYING W** (N14) 01 SW UTC−5(−4DT) N39°56.06′ W74°48.43′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV **L–34G, A**
**RWY 01–19:** H3496X75 (ASPH) MIRL 0.4% up N **IAP**
**RWY 01:** REIL. PAPI(P2L)—GA 3.50°. TCH 26′. Trees. Rgt tfc.
**RWY 19:** REIL. PAPI(P2L)—GA 3.20°. TCH 22′.
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1200–0000Z‡. East–west ravine crosses extended centerline Rwy 01 100′ from thld. Deep retention pond 23′ west of parallel twy centerline north of ops building. ACTIVATE MIRL Rwy 01–19 PAPI and REIL Rwys 01 and 19, and twy lgts—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 232° 21.6 NM to fld. 248/10W.




## MANVILLE

**CENTRAL JERSEY RGNL** (47N) 1 S UTC−5(−4DT) N40°31.46′ W74°35.90′ **NEW YORK**
86 B S4 **FUEL** 100 TPA—1086(1000) NOTAM FILE MIV **L–33A, 34H**
**RWY 07–25:** H3509X50 (ASPH) S–30 LIRL 0.6% up SW. **IAP**
**RWY 07:** RR.
**RWY 25:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk except Christmas and New Years. Banner tow ops southwest of Rwy 07. Paved overrun apch end Rwy 25, 216′ long. Unusable, steep slope. Rwy 07 thld located 37′ prior to dsplcd thld, 585′ from pavement end.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 132.8
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 051° 21.6 NM to fld. 300/10W.




**MAXFIELD FLD** (See LAKEHURST)

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

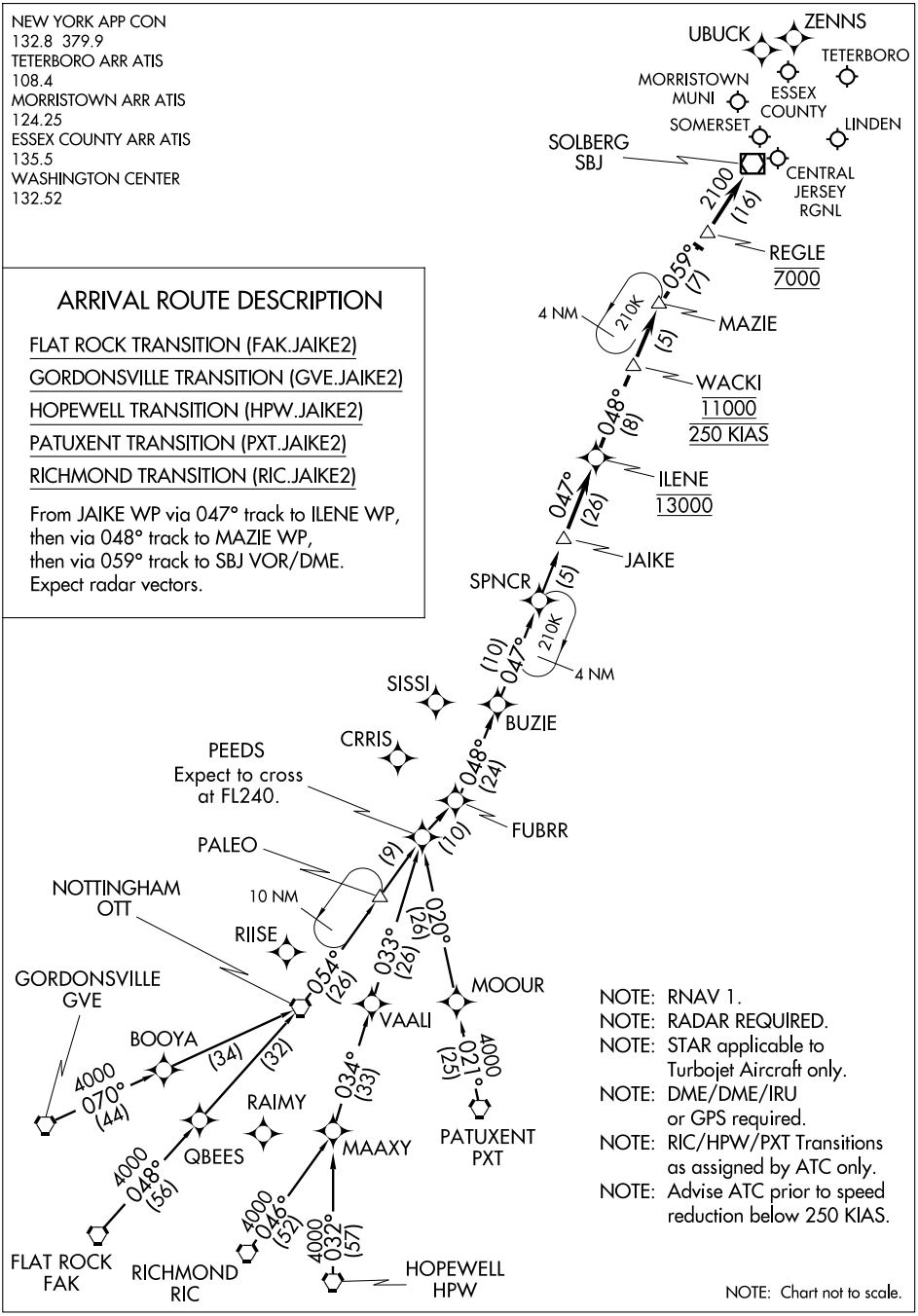
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

| APP CRS | Rwy Idg | 3509 |
|---|---|---|
| 069° | TDZE | 81 |
| | Apt Elev | 86 |

# RNAV (GPS) RWY 7

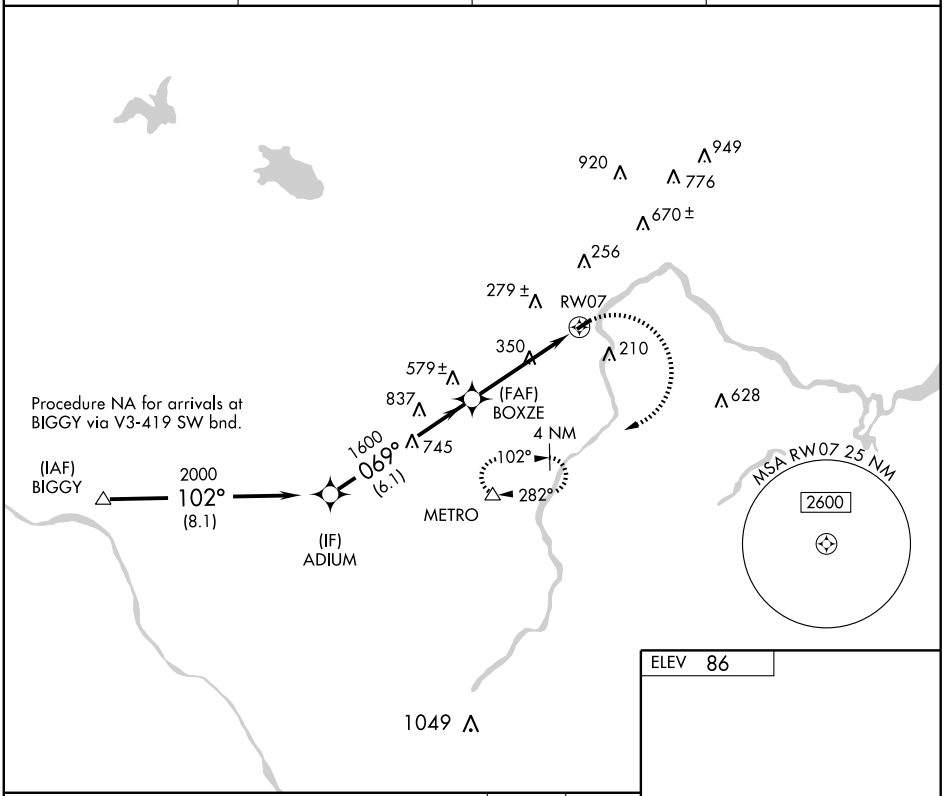
MANVILLE/ CENTRAL JERSEY RGNL (47N)

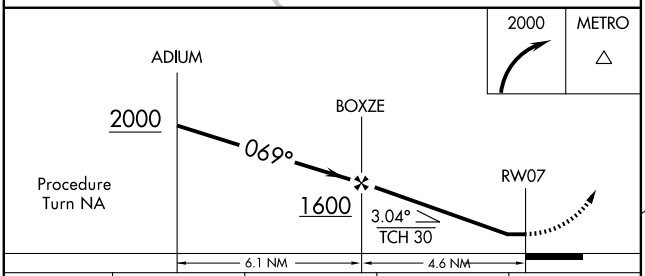
NA

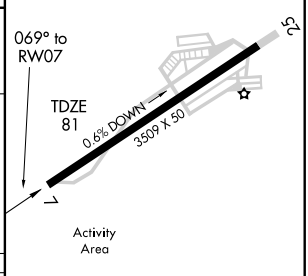
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct METRO and hold.

| TRENTON ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 121.725 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 639 (700-1) | 720-1¾ 639 (700-1¾) | NA |
| CIRCLING | 720-1 | 634 (700-1) | 720-1¾ 634 (700-1¾) | NA |

LIRL Rwy 7-25



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3509 |
|---|---|---|
| 249° | TDZE | 82 |
| | Apt Elev | 86 |

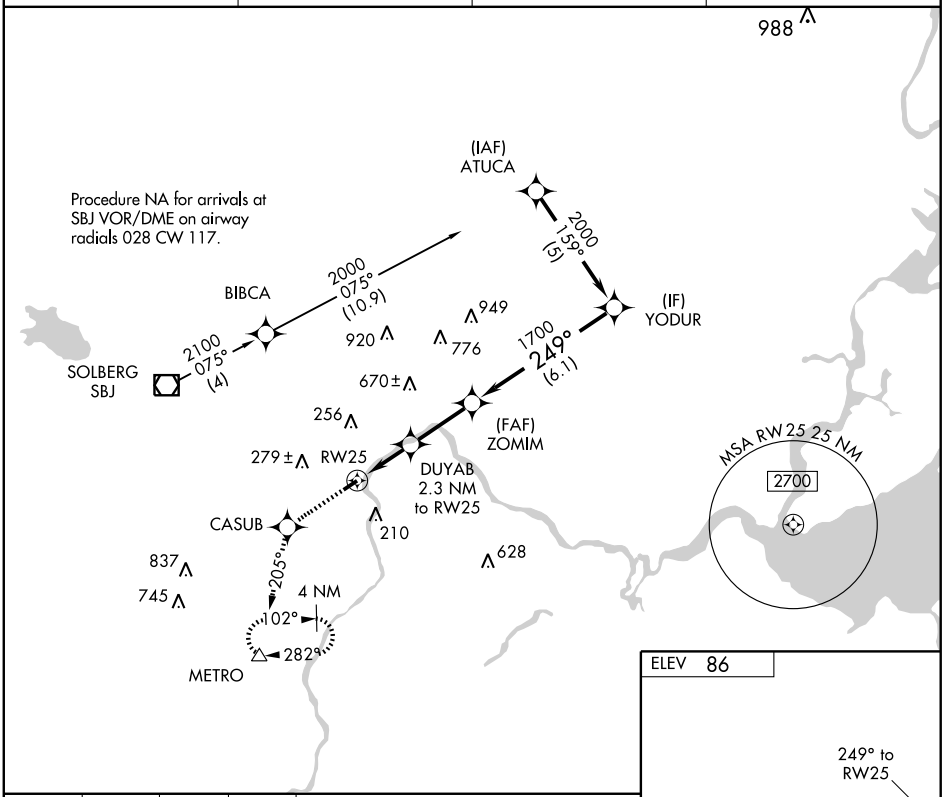
# RNAV (GPS) RWY 25

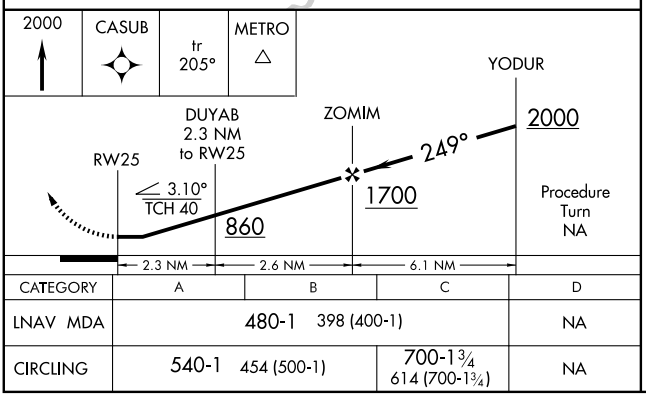
MANVILLE/ CENTRAL JERSEY RGNL (47N)

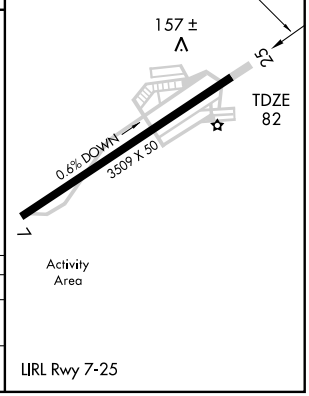
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

| TRENTON ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 121.725 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 398 (400-1) | | | NA |
| CIRCLING | 540-1 454 (500-1) | | 700-1¾ 614 (700-1¾) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SBJ 112.9 Chan 76 | APP CRS 128° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 86 |
|---|---|---|

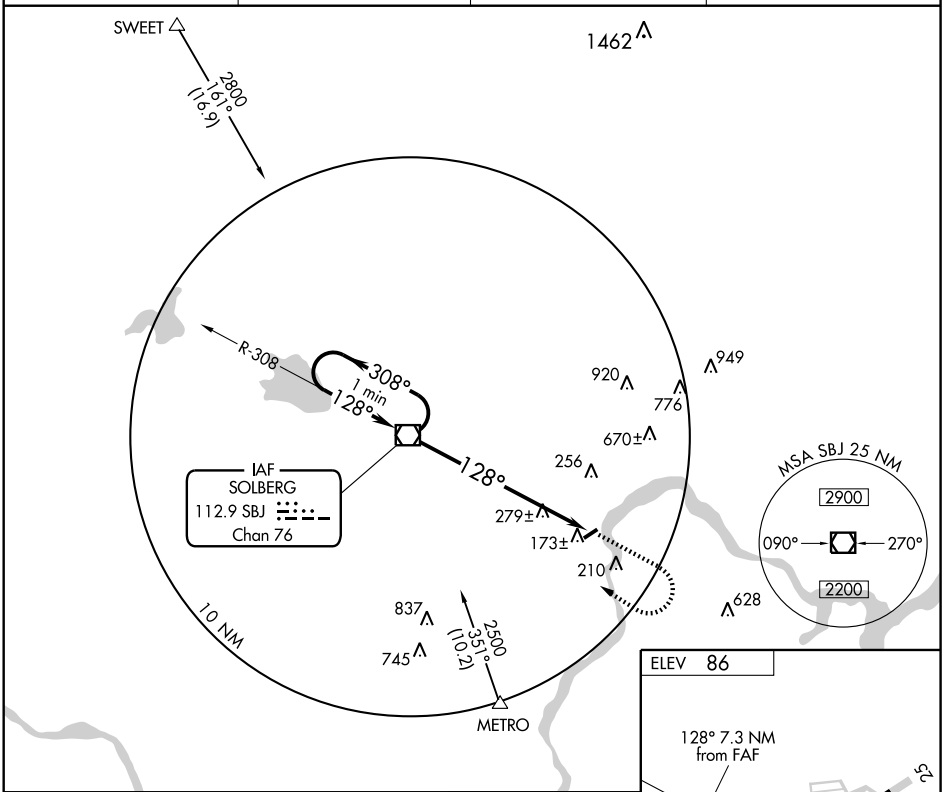
# VOR-A

## MANVILLE/CENTRAL JERSEY RGNL (47N)

Use Trenton Mercer altimeter setting, when not received, use Newark Liberty Intl altimeter setting.

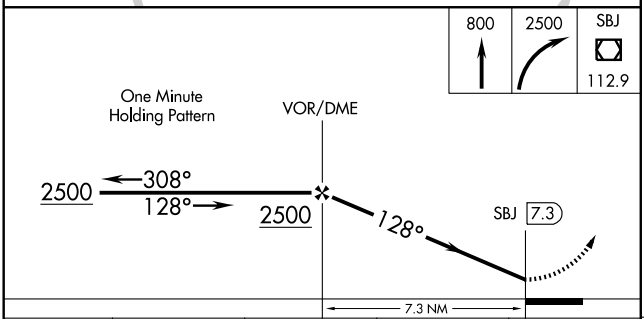
MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

| TRENTON ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 121.725 | 122.7 (CTAF) |










LIRL Rwy 7-25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 | 634 (700-1) | 720-1¾<br>634 (700-1¾) | NA |

| FAF to MAP 7.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |



NE-2, 26 AUG 2010 to 23 SEP 2010

CONTINUED FROM PRECEDING PAGE

**RADIO AIDS TO NAVIGATION:** NOTAM FILE WRI.

**(L) VORTACW** 110.6 GXU Chan 43 N40°00.57′ W74°35.78′ at fld. 114/11W. No NOTAM MP VOR MP Mon and Thu 1100–1300Z‡; TACAN MP Mon and Thu 1100–1300Z‡.

TACAN azimuth unusable:

171°–194° byd 11 NM blo 2,000′
171°–194° byd 16 NM blo 4,000′
171°–194° byd 34 NM blo 5,000′

VOR unusable:

003°–068° byd 27 NM
069°–119° byd 17 NM
141°–213° byd 17 NM
214°–228° byd 20 NM
214°–228° byd 17 NM blo 2,500′
229°–260° byd 17 NM
261°–295° byd 25 NM blo 5,000′

**ILS Y** 110.1 I–WRI Rwy 06. Class IIE No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

**ILS Z** 110.1 I–WRI Rwy 06. Class IIE. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

**ILS Y** 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

**ILS Z** 110.1 I–JTQ Rwy 24. No NOTAM MP Tue, Wed, Fri 1100–1300Z‡.

**ASR/PAR** PAR apch daily from 1100–0300Z‡ contingent upon PAR controller availability and/or deployed status of mobile PAR. ASR No NOTAM MP 0530–1130Z‡. PAR No NOTAM MP 0530–1100Z‡.

**COMM/NAV/WEATHER REMARKS:** See Terminal FLIP for Radar minima. Radar No NOTAM MP Mon–Thur 0930–1130Z‡, Fri 0730–1130Z‡, Sat 1100–1500Z‡.

## MILLVILLE

### MILLVILLE MUNI (MIV) 3 SW UTC−5(−4DT) N39°22.07′ W75°04.33′

WASHINGTON
H–10I, 12I, L–34G, A
IAP

85 B S7 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MIV

**RWY 10–28:** H6002X150 (ASPH) S–40, D–65, 2S–83, 2D–125 MIRL

**RWY 10:** MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Trees.

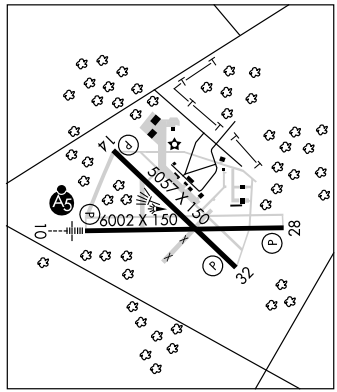
**RWY 28:** PAPI(P4L)—GA 3.0° TCH 28′.

**RWY 14–32:** H5057X150 (CONC) S–40, D–65, 2S–83, 2D–125 MIRL

**RWY 14:** PAPI(P4L)—GA 3.0°TCH 48′. Trees.

**RWY 32:** PAPI(P4L)—GA 3.0°TCH 36′. Trees.

**AIRPORT REMARKS:** Attended 1100–2300Z‡. Fuel avbl, contact on 123.0. Arpt CLOSED to ultralight acft glider ops, formation flights except PPR, PPR avbl 856–825–1244 Mon–Fri 1200–2000Z‡. Deer. PAEW within the safety areas of all rwys and twys daily May thru Oct. Rwy 10 designated calm wind rwy. TPA—800(715) light acft, 1200(1115) heavy acft. Twy B not to be used by acft with wingspan greater than 79′ between Twy C and Twy E. Twy G not to be used by acft with wingspan greater than 79′ north of Twy A or byd second hangar on northside of rwy. ACTIVATE MIRL Rwy 10–28 and Rwy 14–32, and MALSR Rwy 10—123.0.




**WEATHER DATA SOURCES:** ASOS 128.125 (856) 327–3455.

**COMMUNICATIONS: CTAF** 123.65 **UNICOM** 123.0

**RCO** 123.65 122.65 122.2 122.1R (MILLVILLE RADIO)

Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 216° 11.3 NM to fld. 120/10W.

**RAINBOW NDB (HW)** 363 RNB N39°25.10′ W75°08.11′ 147° 4.2 NM to fld.

**ILS** 110.9 I–MIV Rwy 10. Class IA. Unmonitored.

**COMM/NAV/WEATHER REMARKS:** Ctc Millville Radio for airport advisory service on 123.65.

### MONMOUTH EXECUTIVE (See BELMAR/FARMINGDALE)

### MOREE N40°52.79′ W74°20.06′ NOTAM FILE MMU.

**NDB (LOM)** 392 MM 228°6.1 NM to Morristown Muni. 108° 2.4 NM to Essex Co.

| LOC I-MIV | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 110.9 | 100° | TDZE | 74 |
| | | Apt Elev | 83 |

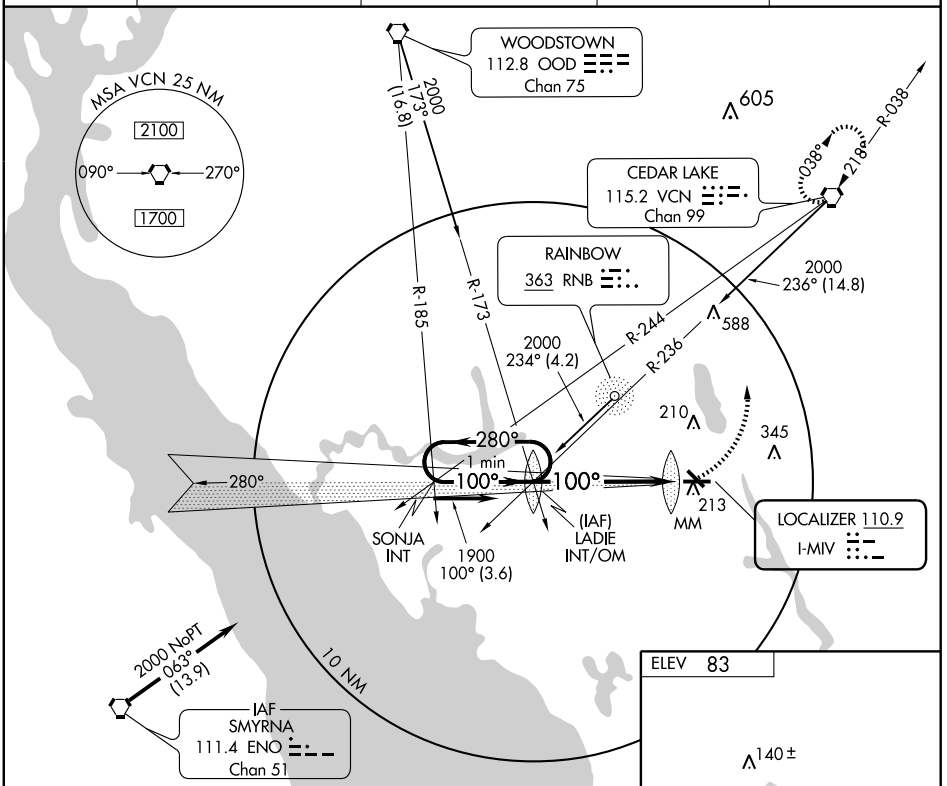
# ILS RWY 10
## MILLVILLE MUNI (MIV)

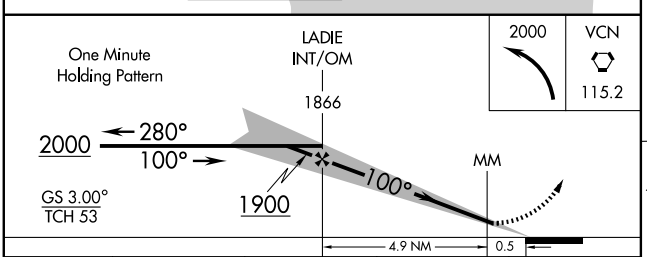
Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM. ACTIVATE MALSR Rwy 10-UNICOM.

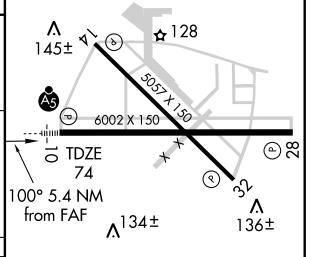
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 L | 123.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 274-½ 200 (200-½) | | | |
| S-LOC 10 | 420-½ 346 (400-½) | | | 420-¾ 346 (400-¾) |
| CIRCLING | 480-1 397 (400-1) | 540-1 457 (500-1) | 540-1½ 457 (500-1½) | 640-2 557 (600-2) |

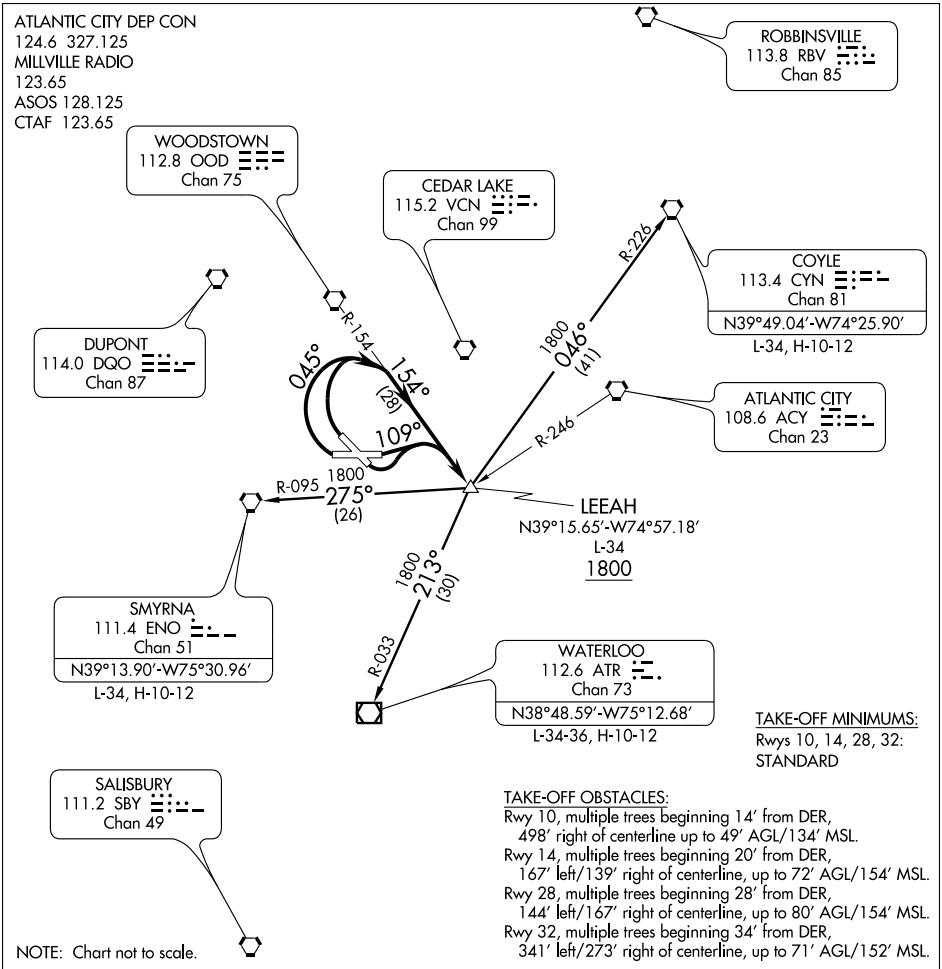
MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . . .

. . . . Maintain 1800', expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

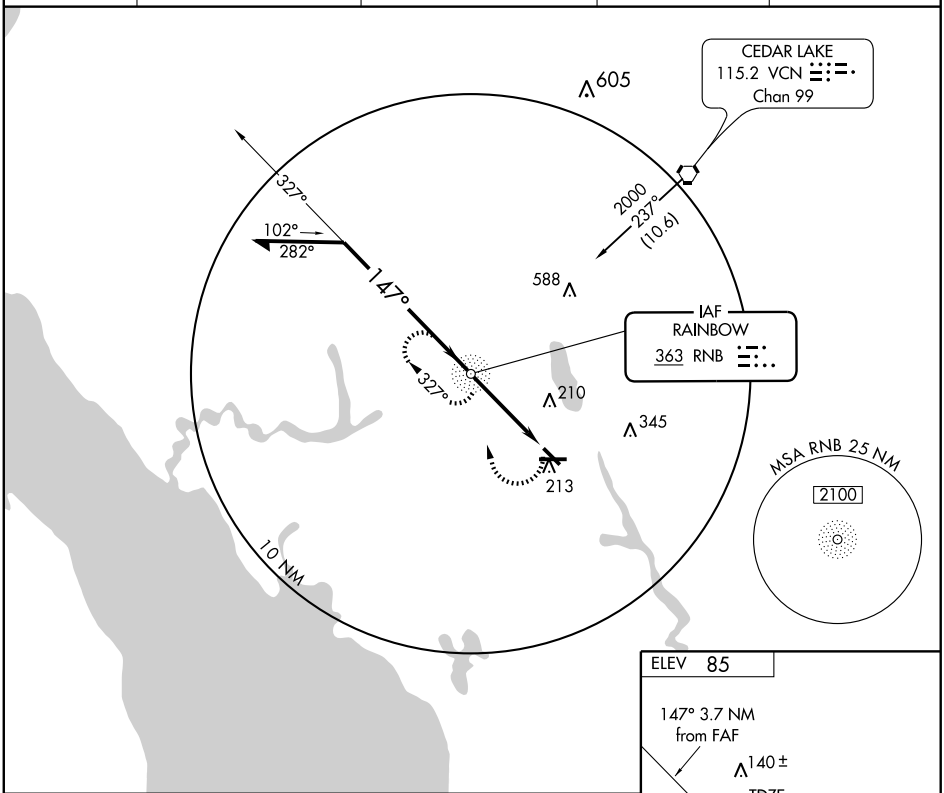
| NDB RNB | APP CRS | Rwy Idg | 5057 |
|---|---|---|---|
| 363 | 147° | TDZE | 81 |
| | | Apt Elev | 85 |

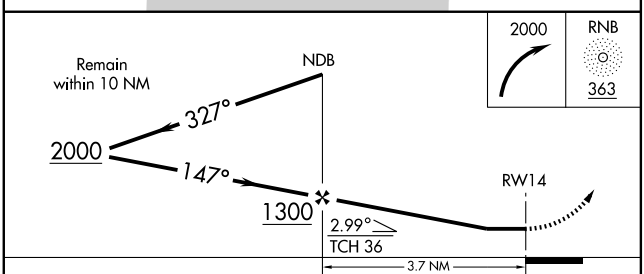
# NDB RWY 14
## MILLVILLE MUNI (MIV)

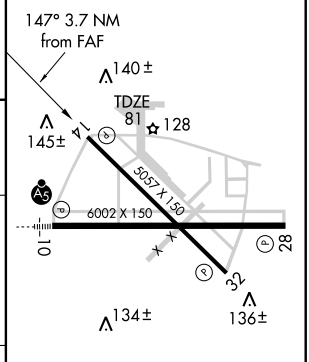
When VGSI inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 L | 123.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 560-1 479 (500-1) | | 560-1¼ 479 (500-1¼) | 560-1½ 479 (500-1½) |
| CIRCLING | 560-1 475 (500-1) | | 560-1½ 475 (500-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5057 |
|---|---|---|---|
| Ch 82000 | 146° | TDZE | 81 |
| W14A | | Apt Elev | 85 |

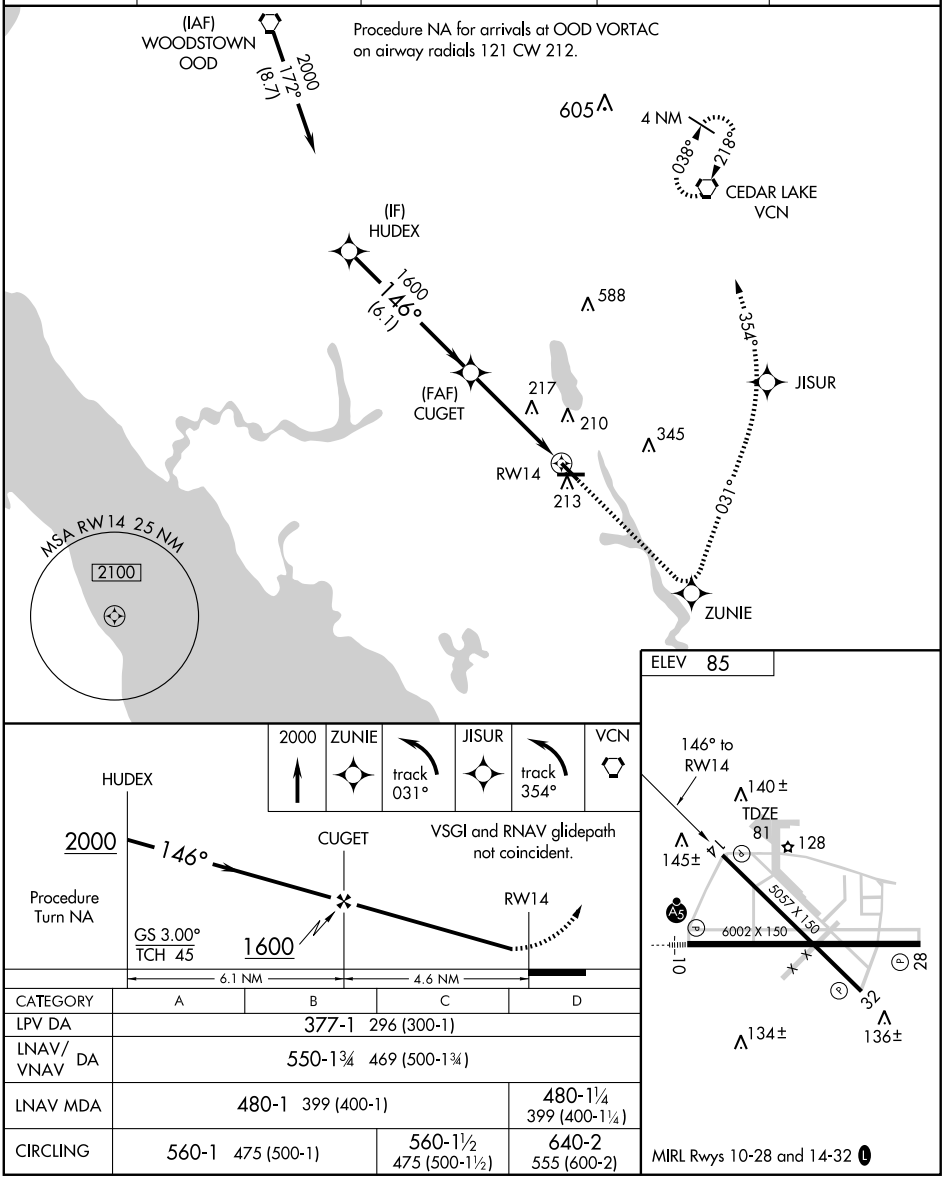
# RNAV (GPS) RWY 14

## MILLVILLE MUNI (MIV)

When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 L | 123.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 377-1 296 (300-1) | | | |
| LNAV/VNAV DA | 550-1¾ 469 (500-1¾) | | | |
| LNAV MDA | 480-1 399 (400-1) | | | 480-1¼ 399 (400-1¼) |
| CIRCLING | 560-1 475 (500-1) | | 560-1½ 475 (500-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| Ch 42700 | 281° | TDZE | 85 |
| W28A | | Apt Elev | 85 |

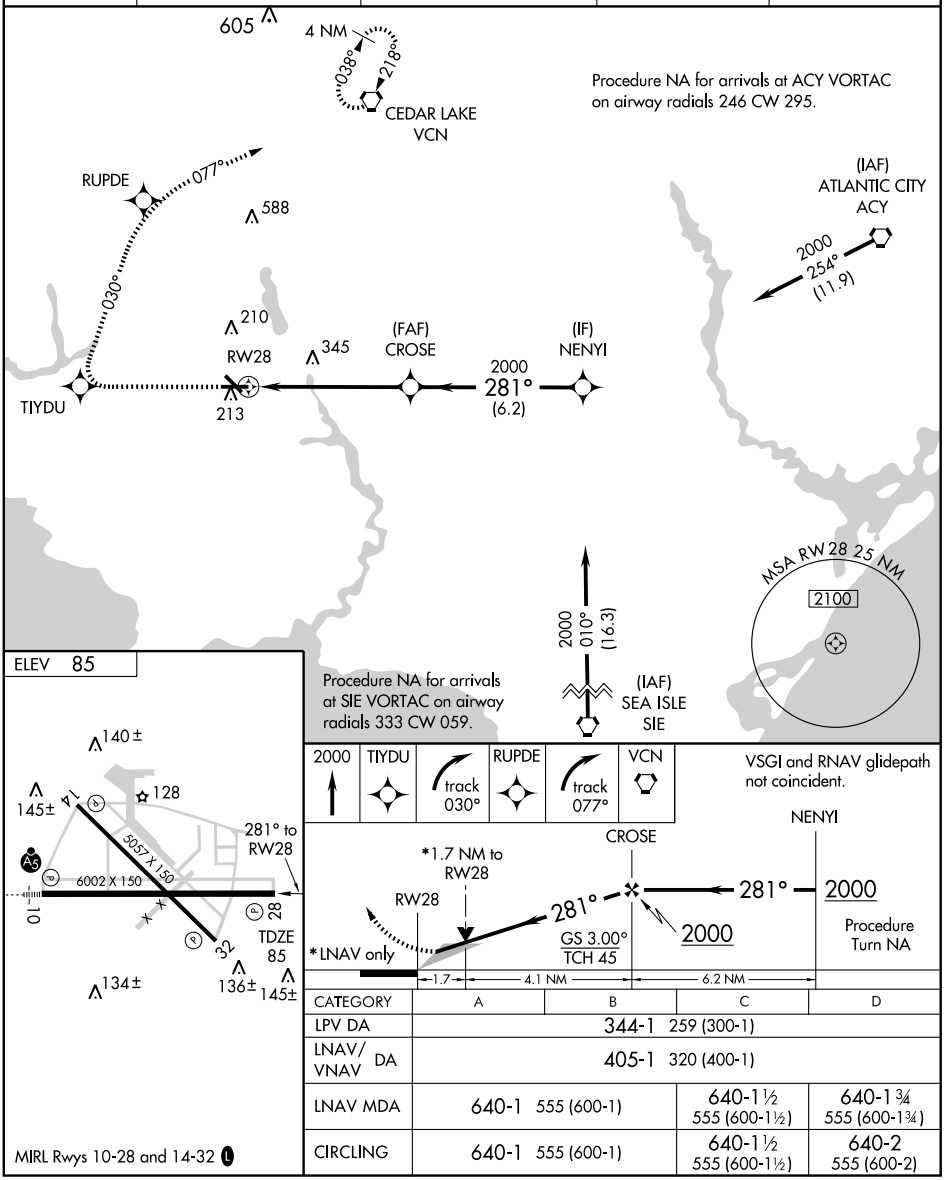
# RNAV (GPS) RWY 28

MILLVILLE MUNI (MIV)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 L | 123.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-1 259 (300-1) | | | |
| LNAV/VNAV DA | 405-1 320 (400-1) | | | |
| LNAV MDA | 640-1 555 (600-1) | | 640-1½ 555 (600-1½) | 640-1¾ 555 (600-1¾) |
| CIRCLING | 640-1 555 (600-1) | | 640-1½ 555 (600-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5057 |
|---|---|---|---|
| Ch 86900 | 326° | TDZE | 82 |
| W32A | | Apt Elev | 85 |

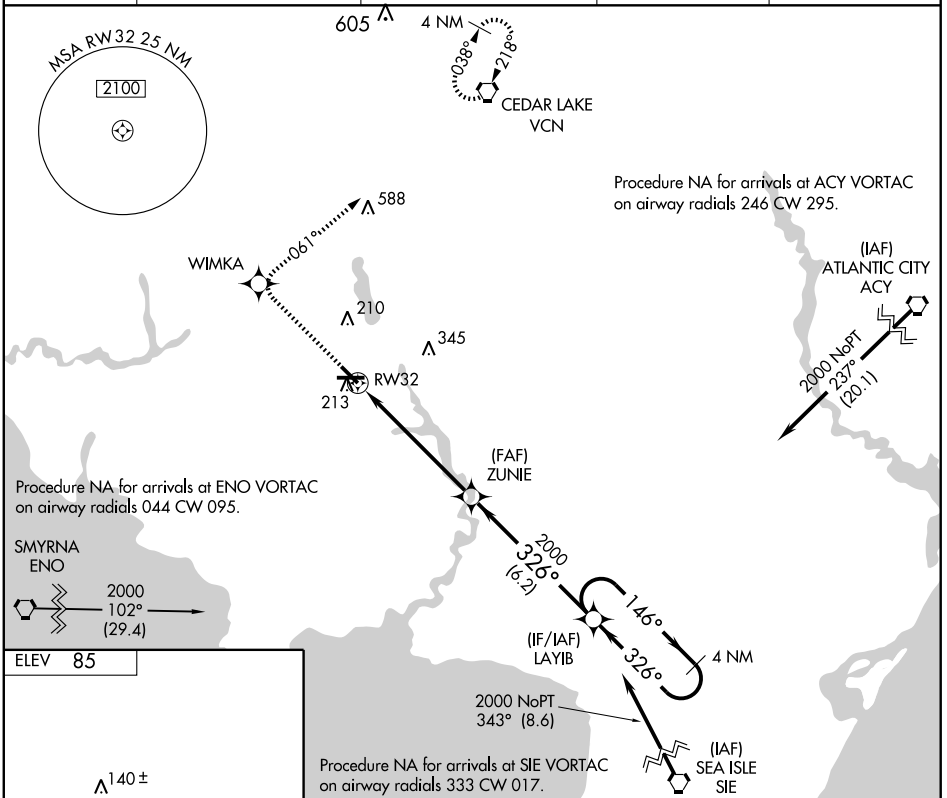
# RNAV (GPS) RWY 32

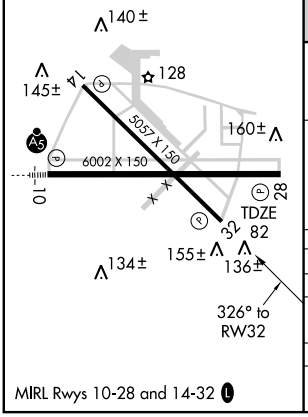
MILLVILLE MUNI (MIV)

Procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

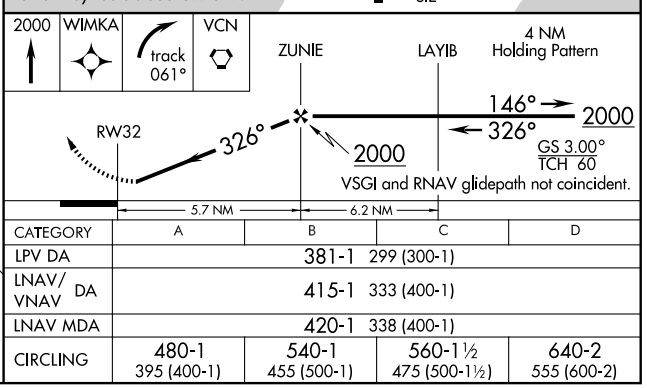
MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 (L) | 123.65 |




MIRL Rwys 10-28 and 14-32 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-1 299 (300-1) | | | |
| LNAV/VNAV DA | 415-1 333 (400-1) | | | |
| LNAV MDA | 420-1 338 (400-1) | | | |
| CIRCLING | 480-1 395 (400-1) | 540-1 455 (500-1) | 560-1½ 475 (500-1½) | 640-2 555 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 216° | TDZE | N/A |
| Chan 99 | | Apt Elev | 85 |

# VOR-A

MILLVILLE MUNI (MIV)

If local altimeter setting not received, use Atlantic City Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

| ASOS | ATLANTIC CITY APP CON | MILLVILLE RADIO | UNICOM | CTAF |
|---|---|---|---|---|
| 128.125 | 124.6 327.125 | 123.65 | 123.0 (L) | 123.65 |



NE-2, 26 AUG 2010 to 23 SEP 2010

1049

1049

WOODSTOWN
112.8 OOD
Chan 75

NoPT for arrival on VCN airway radials 301 CW 115.

R-036

036° 1 min 216°

IF/IAF
CEDAR LAKE
115.2 VCN
Chan 99

R-141

1600
216°
(6.1)

588

VINER INT
VCN 6.1

210

286

345

10 NM

213

MACYG
VCN 11.1

MSA VCN 25 NM

2100

090° 270°

1700

ELEV 85

216° 5.1 NM from FAF

140±

145±

128

14

5057 X 150

6002 X 150

10

28

32

134±

136±

MIRL Rwys 10-28 and 14-32 (L)

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

2000 VCN 115.2

One Minute Holding Pattern

VORTAC

VINER INT
VCN 6.1

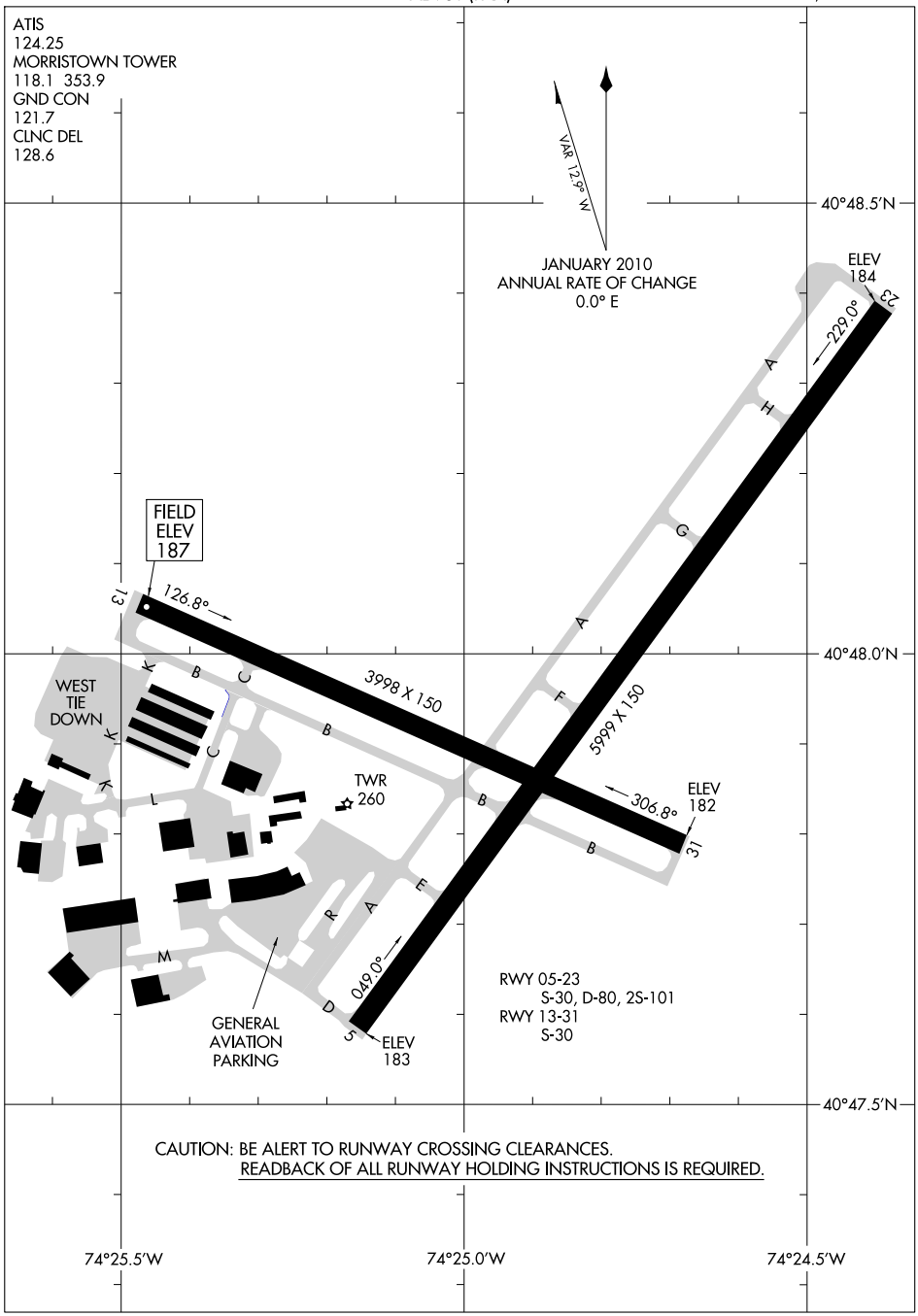
MACYG
VCN 11.1

036°
216°
2000

216°
1600

5.1 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1 515 (600-1) | | 600-1½ 515 (600-1½) | 640-2 555 (600-2) |




NE-2, 26 AUG 2010 to 23 SEP 2010

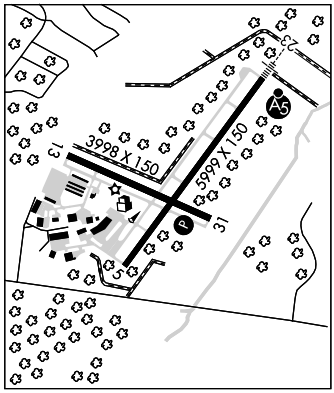
NE-2, 26 AUG 2010 to 23 SEP 2010

## MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′

NEW YORK
COPTER
H–10I, 12J, L–33A, 34H
IAP, AD

187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

**RWY 05–23:** H5999X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL
**RWY 05:** REIL. Trees. **RWY 23:** MALSR. Tree.
**RWY 13–31:** H3998X150 (ASPH–GRVD) S–30 MIRL
**RWY 13:** Trees.
**RWY 31:** REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.




**AIRPORT REMARKS:** Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

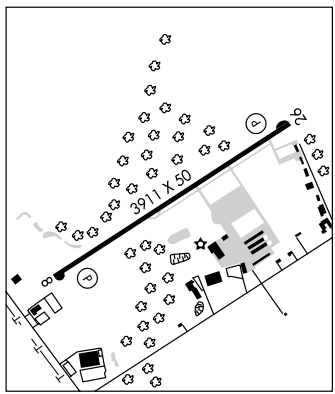
**WEATHER DATA SOURCES: AWOS–3** (973) 290–0135. LAWRS.
**COMMUNICATIONS: CTAF** 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
**TOWER** 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
**AIRSPACE: CLASS D** svc 1145–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.
**TETERBORO (T) VORW/DME** 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
**CHATHAM NDB (MHW)** 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
**MOREE NDB (LOM)** 392 MM N40°52.79′ W74°20.06′ 228° 6.1 NM to fld.
**ILS** 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

## MOUNT HOLLY

## SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′

WASHINGTON
L–34G, A
IAP

53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY
**RWY 08–26:** H3911X50 (ASPH) S–30 MIRL
**RWY 08:** PAPI(P2R)—GA 3.25° TCH 45′. Tree.
**RWY 26:** PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
**WEATHER DATA SOURCES:** ASOS 119.325 (609) 267–1176.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (NEW YORK FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

| LOC I-MMU | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 110.3 | 227° | TDZE | 184 |
| | | Apt Elev | 187 |

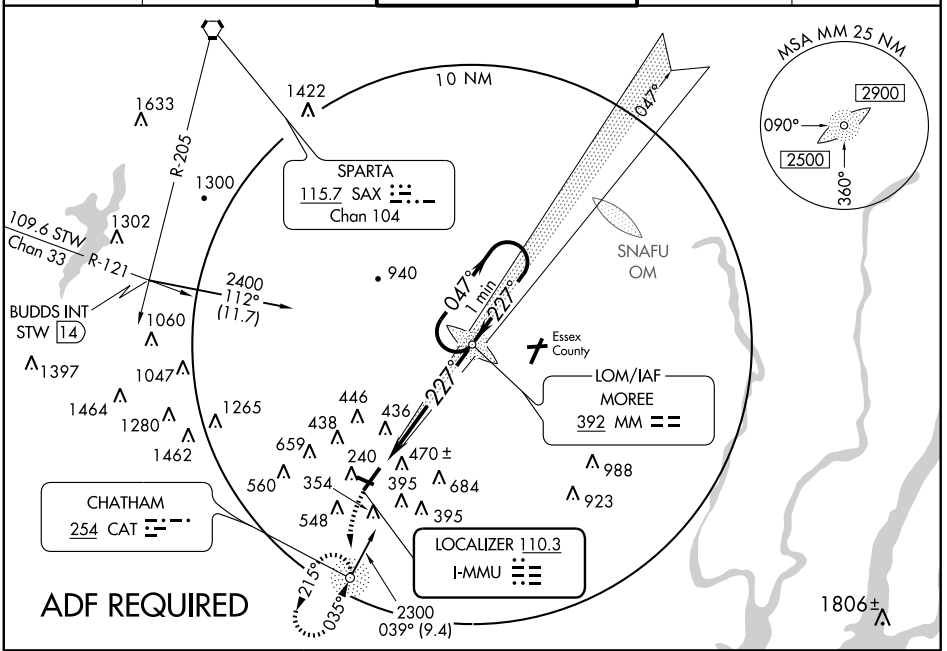
# ILS or LOC RWY 23
## MORRISTOWN MUNI (MMU)

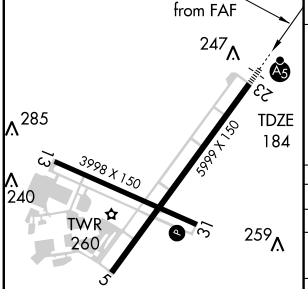
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM.
When control tower closed, use Newark altimeter setting.

MALSR

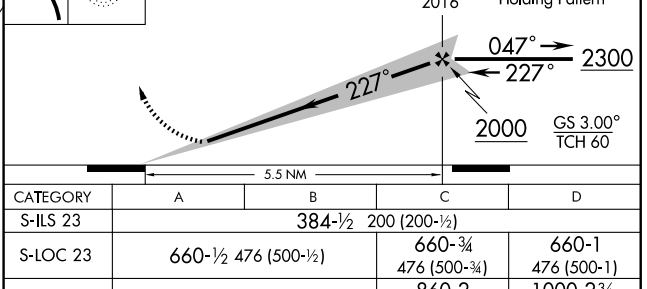
MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 (L) (CTAF) 353.9 | 121.7 | 128.6 |




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 384-½ 200 (200-½) | | | |
| S-LOC 23 | 660-½ 476 (500-½) | | 660-¾ 476 (500-¾) | 660-1 476 (500-1) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 23 | 438-½ 254 (300-½) | | | |
| S-LOC 23 | 720-½ 536 (600-½) | | 720-1 536 (600-1) | 720-1¼ 536 (600-1¼) |
| CIRCLING | 920-1 733 (800-1) | | 920-2 733 (800-2) | 1040-2¾ 853 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

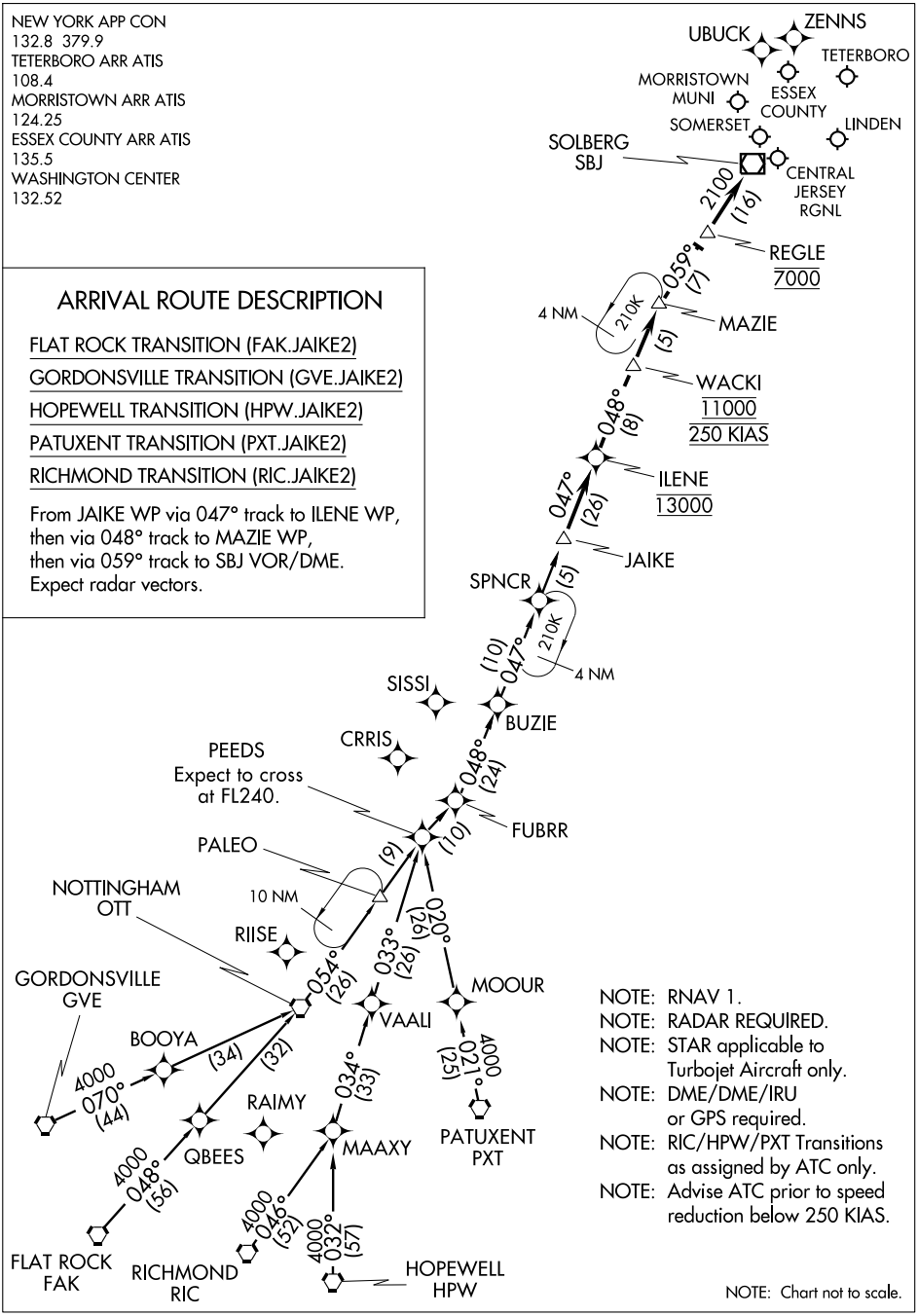
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

# MORRISTOWN FIVE DEPARTURE (OBSTACLE)

(MMU5.MMU) 10154

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)

MORRISTOWN CLNC DEL
121.2
GND CON 121.7
MORRISTOWN TOWER *
118.1 (CTAF)
NEW YORK DEP CON
119.2 126.7

HAAYS
N41°19.20′
W74°28.03′
L-33-34

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

KINGSTON
117.6 IGN
Chan 123
N41°39.93′
W73°49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

MERIT
N41°22.92′
W73°08.25′
L-33-34

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ W74°35.50′
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41°04.05′ W74°32.30′
L-33-34, H-10-12

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

BREZY
N41°09.50′
W74°08.09′
L-33-34

CARMEL
116.6 CMK
Chan 113
N41°16.80′
W73°34.88′
L-33-34, H-10-12

BAYYS
N41°17.35′
W72°58.28′
L-33-34

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

BROADWAY
114.2 BWZ
Chan 89
N40°47.91′ W74°49.31′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′
L-33-34, H-10-12

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′
W73°07.47′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′
W73°52.14′
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′
W74°44.51′
L-33-34, H-10-12

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

BIGGY
N40°25.18′
W74°58.36′
L-33-34, H-10-12

COLTS NECK
115.4 COL
Chan 101
N40°18.70′
W74°09.59′
L-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

DIXIE
N40°05.96′
W74°09.87′
L-34

R-217
R-057
V39-419
J75
R-320
V374
J95
R-055
V99
R-322
V223
V36
R-054
V229
V39
J60-80
R-252
R-250
V457
R-047
R-055
R-302
R-274
V30-405
R-237
V3-419
R-350
R-204
R-192
V116-126-188
J36
1700
160°
100°
210°
2000
1700

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors via SBJ/SBJ R-237.
BREZY departures expect vectors to intercept IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
Rwy 23 PARKE departures expect vectors via BWZ R-250 or SBJ/SBJ R-302.
WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

(NARRATIVE ON FOLLOWING PAGE)

N

SL-931 (FAA)

(MMU5.MMU) 10154
MORRISTOWN FIVE DEPARTURE (OBSTACLE)
MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence . . . .
TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence . . . .
TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence . . . .
. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.


NE-2, 26 AUG 2010 to 23 SEP 2010

| LOM MM | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 392 | 228° | TDZE | 184 |
| | | Apt Elev | 187 |

# NDB or GPS RWY 23

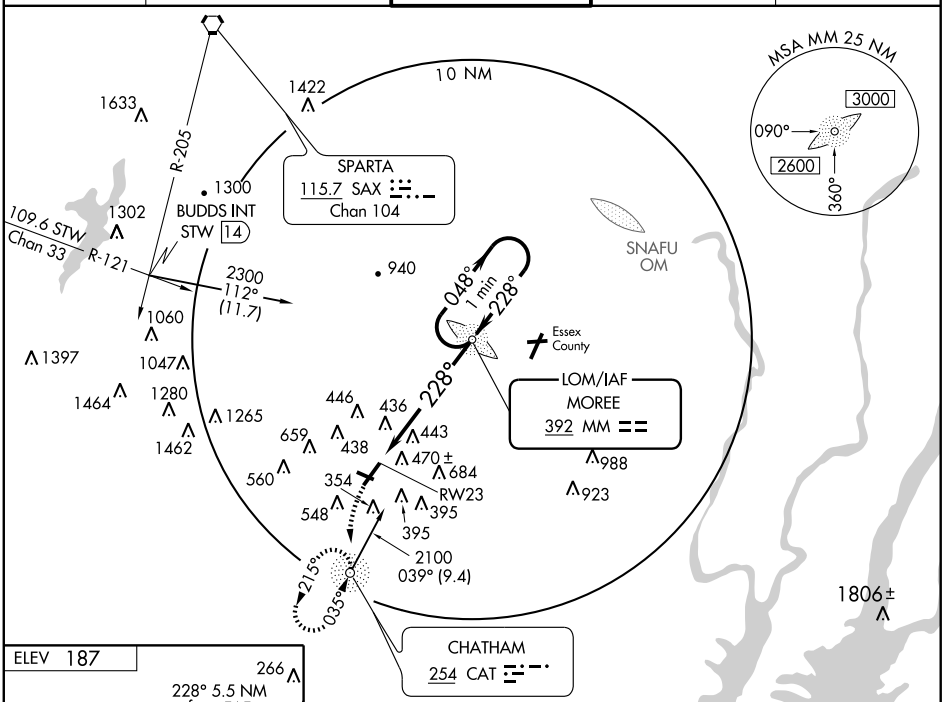
## MORRISTOWN MUNI (MMU)

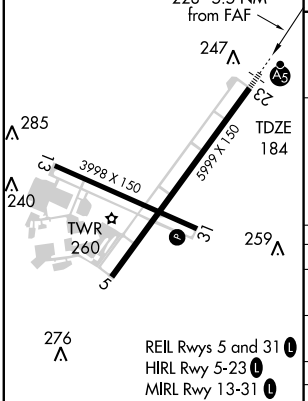
CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.

MALSR

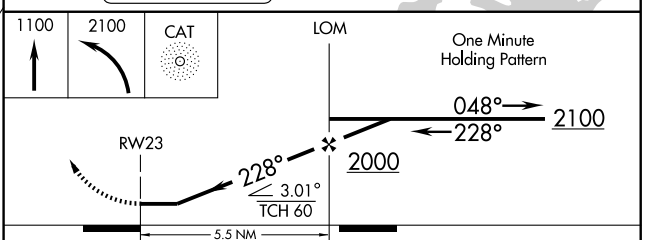
MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 Ⓛ (CTAF) 353.9 | 121.7 | 128.6 |




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 860-1 676 (700-1) | | 860-1½ 676 (700-1½) | 860-2 676 (700-2) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-23 | 980-1 796 (800-1) | | 980-1¾ 796 (800-1¾) | 980-2¼ 796 (800-2¼) |
| CIRCLING | 980-1 793 (800-1) | 980-1¼ 793 (800-1¼) | 980-2¼ 793 (800-2¼) | 1120-3 933 (1000-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

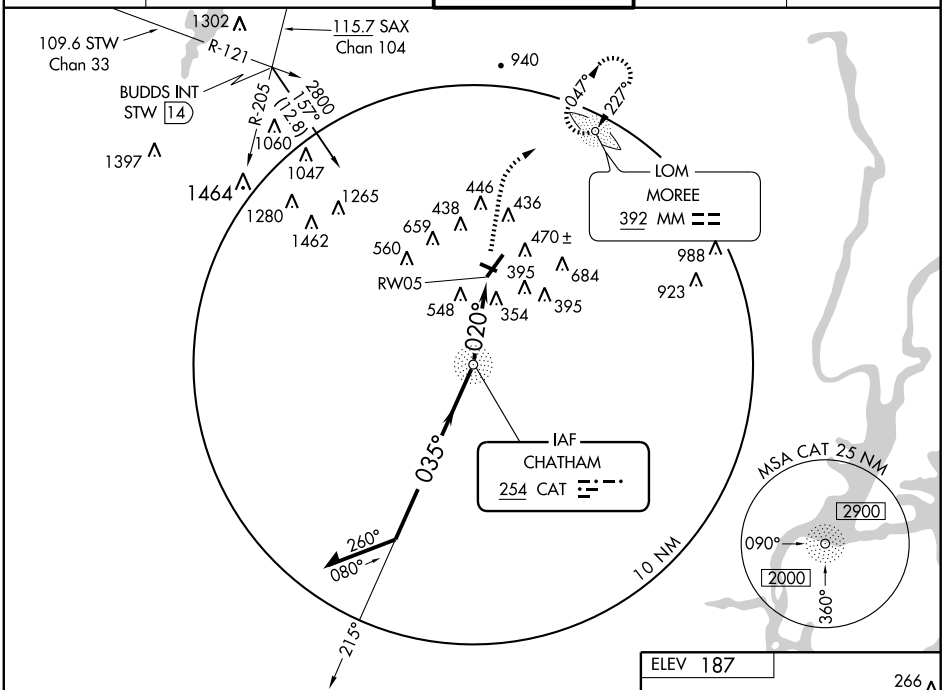
| NDB CAT | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 254 | 020° | TDZE | 184 |
| | | Apt Elev | 187 |

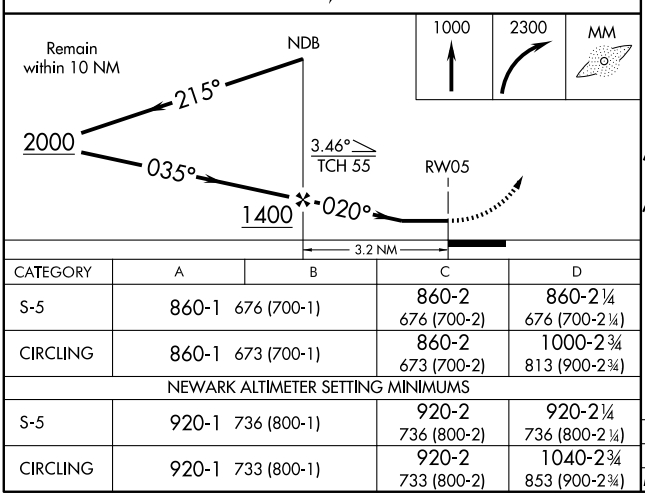
# NDB RWY 5
## MORRISTOWN MUNI (MMU)

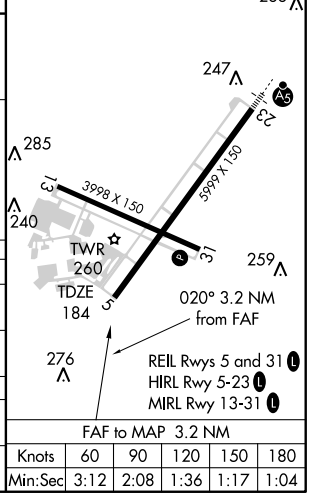
When local altimeter setting not received, use Newark altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 L (CTAF) 353.9 | 121.7 | 128.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 860-1 676 (700-1) | | 860-2 676 (700-2) | 860-2¼ 676 (700-2¼) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-5 | 920-1 736 (800-1) | | 920-2 736 (800-2) | 920-2¼ 736 (800-2¼) |
| CIRCLING | 920-1 733 (800-1) | | 920-2 733 (800-2) | 1040-2¾ 853 (900-2¾) |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5999 |
|---|---|---|
| 047° | TDZE | 184 |
| | Apt Elev | 187 |

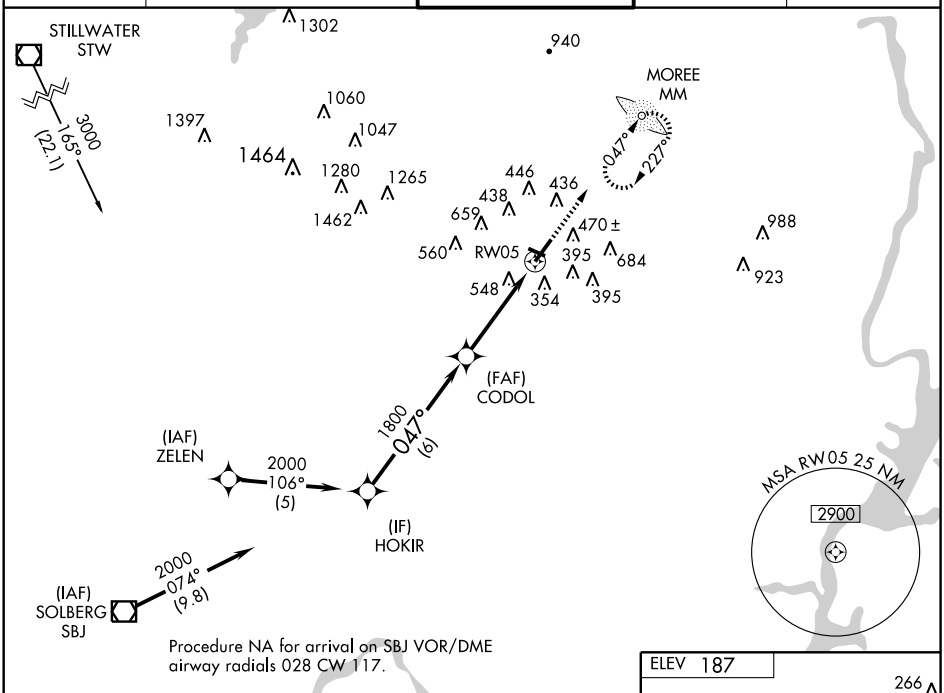
# RNAV (GPS) RWY 5
## MORRISTOWN MUNI (MMU)

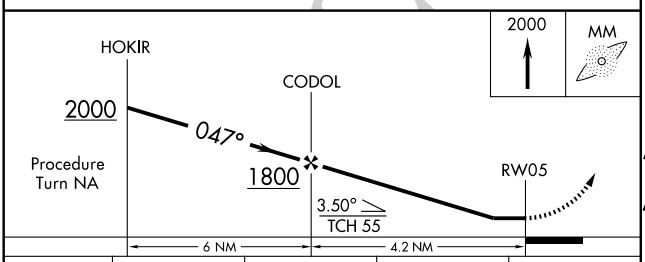
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, if not received, use Newark Liberty Intl altimeter setting. Visibility reduction by helicopters NA.

NA

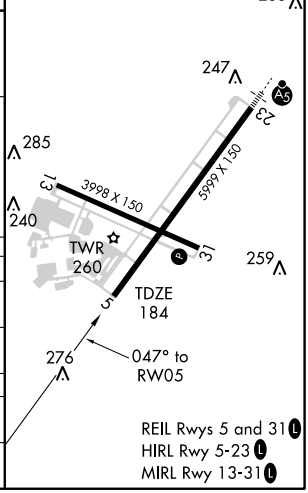
MISSED APPROACH: Climb to 2000 direct MOREE and hold.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 (L) (CTAF) 353.9 | 121.7 | 128.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 616 (700-1) | | 800-1¾ 616 (700-1¾) | 800-2 616 (700-2) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 860-1 676 (700-1) | | 860-2 676 (700-2) | 860-2¼ 676 (700-2¼) |
| CIRCLING | 920-1 733 (800-1) | | 920-2 733 (800-2) | 1040-2¾ 853 (900-2¾) |





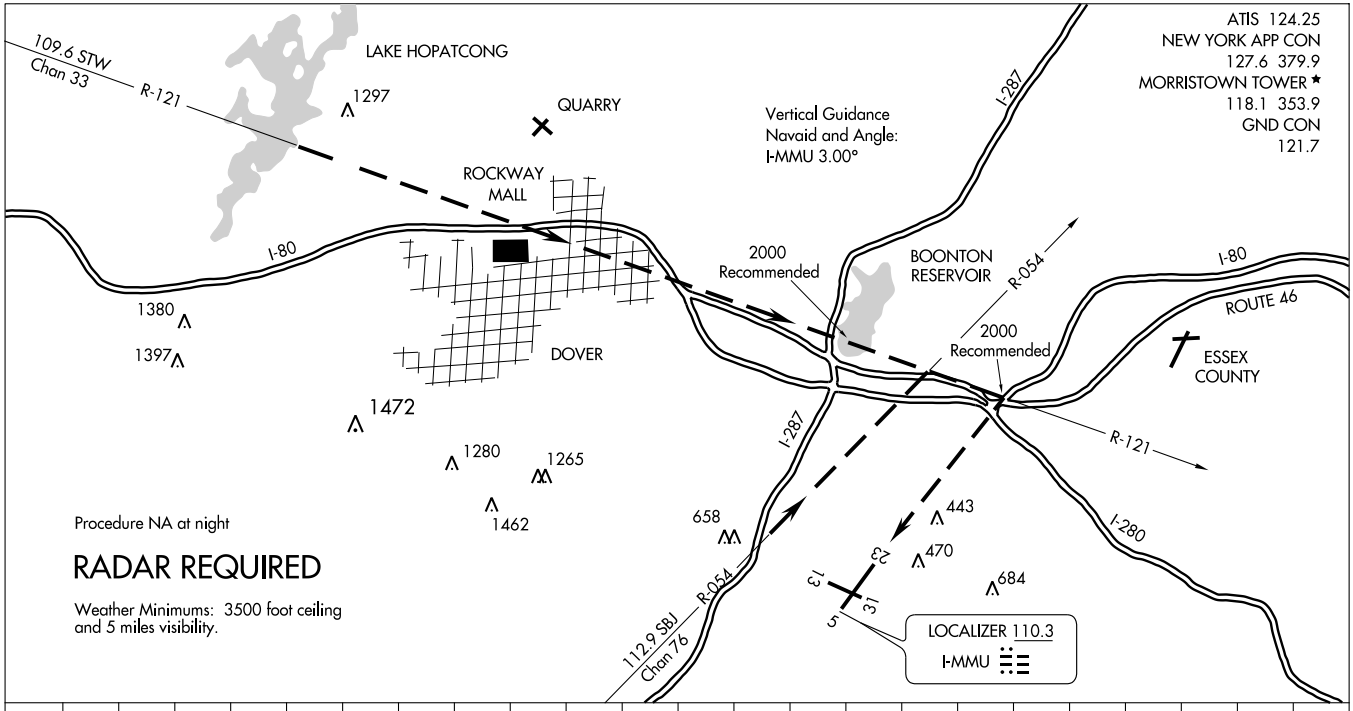

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ROUTE 80 VISUAL RWY 23

Orig 03079

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

40°48'N-74°25'W




When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

ROUTE 80 VISUAL RWY 23
Orig 03079
MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

AL-931 (FAA)

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

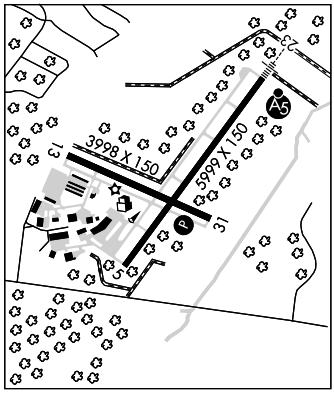
NOTE: Chart not to scale.

## MORRISTOWN MUNI (MMU) 3 E UTC−5(−4DT) N40°47.96′ W74°24.89′

NEW YORK
COPTER
H–10I, 12J, L–33A, 34H
IAP, AD

187 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE
NOTAM FILE MMU

**RWY 05–23:** H5999X150 (ASPH–GRVD) S–30, D–80, 2S–101 HIRL
**RWY 05:** REIL. Trees. **RWY 23:** MALSR. Tree.
**RWY 13–31:** H3998X150 (ASPH–GRVD) S–30 MIRL
**RWY 13:** Trees.
**RWY 31:** REIL. PAPI(P2L)—GA 3.0°TCH 47′. Trees.




**AIRPORT REMARKS:** Attended 1145–0330Z‡. Birds and deer on and invof arpt. Inbound tfc request FBO svcs, instructions, and ramp advisories 30 minutes prior to arrival. After ldg ctc FBO again 129.6 for preferred ramp entrance to Twy D or Twy E. No turbojet ldg on Rwy 13 and Rwy 31 unless the cross wind velocity for Rwy 05–23 exceeds 16 knots. Helicopter ops over residential areas blo 1000′ MSL should be avoided. TPA—1200(1013) lgt acft, 1700(1513) heavy acft. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, REIL Rwys 05 and 31, MALSR Rwy 23, and PAPI Rwy 31—118.1. Acft carrying explosive cargo PPR before ldg–call 973–538–6400. Noise abatement procedures in effect, ctc noise abatement office 973–538–3366 Ext 122. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Route 80 visual apch preferred for Rwy 23. During snow removal ops 15 minute prior notice required on 118.1 and no practice low apchs or touch and go ldgs. US customs avbl Mon–Fri 1300–2100Z‡; between 2101–1259Z‡ and weekends call 973–267–0302 for appointment. Morristown customs association fees apply; ctc arpt manager 973–538–6400 for details. U.S. customs user fee arpt. ARFF svc avbl 24 hrs daily. For ARFF svcs when twr clsd ctc ARFF station; CTAF or 973–455–1953. Ldg fee. Stage I departure fee 0400–1145Z‡. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart.

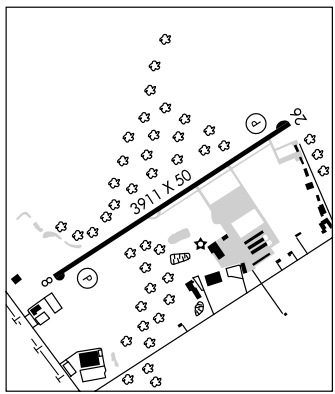
**WEATHER DATA SOURCES: AWOS–3** (973) 290–0135. LAWRS.
**COMMUNICATIONS: CTAF** 118.1 **ATIS** 124.25
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 119.2
**TOWER** 118.1 (1145–0330Z‡) **GND CON** 121.7 **CLNC DEL** 128.6
**AIRSPACE: CLASS D** svc 1145–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.
**TETERBORO (T) VORW/DME** 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 271° 16.3 NM to fld. 10/11W.
**CHATHAM NDB (MHW)** 254 CAT N40°44.46′ W74°25.79′ 022°3.6 NM to fld. NOTAM FILE MIV.
**MOREE NDB (LOM)** 392 MM N40°52.79′ W74°20.06′ 228° 6.1 NM to fld.
**ILS** 110.3 I–MMU Rwy 23. Class IB. LOM MOREE NDB Unmonitored when tower closed. GS unusable for coupled apchs blo 627′ MSL.

## MOUNT HOLLY

## SOUTH JERSEY RGNL (VAY) 4 SW UTC−5(−4DT) N39°56.57′ W74°50.74′

WASHINGTON
L–34G, A
IAP

53 B S4 **FUEL** 100LL, JET A TPA—853(800) NOTAM FILE VAY
**RWY 08–26:** H3911X50 (ASPH) S–30 MIRL
**RWY 08:** PAPI(P2R)—GA 3.25° TCH 45′. Tree.
**RWY 26:** PAPI(P2R)—GA 3.0° TCH 40′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer on and invof arpt. Helicopter tkfs and ldgs restricted to Rwy 08–26 only. Balls marking p–lines on apch to Rwy 08 faded. Trees along sides of rwy primarily NW. ACTIVATE MIRL Rwy 08–26—123.3.
**WEATHER DATA SOURCES:** ASOS 119.325 (609) 267–1176.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (NEW YORK FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 236° 22.4 NM to fld. 248/10W.

# GPS RWY 8

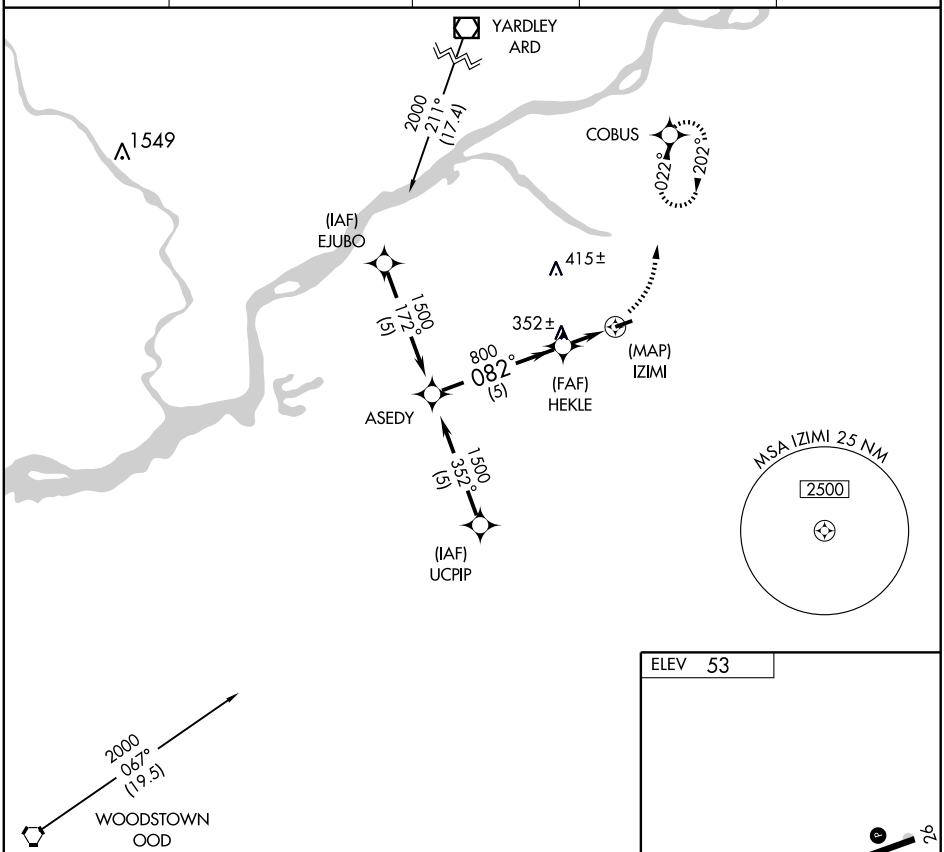
MT HOLLY/SOUTH JERSEY RGNL (VAY)

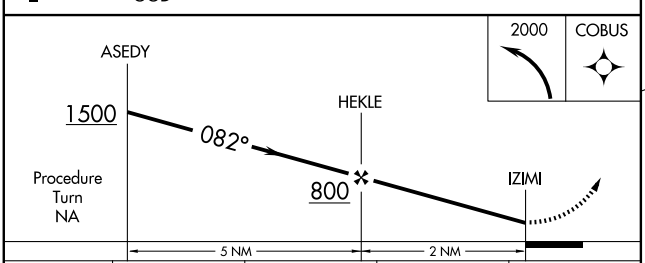
| APP CRS | Rwy Idg | 3911 |
|---|---|---|
| 082° | TDZE | 50 |
| | Apt Elev | 53 |

NA

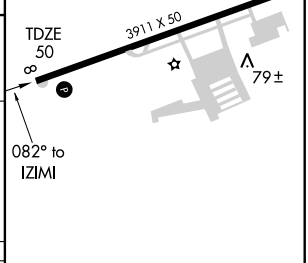
MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

| ASOS | MC GUIRE APP CON | GCO | UNICOM | |
|---|---|---|---|---|
| 119.325 | 124.15 363.8 | 121.725 | 122.8 (CTAF) | 123.3 L |



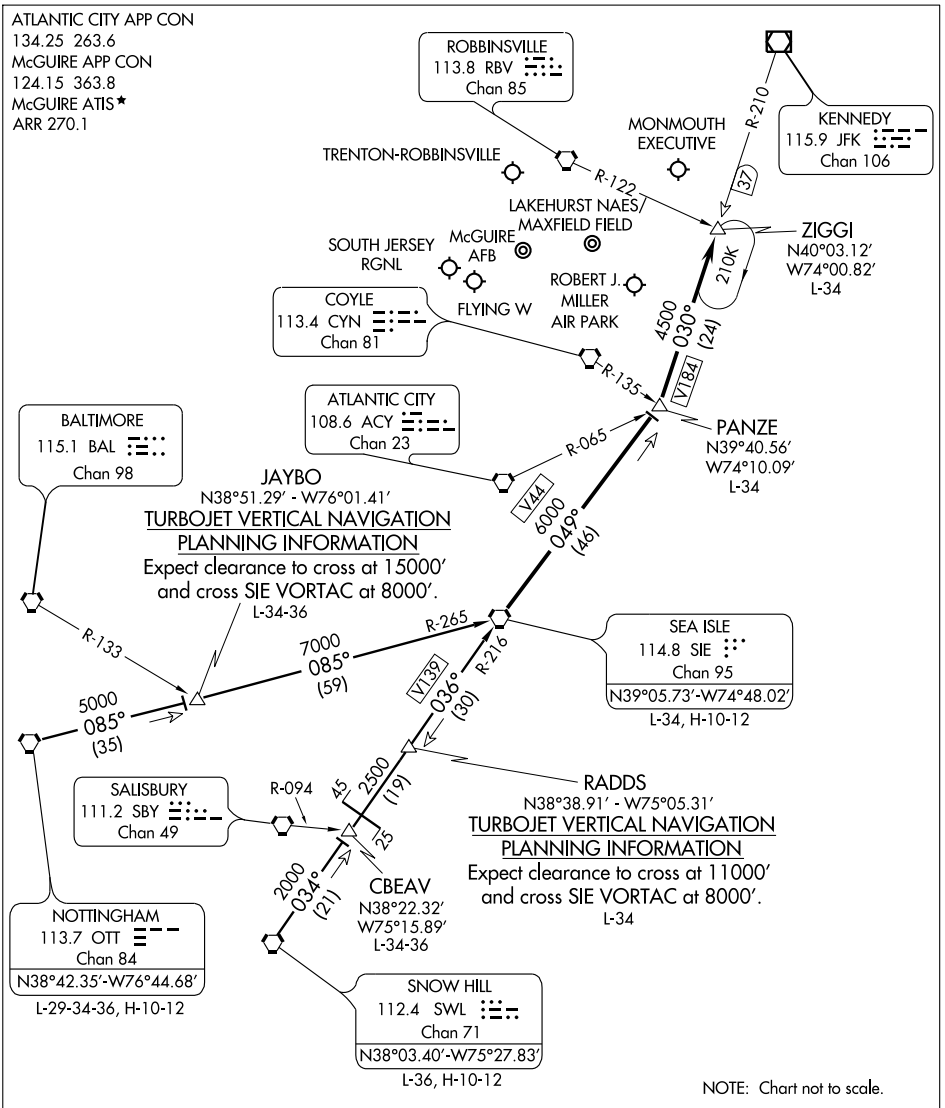

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 660-1 | 610 (700-1) | NA | |
| CIRCLING | 660-1 | 607 (700-1) | NA | |




MIRL Rwy 8-26 L



NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



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| VORTAC RBV 113.8 Chan 85 | APP CRS 236° | Rwy Idg 3911 TDZE 53 Apt Elev 53 |
|---|---|---|

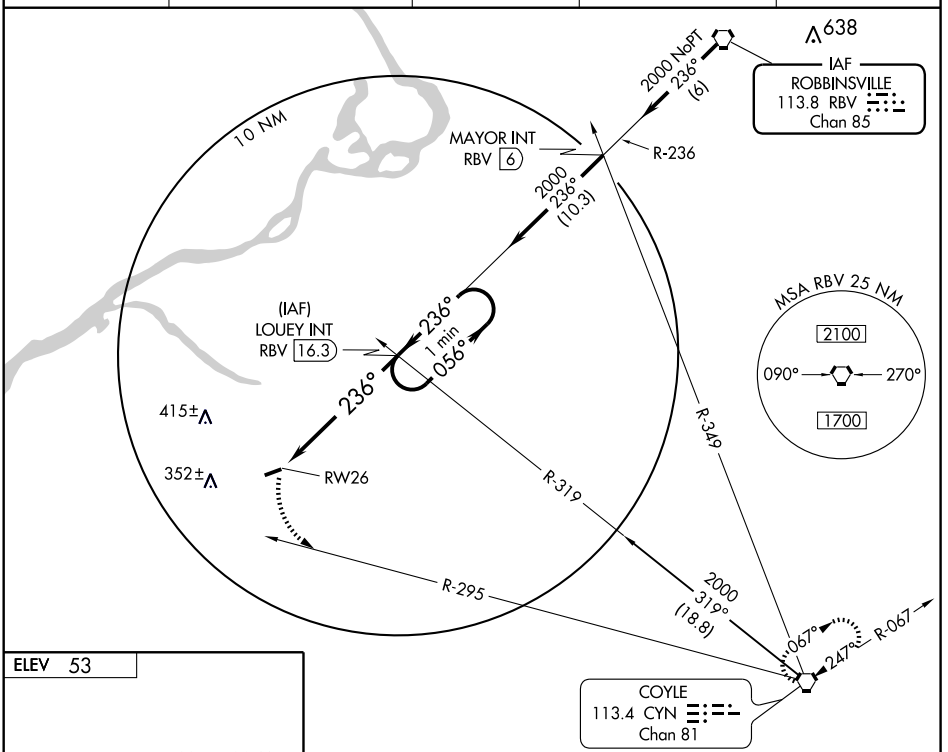
# VOR or GPS RWY 26

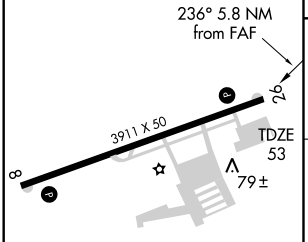
MT HOLLY/SOUTH JERSEY RGNL (VAY)

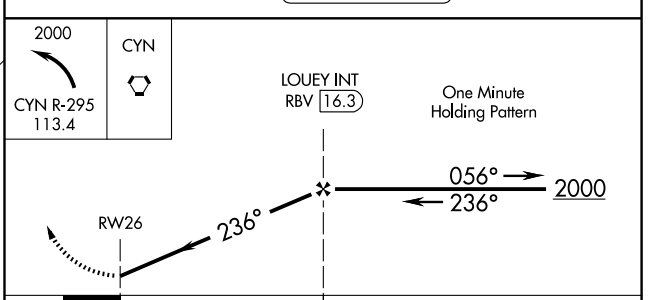
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

| ASOS 119.325 | MC GUIRE APP CON 124.15 363.8 | GCO 121.725 | UNICOM 122.8 (CTAF) | 123.3 L |
|---|---|---|---|---|



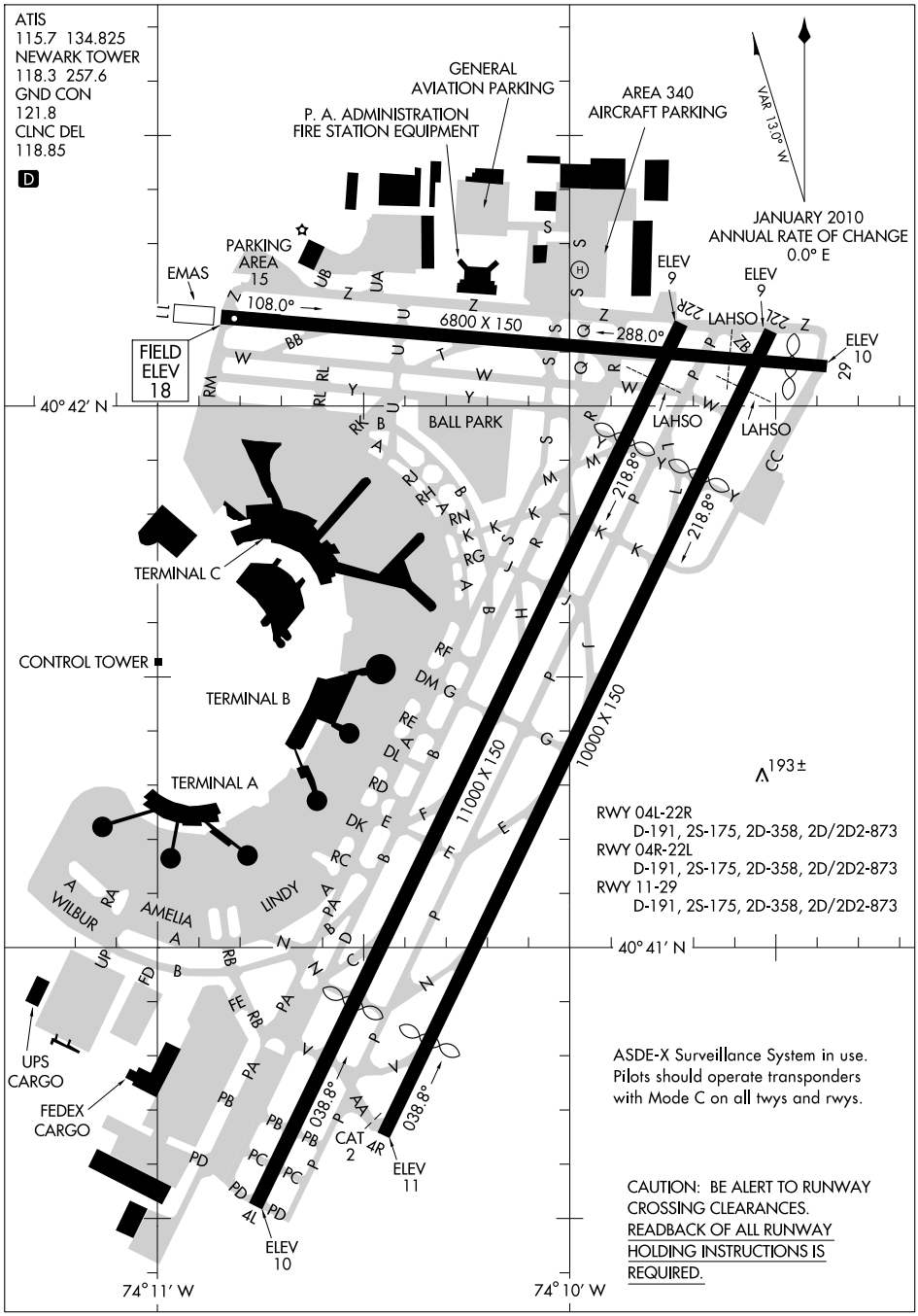

MIRL Rwy 8-26 L

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 620-1 567 (600-1) | 620-1¼ 567 (600-1¼) | NA | |
| CIRCLING | 620-1 567 (600-1) | 620-1¼ 567 (600-1¼) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

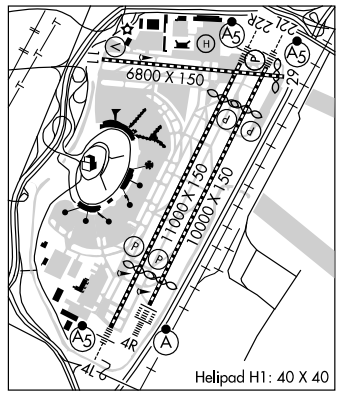




NE-2, 26 AUG 2010 to 23 SEP 2010

**NAADA** N39°29.89′ W74°40.35′ NOTAM FILE ACY. **WASHINGTON**
**NDB** 336 PV 129° 5.1 NM to Atlantic City Intl. **L–34G**

**NEWARK LIBERTY INTL** (EWR) 3 S UTC−5(−4DT) N40°41.55′ W74°10.12′ **NEW YORK**
18 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index E NOTAM FILE EWR **COPTER**
**RWY 04L–22R:** H11000X150 (ASPH–CONC–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL **H–10I, 12J, L–33A, 34H**
**IAP, AD**
**RWY 04L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. Thld dsplcd 2540′. Tree.
**RWY 22R:** MALSR. REIL. TDZL. PAPI(P4L)—GA 3.0° TCH 65′. Thld dsplcd 1440′. Pole.
**RWY 04R–22L:** H10000X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
**RWY 04R:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Thld dsplcd 1190′. Pole.
**RWY 22L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 61′. Thld dsplcd 1793′. Pole.
**RWY 11–29:** H6800X150 (ASPH–GRVD) D–191, 2S–175, 2D–358, 2D/2D2–873 HIRL CL
**RWY 11:** TDZL. REIL. VASI(V4L)—GA 3.08° TCH 53′. Antenna.
**RWY 29:** TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 60′. Thld dsplcd 298′. Building.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 04L | 11–29 | 7750 |
| RWY 04R | 11–29 | 8100 |
| RWY 11 | 04R–22L | 5700 |

**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 04L:** TORA–11000 TODA–11000 ASDA–11000 LDA–8460
**RWY 04R:** TORA–10000 TODA–10000 ASDA–10000 LDA–8810
**RWY 11:** TORA–6800 TODA–6800 ASDA–6800 LDA–6800
**RWY 22L:** TORA–10000 TODA–10000 ASDA–10000 LDA–8206
**RWY 22R:** TORA–11000 TODA–11000 ASDA–11000 LDA–9560
**RWY 29:** TORA–6800 TODA–6800 ASDA–6800 LDA–6502
**ARRESTING GEAR/SYSTEM**
**RWY 29:** EMAS
**AIRPORT REMARKS:** Special Air Traffic Rules–Part 93. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. Flocks of birds on and invof airport. Rwy 04L–22R south 1800′ conc, north 1000′ conc, center 8200′ asph. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Rwy 04L and Rwy 04R departures use upper antenna for ATC communications. For noise restrictions call 212–435–3779 during normal business hours. Twy Z between Twy U and UB restricted to narrow body acft indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices–Intersection Departures During Period of Darkness, Continuous Power Facilities and Intersecting Runway Operations.
**WEATHER DATA SOURCES:** LLWAS. TDWR.
**COMMUNICATIONS: D–ATIS ARR** 115.7 **D–ATIS SOUTH ARR** 134.825 (973) 824–4417. **UNICOM** 122.95
Ⓡ **NEW YORK APP CON** 132.8 (241°–269°) 128.55 (090°–240°) 127.6 (270°–330°) 132.7 (331°–089°)
**TOWER** 118.3 134.05 **GND CON** 121.8 126.15 **CLNC DEL** 118.85 **PRE–TAXI CLNC** 118.85 **GATE HOLD** 132.45
Ⓡ **NEW YORK DEP CON** 119.2
**AIRSPACE: CLASS B** See VFR Terminal Area Chart.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.
**TETERBORO (T) VORW/DME** 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ 218° 10.5 NM to fld. 10/11W.
**ILS/DME** 108.7 I–LSQ Chan 24 Rwy 22L.
**ILS/DME** 110.75 I–JNN Chan 44(Y) Rwy 22R. ILS unusable byd 25° left of course. DME shared with ILS Rwy 04L.
**ILS/DME** 110.75 I–EWR Chan 44(Y) Rwy 04L. Class IB. DME shared with ILS Rwy 22R.
**ILS/DME** 108.7 I–EZA Chan 24 Rwy 04R. Class IIIE. DME unusable byd 15 NM.
**ILS/DME** 109.15 I–GPR Chan 28(Y) Rwy 11. Glideslope unusable byd 5° rgt and left side of course and 0.7 NM (300 ft MSL) inbound.

**HELIPAD H1:** H40X40 (CONC)
**HELIPORT REMARKS:** Helipad H1 located on Twy S. Helipad H1 perimeter lights.

| LOC/DME I-LSQ | APP CRS | Rwy Idg 8206 |
|---|---|---|
| 108.7 | 219° | TDZE 11 |
| Chan 24 | | Apt Elev 18 |

# COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

NA

MALSR

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

039°

1049 988 923 1100 219° (1.3) 695 (IAF) 1128± 1505 503 445± 359 598 333 509 563 291 189 115 285 131 358 291 794± 1806± 165± 278 268 MM 410 410 249 313 410 410 305 278 278 335± 502± 693 515 727 693

OPAAH
I-LSQ 3.2

AYRON OM
I-LSQ 4.6

LOCALIZER 108.7
I-LSQ
Chan 24

10 NM

MSA TEB 25 NM
2900

KILMA
ARD 27

R-024 R-069 069° 249° 108.2 ARD Chan 19

113.8 RBV
Chan 85

ELEV 18

219° 3.1 NM from FAF

D

79 94 212 61 120 6800 X 150 64 TDZE 11 66 11000 X 150 10000 X 150 212± 4L 4R

| 2000 | 3000 | ARD R-069 | KILMA | OPAAH I-LSQ 3.2 | AYRON OM I-LSQ 4.6 |
|---|---|---|---|---|---|
| 225° | | | △ | | |

1091

I-LSQ 0.2

MM

219° 1500

219° 1100

GS 3.00°
TCH 43

0.6 2.5 NM 1.3 NM

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 22L | 211/12<br>200 (200-¼) | NA | | |
| H-LOC 22L | 560/12<br>549 (600-¼) | NA | | |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-EWR | APP CRS | Rwy Idg 8457 |
|---|---|---|
| 110.75 | 039° | TDZE 11 |
| Chan 44 (Y) | | Apt Elev 18 |

# COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

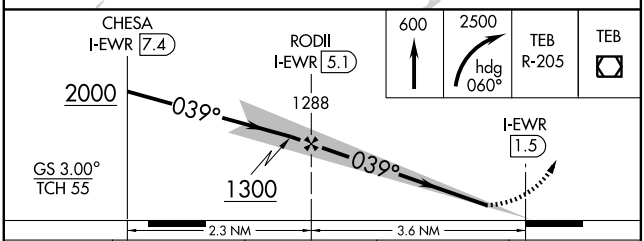
RADAR REQUIRED

R-331
151°
331°
R-205
TETERBORO
108.4 TEB
Chan 21
LOCALIZER 110.75
I-EWR
Chan 44 (Y)
Linden
039°
23.3
RODII
I-EWR 5.1
(IF)
CHESA
I-EWR 7.4
10 NM
MSA TEB 25 NM
2900
219°

ELEV 18

6800 X 150
11000 X 150
10000 X 150
4L
4R
TDZE 11
039° 3.6 NM from FAF

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 4L | 211/12<br>200 (200-¼) | NA | | |
| H-LOC 4L | 560/12<br>549 (600-¼) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# DYLIN FOUR ARRIVAL

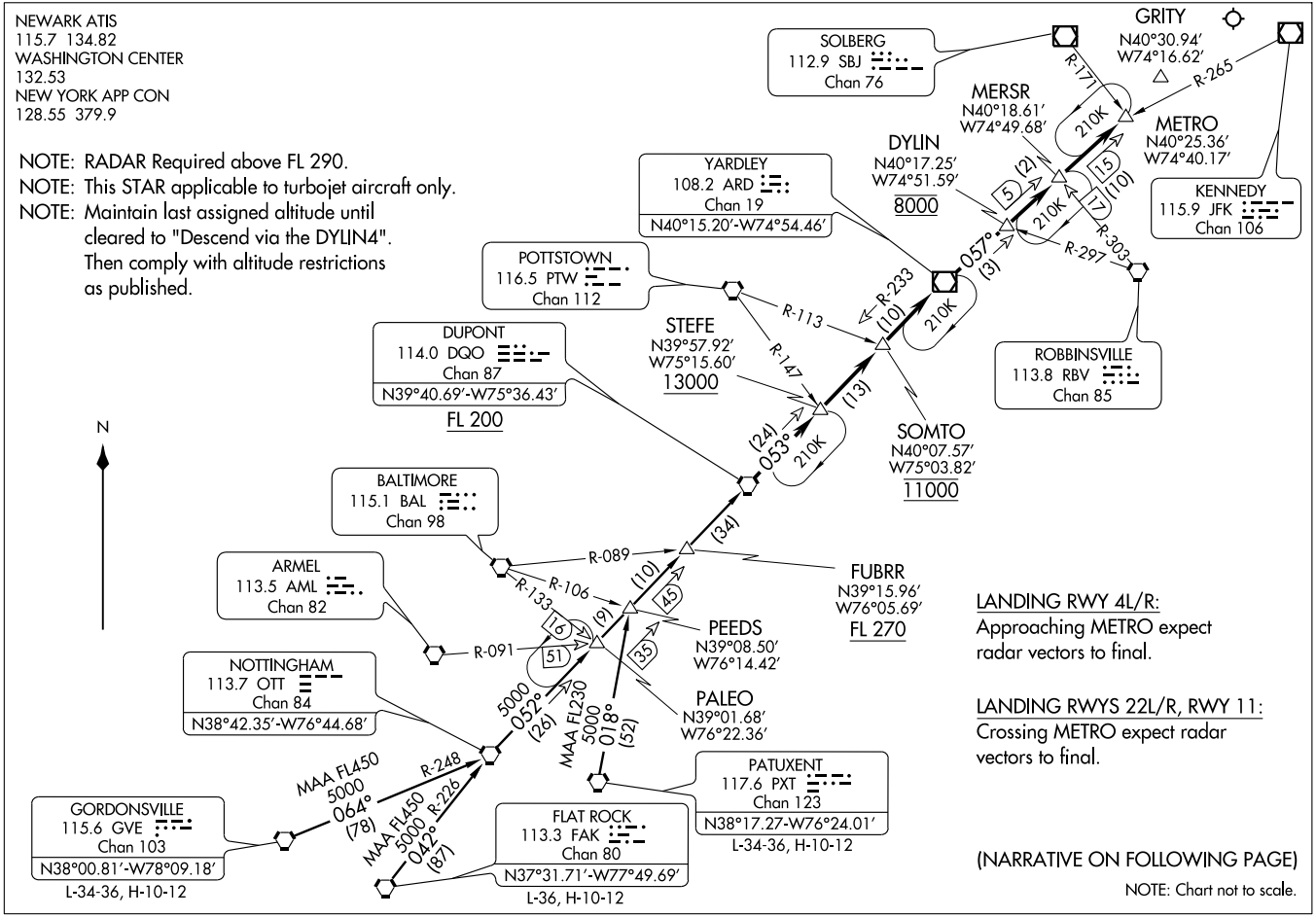
(DQO.DYLIN4) 08101

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: RADAR Required above FL 290.
NOTE: This STAR applicable to turbojet aircraft only.
NOTE: Maintain last assigned altitude until cleared to "Descend via the DYLIN4". Then comply with altitude restrictions as published.




LANDING RWY 4L/R:
Approaching METRO expect radar vectors to final.

LANDING RWYS 22L/R, RWY 11:
Crossing METRO expect radar vectors to final.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DYLIN FOUR ARRIVAL
(DQO.DYLIN4) 08101
NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.

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# FLOSI ONE ARRIVAL (RNAV)



NEWARK ATIS
115.7 134.82
BOSTON CENTER
126.47 388.8
134.3 256.9
NEW YORK APP CON
120.15 379.9

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: TurboJet and Turboprop aircraft 250 KIAS or greater are authorized.
NOTE: FLOSI RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Domestic departures from the east file BDL Transition.
NOTE: North Atlantic arrivals via BOS file BAF Transition.
NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.

11 NM
037°
217°
SKEEE
11 NM
HANAA
Expect to cross at FL240.
17000
210°
(28)
ALBANY
ALB
11 NM
17000
211°
(32)
BARNES
BAF
Expect to cross 10 NM east at 16000.
ACOVE
14000
211°
(11)
WIGAN
GENESEO
GEE
17000
115°
(50)
11 NM
EXTOL
17000
134°
135°
(43)
TALCO
14000
277°
(13)
14000
278°
(36)
(13)
BOWAN
KODEY
17000
135°
(25)
8000
211°
(13)
6 NM
WEETS
HANCOCK
HNK
Expect to cross at FL180 or lowest useable FL.
8000
130°
(52)
(12)
HELON
14000
265°
(53)
BRADLEY
BDL
Expect to cross at 16000.
5000
211°
(8)
5000
266°
(24)
KINGSTON
IGN
FLOSI
CRANK
Expect to cross at or below 8000 descending to 7000.
(8)
(8)
7 NM
SHAFF
4000
211°
(14)
SPARTA
SAX
4000
197°
(14)
PHLBO
4000
191°
(10)
HOKIR
180°

NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
NOTE: Approaching PHLBO WP Ldg RWY 11expect radar vectors.
NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

## ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEO TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

. . . . From FLOSI WP via 211° track to CRANK WP, then via 211° track to SHAFF WP, then via 211° track to SAX VORTAC, then via 197° track to PHLBO WP, then via 191° track to HOKIR WP, then via 180° heading, expect radar vectors.

NOTE: Chart not to scale.



NE-2, 26 AUG 2010 to 23 SEP 2010

| LAAS | APP CRS | Rwy Idg | 8460 |
|---|---|---|---|
| CH 22727 | 039° | TDZE | 10 |
| G04A | | Apt Elev | 18 |

# GLS RWY 4L

## NEWARK LIBERTY INTL (EWR)

Circling to Rwy 29 NA at night. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required. Autopilot coupled approach NA below 210.

MALSR

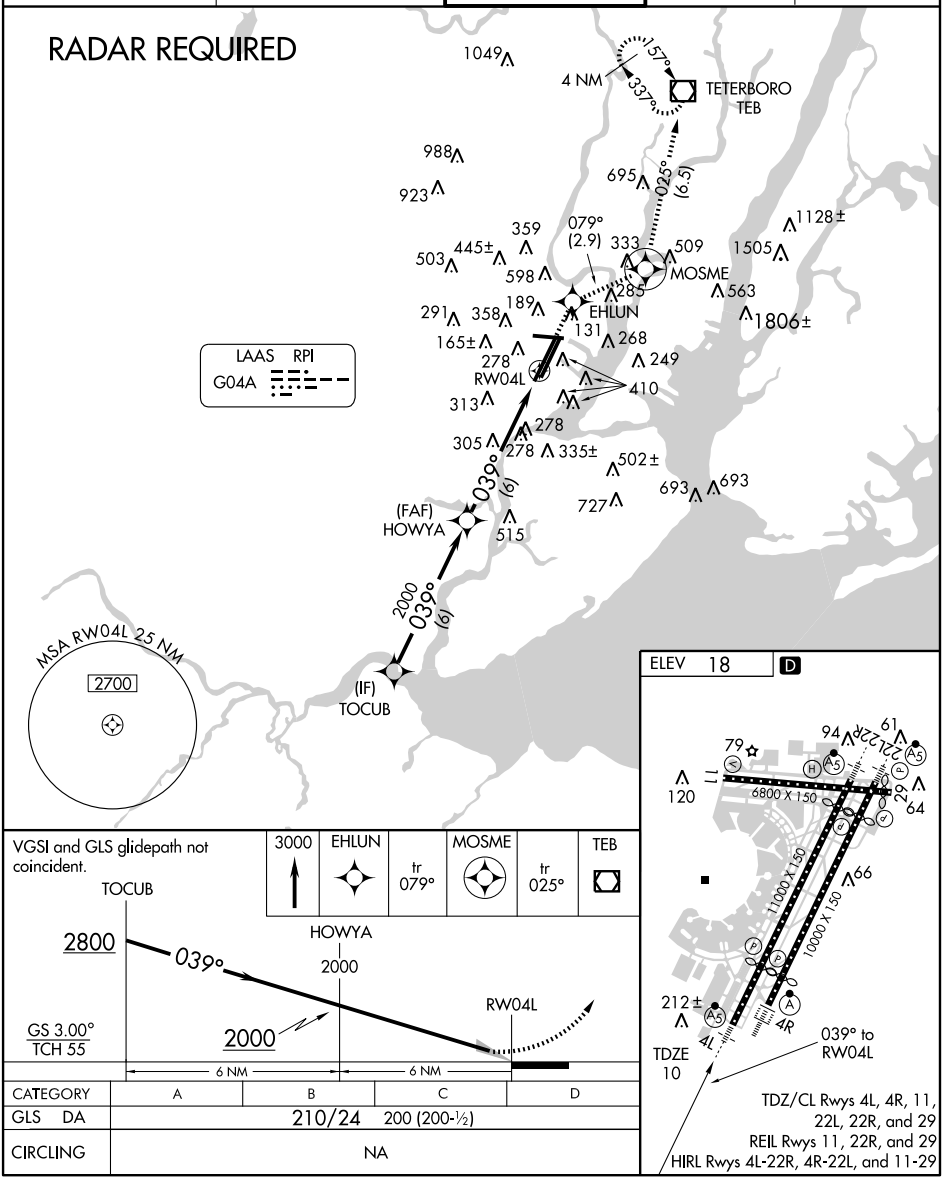
MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via track 025°to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |



NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED




VGSI and GLS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 210/24 | 200 (200-½) | | |
| CIRCLING | NA | | | |

| LAAS | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| CH 21083 | 039° | TDZE | 11 |
| G04B | | Apt Elev | 18 |

# GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

NA

Visibility reduction by helicopters NA.
Circling to Rwy 29 NA at night.
DME/DME RNP-0.3 NA. GPS required.
Autopilot coupled approach NA below 261.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CANBO and via track 073° to MOSME and via track 025° to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |



RADAR REQUIRED

TETERBORO TEB

MOSME

CANBO

RW04R

LAAS RPI G04B

(FAF) DOOIN

(IF) ISACE

MSA RW04R 25 NM 2700

ELEV 18 D

6800 X 150

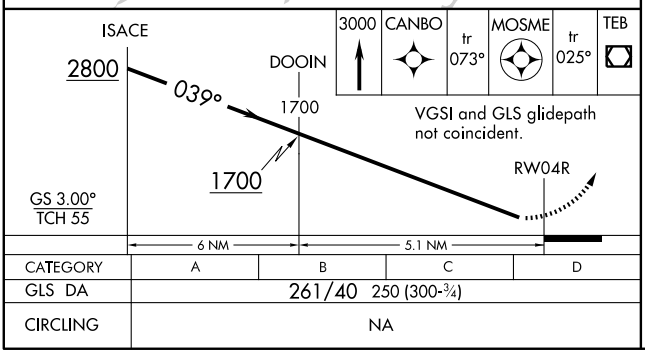
11000 X 150

10000 X 150

TDZE 11

039° to RW04R

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 261/40 250 (300-¾) | | | |
| CIRCLING | NA | | | |

| LAAS | APP CRS | Rwy Idg | 6800 |
|---|---|---|---|
| CH 21905 | 108° | TDZE | 18 |
| G11A | | Apt Elev | 18 |

# GLS RWY 11

NEWARK LIBERTY INTL (EWR)

DME/DME RNP-0.3 NA. GPS Required.
NA Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 308.

MISSED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED

MSA RW11 25 NM
2700

(IF) HUTMO
1600
108°
(6)

(FAF) NANVE
108°
(4.7)

RW11

FOVEX
1806±

COGSU

DIRMY
061°
241°
4 NM

285°
(18.3)

193°
(8.5)

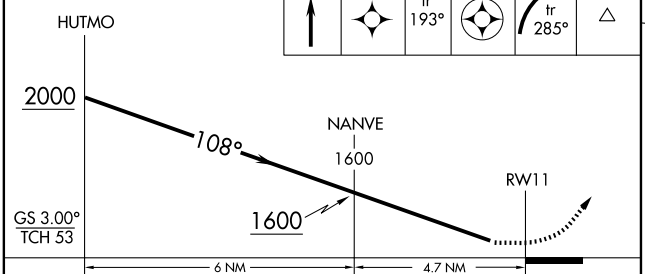
LAAS RPI
G11A

1049 988 923 695 1128± 1505 509 333 503 445± 359 598 285 563 189 291 358 131 268 165± 278 410 249 313 305 502± 335± 727 515 693

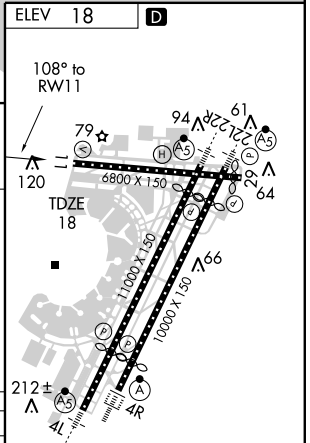
NE-2, 26 AUG 2010 to 23 SEP 2010

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| 3000 | FOVEX | tr 193° | COGSU | tr 285° | DIRMY |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 308/50 290 (300-1) | | | |
| CIRCLING | NA | | | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| LAAS | APP CRS | Rwy Idg | 8206 |
|---|---|---|---|
| CH 21494 | 219° | TDZE | 10 |
| G22A | | Apt Elev | 18 |

# GLS RWY 22L

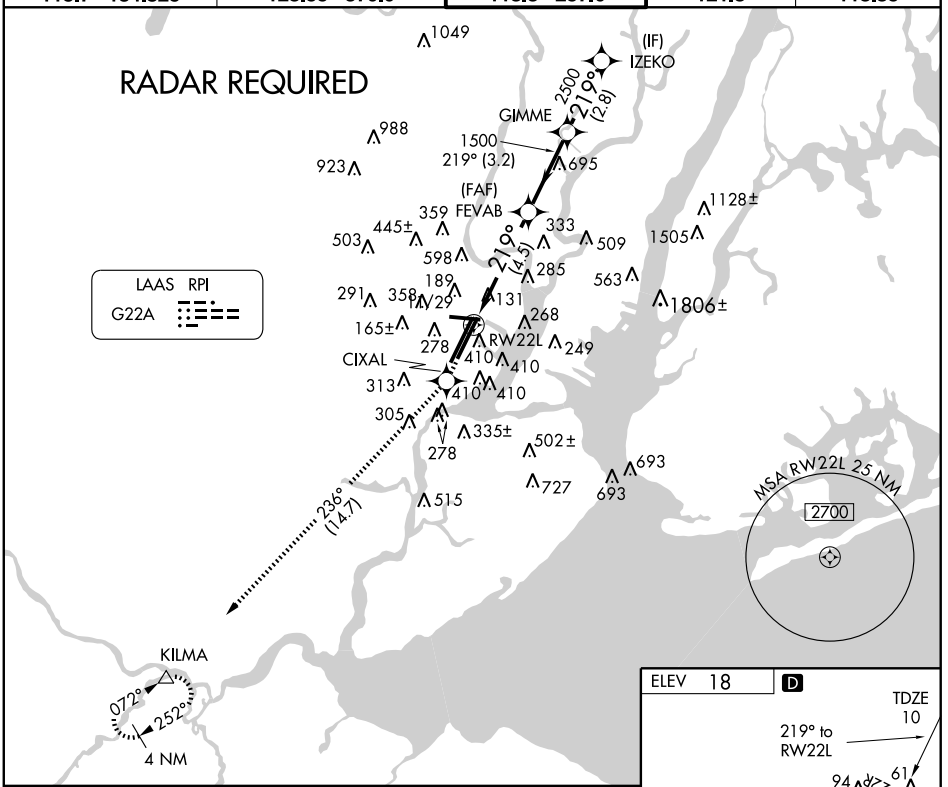
NEWARK LIBERTY INTL (EWR)

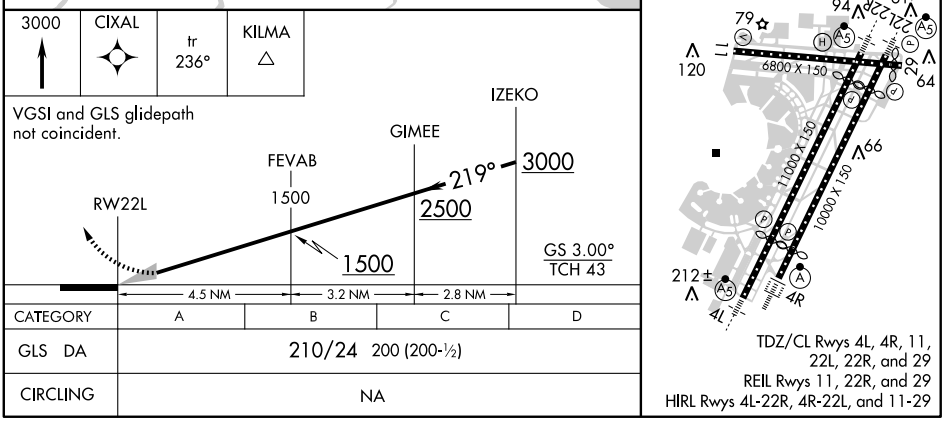
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 210.

MALSR

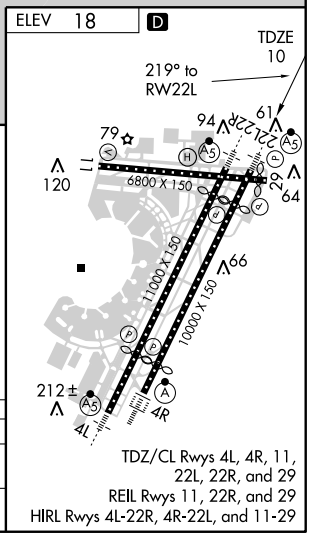
MISSED APPROACH: Climb to 3000 direct CIXAL and via track 236° to KILMA and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 210/24 200 (200-½) | | | |
| CIRCLING | NA | | | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



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| LAAS | APP CRS | Rwy Idg | 9560 |
|---|---|---|---|
| CH 20672 | 219° | TDZE | 10 |
| G22B | | Apt Elev | 18 |

# GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

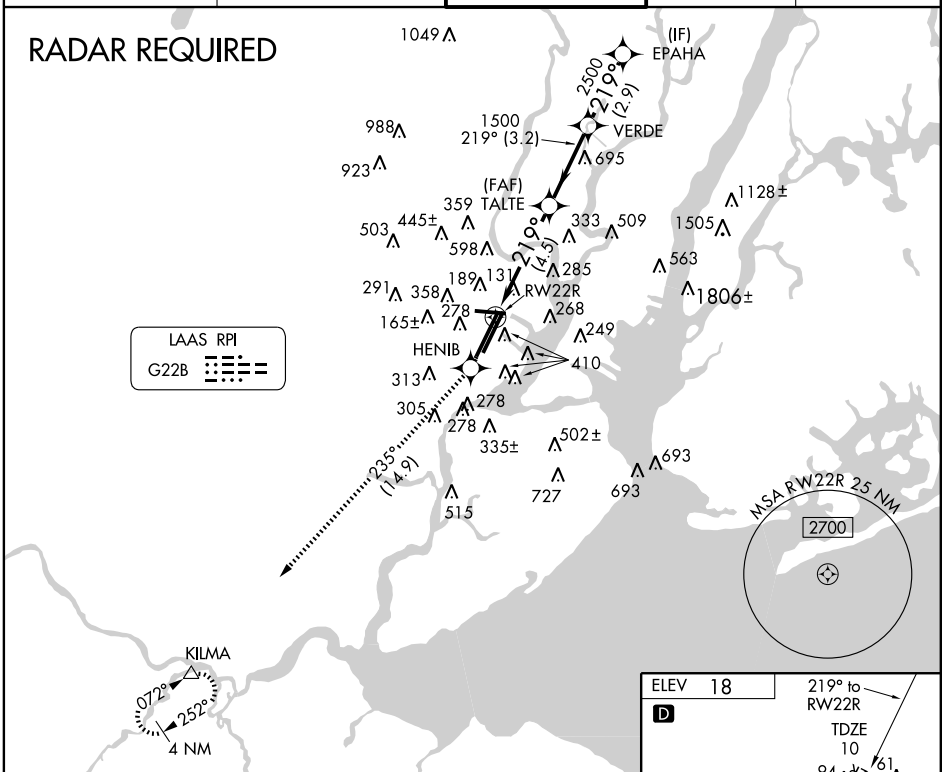
Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. GPS required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 246.

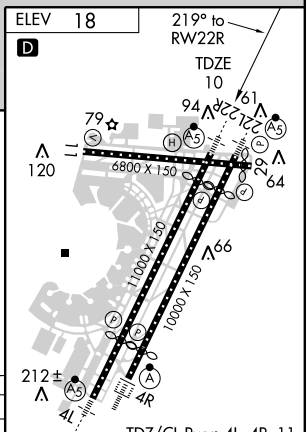
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via track 235° to KILMA and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED

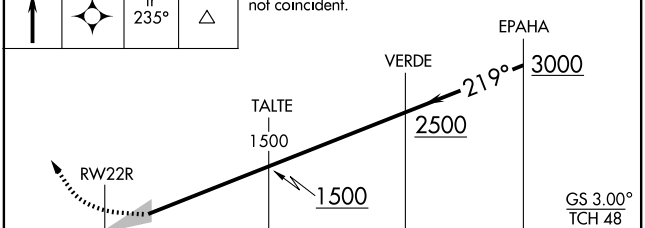



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| 3000 | HENIB | tr 235° | KILMA |
|---|---|---|---|

VGSI and GLS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 246/24 236 (300-½) | | | |
| CIRCLING | NA | | | |

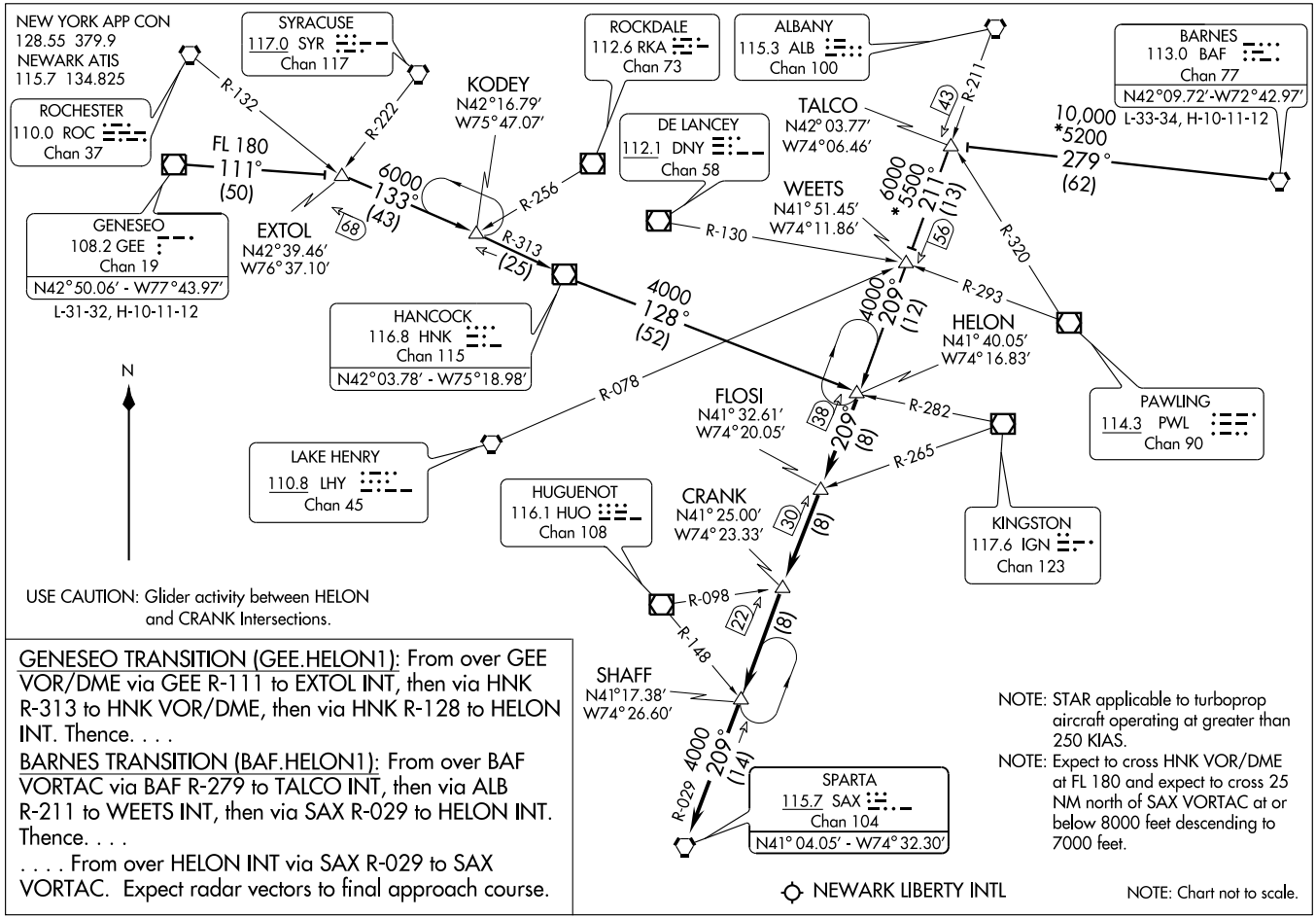


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# HELON ONE ARRIVAL

(HELON.HELON1) 09127

NEWARK LIBERTY INTL
NEWARK, NEW JERSEY




HELON ONE ARRIVAL
(HELON.HELON1) 09127
NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

| LOC/DME I-EWR | APP CRS | | 4L | 4R |
|---|---|---|---|---|
| 110.75 | 039° | Rwy Idg | 8460 | 8810 |
| Chan 44 (Y) | | TDZE | 11 | 12 |
| | | Apt Elev | 18 | 18 |

# ILS or LOC RWY 4L

## NEWARK LIBERTY INTL (EWR)

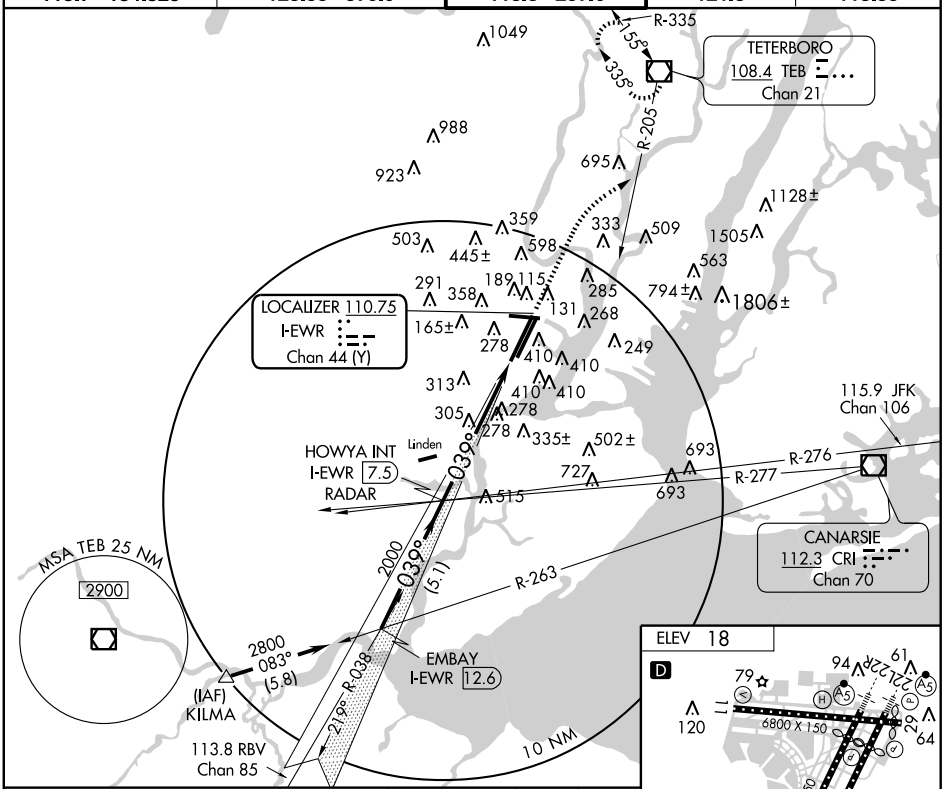
Inoperative table does not apply to SIDESTEP RWY 4R Cats A and B.

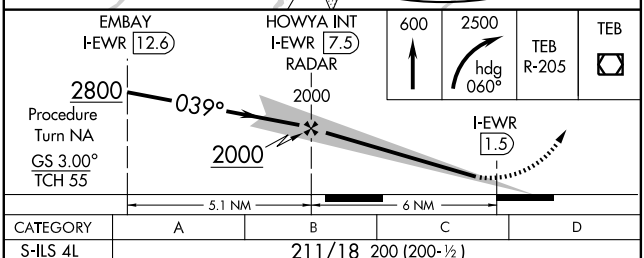
4L MALSR (A5)

4R ALSF-2 (A)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 211/18 200 (200-½) | | | |
| S-LOC 4L | 560/24 549 (600-½) | | 560/50 549 (600-1) | 560/60 549 (600-1¼) |
| SIDESTEP RWY 4R | 560/50 548 (600-1) | | | 560-1½ 548 (600-1½) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



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# ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

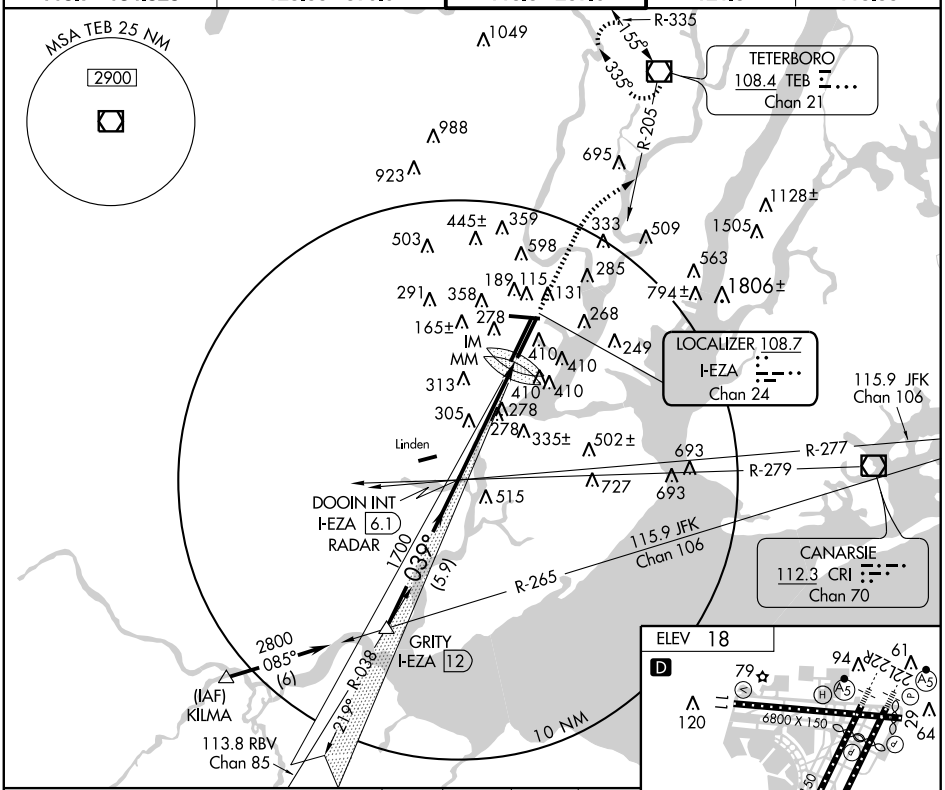
| LOC/DME I-EZA | APP CRS | | 4R | 4L |
|---|---|---|---|---|
| 108.7 | 039° | Rwy ldg | 8810 | 8457 |
| Chan 24 | | TDZE | 12 | 11 |
| | | Apt Elev | 18 | 18 |

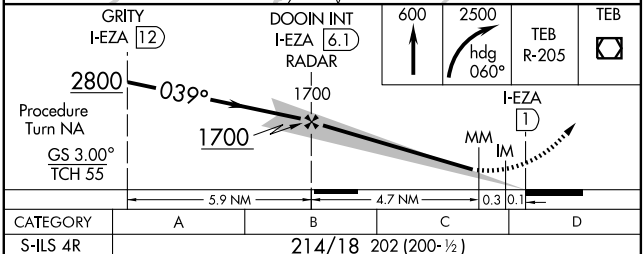
Inoperative table does not apply to SIDESTEP RWY 4L Cats A and B.

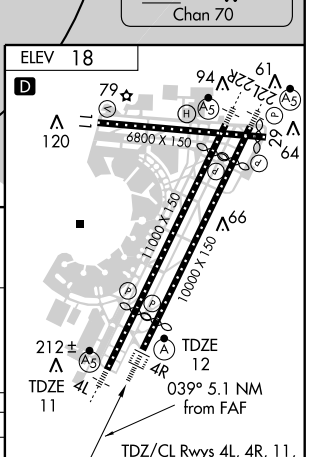
4R ALSF-2 (A) | 4L MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 214/18 202 (200-½) | | | |
| S-LOC 4R | 560/24 548 (600-½) | | 560/50 548 (600-1) | 560/60 548 (600-1¼) |
| SIDESTEP RWY 4L | 560/50 549 (600-1) | | | 560-1½ 549 (600-1½) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



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| LOC I-GPR | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 109.15 | 107° | TDZE 18 |
| Chan 28 (Y) | | Apt Elev 18 |

# ILS or LOC RWY 11

NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 1700 heading 107°, at TEB R-208 turn right via TEB R-199 and COL R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |



NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

JARIT INT
RADAR

JEENO INT
RADAR

287°

107°
(5.1)

1500

R-253
R-240
R-208
R-199

LOCALIZER 109.15
I-GPR
Chan 28(Y)

MSA TEB 25 NM
2900

10 NM

COL
13

115.4 COL
R-019
Chan 101

MISSED APCH FIX
R-019
199°
019°
COLTS NECK
COL
115.4
Chan 101

ELEV 18 D

TDZE
18

6800 X 150

11000 X 150

10000 X 150

107° 4.4 NM
from FAF

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| 1700 | | TEB R-199 & COL R-019 | 3000 | COL |
|---|---|---|---|---|
| hdg 107° | at TEB R-208 | | COL 13 | |

GS 3.00°
TCH 45

5.1 NM 4.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 11 | 604-2 586 (600-2) | | | |
| S- LOC 11 | 620-1 602 (700-1) | | 620-1¾ 602 (700-1¾) | 620-2 602 (700-2) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

| LOC/DME I-LSQ | APP CRS | | 22L | 22R |
|---|---|---|---|---|
| 108.7 | 219° | Rwy ldg | 8206 | 9560 |
| Chan 24 | | TDZE | 10 | 10 |
| | | Apt Elev | 18 | 18 |

# ILS or LOC RWY 22L

## NEWARK LIBERTY INTL (EWR)

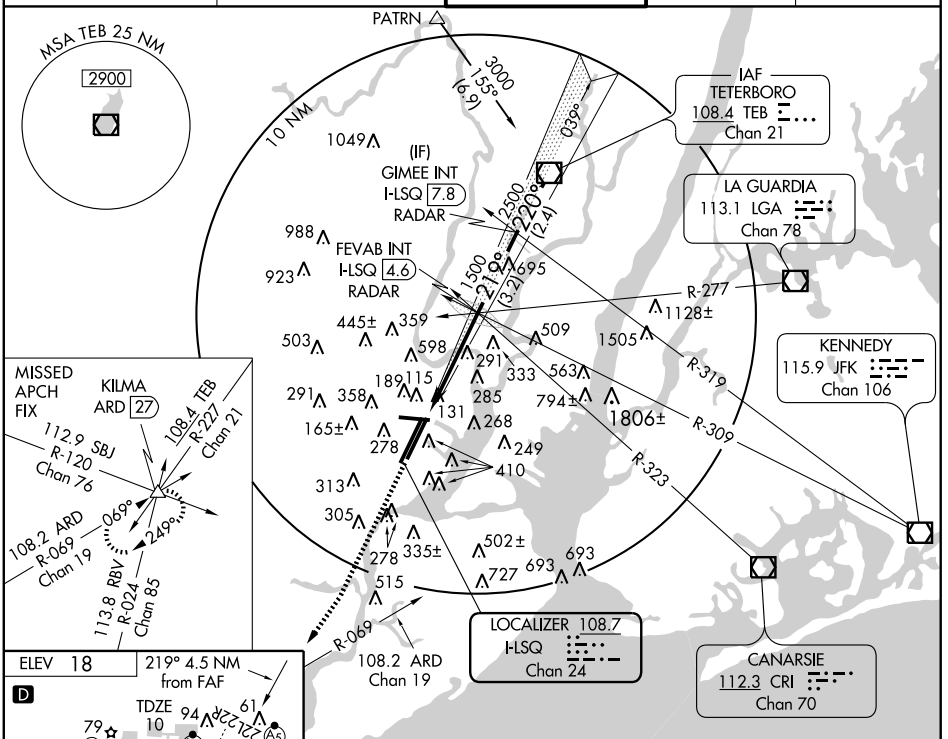
T A Inoperative table does not apply to SIDESTEP Rwy 22R Cats A and B.

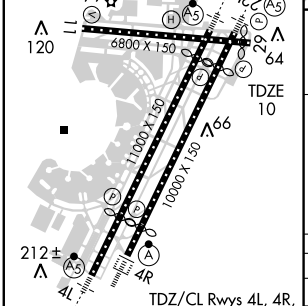
22L MALSR (As)

22R MALSR (As)

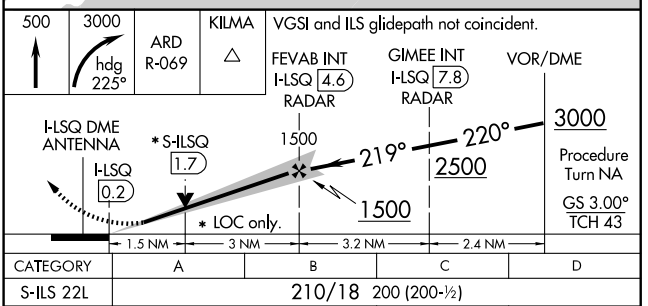
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 210/18 200 (200-½) | | | |
| S-LOC 22L | 560/24 550 (600-½) | | 560/50 550 (600-1) | 560/60 550 (600-1¼) |
| SIDESTEP RWY 22R | 560/50 550 (600-1) | | | 560/60 550 (600-1¼) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 22R

## NEWARK LIBERTY INTL (EWR)

| LOC/DME I-JNN | APP CRS | Rwy Idg | 22R | 22L |
|---|---|---|---|---|
| 110.75 | 219° | TDZE | 9560 | 8206 |
| Chan 44(Y) | | Apt Elev | 10 | 10 |
| | | | 18 | 18 |

Circling to Rwy 29 NA at night. Inoperative table does not apply to sidestep 22L Cats A and B. For inoperative MALSR increase S-ILS 22R visibility to RVR 5000. DME or RADAR required.

22R MALSR (A5)

22L MALSR (A5)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD R-069 to KILMA INT/ARD 27 DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED

(IF) AGNSS I-JNN 9.7 RADAR

VERDE I-JNN 7.3 RADAR

TALTE I-JNN 4.1 RADAR

TETERBORO 108.4 TEB Chan 21

LOCALIZER 110.75 I-JNN Chan 44 (Y)

Disregard all marker beacon indications.

MSA TEB 25 NM 2900

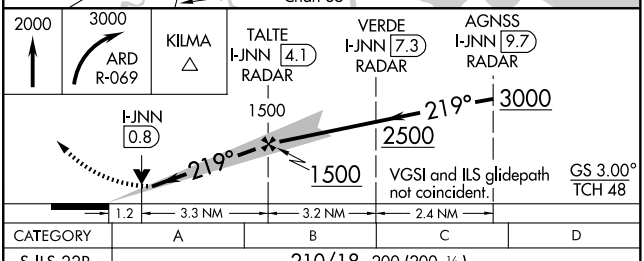
10 NM

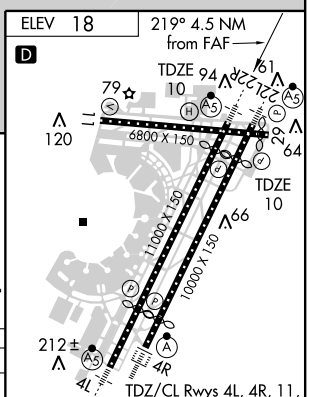
KILMA ARD 27

108.2 ARD Chan 19

R-024 R-069 069° 249°

113.8 RBV Chan 85




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 210/18 200 (200-½) | | | |
| S-LOC 22R | 460/24 450 (500-½) | | 460/40 450 (500-¾) | 460/50 450 (500-1) |
| SIDESTEP RWY 22L | 560/50 550 (600-1) | | | 560-1½ 550 (600-1½) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-EZA | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| 108.7 | 039° | TDZE | 12 |
| Chan 24 | | Apt Elev | 18 |

# ILS RWY 4R (CAT II)

## NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |



NE-2, 26 AUG 2010 to 23 SEP 2010

MSA TEB 25 NM
2900

TETERBORO
108.4 TEB
Chan 21

R-335
155°
335°
R-205

LOCALIZER 108.7
I-EZA
Chan 24

115.9 JFK
Chan 106

R-277
R-279

CANARSIE
112.3 CRI
Chan 70

DOOIN INT
I-EZA 6.1
RADAR

Linden

GRITY
I-EZA 12

(IAF)
KILMA

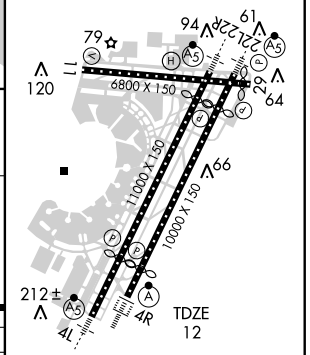
113.8 RBV
Chan 85

039°
15.9
1700
2800
085°
(6)
219°
R-038
R-265
10 NM

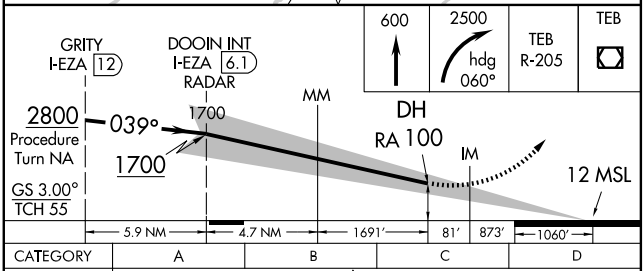
IM
MM

ELEV 18

D




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | RA 100/12 | 100 | DA 112 | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC/DME I-EZA | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| 108.7 | 039° | TDZE | 12 |
| Chan 24 | | Apt Elev | 18 |

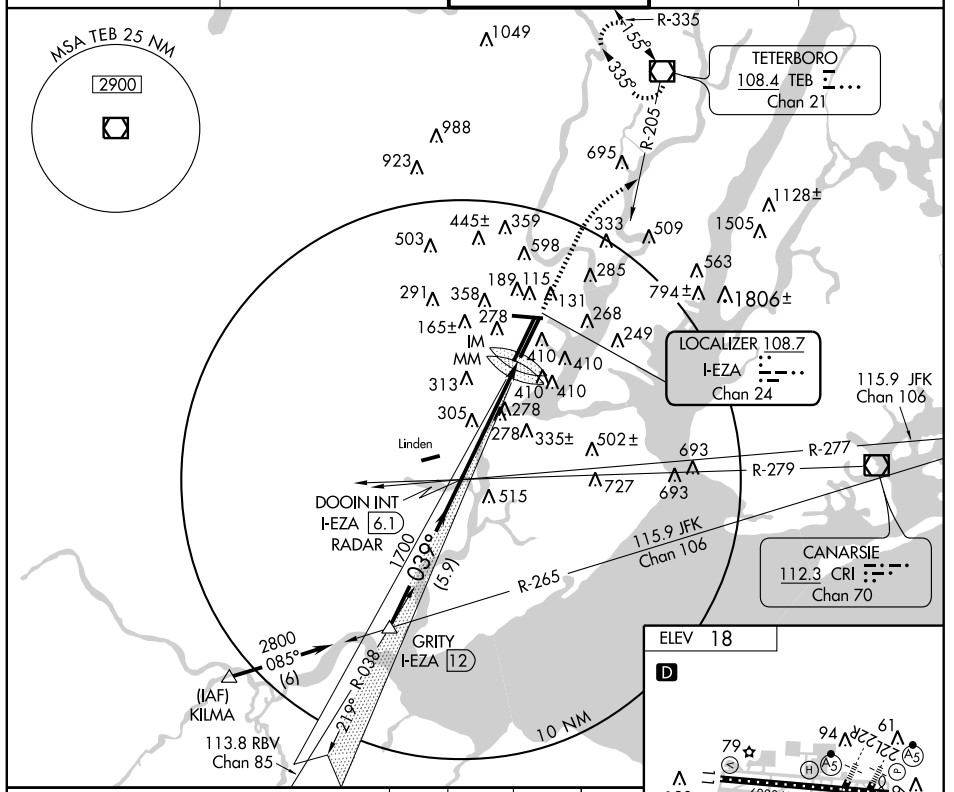
# ILS RWY 4R (CAT III)

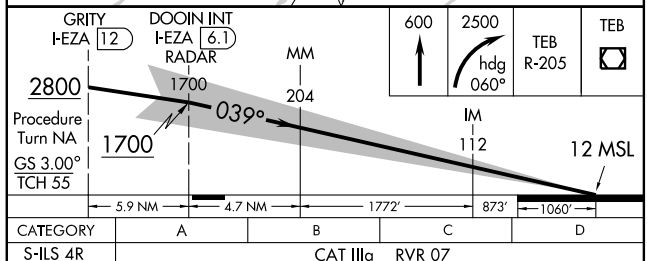
## NEWARK LIBERTY INTL (EWR)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct TEB VOR/DME and hold.

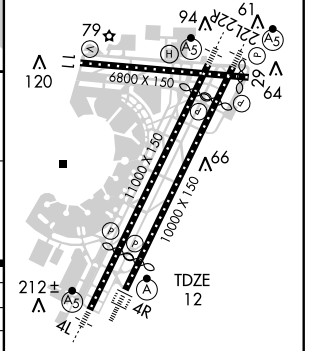
| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | CAT IIIa RVR 07 | | | |
| S-ILS 4R | CAT IIIb RVR 06 | | | |
| S-ILS 4R | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-LSQ | APP CRS | Rwy ldg | 8206 |
|---|---|---|---|
| 108.7 | 219° | TDZE | 10 |
| Chan 24 | | Apt Elev | 18 |

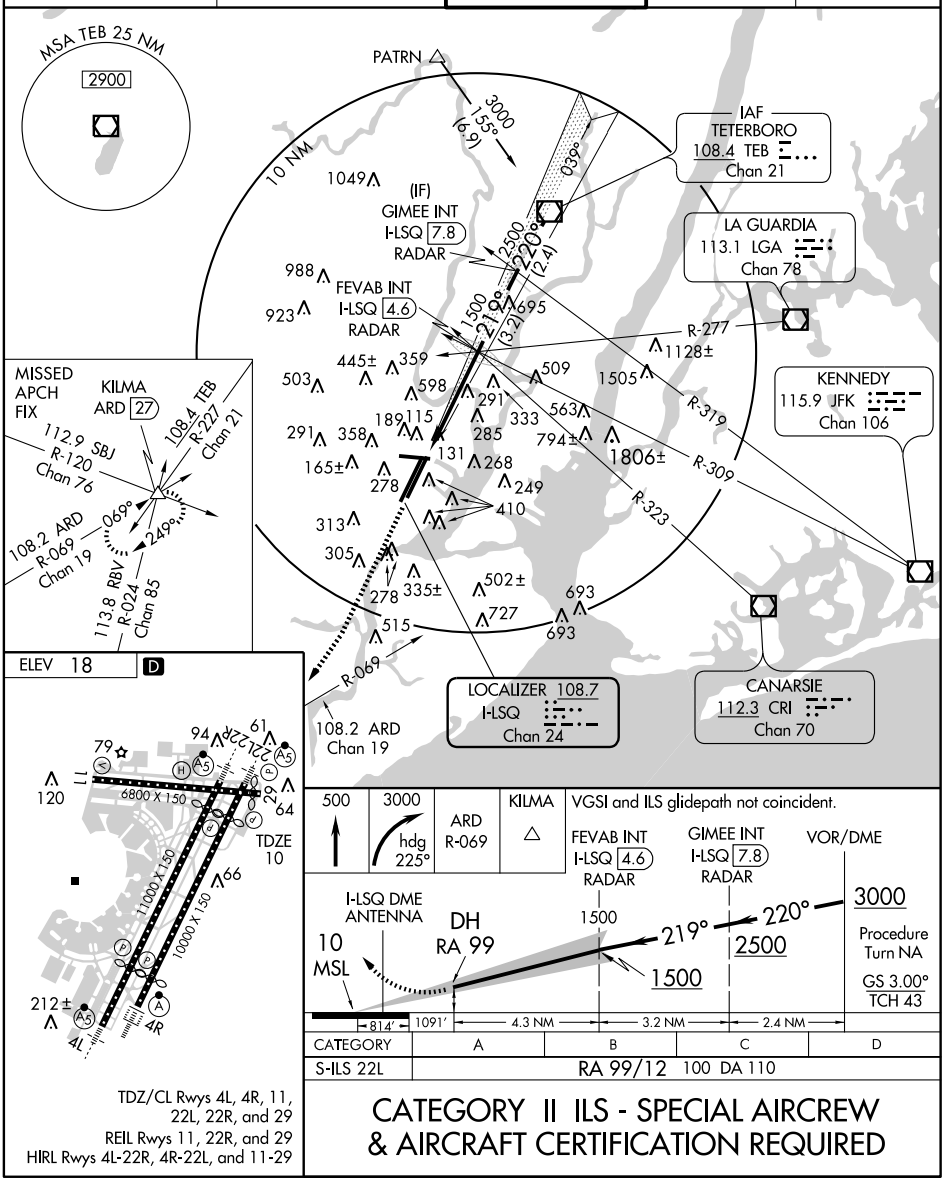
# ILS RWY 22L (CAT II)
## NEWARK LIBERTY INTL (EWR)

T A Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPS SPEC approval or LOA for this runway.

MALSR (A5)

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via heading 225° and ARD VOR/DME R-069 to KILMA INT/27 DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | RA 99/12 100 DA 110 | | | |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# LIBERTY ONE DEPARTURE

(LIB1.LIB) 10154

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

ATIS
115.7 134.825
NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

HUGUENOT
116.1 HUO
Chan 108
N41°24.58′ W74°35.50′
L-33-34, H-10-12

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

V116-126-188 J36

R-311

R-320

R-217

R-057

MERIT
N41°22.92′
W73°08.25′
L-33-34

BREZY
N41°09.50′
W74°08.09′
L-33-34

R-322

R-055

BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12

V229

R-054

BAYYS
N41°17.35′
W72°58.28′
L-33-34

SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12

EAST TEXAS
110.2 ETX
Chan 39
N40°34.86′ - W75°41.04′
L-30-34, H-10-12

R-252

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

R-069

N

263°

239°

215°

LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

R-250

BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12

R-302

R-350

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

R-274

COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12

R-237

R-192

R-156

WAVEY
N40°14.08′
W73°23.66′
L-34

BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12

R-204

R-059

SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

DIXIE
N40°05.96′
W74°09.87′
L-34

KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12

POTTSTOWN
116.5 PTW
Chan 112
N40° 13.34′ - W75° 33.62′
L-34, H-10-12

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required.

TAKEOFF MINIMUMS

Rwy 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: Standard.
Rwy 22R: 300-1 ¾or Standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1200′ prior to DER.

NOTE: Chart not to scale.

SL-285 (FAA)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence . . . .
PARKWAY CLIMB: Climbing right turn heading 239°, or as assigned by ATC, Thence . . . .
BUD CLIMB: Climbing right turn heading 263°, or as assigned by ATC, Thence . . . .

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 10 minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

### PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.
NOTE: BAYYS departure expect vectors via BDR/BDR R-054.
NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.
NOTE: COATE departures expect vectors via SAX/SAX R-311.
NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.
NOTE: ELIOT departures expect vectors via SBJ or ETX.
NOTE: GAYEL departures expect vectors via DPK R-320.
NOTE: GREKI departures expect vectors via CMK/CMK R-057.
NOTE: HAAYS departures expect vectors via HUO.
NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors via LGA R-055.
NOTE: NEION departures expect vectors via LGA R-322.
NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors via JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′MSL.



NE-2, 26 AUG 2010 to 23 SEP 2010

# MARINER TWO DEPARTURE

(MARIN2.JFK) 10154

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NEWARK CLNC DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

HUGUENOT
116.1 HUO
Chan 108
N41° 24.58′ - W74° 35.50′
L-33-34, H-10-12

KINGSTON
117.6 IGN
Chan 123
N41° 39.93′ - W73° 49.33′
L-33-34, H-10-12

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

MERIT
N41°22.92′
W73°08.25′
L-33-34

BRIDGEPORT
108.8 BDR
Chan 25
N41° 09.64′ - W73° 07.47′
L-33-34, H-10-12

CARMEL
116.6 CMK
Chan 113
N41° 16.80′ - W73° 34.88′
L-33-34, H-10-12

BAYYS
N41°17.35′
W72°58.28′
L-33-34

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41° 04.05′ - W74° 32.30′
L-33-34, H-10-12

BREZY
N41°09.50′
W74°08.09′
L-33-34

N

BROADWAY
114.2 BWZ
Chan 89
N40° 47.91′ - W74° 49.31′
L-33-34, H-10-12

290°
I-EZA 4 DME
R-023

DEER PARK
117.7 DPK
Chan 124
N40° 47.51′ - W73° 18.22′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

LOCALIZER 110.75
I-EWR
Chan 44 (Y)

MARYANN

060°
060°

265°

LA GUARDIA
113.1 LGA
Chan 78
N40° 47.02′ - W73° 52.12′
L-33-34, H-10-12

A300
R-150

LOCALIZER 110.75
I-JNN
Chan 44 (Y)

190°

LOCALIZER 108.7
I-EZA
Chan 24

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

I-LSQ 2.3 DME

ROBBINSVILLE
113.8 RBV
Chan 85
N40° 12.14′ - W74° 29.70′
L-34, H-10-12

R-350

BIGGY
N40°25.18′
W74°58.36
L-33-34, H-10-12

220°

DIXIE
N40°05.96′
W74°09.87′
L-34

R-166

LOCALIZER 108.7
I-LSQ
Chan 24

WAVEY
N40°14.08′
W73°23.66′
L-34

R-192

KENNEDY
115.9 JFK
Chan 106
N40° 37.97′ - W73° 46.28′
L-33-34, H-10-12

GLINN
N40°00.65′
W73°02.74′
H-10-12

R-122

(NARRATIVE ON FOLLOWING PAGE)

SOLBERG
112.9 SBJ
Chan 76
N40° 34.98′ - W74° 44.51′
L-33-34, H-10-12

COLTS NECK
115.4 COL
Chan 101
N40° 18.70′ - W74° 09.59′
L-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

V276

PREPI
N39°48.68′
W73°15.68′
H-10-12

NOTE: Chart not to scale.

(MARIN2.JFK) 10154
MARINER TWO DEPARTURE
SL-285 (FAA)
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence . . . .

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence . . . .

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK. Thence . . . .

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

## PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.



NE-2, 26 AUG 2010 to 23 SEP 2010

# MEDDO TWO DEPARTURE (RNAV)

(MEDDO2.MEDDO) 09295

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS 115.7 134.825
NEWARK CLNC DEL 118.85
NEWARK GND CON 121.8
NEWARK TOWER 118.3 257.6
NEW YORK DEP CON 119.2 379.9

HUGENOT HUO
GAYEL
CARMEL CMK
GREKI
HAAYS
COATE
NEION
MERIT
STILLWATER STW
BREZY
BAYYS
ELIOT
NIECY 3000
BRIDGEPORT BDR
AIRMA
FZONE
MEDDO
DAYNL
TUBBA 2500
PARKE
FENLY
TAFCO
SOLBERG SBJ
ELVAE
COLTS NECK COL
SHIPP
WAVEY
LANNA
DIXIE
WHITE
BIGGY

10000 *2600 290° (26)
7000 *2500 288° (7)
246° (8)
273° (6)
341° (7)
7000 *2200 275° (7)
10000 *2400 275° (23)
7000 *2100 258° (7)
7000 *2100 244° (9)
10000 *2200 261° (23)
10000 *2100 244° (24)

518
039°
N

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS:
Rwy 11, 22R, 22L, 29: NA - ATC.
Rwy 4L, 4R: Minimum climb of 500' per NM to 2500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MEDDO TWO DEPARTURE (RNAV)
(MEDDO2.MEDDO) 09295
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

SL-285 (FAA)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/ flight level within 10 minutes after departure.

BIGGY TRANSITION (MEDDO2.BIGGY):
ELIOT TRANSITION (MEDDO2.ELIOT):
LANNA TRANSITION (MEDDO2.LANNA):
PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.

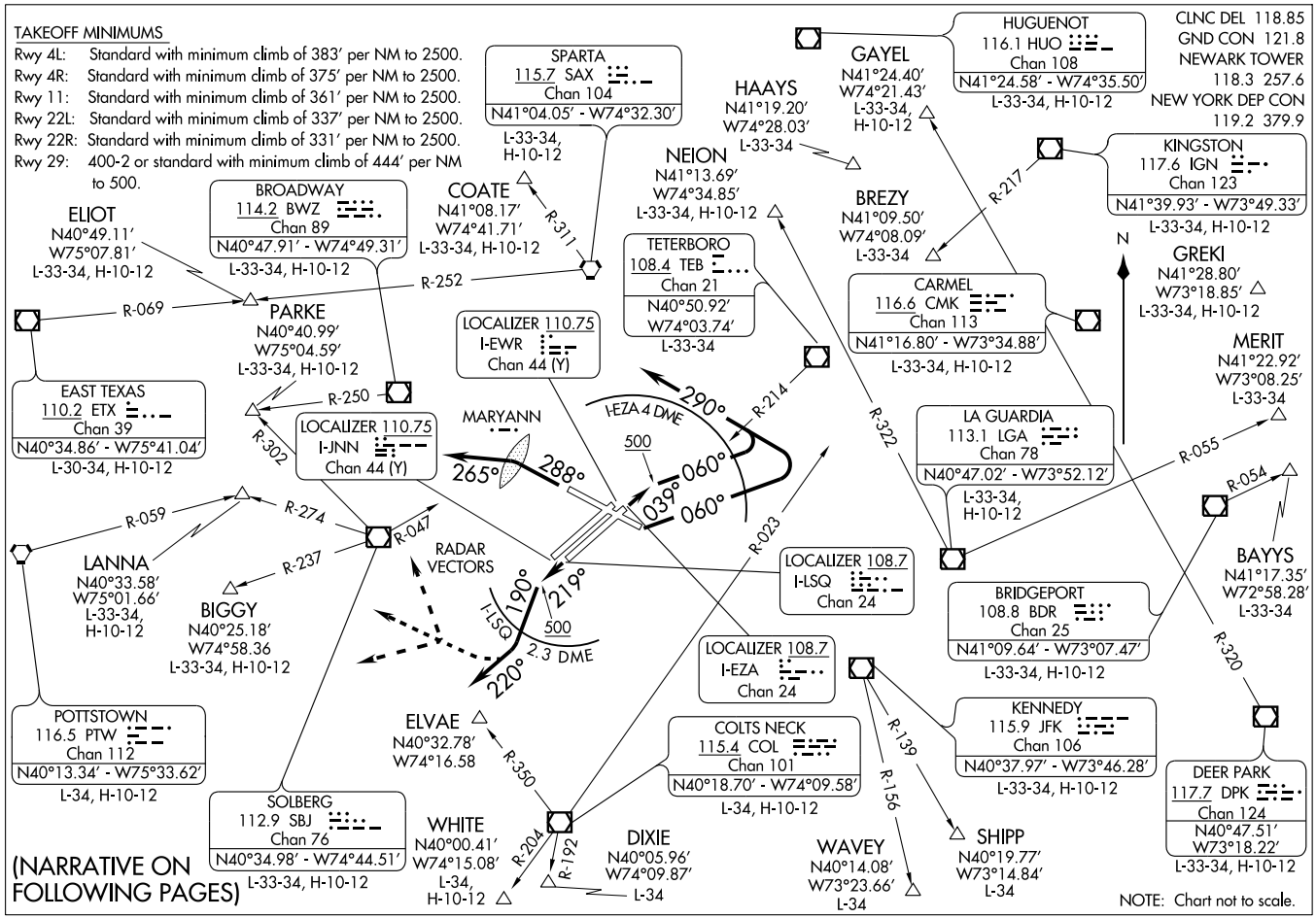
Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/ 82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

# NEWARK EIGHT DEPARTURE

(EWR8.EWR) 10154

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence . . . .

TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence . . . .

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence . . . .

TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence . . . .

. . . . as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.
NOTE: Rwy 4L/R, 11, 22L/R DME Required.
NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.
NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.
NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

| DP FIX | Depart Rwy 4L/R<br>Expect VECTORS to: | Depart Rwy 22L/R<br>Expect VECTORS to: |
|---|---|---|
| BAYYS | BDR/BDR R-054 | BDR/BDR R-054 |
| BIGGY | SBJ/SBJ R-237 | SBJ/SBJ R-237 |
| BREZY | IGN R-217 | IGN R-217 |
| COATE | SAX/SAX R-311 | SAX/SAX R-311 |
| DIXIE | COL R-350/COL/COL R-192 or ELVAE/COL | COL R-350/COL/COL R-192 or ELVAE/COL |
| ELIOT | SAX R-252 | ETX (2300L-0700L SBJ/ETX) |
| GAYEL | DPK R-320 | DPK R-320 |
| HAAYS | HUO | HUO |
| LANNA | PTW R-059 | SBJ/SBJ R-274 |
| MERIT | LGA R-055 | LGA R-055 |
| NEION | LGA R-322 | LGA R-322 |
| PARKE | BWZ R-250 | SBJ/SBJ R-302 |
| SHIPP | JFK/JFK R-139 | JFK/JFK R-139 |
| WAVEY | JFK/JFK R-156 | JFK/JFK R-156 |
| WHITE | COL R-350/COL/COL R-204 or ELVAE/COL | COL R-350/COL/COL R-204 or ELVAE/COL |

(CONTINUED ON FOLLOWING PAGE)



NE-2, 26 AUG 2010 to 23 SEP 2010

(CONTINUED)

TAKEOFF OBSTACLES NOTES

Rwy 4L: Tower, light, and multiple trees beginning 211′ from DER, 198′ left of centerline, up to 70′ AGL/89′ MSL.
DME antenna and pole beginning 881′ from DER, 418′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530′ from DER, 477′ left of centerline, up to 61′ AGL/82′ MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134′ from DER, 153′ right of centerline, up to 121′ AGL/131′ MSL.

Rwy 11: Pole, tree, and multiple signs beginning 6′ from DER, 158′ right of centerline, up to 31′ AGL/50′ MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82′ from DER, 2′ left of centerline, up to 49′ AGL/68′ MSL.

Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.

Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.

Rwy 29: Multiple poles, trees, signs, and buildings beginning 209′ from DER, 242′ left of centerline, up to 110′ AGL/120′ MSL.
Tree, multiple signs and poles beginning 689′ from DER, 66′ right of centerline, up to 273′ AGL/358′ MSL.
Building 6029′ from DER, 1624′ right of centerline, 273′ AGL/357′ MSL.
Building 1.5 NM from DER, 2071′ right of centerline, 202′ AGL/328′ MSL.


NE-2, 26 AUG 2010 to 23 SEP 2010

# PENNS TWO ARRIVAL

NOTE: This STAR is applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl airport.

N

NOTE: Chart not to scale.

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

WILLIAMSPORT
114.4 FQM
Chan 91
N41°20.31'-W76°46.49'
L-30, H-10-12

WILKES BARRE
111.6 LVZ
Chan 53
N41°16.37'-W75°41.37'
L-30-33-34, H-10-12

STILLWATER
109.6 STW
Chan 33

BROADWAY
114.2 BWZ
Chan 89

584
6000
118°
(35)

R-255

6000
172°
(16)

HAYED
N41°08.64'
W76°03.21'

(22)

RACKI
N41°00.73'
W75°34.62'

6000
118°
(23)

R-249

14

122°
(9)

PENNS
N40°52.84'
W75°06.57'

R-205

5

R-302

SWEET
N40°49.70'
W74°55.46'

WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence . . . . .

WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence . . . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.



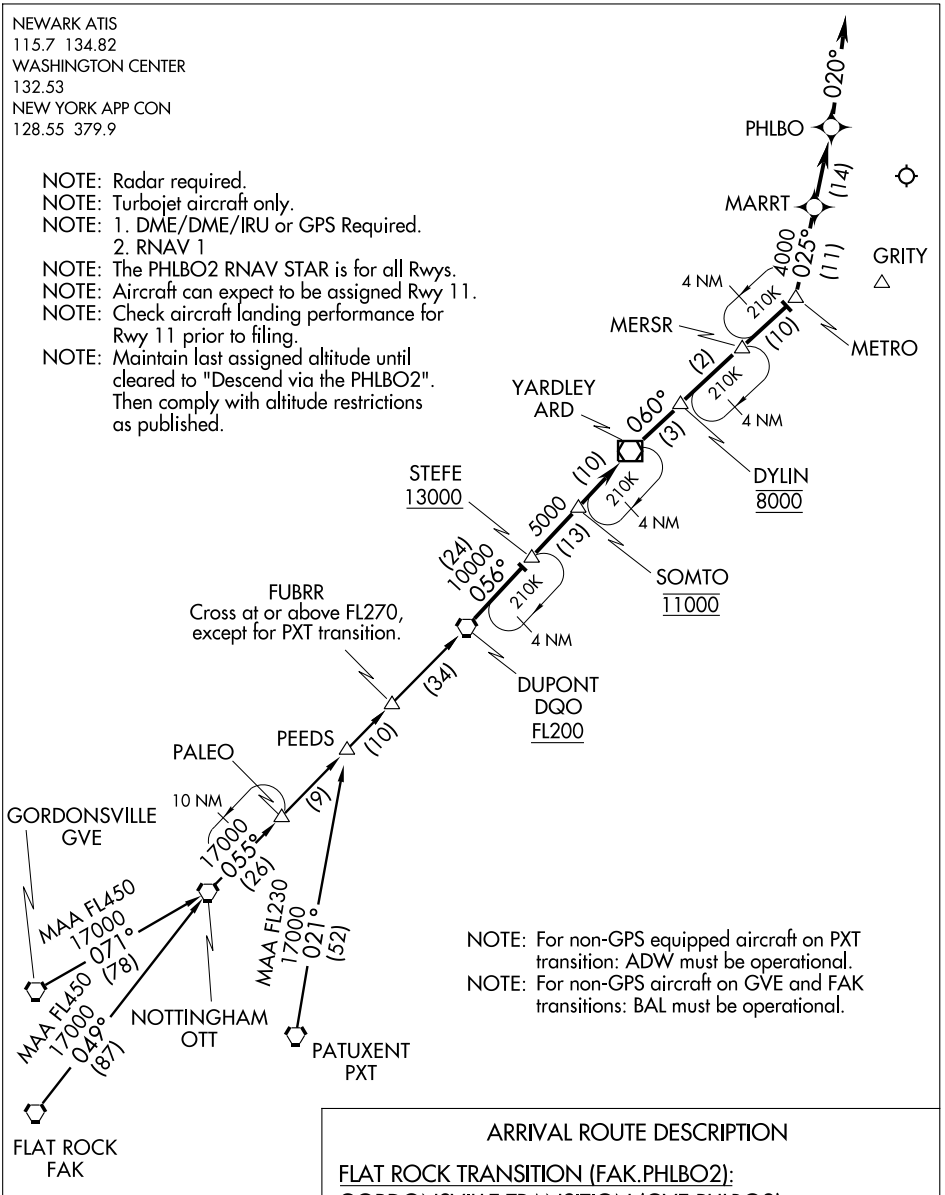
PENNS TWO ARRIVAL
(PENNS.PENNS2) 07298
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL
NE-2, 26 AUG 2010 to 23 SEP 2010

# PHLBO TWO ARRIVAL (RNAV)



NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
NOTE: The PHLBO2 RNAV STAR is for all Rwys.
NOTE: Aircraft can expect to be assigned Rwy 11.
NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2". Then comply with altitude restrictions as published.




NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NOTE: Chart not to scale.



NE-2, 26 AUG 2010 to 23 SEP 2010

# PORTT TWO DEPARTURE (RNAV)

(PORTT2.PORTT) 10154

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

SL-285 (FAA)

ATIS
115.7 134.825
CLNC DEL
118.85
GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

NOTE: Chart not to scale.

GAYEL △
HAAYS △
NEION △
COATE △
BREZY △
GREKI △
MERIT △
CARMEL CMK
BAYYS △
BRIDGEPORT BDR

NOTE: COATE departures expect vectors to BDR VOR/DME direct COATE.
NOTE: HAAYS departures expect vectors to HAAYS.
NOTE: BAYYS departures expect vectors to BDR VOR/DME direct BAYYS.
NOTE: GREKI departures expect vectors to CMK VOR/DME direct GREKI.
NOTE: MERIT departures expect vectors to LGA VOR/DME direct MERIT.

ELIOT △
5000
*2600
298°
(26)
FENLY
Epexct to cross at 7000.
3000
*2000
309°
(8)
SIRLY
3000
*1800
315°
(7)
219°
219°
518
518
261°
(5)
BAGGA
PARKE △
6000
*2300
305°
(16)
6000
*2200
277°
(13)
LANNA △
3000
*2000
282°
(15)
SOLBERG SBJ
RIETA
282°
3000
*1600
(5)
PORTT
6000
*2200
240°
(14)
BIGGY △
ELVAE
LA GUARDIA LGA
KENNEDY JFK
N

NOTE: DIXIE departures expect vectors to ELVAE direct COL VOR/DME direct DIXIE.
NOTE: WAVEY departures expect vectors to JFK VOR/DME direct WAVEY.
NOTE: WHITE departures expect vectors to ELVAE direct COL VOR/DME direct WHITE.

COLTS NECK COL
WAVEY △
DIXIE △
WHITE △

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Do not exceed 220 KIAS until crossing BAGGA.

TAKEOFF MINIMUMS

Rwys 4R, 4L, 11, 29: NA-ATC.
Rwy 22L: ATC climb of 500′ per NM to 518.
Rwy 22R: 300-1¾ or standard with minimum climb of 203′ per NM to 300, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER. ATC climb of 500′ per NM to 518.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence . . . .

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT2.BIGGY):
ELIOT TRANSITION (PORTT2.ELIOT):
LANNA TRANSITION (PORTT2.LANNA):
PARKE TRANSITION (PORTT2.PARKE):

TAKEOFF OBSTACLE NOTES:
Rwy 22L: Pole 8′ from DER, 261′ left of centerline, 7′ AGL/16′ MSL.
Rwy 22R: Light and multiple trees beginning 1829′ from DER, 307′ right of centerline, up to 55′ AGL/69′ MSL.
Building 1.4 NM from DER, 1872′ left of centerline, 200′ AGL/227′ MSL.


NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8457 |
|---|---|---|---|
| CH 56224 | 039° | TDZE | 10 |
| W04A | | Apt Elev | 18 |

# RNAV (GPS) RWY 4L

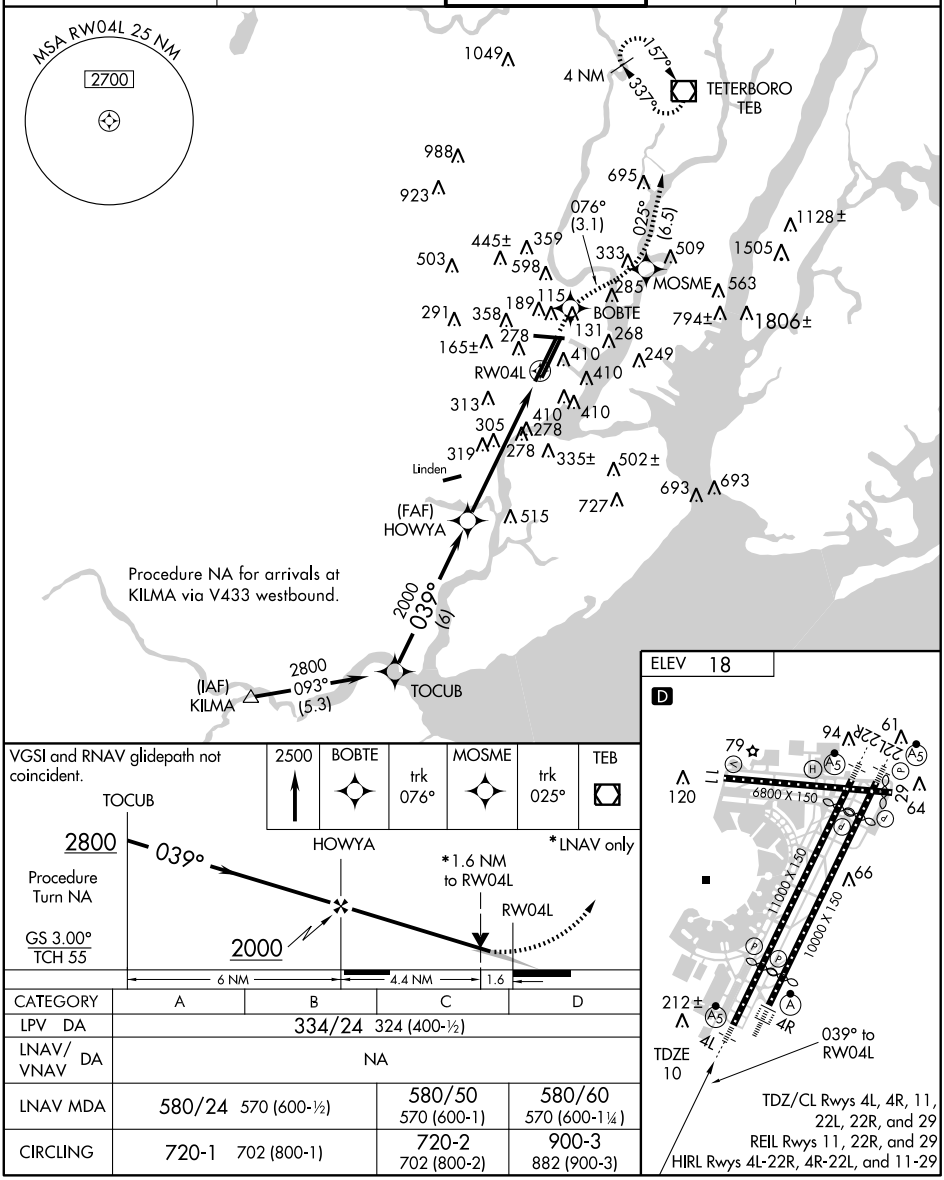
## NEWARK LIBERTY INTL (EWR)

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




VGSI and RNAV glidepath not coincident.

| 2500 | BOBTE | trk 076° | MOSME | trk 025° | TEB |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 334/24 324 (400-½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 580/24 570 (600-½) | | 580/50 570 (600-1) | 580/60 570 (600-1¼) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 11

## NEWARK LIBERTY INTL (EWR)

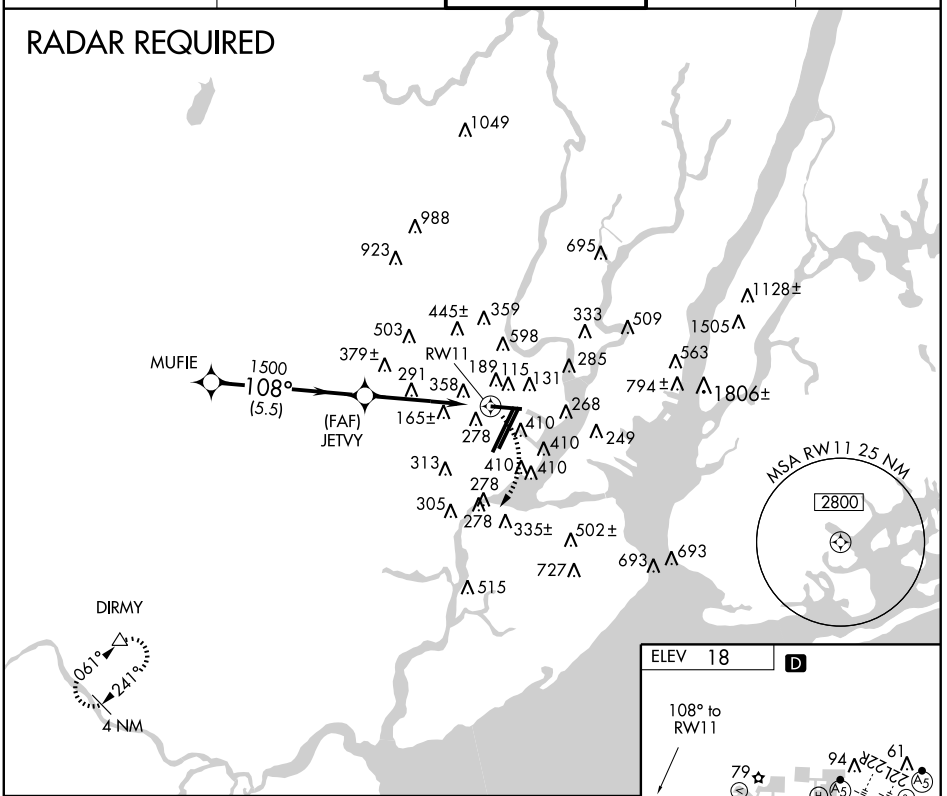
| APP CRS | Rwy ldg | 6800 |
|---|---|---|
| 108° | TDZE | 18 |
| | Apt Elev | 18 |

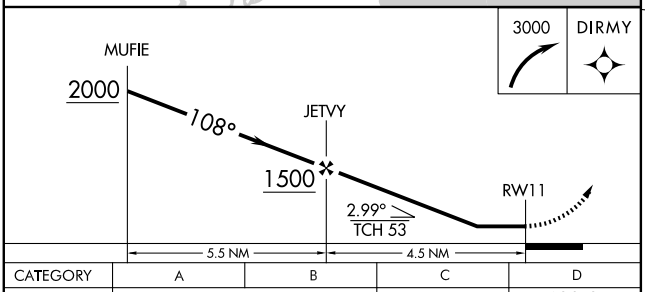
DME/DME RNP-0.3 NA.

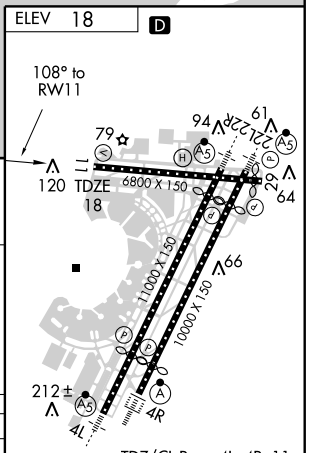
MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 602 (700-1) | | 620-1¾ 602 (700-1¾) | 620-2 602 (700-2) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

| WAAS | APP CRS | Rwy Idg | 9560 |
|---|---|---|---|
| CH 77524 | 219° | TDZE | 10 |
| W22B | | Apt Elev | 18 |

DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track to KILMA and hold.

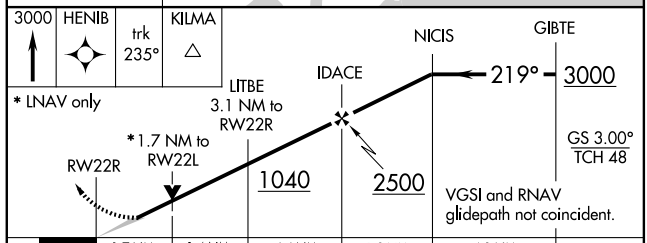
| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

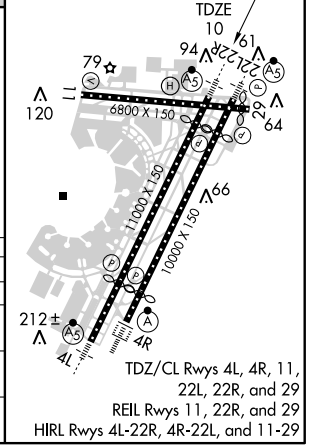


RADAR REQUIRED

(IF) GIBTE
3000
219° (4.1)
NICIS
2500
219° (1.9)
(FAF) IDACE
219°
LITBE
3.1 NM to RW22R
RW22R
HENIB
MSA RW22R 25 NM
2700
235° (14.9)

MISSED APCH FIX
KILMA
072°
252°
4NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 361/40 351 (400-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 620/24 610 (700-½) | | 620/60 610 (700-1¼) | 620-1½ 610 (700-1½) |
| CIRCLING | 720-1¼ 702 (800-1¼) | | 720-2 702 (800-2) | 900-3 882 (900-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 60924 W04B | APP CRS 039° | Rwy Idg 8810 TDZE 11 Apt Elev 18 |
|---|---|---|

# RNAV (GPS) Y RWY 4R

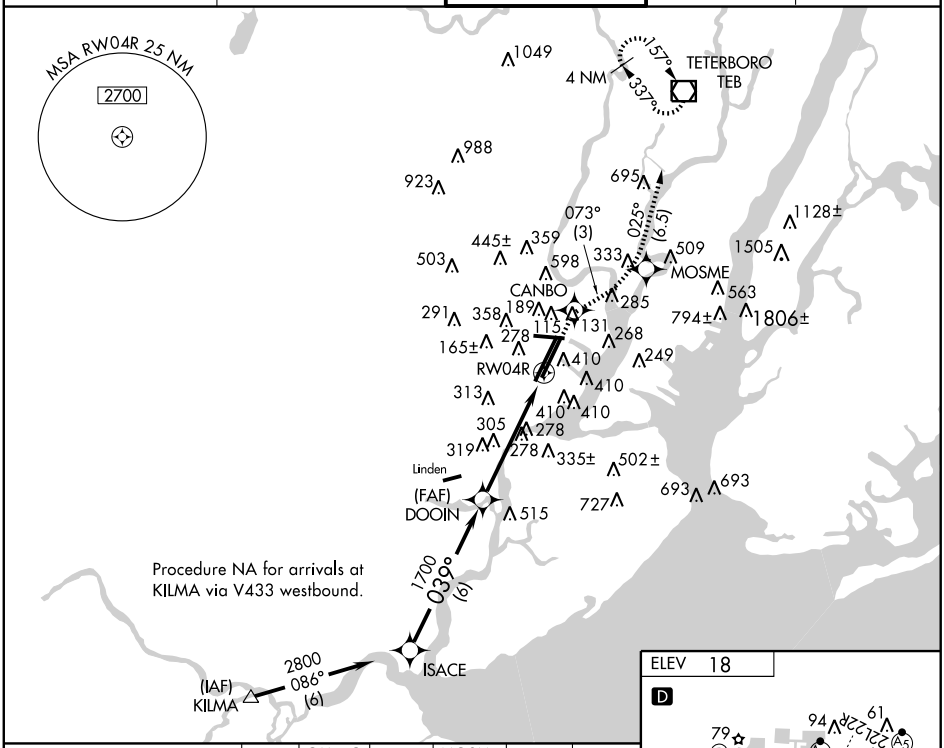
NEWARK LIBERTY INTL (EWR)

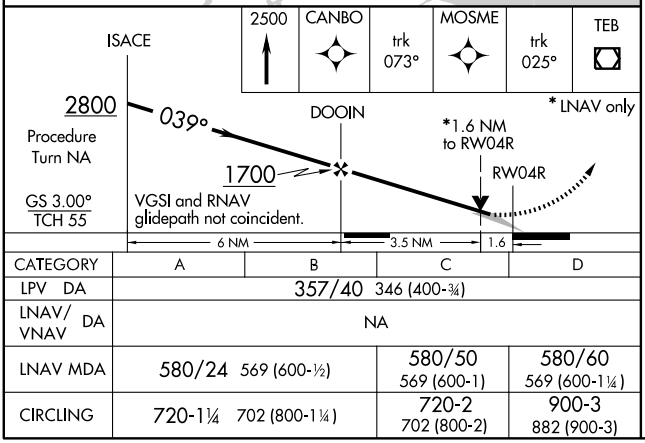
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

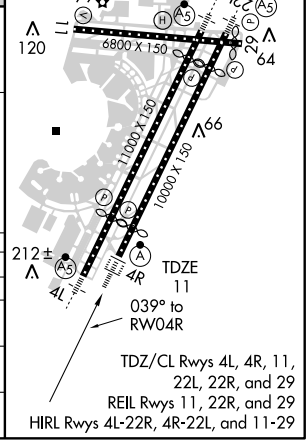
MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track to TEB VOR/DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 357/40 346 (400-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 580/24 569 (600-½) | | 580/50 569 (600-1) | 580/60 569 (600-1¼) |
| CIRCLING | 720-1¼ 702 (800-1¼) | | 720-2 702 (800-2) | 900-3 882 (900-3) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

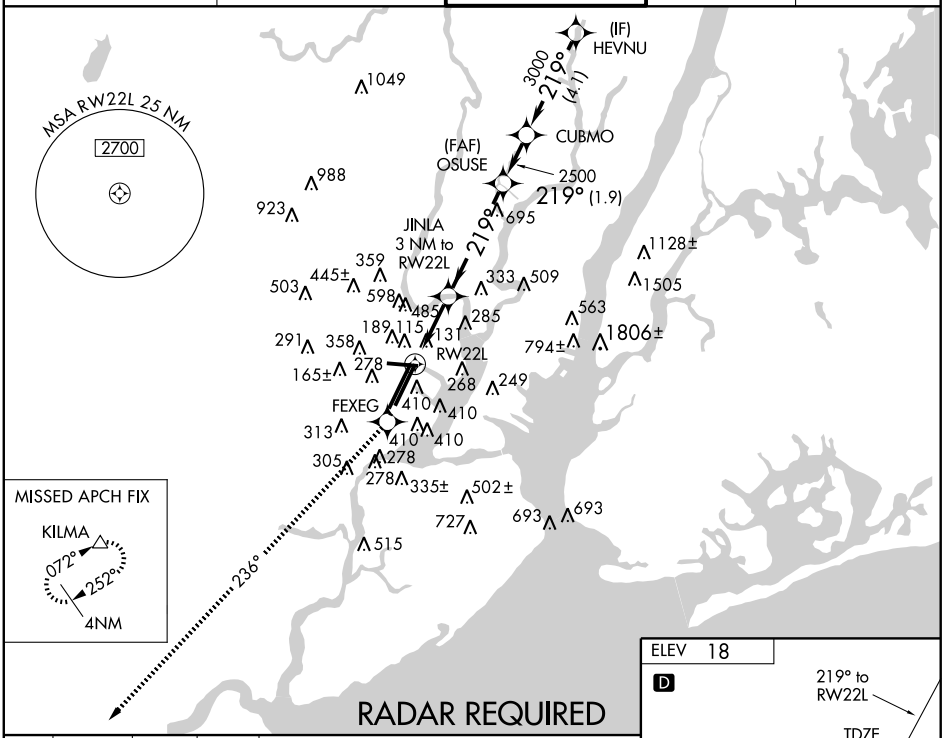
| WAAS | APP CRS | Rwy Idg | 8206 |
|---|---|---|---|
| CH 70324 | 219° | TDZE | 10 |
| W22A | | Apt Elev | 18 |

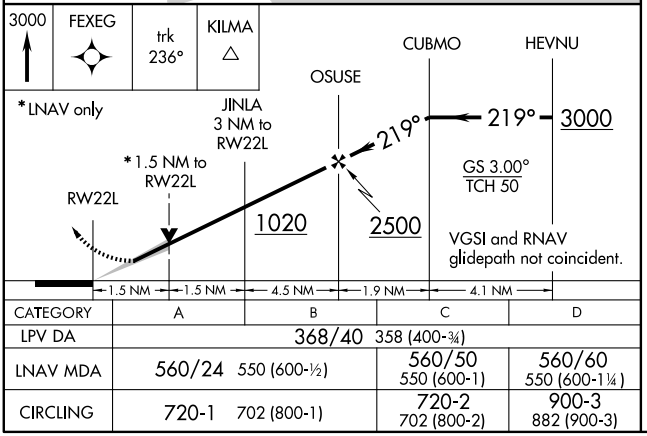
DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.

MALSR

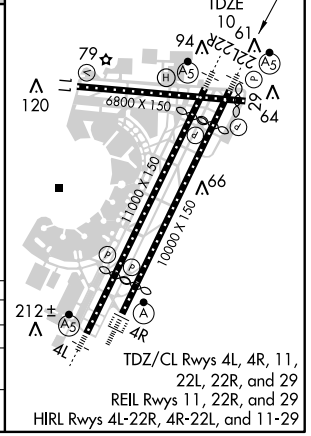
MISSED APPROACH: Climb to 3000 direct FEXEG and via 236° track to KILMA and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 368/40 358 (400-¾) | | | |
| LNAV MDA | 560/24 550 (600-½) | | 560/50 550 (600-1) | 560/60 550 (600-1¼) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

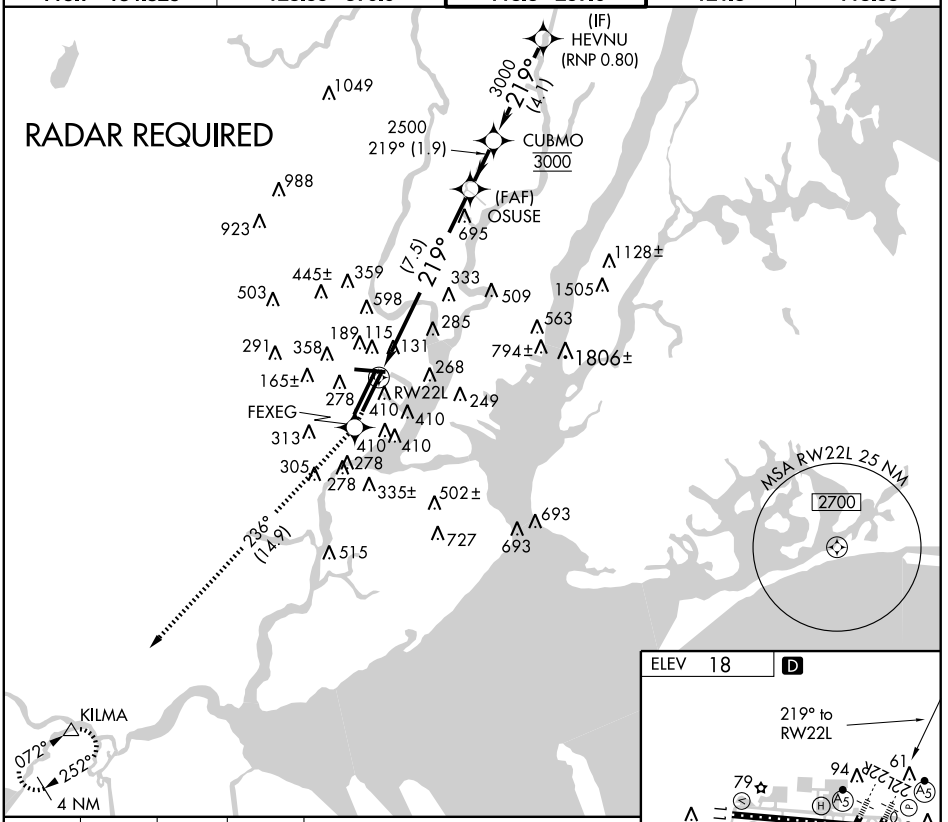
| APP CRS | Rwy Idg | 8206 |
|---|---|---|
| 219° | TDZE | 10 |
| | Apt Elev | 18 |

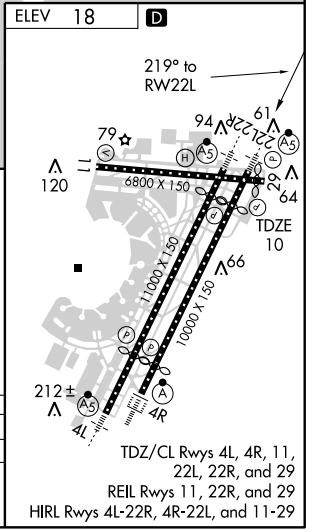
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

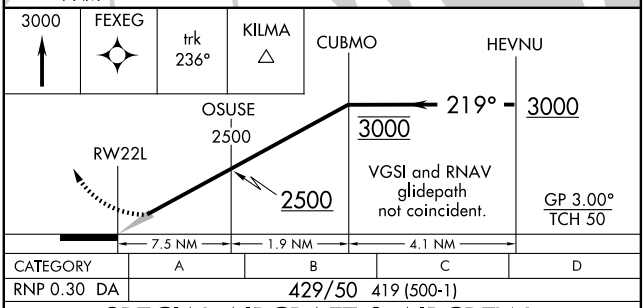
MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 429/50 | 419 (500-1) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**


NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 288° | TDZE | 10 |
| | Apt Elev | 18 |

# RNAV (RNP) Y RWY 29

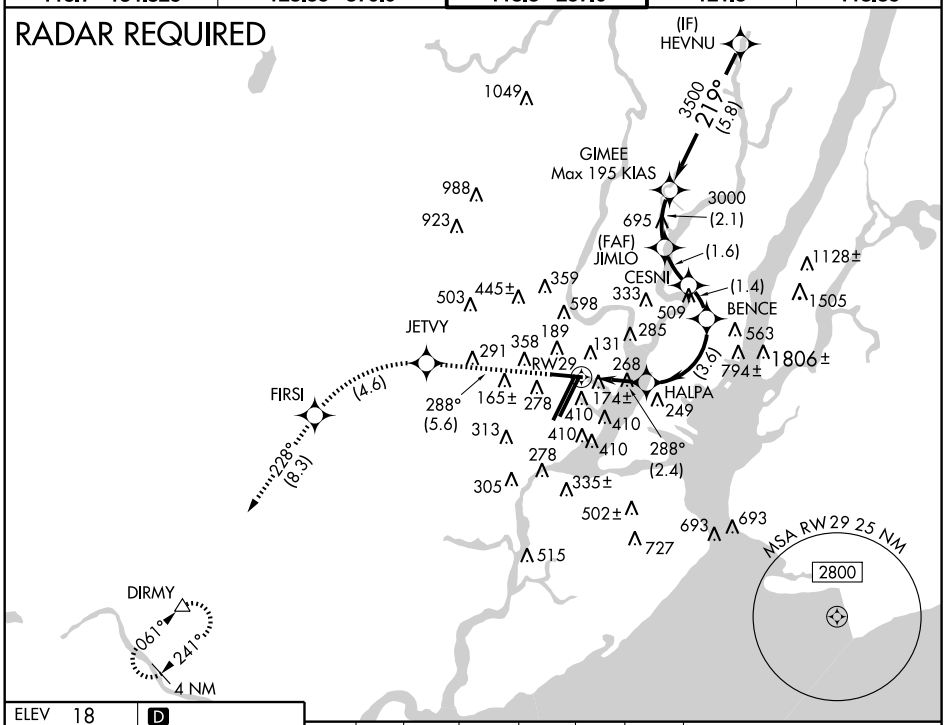
NEWARK LIBERTY INTL (EWR)

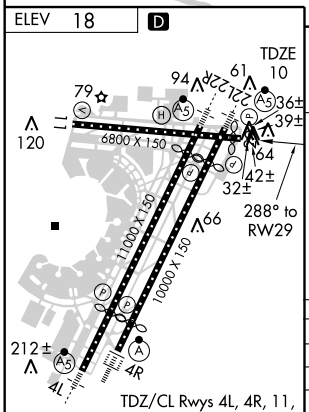
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 49°C (120°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

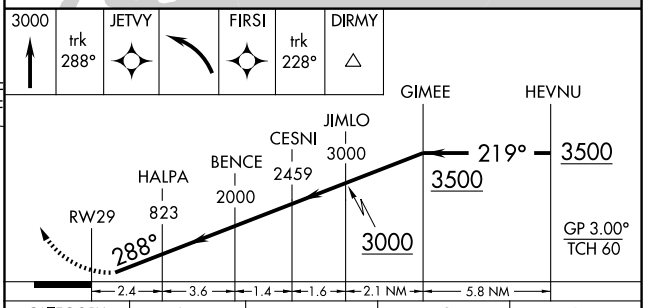
MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 413-1¼ | 403 (400-1¼) | | |
| *RNP 0.30 DA | 485-1½ | 475 (500-1½) | | |
| RNP 0.30 DA | 565-2 | 555 (600-2) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

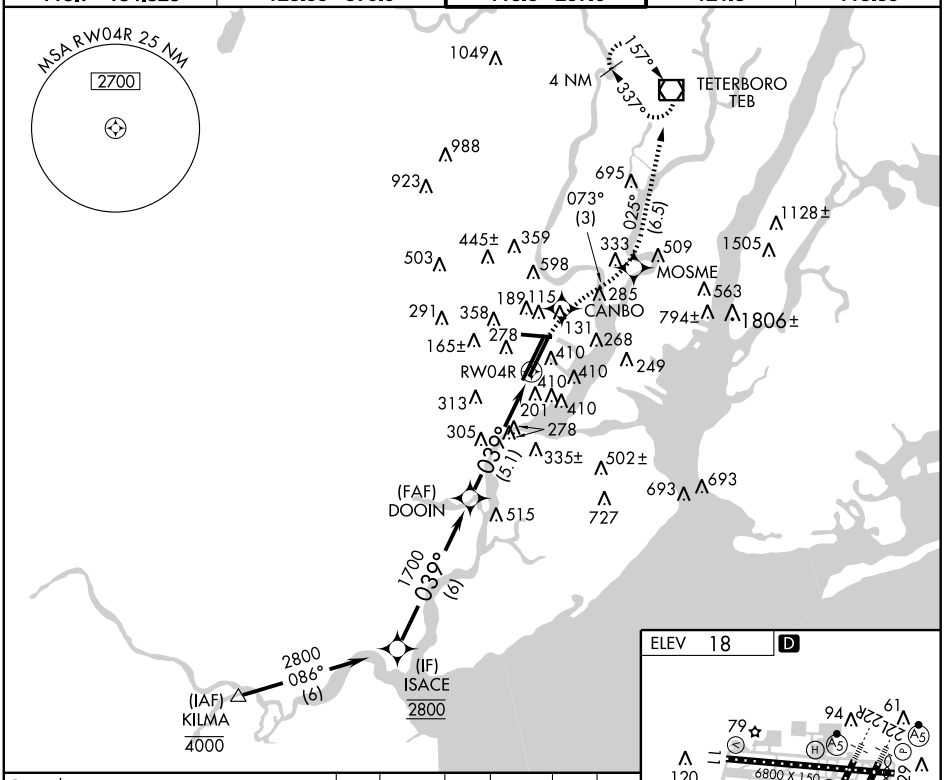
| APP CRS | Rwy Idg | 8810 |
|---|---|---|
| 039° | TDZE | 11 |
| | Apt Elev | 18 |

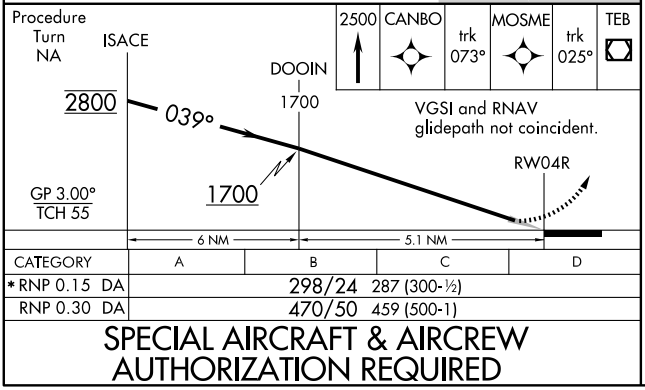
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1½ all Cats.
* Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

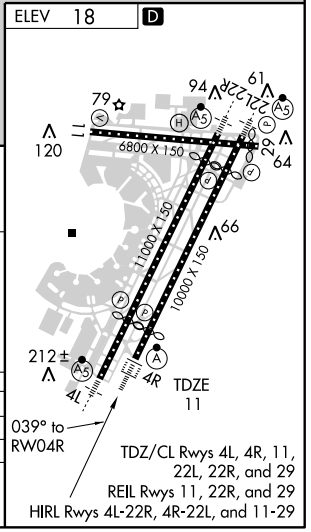
| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| * RNP 0.15 DA | 298/24 287 (300-½) | | | |
| RNP 0.30 DA | 470/50 459 (500-1) | | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 288° | TDZE | 10 |
| | Apt Elev | 18 |

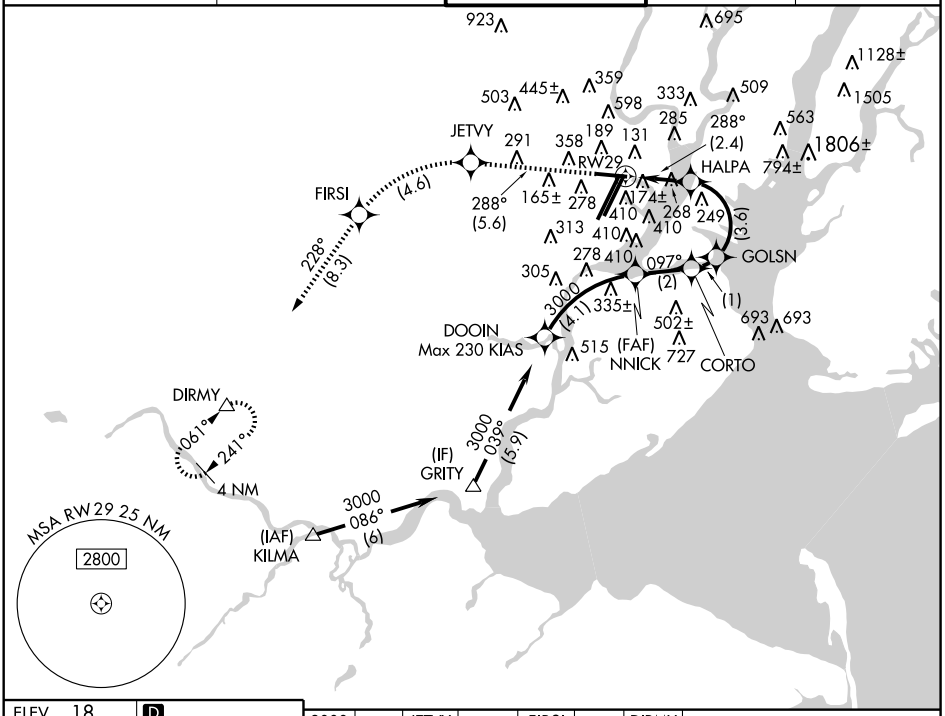
# RNAV (RNP) Z RWY 29

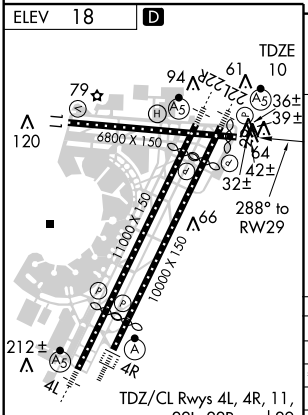
NEWARK LIBERTY INTL (EWR)

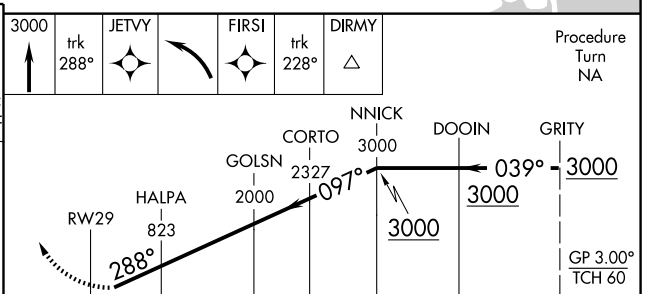
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
* Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 413-1¼ | 403 (400-1¼) | | NA |
| *RNP 0.30 DA | 485-1½ | 475 (500-1½) | | NA |
| RNP 0.30 DA | 565-2 | 555 (600-2) | | NA |

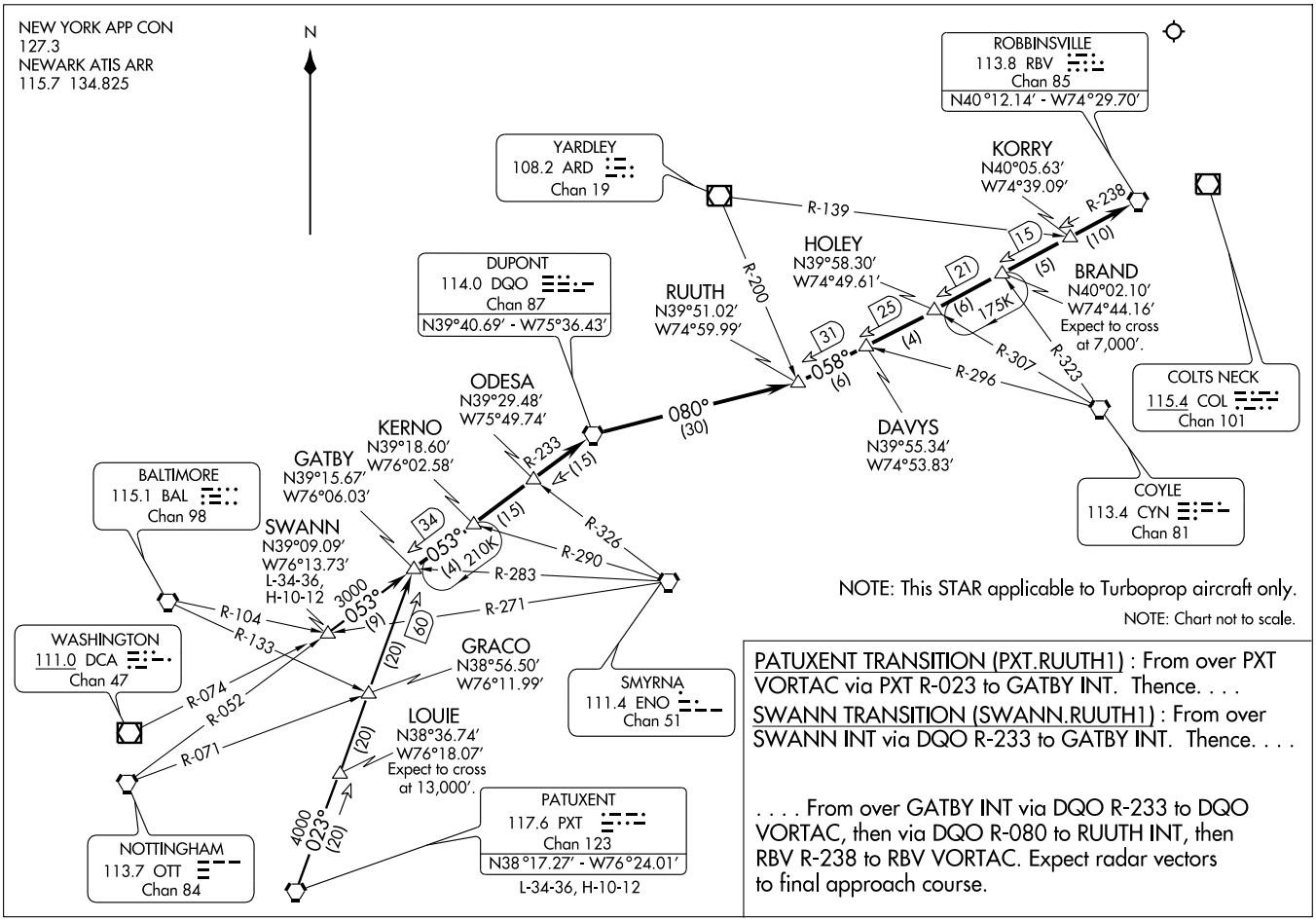
## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RUUTH ONE ARRIVAL (GATBY.RUUTH1) 09351

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL




NOTE: This STAR applicable to Turboprop aircraft only.

NOTE: Chart not to scale.

PATUXENT TRANSITION (PXT.RUUTH1) : From over PXT VORTAC via PXT R-023 to GATBY INT. Thence. . . .

SWANN TRANSITION (SWANN.RUUTH1) : From over SWANN INT via DQO R-233 to GATBY INT. Thence. . . .

. . . . From over GATBY INT via DQO R-233 to DQO VORTAC, then via DQO R-080 to RUUTH INT, then RBV R-238 to RBV VORTAC. Expect radar vectors to final approach course.

RUUTH ONE ARRIVAL (GATBY.RUUTH1) 09351
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

ST-285 (FAA)

# SHAFF SIX ARRIVAL

(SHAFF.SHAFF6) 09071

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9

SYRACUSE
117.0 SYR
Chan 117

ROCKDALE
112.6 RKA
Chan 73

ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12

ROCHESTER
110.0 ROC
Chan 37

GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32
H-10-11-12

HANCOCK
116.8 HNK
Chan 115
N42°03.78' - W75°18.98'
L-30-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58

BARNES
113.0 BAF
Chan 77
N42°09.72'-W72°42.97'
L-33-34, H-10-11-12

PAWLING
114.3 PWL
Chan 90

BRADLEY
109.0 BDL
Chan 27
N41°56.46'-W72°41.31'
L-33-34, H-10-11-12

HUGUENOT
116.1 HUO
Chan 108

KINGSTON
117.6 IGN
Chan 123
N41°39.93'-W73°49.34'

SPARTA
115.7 SAX
Chan 104
N41°04.05'
W74°32.30'

EXTOL
N42°39.46'
W76°37.10'

KODEY
N42°16.79'
W75°47.07'

ACOVE
N42°14.09'
W74°01.91'

TALCO
N42°03.77'
W74°06.46'

BOWAN
N42°06.39'
W73°31.48'

WEETS
N41°51.45'
W74°11.86'

WIGAN
N42°05.11'
W73°48.90'

HELON
N41°40.05'
W74°16.83'

FLOSI
N41°32.61'
W74°20.05'

CRANK
N41°25.00'
W74°23.33'

SHAFF
N41°17.38'
W74°26.60'

N

R-132 R-222 R-256 R-313 R-096 R-107 R-130 R-175 R-194 R-220 R-293 R-013 R-282 R-084 R-098 R-148 R-029

11000 111° (50)
6000 133° (43)
128° (52)
10000 *5500 211° (32)
279° (36)
209° (12)
6000 266° (53)
6000 209° (8)
265° (24)
4000 *3200 (30)
4000 *3200 (22)
4000 *3200 (8)
4000 *3200 209° (14)

68 43 (11) (13) (13) 56 (13) 38

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEETS INT, then via SAX R-029 to FLOSI INT. Thence. . . .

BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELON INT, then via SAX R-029 to FLOSI INT. Thence. . . .

. . . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

USE CAUTION: Glider activity between HELON and CRANK intersections.

NOTE: This STAR applicable to turbojet aircraft only.

NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, decending to 7000 feet.

NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.

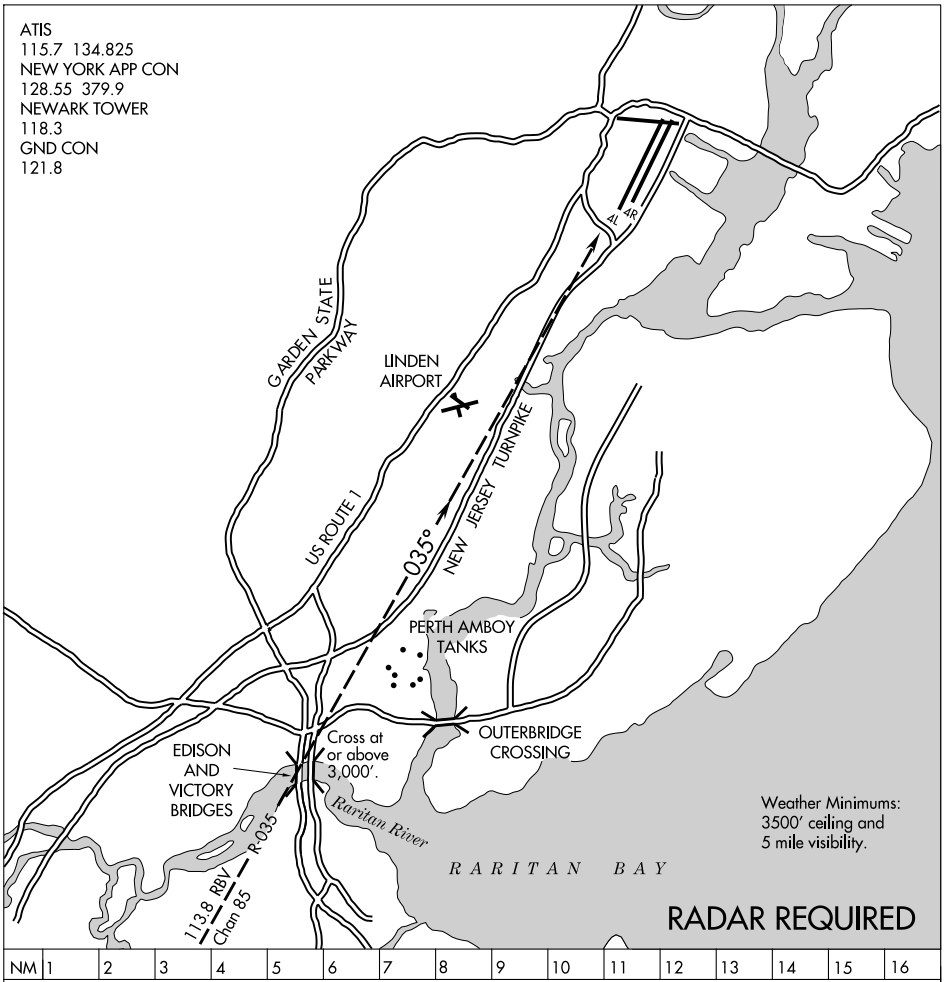
NEWARK LIBERTY INTL

NOTE: Chart not to scale.

ST-285 (FAA)

# TURNPIKE VISUAL RUNWAY 4L/4R








NE-2, 26 AUG 2010 to 23 SEP 2010

## TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

| VOR/DME TEB | APP CRS | | 22L | 22R |
|---|---|---|---|---|
| 108.4 | 218° | Rwy Idg | 8206 | 9560 |
| Chan 21 | | TDZE | 11 | 11 |
| | | Apt Elev | 18 | 18 |

# VOR/DME RWY 22L

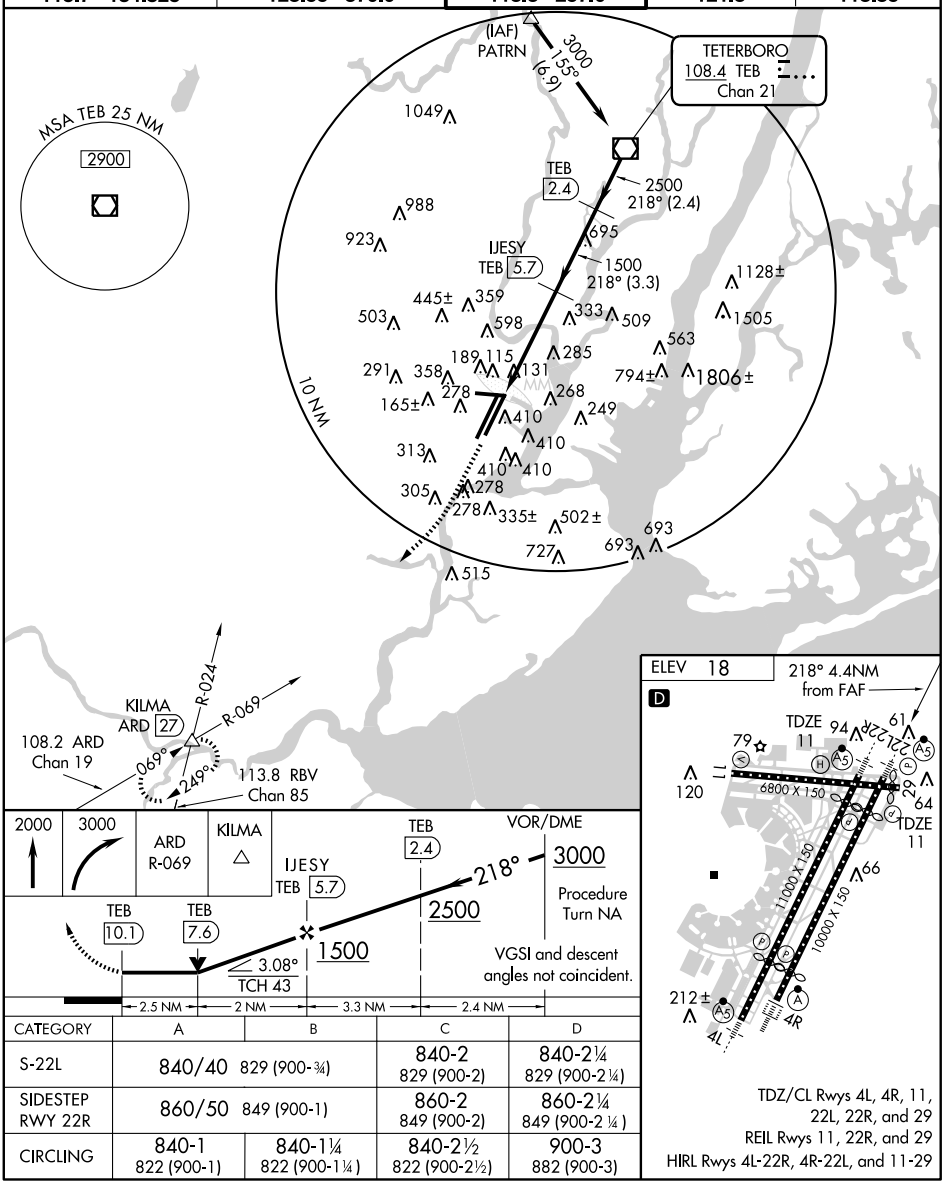
## NEWARK LIBERTY INTL (EWR)

22L MALSR

22R MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22L | 840/40 829 (900-¾) | | 840-2 829 (900-2) | 840-2¼ 829 (900-2¼) |
| SIDESTEP RWY 22R | 860/50 849 (900-1) | | 860-2 849 (900-2) | 860-2¼ 849 (900-2¼) |
| CIRCLING | 840-1 822 (900-1) | 840-1¼ 822 (900-1¼) | 840-2½ 822 (900-2½) | 900-3 882 (900-3) |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR/DME RWY 22R

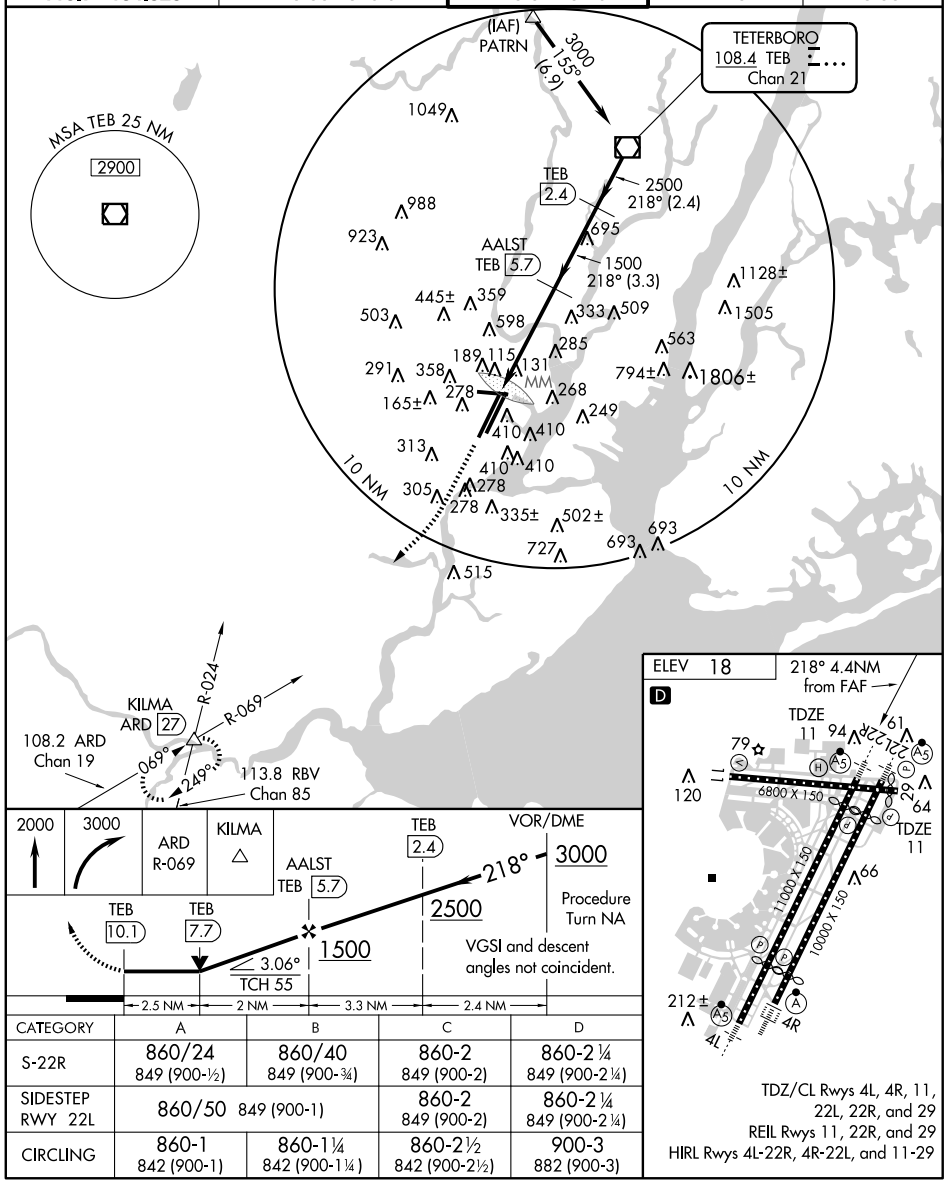
## NEWARK LIBERTY INTL (EWR)

| VOR/DME TEB | APP CRS | | 22R | 22L |
|---|---|---|---|---|
| 108.4 | 218° | Rwy Idg | 9560 | 8206 |
| Chan 21 | | TDZE | 11 | 11 |
| | | Apt Elev | 18 | 18 |

22R MALSR (A5) 22L MALSR (A5)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22R | 860/24 849 (900-½) | 860/40 849 (900-¾) | 860-2 849 (900-2) | 860-2¼ 849 (900-2¼) |
| SIDESTEP RWY 22L | 860/50 849 (900-1) | | 860-2 849 (900-2) | 860-2¼ 849 (900-2¼) |
| CIRCLING | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 900-3 882 (900-3) |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME JFK | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 115.9 | 115° | TDZE 18 |
| Chan 106 | | Apt Elev 18 |

# VOR RWY 11

## NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

| NEWARK ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |

MISSED APCH FIX
144°
324°
R-144
SPARTA
SAX
115.7
Chan 104

RADAR REQUIRED

TETERBORO
108.4 TEB
Chan 21

MSA TEB 25 NM
2900

PINEZ INT
JFK 29.2

R-258
R-242
R-295

1049 988 923 695 1128± 1505 509 333 359 445± 503 598 285 563 1806± 794± 268 131 189 115 358 291 165± 278 410 249 313 305 278 335± 502± 727 693 515

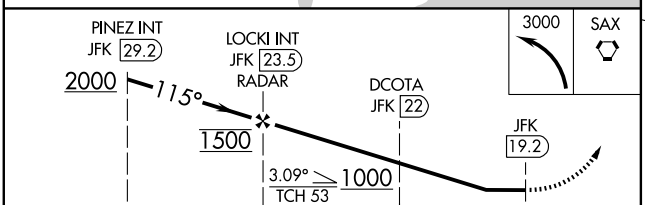
1500
115°
(5.7)

DCOTA
JFK 22

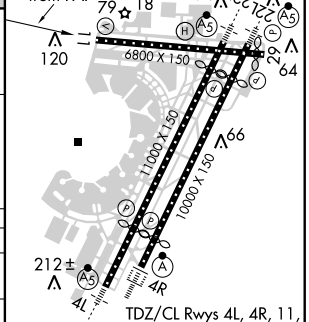
LOCKI INT
JFK 23.5
RADAR

KENNEDY
115.9 JFK
Chan 106

10 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1000-1¼ 982 (1000-1¼) | 1000-1½ 982 (1000-1½) | 1000-3 982 (1000-3) | |
| CIRCLING | 1000-1¼ 982 (1000-1¼) | 1000-1½ 982 (1000-1½) | 1000-3 982 (1000-3) | |
| DCOTA DME MINIMUMS | | | | |
| S-11 | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 860-2¾ 842 (900-2¾) |
| CIRCLING | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 900-3 882 (900-3) |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILLIAMSPORT ONE ARRIVAL

(FQM.FQM1) 07298

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825

WILKES-BARRE
111.6 LVZ
Chan 53

WILLIAMSPORT
114.4 FQM
Chan 91
N41°20.31′-W76°46.49′

STILLWATER
109.6 STW
Chan 33

BROADWAY
114.2 BWZ
Chan 89

N

FL 180
109°
(55)
J584
R-290
J584
118°
(35)
R-255
59
HAYED
N41°08.64′
W76°03.21′
Expect clearance to cross at lowest usable flight level.
122°
(45)
PENNS
N40°52.84′
W75°06.57′
R-249
R-205
14
210K
(9)
5
R-302
SWEET
N40°49.70′
W74°55.46′
Expect clearance to cross at 7000′.
A higher crossing altitude may be required between the hours of 2300 to 0700 local.

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′-W77°58.21′
L-30, H-10-12

## SLATE RUN TRANSITION (SLT.FQM1)

From over FQM VOR/DME via FQM R-118 to HAYED INT. Then via BWZ R-302 to PENNS INT. Then via BWZ R-302 to SWEET INT. Expect vectors to final approach course.

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

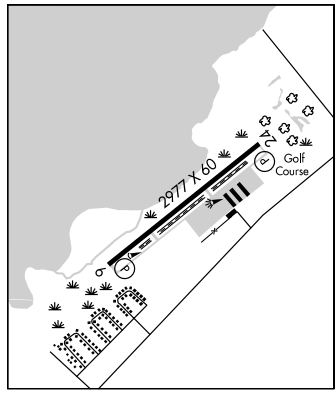
NOTE: Chart not to scale.

WILLIAMSPORT ONE ARRIVAL
(FQM.FQM1) 07298
NEWARK LIBERTY INTL
NEWARK, NEW JERSEY

ST-285 (FAA)

**NEWTON** (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
**RWY 06–24:** H2546X45 (ASPH)
**RWY 06:** Tree. **RWY 24:** Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended dawn–dusk. Deer and birds on and invof arpt.
**COMMUNICATIONS: CTAF** 122.9

**OCEAN CITY MUNI** (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H2977X60 (ASPH) S–12.5 MIRL
**RWY 06:** PAPI(P2R)—GA 3.5° TCH 40′. Tree.
**RWY 24:** PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF/AUNICOM** 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
**ATLANTIC CITY (L) VORTAC** 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.




**OLD BRIDGE** (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H3594X50 (ASPH) MIRL 0.6% up NE
**RWY 06:** REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
**RWY 24:** REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**ROBINSVILLE RCO** 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

**PATERSON** N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
**NDB (MHW)** 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

## PEDRICKTOWN

**SPITFIRE AERODROME** (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 07–25:** H2419X60 (ASPH) MIRL
**RWY 07:** REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
**RWY 25:** REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**PHILADELPHIA CLNC DEL** TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WOODSTOWN (L) VORTAC** 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

| APP CRS | Rwy Idg | 2977 |
|---|---|---|
| 060° | TDZE | 8 |
| | Apt Elev | 8 |

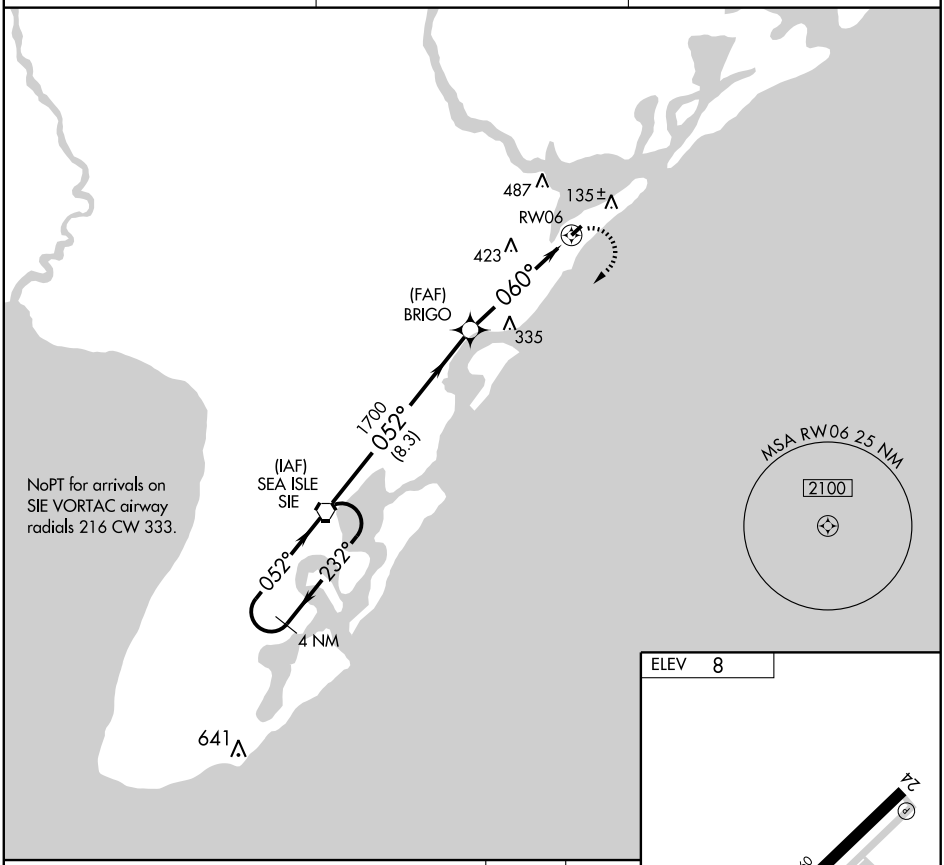
# GPS RWY 6
## OCEAN CITY MUNI (26N)

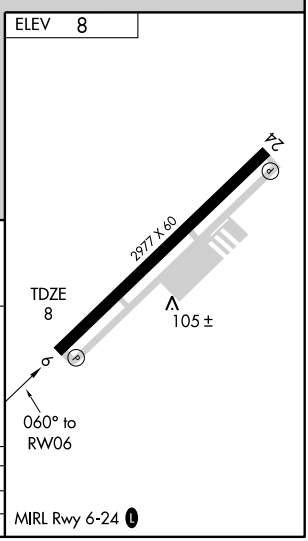
NA

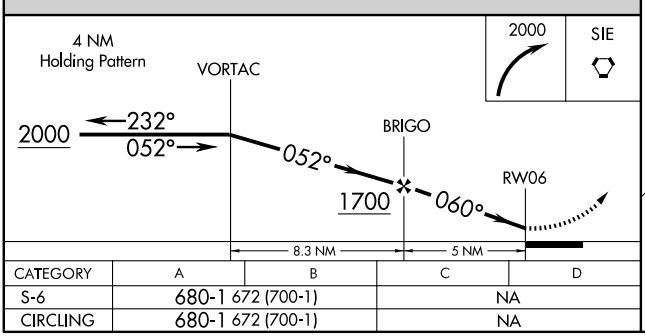
Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

| ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 327.125 | 133.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 680-1 672 (700-1) | | NA | |
| CIRCLING | 680-1 672 (700-1) | | NA | |

MIRL Rwy 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 145° | TDZE | N/A |
| Chan 99 | | Apt Elev | 8 |

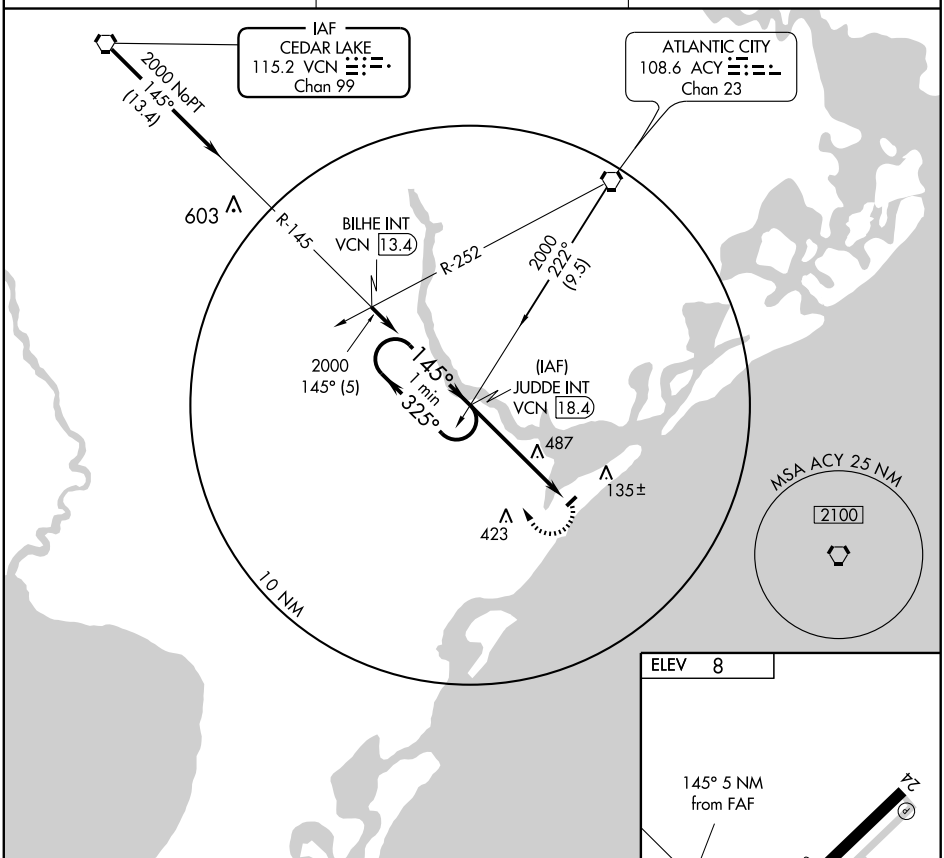
# VOR-A

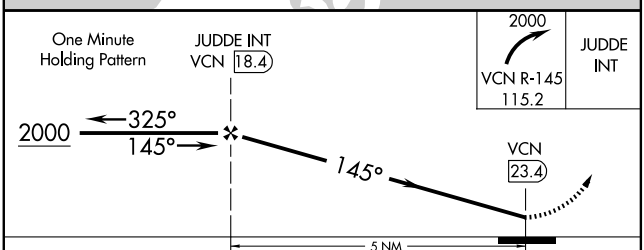
## OCEAN CITY MUNI (26N)

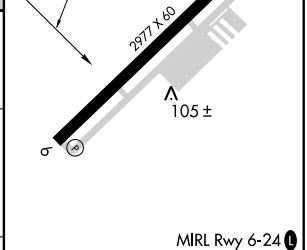
NA Use Atlantic City Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDDE Int and hold.

| ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 327.125 | 133.6 | 122.7 (CTAF) L |







MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>832 (900-1) | 840-1¼<br>832 (900-1¼) | NA | |

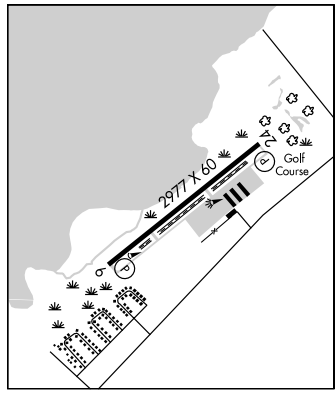
| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**NEWTON** (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
**RWY 06–24:** H2546X45 (ASPH)
**RWY 06:** Tree. **RWY 24:** Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended dawn–dusk. Deer and birds on and invof arpt.
**COMMUNICATIONS: CTAF** 122.9

**OCEAN CITY MUNI** (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H2977X60 (ASPH) S–12.5 MIRL
**RWY 06:** PAPI(P2R)—GA 3.5° TCH 40′. Tree.
**RWY 24:** PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF/AUNICOM** 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
**ATLANTIC CITY (L) VORTAC** 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.




**OLD BRIDGE** (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H3594X50 (ASPH) MIRL 0.6% up NE
**RWY 06:** REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
**RWY 24:** REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**ROBINSVILLE RCO** 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

**PATERSON** N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
**NDB (MHW)** 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

## PEDRICKTOWN

**SPITFIRE AERODROME** (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 07–25:** H2419X60 (ASPH) MIRL
**RWY 07:** REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
**RWY 25:** REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**PHILADELPHIA CLNC DEL** TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WOODSTOWN (L) VORTAC** 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

# RNAV (GPS) RWY 6

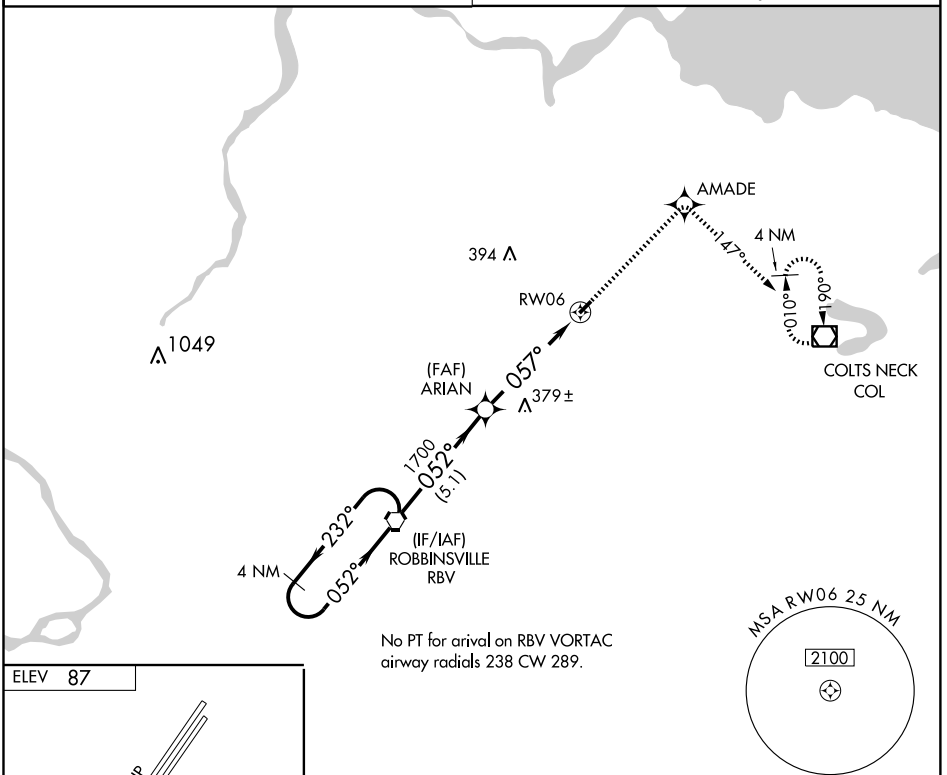
OLD BRIDGE (3N6)

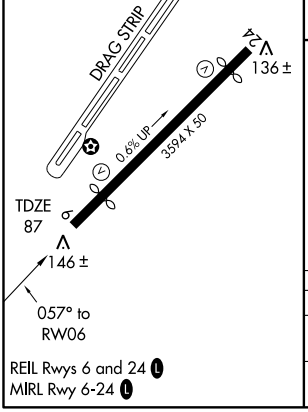
| APP CRS | Rwy Idg | 2994 |
|---|---|---|
| 057° | TDZE | 87 |
| | Apt Elev | 87 |

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

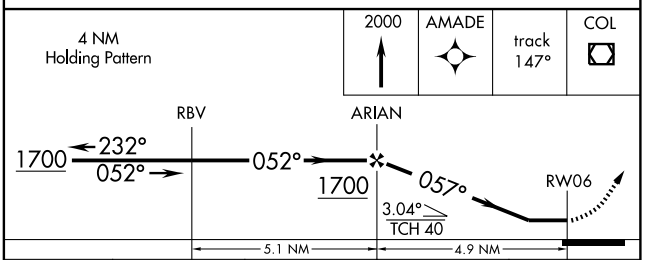
MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 123.075 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 573 (600-1) | | NA | |
| CIRCLING | 660-1 573 (600-1) | | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3194 |
|---|---|---|
| 237° | TDZE | 87 |
| | Apt Elev | 87 |

# RNAV (GPS) RWY 24

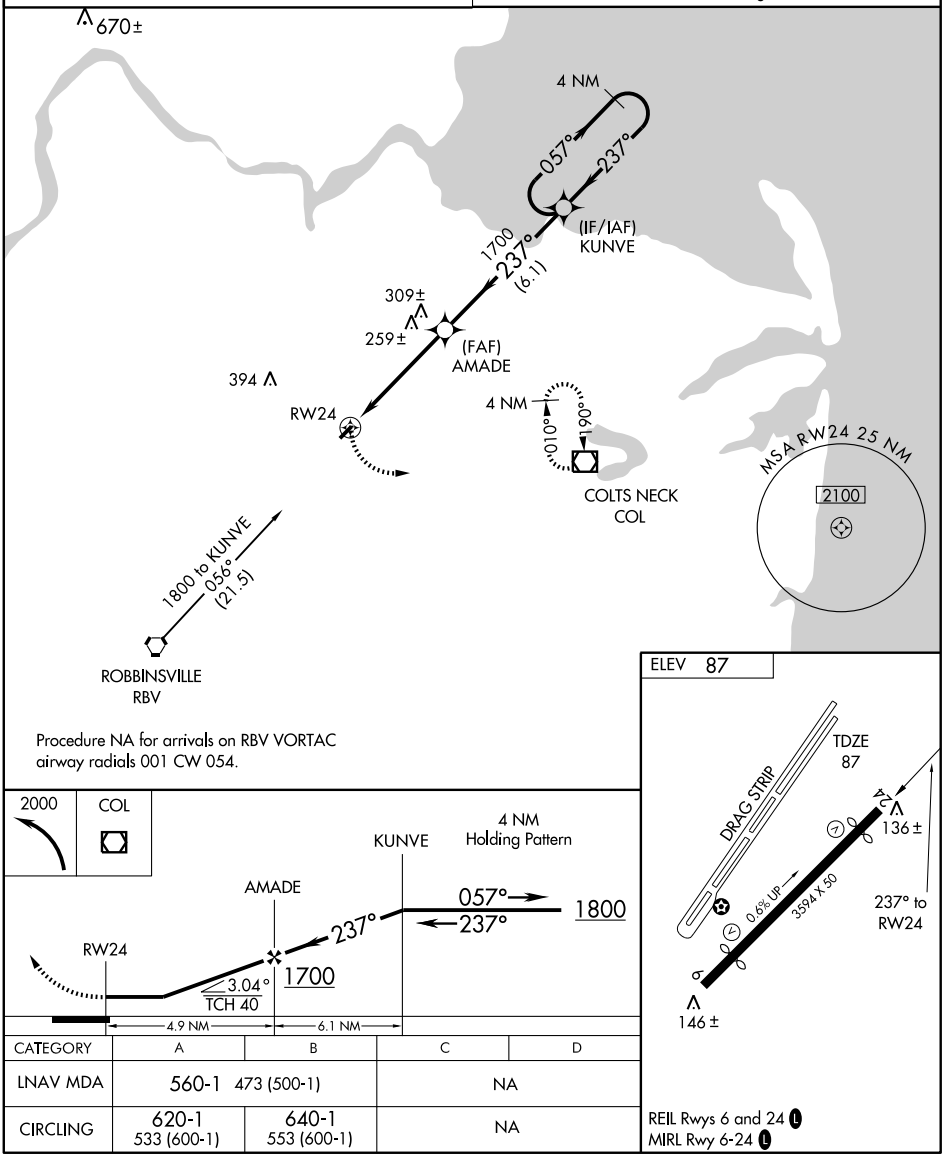
OLD BRIDGE (3N6)

NA

Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 473 (500-1) | | NA | |
| CIRCLING | 620-1 533 (600-1) | 640-1 553 (600-1) | NA | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

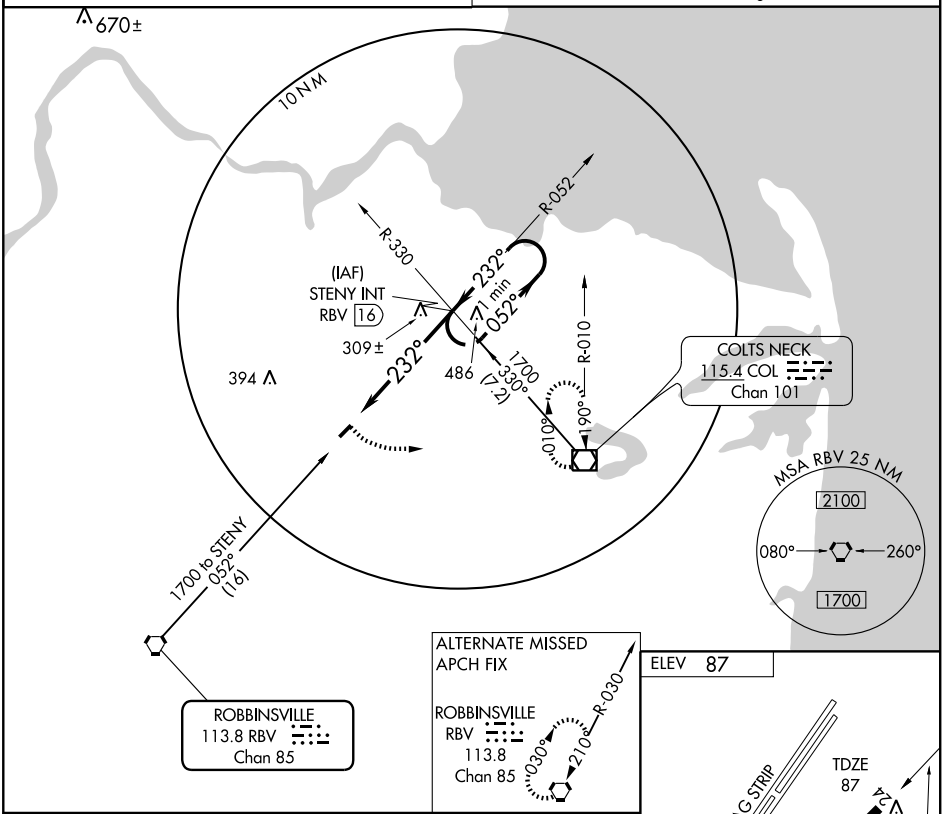
| VORTAC RBV 113.8 Chan 85 | APP CRS 232° | Rwy Idg 3194 TDZE 87 Apt Elev 87 |
|---|---|---|

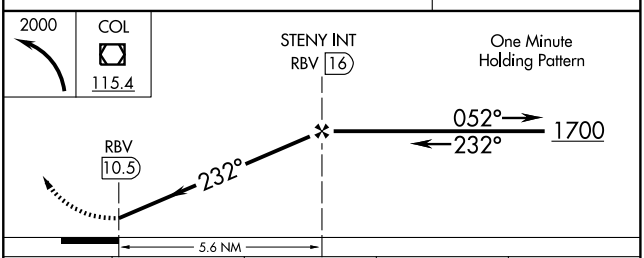
# VOR RWY 24
## OLD BRIDGE (3N6)

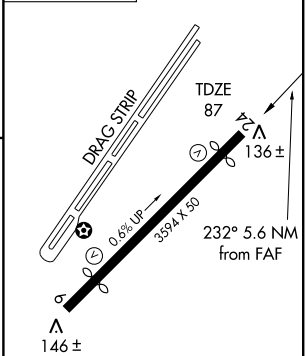
Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 124.15 363.8 | 123.075 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-1 513 (600-1) | | NA | |
| CIRCLING | 620-1 533 (600-1) | 640-1 553 (600-1) | NA | |

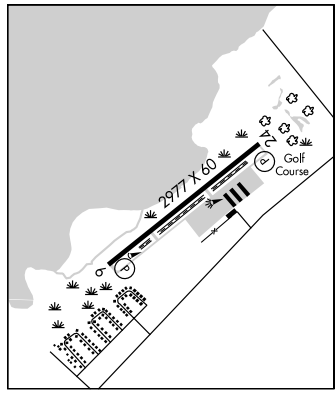
| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**NEWTON** (3N5) 3 S UTC−5(−4DT) N41°01.64′ W74°45.51′ — NEW YORK
620 NOTAM FILE MIV
**RWY 06–24:** H2546X45 (ASPH)
**RWY 06:** Tree. **RWY 24:** Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended dawn–dusk. Deer and birds on and invof arpt.
**COMMUNICATIONS: CTAF** 122.9

**OCEAN CITY MUNI** (26N) 2 SW UTC−5(−4DT) N39°15.81′ W74°36.45′ — WASHINGTON L–34G IAP
5 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H2977X60 (ASPH) S–12.5 MIRL
**RWY 06:** PAPI(P2R)—GA 3.5° TCH 40′. Tree.
**RWY 24:** PAPI(P2L)—GA 3.5° TCH 40′. Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended Jun–Sep 1300–0100Z‡, winter 1300–2100Z‡. Birds on and invof arpt. Automated weather advisory. ACTIVATE by 3 clicks on CTAF. Also avbl by phone 609–398–0705. ACTIVATE MIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF/AUNICOM** 122.7
Ⓡ **ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 133.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74° 58.03′ 144° 23.5 NM to fld. 120/10W.
**ATLANTIC CITY (L) VORTAC** 108.6 ACY Chan 23 N39°27.35′ W74°34.58′ 197° 11.6 NM to fld. 70/10W.




**OLD BRIDGE** (3N6) 5 S UTC−5(−4DT) N40°19.79′ W74°20.81′ — NEW YORK L–34H IAP
87 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 06–24:** H3594X50 (ASPH) MIRL 0.6% up NE
**RWY 06:** REIL. VASI(NSTD) . Thld dsplcd 600′. Trees.
**RWY 24:** REIL. VASI(NSTD). Thld dsplcd 400′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hours. No touch and go. Avoid overflight of Englishtown Flea Market 1 NM SW. Trees along east side of Rwy 06–24. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24, rotating bcn—CTAF. Ldg fee.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**ROBINSVILLE RCO** 122.1R 113.8T (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 052° 10.2 NM to fld. 248/10W.

**PATERSON** N40°56.79′ W74°09.05′ NOTAM FILE MIV. — NEW YORK COPTER L–33B, 34H
**NDB (MHW)** 347 PNJ 249° 7.1 NM to Essex Co. Unusable 260°–040° beyond 15 NM.

## PEDRICKTOWN

**SPITFIRE AERODROME** (7N7) 2 S UTC−5(−4DT) N39°44.13′ W75°23.86′ — WASHINGTON L–34G, A IAP
40 B S4 **FUEL** 100LL NOTAM FILE MIV
**RWY 07–25:** H2419X60 (ASPH) MIRL
**RWY 07:** REIL. PAPI(P2L)—GA 4.0° TCH 20′. Thld dsplcd 198′. Tree.
**RWY 25:** REIL. PAPI(P2R)—GA 4.0° TCH 20′. Thld dsplcd 110′. Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds on and invof arpt. Arpt access road near AER Rwy 07. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**PHILADELPHIA CLNC DEL** TF 800–354–9884
Ⓡ **PHILADELPHIA APP/DEP CON** 119.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WOODSTOWN (L) VORTAC** 112.8 OOD Chan 75 N39°38.16′ W75°18.18′ 334° 7.4 NM to fld. 140/10W.

| APP CRS | Rwy Idg | 2221 |
|---|---|---|
| 074° | TDZE | 39 |
| | Apt Elev | 40 |

# RNAV (GPS) RWY 7

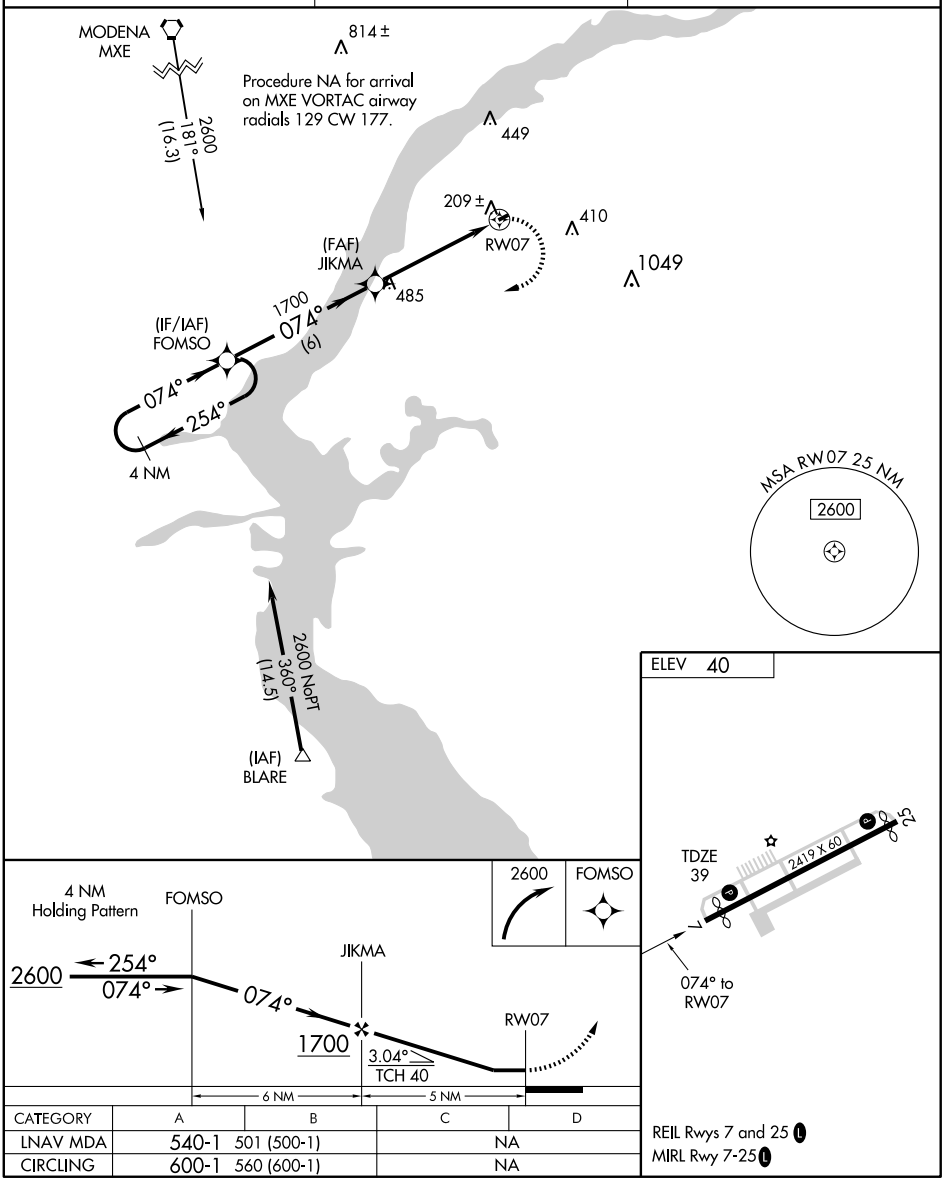
PEDRICKTOWN/SPITFIRE AERODROME (7N7)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting. Procedure NA at night.

A NA

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

| PHILADELPHIA ASOS | PHILADELPHIA APP CON | UNICOM |
|---|---|---|
| 122.95 | 119.75 269.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 501 (500-1) | NA | |
| CIRCLING | 600-1 | 560 (600-1) | NA | |

REIL Rwys 7 and 25 L

MIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2309 |
|---|---|---|
| 254° | TDZE | 38 |
| | Apt Elev | 40 |

# RNAV (GPS) RWY 25

PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

NA

DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

| PHILADELPHIA ASOS | PHILADELPHIA APP CON | UNICOM |
|---|---|---|
| 122.95 | 119.75 269.25 | 122.7 (CTAF) L |

Procedure NA for arrivals at MXE VORTAC via airway radials 056 CW 177.

MODENA MXE

3500
115°
(23.3)

814±

4 NM
074°
254°
(IAF) RUUTH
2600 NoPT
269°
(8.6)

449

(FAF) CENAM

1700
254°
(5.9)

(IF/IAF) POVAE

Procedure NA for arrivals at RUUTH via V123-157 Northeast bound.

173±

289±

RW25

410

485

1049

MSA RW 25 25 NM
2600

FOMSO
074°
254°
4 NM

ELEV 40

254° to RW25

2419 X 60

TDZE 38

2600 FOMSO

4 NM Holding Pattern

POVAE

CENAM

074°
254°
2600

RW25

1700

3.03°
TCH 30

VGSI and descent angles not coincident.

5.1 NM 5.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 542 (600-1) | | NA | |
| CIRCLING | 600-1 560 (600-1) | | NA | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## PITTSTOWN

### ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′

NEW YORK
L–33A, 34H
IAP

480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

**RWY 08–26:** H2550X60 (ASPH) MIRL 0.7% up E

**RWY 08:** PAPI(P2R)—GA 3.0° TCH 20′. Tree.

**RWY 26:** PAPI(P2L)—GA 4.5° TCH 20′. Tree.

**RWY 13–31:** 1804X100 (ASPH–TURF) 0.8% up SE

**RWY 13:** Tree. **RWY 31:** Tree.

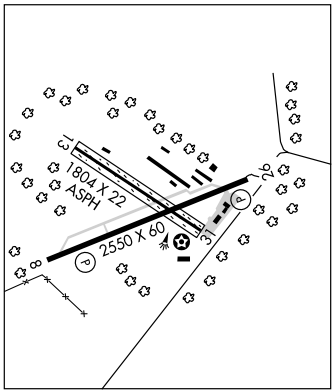
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**




### SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′

NEW YORK
L–33A, 34H
IAP

560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV

**RWY 07–25** H2900X50 (ASPH) MIRL 0.3% up NE

**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.

**RWY 25:** REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.

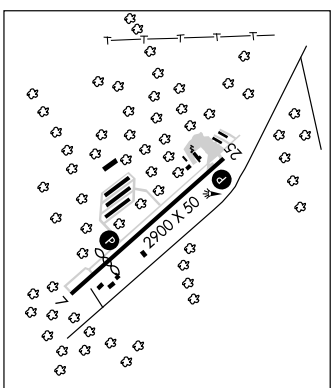
**AIRPORT REMARKS:** Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



| VOR/DME SBJ | APP CRS | Rwy Idg | 2022 |
|---|---|---|---|
| 112.9 | 093° | TDZE | 560 |
| Chan 76 | | Apt Elev | 560 |

# VOR or GPS RWY 7

PITTSTOWN/ SKY MANOR (N40)

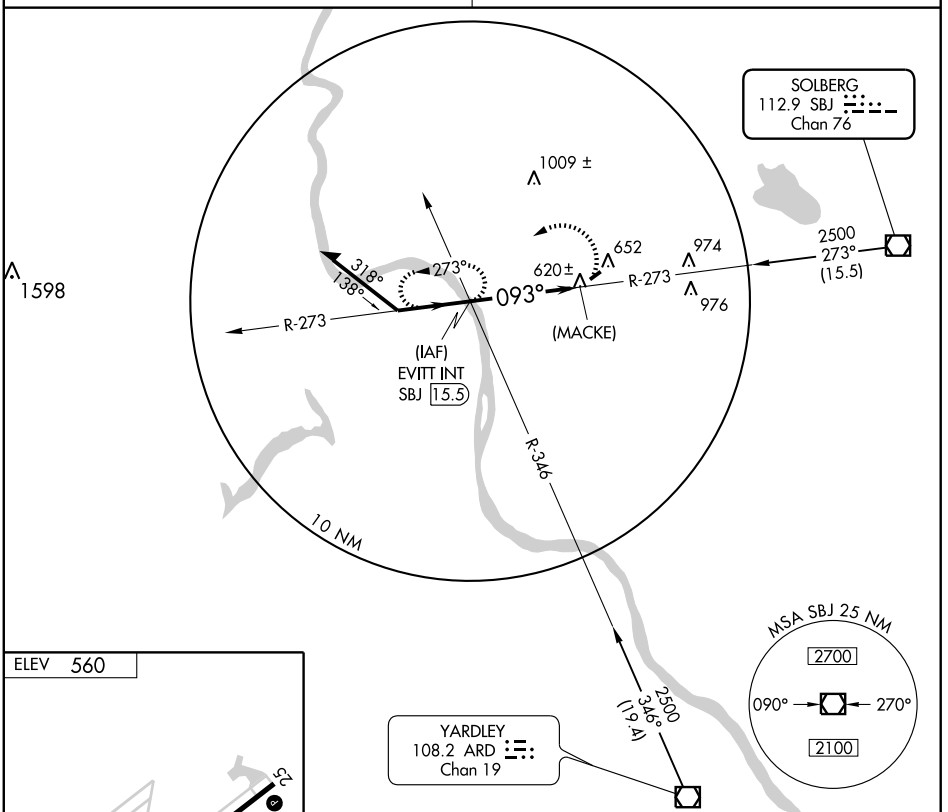
NA

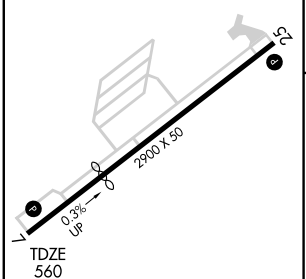
Use Allentown, PA altimeter setting.

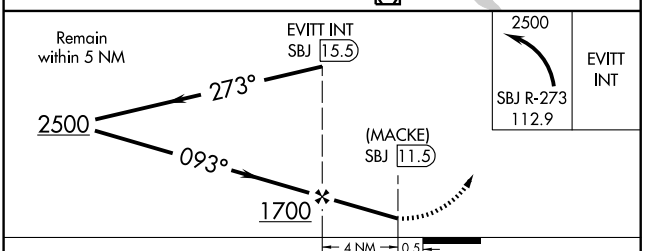
MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

ALLENTOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF) L




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 960-1<br>400 (400-1) | NA | | |
| CIRCLING | 1100-1<br>540 (600-1) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## PITTSTOWN

### ALEXANDRIA (N85) 2 W UTC−5(−4DT) N40°35.26′ W75°01.17′

NEW YORK
L–33A, 34H
IAP

480 B S4 **FUEL** 100LL, JET A NOTAM FILE MIV

**RWY 08–26:** H2550X60 (ASPH) MIRL 0.7% up E

**RWY 08:** PAPI(P2R)—GA 3.0° TCH 20′. Tree.

**RWY 26:** PAPI(P2L)—GA 4.5° TCH 20′. Tree.

**RWY 13–31:** 1804X100 (ASPH–TURF) 0.8% up SE

**RWY 13:** Tree. **RWY 31:** Tree.

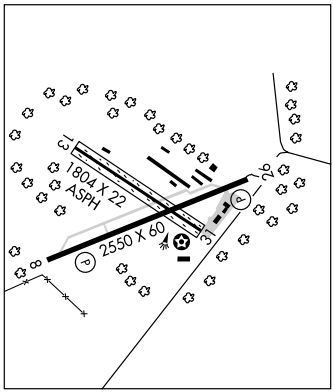
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 13–31 25 ft wide asph strip full length down center of rwy. Turf portion of rwy unusable. Helicopter takeoff and ldg rstd to Rwy 08/26 only. Helicopters use fixed–wing traffic patterns and altitudes. No touch and go ops or straight in approaches allowed. ACTIVATE MIRL Rwy 08–26 and rotating beacon—121.8. Taxi on pavement only.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 281° 12.7 NM to fld. 190/10W. **HIWAS.**




### SKY MANOR (N4Ø) 2 SW UTC−5(−4DT) N40°33.95′ W74°58.76′

NEW YORK
L–33A, 34H
IAP

560 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MIV

**RWY 07–25** H2900X50 (ASPH) MIRL 0.3% up NE

**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 24′. Thld dsplcd 878′. Trees.

**RWY 25:** REIL. PAPI(P2L)—GA 4.0° TCH 29′. P–line.

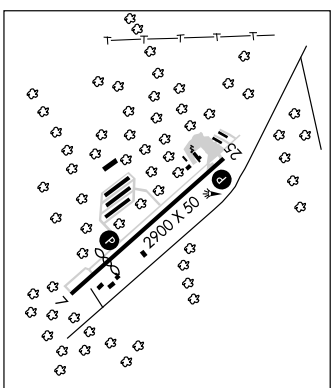
**AIRPORT REMARKS:** Attended continuously. 24 hr self–serve fuel system on north end of main apron. Parachute Jumping. CAUTION: Ultralights fly close in pattern at 860(300). Balloon, glider, helicopter, and ultralight activity on and invof arpt. Gliders opr from turf area just south of Rwy 07–25. TPA for low wing acft 1300(740), high wing acft 1400(840). ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25, PAPI Rwy 07 and Rwy 25 and twy lgts—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′) 118.2 (3000′ and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 275° 10.9 NM to fld. 190/10W. **HIWAS.**



| VOR/DME SBJ | APP CRS | Rwy Idg | 2550 |
|---|---|---|---|
| 112.9 | 100° | TDZE | 480 |
| Chan 76 | | Apt Elev | 480 |

# VOR or GPS RWY 8

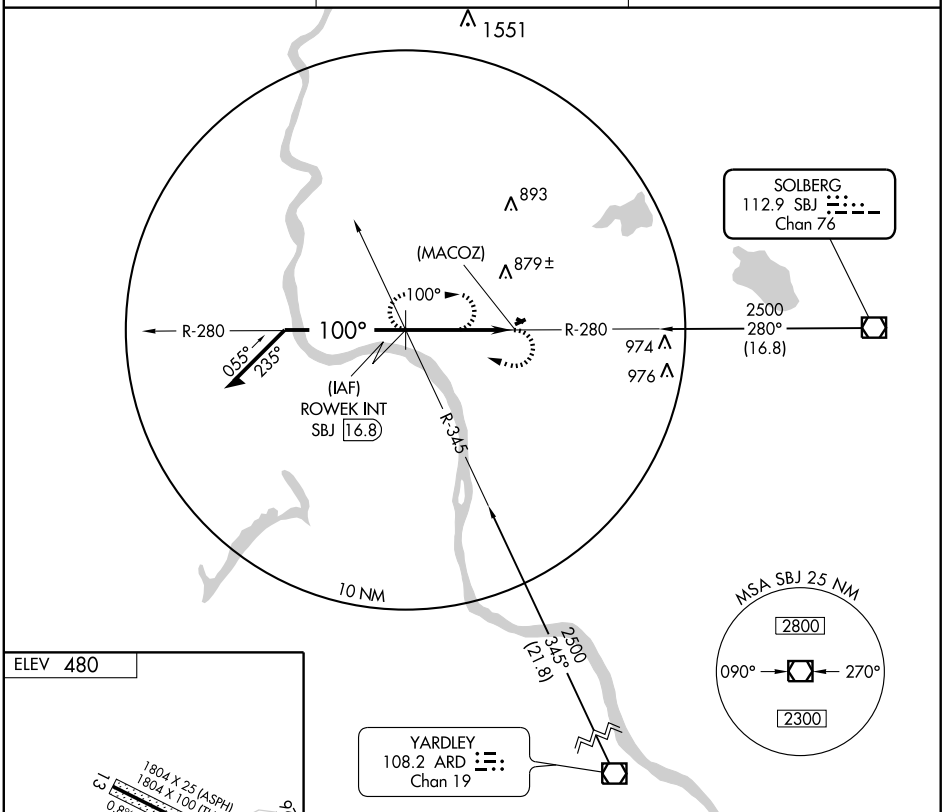
PITTSTOWN/ ALEXANDRIA (N85)

Use Lehigh Valley Intl Allentown, PA altimeter setting.
Procedure not authorized at night.

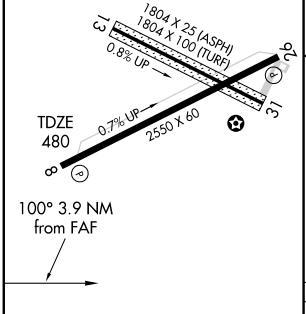
NA

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

| ALLENTOWN APP CON | UNICOM | |
|---|---|---|
| 124.45 397.7 | 122.975 (CTAF) | 121.8 L |

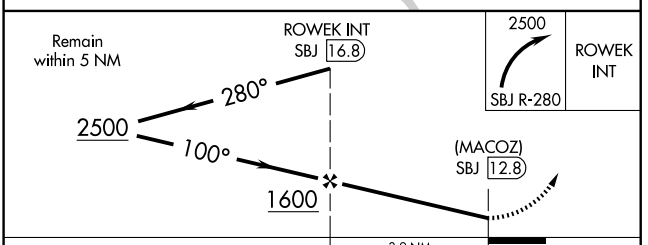



ELEV 480




MIRL Rwy 8-26 L

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1340-1<br>860 (900-1) | NA | | |
| CIRCLING | 1340-1<br>860 (900-1) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## PRINCETON/ROCKY HILL

**PRINCETON** (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ — NEW YORK

128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV — L–34H

**RWY 10–28:** H3499X75 (ASPH) S–15 MIRL — IAP

**RWY 10:** REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.

**RWY 28:** PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.

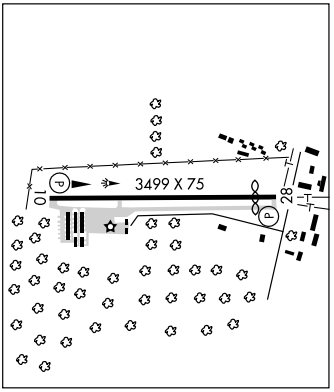
**AIRPORT REMARKS:** Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

Ⓡ **NEW YORK APP/DEP CON** 132.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.




**RAINBOW** N39°25.10′ W75°08.11′ NOTAM FILE MIV. — WASHINGTON

**NDB (HW)** 363 RNB 147° 4.2 NM to Millville Muni. — H–10I, L–34G, A

## READINGTON

**SOLBERG–HUNTERDON** (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ — NEW YORK

195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV — L–33A, 34H

**RWY 13–31:** 3440X200 (TURF) 1.0% up NW — IAP

**RWY 13:** Tree. **RWY 31:** Trees.

**RWY 04–22:** 3735X50 (ASPH–TURF) MIRL 0.7% up NE

**RWY 04:** Thld dsplcd 735′. **RWY 22:** Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.

**WEATHER DATA SOURCES: HIWAS** 112.9 SBJ.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**SOLBERG RCO** 122.1R 112.9T (MILLVILLE RADIO)

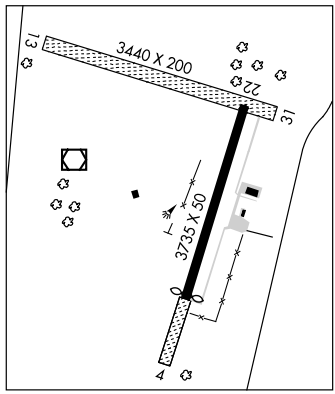
Ⓡ **NEW YORK APP/DEP CON** 132.8

**GCO** 121.725 (NEW YORK APP/DEP CON)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**

**COMM/NAV/WEATHER REMARKS:** For IFR clnc del ctc NY TRACON 800–645–3206.




**RED LION** (See VINCENTOWN)

**REDWING** (See JOBSTOWN)

**ROBBINSVILLE** N40°12.14′ W74°29.70′ NOTAM FILE MIV. — NEW YORK

**(H) VORTAC** 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. — H–10I, L–34H

VOR portion unusable:

135°–170° byd 12 NM blo 2500′

135°–170° byd 19 NM blo 3500′

135°–170° byd 27 NM blo 5000′

315°–360° byd 10 NM blo 3500′

**RCO** 122.1R 113.8T 122.45 (MILLVILLE RADIO)

| WAAS | APP CRS | Rwy Idg | 3499 |
|---|---|---|---|
| CH 58216 | 102° | TDZE | 128 |
| W10A | | Apt Elev | 128 |

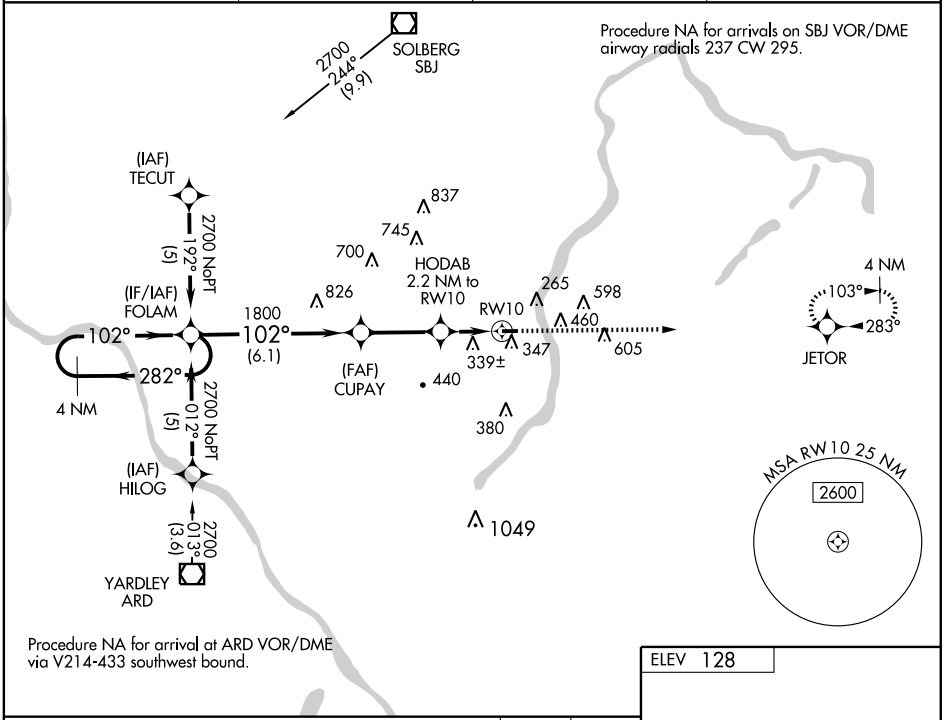
# RNAV (GPS) RWY 10

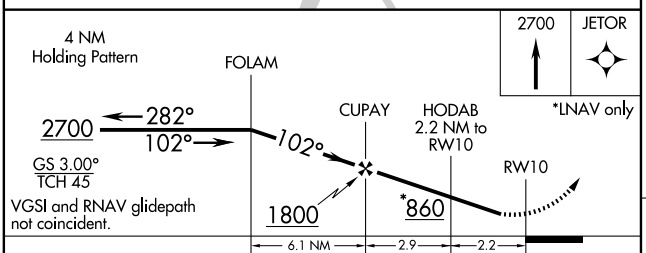
## PRINCETON (39N)

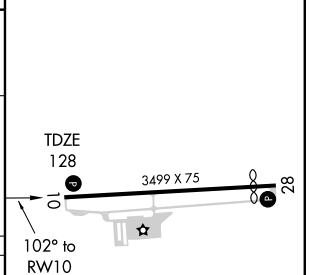
▼ ⚠ NA — Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

MISSED APPROACH: Climb to 2700 direct JETOR and hold.

| TRENTON MERCER ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 414-1 286 (300-1) | | | NA |
| LNAV/ VNAV DA | 873-2¾ 745 (800-2¾) | | | NA |
| LNAV MDA | 640-1 512 (600-1) | | 640-1½ 512 (600-1½) | NA |
| CIRCLING | 780-1 652 (700-1) | | 860-2 732 (800-1) | NA |

MIRL Rwy 10-28 L
REIL Rwy 10 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3130 |
|---|---|---|
| 282° | TDZE | 128 |
| | Apt Elev | 128 |

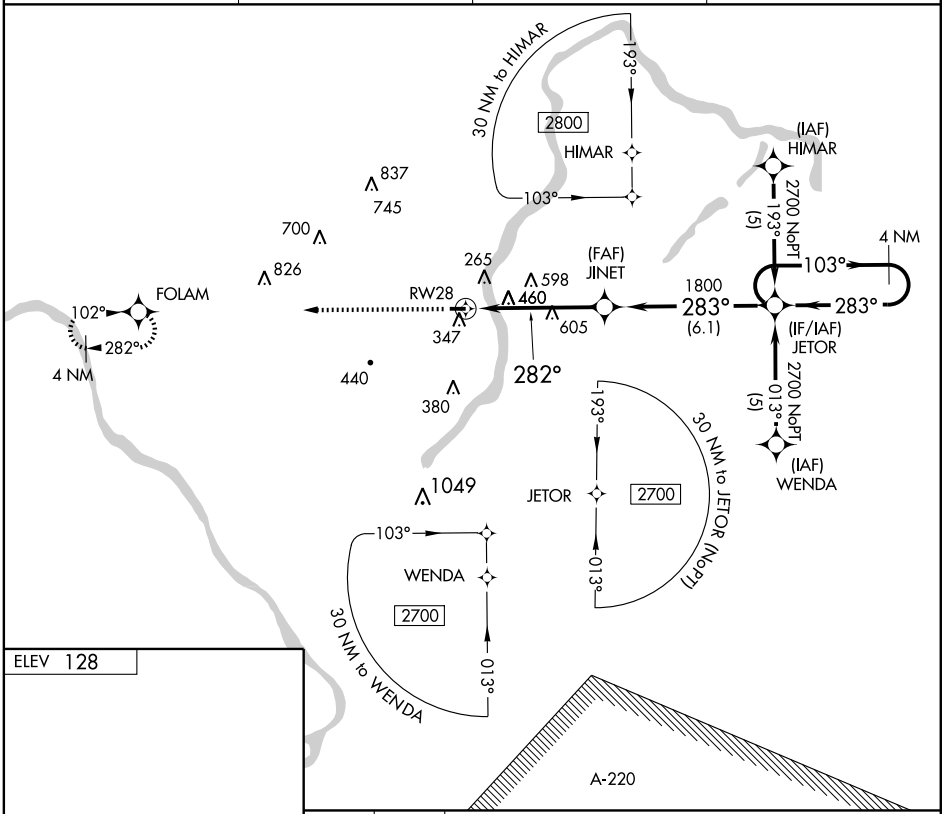
# RNAV (GPS) RWY 28

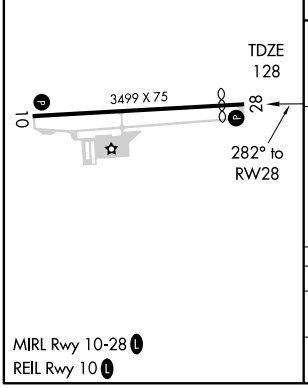
PRINCETON (39N)

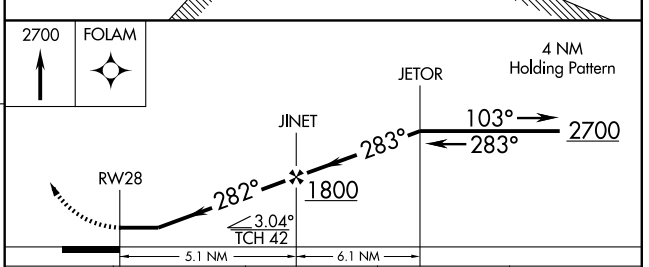
Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

| TRENTON MERCER ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1<br>772 (800-1) | 900-1¼<br>772 (800-1¼) | 900-2¼<br>772 (800-2¼) | NA |
| CIRCLING | 900-1<br>772 (800-1) | 900-1¼<br>772 (800-1¼) | 900-2¼<br>772 (800-2¼) | NA |

MIRL Rwy 10-28 L
REIL Rwy 10 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

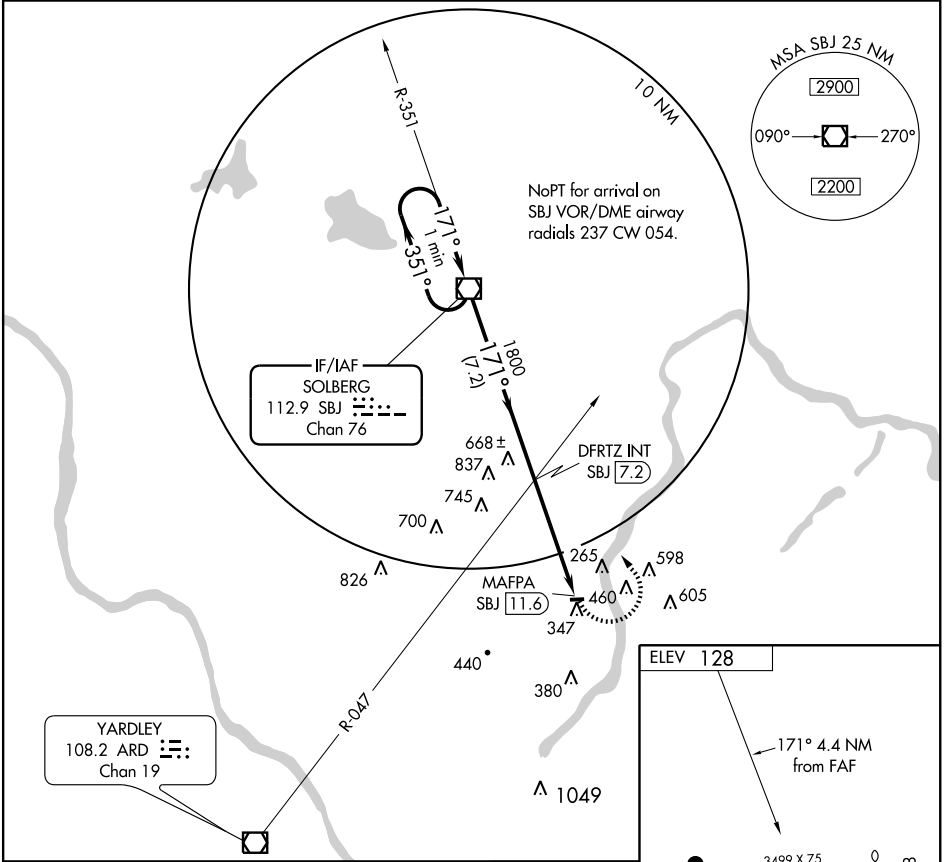
| VOR/DME SBJ | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 112.9 | 171° | TDZE | NA |
| Chan 76 | | Apt Elev | 128 |

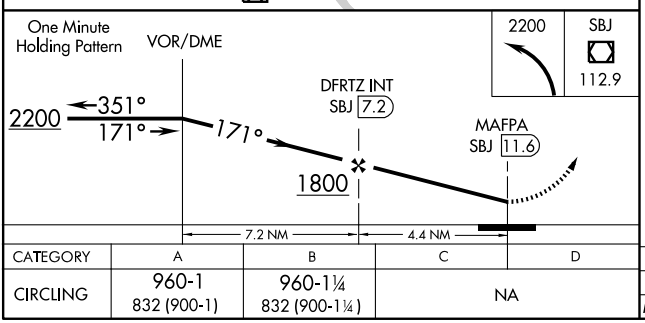
# VOR-A
## PRINCETON (39N)

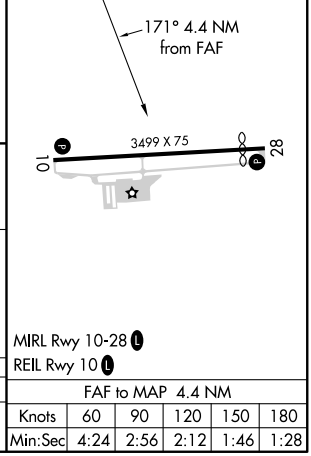
NA — Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

| TRENTON MERCER ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.77 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |




MIRL Rwy 10-28 L
REIL Rwy 10 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1 832 (900-1) | 960-1¼ 832 (900-1¼) | NA | |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

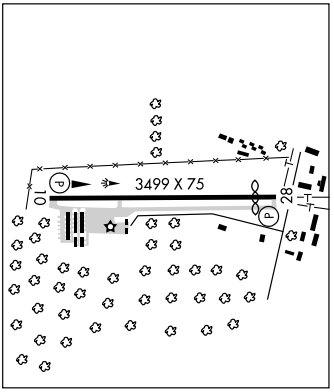
ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

## PRINCETON/ROCKY HILL

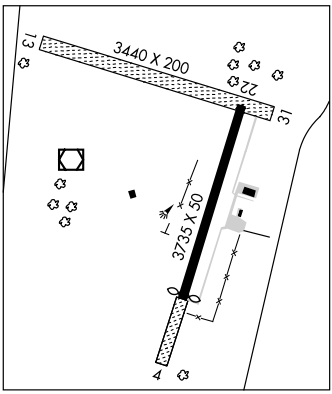
**PRINCETON** (39N) 3 N UTC−5(−4DT) N40°23.95′ W74°39.54′ **NEW YORK**
128 B S4 **FUEL** 100LL, JET A TPA—1203(1075) NOTAM FILE MIV **L–34H**
**RWY 10–28:** H3499X75 (ASPH) S–15 MIRL **IAP**
**RWY 10:** REIL. PAPI(P2L)—GA 3.45° TCH 44′. Tree.
**RWY 28:** PAPI(P2L)—GA 3.0° TCH 42′. Thld dsplcd 369′. Bldg.
**AIRPORT REMARKS:** Attended 1300–dusk. Unattended Christmas Day and New Years Day. Deer and birds on and invof arpt. Noise sensitive areas invof arpt. Departure NS ABTMT procedures in effect, call arpt management for information. Rwy 28 departure no turns until at least 900′ MSL and beyond Cherry Hill Road. No student touch & go flight activities. Rwy 10–28 rgt tfc helicopters. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10—123.05.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **NEW YORK APP/DEP CON** 132.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 062° 14.4 NM to fld. 300/10W.




**RAINBOW** N39°25.10′ W75°08.11′ NOTAM FILE MIV. **WASHINGTON**
**NDB (HW)** 363 RNB 147° 4.2 NM to Millville Muni. **H–10I, L–34G, A**

## READINGTON

**SOLBERG–HUNTERDON** (N51) 1 NW UTC−5(−4DT) N40°34.98′ W74°44.19′ **NEW YORK**
195 S4 **FUEL** 100LL, JET A TPA–1200(1005) NOTAM FILE MIV **L–33A, 34H**
**RWY 13–31:** 3440X200 (TURF) 1.0% up NW **IAP**
**RWY 13:** Tree. **RWY 31:** Trees.
**RWY 04–22:** 3735X50 (ASPH–TURF) MIRL 0.7% up NE
**RWY 04:** Thld dsplcd 735′. **RWY 22:** Tree.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Arpt unattended all major holidays and Christmas and New Years eve afternoons. Call 908–534–4000 to verify status of lgts. Deer on and invof arpt. Blimp and hot air balloon activity on and invof arpt—spring through fall. Dsplcd thld Rwy 04 735′ turf, 180′ wide. Rwy 04–22 turf portion avbl for tkf. All rwys no touch and go landings. All rwys depart straight out to 1200′ before turning. Rwy 04–22 MIRL on paved 3000 ft by 50 ft portion of rwy.
**WEATHER DATA SOURCES: HIWAS** 112.9 SBJ.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**SOLBERG RCO** 122.1R 112.9T (MILLVILLE RADIO)
Ⓡ **NEW YORK APP/DEP CON** 132.8
**GCO** 121.725 (NEW YORK APP/DEP CON)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ at fld. 190/10W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** For IFR clnc del ctc NY TRACON 800–645–3206.




**RED LION** (See VINCENTOWN)

**REDWING** (See JOBSTOWN)

**ROBBINSVILLE** N40°12.14′ W74°29.70′ NOTAM FILE MIV. **NEW YORK**
**(H) VORTAC** 113.8 RBV Chan 85 288° 5.0 NM to Trenton–Robbinsville. 248/10W. **H–10I, L–34H**
VOR portion unusable:
135°–170° byd 12 NM blo 2500′
135°–170° byd 19 NM blo 3500′
135°–170° byd 27 NM blo 5000′
315°–360° byd 10 NM blo 3500′
**RCO** 122.1R 113.8T 122.45 (MILLVILLE RADIO)

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 039° | TDZE | 179 |
| | Apt Elev | 195 |

# RNAV (GPS) RWY 4

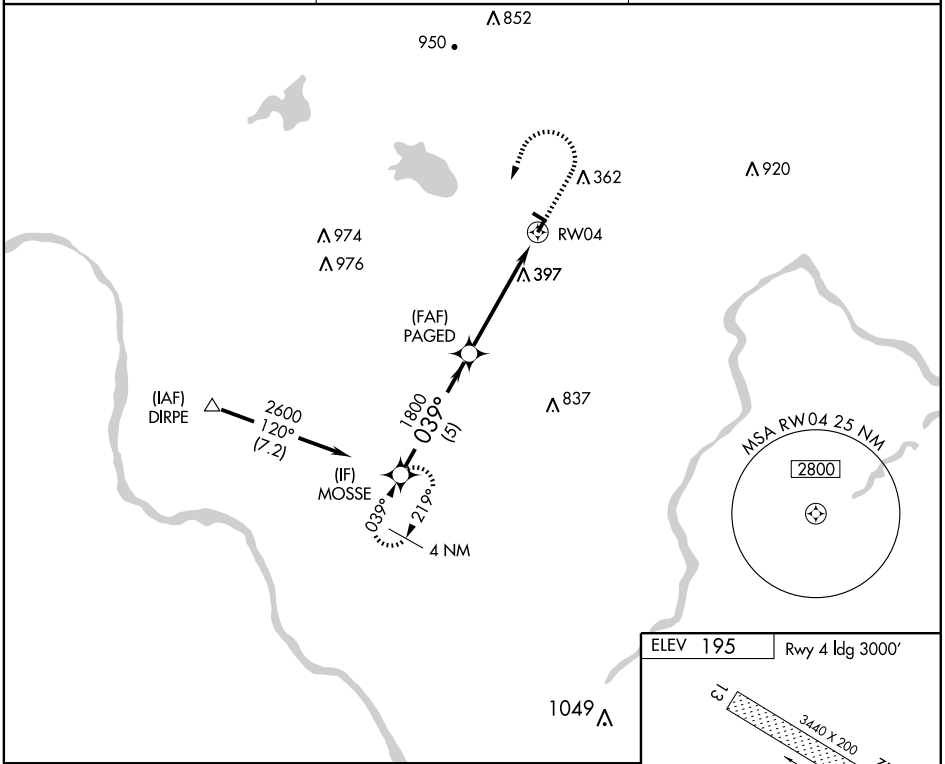
READINGTON / SOLBERG-HUNTERDON (N51)

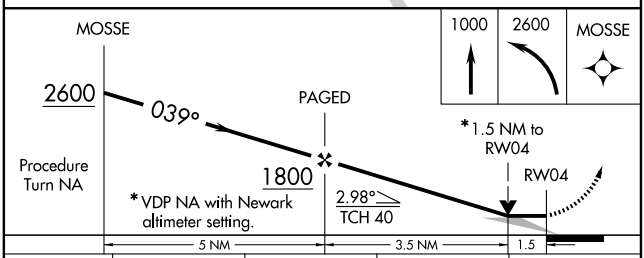
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

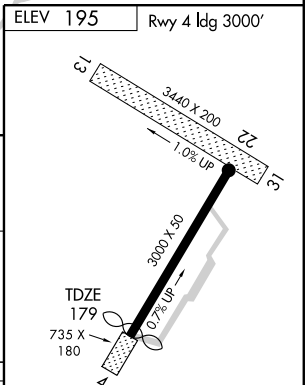
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

| NEW YORK APP CON | UNICOM | GCO |
|---|---|---|
| 132.8 379.9 | 122.8 (CTAF) | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 | 521 (600-1) | NA | |
| CIRCLING | 700-1 | 505 (600-1) | NA | |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 800-1 | 621 (700-1) | NA | |
| CIRCLING | 800-1 | 605 (700-1) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 220° | TDZE | 185 |
| | Apt Elev | 195 |

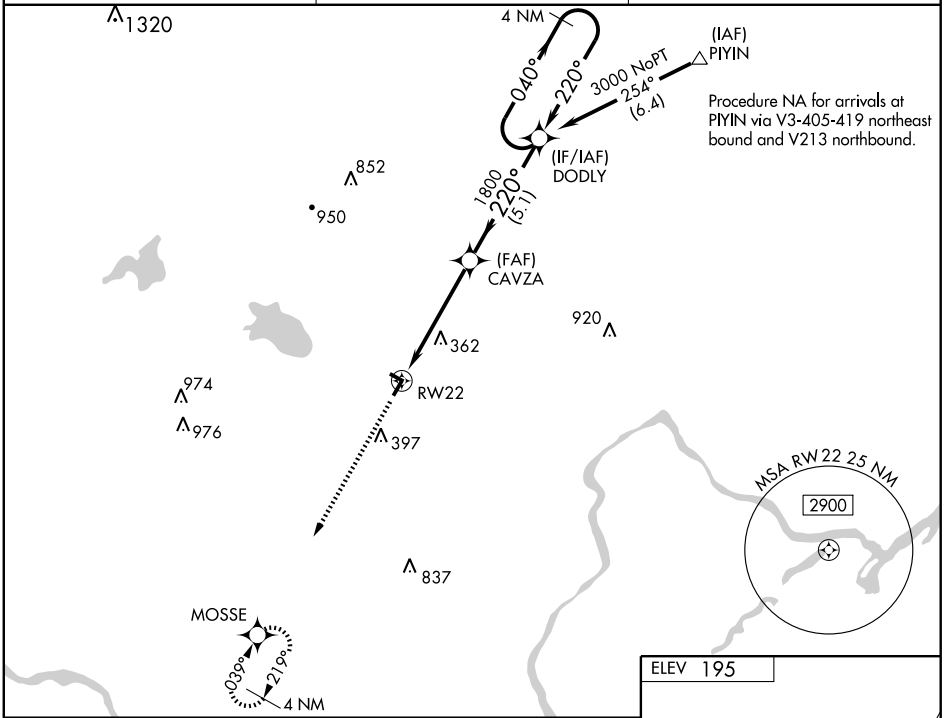
# RNAV (GPS) RWY 22

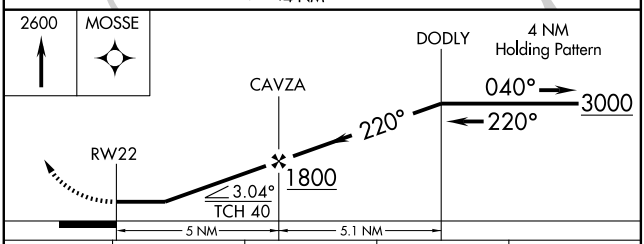
READINGTON / SOLBERG-HUNTERDON (N51)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

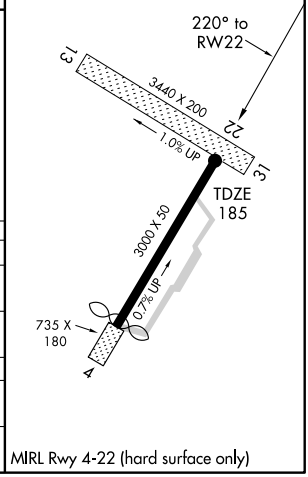
MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

| NEW YORK APP CON | UNICOM | GCO |
|---|---|---|
| 132.8 379.9 | 122.8 (CTAF) | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 435 (500-1) | NA | |
| CIRCLING | 680-1 | 485 (500-1) | NA | |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 700-1 | 515 (600-1) | NA | |
| CIRCLING | 780-1 | 585 (600-1) | NA | |




MIRL Rwy 4-22 (hard surface only)




NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SBJ 112.9 Chan 76 | APP CRS 310° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 195 |
|---|---|---|

# VOR-A

## READINGTON/ SOLBERG-HUNTERDON (N51)

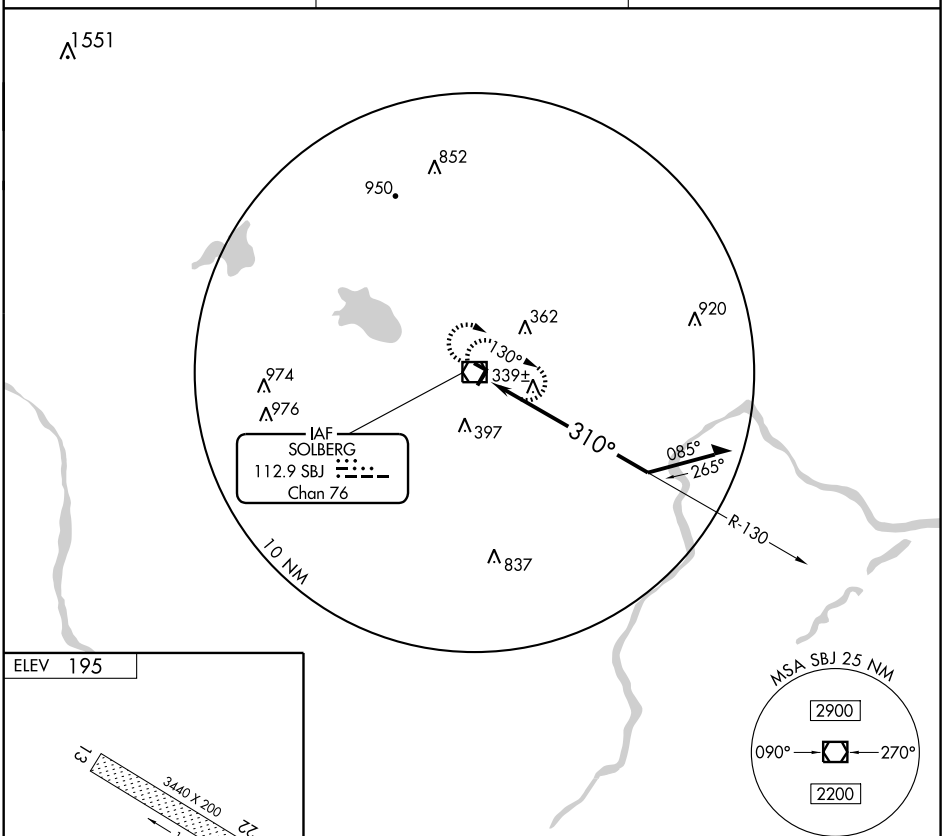
Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

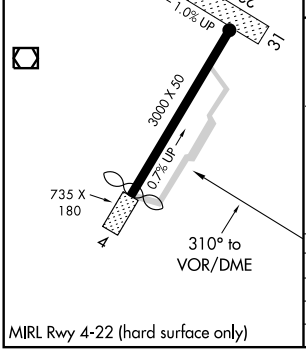
MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

| NEW YORK APP CON | UNICOM | GCO |
|---|---|---|
| 132.8 379.9 | 122.8 (CTAF) | 121.725 |



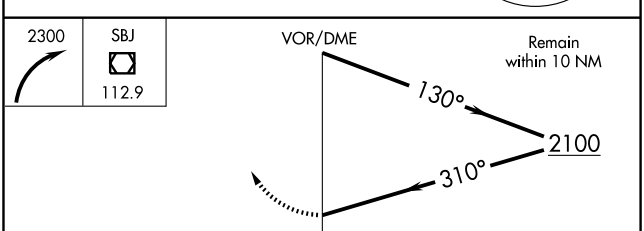
NE-2, 26 AUG 2010 to 23 SEP 2010










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 780-1 585 (600-1) | | NA | |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 880-1 685 (700-1) | | NA | |

MIRL Rwy 4-22 (hard surface only)

| VOR/DME SBJ 112.9 Chan 76 | APP CRS 016° | Rwy Idg 3000 TDZE 179 Apt Elev 195 |
|---|---|---|

# VOR RWY 4

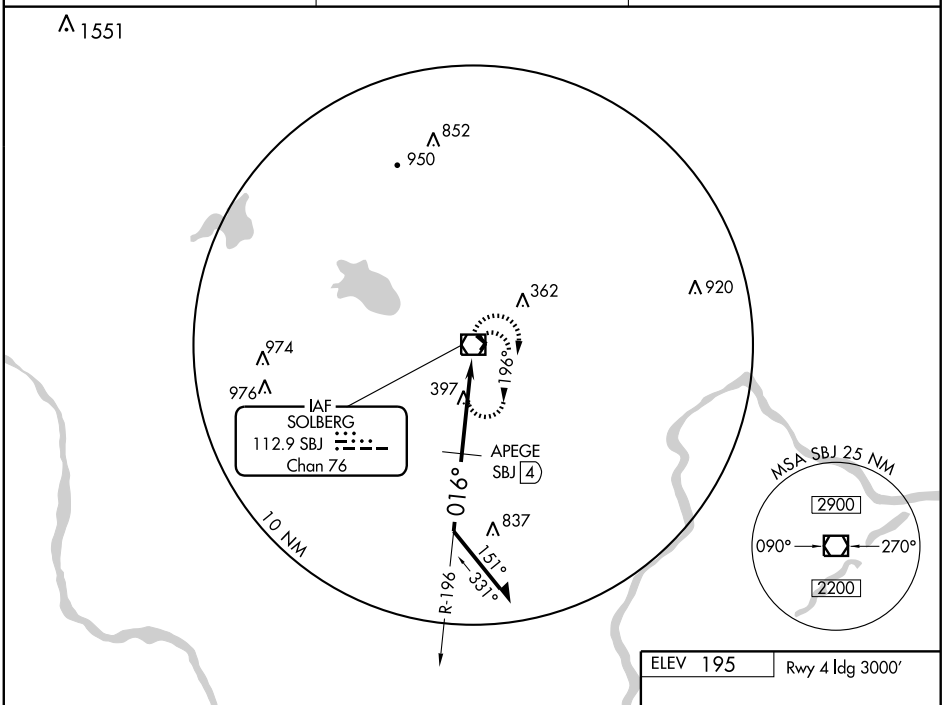
## READINGTON/ SOLBERG-HUNTERDON (N51)

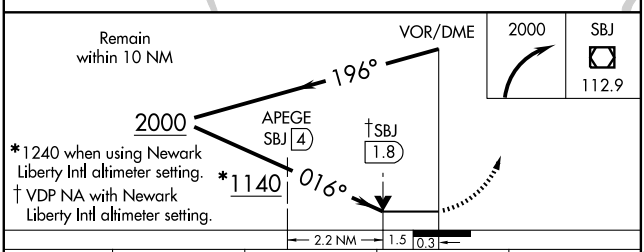
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

NA

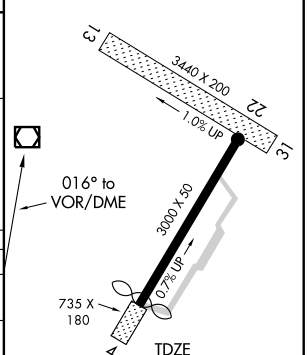
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

| NEW YORK APP CON | UNICOM | GCO |
|---|---|---|
| 132.8 379.9 | 122.8 (CTAF) | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1140-1¼ 961 (1000-1¼) | 1140-1½ 961 (1000-1½) | NA | |
| CIRCLING | 1140-1¼ 945 (1000-1¼) | 1140-1½ 945 (1000-1½) | NA | |
| APEGE DME MINIMUMS | | | | |
| S-4 | 700-1 521 (600-1) | | NA | |
| CIRCLING | 700-1 505 (600-1) | | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

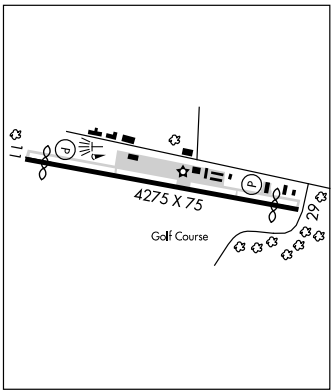
ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

## ROBBINSVILLE

**TRENTON–ROBBINSVILLE** (N87) 1 E UTC−5(−4DT) N40°12.84′ W74°36.11′ **NEW YORK**
118 B S4 **FUEL** 100LL TPA—1099(981) NOTAM FILE MIV **L–34H**
**RWY 11–29:** H4275X75 (ASPH) S–25 MIRL **IAP**
**RWY 11:** PAPI(P2L)—GA 4.5° TCH 46′. Thld dsplcd 398′. Trees.
**RWY 29:** PAPI(P2R)—GA 4.0° TCH 29′. Thld dsplcd 300′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Self svc fuel system mid–field apron. Wind indicator OTS indef. VFR departure Rwy 11: noise abatement procedures in effect. VFR departure Rwy 29; for noise abatement climb straight ahead until reaching 700 ft AGL before turning. Avoid overflight of Sharon Elementary School .75 NM northeast. Men and equipment from adjacent golf course frequently cross rwy and twys. ACTIVATE MIRL Rwy 11–29—123.3.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**ROBBINSVILLE RCO** 122.1R 113.8T 122.45 (MILLVILLE RADIO)
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**ROBBINSVILLE (H) VORTAC** 113.8 RBV Chan 85 N40°12.14′ W74°29.70′ 288° 5 NM to fld. 248/10W.
**COMM/NAV/WEATHER REMARKS:** FAR PART 135 weather svc avbl.




**ROBERT J. MILLER AIR PARK** (See TOMS RIVER)

**SEA ISLE** N39°05.73′ W74°48.02′ NOTAM FILE MIV. **WASHINGTON**
**(H) VORTAC** 114.8 SIE Chan 95 233° 7.3 NM to Cape May Co. 10/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
293°–016° byd 34 NM
293°–016° byd 10 NM blo 3000′
293°–016° byd 15 NM blo 4000′
293°–016° byd 22 NM blo 5000′
293°–016° byd 24 NM blo 7000′
017°–048° byd 10 NM blo 1800′
017°–048° byd 18 NM blo 2500′
017°–048° byd 24 NM blo 3500′
017°–048° byd 33 NM blo 4500′
017°–048° byd 37 NM blo 5500′
049°–070° byd 12 NM blo 2500′
049°–070° byd 17 NM blo 4500′
049°–070° byd 35 NM blo 6000′
071°–215° blo 2500′
071°–215° byd 14 NM blo 4500′
071°–215° byd 30 NM blo 5500′
238°–292° byd 10 NM blo 4000′
238°–292° byd 31 NM blo 7000′
DME unusable: 238°–048° byd 34 NM blo 1800′
**RCO** 122.1R 114.8T (MILLVILLE RADIO)

**SKY MANOR** (See PITTSTOWN)

**SOLBERG** N40°34.98′ W74°44.51′ NOTAM FILE MIV. **NEW YORK**
**(L) VOR/DME** 112.9 SBJ Chan 76 at Solberg–Hunterdon. 190/10W. **HIWAS.** **H–10I, 12I, L–33A, 34H**
VOR portion unusable:
055°–117° byd 35 NM
148°–236° byd 38 NM blo 2500′
DME unusable:
251°–300° byd 26 NM blo 3000′
301°–325° byd 18 NM
326°–146° byd 29 NM blo 3000′
238°–345° byd 35 NM blo 4000′
**RCO** 122.1R 112.9T (MILLVILLE RADIO)

**SOLBERG–HUNTERDON** (See READINGTON)

**SOMERSET** (See SOMERVILLE)

| APP CRS | Rwy Idg | 3877 |
|---|---|---|
| 108° | TDZE | 108 |
| | Apt Elev | 119 |

# GPS RWY 11

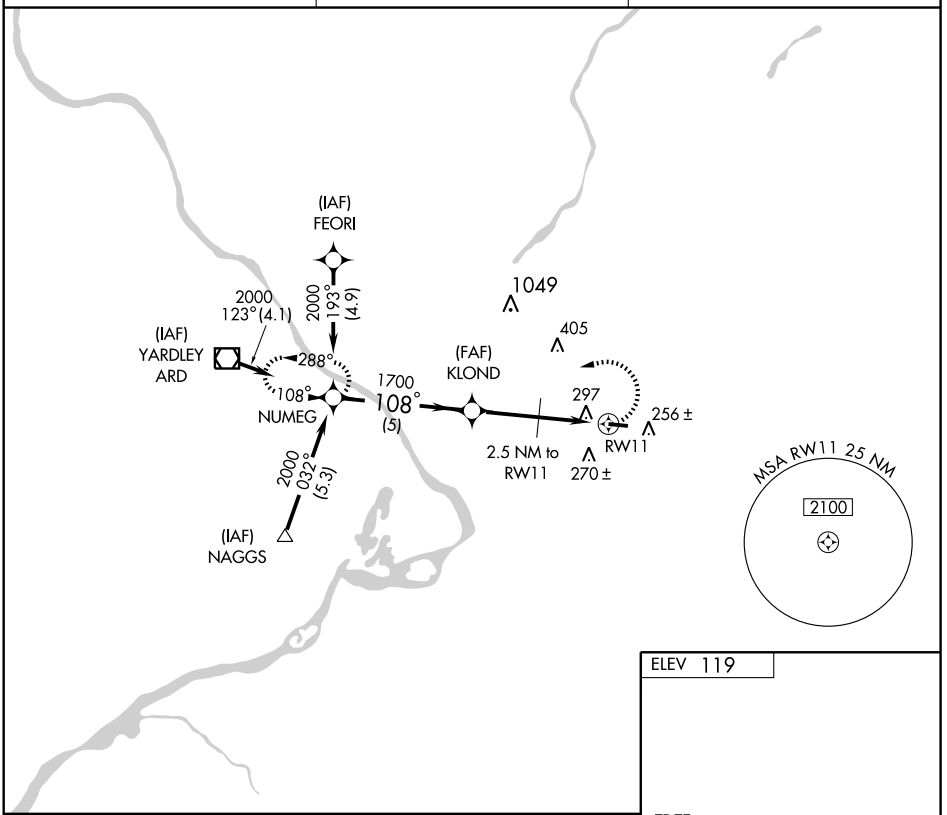
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

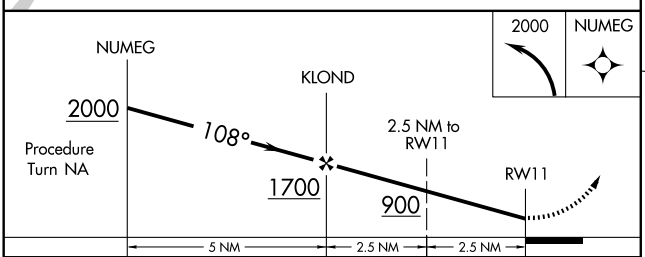
NA

Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

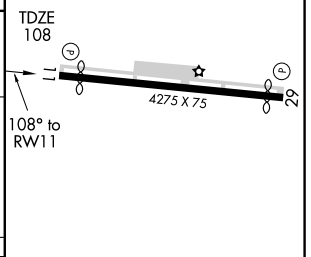
| McGUIRE APP CON | UNICOM | |
|---|---|---|
| 124.15 363.8 | 123.0 (CTAF) | 123.3 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 640-1 532 (600-1) | | 640-1½ 532 (600-1½) | 640-1¾ 532 (600-1¾) |
| CIRCLING | 680-1 561 (600-1) | | 680-1½ 561 (600-1½) | 680-2 561 (600-2) |

MIRL Rwy 11-29 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3975 |
|---|---|---|
| 291° | TDZE | 119 |
| | Apt Elev | 119 |

# RNAV (GPS) RWY 29

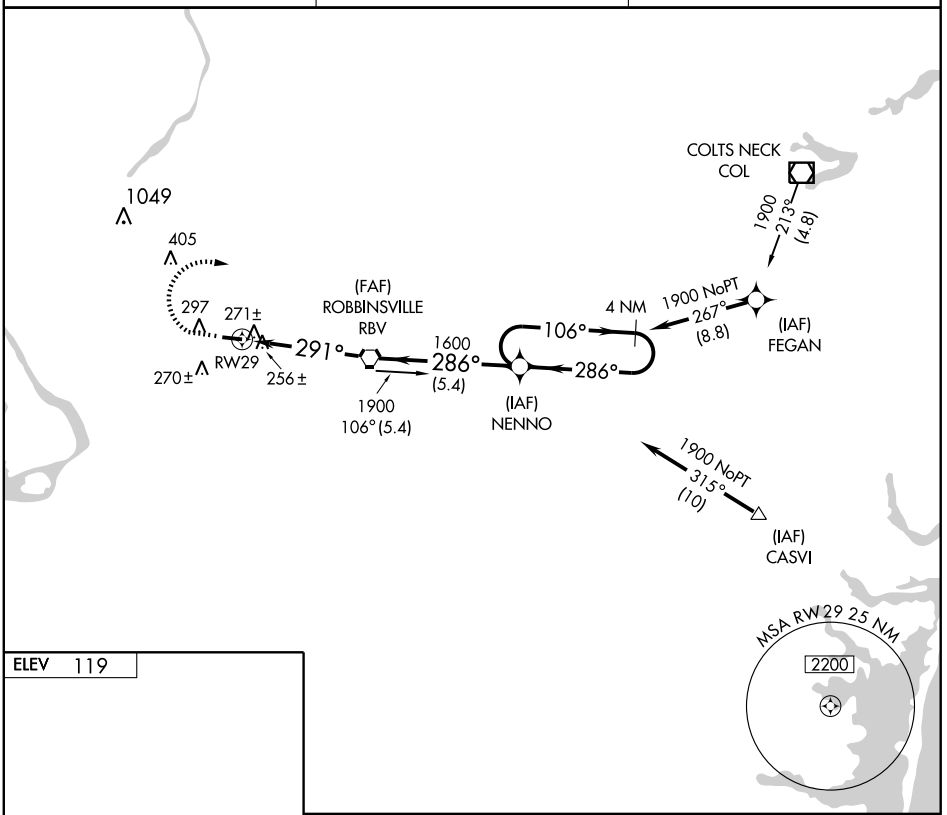
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

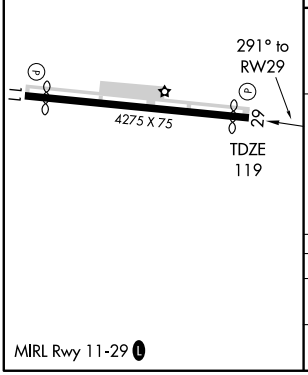
Use McGuire AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

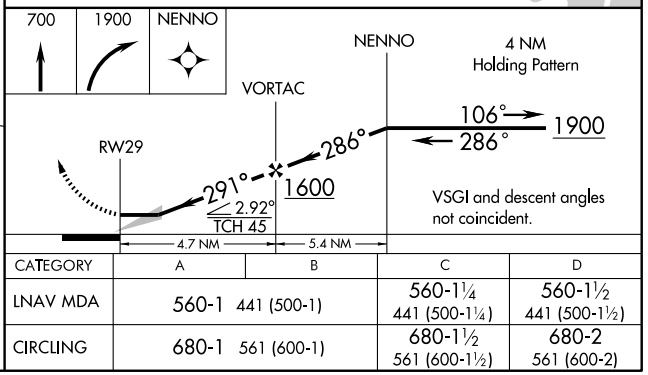
NA

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

| McGUIRE APP CON | UNICOM | |
|---|---|---|
| 124.15 363.8 | 123.0 (CTAF) | 123.3 L |



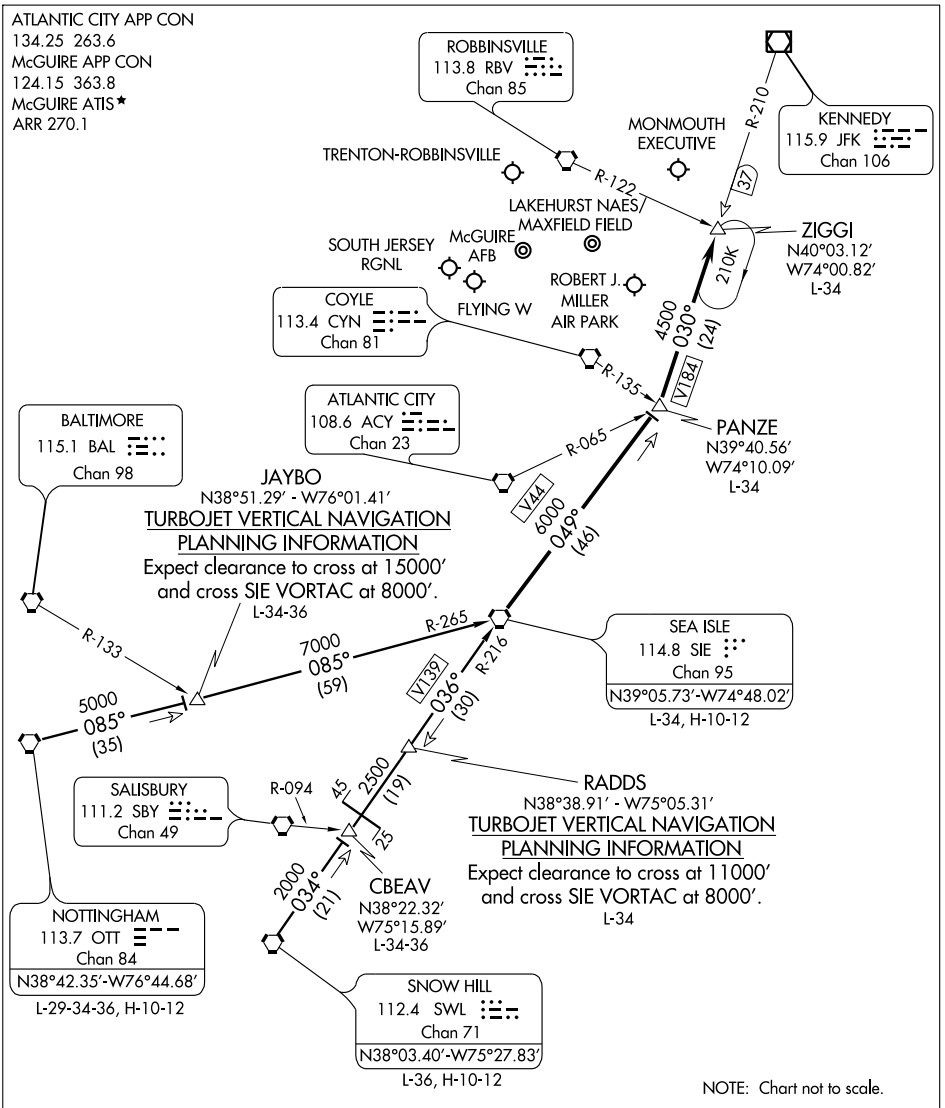




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 441 (500-1) | | 560-1¼ 441 (500-1¼) | 560-1½ 441 (500-1½) |
| CIRCLING | 680-1 561 (600-1) | | 680-1½ 561 (600-1½) | 680-2 561 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC RBV 113.8 Chan 85 | APP CRS 288° | Rwy Idg 3975 TDZE 119 Apt Elev 119 |
|---|---|---|

# VOR RWY 29

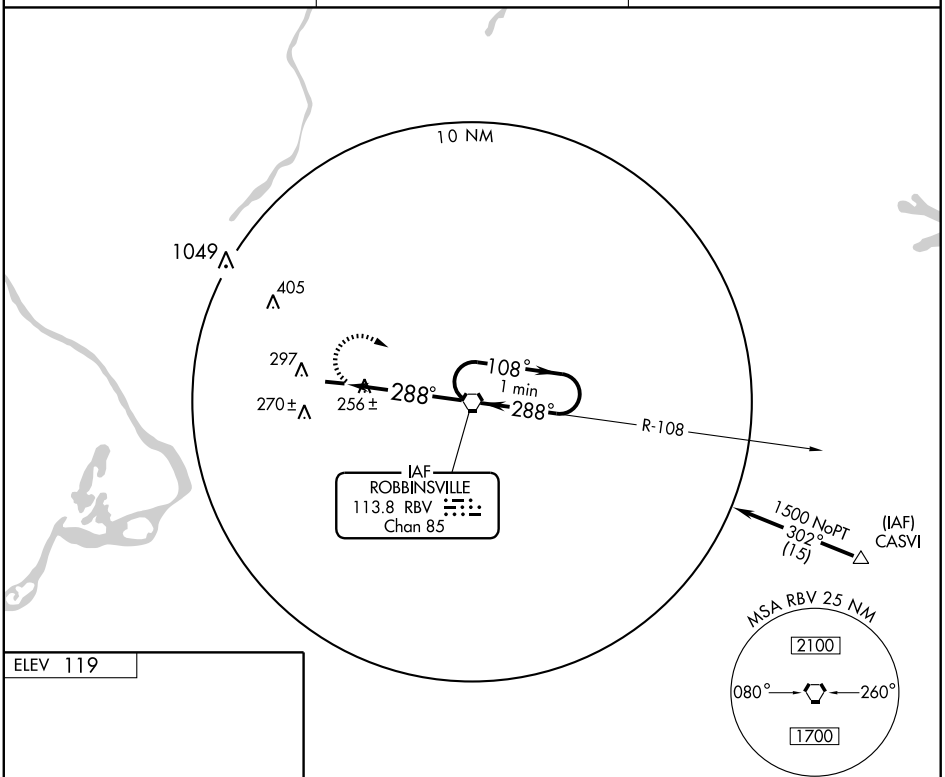
ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

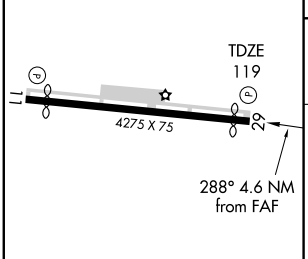
NA

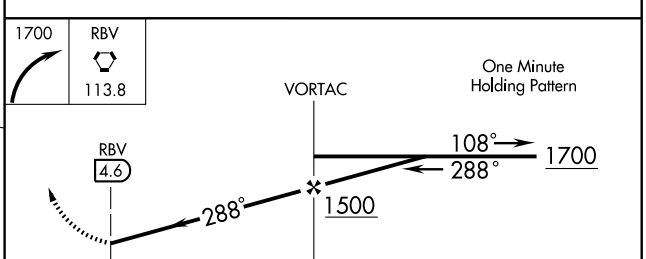
Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

| McGUIRE APP CON 124.15 363.8 | UNICOM 123.0 (CTAF) | 123.3 L |
|---|---|---|




MIRL Rwy 11-29 L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

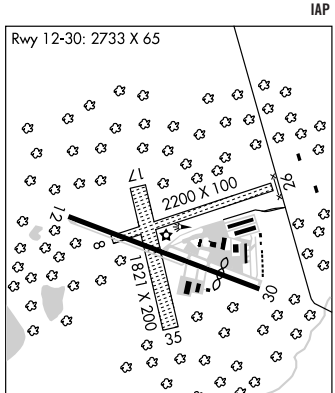
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 800-1 681 (700-1) | | 800-2 681 (700-2) | 800-2¼ 681 (700-2¼) |
| CIRCLING | 800-1 681 (700-1) | | 800-2 681 (700-2) | 800-2¼ 681 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## SOMERVILLE

**SOMERSET** (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ **NEW YORK**
105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ **L–33A, 34H**
**RWY 12–30:** H2733X65 (ASPH) MIRL 0.7% up SE **IAP**
**RWY 12:** REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.
**RWY 08–26:** 2200X100 (TURF)
**RWY 08:** Tree. **RWY 26:** Tree.
**RWY 17–35:** 1821X200 (TURF) 0.3% up S
**RWY 17:** Trees. **RWY 35:** Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.
**WEATHER DATA SOURCES:** ASOS 120.6 (908) 722–2139.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NEW YORK APP/DEP CON** 132.8
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** For IFR Clearance Delivery ctc New York App 1–800–645–3206.




**SOUTHERN CROSS** (See WILLIAMSTOWN)

**SOUTH JERSEY RGNL** (See MOUNT HOLLY)

**SPARTA** N41°04.05′ W74°32.30′ NOTAM FILE MIV. **NEW YORK**
**(H) VORTACW** 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. **H–10I, L–33A, 34H**
**RCO** 122.5 (MILLVILLE RADIO)

**SPITFIRE AERODROME** (See PEDRICKTOWN)

**STILLWATER** N40°59.75′ W74°52.14′ NOTAM FILE MIV. **NEW YORK**
**(L) VOR/DME** 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. **H–10I, L–33A, 34H**
DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.
**RCO** 122.1R 109.6T (MILLVILLE RADIO)

**SUSSEX** (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ **NEW YORK**
421 B S4 **FUEL** JET A NOTAM FILE MIV **L–33A, 34H**
**RWY 03–21:** H3499X75 (ASPH) MIRL 0.6% up SW **IAP**
**RWY 03:** REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.
**RWY 21:** REIL. Thld dsplcd 750′. Pole.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.525 (973) 875–0859.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 127.6
**GCO** 121.725 (ISLIP FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

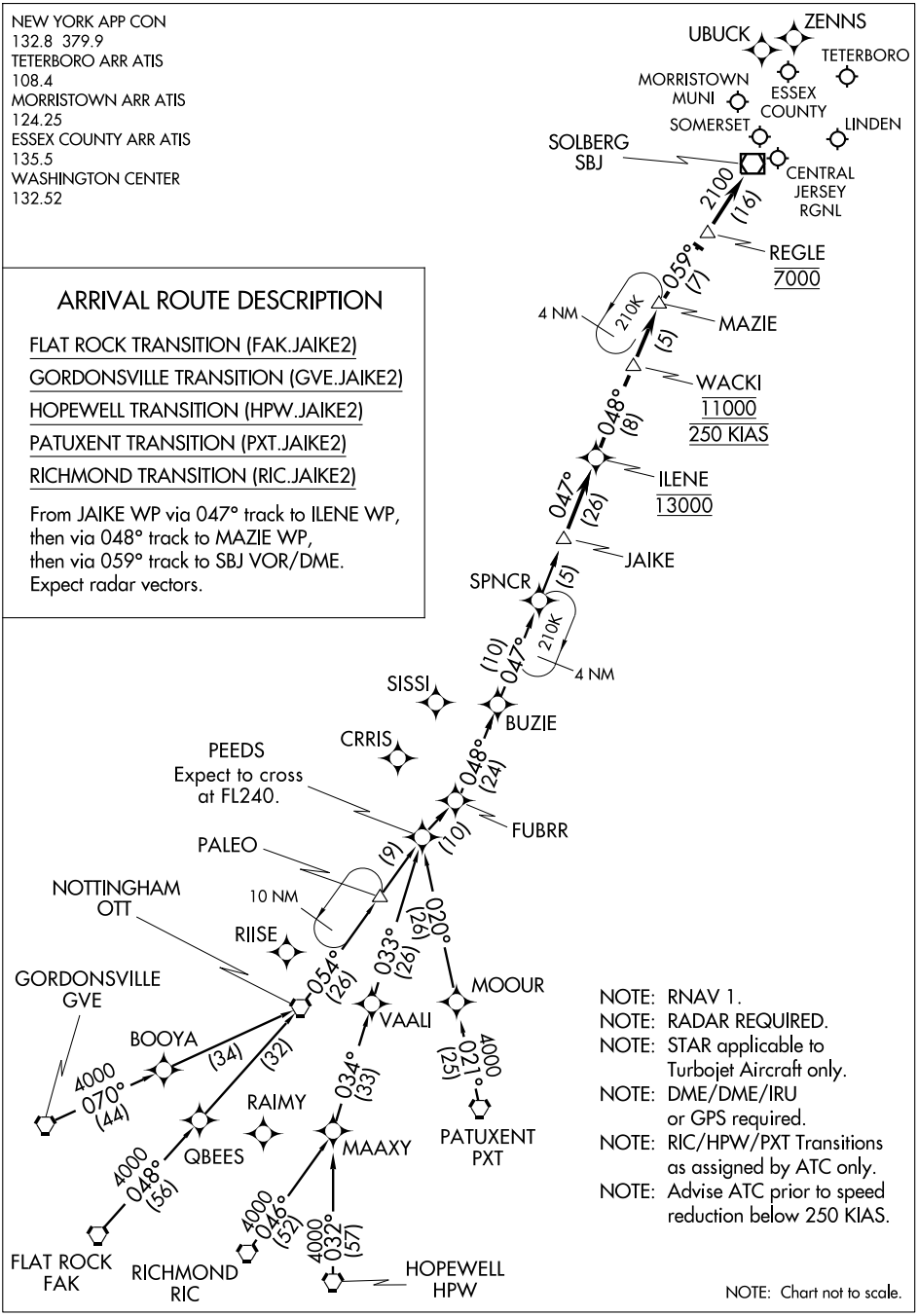
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

| APP CRS | | |
|---|---|---|
| 122° | Rwy Idg | 2733 |
| | TDZE | 83 |
| | Apt Elev | 105 |

# RNAV (GPS) RWY 12

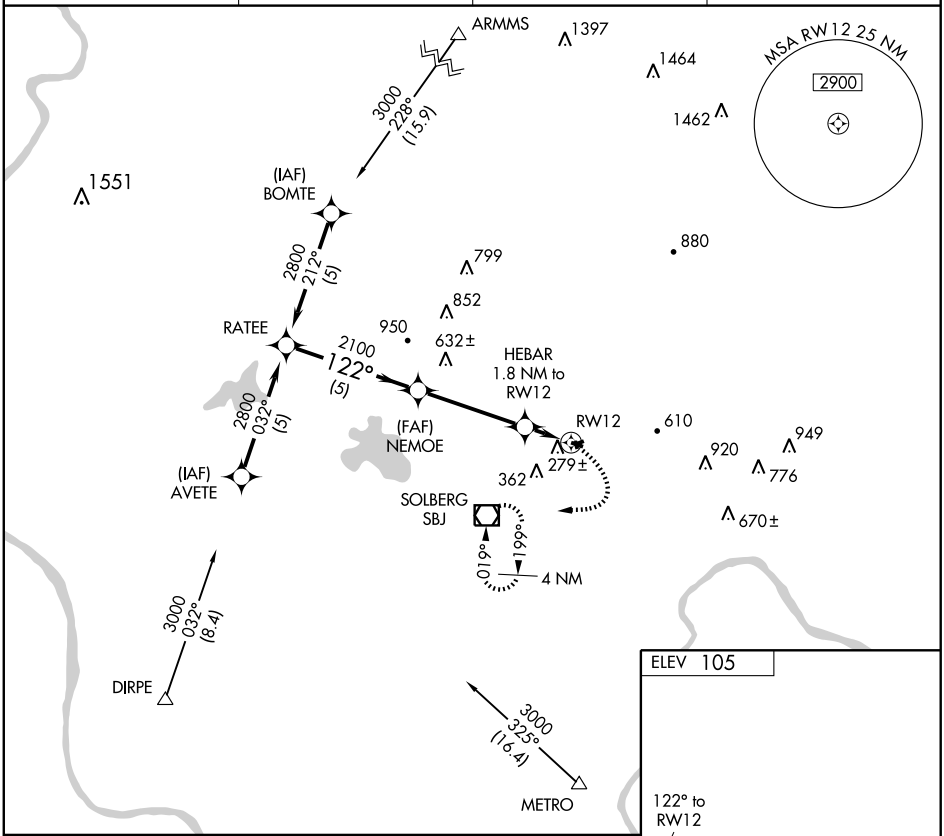
SOMERVILLE/ SOMERSET (SMQ)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

NA

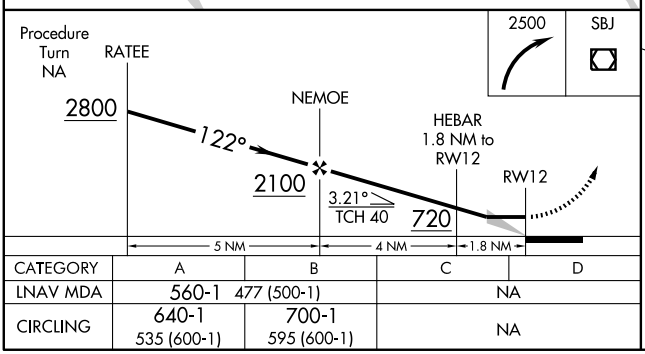
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

| ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 121.725 | 123.0 (CTAF) |

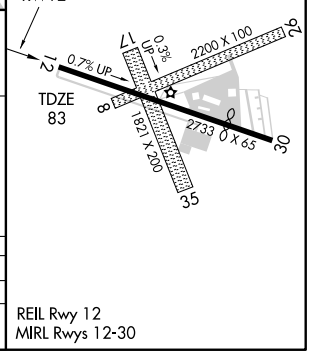



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 477 (500-1) | | NA | |
| CIRCLING | 640-1 535 (600-1) | 700-1 595 (600-1) | NA | |




REIL Rwy 12
MIRL Rwys 12-30

| APP CRS | Rwy Idg | 2133 |
|---|---|---|
| 302° | TDZE | 101 |
| | Apt Elev | 105 |

# RNAV (GPS) RWY 30

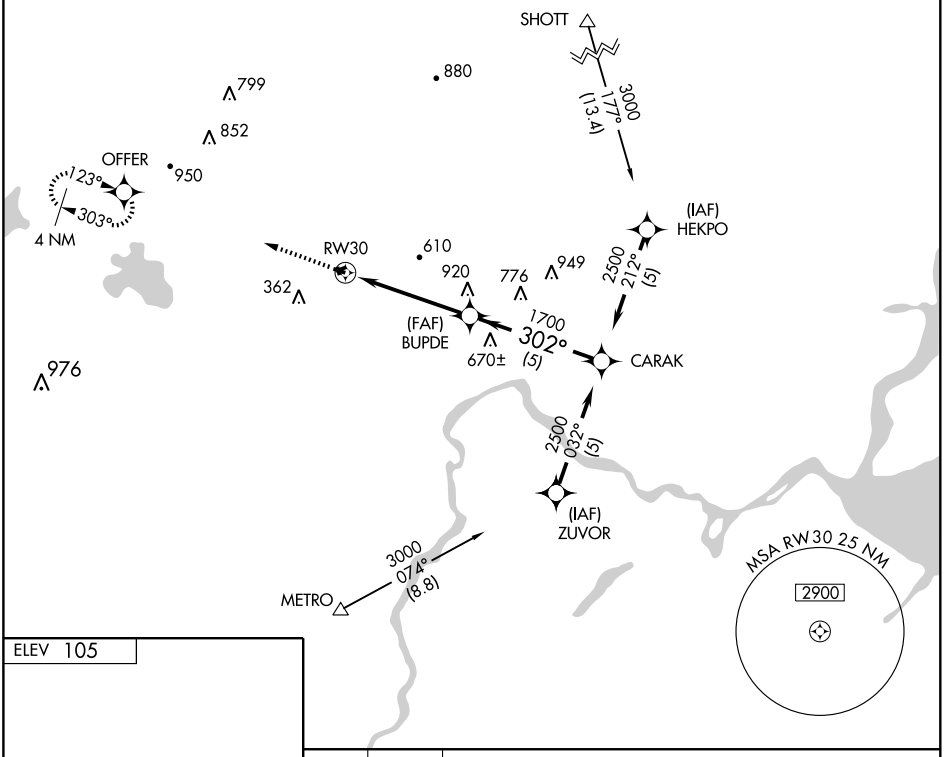
SOMERVILLE / SOMERSET (SMQ)

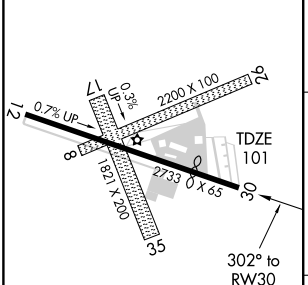
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night except by prior arrangement for runway lights.

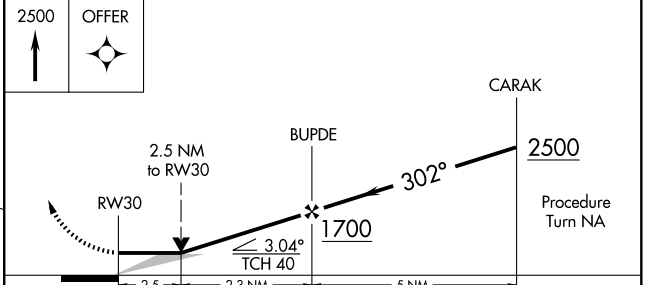
NA

MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

| ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 121.725 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 839 (900-1) | 940-1¼ 839 (900-1¼) | NA | |
| CIRCLING | 940-1 835 (900-1) | 940-1¼ 835 (900-1¼) | NA | |

REIL Rwy 12
MIRL Rwys 12-30



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SBJ | APP CRS | Rwy Idg | 2200 |
|---|---|---|---|
| 112.9 | 061° | TDZE | 105 |
| Chan 76 | | Apt Elev | 105 |

# VOR or GPS RWY 8

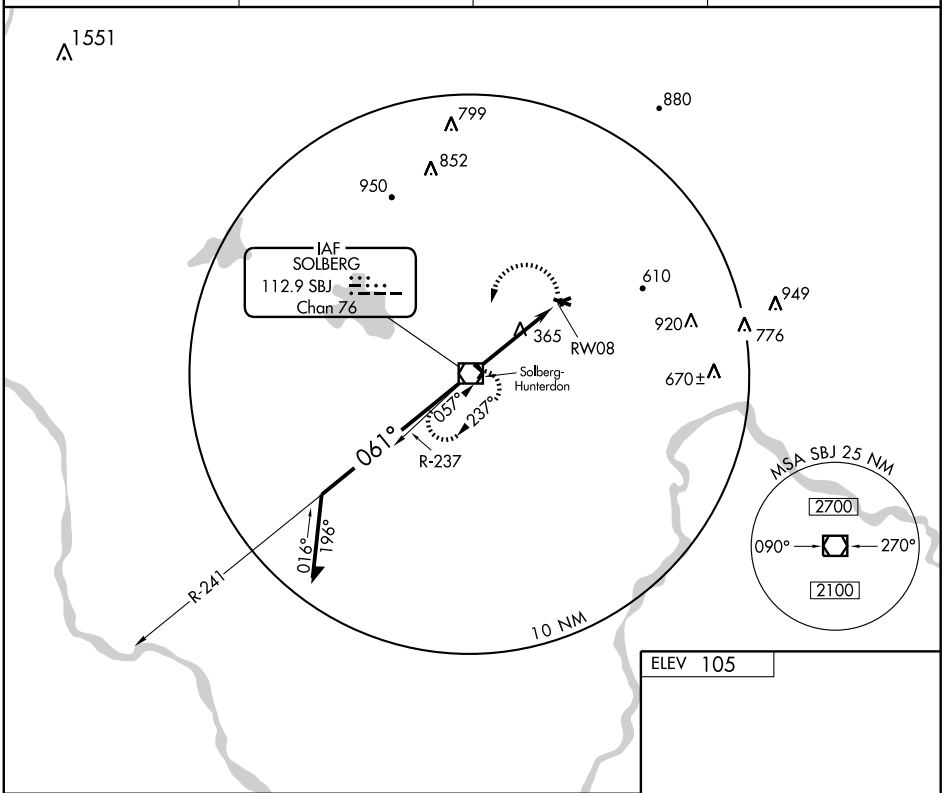
SOMERSET / SOMERSET (SMQ)

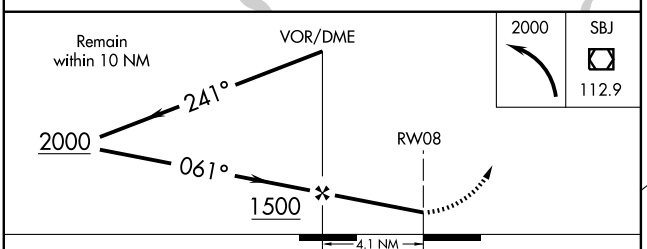
Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangementfor runway lights.

NA

MISSED APPROACH: Climbing left turn to 2000 direct SBJ VOR/DME and hold.

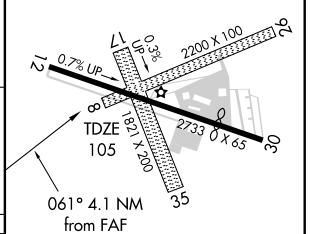
| ASOS | NEW YORK APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 121.725 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 680-1 575 (600-1) | | NA | |
| CIRCLING | 680-1 575 (600-1) | | NA | |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-8 | 740-1 635 (700-1) | | NA | |
| CIRCLING | 740-1 635 (700-1) | | NA | |

ELEV 105




REIL Rwy 12
MIRL Rwys 12-30

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

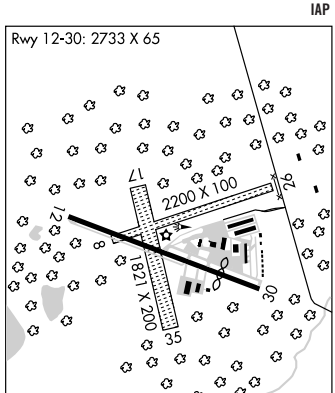
ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

## SOMERVILLE

**SOMERSET** (SMQ) 3 N UTC−5(−4DT) N40°37.56′ W74°40.22′ **NEW YORK**
105 B S4 **FUEL** 100LL, JET A TPA—1100 (995) NOTAM FILE SMQ **L–33A, 34H**
**RWY 12–30:** H2733X65 (ASPH) MIRL 0.7% up SE **IAP**
**RWY 12:** REIL. Trees. **RWY 30:** Thld dsplcd 600′. Tree.
**RWY 08–26:** 2200X100 (TURF)
**RWY 08:** Tree. **RWY 26:** Tree.
**RWY 17–35:** 1821X200 (TURF) 0.3% up S
**RWY 17:** Trees. **RWY 35:** Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. CLOSED Christmas, New Years and Easter. Rwy 12 arrivals and departures may not be able to see each other. Rwy 08–26 550′ west end unsuitable for tkf or ldg due to uneven surface. Deer on and invof arpt. For MIRL Rwy 12–30, REIL Rwy 12 call 908–722–2444/2474.REIL Rwy 12 partially obstructed by trees/brush. Departures Rwy 30 turn right 10° followed by a wide left turn–avoid residential areas. Rwy 08–26 and Rwy 17–35 widths depend on grasscutting. Glider ops. Glider tfc uses Rwy 08–26; Rwy 26 rgt tfc for gliders.
**WEATHER DATA SOURCES:** ASOS 120.6 (908) 722–2139.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NEW YORK APP/DEP CON** 132.8
**GCO** 121.725 (MILLVILLE FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SOLBERG (L) VOR/DME** 112.9 SBJ Chan 76 N40°34.98′ W74°44.51′ 062° 4.2 NM to fld. 190/10W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** For IFR Clearance Delivery ctc New York App 1–800–645–3206.




**SOUTHERN CROSS** (See WILLIAMSTOWN)

**SOUTH JERSEY RGNL** (See MOUNT HOLLY)

**SPARTA** N41°04.05′ W74°32.30′ NOTAM FILE MIV. **NEW YORK**
**(H) VORTACW** 115.7 SAX Chan 104 345° 8.8 NM to Sussex. 1410/11W. **H–10I, L–33A, 34H**
**RCO** 122.5 (MILLVILLE RADIO)

**SPITFIRE AERODROME** (See PEDRICKTOWN)

**STILLWATER** N40°59.75′ W74°52.14′ NOTAM FILE MIV. **NEW YORK**
**(L) VOR/DME** 109.6 STW Chan 33 094° 6.0 NM to Aeroflex Andover. 920/11W. **H–10I, L–33A, 34H**
DME portion unusable: 210°–320° blo 4,000′ byd 30 NM; 089°–099° blo 10,000 within 12 NM.
**RCO** 122.1R 109.6T (MILLVILLE RADIO)

**SUSSEX** (FWN) 1 SW UTC−5(−4DT) N41°12.01′ W74°37.38′ **NEW YORK**
421 B S4 **FUEL** JET A NOTAM FILE MIV **L–33A, 34H**
**RWY 03–21:** H3499X75 (ASPH) MIRL 0.6% up SW **IAP**
**RWY 03:** REIL. PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 457′. Bldg.
**RWY 21:** REIL. Thld dsplcd 750′. Pole.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. Drop zone located southwest side of rwy. Excavation adjacent Rwy 03–21 southwest 1500′. Main twy southwest 1500′ clsd. Twys in poor condition with potholes, cracks, and asphalt breaking up. No twy markings. REIL Rwy 03 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.525 (973) 875–0859.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 127.6
**GCO** 121.725 (ISLIP FSS)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 345° 8.8 NM to fld. 1410/11W.

| APP CRS | Rwy Idg | 3042 |
|---|---|---|
| 029° | TDZE | 420 |
| | Apt Elev | 421 |

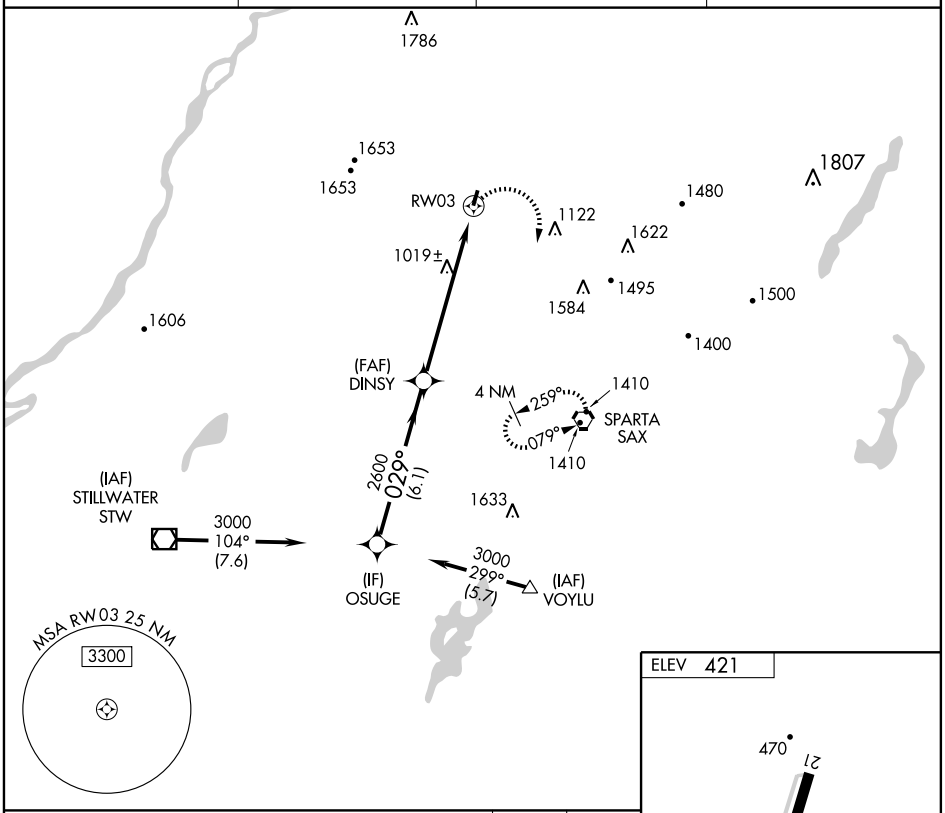
# RNAV (GPS) RWY 3

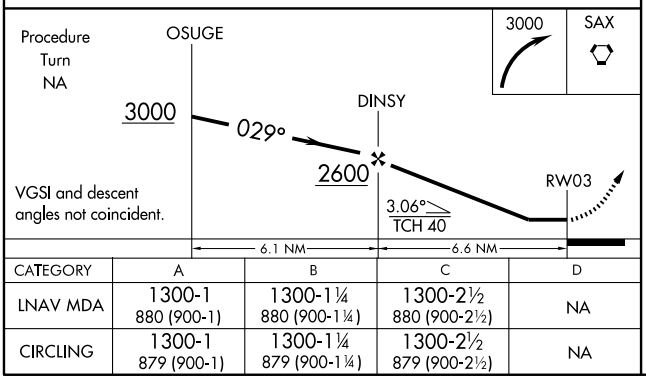
SUSSEX (FWN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and Circling Cats A & B visibilites ¼ mile. and Cat C ½ mile.

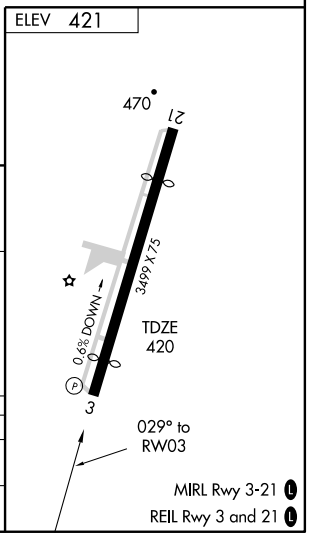
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

| ASOS | NEW YORK APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 127.6 379.9 | 122.7 (CTAF) | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1<br>880 (900-1) | 1300-1¼<br>880 (900-1¼) | 1300-2½<br>880 (900-2½) | NA |
| CIRCLING | 1300-1<br>879 (900-1) | 1300-1¼<br>879 (900-1¼) | 1300-2½<br>879 (900-2½) | NA |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

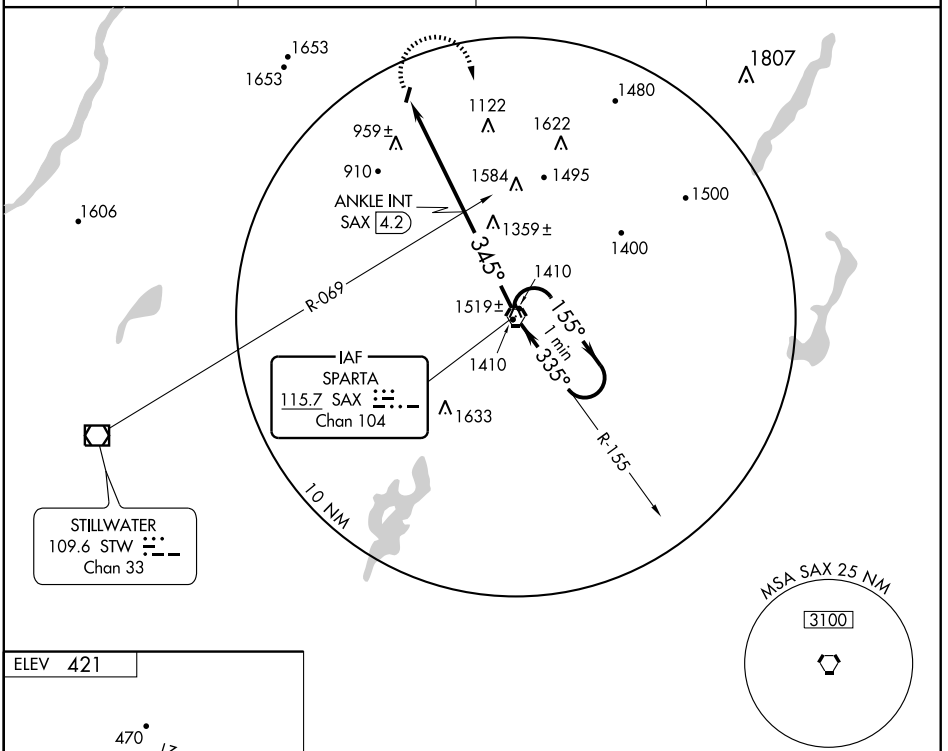
| VORTAC SAX 115.7 Chan 104 | APP CRS 345° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 421 |
|---|---|---|

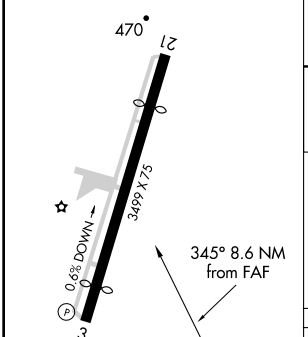
# VOR-A
## SUSSEX (FWN)

When local altimeter setting not received, use Teterboro altimter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilites ¼ mile and Cat C ½ mile.

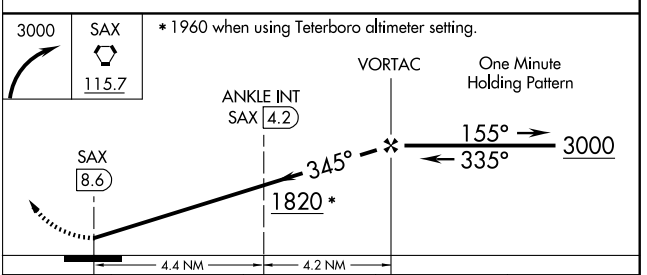
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

| ASOS | NEW YORK APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 127.6 379.9 | 122.7 (CTAF) | 121.725 |



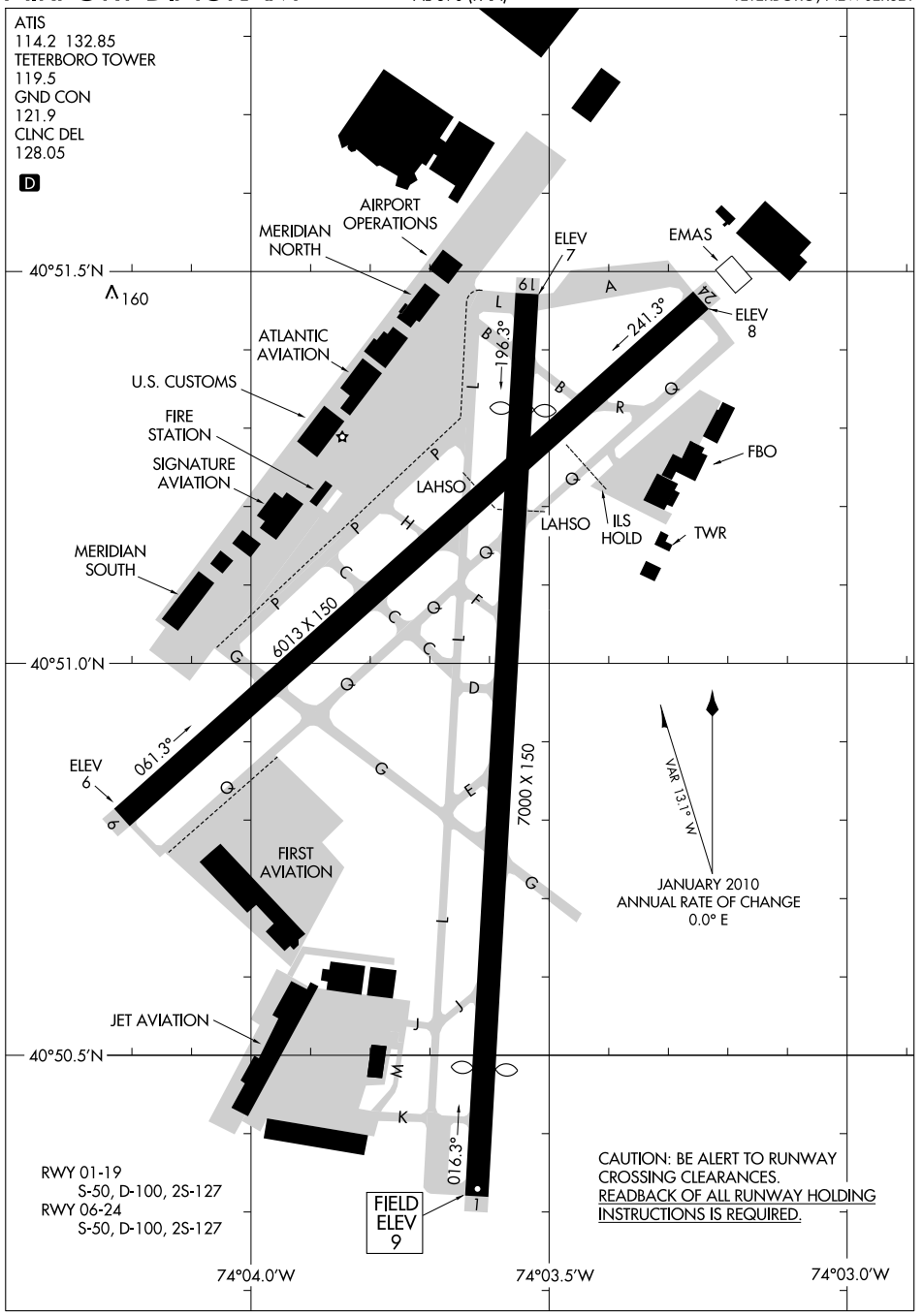

| FAF to MAP 8.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:36 | 5:44 | 4:18 | 3:26 | 2:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1820-1¼<br>1399 (1400-1¼) | 1820-1½<br>1399 (1400-1½) | 1820-3<br>1399 (1400-3) | NA |
| ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| CIRCLING | 1300-1<br>879 (900-1) | 1300-1¼<br>879 (900-1¼) | 1300-2½<br>879 (900-2½) | NA |



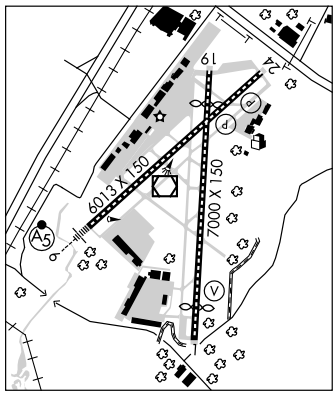
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

**TETERBORO** (TEB) 1 SW UTC−5(−4DT) N40°51.01′ W74°03.65′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A **COPTER**
NOTAM FILE TEB **H–10I, 12J, L–33B, 34H**
**RWY 01–19:** H7000X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL **IAP, AD**
**RWY 01:** REIL. VASI(V4R)—GA 3.46° TCH 58′. Thld dsplcd 771′. Tree.
**RWY 19:** TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 770′. Tree.
**RWY 06–24:** H6013X150 (ASPH–GRVD) S–50, D–100, 2S–127 HIRL CL
**RWY 06:** MALSR. TDZL. Tree.
**RWY 24:** REIL. PAPI(P4L)—GA 3.2° TCH 43′ Antenna.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 01 | 06–24 | 4550 |
| RWY 06 | 01–19 | 3750 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 01:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–6229 |
| **RWY 06:** | TORA–6013 | TODA–6013 | ASDA–6013 | LDA–6013 |
| **RWY 19:** | TORA–7000 | TODA–7000 | ASDA–7000 | LDA–6230 |
| **RWY 24:** | TORA–6013 | TODA–6013 | ASDA–6013 | LDA–6013 |

**ARRESTING GEAR/SYSTEM**
**RWY 06:** EMAS

**AIRPORT REMARKS:** Attended continuously. CLOSED to motorless acft–uncontrolled acft and ultralight activity except by prior permission. All acft avoid hospital 1.7 mi N of Rwy 01–19. Deer and bird activity on and near arpt. Water ponding condition on pavement edges at intersection of Twy F and Twy L. Helicopter ops over residential areas blo 1000 ft MSL should be avoided. Daily continuous construction activity all quadrants. Acft and helicopter noise abatement rules in effect; ctc noise abatement office 201–393–0399/288–1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical rwy maximum noise limit of 80 db between 0300–1200Z‡ and 90 db all other hrs. Stage I acft not permitted to opr at Teterboro Arpt. PPR for any acft operating above 100,000 pounds. Rwy 06 touchdown rwy visual range avbl. ARFF Index B equipment coverage provided. TPA–1500 (1491) for large/turbine acft; 1000 (991) for all others. Rwy 01–19 dsplcd thld centerline lgts OTS indef. Twy G CLOSED east of Rwy 19 indef. Twy M clsd indef. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Instrument Approach—Airspace Interaction Chart, and Terminal Area Graphic Notice. Wake Turbulence for Intersection Departures.

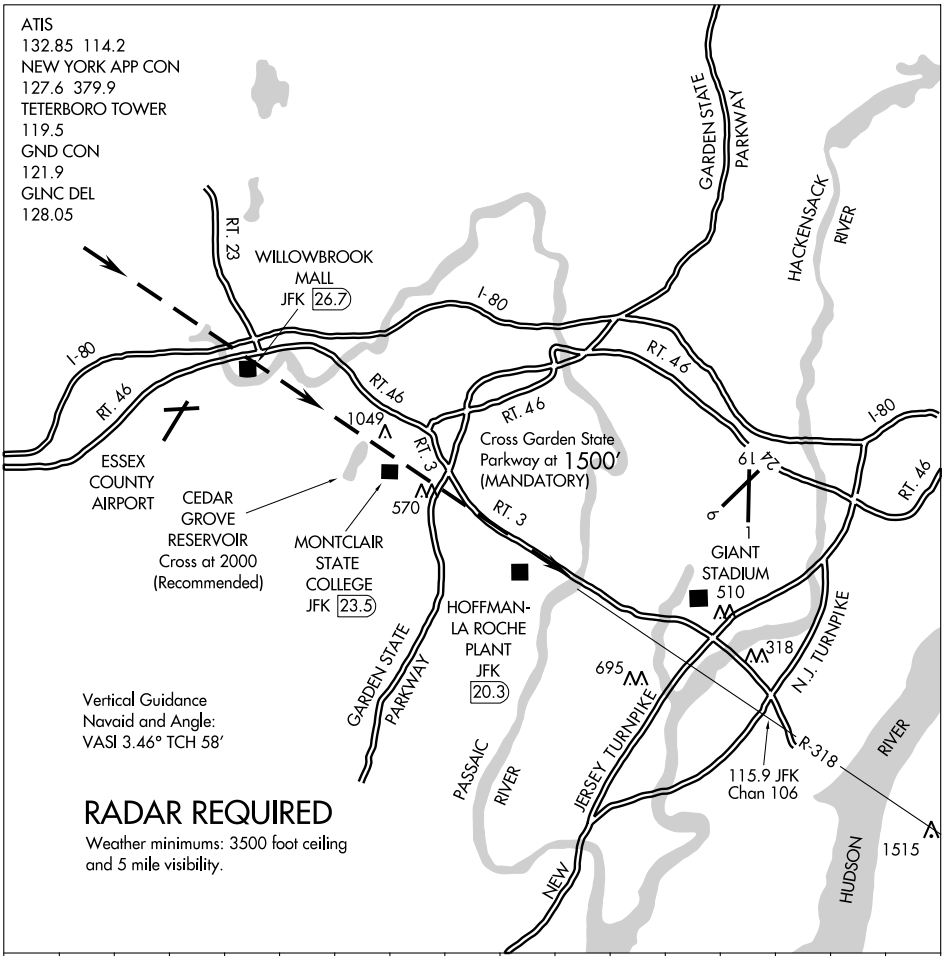
**COMMUNICATIONS: D–ATIS** 132.85 114.2
**RCO** 122.65 122.2 (MILLVILLE RADIO).
Ⓡ **NEW YORK APP CON** 127.6 Ⓡ**NEW YORK DEP CON** 126.7 119.2
**TOWER** 119.5 125.1 **GND CON** 121.9 **CLNC DEL** 128.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TEB.
**(T) VORW/DME** 108.4 TEB Chan 21 N40°50.92′ W74°03.74′ at fld. 10/11W.
VOR/DME unusable 081°–120° blo 4000′, 121°–180° blo 3000′.
DME unusable 060°–080° byd 22 NM blo 2500′
**TORBY NDB (LOM)** 214 TE N40°48.27′ W74°07.95′ 062° 4.3 NM to fld. Unusable byd 10 NM.
**ILS/DME** 110.15 I–TJL Chan 38(Y) Rwy 19. Class IE.
**ILS** 108.9 I–TEB Rwy 06. Class IE. LOM TORBY NDB. LOM unusable byd 10 NM. LOC unusable byd 15° left of course.

**COMM/NAV/WEATHER REMARKS:** For radar svc blo 1800′ ctc Teterboro twr frequency 119.5. Arpt ops frequency 130.575.

# CEDAR GROVE VISUAL RWY 1






When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

CEDAR GROVE VISUAL RWY 1



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.9 | 060° | TDZE | 6 |
| | | Apt Elev | 9 |

# COPTER ILS or LOC RWY 6

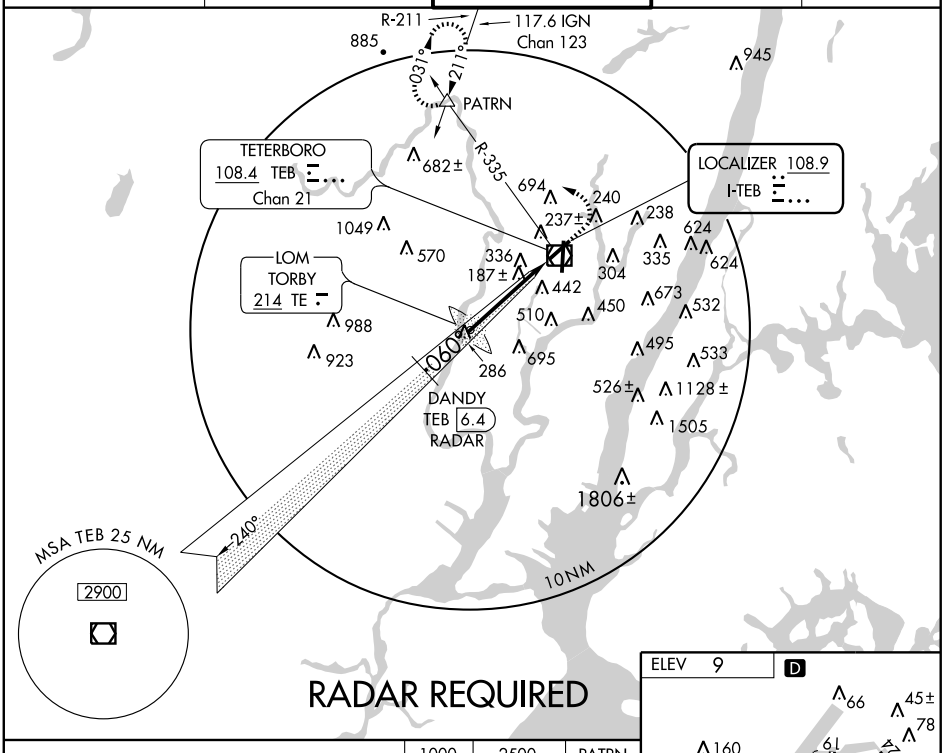
TETERBORO (TEB)

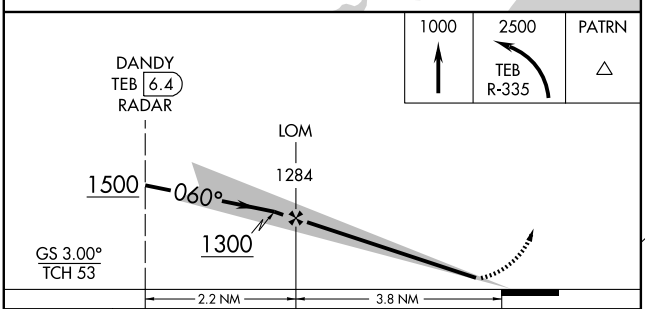
NA — DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR REQUIRED. Inoperative table does not apply to S-LOC 6.

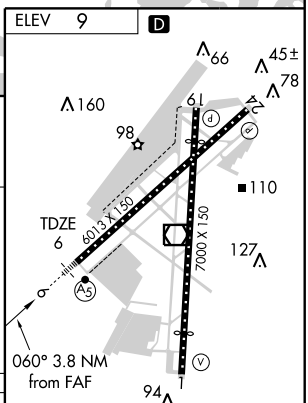
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwys 1-19 and 6-24

| CATEGORY | COPTER |
|---|---|
| S-ILS 6 | 206/12 200 (200-¼) |
| S-LOC 6 | 440/24 434 (500-½) |
| CIRCLING | NA |

FAF to MAP 3.8 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 5:04 | 3:48 | 3:02 | 2:32 | 2:10 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.9 | 060° | TDZE | 6 |
| | | Apt Elev | 9 |

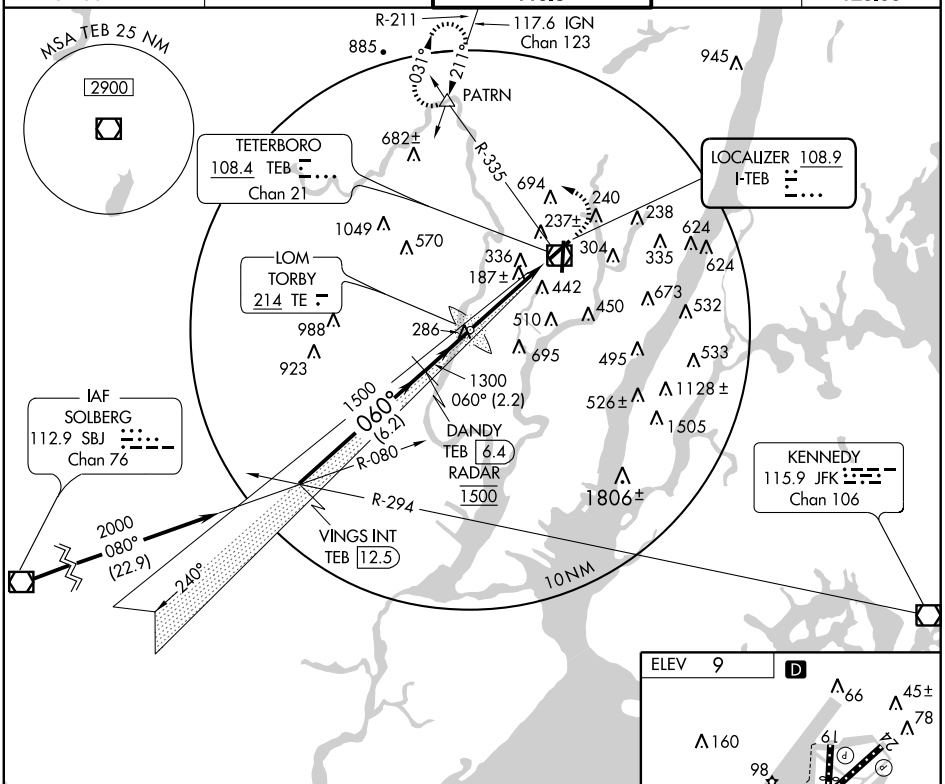
# ILS or LOC RWY 6
## TETERBORO (TEB)

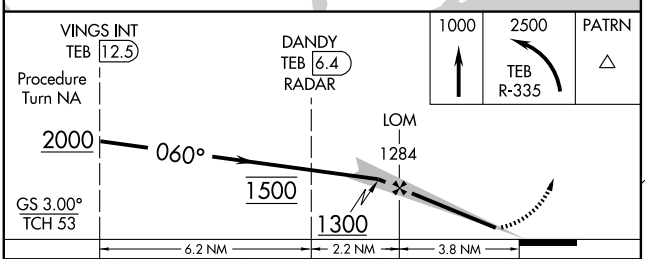
DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR required.
Circling NA Cats B, C, and D northwest of Rwys 6 and 19.

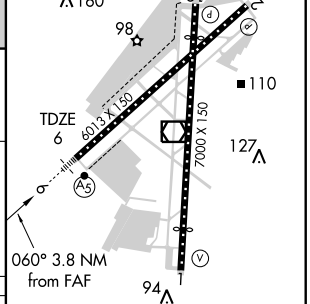
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | | 206/18 | 200 (200-½) | |
| S-LOC 6 | 440/24 | 434 (500-½) | 440/40<br>434 (500-¾) | 440/50<br>434 (500-1) |
| CIRCLING | 760-1<br>751 (800-1) | 760-1¼<br>751 (800-1¼) | 760-2¼<br>751 (800-2¼) | 820-2¾<br>811 (900-2¾) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

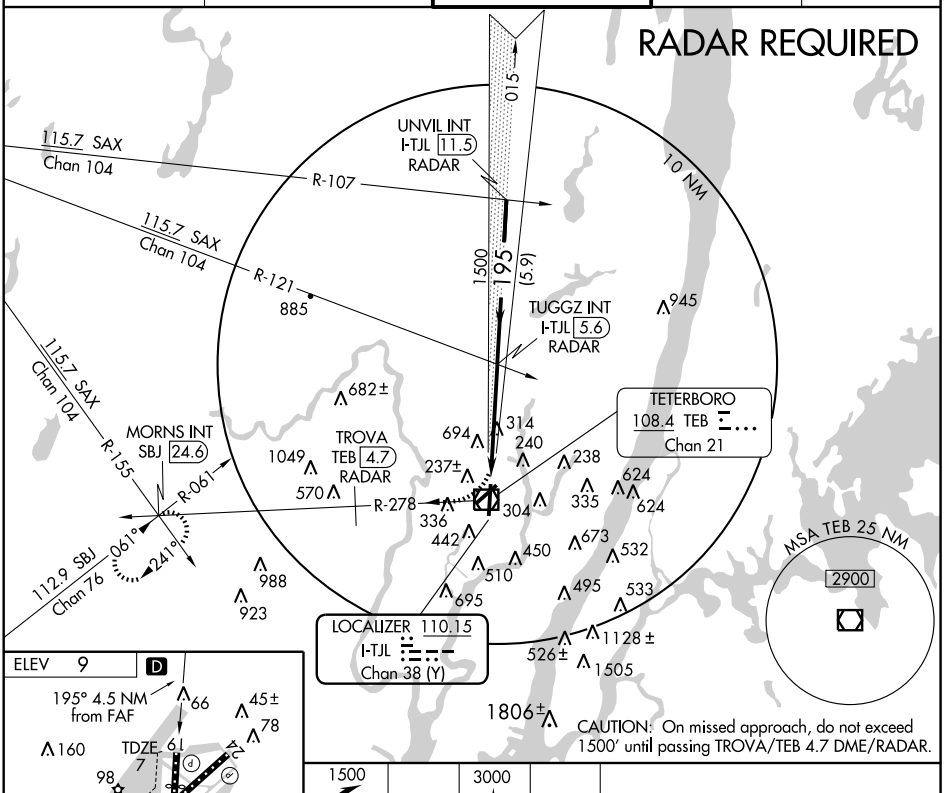
| LOC/DME I-TJL | APP CRS | Rwy Idg | 6230 |
|---|---|---|---|
| 110.15 | 195° | TDZE | 7 |
| Chan 38 (Y) | | Apt Elev | 9 |

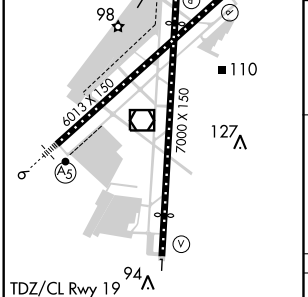
# ILS RWY 19
## TETERBORO (TEB)

Circling not authorized Cats. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/ RADAR, then climb to 3000 via TEB R-278 to MORNS Int and hold.

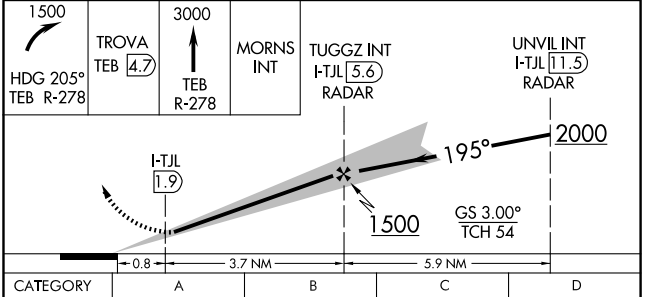
| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 307-1 300 (300-1) | | | |
| S-LOC 19 | 580-1 573 (600-1) | | 580-1½ 573 (600-1½) | 580-1¾ 573 (600-1¾) |
| CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | 760-2¼ 751 (800-2¼) | 820-2¾ 811 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
108.4
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE2)

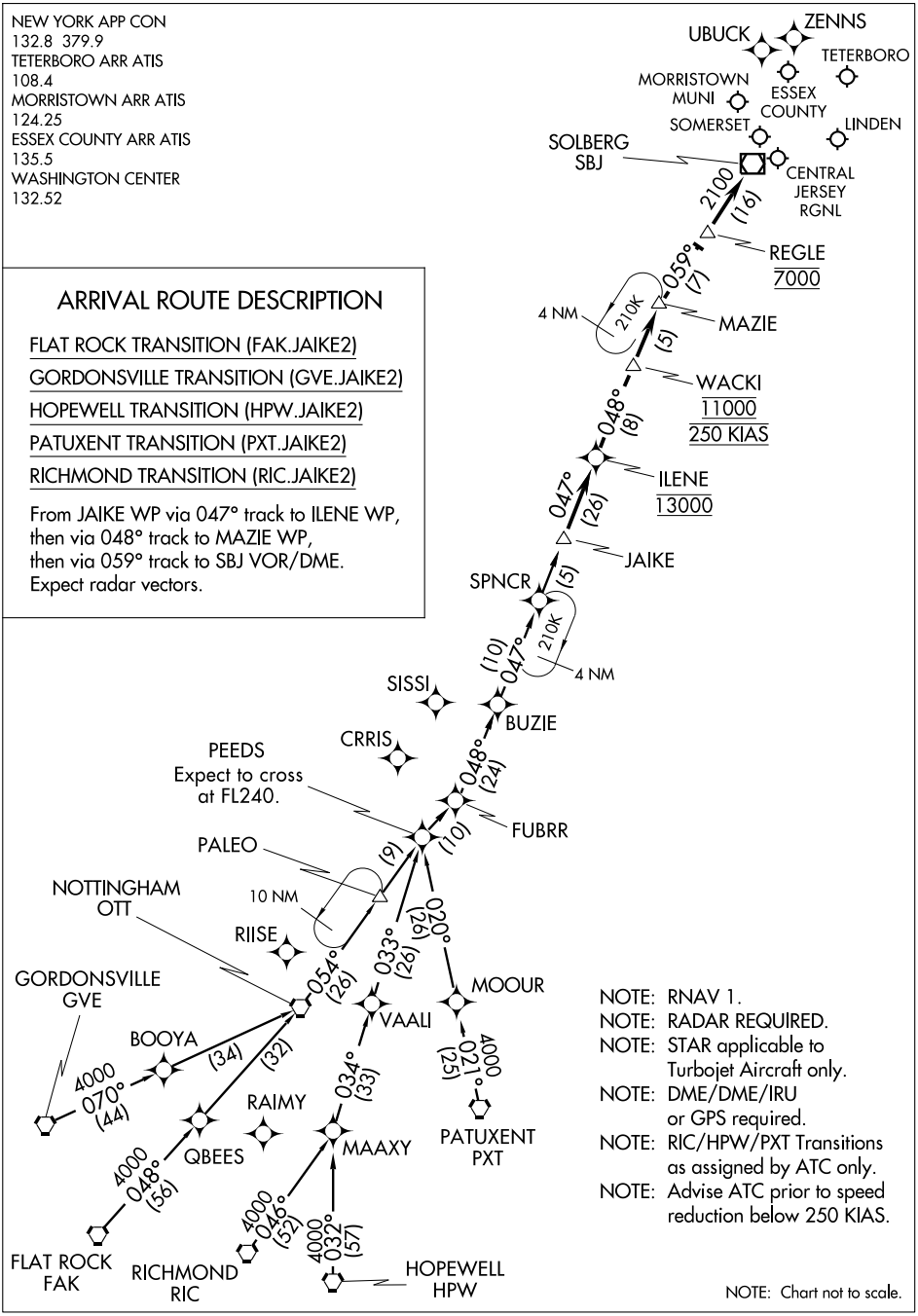
GORDONSVILLE TRANSITION (GVE.JAIKE2)

HOPEWELL TRANSITION (HPW.JAIKE2)

PATUXENT TRANSITION (PXT.JAIKE2)

RICHMOND TRANSITION (RIC.JAIKE2)

From JAIKE WP via 047° track to ILENE WP,
then via 048° track to MAZIE WP,
then via 059° track to SBJ VOR/DME.
Expect radar vectors.




NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: STAR applicable to Turbojet Aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

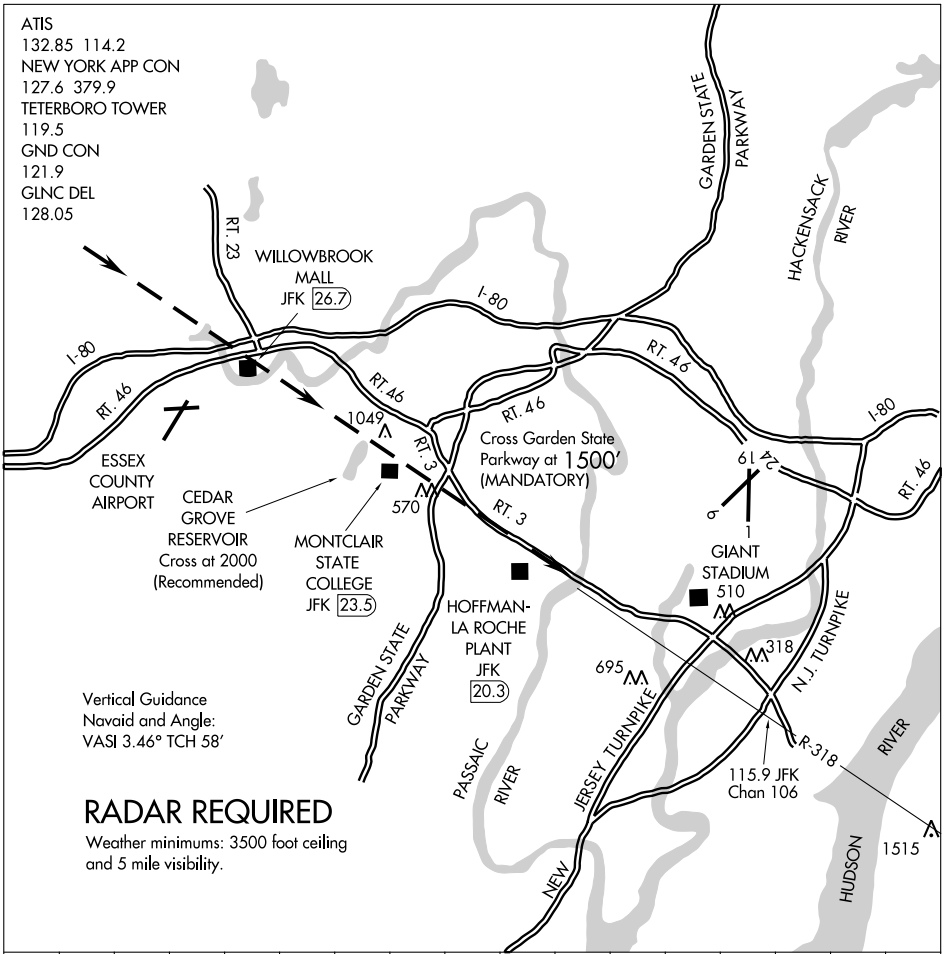
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

JAIKE TWO ARRIVAL (RNAV)
TETERBORO, NEW JERSEY
(JAIKE.JAIKE2) 10154

# PASSAIC RIVER VISUAL RWY 6

TETERBORO (TEB)
TETERBORO, NEW JERSEY




When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

PASSAIC RIVER VISUAL RWY 6

TETERBORO, NEW JERSEY
TETERBORO (TEB)



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| CH 65707 | 060° | TDZE | 6 |
| W06A | | Apt Elev | 9 |

# RNAV (GPS) Y RWY 6

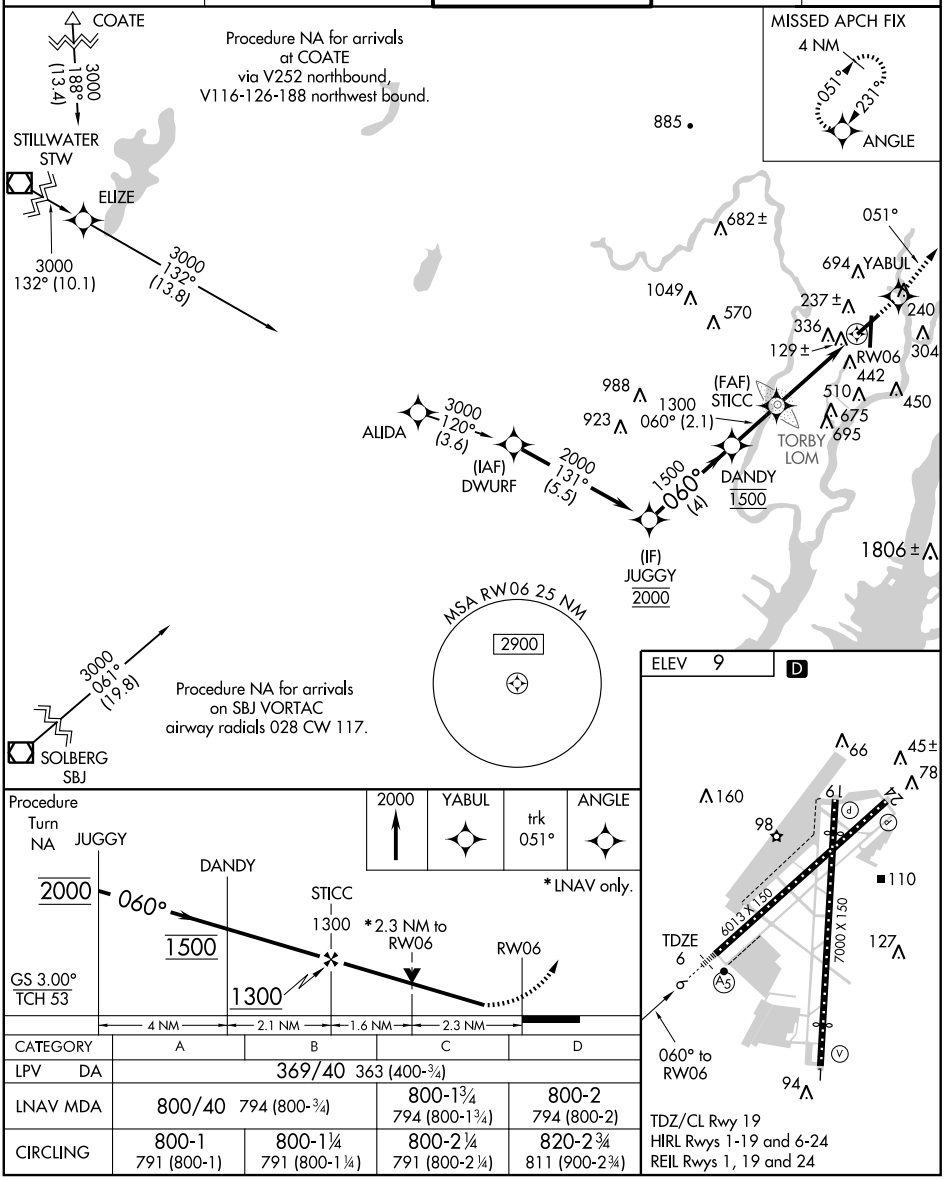
TETERBORO (TEB)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369/40 363 (400-¾) | | | |
| LNAV MDA | 800/40 794 (800-¾) | | 800-1¾ 794 (800-1¾) | 800-2 794 (800-2) |
| CIRCLING | 800-1 791 (800-1) | 800-1¼ 791 (800-1¼) | 800-2¼ 791 (800-2¼) | 820-2¾ 811 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6230 |
|---|---|---|
| 195° | TDZE | 7 |
| | Apt Elev | 9 |

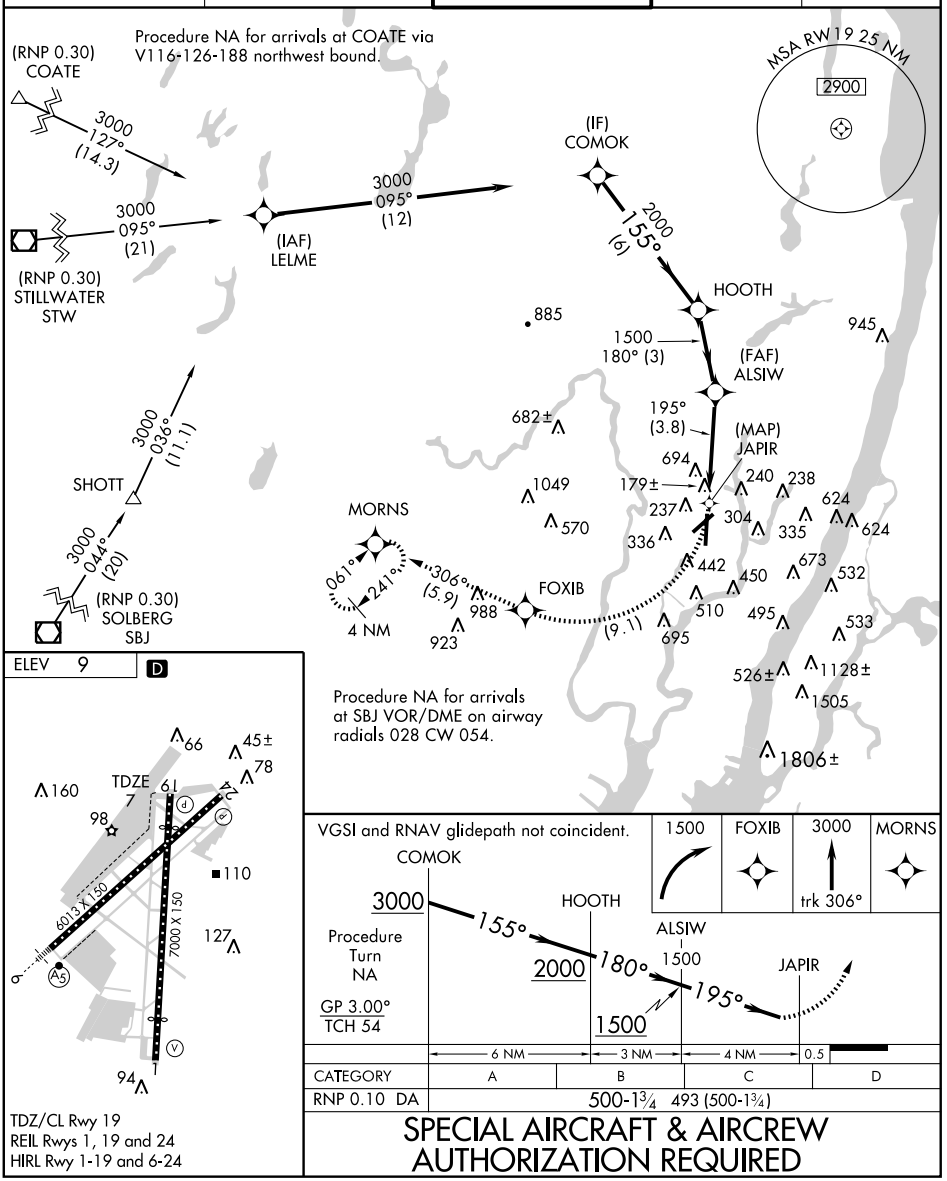
# RNAV (RNP) RWY 19

TETERBORO (TEB)

Missed Approach requires RNP less than 1.0. RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNS and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010




TDZ/CL Rwy 19
REIL Rwys 1, 19 and 24
HIRL Rwy 1-19 and 6-24




## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

| APP CRS | Rwy Idg | 6013 |
|---|---|---|
| 060° | TDZE | 6 |
| | Apt Elev | 9 |

# RNAV (RNP) Z RWY 6

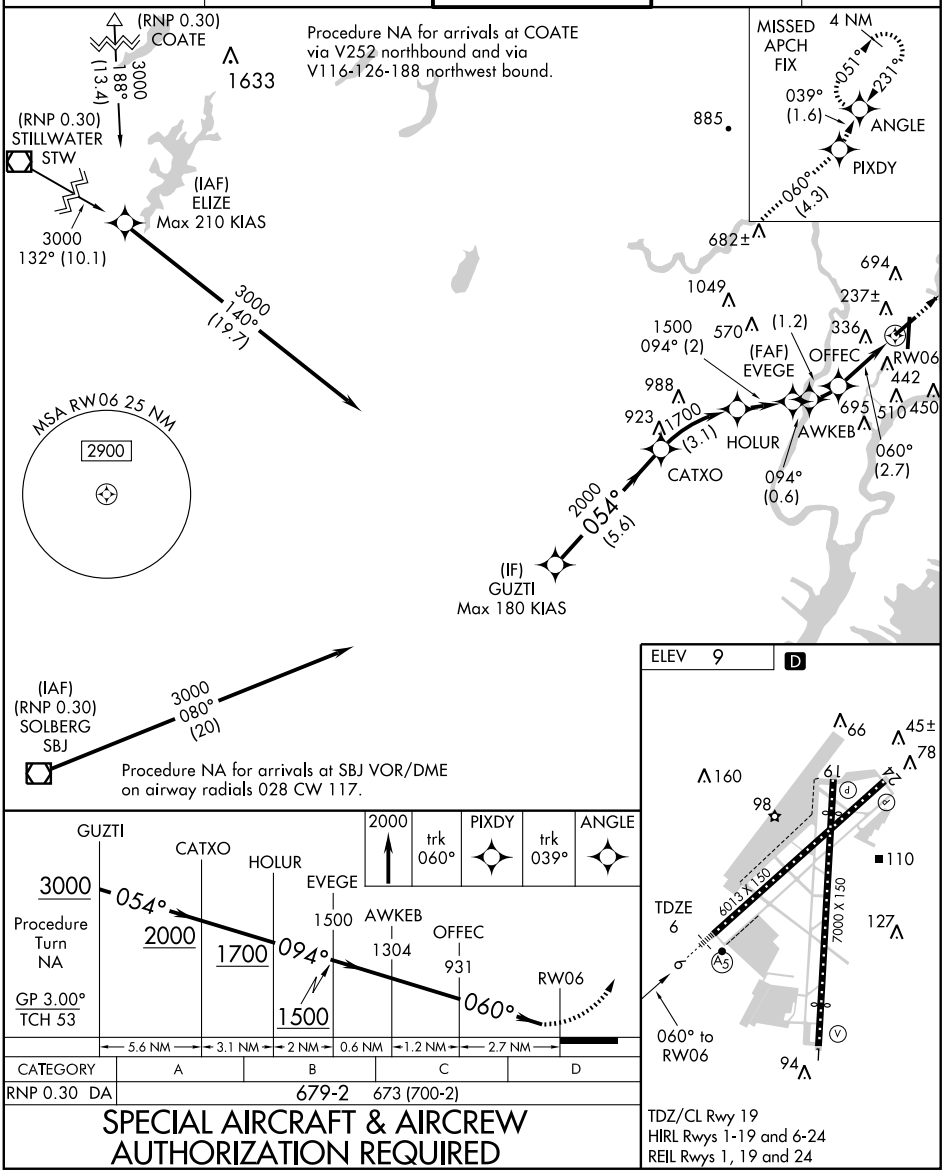
TETERBORO (TEB)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 679-2 | 673 (700-2) | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



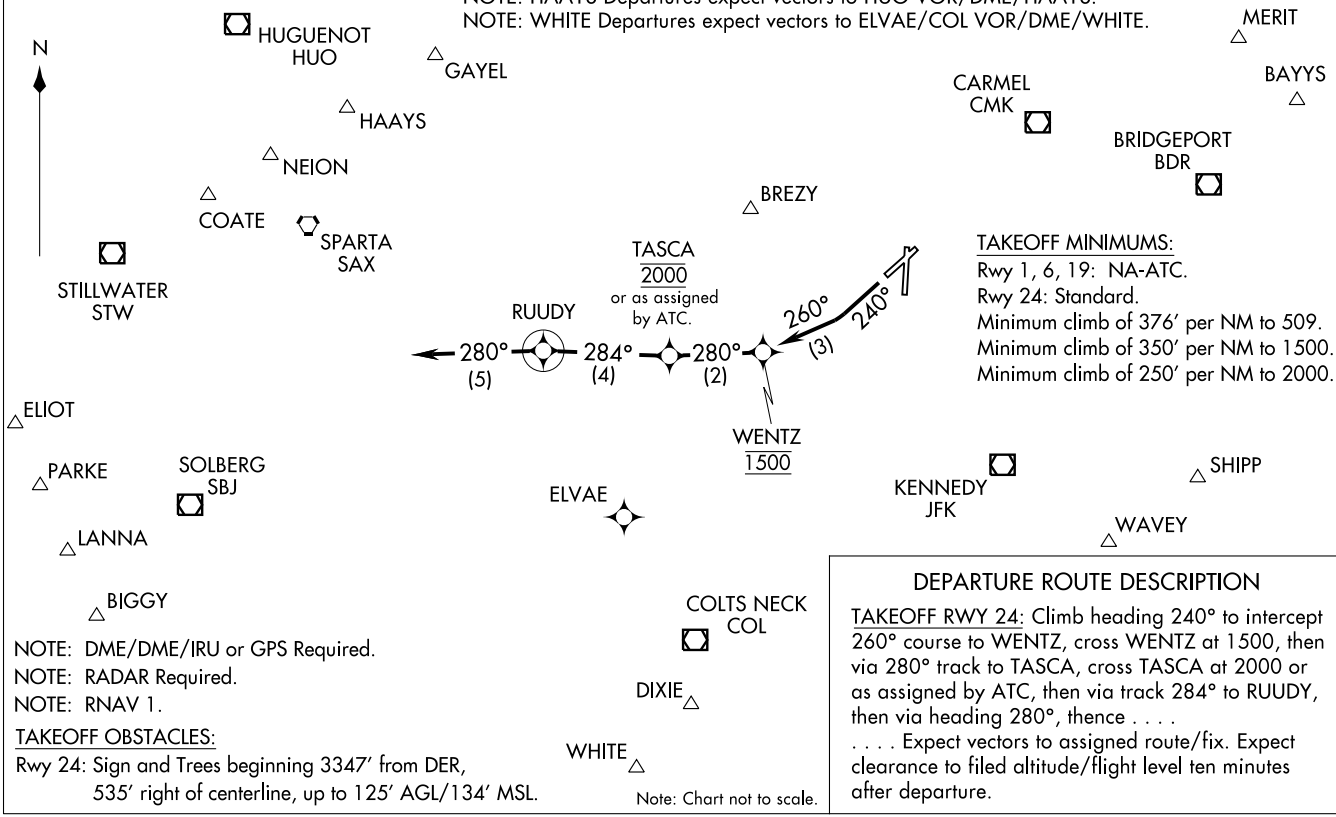
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RUUDY TWO DEPARTURE (RNAV)

(RUUDY2.RUUDY) 10210

ATIS 132.85 114.2
TETERBORO CLNC DEL 128.05
TETERBORO GND CON 121.9
TETERBORO TOWER 119.5
NEW YORK DEP CON 126.7 379.9

NOTE: BAYYS Departures expect vectors to BDR VOR/DME/BAYYS.
NOTE: BIGGY Departures expect vectors to SBJ VOR/DME/BIGGY.
NOTE: COATE Departures expect vectors to SAX VORTAC/COATE.
NOTE: DIXIE Departures expect vectors to ELVAE/COL VOR/DME/DIXIE.
NOTE: HAAYS Departures expect vectors to HUO VOR/DME/HAAYS.
NOTE: WHITE Departures expect vectors to ELVAE/COL VOR/DME/WHITE.




TAKEOFF MINIMUMS:
Rwy 1, 6, 19: NA-ATC.
Rwy 24: Standard.
Minimum climb of 376′ per NM to 509.
Minimum climb of 350′ per NM to 1500.
Minimum climb of 250′ per NM to 2000.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

TAKEOFF OBSTACLES:
Rwy 24: Sign and Trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.

Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTZ, cross WENTZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence . . . .
. . . . Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

RUUDY TWO DEPARTURE (RNAV)
(RUUDY2.RUUDY) 10210

SL-890 (FAA)

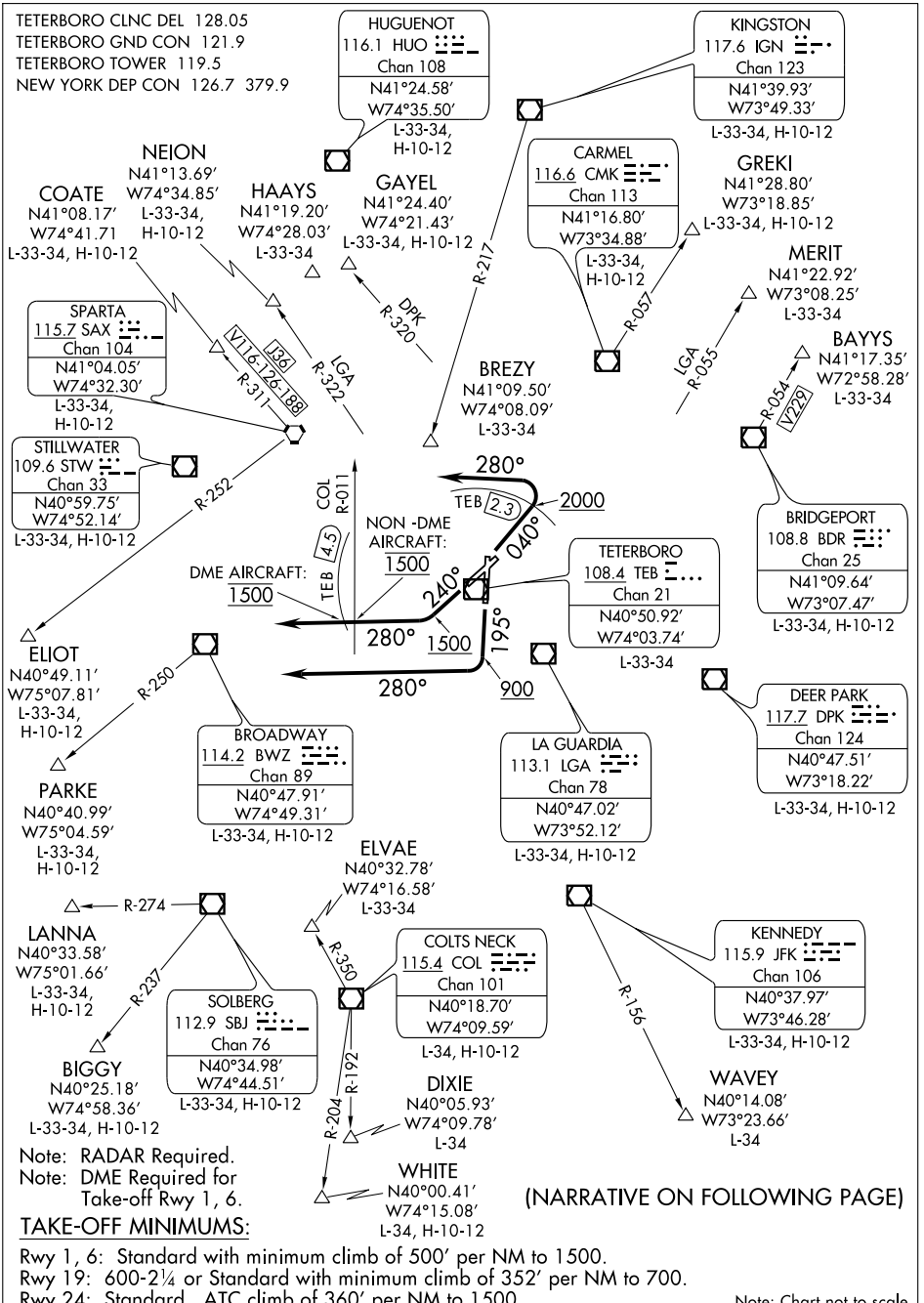
TETERBORO, NEW JERSEY
TETERBORO (TEB)

TETERBORO, NEW JERSEY
TETERBORO (TEB)

# TETERBORO SIX DEPARTURE

SL-890 (FAA)






Note: RADAR Required.
Note: DME Required for Take-off Rwy 1, 6.

(NARRATIVE ON FOLLOWING PAGE)

## TAKE-OFF MINIMUMS:

Rwy 1, 6: Standard with minimum climb of 500′ per NM to 1500.
Rwy 19: 600-2¼ or Standard with minimum climb of 352′ per NM to 700.
Rwy 24: Standard. ATC climb of 360′ per NM to 1500.

Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), maintain 2000, thence . . . .
. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS departures expect vectors to BDR/BDR R-054.
BIGGY departures expect vectors to SBJ/SBJ R-237.
BREZY departures expect vectors to IGN R-217 to BREZY.
COATE departures expect vectors to SAX/SAX R-311.
ELIOT departures expect vectors to SAX R-252.
GAYEL departures expect vectors to DPK R-320.
GREKI departures expect vectors to CMK/CMK R-057.
HAAYS departures expect vectors to HUO.
LANNA departures expect vectors to SBJ/SBJ R-274.
MERIT departures expect vectors to LGA R-055.
NEION departures expect vectors to LGA R-322.
PARKE departures expect vectors to BWZ R-250.
WAVEY departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL.
Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195′ from DER, 507′ left of centerline, up to 73′ AGL/82′ MSL. Poles and trees beginning 903′ from DER, 136′ right of centerline, up to 44′ AGL/53′ MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235′ from DER, 10′ left of centerline, up to 106′ AGL/115′ MSL. Building, poles and trees beginning 335′ from DER, 101′ right of centerline, up to 92′ AGL/101′ MSL.

Rwy 19: Vent on building and trees beginning 215′ from DER, 1′ left of centerline, up to 77′ AGL/86′ MSL. Blast fence, poles, and trees beginning 185′ from DER, 117′ right of centerline, up to 83′ AGL/92′ MSL. Tower 1.9 NM from DER, 1621′ right of centerline, 500′ AGL′/510′ MSL.

Rwy 24: Sign and trees beginning 3347′ from DER, 535′ right of centerline, up to 125′ AGL/134′ MSL.



NE-2, 26 AUG 2010 to 23 SEP 2010

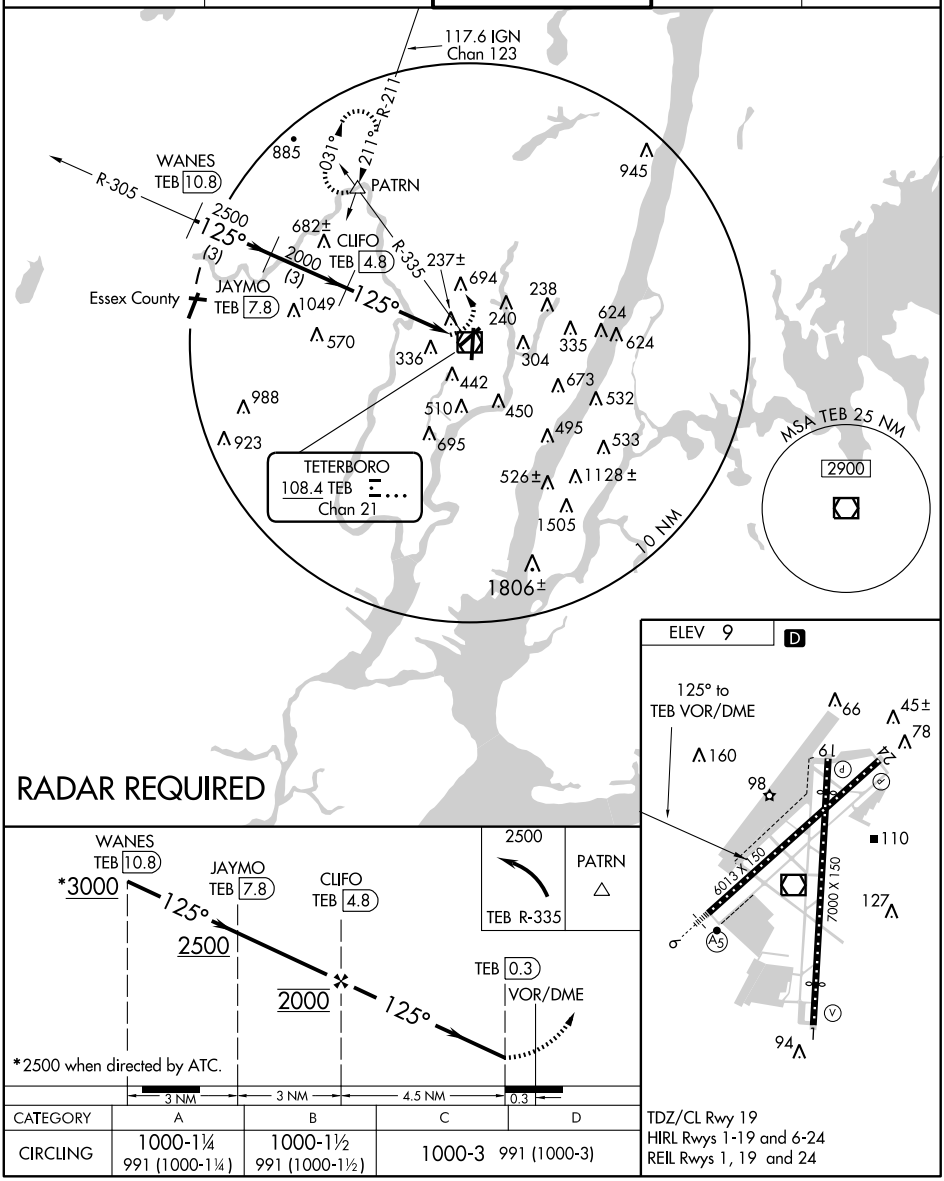
| VOR/DME TEB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.4 | 125° | TDZE | N/A |
| Chan 21 | | Apt Elev | 9 |

# VOR/DME-A
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1¼ 991 (1000-1¼) | 1000-1½ 991 (1000-1½) | 1000-3 991 (1000-3) | |

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

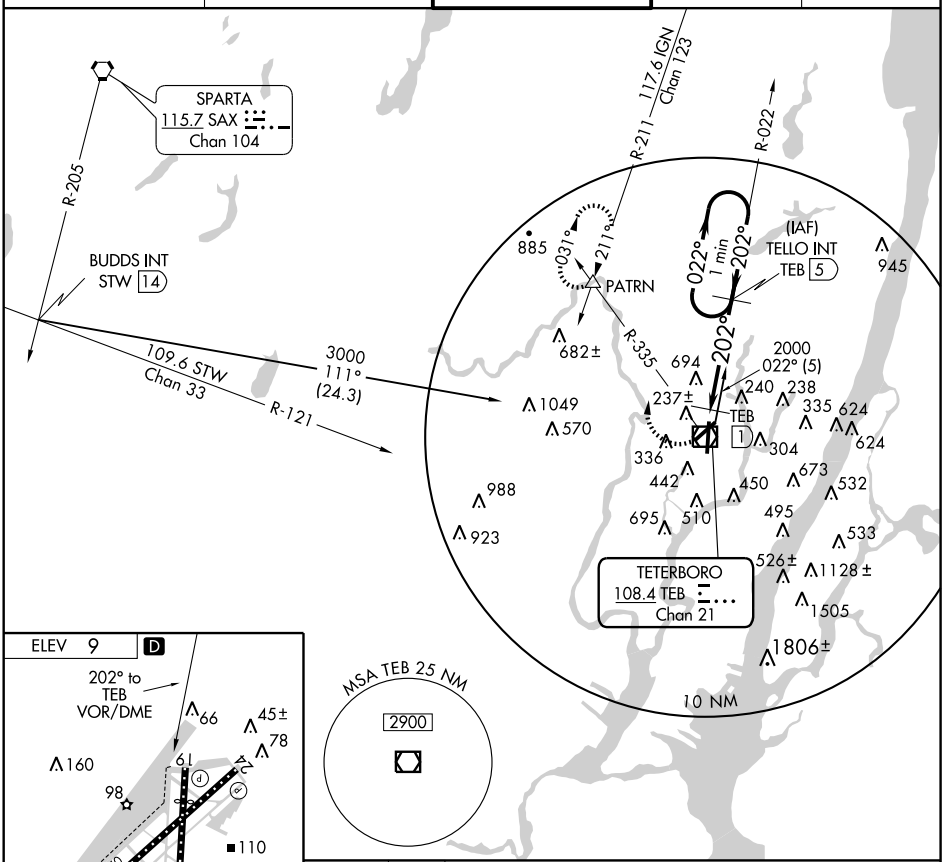
| VOR/DME TEB 108.4 Chan 21 | APP CRS 202° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 9 |
|---|---|---|

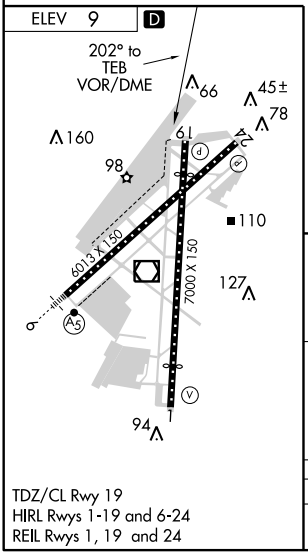
# VOR/DME-B
## TETERBORO (TEB)

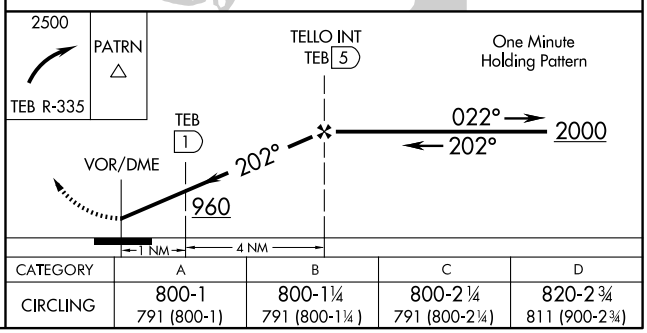
Circling NA Cat. B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>791 (800-1) | 800-1¼<br>791 (800-1¼) | 800-2¼<br>791 (800-2¼) | 820-2¾<br>811 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME TEB 108.4 Chan 21 | APP CRS 064° | Rwy Idg 6013 TDZE 6 Apt Elev 9 |
|---|---|---|

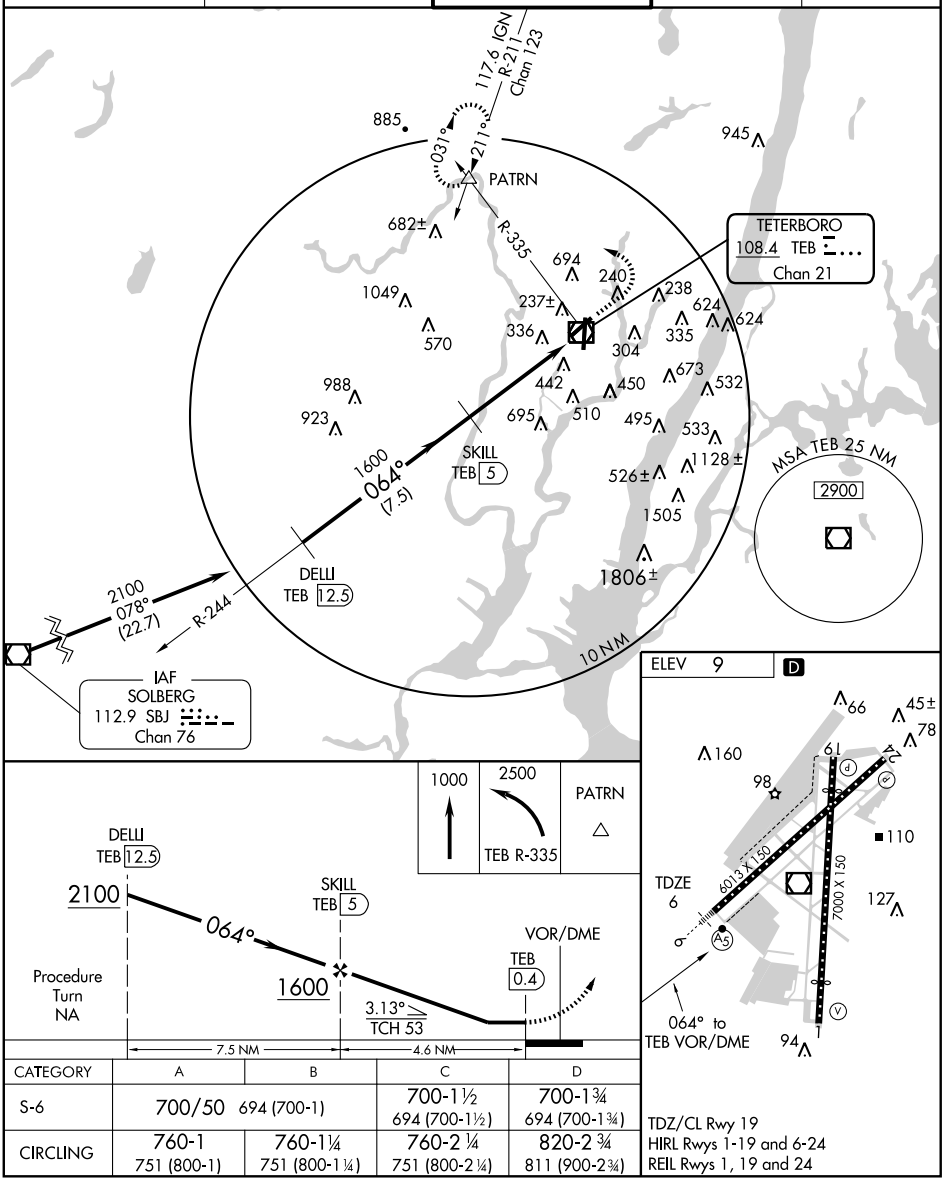
# VOR/DME RWY 6
TETERBORO (TEB)

Circling NA Cats B, C and D NW of Rwys 6 and 19.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 700/50 694 (700-1) | | 700-1½ 694 (700-1½) | 700-1¾ 694 (700-1¾) |
| CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | 760-2¼ 751 (800-2¼) | 820-2¾ 811 (900-2¾) |

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.4 | 231° | TDZE | 8 |
| Chan 21 | | Apt Elev | 9 |

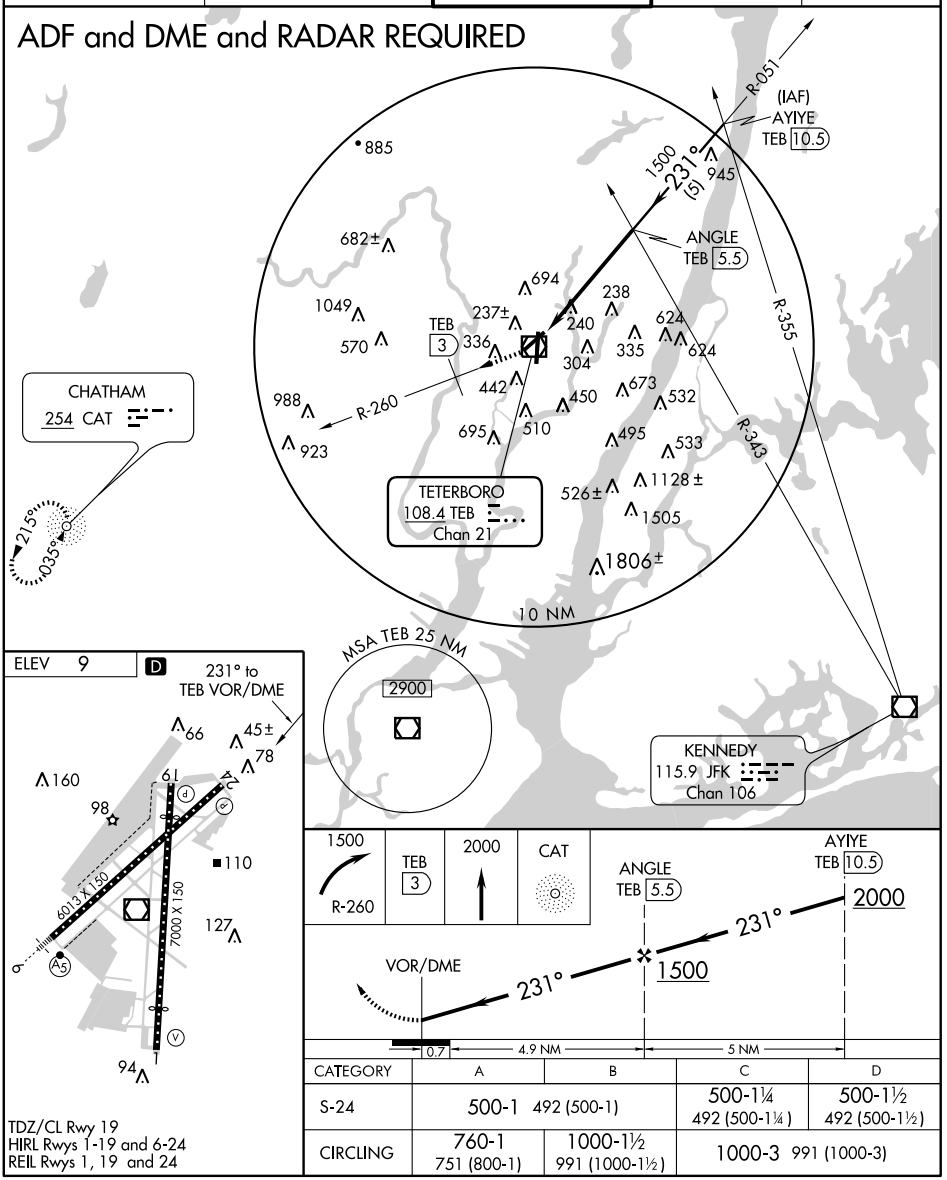
# VOR RWY 24
TETERBORO (TEB)

Circling NA CATs B, C and D NW of Rwys 6 and 19.

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

| ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.85 114.2 | 127.6 379.9 | 119.5 | 121.9 | 128.05 |

## ADF and DME and RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 500-1 492 (500-1) | | 500-1¼ 492 (500-1¼) | 500-1½ 492 (500-1½) |
| CIRCLING | 760-1 751 (800-1) | 1000-1½ 991 (1000-1½) | 1000-3 991 (1000-3) | |

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)



09351

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

ST-890 (FAA)

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden and Somerset.

NOTE: Advise ATC prior to speed reduction below 250 knots.

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′-W79°07.28′
L-30, H-10

ELMIRA
109.65 ULW
Chan 33 (Y)

J70
115° (60)
HOXIE
N41°51.90′
W77°51.16′
93
(33)
R-205
R-022
N
STENT
N41°40.74′
W77°09.17′
R-301
(70)

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12
Expect clearance to cross at FL 180.

HUGUENOT
116.1 HUO
Chan 108

SPARTA
115.7 SAX
Chan 104

4000
124° (30)
STW 125°
210K
125° (6)
210K
11
20
R-275
R-228
R-305
(5)

SLATE RUN
113.9 SLT
Chan 86

HARTY
N41°04.27′-W75°05.39′

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

MUGZY
N41°01.81′-W74°58.16′
Expect clearance to cross at 6000 feet.

R-060

ESSEX COUNTY
TETERBORO
MORRISTOWN MUNI
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

ALLENTOWN
117.5 FJC
Chan 122

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

# TOMS RIVER

## ROBERT J. MILLER AIR PARK (MJX) 5 SW UTC−5(−4DT) N39°55.65′ W74°17.54′

WASHINGTON
H–10I, 12I, L–34G
IAP

82 B S4 **FUEL** 100LL, JET A OX 3 TPA—1000(918) NOTAM FILE MJX

**RWY 06–24:** H5949X100 (ASPH) S–12 HIRL

**RWY 06:** MALSR. PAPI(P2L)—GA 3.0° TCH 53′.

**RWY 24:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer on and invof arpt. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 119.875 (732) 244–4450.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

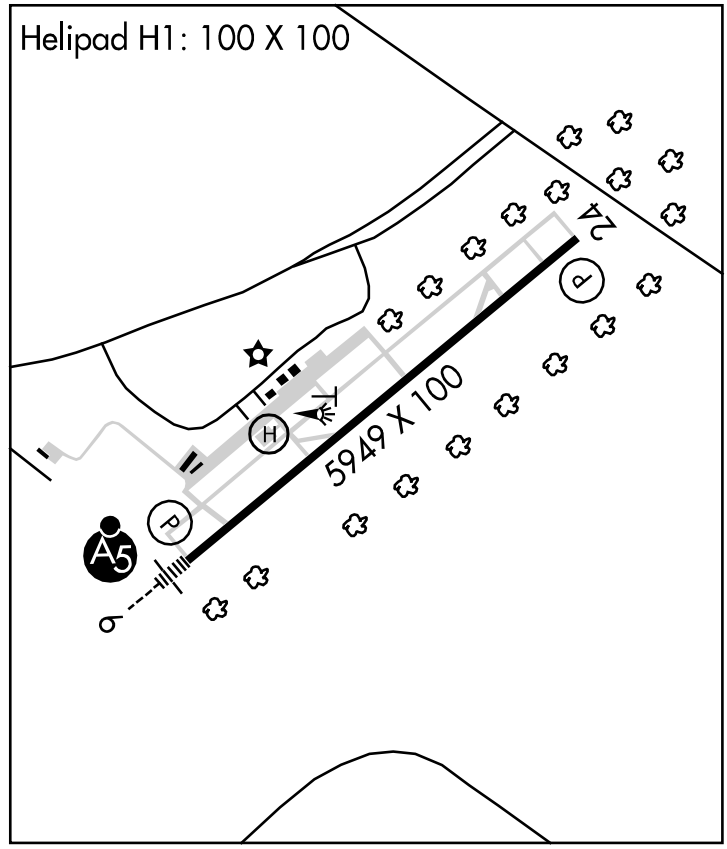
Ⓡ **McGUIRE APP/DEP CON** 124.15

**GCO** 121.725 (NEW YORK FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 054° 9.2 NM to fld. 210/10W.

**ILS** 109.9 I–MJX Rwy 06. Class IA. Unmonitored.




**HELIPAD H1:** H100X100 (ASPH–GRVL)

**HELIPORT REMARKS:** Helipad H1 perimeter lights. ACTIVATE perimeter lgts—CTAF.

## TORBY N40°48.27′ W74°07.95′ NOTAM FILE TEB.

**NDB (LOM)** 214 TE 062° 4.3 NM to Teterboro. Unusable byd 10 NM.

## TRENN N40°12.76′ W74°53.91′ NOTAM FILE TTN.

NEW YORK
L–34G

**NDB (LOM)** 369 TT 057° 5.5 NM to Trenton Mercer. Unmonitored.

| LOC I-MJX | APP CRS | Rwy Idg | 5949 |
|---|---|---|---|
| 109.9 | 061° | TDZE | 82 |
| | | Apt Elev | 82 |

# ILS RWY 6

TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

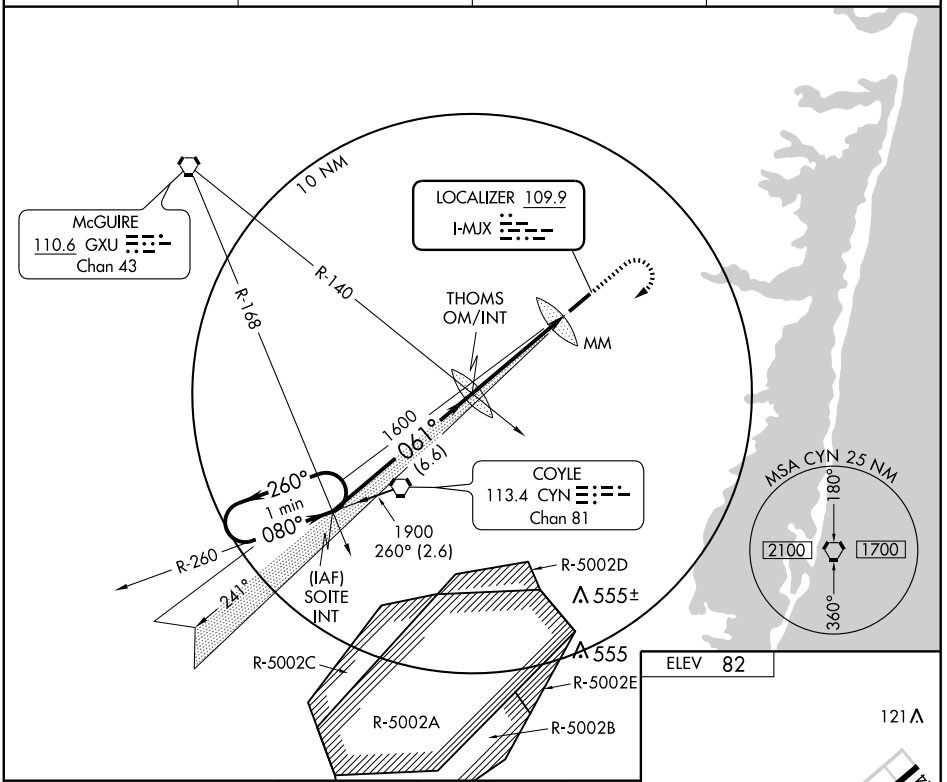
If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.

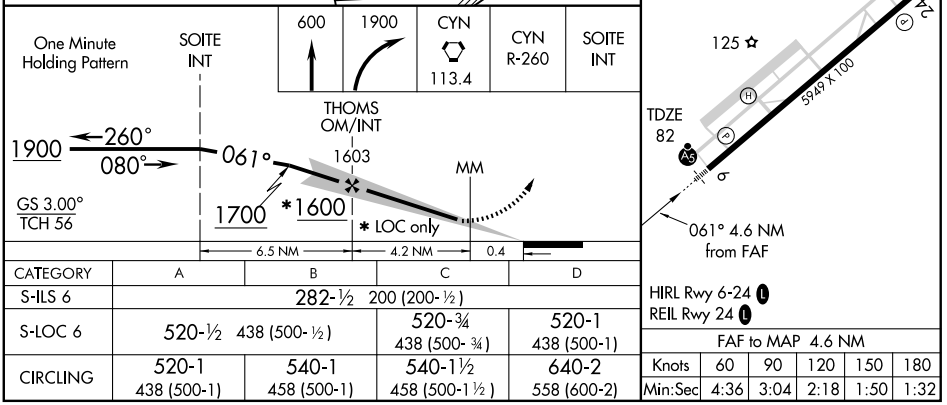
NA

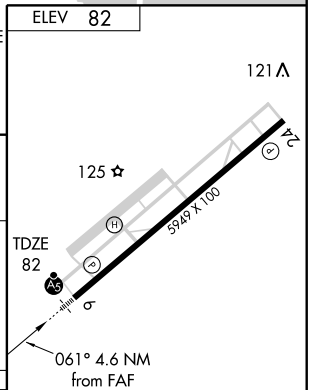
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE Int and hold.

| AWOS-3 | MCGUIRE APP CON | UNICOM | GCO |
|---|---|---|---|
| 119.875 | 124.15 363.8 | 122.7 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 282-½ 200 (200-½) | | | |
| S-LOC 6 | 520-½ 438 (500-½) | | 520-¾ 438 (500-¾) | 520-1 438 (500-1) |
| CIRCLING | 520-1 438 (500-1) | 540-1 458 (500-1) | 540-1½ 458 (500-1½) | 640-2 558 (600-2) |

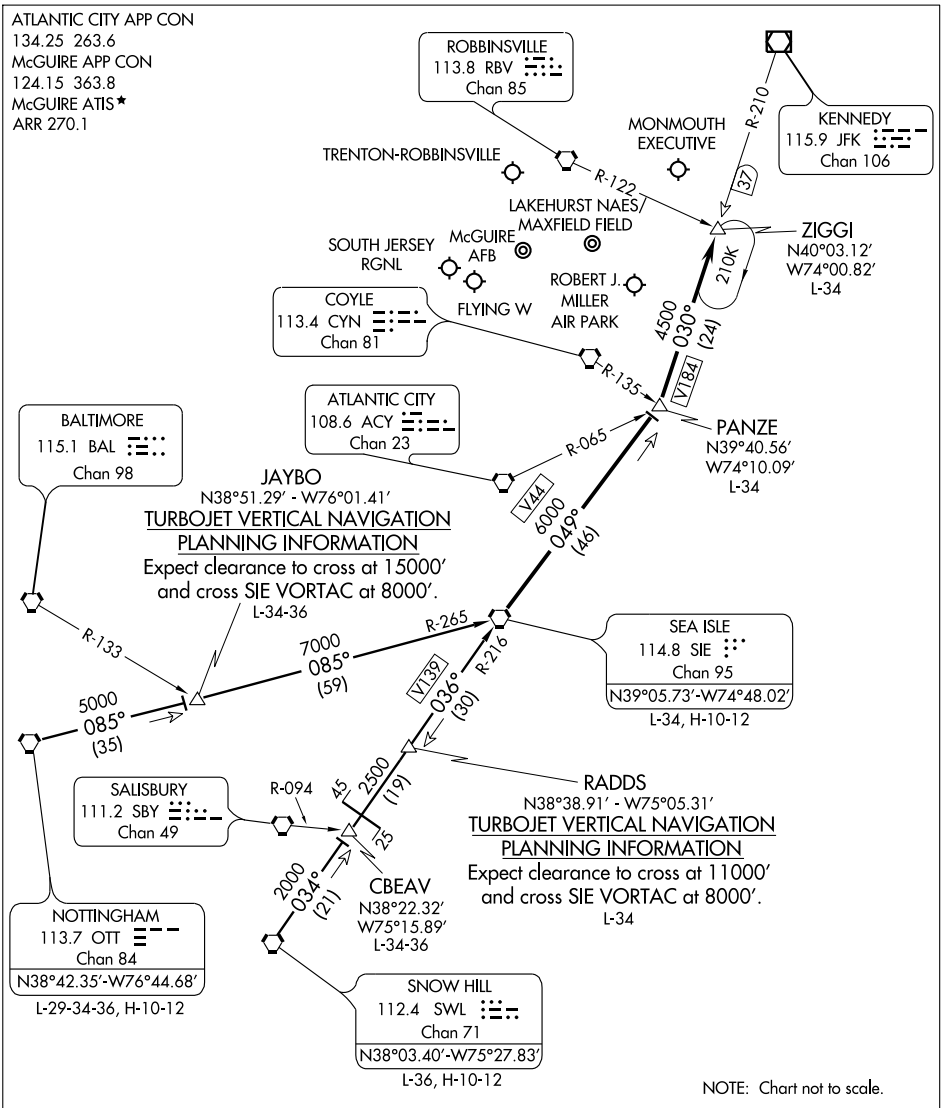
HIRL Rwy 6-24 L

REIL Rwy 24 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CYN | APP CRS | Rwy Idg | 5949 |
|---|---|---|---|
| 113.4 | 054° | TDZE | 82 |
| Chan 81 | | Apt Elev | 82 |

# VOR or GPS RWY 6

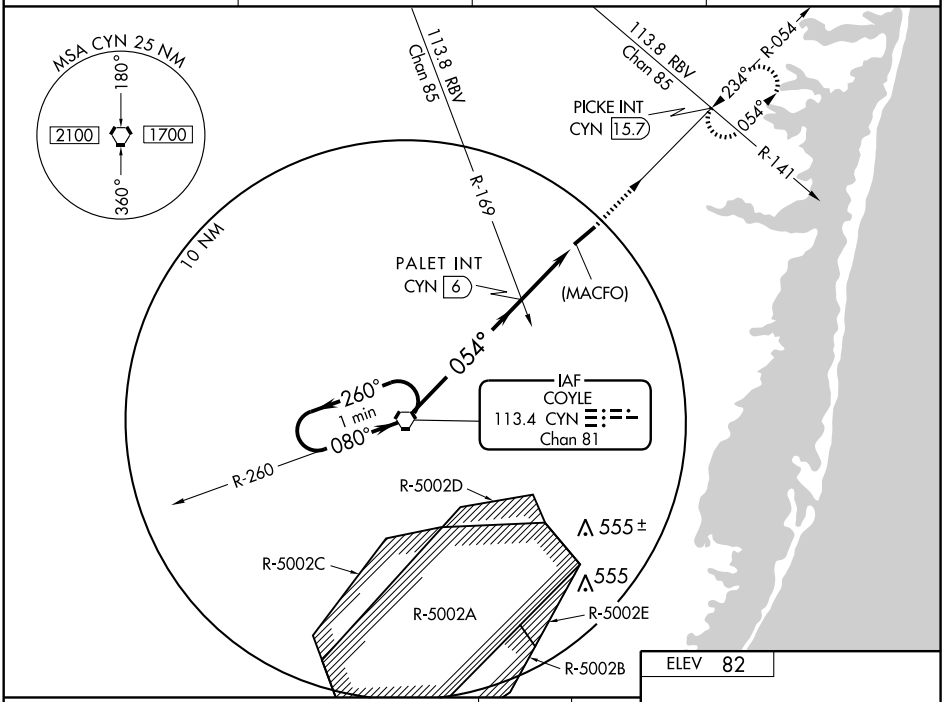
TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

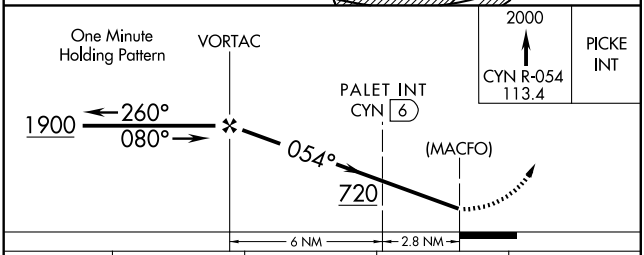
Use McGuire AFB altimeter setting.
ACTIVATE MALS Rwy 6 UNICOM.
NA Inoperative table does not apply to CAT C.

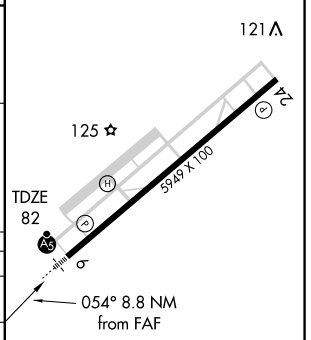
MALSR

MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

| AWOS-3 | MCGUIRE APP CON | | UNICOM | GCO |
|---|---|---|---|---|
| 119.875 | 124.15 | 363.8 | 122.7 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 720-¾ 638 (700-¾) | | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |
| CIRCLING | 720-1 638 (700-1) | | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |
| DUAL VOR or VOR/DME MINIMA | | | | |
| S-6 | 520-¾ 438 (500-¾) | | 520-1¼ 438 (500-1¼) | 520-1½ 438 (500-1½) |
| CIRCLING | 520-1 438 (500-1) | 540-1 458 (500-1) | 540-1½ 458 (500-1½) | 640-2 558 (600-2) |

HIRL Rwy 6-24 L
REIL Rwy 24 L

| FAF to MAP 8.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:48 | 5:52 | 4:24 | 3:31 | 2:56 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CYN | APP CRS | Rwy Idg | 5949 |
|---|---|---|---|
| 113.4 | 234° | TDZE | 82 |
| Chan 81 | | Apt Elev | 82 |

# VOR or GPS RWY 24

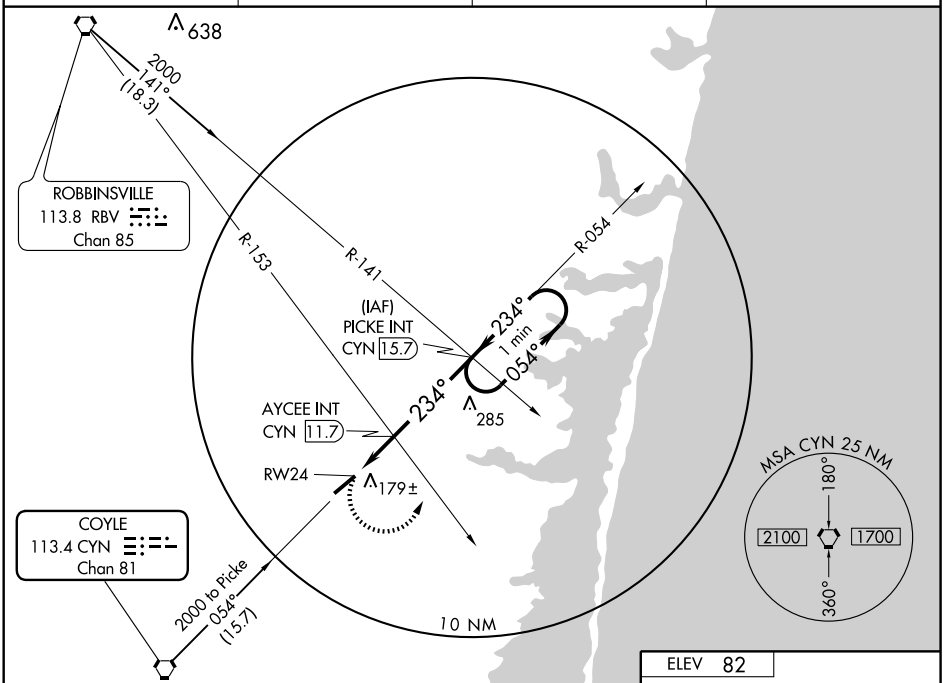
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

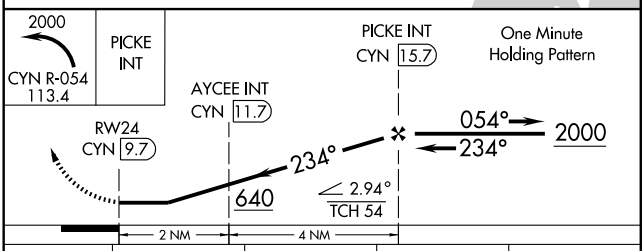
Use McGuire AFB altimeter setting.

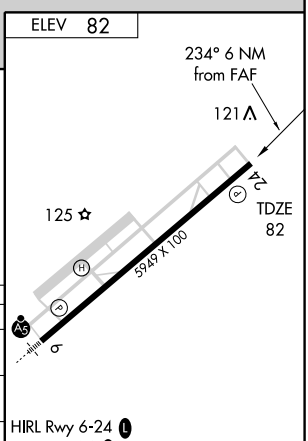
NA

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

| AWOS-3 | MCGUIRE APP CON | UNICOM | GCO |
|---|---|---|---|
| 119.875 | 124.15 363.8 | 122.7 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 640-1 558 (600-1) | | 640-1½ 558 (600-1½) | 640-1¾ 558 (600-1¾) |
| CIRCLING | 640-1 558 (600-1) | | 640-1½ 558 (600-1½) | 640-2 558 (600-2) |
| DUAL VOR OR DME MINIMUMS | | | | |
| S-24 | 480-1 398 (400-1) | | | 480-1¼ 398 (400-1¼) |
| CIRCLING | 540-1 458 (500-1) | | 540-1½ 458 (500-1½) | 640-2 558 (600-2) |

HIRL Rwy 6-24 L

REIL Rwy 24 L

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



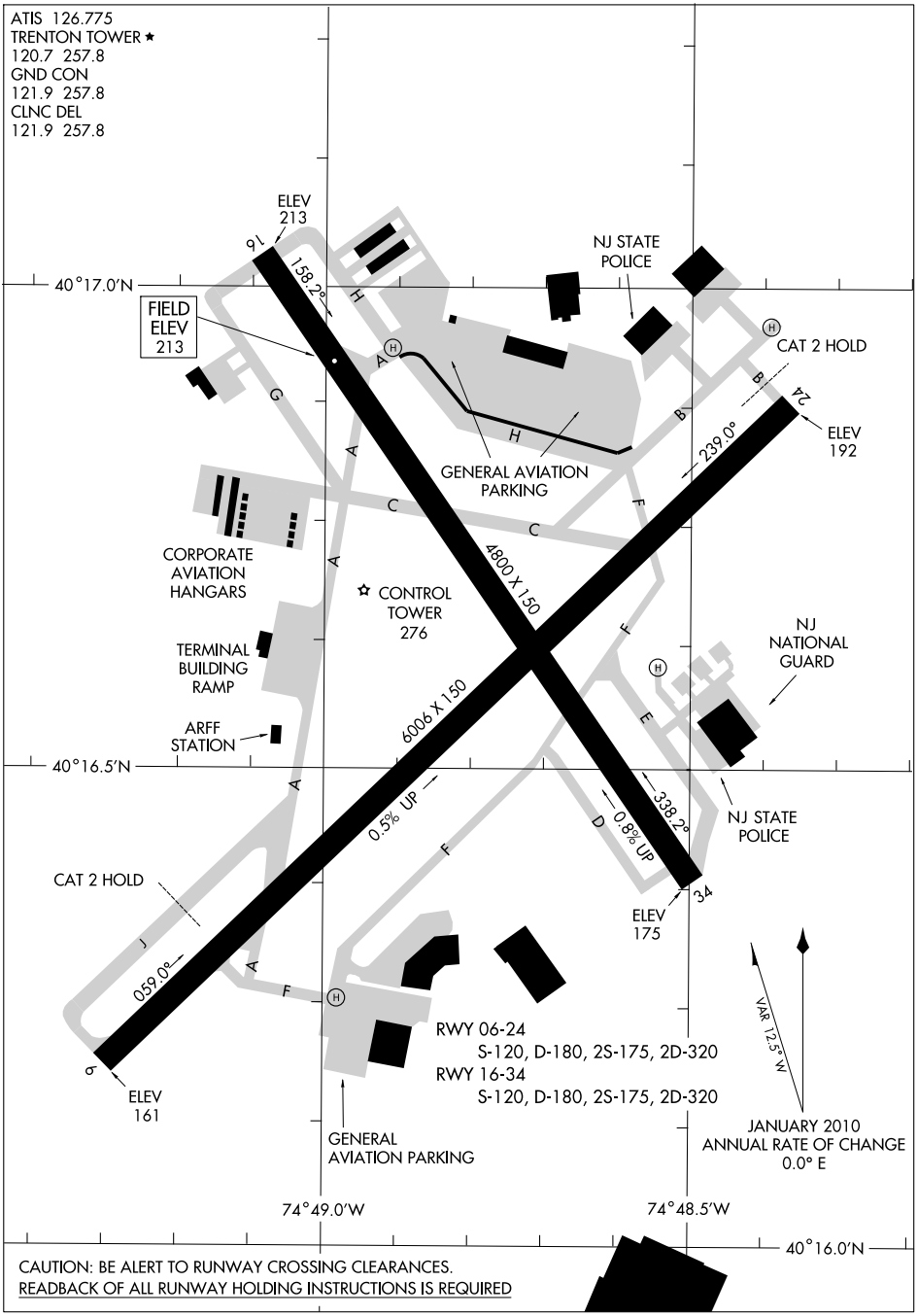
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

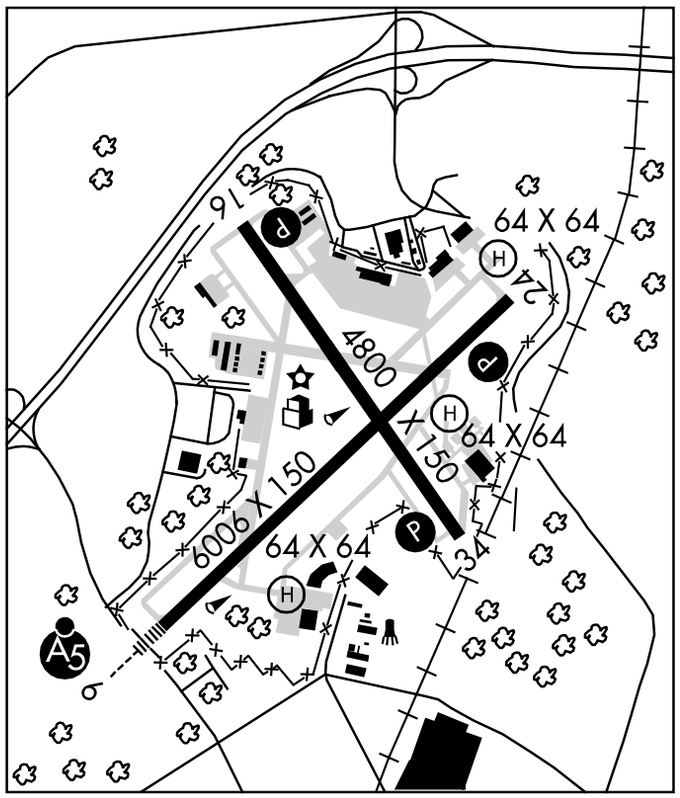





NE-2, 26 AUG 2010 to 23 SEP 2010

## TRENTON MERCER (TTN) 4 NW UTC−5(−4DT) N40°16.60′ W74°48.81′ NEW YORK

213 B S4 **FUEL** 100LL, JET A OX 2,4 TPA—See Remarks Class I, ARFF Index A **H–10I, 12I, L–34G, A**
NOTAM FILE TTN **IAP, AD**

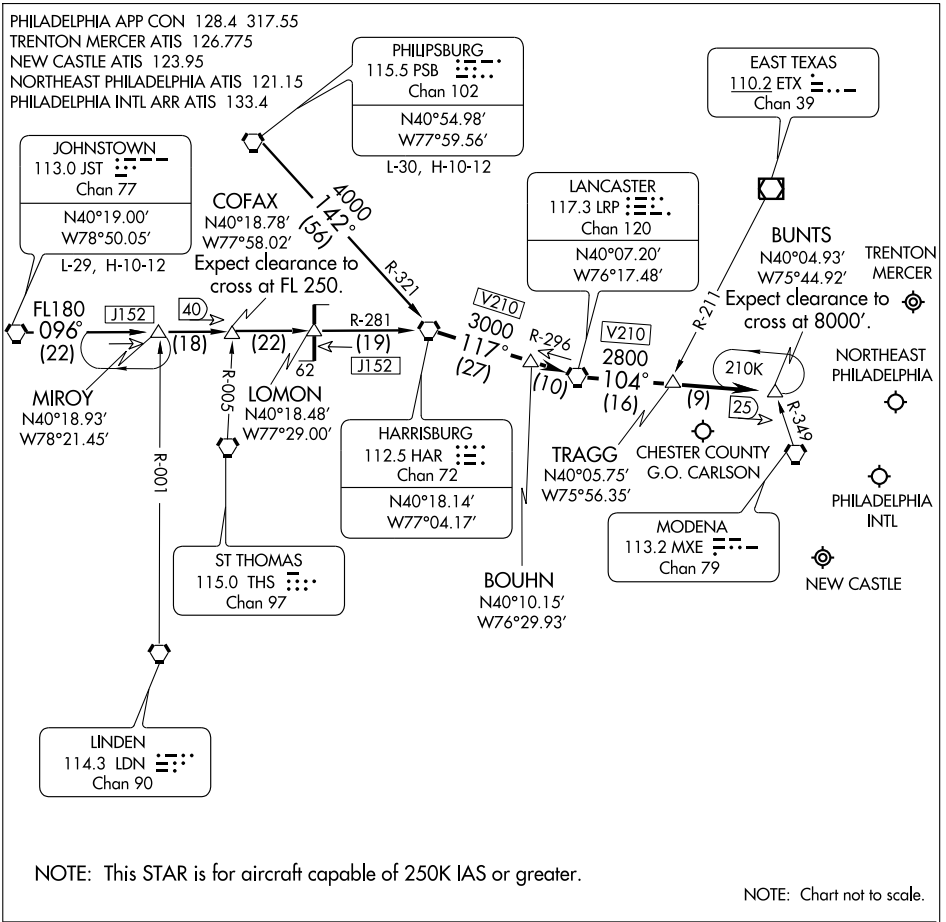



**RWY 06–24:** H6006X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.5% up NE
**RWY 06:** MALSR. Tree.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
**RWY 16–34:** H4800X150 (ASPH–GRVD) S–120, D–180, 2S–175, 2D–320 HIRL 0.8% up NW
**RWY 16:** REIL. PAPI(P4L)—GA 3.0° TCH 34′.
**RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
**AIRPORT REMARKS:** Attended continuously. Fuel avail continuously. Geese and flocks of sea gulls and deer on and invof arpt. No touch and go ldg or training ops 0300–1200Z‡. Recommend acft departing NE climb as expeditiously as possible to 1500 ft MSL to avoid Twin Pines tfc pattern; and acft ldg Rwy 24 maintain at least 1500 ft MSL till clearing the Twin Pines tfc pattern. Noise abatement procedures in effect, deps over 12,500 lbs fly rwy heading until 1700 ft MSL, deps under 12,500 lbs fly rwy heading until 1200 ft MSL. TPA for acft under 12,500 pounds 1200(987), acft over 12,500 pounds 1700(1487). When twr clsd ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 16–34, MALSR Rwy 06, PAPI Rwy 24 and Rwy 16 and Rwy 34, REIL Rwy 24 and Rwy 16 and Rwy 34, and twy lgts—CTAF. Ldg fee for all transient acft. U.S. Customs user fee arpt.
**WEATHER DATA SOURCES:** ASOS 126.77 (609) 538–8690. LAWRS.
**COMMUNICATIONS: CTAF** 120.7 **ATIS** 126.775 **UNICOM** 122.95
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 (128.4 when twr closed) **CLNC DEL** TF 800–354–9884.
**TOWER** 120.7 (1100–0300Z‡) **GND CON** 121.9 **CLNC DEL** 121.9
**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 082° 4.5 NM to fld. 300/10W.
**TRENN NDB (LOM)** 369 TT N40°12.76′ W74°53.95′ 58° 5.5 NM to fld. Unmonitored.
**ILS** 111.3 I–TTN Rwy 06. Class IA. LOM TRENN NDB. ILS unmonitored when twr clsd.

• • • •

# BUNTS ONE ARRIVAL






NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS1) 07298

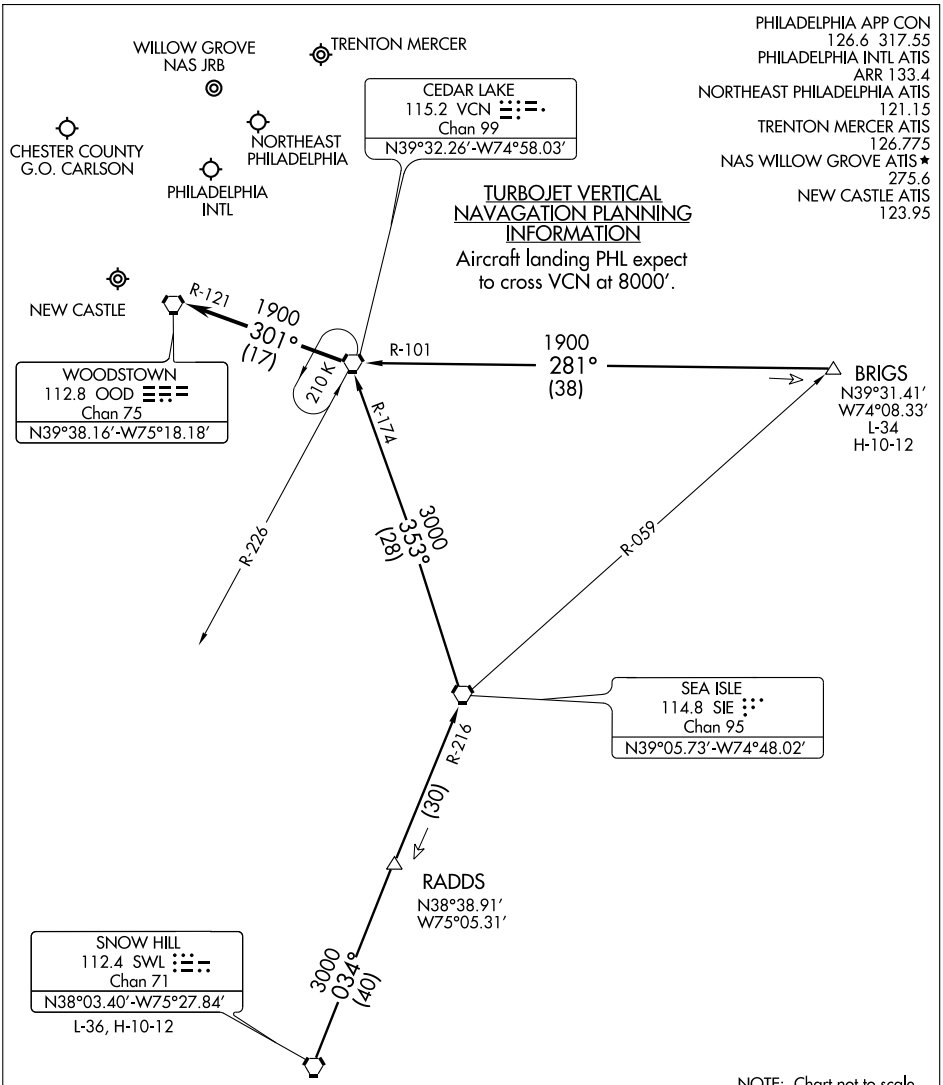
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# DUPONT FOUR ARRIVAL

(HEDGE.DPNT4) 08101

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

PHILADELPHIA INTL

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

HEDGE
N38°53.54′
W75°50.24′

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

R-195 14 R-270 210K R-346 14 015° (23) R-226 13 R-246 R-276 R-265 R-289 046° (13) 25 (9) 45 (15) 82 085° (35) R-133 R-248 R-226 R-234 18,000 064° (78) 18,000 042° (87) 4000 046° (30) R-334

N

NOTE: Chart not to scale.

ST-320 (FAA)

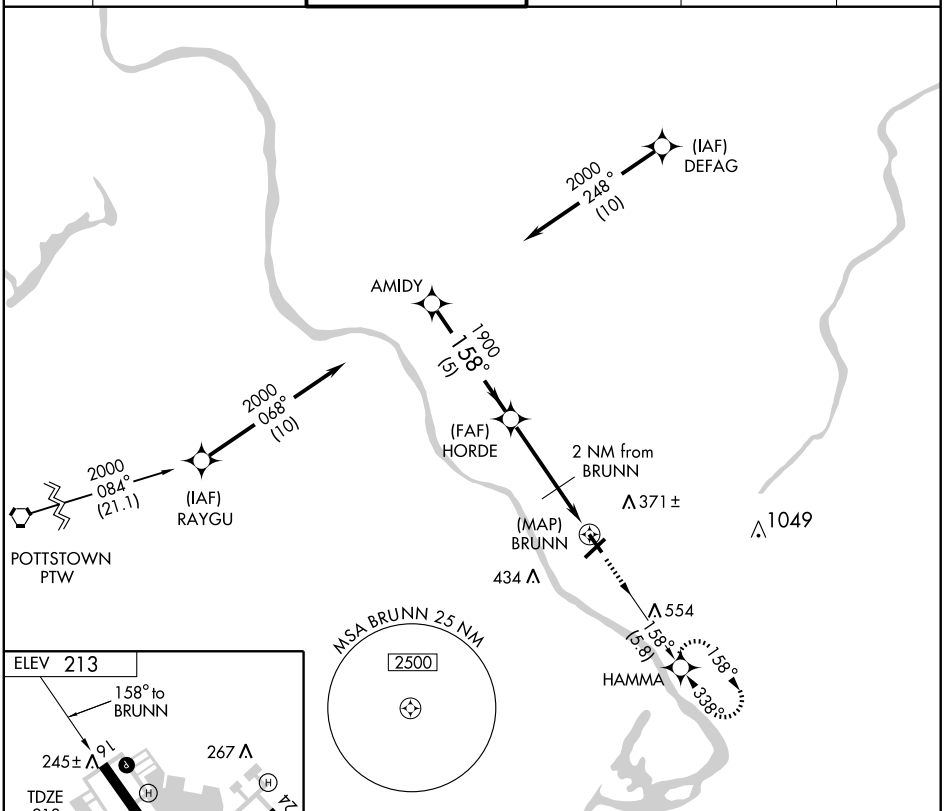
# GPS RWY 16
## TRENTON MERCER (TTN)

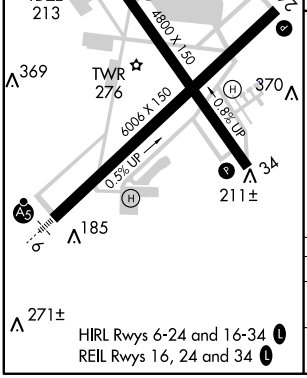
| APP CRS | Rwy Idg | 4800 |
|---|---|---|
| 158° | TDZE | 213 |
| | Apt Elev | 213 |

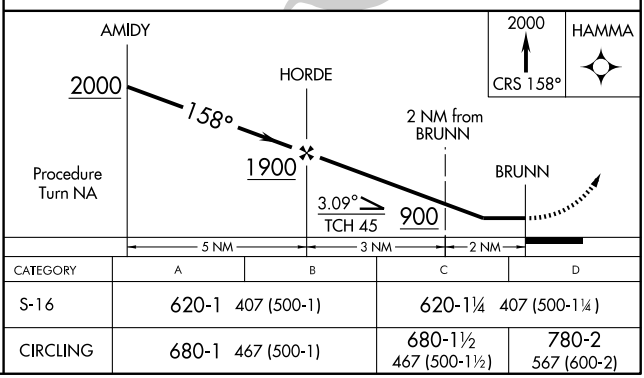
NA

MISSED APPROACH: Climb to 2000 via 158° course to HAMMA WP and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 620-1 407 (500-1) | | 620-1¼ 407 (500-1¼) | |
| CIRCLING | 680-1 467 (500-1) | | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

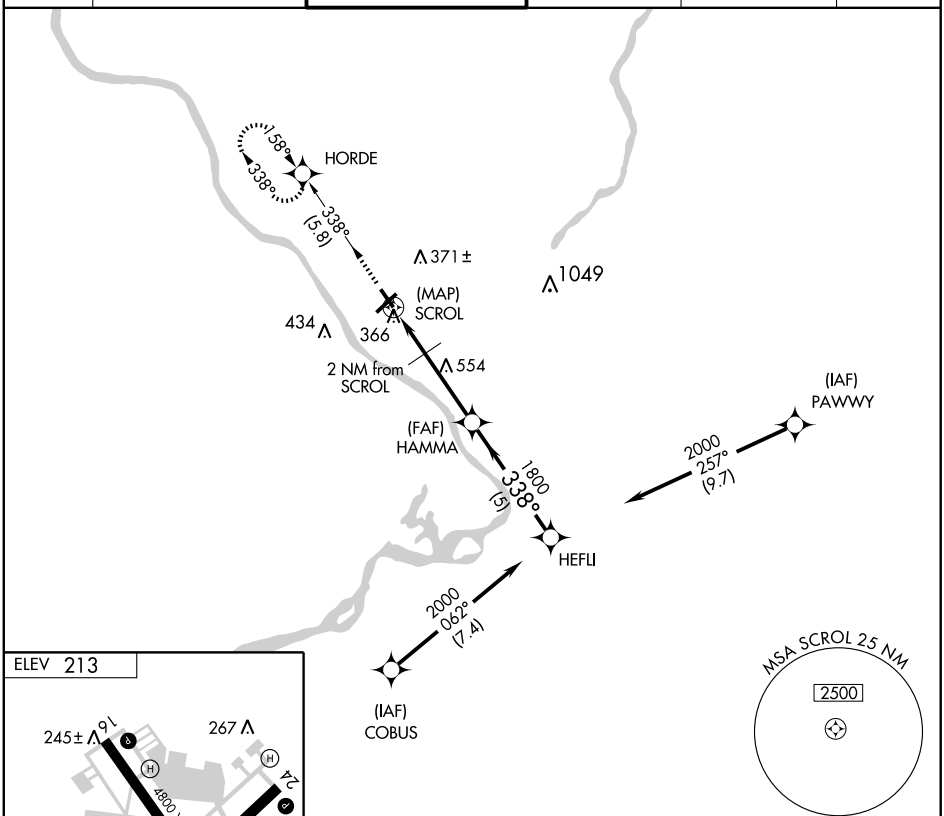
| APP CRS | Rwy Idg | 4800 |
|---|---|---|
| 338° | TDZE | 203 |
| | Apt Elev | 213 |

# GPS RWY 34
## TRENTON MERCER (TTN)

T
NA

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP and hold.

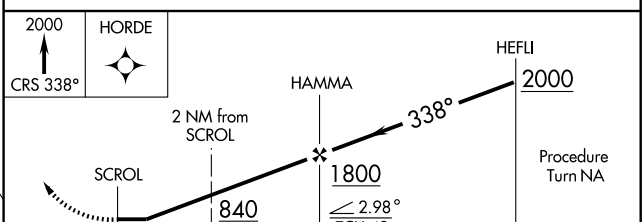
| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |







HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 620-1 | 417 (500-1) | 620-1¼ | 417 (500-1¼) |
| CIRCLING | 680-1 | 467 (500-1) | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-TTN | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 111.3 | 058° | TDZE | 186 |
| | | Apt Elev | 213 |

# ILS RWY 6
## TRENTON MERCER (TTN)

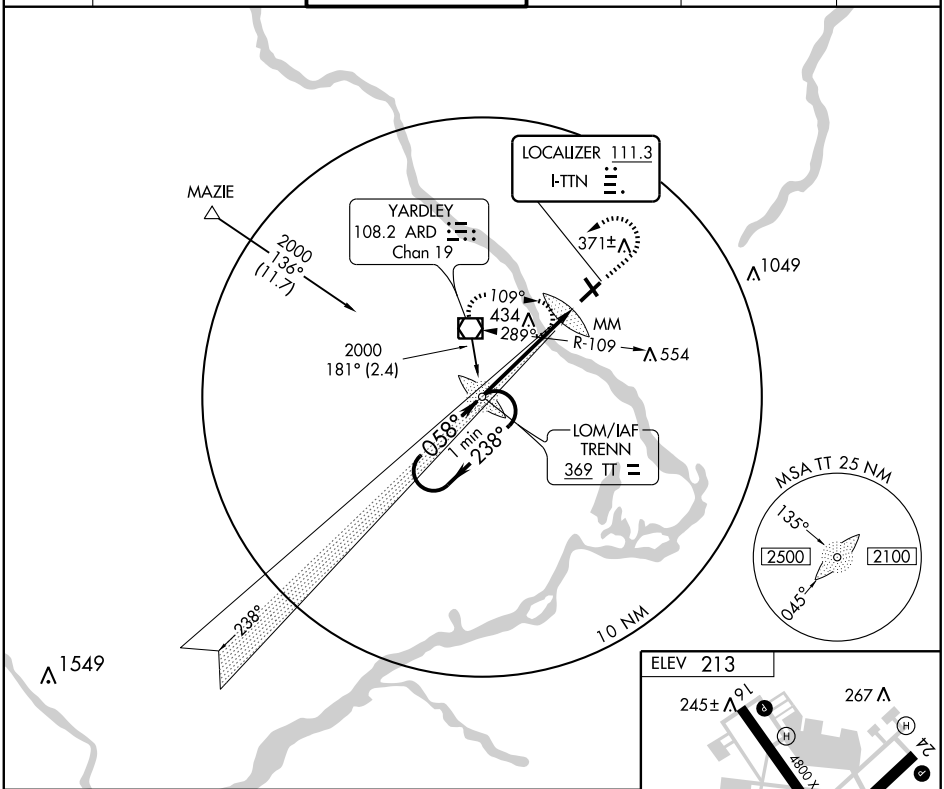
For inoperative MALSR, increase S-LOC-6 Cat D visibility to 1 mile.

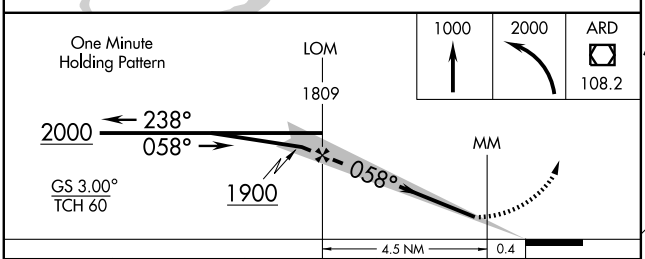
MALSR

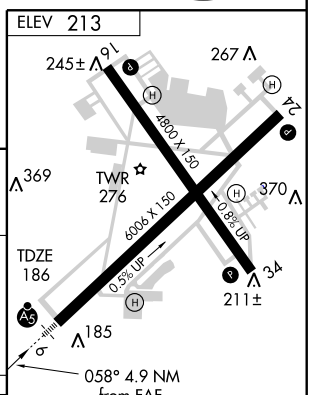
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 386-½ 200 (200-½) | | | |
| S-LOC 6 | 520-½ 334 (400-½) | | | 520-¾ 334 (400-¾) |
| CIRCLING | 680-1 467 (500-1) | | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |

271± HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 26 AUG 2010 to 23 SEP 2010

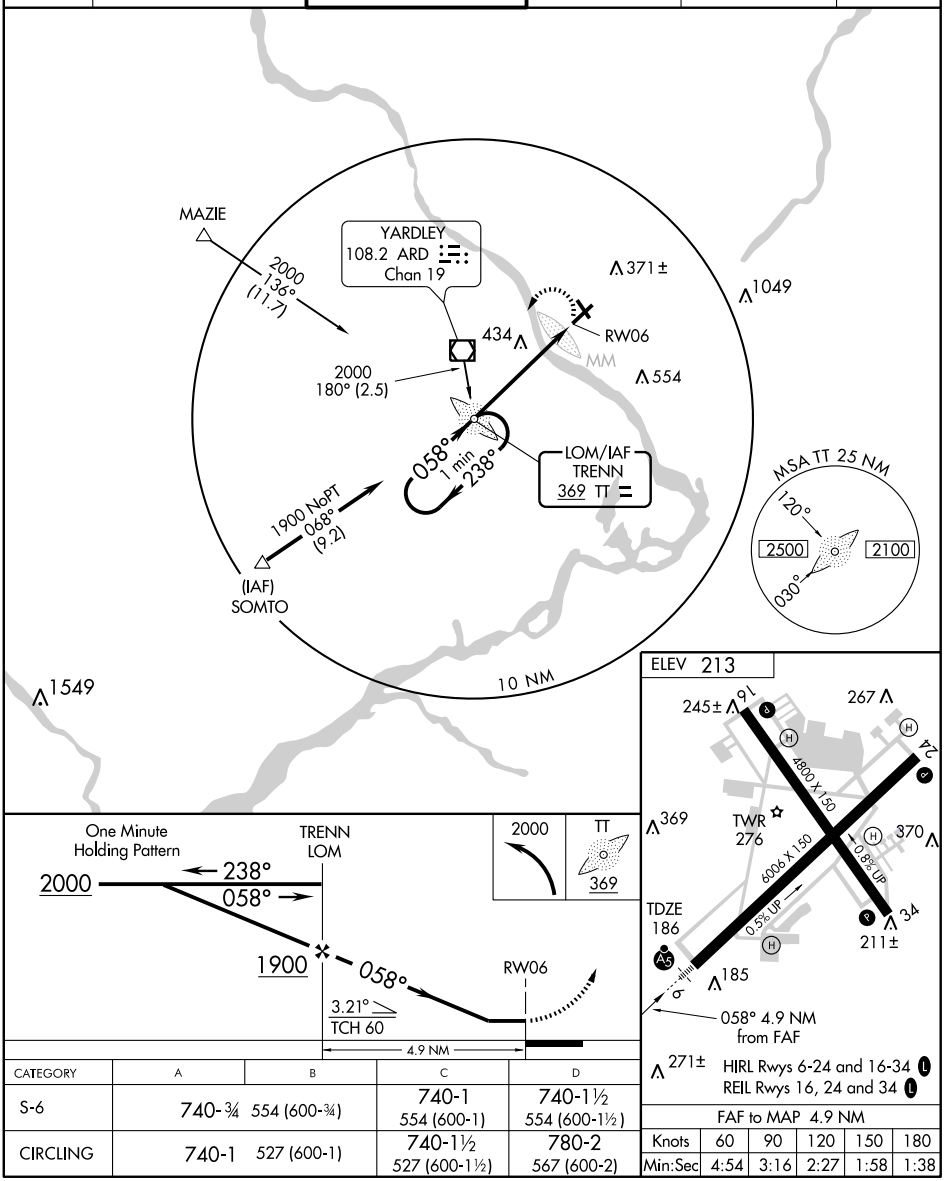
| LOM TT | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 369 | 058° | TDZE | 186 |
| | | Apt Elev | 213 |

# NDB or GPS RWY 6
## TRENTON MERCER (TTN)

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TT LOM and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 740-¾ 554 (600-¾) | | 740-1 554 (600-1) | 740-1½ 554 (600-1½) |
| CIRCLING | 740-1 527 (600-1) | | 740-1½ 527 (600-1½) | 780-2 567 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



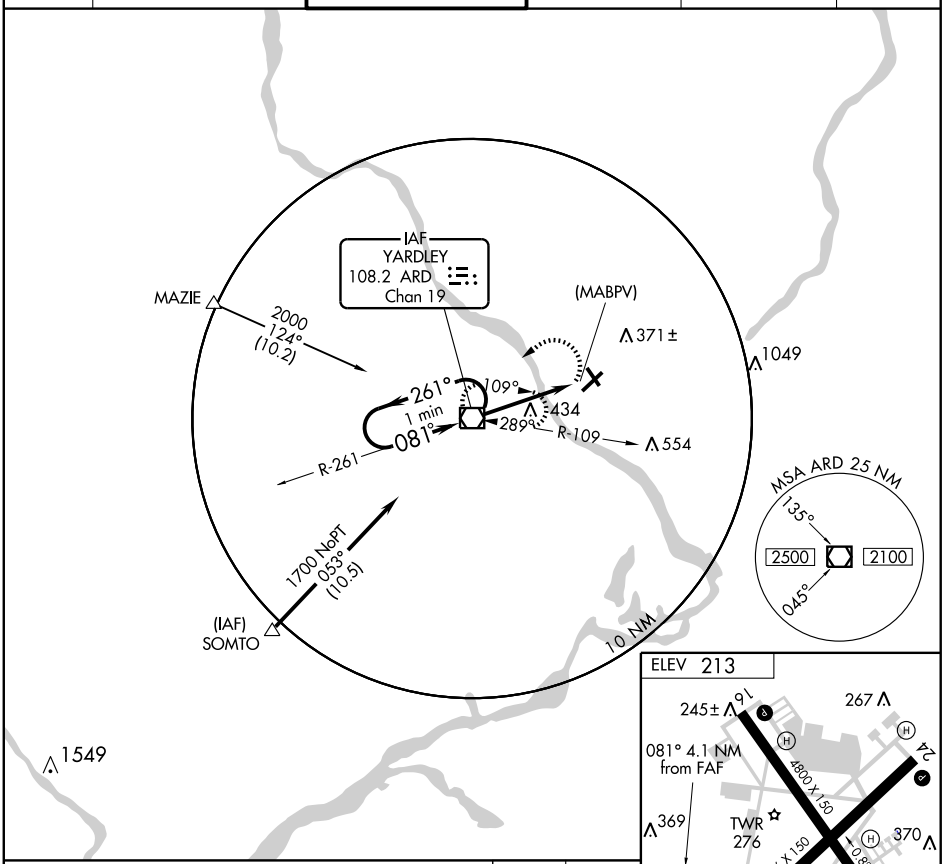
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

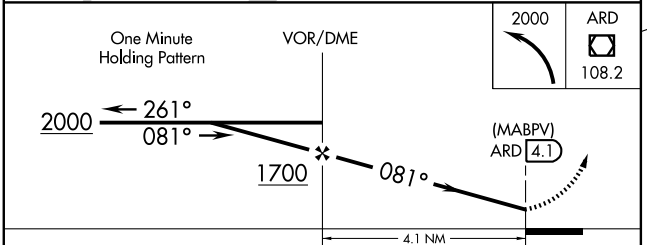
| VOR/DME ARD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 081° | TDZE | N/A |
| Chan 19 | | Apt Elev | 213 |

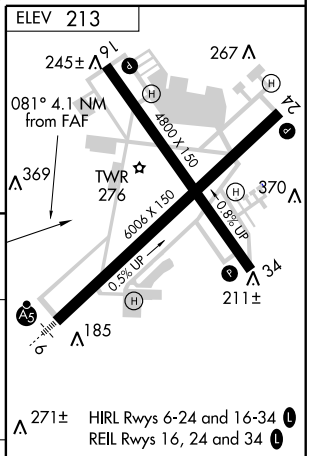
# VOR or GPS-A
## TRENTON MERCER (TTN)

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 | 487 (500-1) | 700-1½ 487 (500-1½) | 780-2 567 (600-2) |

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

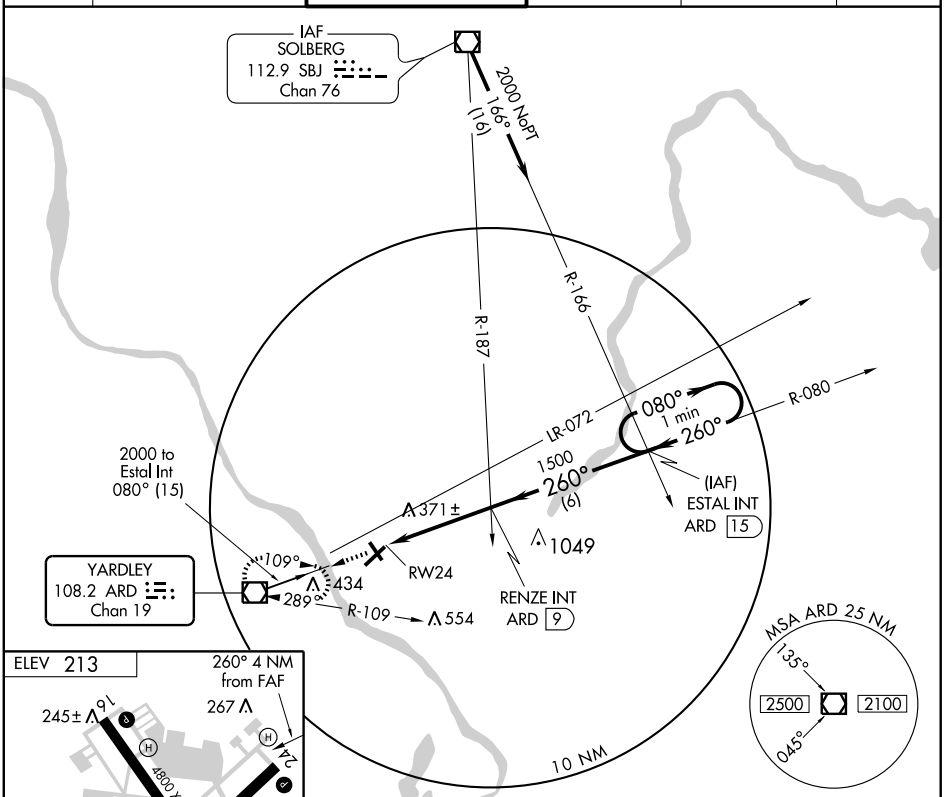
| VOR/DME ARD 108.2 Chan 19 | APP CRS 260° | Rwy Idg 6006 TDZE 193 Apt Elev 213 |
|---|---|---|

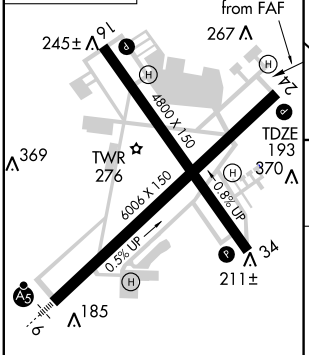
# VOR or GPS RWY 24

TRENTON MERCER (TTN)

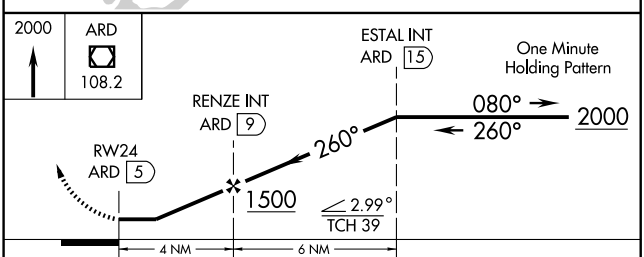
MISSED APPROACH: Climb to 2000 direct to ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



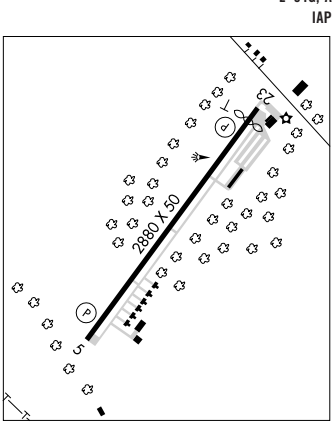

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 620-1 | 427 (500-1) | 620-1¼ 427 (500-1¼) | 620-1½ 427 (500-1½) |
| CIRCLING | 680-1 | 467 (500-1) | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## VINCENTOWN

**RED LION** (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ **WASHINGTON**
54 B S4 **FUEL** 100LL NOTAM FILE MIV **L–34G, A**
**RWY 05–23:** H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW **IAP**
**RWY 05:** PAPI(P2L)—GA 4.0° TCH 28′. Trees.
**RWY 23:** PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.




## VINELAND

**KROELINGER** (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ **WASHINGTON**
93 TPA—893(800) NOTAM FILE MIV **L–34G, A**
**RWY 10–28:** 2086X190 (TURF) **IAP**
**RWY 10:** Tree. **RWY 28:** P–line.
**AIRPORT REMARKS:** Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.
**COMMUNICATIONS: CTAF** 122.9
**ATLANTIC CITY APP/DEP CON** 124.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

**VINELAND–DOWNSTOWN** (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ **WASHINGTON**
120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV
**RWY 02–20:** 2251X100 (TURF) LIRL
**RWY 02:** Tree. **RWY 20:** Building.
**RWY 12–30:** 1800X100 (TURF)
**RWY 12:** Trees. **RWY 30:** Brush.
**AIRPORT REMARKS:** Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

## WEST CREEK

**EAGLES NEST** (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ **WASHINGTON**
35 NOTAM FILE MIV Not insp. **L–34G**
**RWY 14–32:** H3200X60(ASPH)
**RWY 14:** Tree. **RWY 32:** Tree. Rgt tfc.
**AIRPORT REMARKS:** Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Parallel treeline to within 80′ of centerline on north side. Remote ctl acft opr adjacent to rwy.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

| APP CRS | Rwy Idg | 2880 |
|---|---|---|
| 048° | TDZE | 54 |
| | Apt Elev | 54 |

# RNAV (GPS) RWY 5

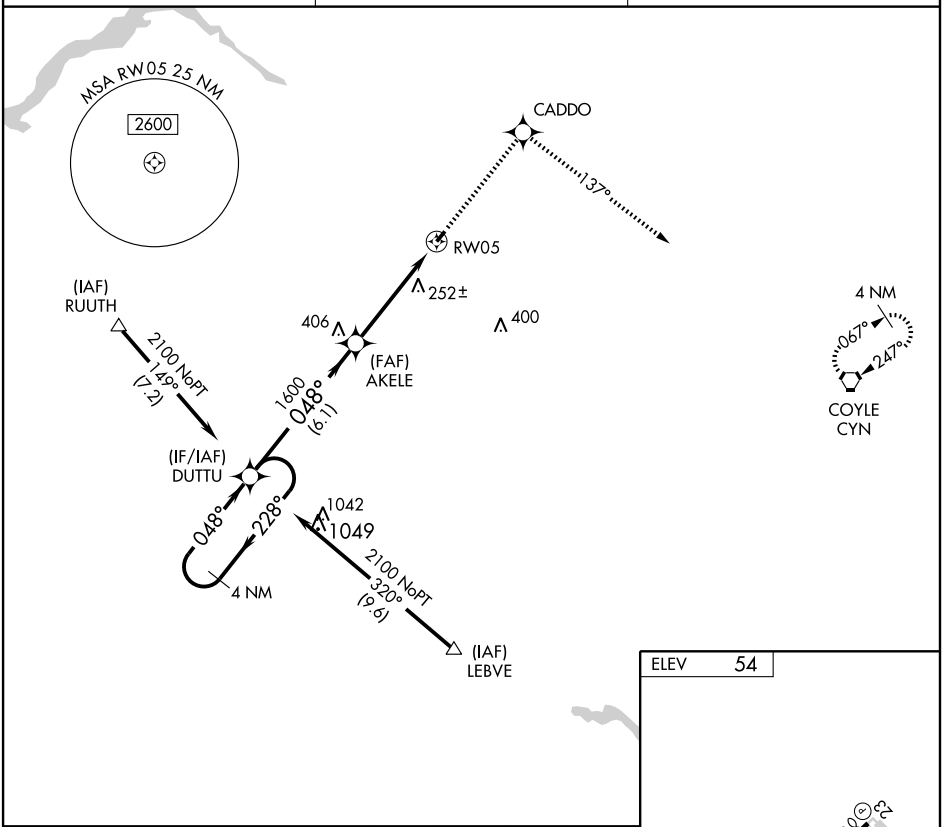
VINCENTOWN/ RED LION (N73)

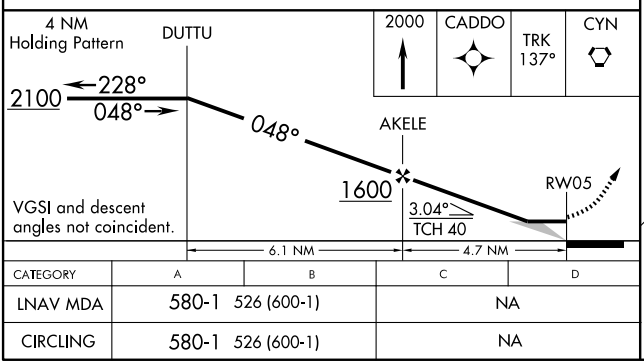
DME/DME RNP-0.3 NA.
Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

NA

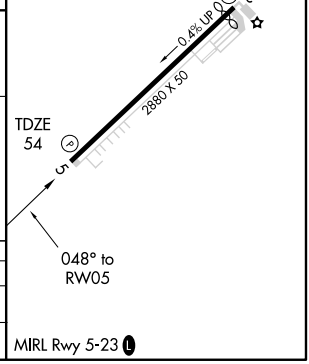
MISSED APPROACH: Climb to 2000 direct CADDO and via 137° track to CYN VORTAC and hold.

| McGUIRE APP CON | UNICOM | |
|---|---|---|
| 124.15 363.8 | 122.8 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 526 (600-1) | NA | |
| CIRCLING | 580-1 | 526 (600-1) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CYN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 300° | TDZE | N/A |
| Chan 81 | | Apt Elev | 54 |

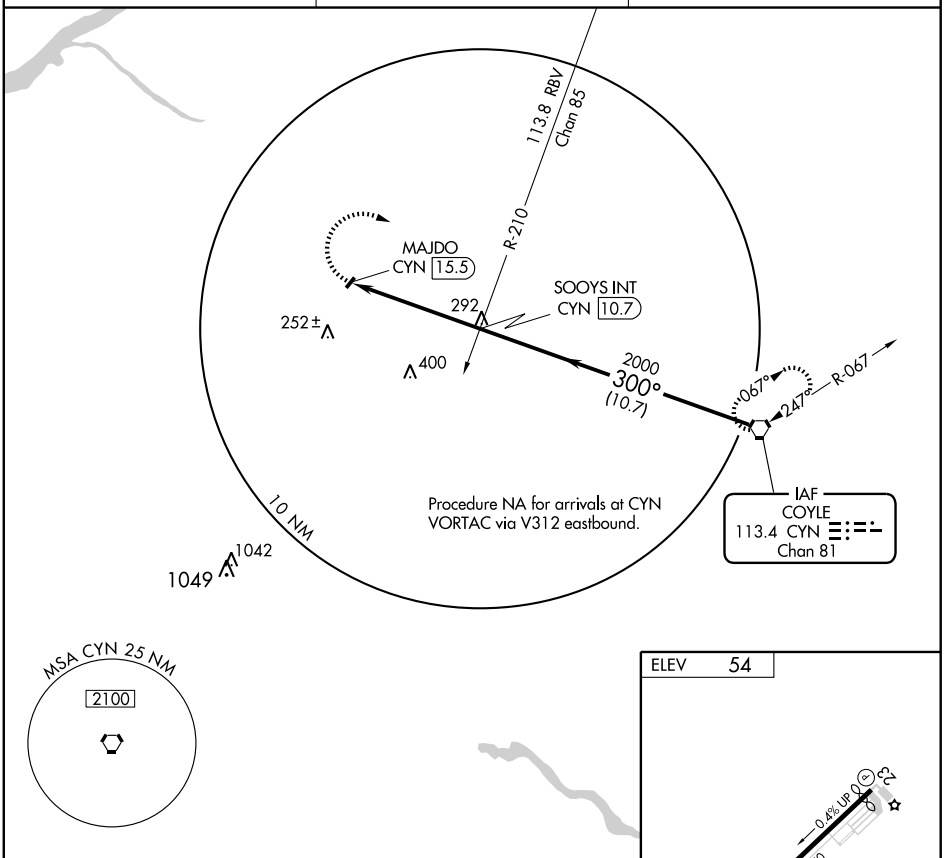
# VOR-A

## VINCENTOWN/ RED LION (N73)

NA — Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

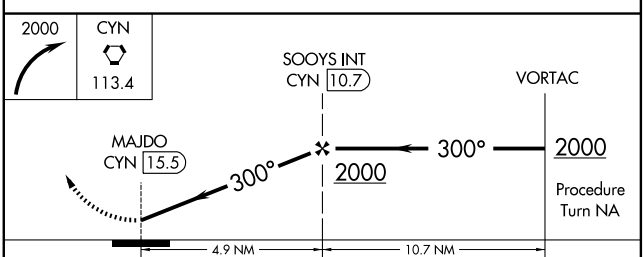
MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

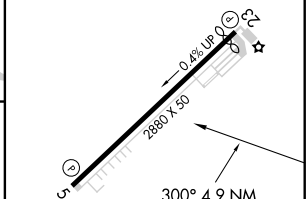
| McGUIRE APP CON | UNICOM | |
|---|---|---|
| 124.15 363.8 | 122.8 (CTAF) | 123.5 |










MIRL Rwy 5-23

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1 566 (600-1) | | NA | |

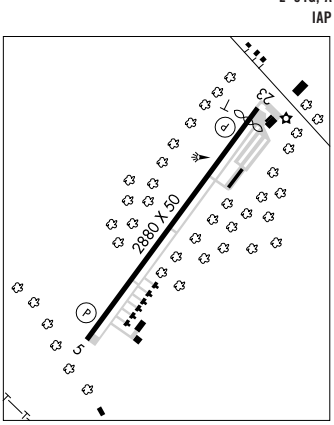
| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## VINCENTOWN

**RED LION** (N73) 2 S UTC−5(−4DT) N39°54.25′ W74°44.97′ **WASHINGTON**
54 B S4 **FUEL** 100LL NOTAM FILE MIV **L–34G, A**
**RWY 05–23:** H2880X50 (ASPH) MIRL (NSTD) 0.4% up SW **IAP**
**RWY 05:** PAPI(P2L)—GA 4.0° TCH 28′. Trees.
**RWY 23:** PAPI(P2R)—GA 5.0° TCH 35′. Thld dsplcd 140′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dark. Rwy 05–23 NSTD MIRL. Rwy 05 and Rwy 23 NSTD thld markings approximately 50′ long. Rwy 5 thld lgts installed 110′ byd thld. Rwy 23 end lgts located 110′ before actual rwy end. Rwy 23 PAPI OTS indef. ACTIVATE MIRL Rwy 05–23—123.5.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **McGUIRE APP/DEP CON** 124.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 300° 15.6 NM to fld. 210/10W.




## VINELAND

**KROELINGER** (29N) 3 N UTC−5(−4DT) N39°31.44′ W75°02.78′ **WASHINGTON**
93 TPA—893(800) NOTAM FILE MIV **L–34G, A**
**RWY 10–28:** 2086X190 (TURF) **IAP**
**RWY 10:** Tree. **RWY 28:** P–line.
**AIRPORT REMARKS:** Unattended. Rwy 10 trees near apch end and along rwy sides. Tall trees on short final Rwy 28.
**COMMUNICATIONS: CTAF** 122.9
**ATLANTIC CITY APP/DEP CON** 124.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**CEDAR LAKE (L) VORTAC** 115.2 VCN Chan 99 N39°32.26′ W74°58.03′ 267° 3.8 NM to fld. 120/10W.

**VINELAND–DOWNSTOWN** (28N) 4 NE UTC−5(−4DT) N39°32.26′ W74°57.98′ **WASHINGTON**
120 **FUEL** 100LL, JET A TPA—1320(1200). NOTAM FILE MIV
**RWY 02–20:** 2251X100 (TURF) LIRL
**RWY 02:** Tree. **RWY 20:** Building.
**RWY 12–30:** 1800X100 (TURF)
**RWY 12:** Trees. **RWY 30:** Brush.
**AIRPORT REMARKS:** Attended Apr–Nov 1300–2100Z‡. Unattended Dec–Mar. For fuel phone 856–697–3300. Arpt CLOSED at ngt to transients. Radio controlled models opr near AER 12. Rwy 12–30 rstd to agricultural and firefighting acft only. Heavy agricultural ops Apr–Oct. Lgts by prior arrangement call 856–697–3300.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

## WEST CREEK

**EAGLES NEST** (31E) 2N UTC−5(−4DT) N39°39.92′ W74°18.48′ **WASHINGTON**
35 NOTAM FILE MIV Not insp. **L–34G**
**RWY 14–32:** H3200X60(ASPH)
**RWY 14:** Tree. **RWY 32:** Tree. Rgt tfc.
**AIRPORT REMARKS:** Unattended. No rwy lgts. Ngt tkfs and ldgs prohibited. Rwy 14–32 NSTD object free area. Parallel treeline to within 80′ of centerline on north side. Remote ctl acft opr adjacent to rwy.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**COYLE (H) VORTAC** 113.4 CYN Chan 81 N39°49.04′ W74°25.90′ 158° 10.8 NM to fld. 210/10W.

| VORTAC VCN 115.2 Chan 99 | APP CRS 267° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 93 |
|---|---|---|

# VOR or GPS-B

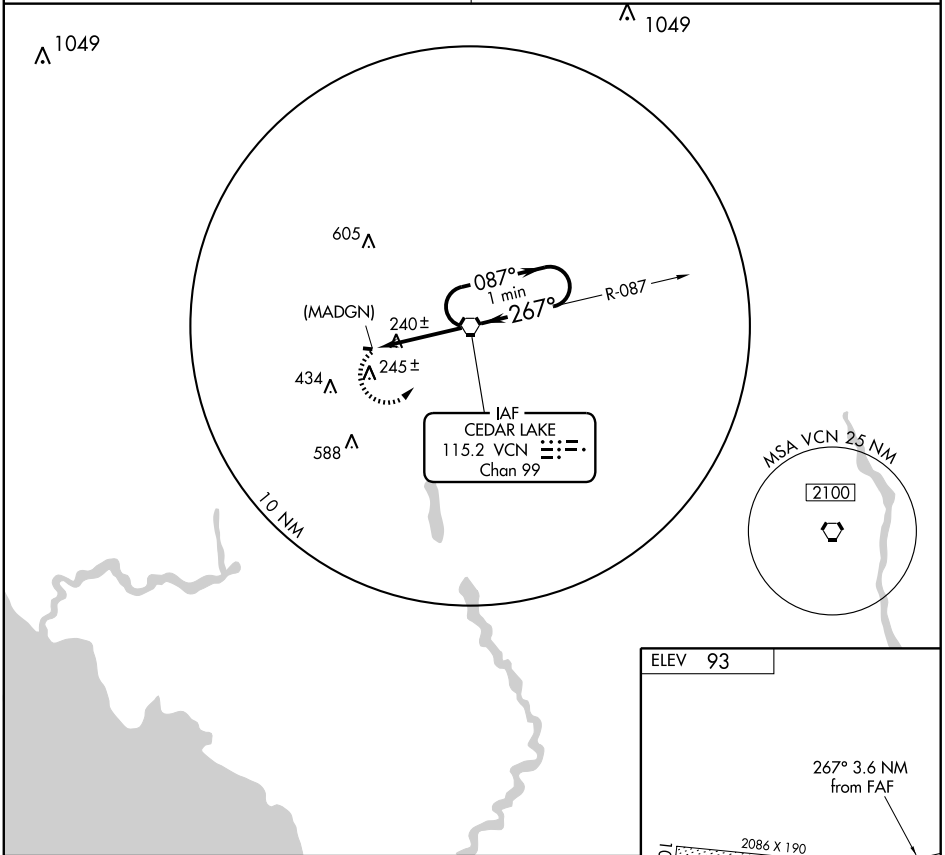
## VINELAND/KROELINGER (29N)

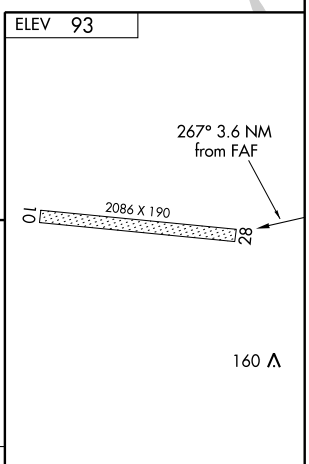
Use Millville Muni altimeter setting.
Procedure not authorized at night.

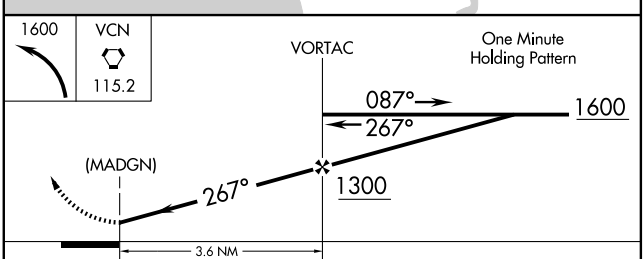
NA

MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.

| ATLANTIC CITY APP CON | CTAF |
|---|---|
| 124.6 327.125 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1<br>527 (600-1) | NA | | |

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



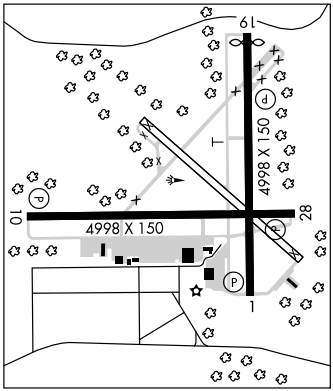
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## WEST MILFORD

**GREENWOOD LAKE** (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**
791 B S4 **FUEL** 100LL TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**
**RWY 06–24:** H3471X60 (ASPH) MIRL **IAP**
**RWY 06:** PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.
**RWY 24:** PAPI(P2L)—GA 3.5° TCH 44′. Tree.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **NEW YORK APP/DEP CON** 127.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

## WILDWOOD

**CAPE MAY CO** (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**
**RWY 01–19:** H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**
**RWY 01:** PAPI(P4L)—GA 3.0°TCH 45′. Tree.
**RWY 19:** PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.
**RWY 10–28:** H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
**RWY 10:** PAPI(P4L)—GA 3.0°TCH 45′. Trees.
**RWY 28:** PAPI(P4L)—GA 3.0°TCH 45′. Twr.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 01:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**RWY 10:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**RWY 19:** TORA–4998 TODA–4998 ASDA–4998 LDA–4921
**RWY 28:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 118.275 (609) 886–9089
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 121.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WATERLOO (L) VOR/DME** 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.
**ILS** 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

## WILLIAMSTOWN

**SOUTHERN CROSS** (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**
145 S2 **FUEL** 100LL NOTAM FILE MIV
**RWY 09–27:** 2400X80 (TURF)
**RWY 09:** P–line. **RWY 27:** Tree.
**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 09 p–line marked with orange balls.
**COMMUNICATIONS: CTAF** 122.9

| APP CRS | Rwy Idg | 3471 |
|---|---|---|
| 061° | TDZE | 791 |
| | Apt Elev | 791 |

# RNAV (GPS) RWY 6

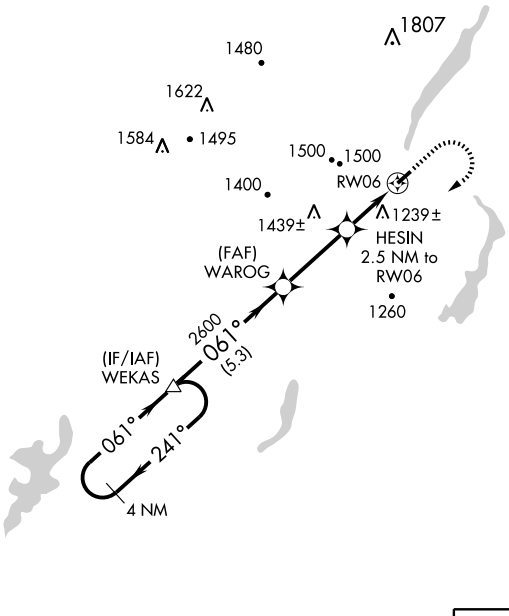
WEST MILFORD / GREENWOOD LAKE (4N1)

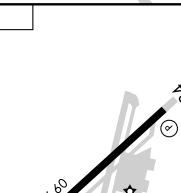
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

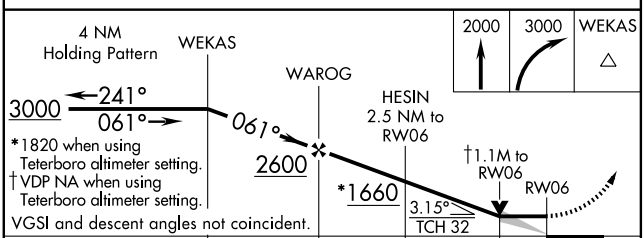
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

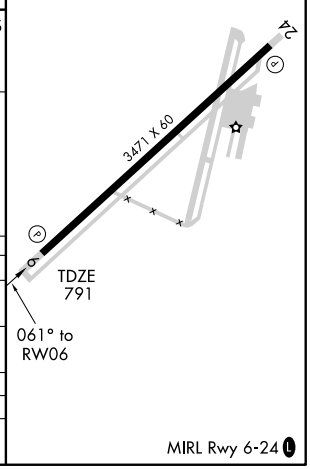
| NEW YORK APP CON | CTAF |
|---|---|
| 127.6 379.9 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1<br>749 (800-1) | 1540-1¼<br>749 (800-1¼) | NA | |
| CIRCLING | 1560-1<br>769 (800-1) | 1600-1¼<br>809 (900-1¼) | NA | |
| TETERBORO ALTIMETER SETTING MINUMUMS | | | | |
| LNAV MDA | 1700-1¼ 909 (1000-1¼) | | NA | |
| CIRCLING | 1720-1¼<br>929 (1000-1¼) | 1760-1½<br>969 (1000-1½) | NA | |





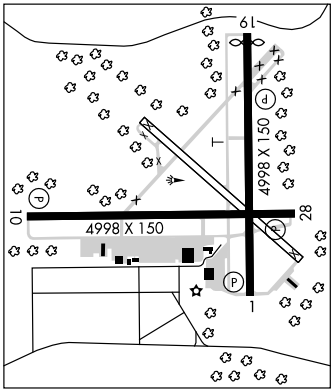

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## WEST MILFORD

**GREENWOOD LAKE** (4N1) 1 E UTC−5(−4DT) N41°07.70′ W74°20.79′ **NEW YORK**
791 B S4 **FUEL** 100LL TPA—1800(1009) NOTAM FILE MIV **L–33A, 34H**
**RWY 06–24:** H3471X60 (ASPH) MIRL **IAP**
**RWY 06:** PAPI(P2L)—GA 5.75° TCH 39′. Trees. Rgt tfc.
**RWY 24:** PAPI(P2L)—GA 3.5° TCH 44′. Tree.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Deer and birds on and invof arpt. Arpt subject to gusting wind and frequent cross winds. Rwy 06–24 steep rock ledges located just beyond both rwy ends. Some rwy and twy lgts taller than standard. Rwy 06 NSTD glide angle due to terrain. ACTIVATE MIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **NEW YORK APP/DEP CON** 127.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**SPARTA (H) VORTACW** 115.7 SAX Chan 104 N41°04.05′ W74°32.30′ 078° 9.4 NM to fld. 1410/11W.

## WILDWOOD

**CAPE MAY CO** (WWD) 4 NW UTC−5(−4DT) N39°00.51′ W74°54.50′ **WASHINGTON**
23 B S2 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index Ltd. NOTAM FILE WWD **L–34G, A**
**RWY 01–19:** H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 HIRL **IAP**
**RWY 01:** PAPI(P4L)—GA 3.0°TCH 45′. Tree.
**RWY 19:** PAPI(P4L)—GA 3.0°TCH 59′. Thld dsplcd 77′. Road.
**RWY 10–28:** H4998X150 (ASPH) S–45, D–75, 2S–95, 2D–120 MIRL
**RWY 10:** PAPI(P4L)—GA 3.0°TCH 45′. Trees.
**RWY 28:** PAPI(P4L)—GA 3.0°TCH 45′. Twr.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 01:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**RWY 10:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**RWY 19:** TORA–4998 TODA–4998 ASDA–4998 LDA–4921
**RWY 28:** TORA–4998 TODA–4998 ASDA–4998 LDA–4998
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Birds on and invof arpt. PAEW within the safety area of all rwys and twys daily May thru Oct. Twy B south of Twy A can only be used by acft with wingspans less than 79′. Twy A west of Twy F can only be used by acft with wingspans less than 79′. TPA—823(800) single engine acft, 1023(1000) twin engine acft. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 10–28—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 118.275 (609) 886–9089
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**ATLANTIC CITY APP/DEP CON** 124.6 **CLNC DEL** 121.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**WATERLOO (L) VOR/DME** 112.6 ATR Chan 73 N38°48.59′ W75°12.68′ 059° 18.5 NM to fld. 5/09W.
**ILS** 108.9 I–CEJ Rwy 19. LOC only. LOC unmonitored.

## WILLIAMSTOWN

**SOUTHERN CROSS** (CØ1) 3 SW UTC−5(−4DT) N39°39.33′ W75°00.87′ **WASHINGTON**
145 S2 **FUEL** 100LL NOTAM FILE MIV
**RWY 09–27:** 2400X80 (TURF)
**RWY 09:** P–line. **RWY 27:** Tree.
**AIRPORT REMARKS:** Attended dalgt hrs. Rwy 09 p–line marked with orange balls.
**COMMUNICATIONS: CTAF** 122.9

| LOC I-CEJ | APP CRS | Rwy Idg | 4921 |
|---|---|---|---|
| 108.9 | 190° | TDZE | 19 |
| | | Apt Elev | 23 |

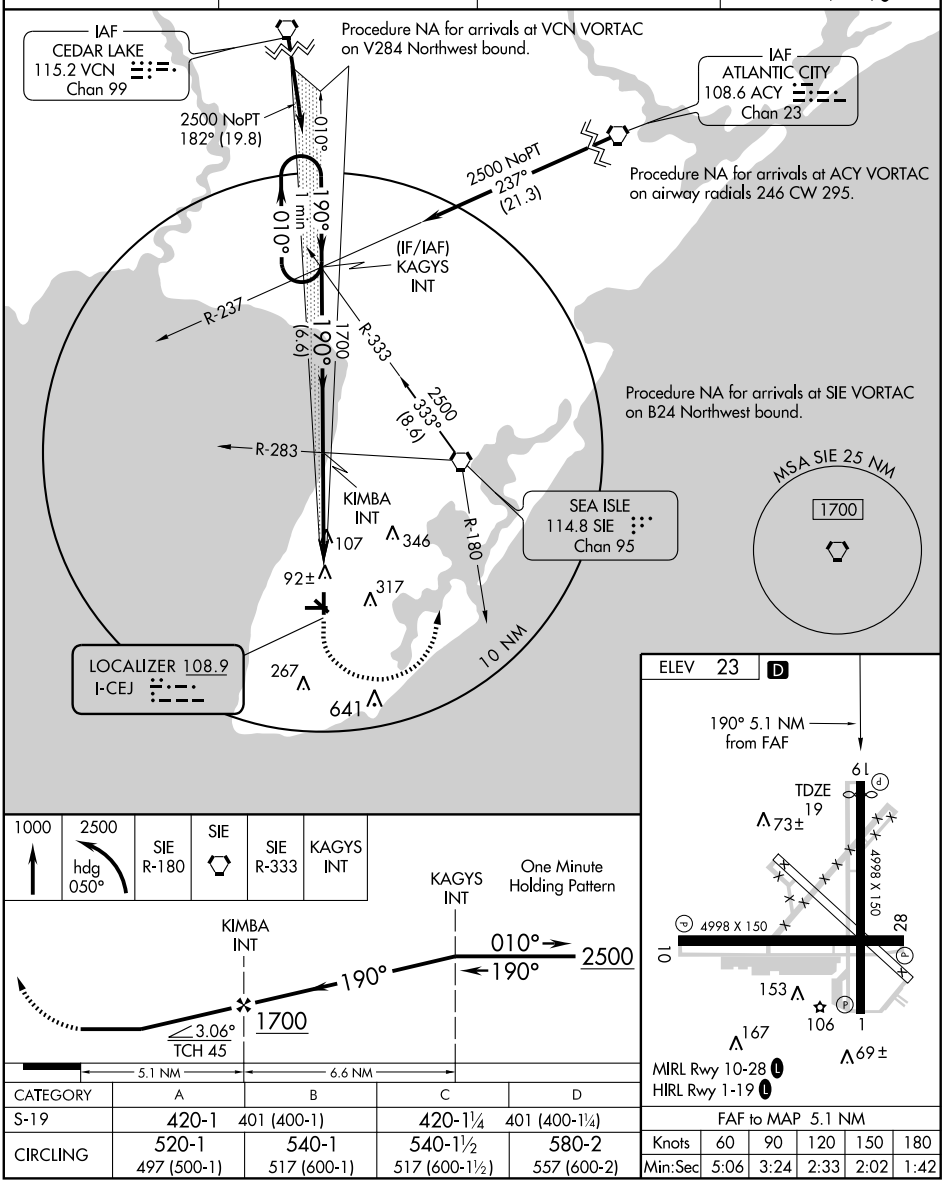
# LOC RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

| AWOS-3 | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 420-1 | 401 (400-1) | 420-1¼ | 401 (400-1¼) |
| CIRCLING | 520-1<br>497 (500-1) | 540-1<br>517 (600-1) | 540-1½<br>517 (600-1½) | 580-2<br>557 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4998 |
|---|---|---|
| 100° | TDZE | 19 |
| | Apt Elev | 23 |

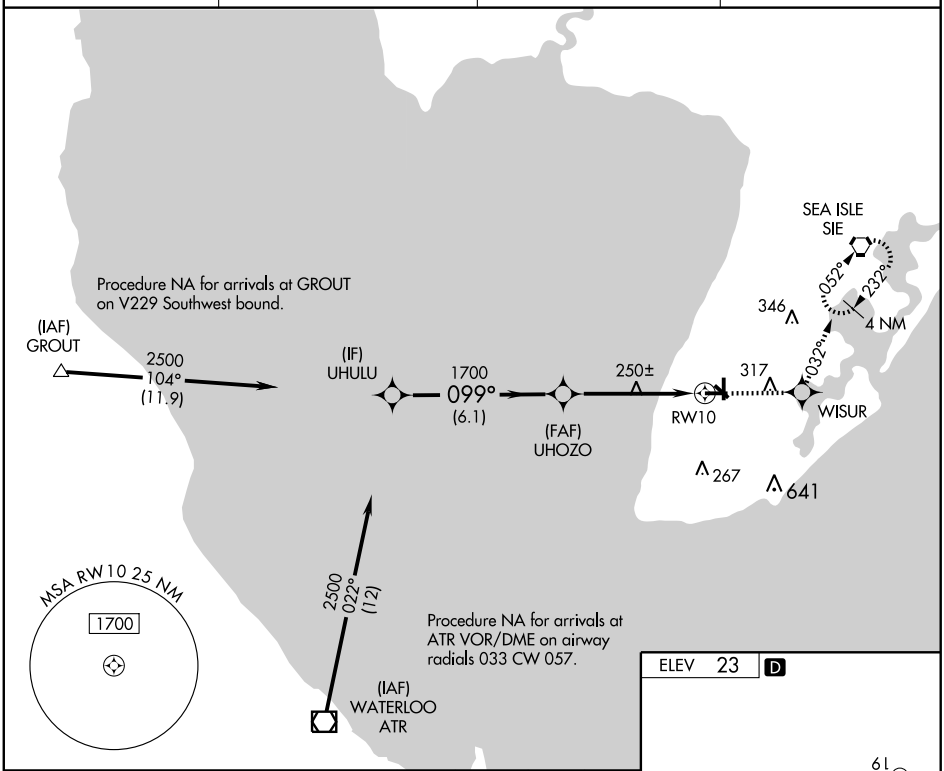
# RNAV (GPS) RWY 10

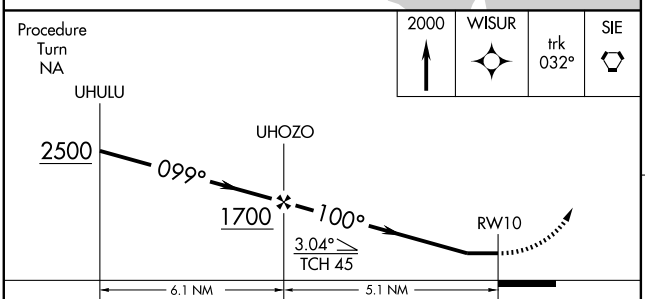
WILDWOOD/ CAPE MAY COUNTY (WWD)

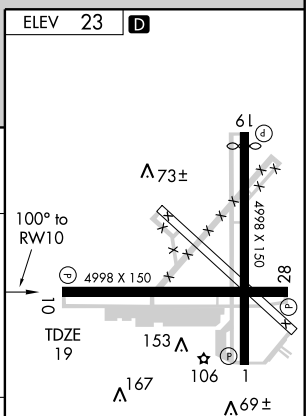
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

| AWOS-3 | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 481 (500-1) | | 500-1¼ 481 (500-1¼) | 500-1½ 481 (500-1½) |
| CIRCLING | 520-1 497 (500-1) | 540-1 517 (600-1) | 540-1½ 517 (600-1½) | 580-2 557 (600-2) |

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg 4921 |
|---|---|---|
| CH 82400 | 190° | TDZE 19 |
| W19A | | Apt Elev 23 |

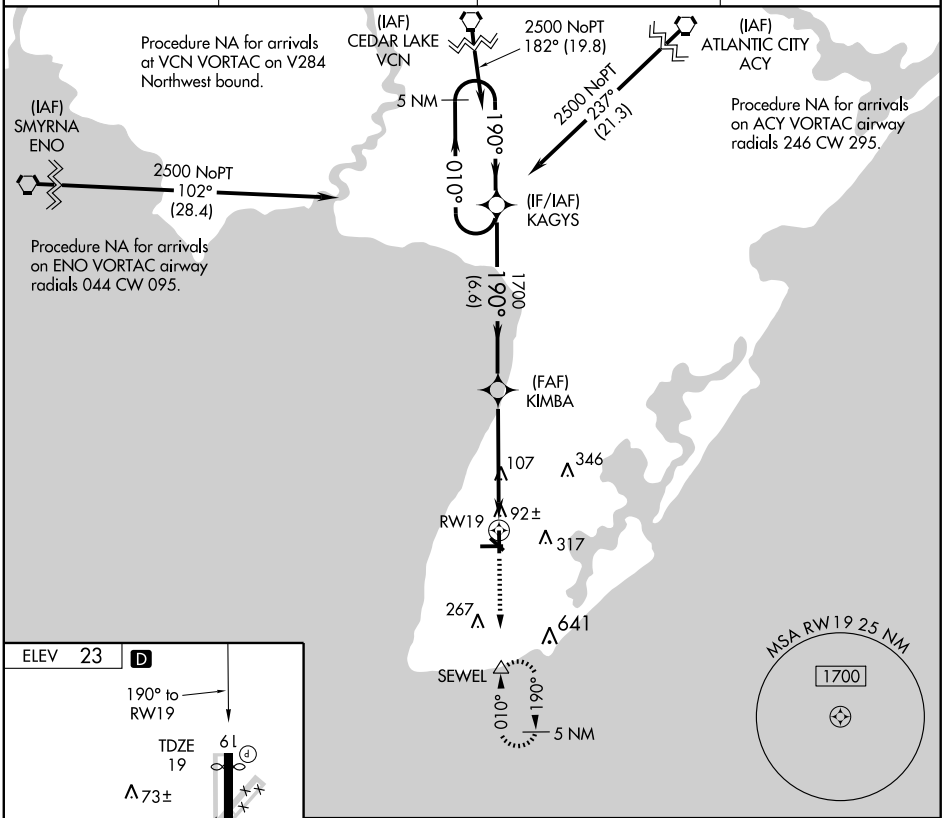
# RNAV (GPS) RWY 19

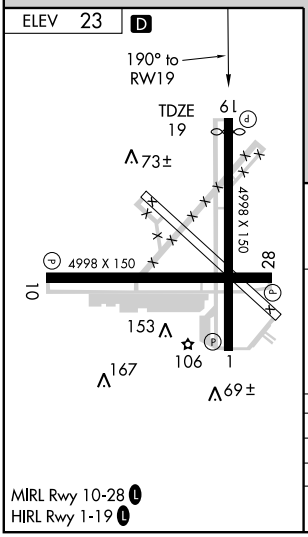
WILDWOOD/ CAPE MAY COUNTY (WWD)

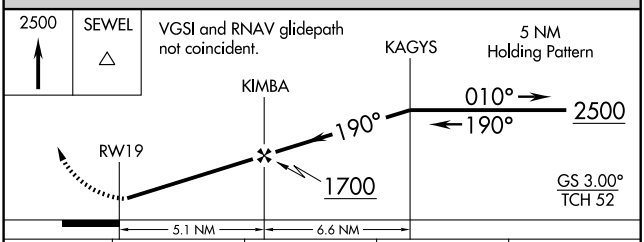
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwys 28 and 19.

MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

| AWOS-3 | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 311-1 | 292 (300-1) | | |
| LNAV MDA | 420-1 | 401 (400-1) | 420-1¼ | 401 (400-1¼) |
| CIRCLING | 520-1 497 (500-1) | 540-1 517 (600-1) | 540-1½ 517 (600-1½) | 580-2 557 (600-2) |

MIRL Rwy 10-28 L
HIRL Rwy 1-19 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC SIE 114.8 Chan 95 | APP CRS 236° | Rwy Idg N/A TDZE N/A Apt Elev 23 |
|---|---|---|

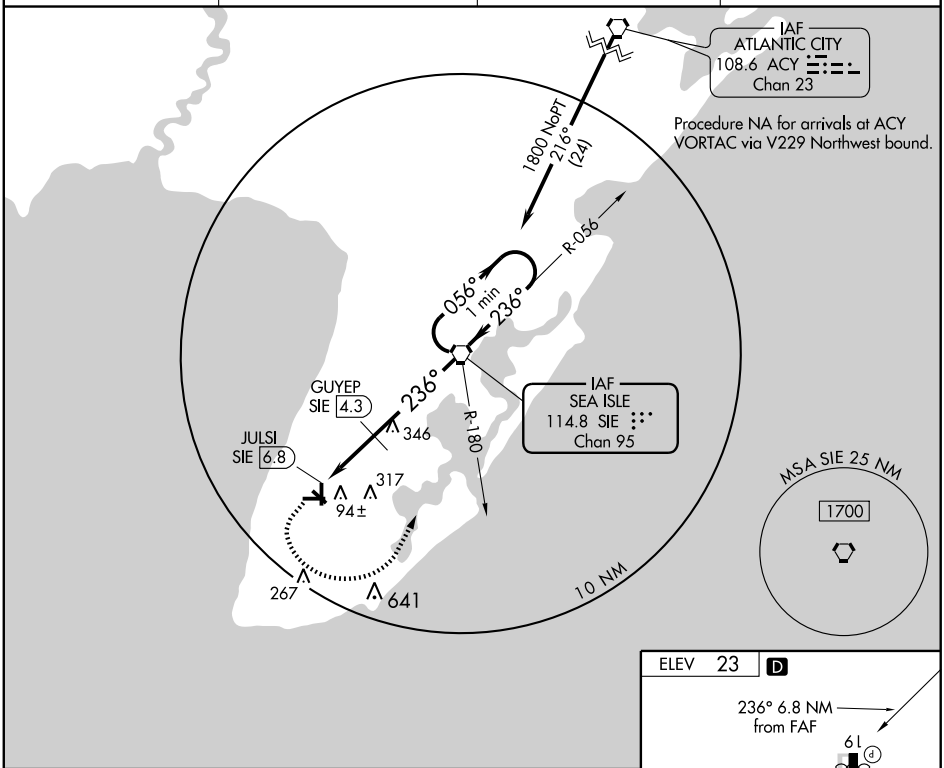
# VOR-A

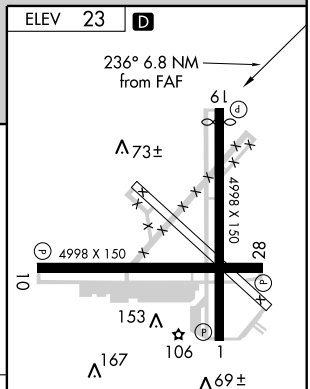
## WILDWOOD/ CAPE MAY COUNTY (WWD)

Circling NA for Cats C and D NE of Rwys 28 and 19.
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

| AWOS-3 | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |

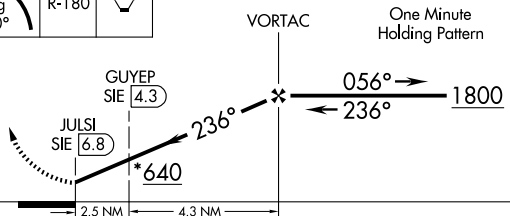



MIRL Rwy 10-28 L
HIRL Rwy 1-19 L

| 800 | 1800 hdg 060° | SIE R-180 | SIE |
|---|---|---|---|

*720 when using Millville Muni altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 617 (700-1) | | 640-1¾ 617 (700-1¾) | 640-2 617 (700-2) |
| GUYEP FIX MINIMUMS | | | | |
| CIRCLING | 520-1 497 (500-1) | 540-1 517 (600-1) | 540-1½ 517 (600-1½) | 580-2 557 (600-2) |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3304 |
|---|---|---|
| 012° | TDZE | 41 |
| | Apt Elev | 42 |

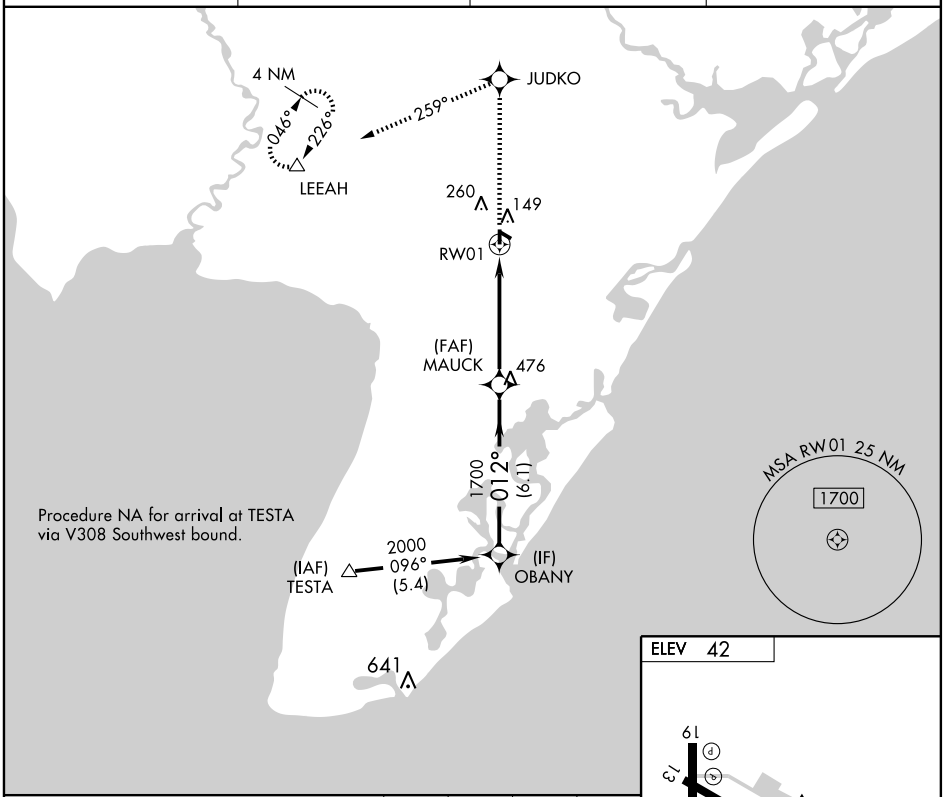
# RNAV (GPS) RWY 1
## WOODBINE MUNI (OBI)

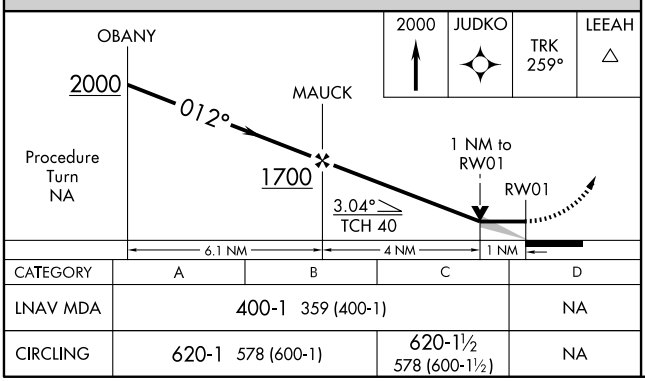
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

NA

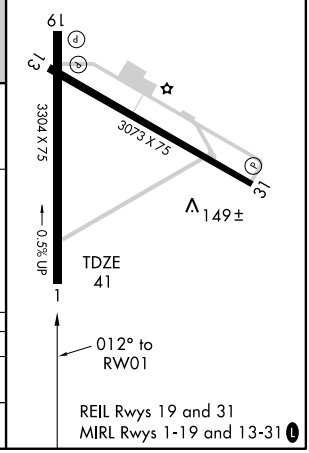
MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 359 (400-1) | | | NA |
| CIRCLING | 620-1 578 (600-1) | | 620-1½ 578 (600-1½) | NA |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

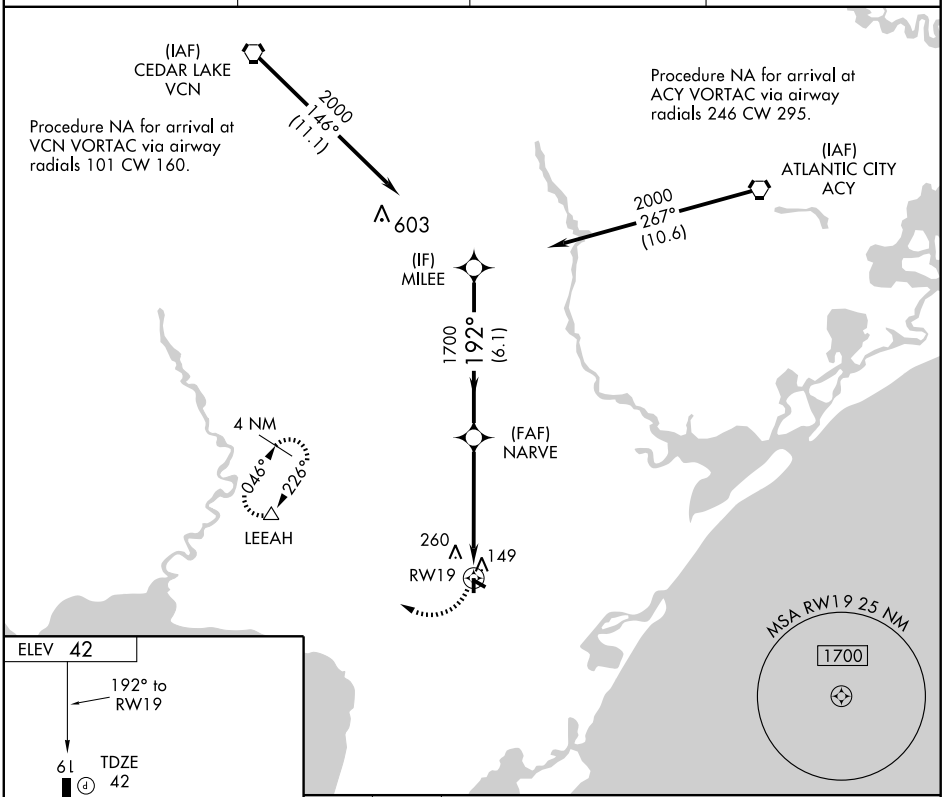
| APP CRS | Rwy Idg | 3304 |
|---|---|---|
| 192° | TDZE | 42 |
| | Apt Elev | 42 |

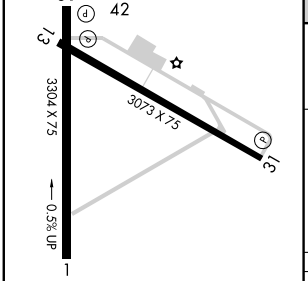
# RNAV (GPS) RWY 19
## WOODBINE MUNI (OBI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting.

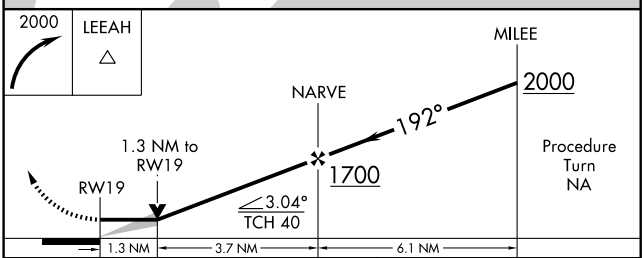
MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |




REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 458 (500-1) | | 500-1¼ 458 (500-1¼) | NA |
| CIRCLING | 620-1 578 (600-1) | | 620-1½ 578 (600-1½) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 167° | TDZE | N/A |
| Chan 99 | | Apt Elev | 42 |

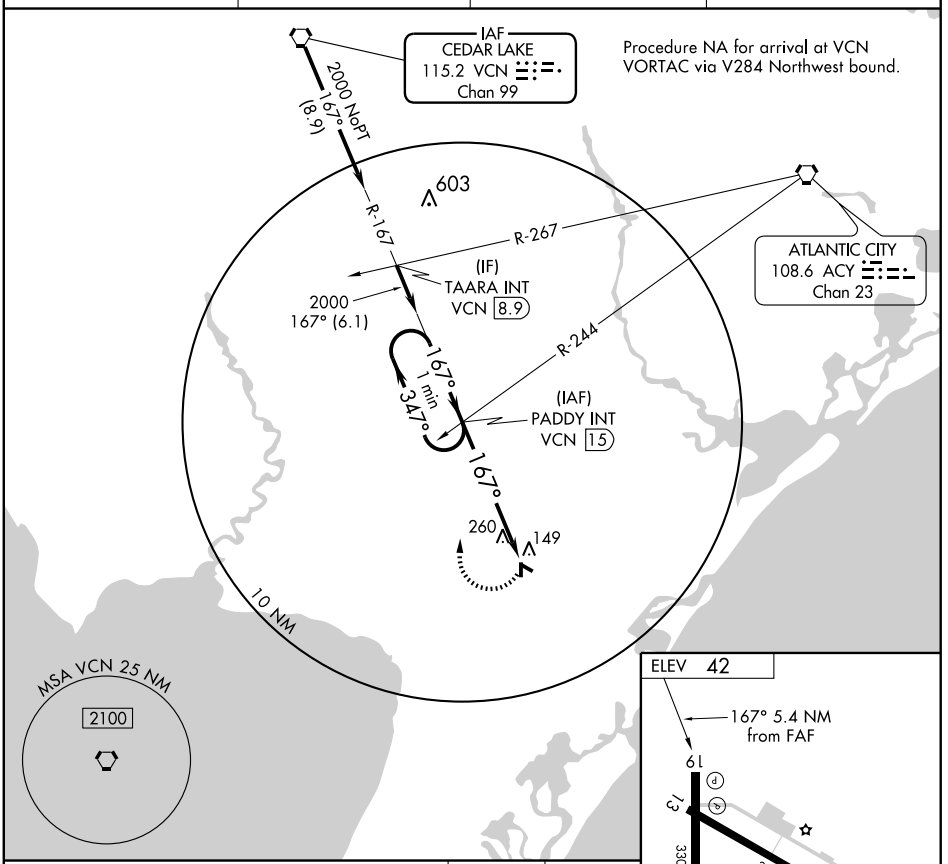
# VOR-A

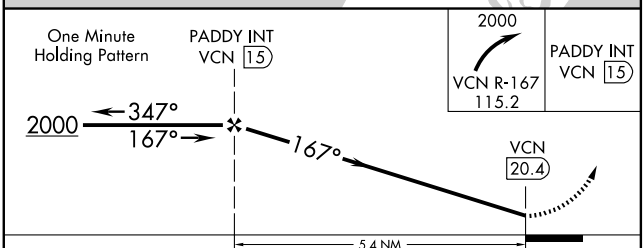
## WOODBINE MUNI (OBI)

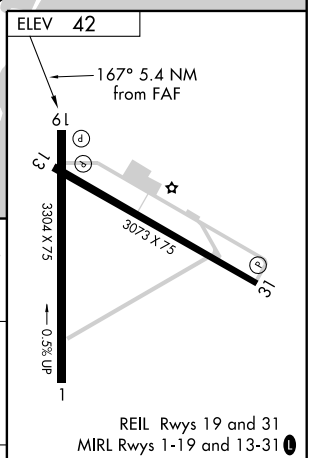
When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |



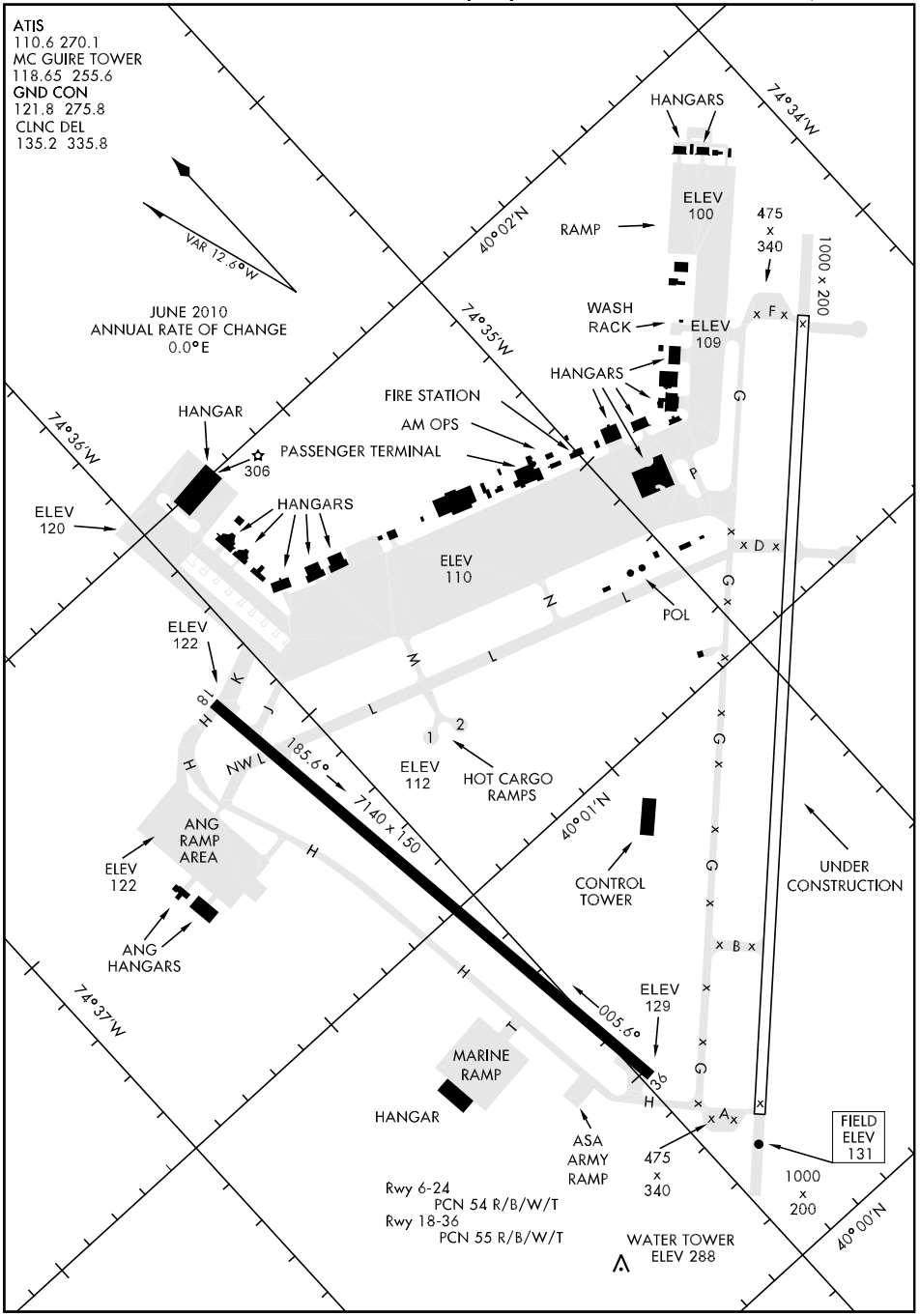




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1<br>578 (600-1) | 620-1¼<br>578 (600-1¼) | 620-1½<br>578 (600-1½) | NA |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010



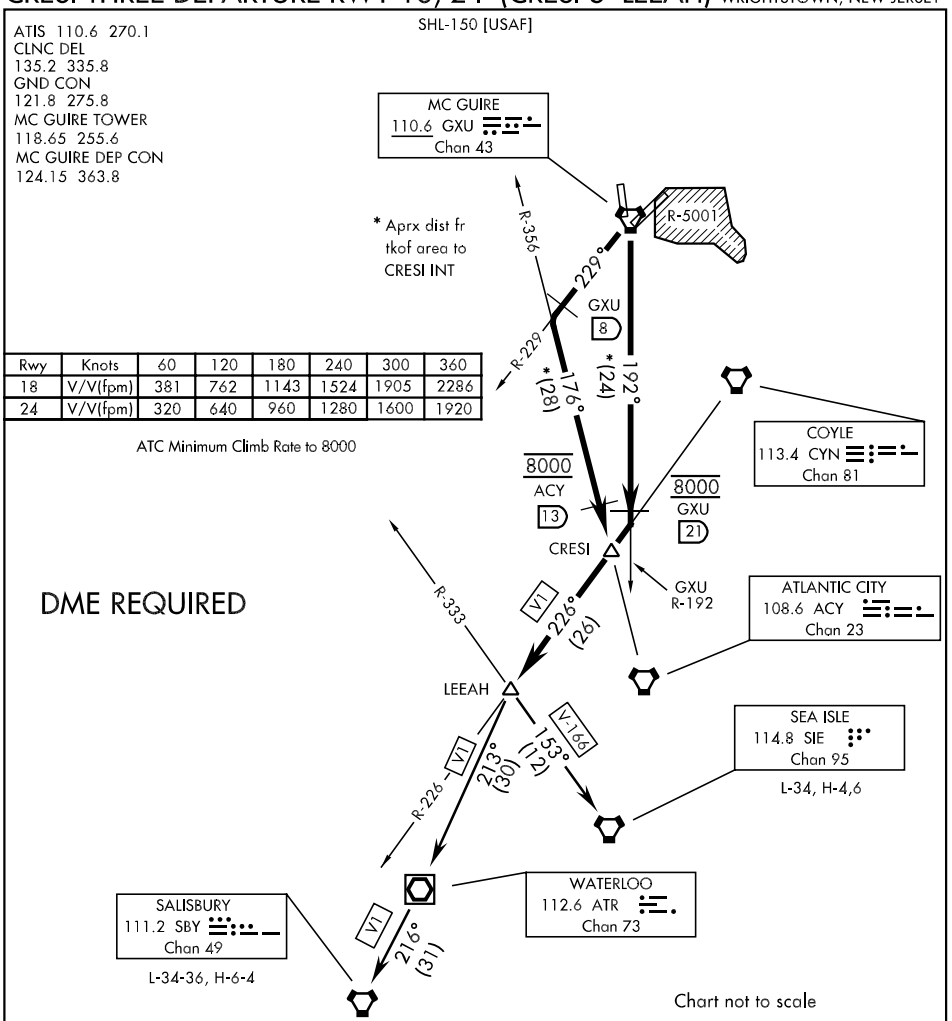

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY





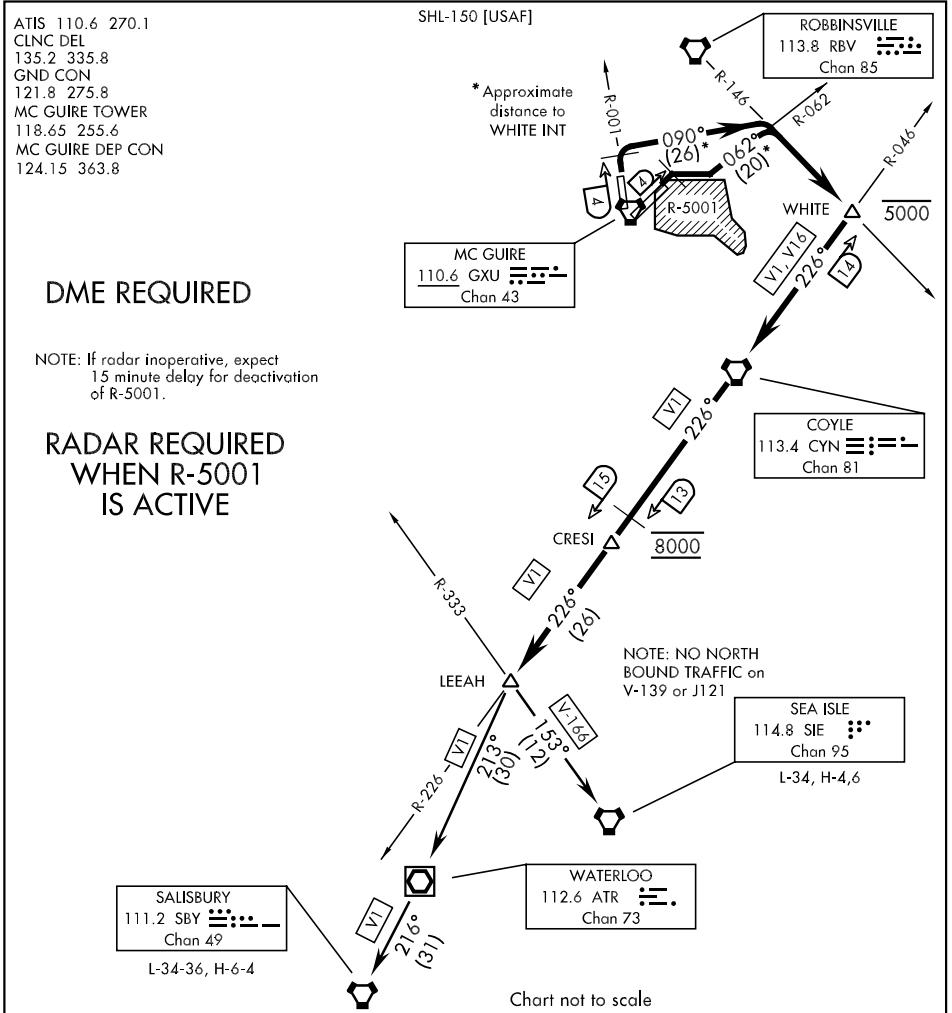

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000′. Then ....

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000′. Then ....

.... Via V1 to LEEAH.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

# CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)



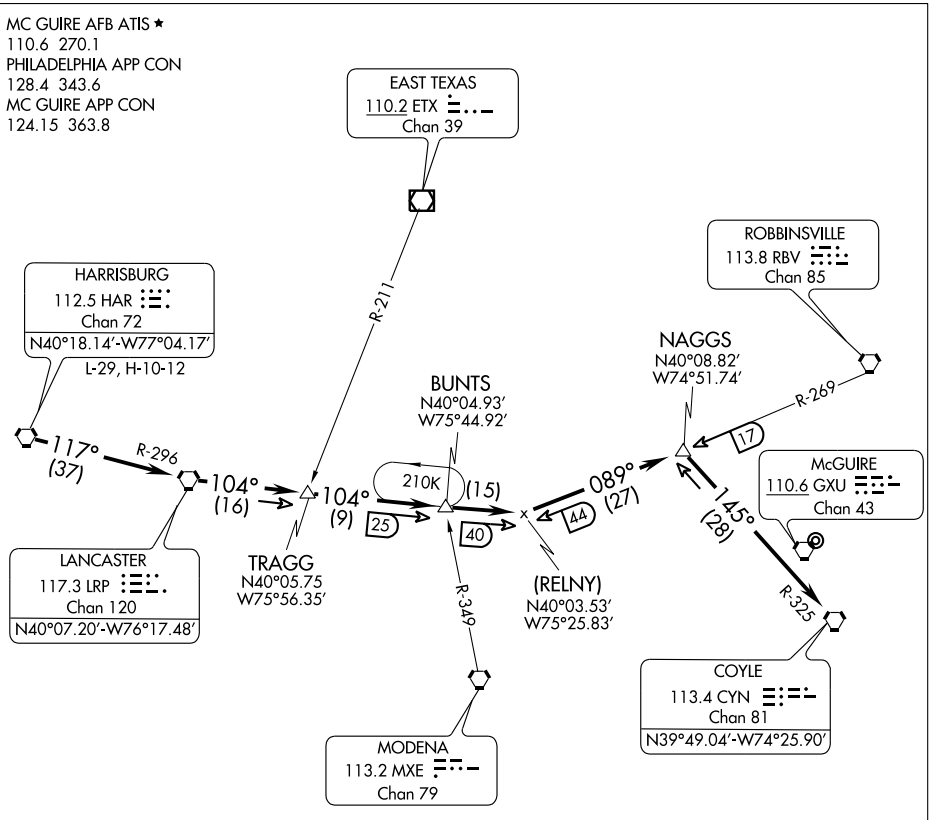

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then ....
.... Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
Then via (transition) or (as assigned route).
NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.
SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.
SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.


NE-2, 26 AUG 2010 to 23 SEP 2010

# HARRISBURG FIVE ARRIVAL




NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS Int. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10,000 after HAR VORTAC.


NE-2, 26 AUG 2010 to 23 SEP 2010

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

# RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 6 | V/V(fpm) | 346 | 692 | 1038 | 1384 | 1730 | 2076 |
| 36 | V/V(fpm) | 444 | 888 | 1332 | 1776 | 2220 | 2664 |

ATC Climb Rate to 5000'

## DME REQUIRED

LANCASTER
117.3 LRP
Chan 120

BELLAIRE
117.1 AIR
Chan 118
L-29, H-3-4-6

ROBBINSVILLE
113.8 RBV
Chan 85

MC GUIRE
110.6 GXU
Chan 43

MODENA
113.2 MXE
Chan 79

MARTINSBURG
112.1 MRB
Chan 58
L-29, H-3-4-6

WESTMINSTER
117.9 EMI
Chan 126
L-29-34-36, H-3-4-6

COYLE
113.4 CYN
Chan 81

J110 LARRI 284° (162)
J110 FLIRT 284° (28)
J110 284° (24)
CYN R-284
PENSY
R-278 278° (24)
R-064
R-269 259°
6000 NAGGS R-079 269° (17)
5000 5000
3 319 159 456 058° 326° (16) R-146
5.4 5.4 3
R-5001
WHITE
272 250 R-310 238° R-180 R-046 130° 046° 3000
J6 64 248° (62) 20 R-065
R-340
J48 244° (45)
R-248

(Continued on next page)

Chart not to scale

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NEW JERSEY






POINT PLEASANT FOUR DEPARTURE (PTPL4.MANTA)
WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)
NE-2, 26 AUG 2010 to 23 SEP 2010

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.


NE-2, 26 AUG 2010 to 23 SEP 2010

# POTTSTOWN TWO DEPARTURE (PTW2.PTW)

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NEW JERSEY
MC GUIRE AFB (KWRI)

## RADAR REQUIRED
## WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 6 | V/V(fpm) | 346 | 692 | 1038 | 1384 | 1730 | 2076 |
| 36 | V/V(fpm) | 444 | 888 | 1332 | 1776 | 2220 | 2664 |

ATC Climb Rate to 5000'

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
124.15 363.8

## DME REQUIRED

PHILIPSBURG
115.5 PSB
Chan 102
L-30, H-3-6

EAST TEXAS
110.2 ETX
Chan 39
L-30-34, H-3-6

RAVINE
114.6 RAV
Chan 93
L-30, H-3-6

ROBBINSVILLE
113.8 RBV
Chan 85

POTTSTOWN
116.5 PTW
Chan 112

MC GUIRE
110.6 GXU
Chan 43

COYLE
113.4 CYN
Chan 81

NAGGS

R-118
298° (67)
(34) 293°
294° (35)
R-320
J64
V276
R-113
R-114
320° (18)
354° (22)
V22-408
(32) 287°
R-269
R-107
5000
5000
6000
269° (17)
319
005°
456
059°
326° (16)
159
7.5
3
5.4
3
R-5001
WHITE
272
250
R-310
6.4
R-188
R-046
238°
130°
046°
3000
6

(Continued on next page)

Chart not to scale

SHL-150 [USAF]

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.
PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.
RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.


NE-2, 26 AUG 2010 to 23 SEP 2010

| APCH CRS | Rwy ldg | 10,001 |
|---|---|---|
| 058° | TDZE | 131 |
| | Arpt Elev | 131 |

AL-150 [USAF]

# RNAV (GPS) RWY 06

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climbing to 2000, proceed direct BORKE, expect further clearance from ATC.

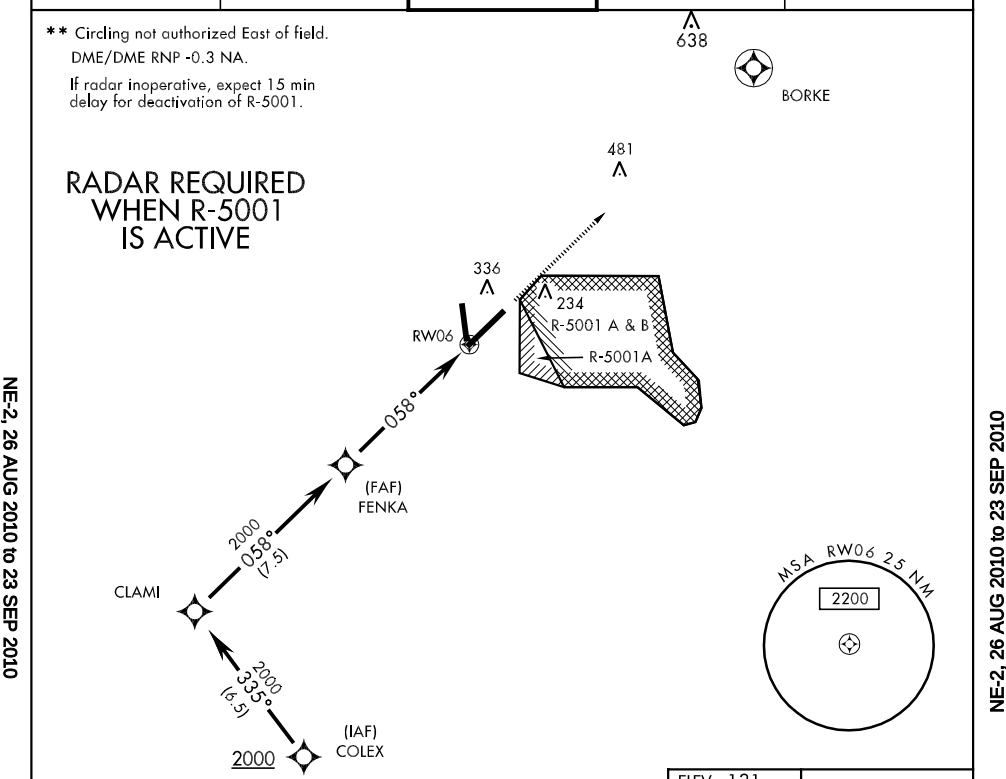
| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

** Circling not authorized East of field.

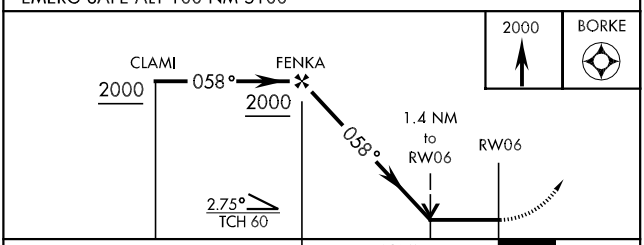
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE



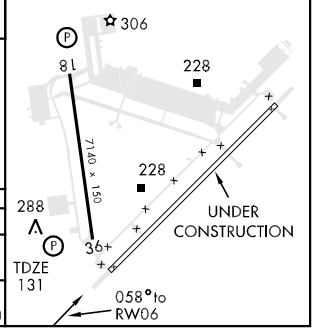

EMERG SAFE ALT 100 NM 5100




ELEV 131

REIL Rwy 18-36

HIRL Rwy 18-36




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 600/24 469 (500-½) | | 600/40 469 (500-¾) | 600/50 469 (500-1) | 600/60 469 (500-1¼) |
| CIRCLING** | 660-1 529 (600-1) | | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010

| APCH CRS | Rwy Idg | 7140 |
|---|---|---|
| 185° | TDZE | 123 |
| | Arpt Elev | 131 |

AL-150 [USAF]

# RNAV (GPS) RWY 18

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

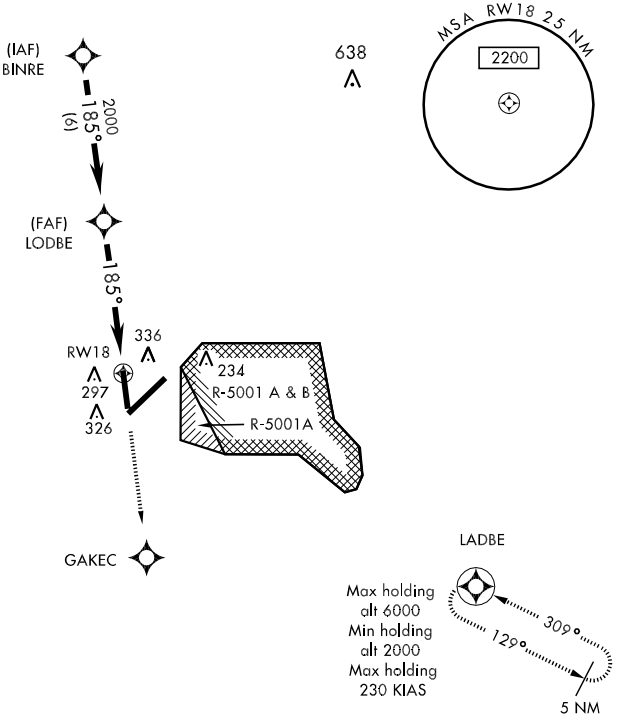
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

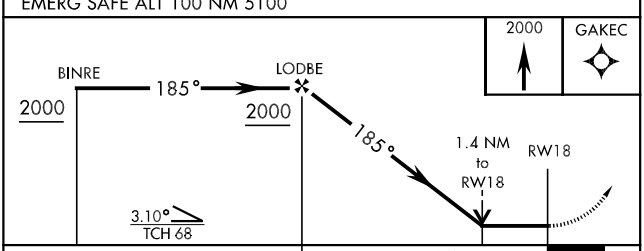
DME/DME RNP -0.3 NA.

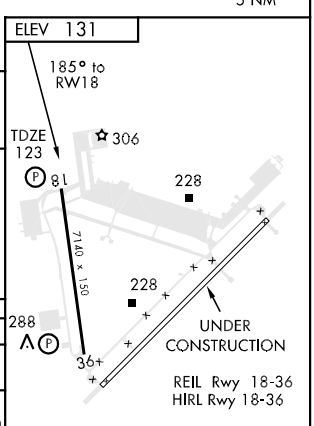
If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE




EMERG SAFE ALT 100 NM 5100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 620-1 | 497 (500-1) | 620-1¼ 497 (500-1¼) | 620-1½ 497 (500-1½) | 620-1¾ 497 (500-1¾) |
| CIRCLING * | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010

| APCH CRS | Rwy ldg | 10,001 |
|---|---|---|
| 238° | TDZE | 116 |
| | Arpt Elev | 131 |

AL-150 [USAF]

# RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

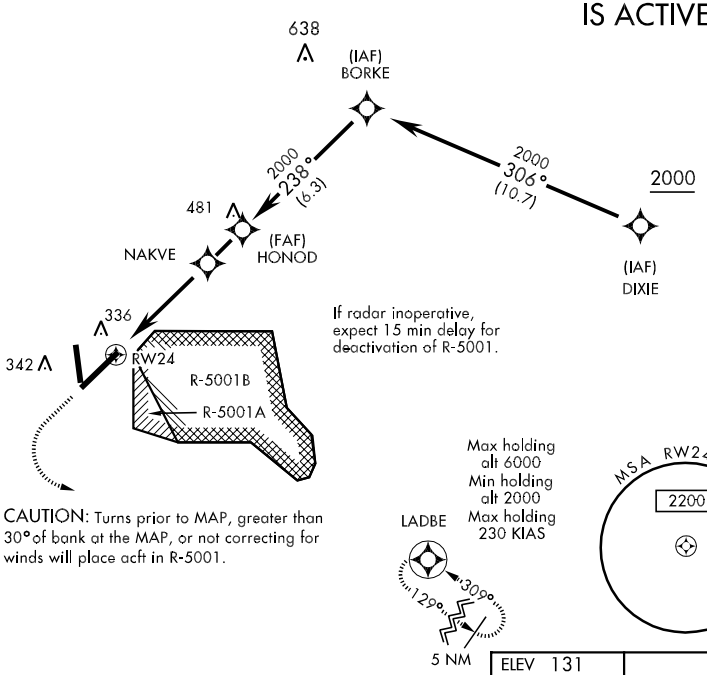
MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

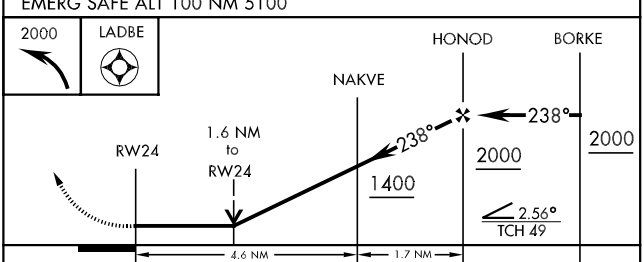
** Circling not authorized East of field.

DME/DME RNP - 0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

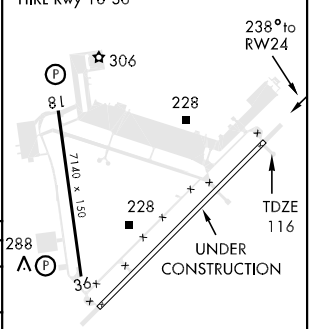



EMERG SAFE ALT 100 NM 5100




ELEV 131

REIL Rwy 18-36
HIRL Rwy 18-36




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 600/40 484 (500-¾) | | 600/50 484 (500-1) | 600-60 484 (500-1¼) | 600-1 ½ 484 (500-1½) |
| CIRCLING** | 660-1 529 (600-1) | | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APCH CRS | Rwy Idg | 7140 |
|---|---|---|
| 005° | TDZE | 123 |
| | Arpt Elev | 131 |

AL-150 [USAF]

# RNAV (GPS) RWY 36

MC GUIRE AFB (KWRI)

* Circling not authorized E of field.

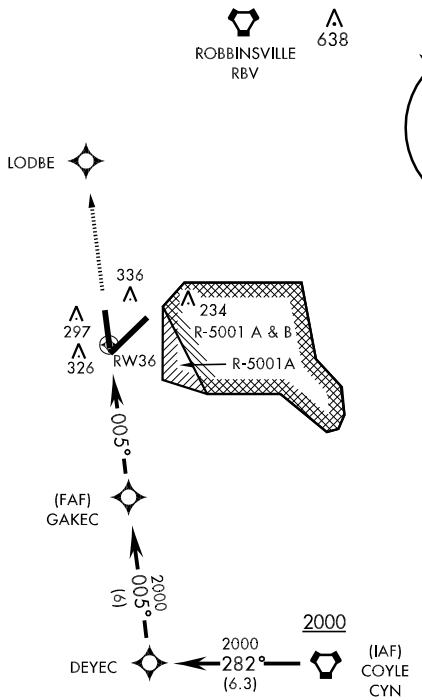
MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

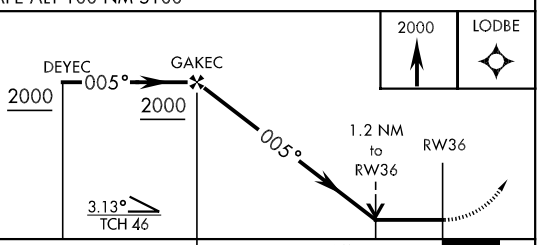
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

RADAR REQUIRED WHEN R-5001 IS ACTIVE




EMERG SAFE ALT 100 NM 5100

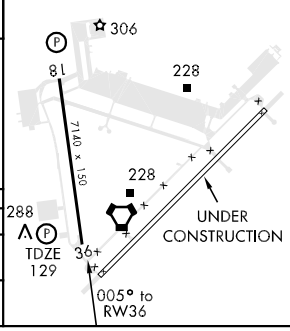



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 560-1 | 431 (500-1) | 560-1¼ 431 (500-1¼) | 560-1½ 431 (500-1½) | |
| CIRCLING * | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |

ELEV 131

REIL Rwy 18-36

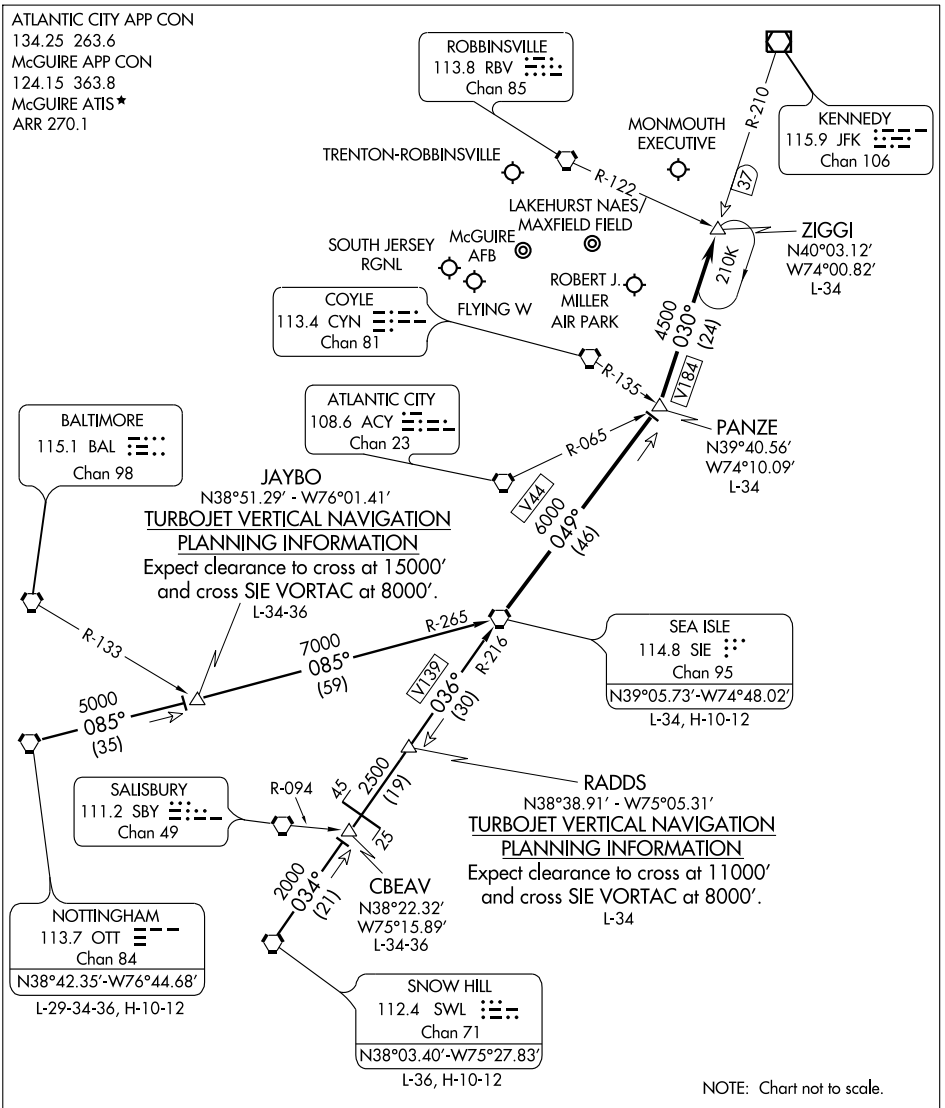
HIRL Rwy 18-36






NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010




NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . . .

. . . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR/DME or TACAN RWY 6

| VORTAC GXU 110.6 Chan 43 | APCH CRS 043° | Rwy ldg 10,001 TDZE 131 Arpt Elev 131 |
|---|---|---|

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

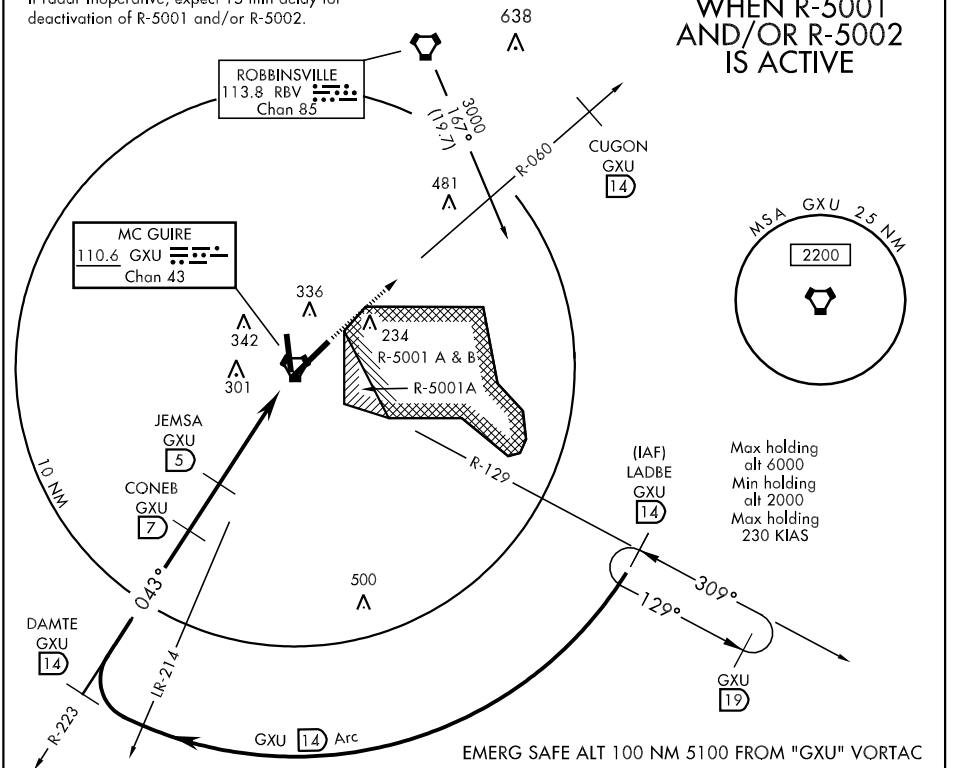
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

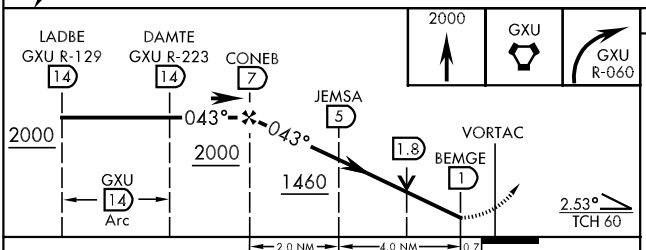
| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

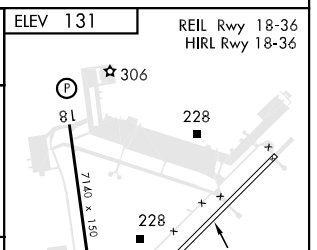
**Circling not authorized E of field.

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-6 * | 620/40 | 489 | (500-¾) | 620/50 489 (500-1) | 620/60 489 (500-1¼) |
| CIRCLING ** | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR/DME or TACAN RWY 18

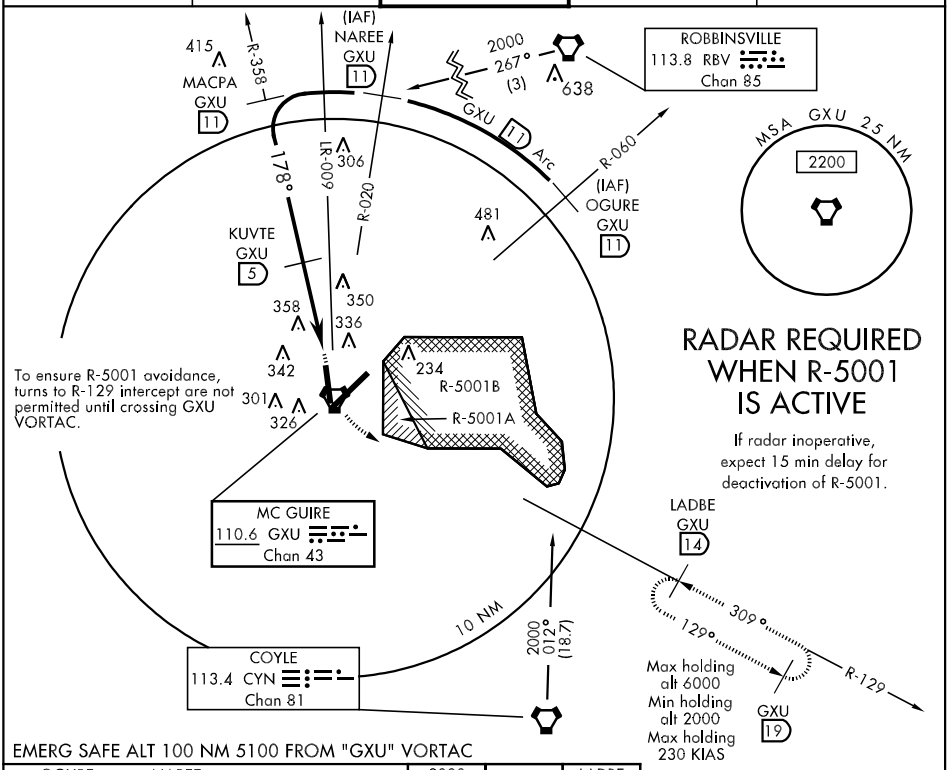
| VORTAC GXU | APCH CRS | Rwy Idg 7140 |
|---|---|---|
| 110.6 | 178° | TDZE 123 |
| Chan 43 | | Arpt Elev 131 |

AL-150 [USAF] MC GUIRE AFB (KWRI)

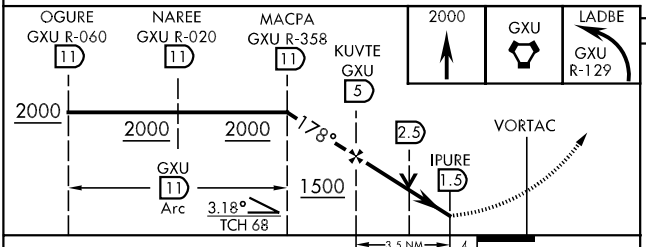
* Circling not authorized E of field.

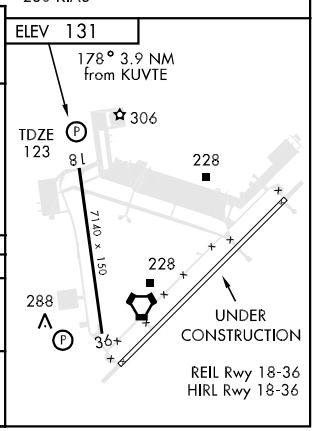
MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |




EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-18 | 640-1 | 517 (600-1) | 640-1½ 517 (600-1½) | 640-1¾ | 517 (600-1¾) |
| CIRCLING * | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR/DME or TACAN RWY 24

| VORTAC GXU 110.6 Chan 43 | APCH CRS 240° | Rwy ldg 10,001 TDZE 116 Arpt Elev 131 |
|---|---|---|

AL-150 [USAF]

MC GUIRE AFB (KWRI)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

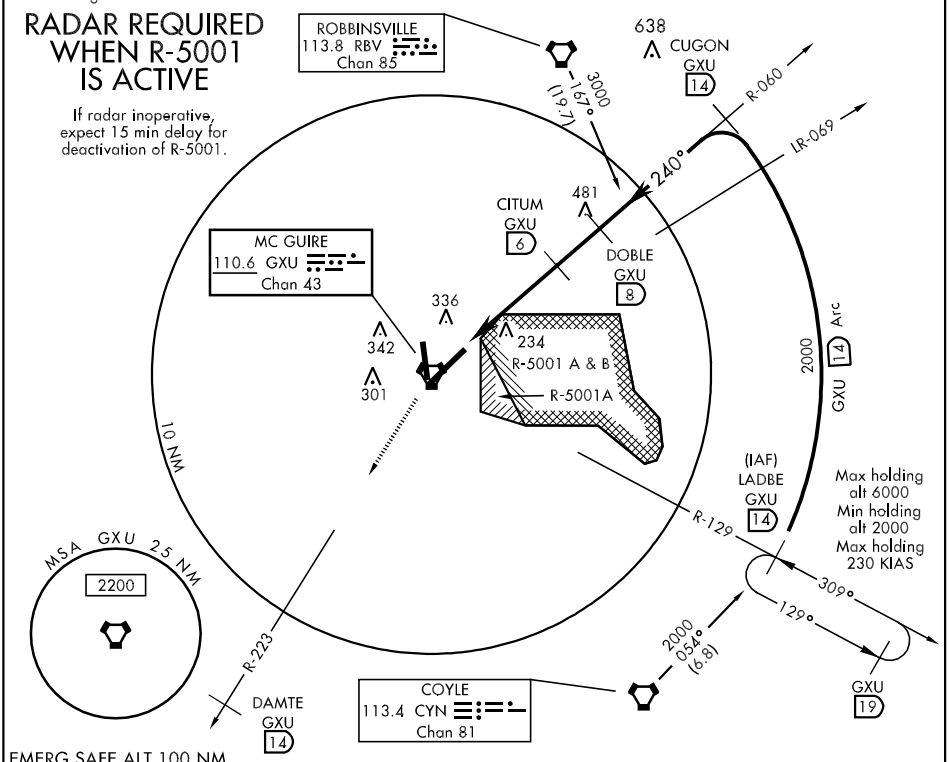
MISSED APPROACH: Climbing to 2000 proceed direct GXU then outbound GXU R-223 to DAMTE. Expect further clearance with ATC.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |

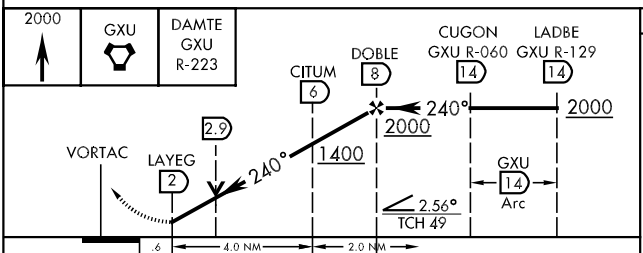
** Circling not authorized E of field.

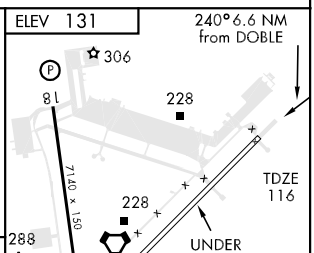
RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.




EMERG SAFE ALT 100 NM
5100 FROM "GXU" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-24 * | 580/40 | 464 (500-¾) | 580/50 464 (500-1) | 580/60 464 (500-1¼) | 580-1½ 464 (500-1½) |
| CIRCLING ** | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# VOR/DME or TACAN RWY 36

| VORTAC GXU | APCH CRS | Rwy Idg 7140 |
|---|---|---|
| 110.6 | 020° | TDZE 129 |
| Chan 43 | | Arpt Elev 131 |

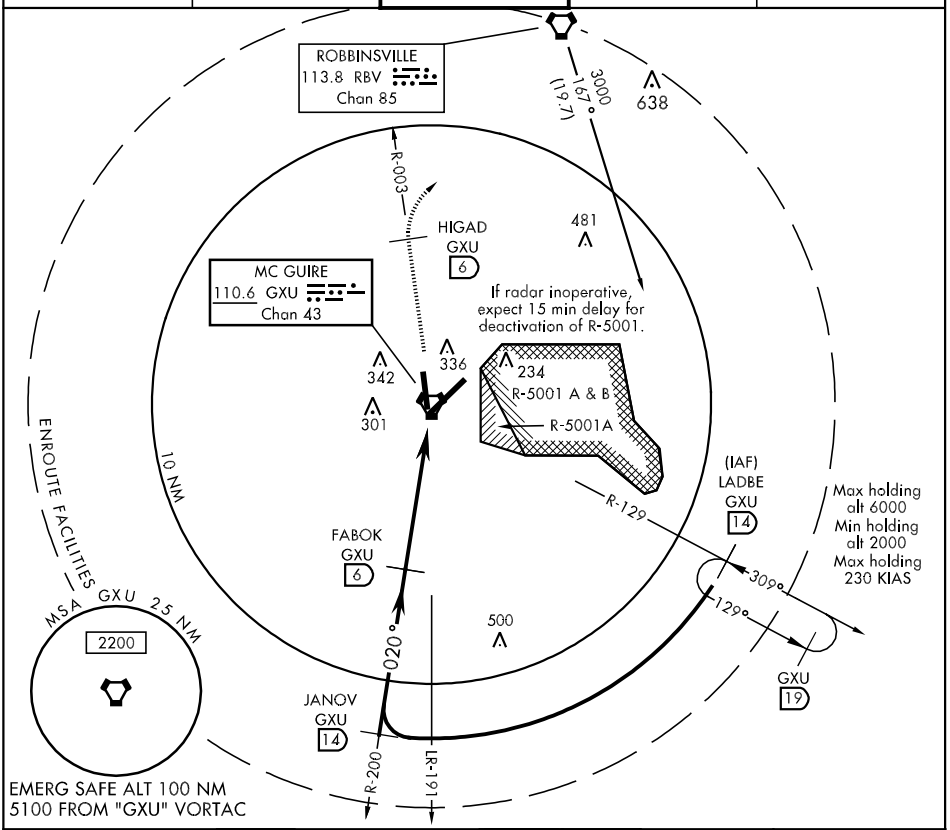
AL-150 [USAF]

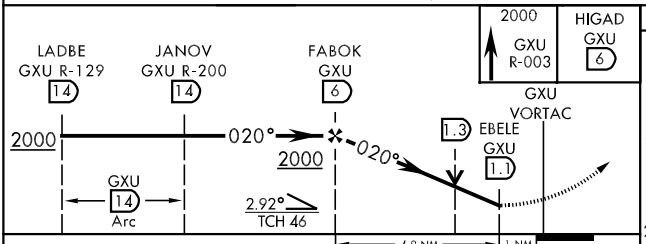
MC GUIRE AFB (KWRI)

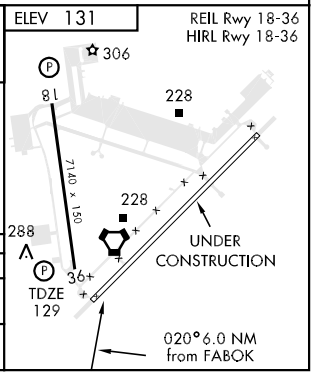
* Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, intercept GXU R-003 to HIGAD (GXU 6DME) then turn right direct RBV. EFC with ATC.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 110.6 270.1 | 124.15 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-36 | 560-1¼ | 431 (500-1¼) | | 560-1½ | 431 (500-1½) |
| CIRCLING * | 660-1¼ | 529 (600-1¼) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |


NE-2, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ANDOVER, NJ** | |
| AEROFLEX-ANDOVER ..... | **RNAV (GPS) Rwy 3**<br>**VOR-A** |
| NA when local weather not available. | |
| Category A, 1000-2. | |
| **ATLANTIC CITY, NJ** | |
| ATLANTIC CITY INTL ..... | **ILS or LOC Rwy 13**[1]<br>**ILS or LOC/DME Rwy 31**[1]<br>**RADAR-1**[2]<br>**RNAV (GPS) Rwy 4**[2]<br>**RNAV (GPS) Rwy 13**[2]<br>**RNAV (GPS) Rwy 22**[2]<br>**RNAV (GPS) Rwy 31**[2]<br>**VOR/DME Rwy 22**[2]<br>**VOR Rwy 4**[2]<br>**VOR Rwy 13**[2]<br>**VOR Rwy 31**[2] |
| [1]ILS, Category E, 700-2½. LOC, Category E, 800-2½. | |
| [2]Category E, 800-2½. | |
| **BINGHAMTON, NY** | |
| GREATER BINGHAMTON/<br>EDWIN A. LINK FIELD ..... | **ILS Rwy 16**[1]<br>**ILS or LOC Rwy 34**[12]<br>**RNAV (GPS) Rwy 16**[2]<br>**RNAV (GPS) Rwy 28**[2]<br>**RNAV (GPS) Rwy 34**[2]<br>**VOR/DME Rwy 28**[2] |
| [1]NA when control tower closed. | |
| [2]NA when local weather not available. | |
| **CALDWELL, NJ** | |
| ESSEX COUNTY ..... | **LOC Rwy 22**[1]<br>**RNAV (GPS) Rwy 22**[2] |
| Category B, 900-2; Category C, 900-2½; Category D, 1000-3. | |
| [1]NA when control tower closed. | |
| [2]NA when local weather not available. | |

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **CORTLAND, NY** | |
| CORTLAND COUNTY-<br>CHASE FIELD ..... | **VOR or GPS-A** |
| Categories A,B, 1100-2,Categories C,D, 1100-3. | |
| **DANSVILLE, NY** | |
| DANSVILLE MUNI ..... | **RNAV (GPS)-A**<br>**RNAV (GPS) Rwy 14**<br>**RNAV (GPS) Rwy 18** |
| NA when local weather not available. | |
| Category A, 1300-2; Category B, 1500-2; Category C, 1500-3. | |
| **DUNKIRK, NY** | |
| CHAUTAUQUA COUNTY/<br>DUNKIRK ..... | **VOR Rwy 6**<br>**VOR Rwy 24** |
| Category D, 900-2¾. | |
| **ELMIRA, NY** | |
| ELMIRA/CORNING RGNL ..... | **ILS Rwy 6**<br>**ILS or LOC Rwy 24** |
| NA when control tower closed. | |
| Categories A,B, 1200-2; Categories C,D, 1200-3. | |
| **FARMINGDALE, NY** | |
| REPUBLIC ..... | **ILS or LOC Rwy 14**[12]<br>**RNAV (GPS) Rwy 1**<br>**RNAV (GPS) Rwy 14**<br>**RNAV (GPS) Rwy 19**<br>**RNAV (GPS) Rwy 32** |
| NA when local weather not available. | |
| [1]NA when control tower closed. | |
| [2]ILS, Categories C, D, 700-2. | |
| **FULTON, NY** | |
| OSWEGO COUNTY ..... | **RNAV (GPS) Rwy 24**<br>**VOR Rwy 33** |
| NA when local weather not available. | |


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**GLENS FALLS, NJ**

FLOYD BENNET MEMORIAL ..... **ILS or LOC Rwy 1**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19**
NA when local weather not available.
[1]Category D, 800-2¼.

**ISLIP, NY**

LONG ISLAND MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[1]**
**NDB Rwy 6[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**ITHACA, NY**

ITHACA TOMPKINS RGNL ..... **ILS or LOC Rwy 32[12]**
**RNAV (GPS) Y Rwy 14[3]**
**RNAV (GPS) Z Rwy 14**
**RNAV (GPS) Rwy 32[4]**
**VOR Rwy 14[3]**
**VOR Rwy 32[5]**
NA when local weather not available.
[1]ILS, Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3. LOC, Category A, 1000-2.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

**JAMESTOWN, NY**

CHAUTAUQUA COUNTY/ JAMESTOWN ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**MASSENA, NY**

MASSENA INTL-RICHARDS FIELD ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 27**
Category D, 800-2¼.
NA when local weather not available.

**MILLVILLE, NJ**

MILLVILLE MUNI ..... **VOR-A**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MONTGOMERY, NY**

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 26**
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**MONTICELLO, NY**

SULLIVAN COUNTY INTL ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**NDB Rwy 15**
NA when local weather not available.

**MORRISTOWN, NJ**

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
**NDB Rwy 5[13]**
**NDB or GPS Rwy 23[14]**
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

**NEW YORK, NY**

JOHN F. KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
**ILS Rwy 22R[1]**
**ILS Rwy 4L[1]**
**ILS Rwy 4R[1]**
**ILS or LOC Rwy 13L[1]**
**ILS or LOC Rwy 31L[1]**
**ILS or LOC Rwy 31R[1]**
**VOR or GPS Rwy 13L/R,**1000-3
[1]ILS, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME — ALTERNATE MINIMUMS

**NEW YORK, NY (CON'T)**

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 13[3]**
**ILS or LOC Rwy 22[2]**
**LDA-A[4]**
**LOC Rwy 31[4]**
**RNAV (GPS)-B[4]**
**RNAV (GPS) Y Rwy 4[4]**
**RNAV (GPS) Rwy 13[5]**
**RNAV (GPS) Y Rwy 22[4]**
**RNAV (GPS) Rwy 31[4]**
**VOR/DME-G[4]**
**VOR/DME-H[4]**
**VOR-F[6]**
**VOR Rwy 4[4]**

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

**NEWARK, NJ**

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
**ILS or LOC Rwy 4R[1]**
**ILS or LOC Rwy 11[1]**
**ILS or LOC Rwy 22L[1]**
**ILS or LOC Rwy 22R[1]**
**RNAV (GPS) Rwy 4L[2]**
**RNAV (GPS) Y Rwy 4R[2]**
**RNAV (GPS) Rwy 11[2]**
**RNAV (GPS) Z Rwy 22L[2]**
**RNAV (GPS) Rwy 22R[2]**
**VOR/DME Rwy 22L[3]**
**VOR/DME Rwy 22R[3]**
**VOR Rwy 11[4]**

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NAME — ALTERNATE MINIMUMS

**NEWBURGH, NY**

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**VOR Rwy 27[2]**

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

**PENN YAN, NY**

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[2]**
**VOR-A[1]**
**VOR/DME Rwy 6[1]**
**VOR/DME Rwy 24[2]**

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

**ROCHESTER, NY**

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 22[1]**
**ILS or LOC Rwy 28[2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**RNAV (GPS) Rwy 28[4]**
**VOR Rwy 4[3]**
**VOR/DME Rwy 4[3]**

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**ROME, NY**

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS ) Rwy 33[3]**

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**SARANAC LAKE, NY**

ADIRONDACK
RGNL ..... **VOR/DME Rwy 5**[1]
**VOR or GPS Rwy 9**[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SCHENECTADY, NY**

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
**NDB Rwy 22**

NA when control tower closed.
[1]Category D, 700-2.

**SHIRLEY, NY**

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Y Rwy 24**
**RNAV (GPS) Z Rwy 24**
**RNAV (GPS) Rwy 33**
**VOR Rwy 6**

NA when local weather not available.

**SUSSEX, NJ**

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
**VOR-A**[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

**SYRACUSE, NY**

SYRACUSE HANCOCK
INTL ..... **ILS or LOC Rwy 10**[1]
**VOR or TACAN Rwy 33**[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

**TETERBORO, NJ**

TETERBORO ..... **ILS or LOC Rwy 6**[1]
**ILS RWY 19**[1]
**RNAV (GPS) Y Rwy 6**[3]
**RNAV (RNP) Z Rwy 6,** 800-2¼
**VOR/DME-A**[2]
**VOR/DME-B**[2]
**VOR/DME Rwy 6**[3]
**VOR Rwy 24**[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**TRENTON, NJ**

TRENTON MERCER ..... **ILS Rwy 6**
**NDB or GPS Rwy 6**
**VOR or GPS-A**
**VOR or GPS Rwy 24**

NA when control tower closed.

**WATERTOWN, NY**

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
**RNAV (GPS) Rwy 7**[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**WELLSVILLE, NY**

WELLSVILLE MUNI ARPT,
TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR-A**[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 24**

NA when local weather not available.
[1]NA when control tower closed.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
**ILS or LOC Rwy 34**[1]
**NDB Rwy 16**[12]
**RNAV (GPS) Rwy 34**[3]
**VOR/DME-A**[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**WILDWOOD, NJ**

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 19**
**VOR-A**

NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

## ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

### ATLANTIC CITY INTL

**RADAR**- 124.6 327.125

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| S-13 | | AB | **480**/24 | 405 | (500-½) | C | **480**/40 | 405 | (500-¾) |
| | | DE | **480**/50 | 405 | (500-1) | | | | |
| S-4 | | AB | **480**-1 | 412 | (500-1) | CD | **480**-1¼ | 412 | (500-1¼) |
| | | E | **480**-1½ | 412 | (500-1½) | | | | |
| S-31 | | AB | **480**-1 | 417 | (500-1) | CD | **480**-1¼ | 417 | (500-1¼) |
| | | E | **480**-1½ | 417 | (500-1½) | | | | |
| S-22 | | AB | **600**-1 | 532 | (600-1) | C | **600**-1½ | 532 | (600-1½) |
| | | D | **600**-1¾ | 532 | (600-1¾) | E | **600**-2 | 532 | (600-2) |
| CIRCLING | | AB | **560**-1 | 485 | (500-1) | C | **560**-1½ | 485 | (500-1½) |
| | | D | **640**-2 | 565 | (600-2) | E | **760**-2½ | 685 | (700-2½) |

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

26 AUG 2010 to 23 SEP 2010

## MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

**RADAR (E)** - 120.0 269.025

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 6[1 3] | 2.7°/53/1270 | ABCDE | **331**/24 | 200 | (200-½) |
| | 18[3] | 3.0°/51/950 | ABCDE | **323**-¾ | 200 | (200-¾) |
| | 36 | 3.0°/46/950 | ABCDE | **329**-¾ | 200 | (200-¾) |
| | 24[2 3] | 2.8°/45/905 | ABCDE | **378**/40 | 262 | (300-¾) |

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

26 AUG 2010 to 23 SEP 2010

## WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| **RADAR-1** | | | | | | |
| PAR | 3[23] | 3.0°/54/1038 | ABCDE | **885**-½ | 200 | (200-½) |
| | 21[23] | 3.0°/58/1106 | ABCDE | **877**-½ | 200 | (200-½) |
| | 33[4] | 3.0°/49/938 | AB | **938**-¾ | 250 | (300-¾) |
| | | | CDE | **938**-1 | 250 | (300-1) |
| **RADAR-2** | | | | | | |
| ASR | 21[5] | | AB | **1020**-½ | 343 | (400-½) |
| | | | CDE | **1020**-¾ | 343 | (400-¾) |
| | 15[6] | | AB | **1100**-½ | 413 | (500-½) |
| | | | CD | **1100**-¾ | 413 | (500-¾) |
| | | | E | **1100**-1 | 413 | (500-1) |
| | 33[4] | | AB | **1140**-1 | 452 | (500-1) |
| | | | C | **1140**-1¼ | 452 | (500-1¼) |
| | | | DE | **1140**-1½ | 452 | (500-1½) |
| | 3[7] | | AB | **1240**-½ | 555 | (600-½) |
| | | | C | **1240**-1 | 555 | (600-1) |
| | | | D | **1240**-1¼ | 555 | (600-1¼) |
| | | | E | **1240**-1½ | 555 | (600-1½) |
| CIR[8] | All Rwy | | AB | **1240**-1 | 552 | (600-1) |
| | | | C | **1240**-1½ | 552 | (600-1½) |
| | | | D | **1240**-2 | 552 | (600-2) |
| | | | E | **1520**-3 | 832 | (900-3) |

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



26 AUG 2010 to 23 SEP 2010
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INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AKRON, NY**

AKRON (9G3)
ORIG 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

**ALBANY, NY**

ALBANY INTL (ALB)
AMDT 11 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.
NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ALBION, NY**

PINE HILL (9G6)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

**ANDOVER, NJ**

AEROFLEX-ANDOVER (12N)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.
NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

**ATLANTIC CITY, NJ**

ATLANTIC CITY INTL (ACY)

ORIG 07074 (FAA)

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

**BATAVIA, NY**

GENESEE COUNTY AIRPORT (GVQ)

ORIG 07214 (FAA)

NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

**BELMAR-FARMINGDALE, NJ**

MONMOUTH EXECUTIVE (BLM)

AMDT 1 83160 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

**BERLIN, NJ**

CAMDEN COUNTY (19N)

AMDT 1 93173 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

**BINGHAMTON, NY**

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

**BLAIRSTOWN, NJ**

BLAIRSTOWN (1N7)

AMDT 1 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

**BROCKPORT, NY**

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

**BUFFALO, NY**

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

AMDT 5 07242 (FAA)

NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

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### CALDWELL, NJ
ESSEX COUNTY (CDW)
AMDT 1 82175 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

### CANANDAIGUA, NY
CANANDAIGUA (D38)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

### CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD (N03)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

### CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

### DANSVILLE, NY
DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)
NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

### DUNKIRK, NY
CHAUTAUQUA COUNTY/ DUNKIRK (DKK)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.
DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

### EAST HAMPTON, NY
EAST HAMPTON (HTO)
AMDT 2 99056 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.
NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

### ELLENVILLE, NY
JOSEPH Y RESNICK (N89)
ORIG 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

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## ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

## ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

## FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

## FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

## FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

## GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

**HAMILTON, NY**
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

**HAMMONTON, NJ**
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

**HORNELL, NY**
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

**HUDSON, NY**
COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.
NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

**ISLIP, NY**
LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

**ITHACA, NY**
ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.
NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

**JAMESTOWN, NY**
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

**JOHNSTOWN, NY**
FULTON COUNTY (NY0)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

**KINGSTON, NY**
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

**LAKE PLACID, NY**
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

**LAKEWOOD, NJ**
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

**LE ROY, NY**
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

**LINCOLN PARK, NJ**
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

**LINDEN, NJ**
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

**LOCKPORT, NY**
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE**: Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

**LUMBERTON, NJ**
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

**MALONE, NY**
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

**MANVILLE, NJ**
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

**MASSENA, NY**
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

**MC GUIRE AFB (KWRI)**
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

**MIDDLETOWN, NY**
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

**MILLBROOK, NY**
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

**MILLVILLE, NJ**
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

**MONTAUK, NY**
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

**MONTGOMERY, NY**
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

**MONTICELLO, NY**
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

**MORRISTOWN, NJ**

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

**MOUNT HOLLY, NJ**

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

**NEW YORK, NY**

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

26 AUG 2010 to 23 SEP 2010

## NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

## NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

26 AUG 2010 to 23 SEP 2010

**NEWBURGH, NY**

STEWART INTL (SWF)

AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

**NIAGARA FALLS, NY**

NIAGARA FALLS INTL (IAG)

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

**NORWICH, NY**

LT. WARREN EATON (OIC)

AMDT 2 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

**OGDENSBURG, NY**

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

**OLD BRIDGE, NJ**

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

**OLEAN, NY**

CATTARAUGUS COUNTY-OLEAN (OLE)

AMDT 2 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

**ONEONTA, NY**

ONEONTA MUNI (N66)

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

**PEDRICKTOWN, NJ**

SPITFIRE AERODROME (7N7)

ORIG 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

**PENN YAN, NY**

PENN YAN (PEO)

AMDT 3 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.



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**PITTSTOWN, NJ**

ALEXANDRIA (N85)

AMDT 1 92175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)

AMDT 1 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

**PLATTSBURGH, NY**

PLATTSBURGH INTL (PBG)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

**POUGHKEEPSIE, NY**

DUTCHESS COUNTY (POU)

AMDT 1 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

**PRINCETON (ROCKY HILL), NJ**

PRINCETON (39N)

AMDT 2 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

**READINGTON, NJ**

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

**RED HOOK, NY**

SKY PARK (46N)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

**ROBBINSVILLE, NJ**

TRENTON-ROBBINSVILLE (N87)

AMDT 1 92009 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

**ROCHESTER, NY**
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

**ROME, NY**
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.
NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

**SARANAC LAKE, NY**
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.
DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

**SARATOGA SPRINGS, NY**
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.
NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 133' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

**SCHENECTADY, NY**
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.
NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

**SENECA FALLS, NY**
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.
NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

**SHIRLEY, NY**
BROOKHAVEN (HWV)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.
NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.



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**SIDNEY, NY**

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

**SKANEATELES, NY**

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

**SOMERVILLE, NJ**

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

**SOUTH BETHLEHEM, NY**

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

**STORMVILLE, NY**

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

**SUSSEX, NJ**

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

**SYRACUSE, NY**

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

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**TETERBORO, NJ**

TETERBORO (TEB)
AMDT 6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

**TICONDEROGA, NY**

TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

**TOMS RIVER, NJ**

ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

**TRENTON, NJ**

TRENTON MERCER (TTN)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

**VINCENTOWN, NJ**

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

**VINELAND, NJ**

KROELINGER (29N)
AMDT 1 94062 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

**WATERTOWN, NY**

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

**WEEDSPORT, NY**

WHITFORDS (B16)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

**WELLSVILLE, NY**

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.



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**WEST MILFORD, NJ**

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

**WESTHAMPTON BEACH, NY**

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

**WHEELER-SACK AAF (KGTB)**

FORT DRUM, NY . . . . . AMDT 5, 09239

**Rwy 15,** Standard with minimum climb of 250 ft/NM to 3100.

**Rwy 21,** Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

**WHITE PLAINS, NY**

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/ 510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/ 488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

26 AUG 2010 to 23 SEP 2010

**WILDWOOD, NJ**

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

**WOODBINE, NJ**

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

26 AUG 2010 to 23 SEP 2010

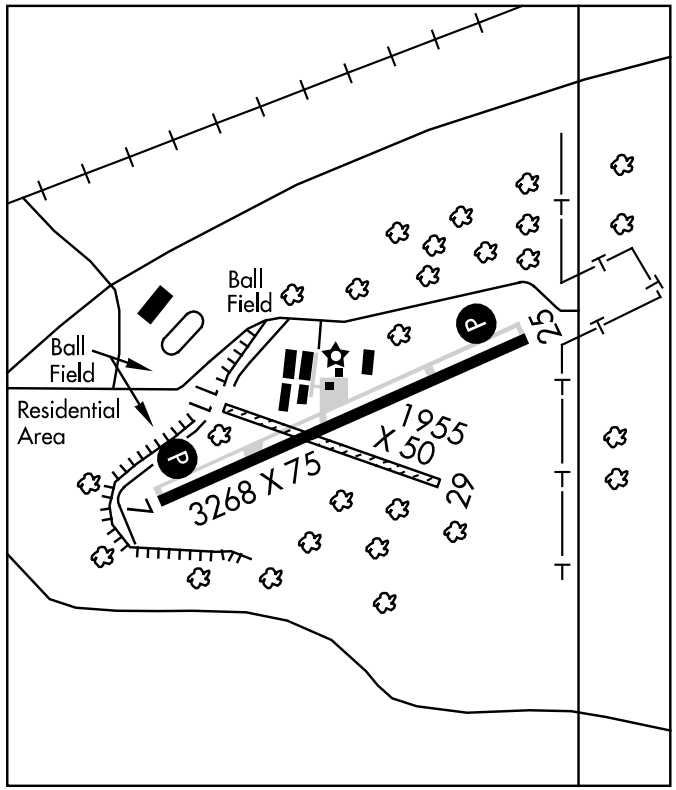
**ADIRONDACK RGNL** (See SARANAC LAKE)

**AIRHAVEN** (See STAATSBURG)

**AIRLANE ENTERPRISES** (See CLAY)

**AIRTREK** (See WATERLOO)

**AKRON** (9G3) 1 E UTC−5(−4DT) N43°01.25′ W78°28.97′ **DETROIT**
840 B S4 **FUEL** 100LL TPA—1840(1000) NOTAM FILE BUF **L–31E**
**RWY 07–25:** H3268X75 (ASPH) S–8 MIRL 0.3% up NE **IAP**
**RWY 07:** PAPI(P2L)—GA 4.0° TCH 56′. Road.
**RWY 25:** REIL. PAPI(P2R)—GA 4.0° TCH 56′. Road.
**RWY 11–29:** 1955X50 (TURF)
**RWY 11:** Trees. **RWY 29:** Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–sunset. Rwy 11–29 CLOSED indef. Deer and turkey invof arpt. Arpt manager recommends Rwy 11–29 be used for ldgs only. Parallel twy lighted and 35′ wide. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07 and 25 and REIL Rwy 25—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **BUFFALO APP DEP/CON** 126.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 061° 9.1 NM to fld. 730/08W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.



# RNAV (GPS) RWY 7

AKRON (9G3)

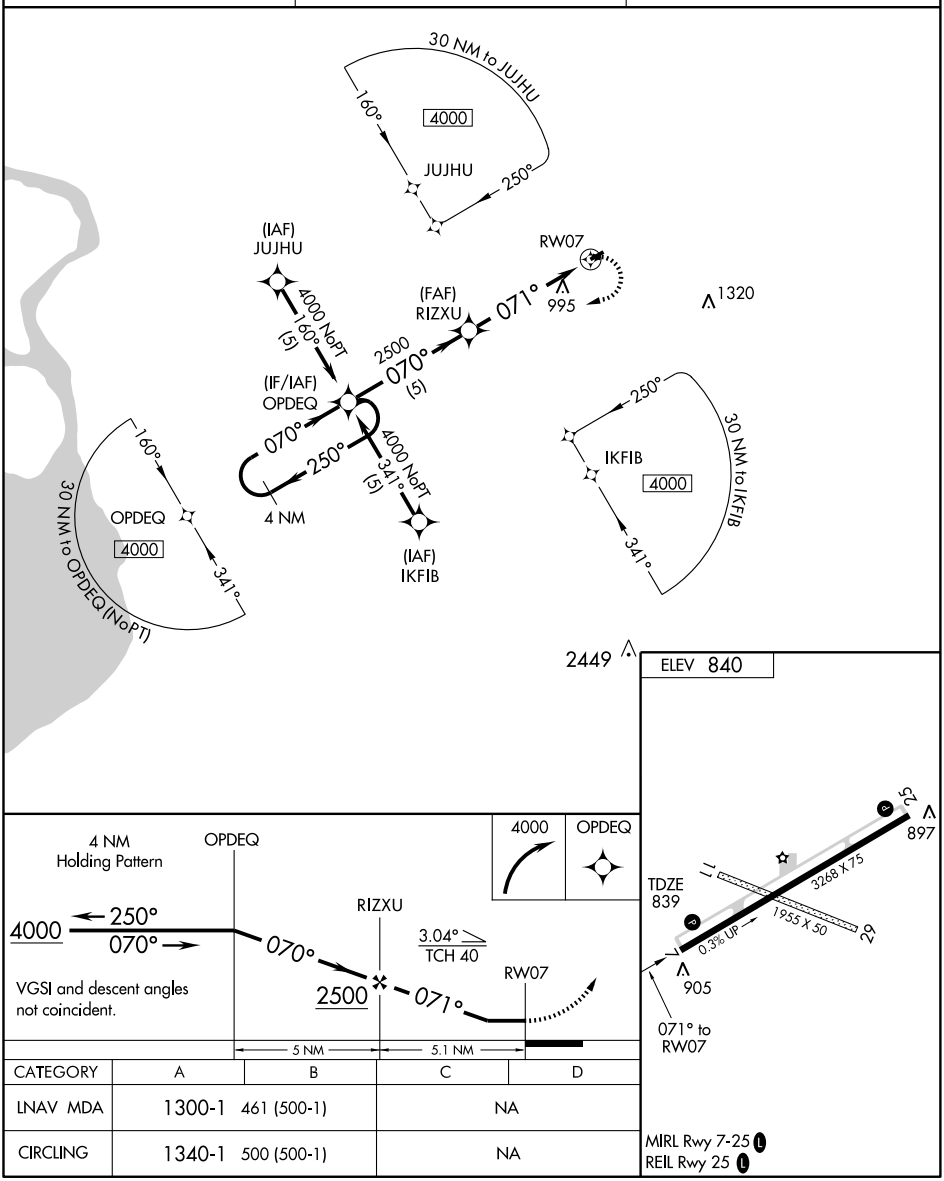
| APP CRS | Rwy Idg | 3268 |
|---|---|---|
| 071° | TDZE | 839 |
| | Apt Elev | 840 |

T
A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Buffalo altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ and hold, continue climb-in-hold to 4000.

| BUFFALO ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 135.35 | 126.15 263.125 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 | 461 (500-1) | NA | |
| CIRCLING | 1340-1 | 500 (500-1) | NA | |

MIRL Rwy 7-25 L
REIL Rwy 25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 25

AKRON (9G3)

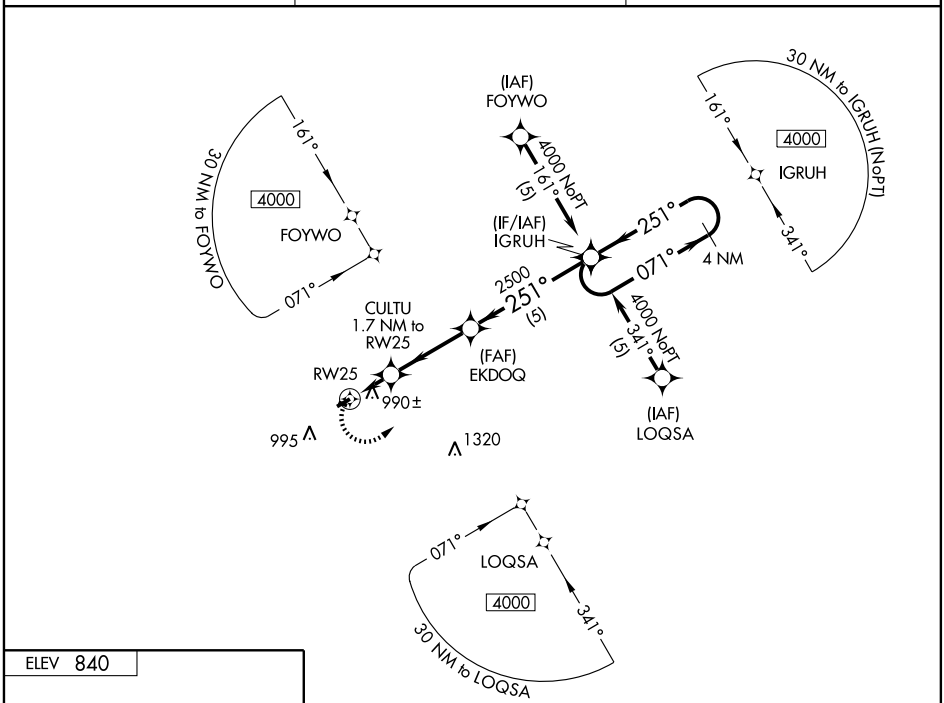
| APP CRS | Rwy Idg | 3268 |
|---|---|---|
| 251° | TDZE | 840 |
| | Apt Elev | 840 |

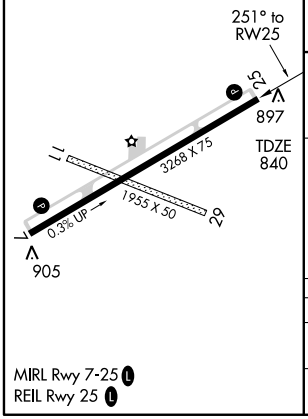
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Buffalo altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4000 direct IGRUH and hold, continue climb-in-hold 4000.

| BUFFALO ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 135.35 | 126.15 263.125 | 122.725 (CTAF) L |

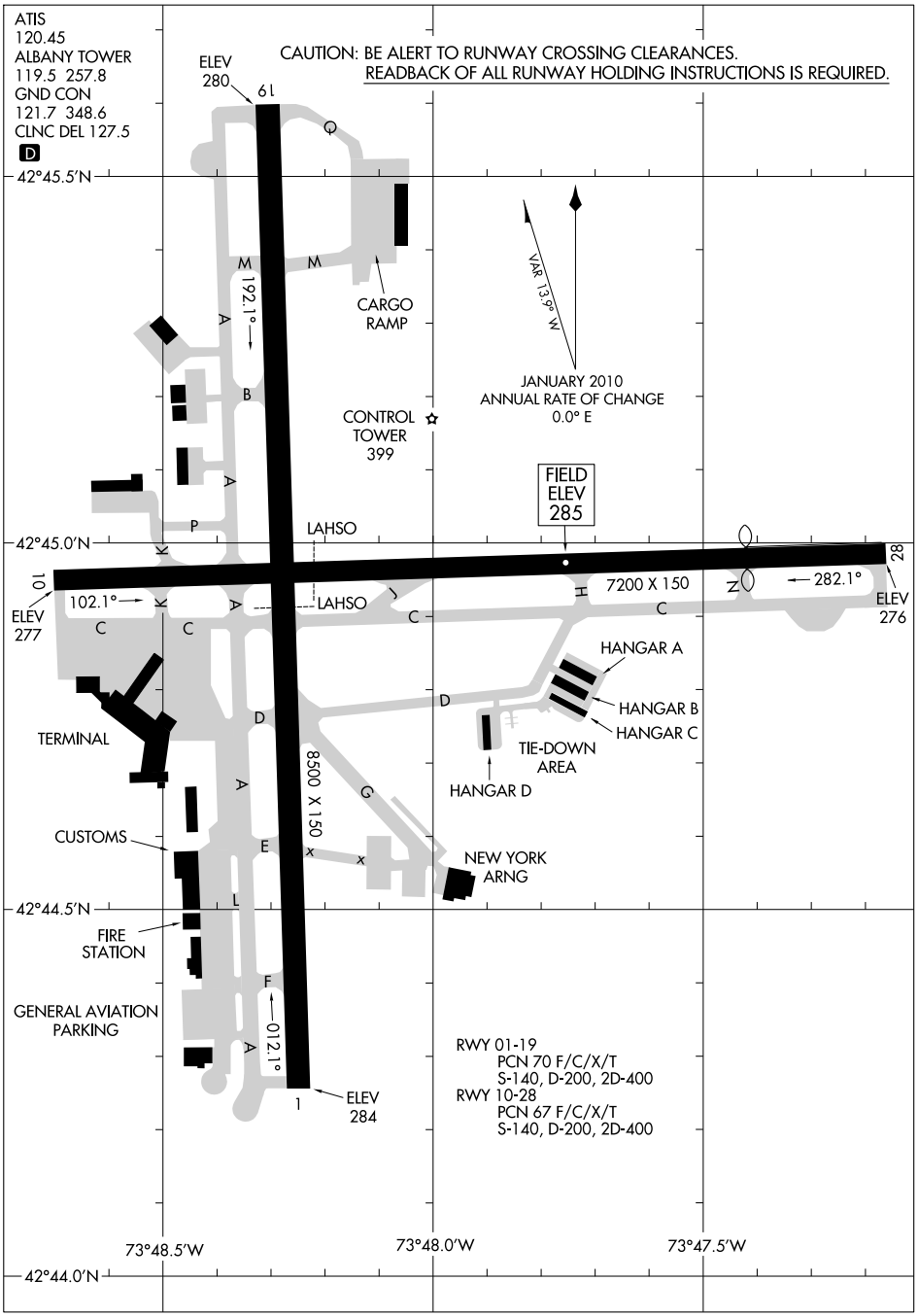



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 460 (500-1) | | NA | |
| CIRCLING | 1340-1 500 (500-1) | | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

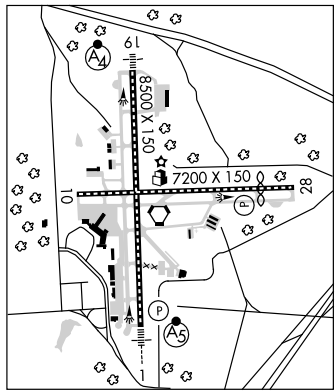
**ALBANY INTL** (ALB) 6 NW UTC−5(−4DT) N42°44.95′ W73°48.12′
285 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C
NOTAM FILE ALB
**RWY 01–19:** H8500X150 (ASPH–GRVD) S–140, D–200, 2D–400
PCN 70 F/C/X/T HIRL CL
**RWY 01:** MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 54′.
**RWY 19:** MALS.
**RWY 10–28:** H7200X150 (ASPH–GRVD) S–140, D–200, 2D–400
PCN 67 F/C/X/T MIRL CL
**RWY 10:** REIL. Trees.
**RWY 28:** REIL. PAPI(P4L)—GA 3.35° TCH 50′. Thld dsplcd 1202′. Tank.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 01 | 10–28 | 4150 |
| RWY 28 | 01–19 | 3750 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | |
|---|---|---|---|
| **RWY 01:** TORA–8500 | TODA–8500 | ASDA–8500 | LDA–8500 |
| **RWY 10:** TORA–7200 | TODA–7200 | ASDA–6780 | LDA–6780 |
| **RWY 19:** TORA–8500 | TODA–8500 | ASDA–8500 | LDA–8500 |
| **RWY 28:** TORA–7200 | TODA–7200 | ASDA–7200 | LDA–5998 |



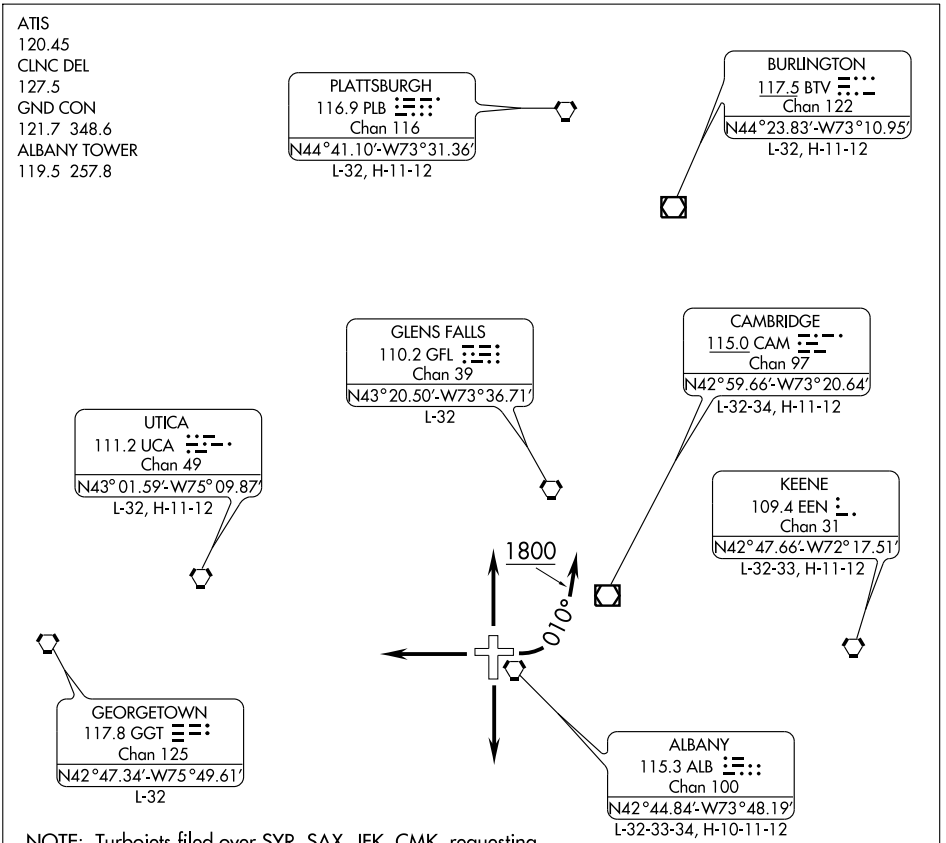

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. Weather balloon launches approximately 3 miles S of arpt at 1100Z‡ and 2300Z‡. Rwy 01 touchdown and rollout runway visual range avbl. Rwy 19 touchdown and rollout runway visual range avbl. Twy 'C' west of Twy 'A' non movement area. Twy D east of Rwy 01–19 restricted to acft 12,500 lbs and less. Customs/Immigration's Flight Information Service adjacent to Twy E east of Rwy 01–19 on apron area; please follow markings. Ldg fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (518) 464–6423.
**COMMUNICATIONS: D–ATIS** 120.45 (1–800–342–0120) **UNICOM** 122.95
**RCO** 122.1R 115.3T (BURLINGTON RADIO) **RCO** 122.45 122.2 (BURLINGTON RADIO)
Ⓡ **APP/DEP CON** 132.825 (011°–194°) 118.05 (194°–011°) 127.15
**TOWER** 119.5 **GND CON** 121.7 **CLNC DEL** 127.5
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB.
**(L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ at fld. 275/13W.
VOR unusable:

| | |
|---|---|
| 330°–019° blo 3000′ | 120°–135° byd 37 NM blo 14500′ |
| 330°–019° byd 10 NM blo 6000′ | 136°–175° byd 8 NM blo 6000′ |
| 330°–019° byd 19 NM blo 9000′ | 176°–193° byd 17 NM blo 8000′ |
| 330°–019° byd 28 NM blo 10000′ | 176°–193° byd 25 NM blo 12000′ |
| 020°–059° byd 13 NM blo 6000′ | 194°–221° blo 6000′ |
| 060°–080° | 194°–221° byd 28 NM blo 8000′ |
| 100°–135° byd 8 NM blo 10000′ | 310°–320° byd 30 NM blo 5000′ |

DME unusable:

| | |
|---|---|
| 030°–055° byd 10 NM | 255°–340° byd 28 NM |
| 155°–195° byd 28 NM blo 5500′ | |

**HAWKY NDB (LOM)** 219 AL N42°49.04′ W73°48.51′ 189° 4.1 NM to fld. Unusable 160°–210° byd 10 NM.
**ILS/DME** 109.5 I–ALB Chan 32 Rwy 19. Class IB. LOM HAWKY NDB.
**ILS/DME** 109.5 I–DEJ Cham 32 Rwy 01. Class IE.
**COMM/NAV/WEATHER REMARKS:** CLASS C information available on ATIS frequency 20 NM.




NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.


NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 285 |
| Chan 32 | | Apt Elev | 285 |

# COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM Chan 97
R-231
097°
277°
WARUV INT
ALB 10
R-097
2500 to DOTCA
192° (5)

(IAF)
DOTCA
ALB 5

DELMY
I-DEJ 8.2

(IF)
MUJIK
I-DEJ 12.5

011° (4.3)
2500
ALB R-175
R-221
115.0 CAM Chan 97
10 NM
146°
326°
191°
(IYIYO)
(IAF)
CIRRU INT
ALB 16

723 476 455 640 526 693 463 1688 1660 411 855 2280 467 2123 1935

MSA ALB 25 NM
3600
270°
4700
360°

## DME REQUIRED

ELEV 285 D

TWR ☆ 399
8500 X 150
7200 X 150
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE 285
011° 6.7 NM from FAF

61 357± 359± 302± 398± 362 380 384±

800 5000 WARUV
ALB R-097 115.3
I-DEJ 2.9
I-DEJ 1.6
DOTCA ALB 5
DELMY I-DEJ 8.2
Remain within 10 NM
191°
011°
2500
2500
Use I-DEJ DME when on the localizer course.
GS 3.00° TCH 55
1.3 5.3 NM

FAF to MAP 6.7 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 8:56 | 6:42 | 5:22 | 4:28 | 3:50 |

| CATEGORY | COPTER |
|---|---|
| H-ILS 1 | 485/12 200 (200-¼) |
| H-LOC 1 | 760/12 475 (500-¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6780 |
|---|---|---|
| 101° | TDZE | 280 |
| | Apt Elev | 285 |

# GPS RWY 10
## ALBANY INTL (ALB)

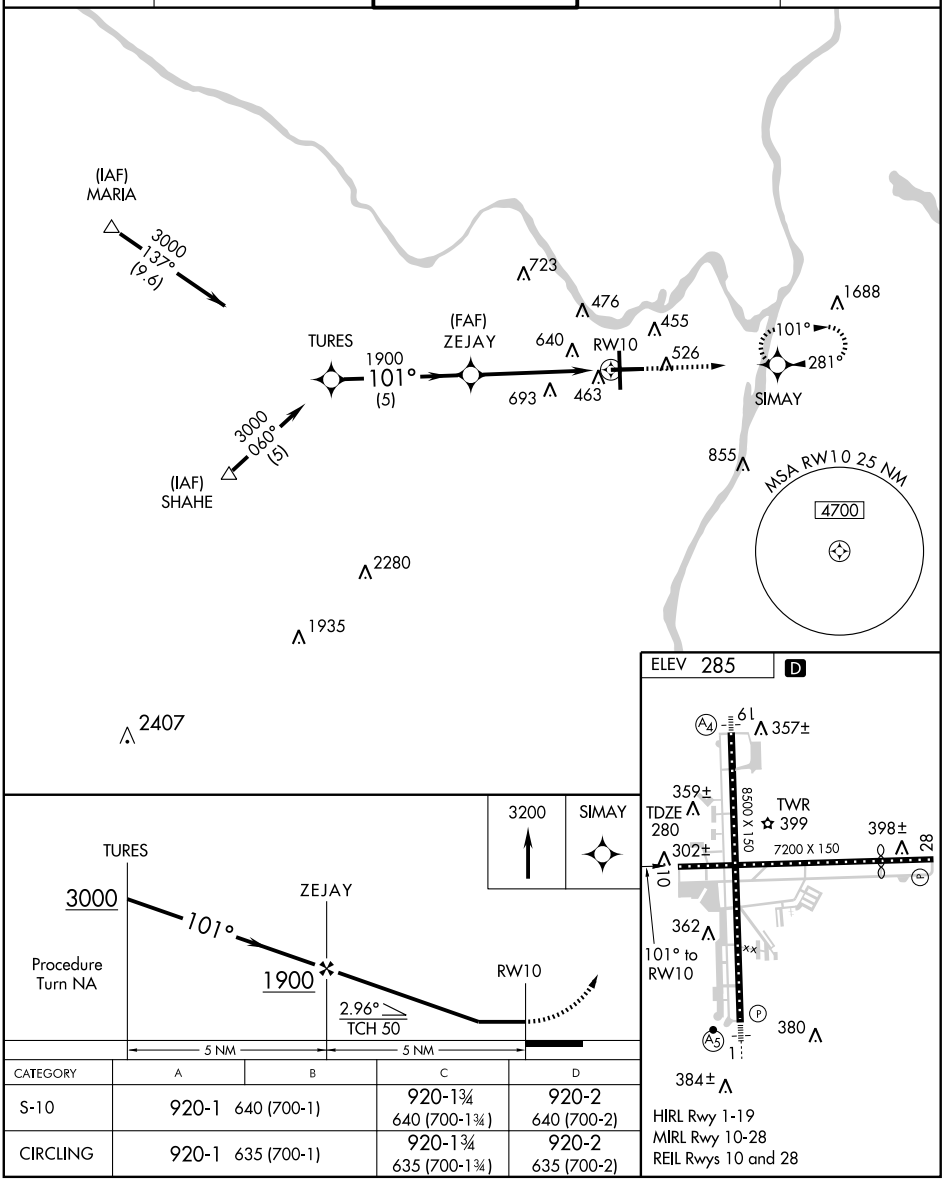
T
A NA

Circling NA West of Rwy 1-19.

MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 920-1 640 (700-1) | | 920-1¾ 640 (700-1¾) | 920-2 640 (700-2) |
| CIRCLING | 920-1 635 (700-1) | | 920-1¾ 635 (700-1¾) | 920-2 635 (700-2) |




NE-2, 26 AUG 2010 to 23 SEP 2010

# GPS RWY 28
ALBANY INTL (ALB)

| APP CRS | Rwy Idg | 5998 |
|---|---|---|
| 281° | TDZE | 285 |
| | Apt Elev | 285 |

V
NA Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |



NE-2, 26 AUG 2010 to 23 SEP 2010

(IAF) CAMBRIDGE CAM
3100
227°
(17.6)

723
476
640
455
526
463
693
1688
(FAF) SIMAY
2100
281°
(5)
TROSI
2560
1660
855
2307
2280
2123
3300
355°
(16.5)
(IAF) CANAN
ZEJAY
101°
281°
RW28

MSA RW28 25 NM
4700

ELEV 285 D

6l
357±
359±
TWR
399
TDZE
285
8500 X 150
7200 X 150
398±
28
10
302±
362
281° to RW28
380
384±
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

3100 ZEJAY

VGSI and descent angles not coincident.

TROSI
SIMAY
3100
281°
Procedure Turn NA
RW28
2100
3.31°
TCH 63
5 NM
5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 285 |
| Chan 32 | | Apt Elev | 285 |

# ILS or LOC RWY 1
## ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

MISSED APCH FIX

CAMBRIDGE CAM
115.0
Chan 97

115.0 CAM Chan 97

FLEIG
I-DEJ 6.4
RADAR

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

(IAF)
CIRRU
ALB 16

(IYIYO)

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
4700
270°
360°

ELEV 285

TWR
399

8500 X 150
7200 X 150

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

TDZE
285

011° 4.8 NM
from FAF

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

800 5000 CAM
CAM R-251
115.0

One Minute Holding Pattern

MUJIK
I-DEJ 12.5
RADAR

FLEIG
I-DEJ 6.4
RADAR

I-DEJ 2.8
I-DEJ 1.6

1900

191° 3000
011°
GS 3.00°
TCH 55

Use I-DEJ DME when on the localizer course.

1.2 3.6 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | *485/24 200 (200-½) | | | |
| S-LOC 1 | 720/24 435 (500-½) | | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ALB | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 191° | TDZE | 280 |
| Chan 32 | | Apt Elev | 285 |

# ILS or LOC RWY 19

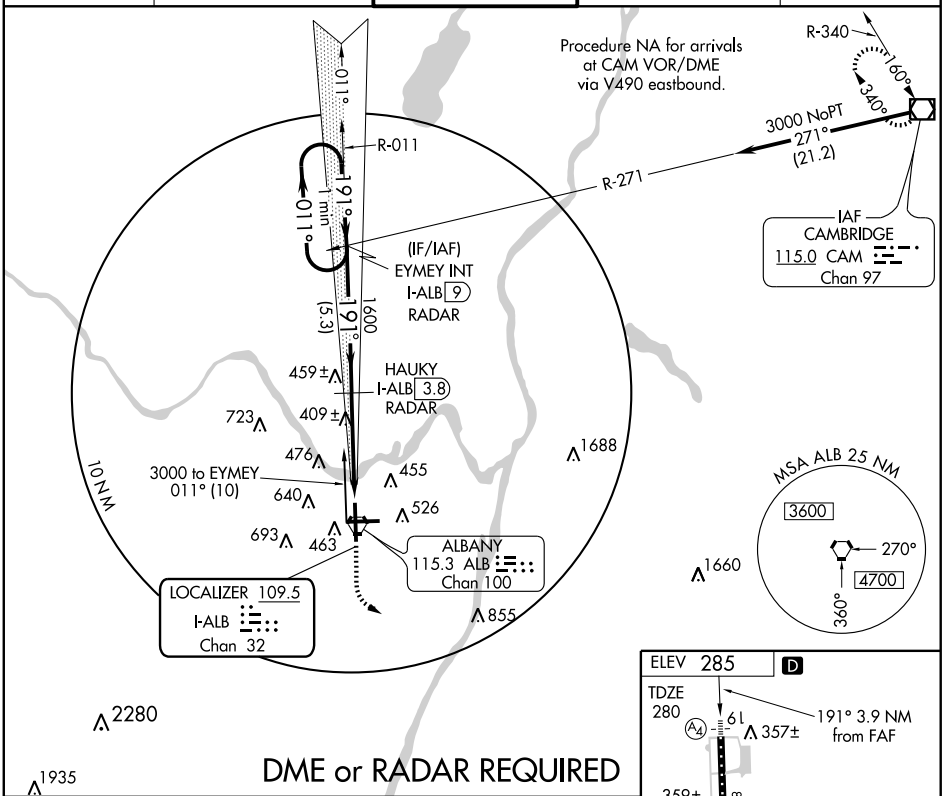
ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.

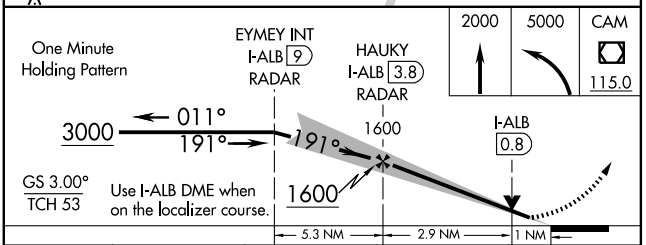
MALS

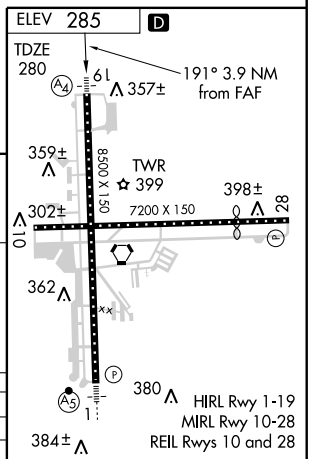
MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 480/40 200 (200-¾) | | | |
| S-LOC 19 | 660/40 380 (400-¾) | | | 660/60 380 (400-1¼) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 97402 | 011° | TDZE | 285 |
| W01A | | Apt Elev | 285 |

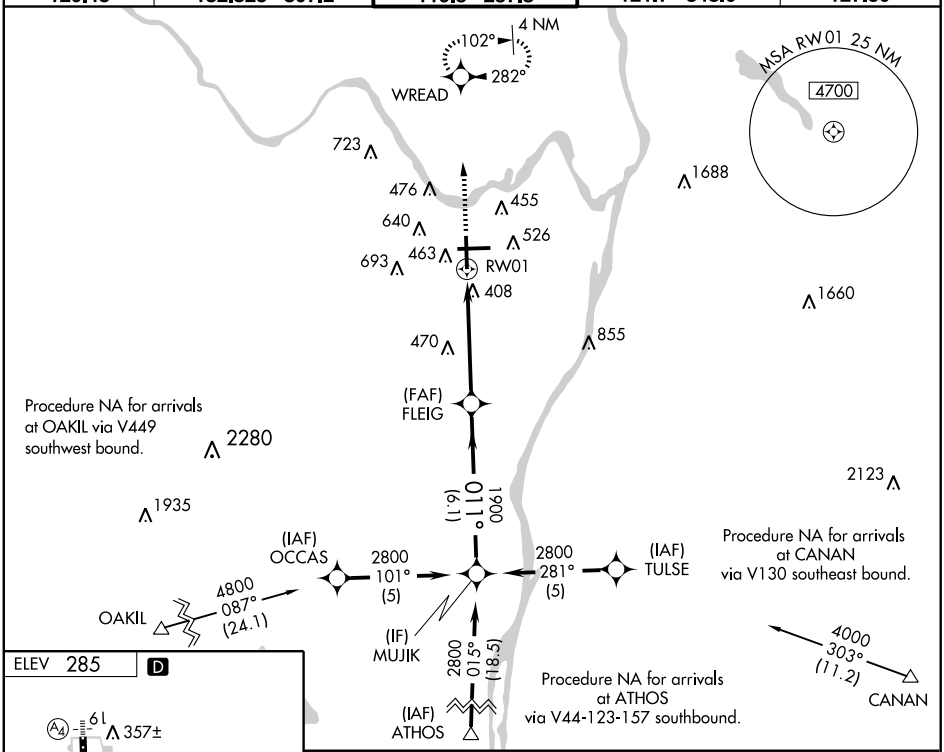
# RNAV (GPS) RWY 1
## ALBANY INTL (ALB)

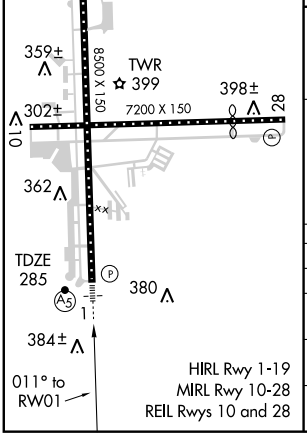
Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

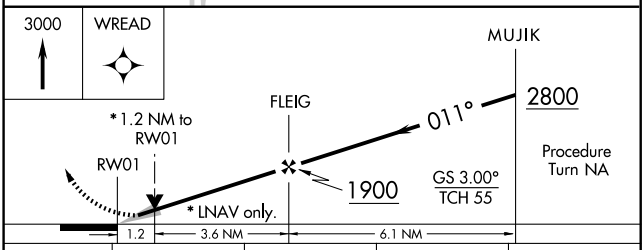
MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 535/24 250 (300-½) | | | |
| LNAV/VNAV DA | 818/60 533 (600-1¼) | | | |
| LNAV MDA | 720/24 435 (500-½) | | 720/40 435 (500-¾) | 720/50 435 (500-1) |
| CIRCLING | 840-1¾ 555 (600-1¾) | | | 840-2 555 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 56302 | 191° | TDZE | 280 |
| W19A | | Apt Elev | 285 |

# RNAV (GPS) RWY 19

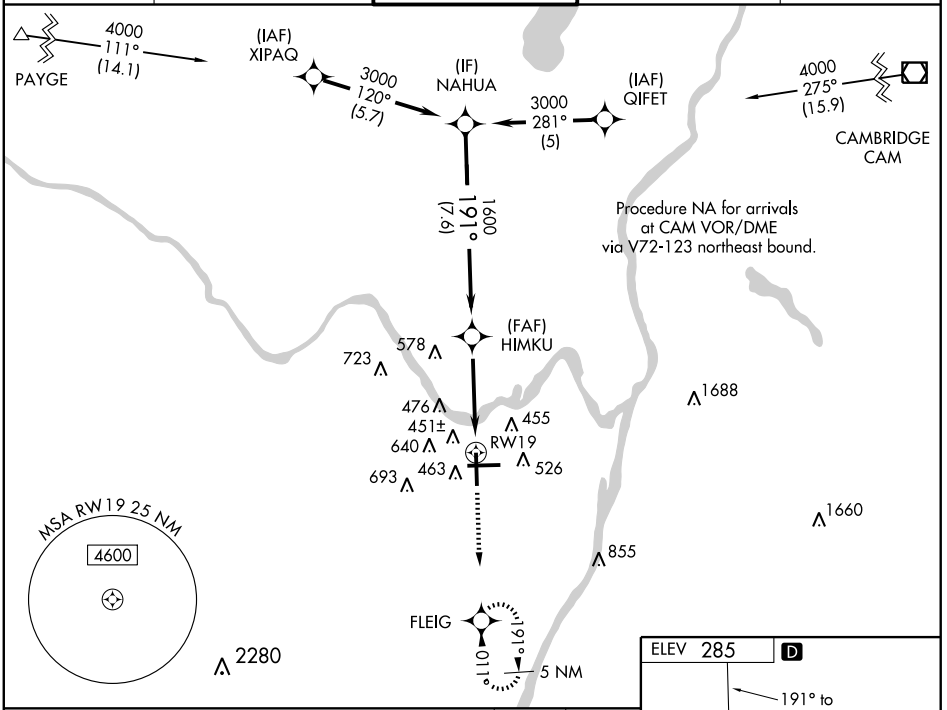
ALBANY INTL (ALB)

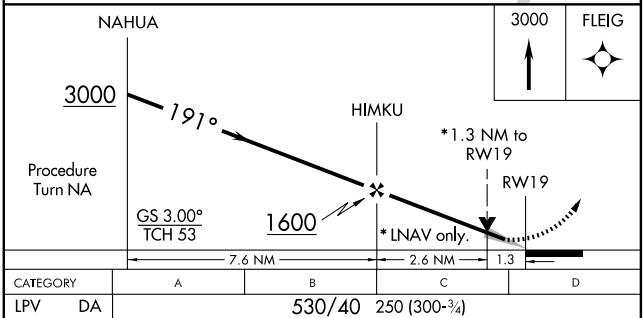
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

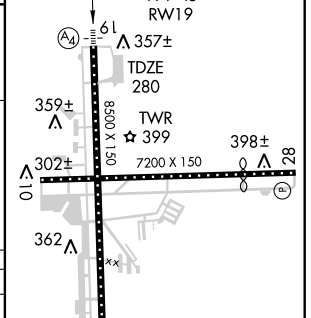
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 530/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 777-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 760/40 480 (500-¾) | | 760/60 480 (500-1¼) | 760-1½ 480 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ALB | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 115.3 | 275° | TDZE | 285 |
| Chan 100 | | Apt Elev | 285 |

# VOR RWY 28
ALBANY INTL (ALB)

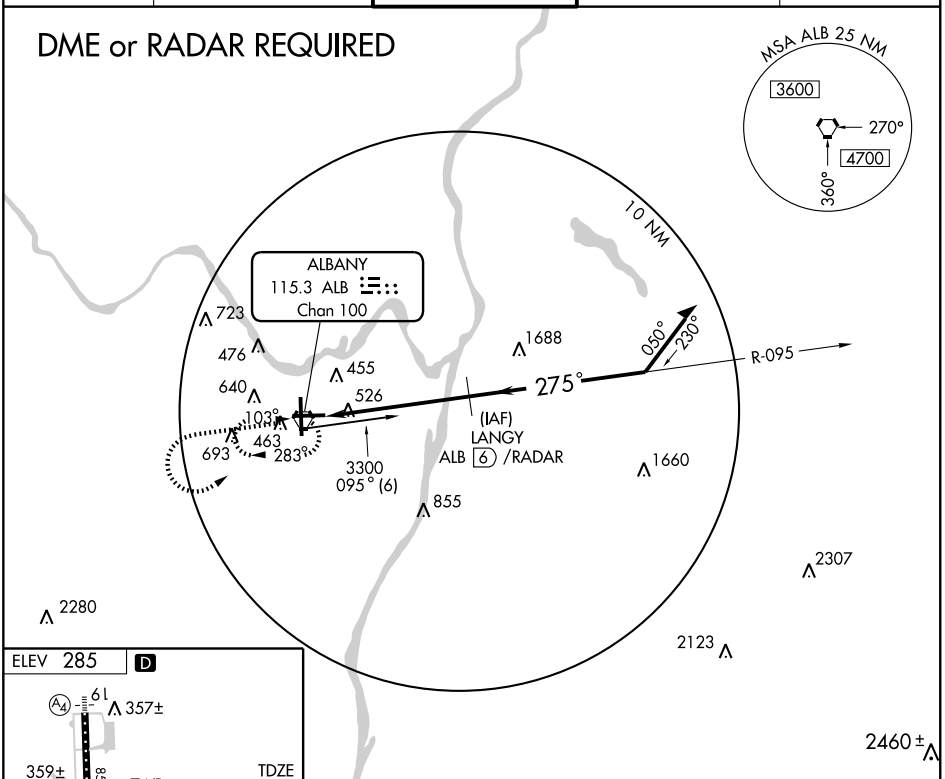
Circling NA West of Rwy 1-19.

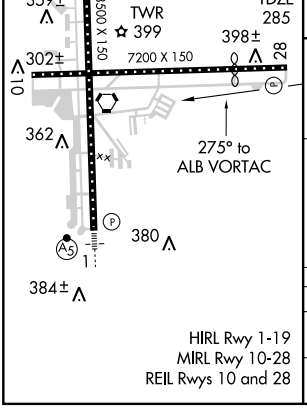
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

| ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

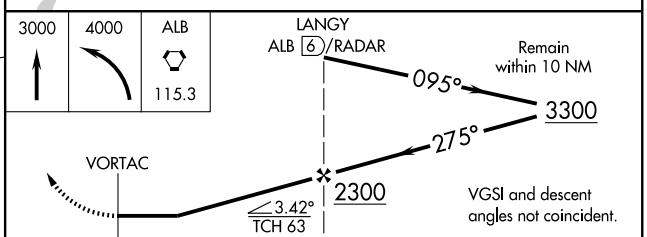


## DME or RADAR REQUIRED




HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

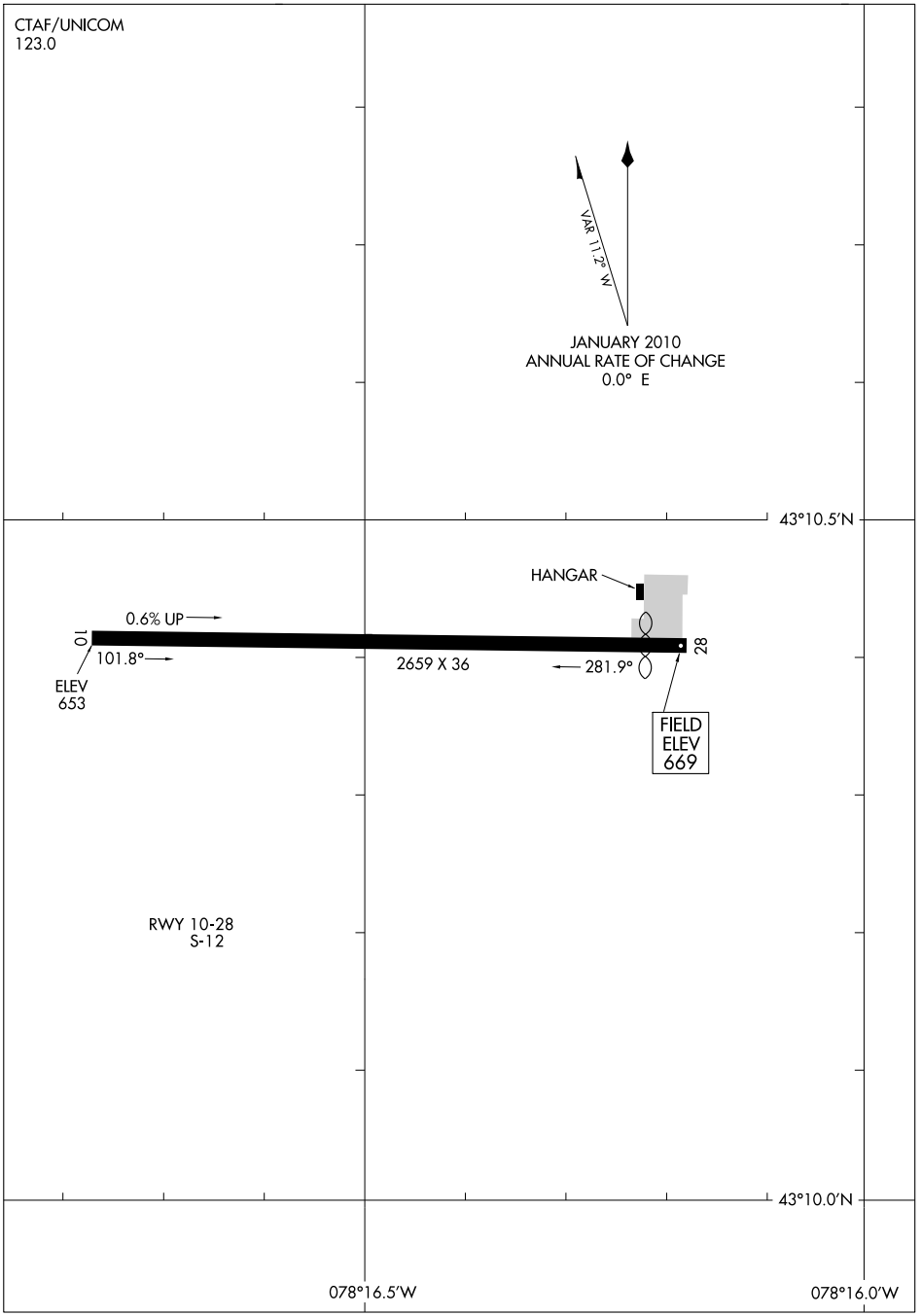



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 495 (500-1) | | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| CIRCLING | 840-1 555 (600-1) | | 840-1½ 555 (600-1½) | 840-2 555 (600-2) |

# AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK




AIRPORT DIAGRAM

ALBION, NEW YORK
ALBION/PINE HILL (9G6)

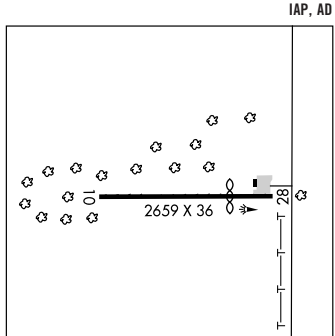


NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

## ALBION

**PINE HILL** (9G6) 5 SW UTC−5(−4DT) N43°10.41′ W78°16.48′ — DETROIT
669 NOTAM FILE BUF Not insp. — L–31E, 32F
**RWY 10–28:** H2659X36 (ASPH) S–12 LIRL (NSTD) 0.6% up E — IAP, AD
**RWY 10:** Tree. **RWY 28:** Thld dsplcd 250′. Road.
**AIRPORT REMARKS:** Unattended. Parachute Jumping. Rwy 10–28 limited to aircraft 12,500 lbs. 930′ twr 930′ SSE AER 28. 70′–80′ trees 150′ left AER 10. PAEW 75′ east of Rwy 28. Rwy 10–28 localized open spalling with loose material located only at beginning Rwy 10. Rwy 10–28 NSTD LIRL first 225′ east end unlgtd. ACTIVATE rwy lgts at 585–589–7758.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BUFFALO APP DEP/CON** 126.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 056° 22 NM to fld. 730/08W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**ALPINE** N42°14.32′ W76°45.84′ NOTAM FILE ELM. — NEW YORK
**NDB (MHW)** 245 ALP 242° 7.4 NM to Elmira/Corning Rgnl. — L–30J, 32F

**ARCADE–TRI CO** (D23) 2 N UTC−5(−4DT) N42°34.00′ W78°25.57′ — DETROIT
1745 NOTAM FILE BUF
**RWY 09–27:** 3220X60 (GRVL) MIRL
**RWY 09:** Trees. **RWY 27:** Brush.
**RWY 14–32:** 2710X80 (TURF)
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Unattended. Parachute activities irregular hrs. Arpt CLOSED winter months. Ultralgt acft prohibited. Rwy 09–27 CLOSED except PPR 716–537–9172. ACTIVATE MIRL Rwy 09–27—123.0.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**ARGYLE** (1C3) 2 NE UTC−5(−4DT) N43°15.25′ W73°28.26′ — NEW YORK
330 S4 NOTAM FILE BTV
**RWY 03–21:** 2400X87 (TURF)
**RWY 03:** Trees. **RWY 21:** Brush.
**AIRPORT REMARKS:** Attended 1130Z‡–dusk. Arpt may be CLOSED wet weather call 518–638–9723. Ultralgts on and invof arpt. Aerobatics box E of Rwy 03. Rwy 03–21 width varies from 87′–100′.
**COMMUNICATIONS: CTAF** 122.9

**AVON** N43°00.60′ W77°46.16′ NOTAM FILE ROC. — DETROIT
**NDB (MHW)** 344 AVN 042° 7.8 NM to Greater Rochester Intl. — L–31E, 32F

**BABYLON** N40°40.35′ W73°23.06′ NOTAM FILE FRG. — NEW YORK
**NDB (HW)** 275 BBN 353° 3.6 NM to Republic. NDB unusable byd 15 NM. — COPTER
L–33B, 34H

# RNAV (GPS) -B

ALBION/ PINE HILL (9G6)

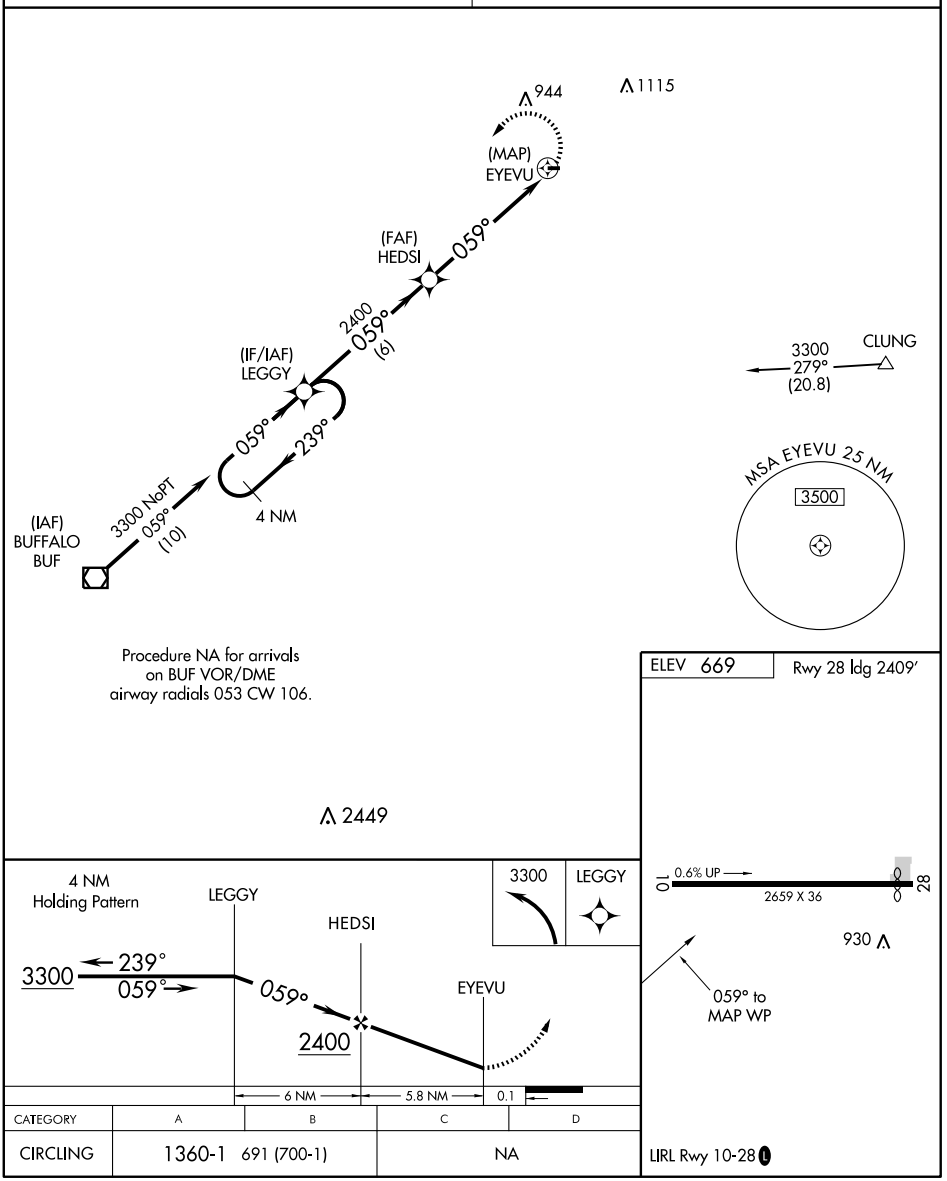
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 059° | TDZE | N/A |
| | Apt Elev | 669 |

DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 123.0 (CTAF) L |




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# BATAVIA

## GENESEE CO (GVQ) 2 N UTC−5(−4DT) N43°01.91′ W78°10.18′

DETROIT
H–10H, 11B, L–31E, 32F
IAP

914 B S4 **FUEL** 100LL, JET A1 + OX 1 TPA—1914(1000) NOTAM FILE GVQ

**RWY 10–28:** H5500X100 (ASPH) S–21, D–33 HIRL

**RWY 10:** REIL. PAPI(P2L). Fence.

**RWY 28:** MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 43′.

**AIRPORT REMARKS:** Attended Apr–Oct 1230–0100Z‡, Nov–Mar 1230–2330Z‡. Rwy 28 MALSR OTS indef. Rwy 28 REIL OTS indef. ACTIVATE HIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28, REIL Rwy 10 and Rwy 28, and MALSR Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 127.525 (716) 343–6369.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

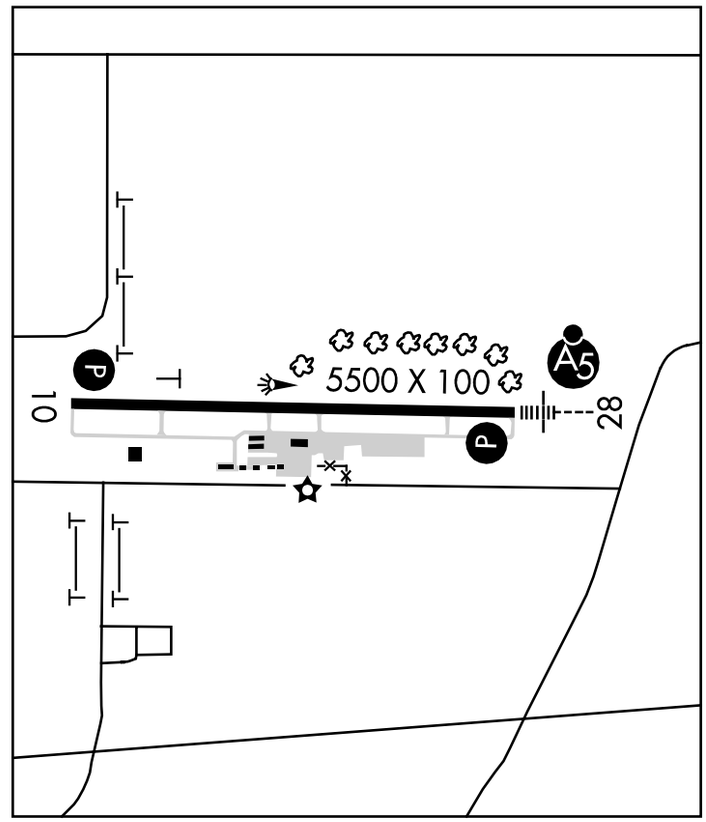
Ⓡ **ROCHESTER APP/DEP CON** 123.7 **CLNC DEL** 121.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 311° 22.6 NM to fld. 990/09W.

**ILS** 108.9 I–GVQ Rwy 28.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## BAYPORT AERODROME (23N) 1 NW UTC−5(−4DT) N40°45.51′ W73°03.22′

NEW YORK
COPTER

41 TPA—641(600) NOTAM FILE ISP

**RWY 18–36:** 2740X150 (TURF)

**RWY 18:** Trees. Rgt tfc. **RWY 36:** APAP(PNIR)—GA 5.0° TCH 20′. Thld dsplcd 550′. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Arpt CLOSED 30 minutes after SS–30 minutes before SR. Rwy 18–36 east 75′ CLOSED Oct–Apr, west 75′ CLOSED May–Sep. No closed tfc pattern or touch and go landings. All tfc enter 45° left base for Rwy 36 at 600 ft MSL due to heavy jet tfc Rwy 33L at ISP. All tfc enter 45° rgt downwind for Rwy 18 over lakes at 600 ft MSL due to heavy jet tfc ldg Rwy 33L at ISP. Rwy 36 dsplcd thld marked with one ft wide apron and 2 ft wide thld (white) both made with conc blocks flush with turf surface. Phone at arpt 631–472–4747.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

## BECKS GROVE (See ROME)

## BINGHAMTON N42°09.45′ W76°08.19′ NOTAM FILE BUF.

NEW YORK
L–30J, 32F

**(L) VORTAC** 112.2 CFB Chan 59 076° 7.6 NM to Greater Binghamton/Edwin A Link Fld. 1583/10W.

| LOC I-GVQ | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 108.9 | 282° | TDZE | 911 |
| | | Apt Elev | 913 |

# ILS or LOC RWY 28

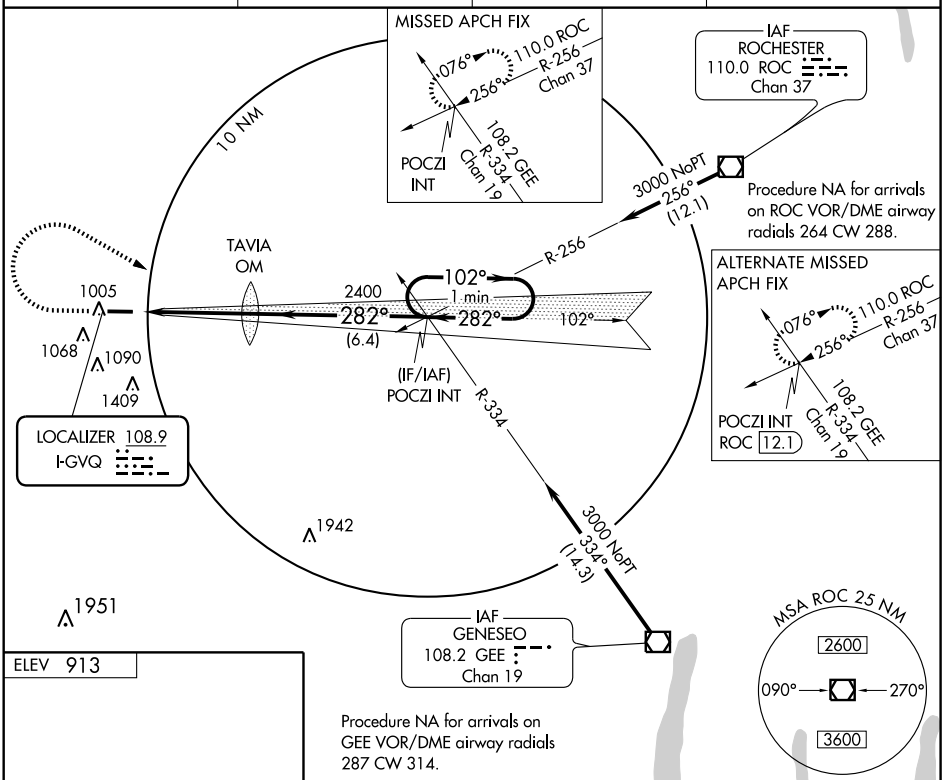
BATAVIA/GENESEE COUNTY (GVQ)

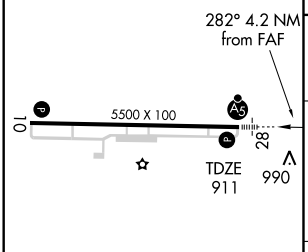
T When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet;
NA increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

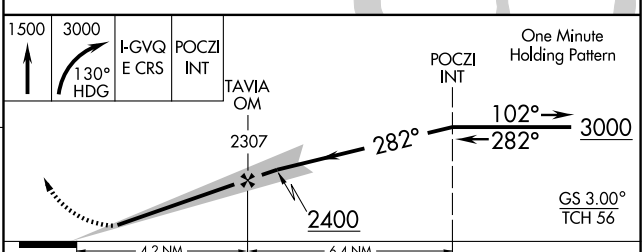
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1111-½ 200 (200-½) | | | |
| S-LOC 28 | 1260-½ 349 (400-½) | | | 1260-¾ 349 (400-¾) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 86311 W28A | APP CRS 282° | Rwy Idg 5500 TDZE 911 Apt Elev 913 |
|---|---|---|

# RNAV (GPS) RWY 28

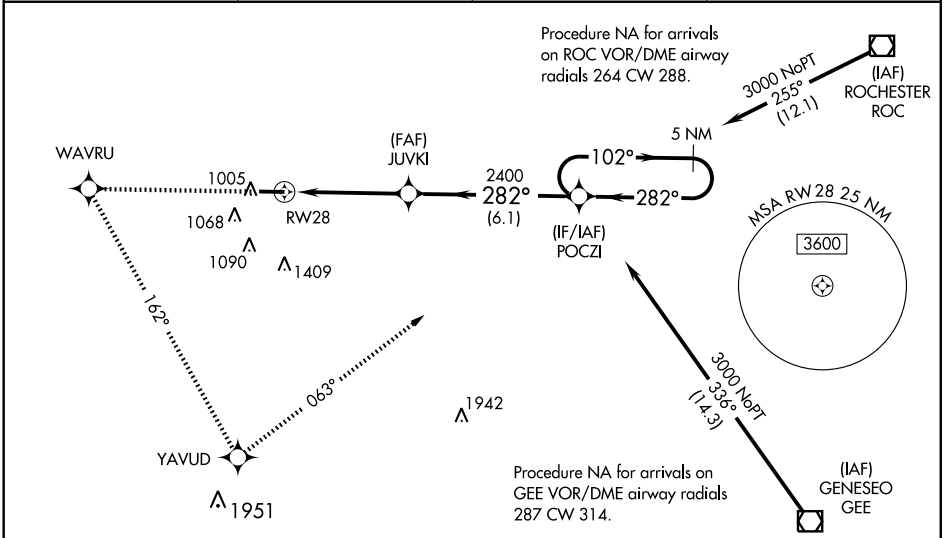
BATAVIA/GENESEE COUNTY (GVQ)

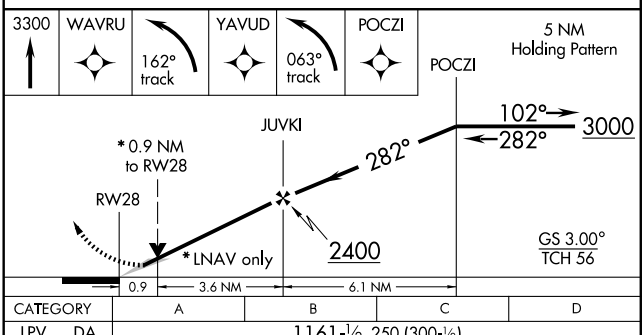
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

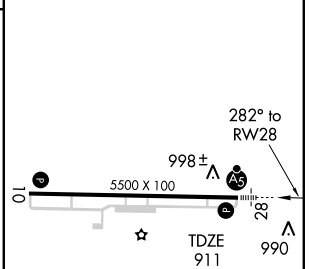
MALSR

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1161-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1364-1 453 (500-1) | | | |
| LNAV MDA | 1260-½ 349 (400-½) | | | 1260-1 349 (400-1) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 311° | TDZE | N/A |
| Chan 19 | | Apt Elev | 913 |

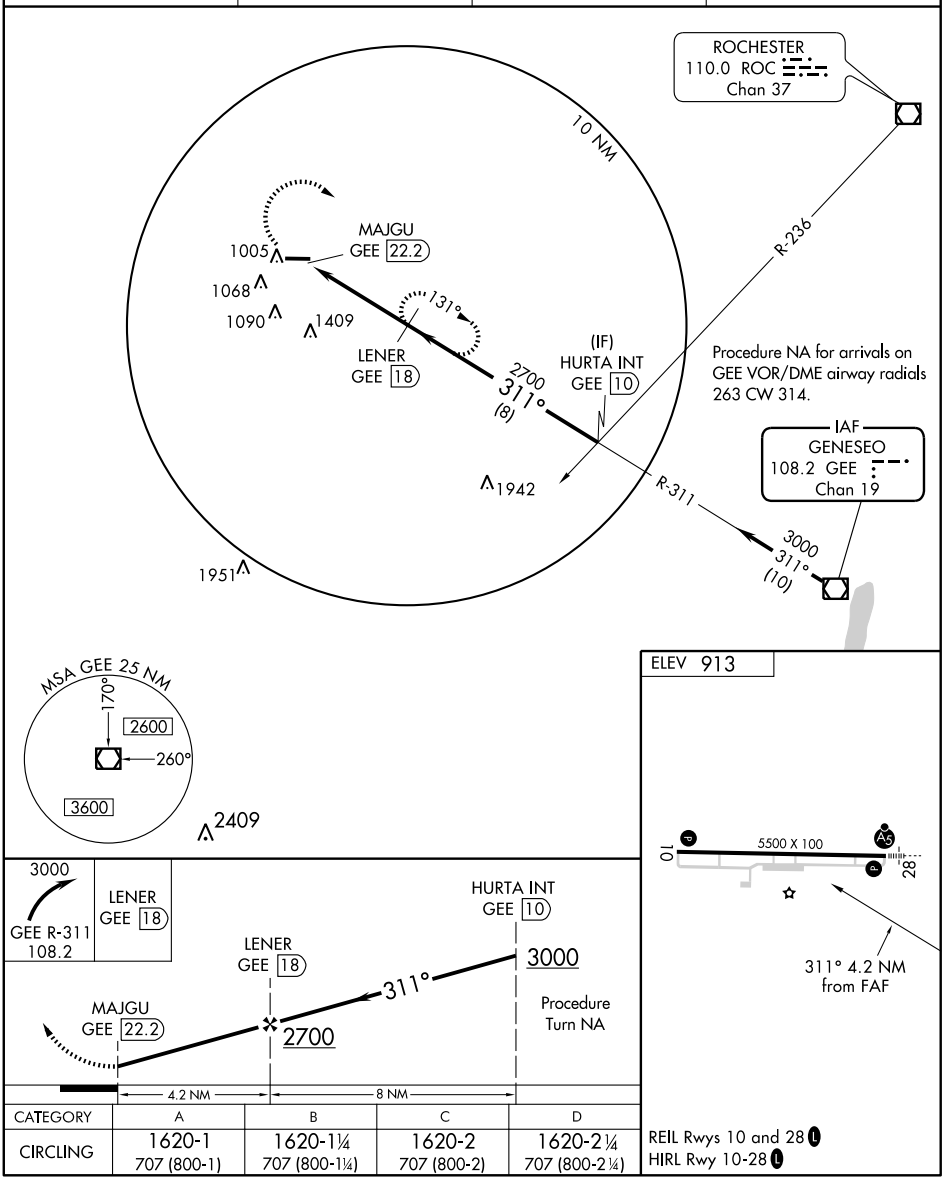
# VOR/DME-A

BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

| AWOS-3 | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1620-1<br>707 (800-1) | 1620-1¼<br>707 (800-1¼) | 1620-2<br>707 (800-2) | 1620-2¼<br>707 (800-2¼) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

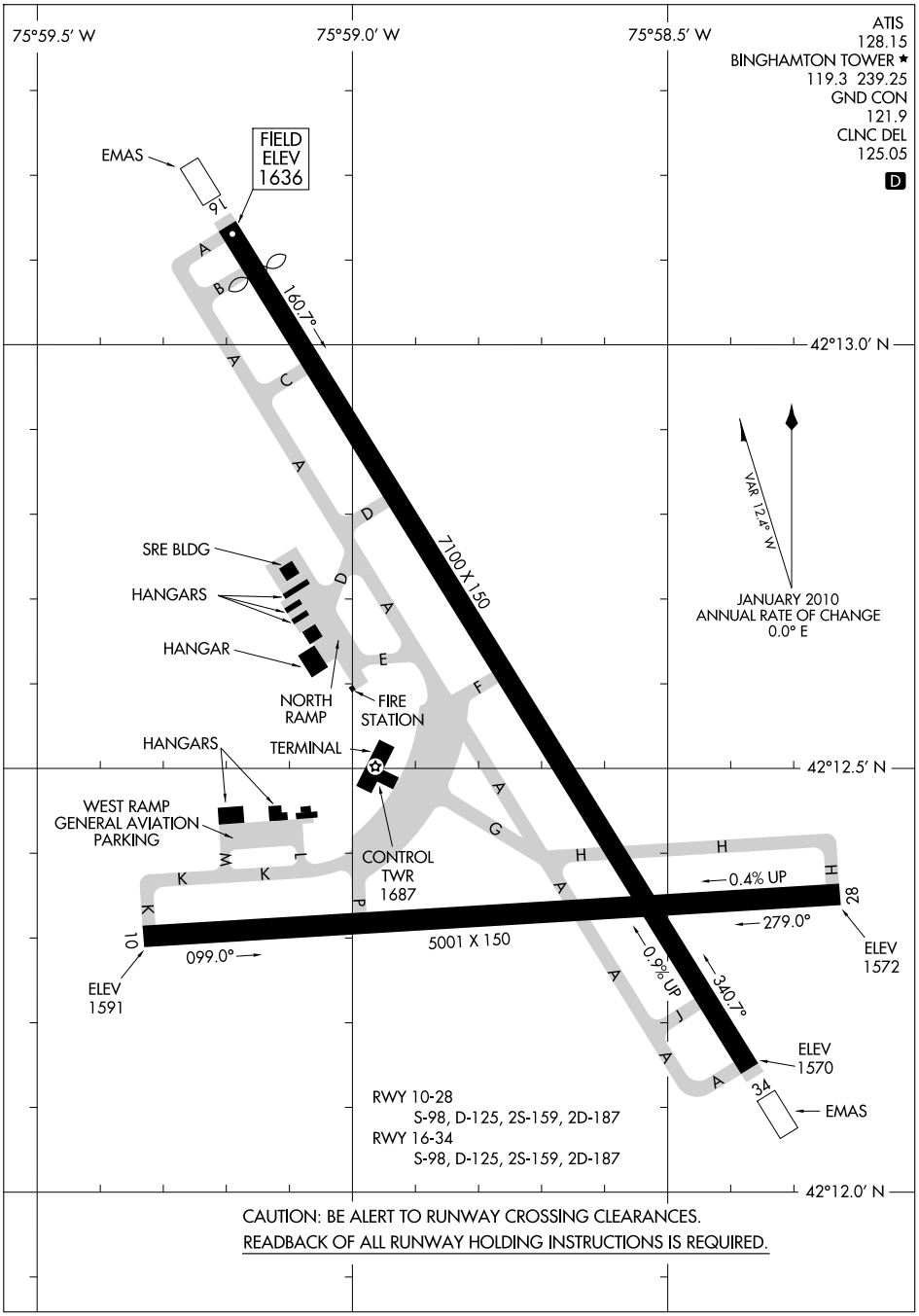


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK






CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

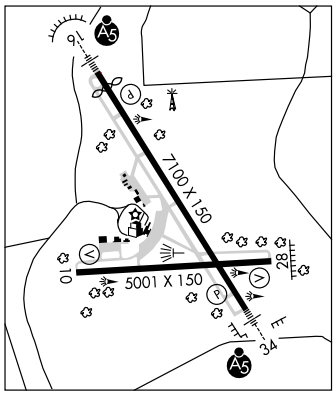
NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM
BINGHAMTON, NEW YORK
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
10210

## BINGHAMTON

**GREATER BINGHAMTON/EDWIN A LINK FLD** (BGM) 7 N UTC−5(−4DT) **NEW YORK**
N42°12.51′ W75°58.78′ **H–10H, 11C, 12J, L–30J, 32F, 33A**
1636 B S2 **FUEL** 100LL, JET A OX 3, 4 TPA—2436(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE BGM

**RWY 16–34:** H7100X150 (ASPH–GRVD) S–98, D–125, 2S–159, 2D–187 HIRL 0.9% up NW
**RWY 16:** MALSR. PAPI(P2L)—GA 3.0°TCH 52′. Thld dsplcd 400′. Antenna.
**RWY 34:** MALSR. PAPI(P2L)—GA 3.0°TCH 44′.
**RWY 10–28:** H5001X150 (ASPH–GRVD) S–98, D–125, 2S–159, 2D–187 MIRL 0.4% up W
**RWY 10:** VASI(V4L)—GA 3.0°TCH 55′ (Unmonitored).
**RWY 28:** REIL. VASI(V4L)—GA 3.0°TCH 45′.




**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 10:** | TORA–5002 | TODA–5002 | ASDA–5002 | LDA–5002 |
| **RWY 16:** | TORA–7100 | TODA–7100 | ASDA–7100 | LDA–6699 |
| **RWY 28:** | TORA–5002 | TODA–5002 | ASDA–5002 | LDA–5002 |
| **RWY 34:** | TORA–7100 | TODA–7100 | ASDA–7100 | LDA–7100 |

**ARRESTING GEAR/SYSTEM**
**RWY 16:** EMAS
**RWY 34:** EMAS

**AIRPORT REMARKS:** Attended continuously. Lgtd structure 118 ft AGL 2000 ft south of apch end Rwy 10. Bird activity on and in vicinity of arpt. PPR 12 hours for unscheduled air carrier ops with more than 9 passenger seats 0400–1100Z‡ call arpt manager 607–763–4474. ARFF available 1015–0545Z‡ and/or until 15 minutes after the last scheduled air carrier opr. Tower unable to see hard surface W of maintenance building. FBO services available Sun–Sat 0930–0300Z‡. For after hrs services ctc 607–727–5975/481–0726/727–9621. When twr clsd ACTIVATE HIRL Rwy 16–34, MIRL Rwy 10–28, MALSR Rwy 16 and Rwy 34 and twy lgts—CTAF. Ldg fee for multi-engine and turbine acft over 4000 pounds. U.S. Customs user fee arpt.

**WEATHER DATA SOURCES:** ASOS (607) 729–8335.
**COMMUNICATIONS: CTAF** 119.3 **ATIS** 128.15 **UNICOM** 122.95
**BINGHAMTON RCO** 122.1R 112.2T (BUFFALO RADIO)
Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (surface–5000′) 127.55 (6000′–8000′) (1100–0500Z‡)
Ⓡ **NEW YORK CENTER APP/DEP CON** 132.175 (0500–1100Z‡)
**BINGHAMTON TOWER** 119.3 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 125.05
**AIRSPACE: CLASS D** svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON.**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BINGHAMTON (L) VORTAC** 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 076° 7.6 NM to fld. 1583/10W.
**SMITE NDB (LOM)** 332 BG N42°06.28′ W75°53.47′ 340° 7.4 NM to fld.
**ILS** 110.3 I–BGM Rwy 34. Class IA. LOM SMITE NDB. ILS unmonitored when twr clsd.
**ILS** 110.3 I–AAJ Rwy 16. ILS unmonitored when twr clsd.
**COMM/NAV/WEATHER REMARKS:** When BGM twr clsd, clnc del thru Flight Services on CFB VOR 122.1R/112.2T and 1–888–766–8267.

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**BREIT** N43°07.59′ W77°33.24′ NOTAM FILE ROC.
**NDB (LOM)** 400 RO 275° 5.2 NM to Greater Rochester Intl

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**BRIDGE** N40°34.09′ W73°52.98′ NOTAM FILE ISP. **NEW YORK**
**NDB (MHW)** 414 OGY 060° 6.5 NM to John F. Kennedy. **COPTER**
Unusable 011°–055° byd 15 NM; 300°–010° byd 7 NM. **L–34H**

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**BRIEL** N44°28.61′ W74°07.45′ NOTAM FILE SLK. **MONTREAL**
**NDB (LOM)** 395 SL 227° 6.5 NM to Adirondack Rgnl. **L–32G**

| LOC I-BGM | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 110.3 | 340° | TDZE | 1600 |
| | | Apt Elev | 1636 |

# ILS or LOC RWY 34

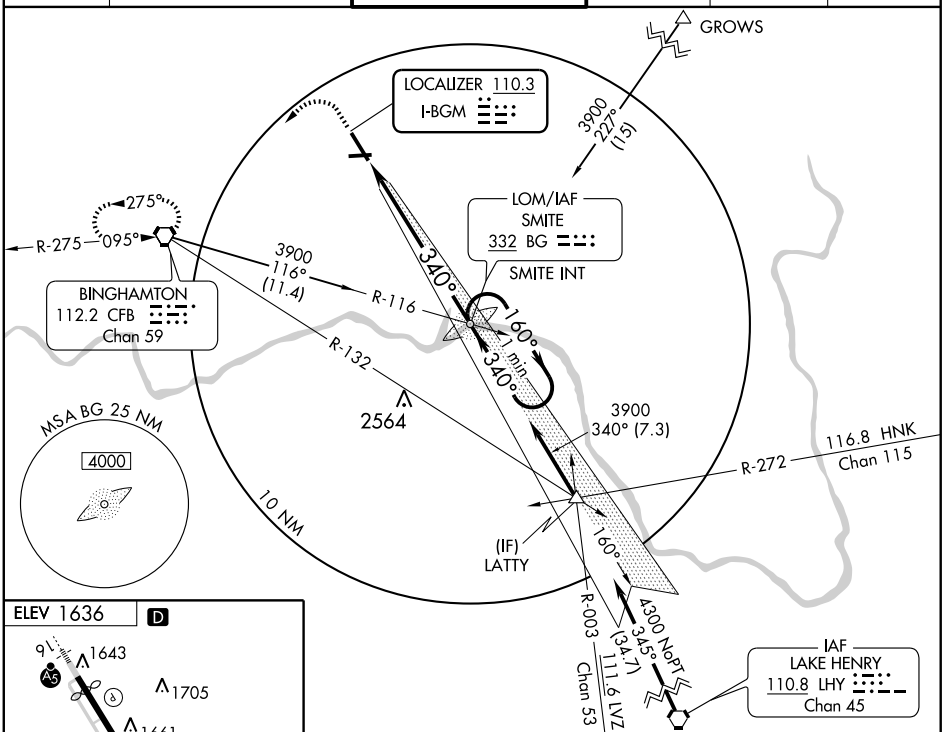
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

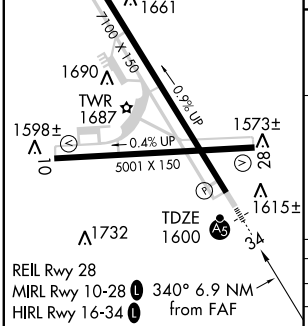
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility ¼ mile.
For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.

MALSR

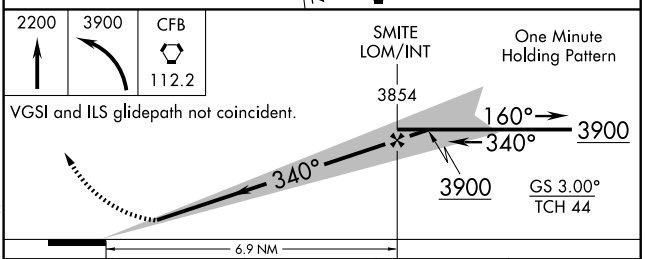
MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| FAF to MAP 6.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 1800/24 200 (200-½) | | | |
| S-LOC 34 | 1940/24 340 (400-½) | | | 1940/40 340 (400-¾) |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-AAJ | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| 110.3 | 158° | TDZE | 1634 |
| | | Apt Elev | 1636 |

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

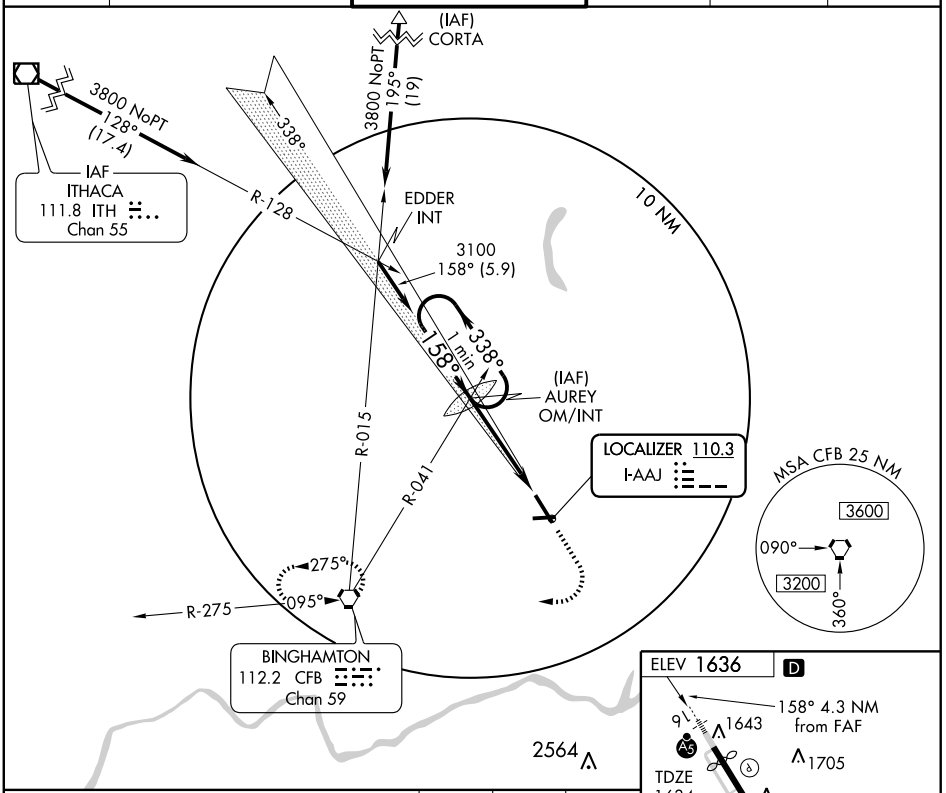
# ILS RWY 16

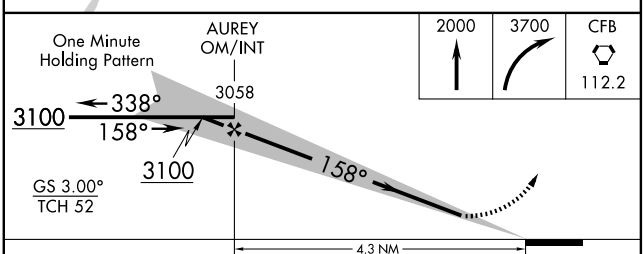
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

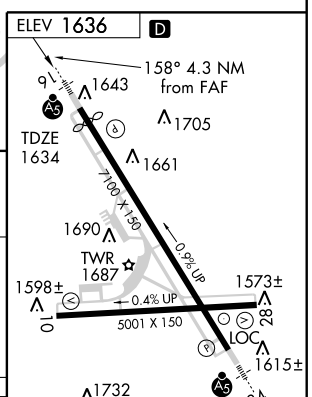
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 1884-½ 250 (300-½) | | | |
| S-LOC 16 | 1920-½ 286 (300-½) | | | 1920-¾ 286 (300-¾) |
| CIRCLING | 2100-1 464 (500-1) | | 2100-1½ 464 (500-1½) | 2200-2 564 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| CH 66015 | 160° | TDZE | 1634 |
| W16A | | Apt Elev | 1636 |

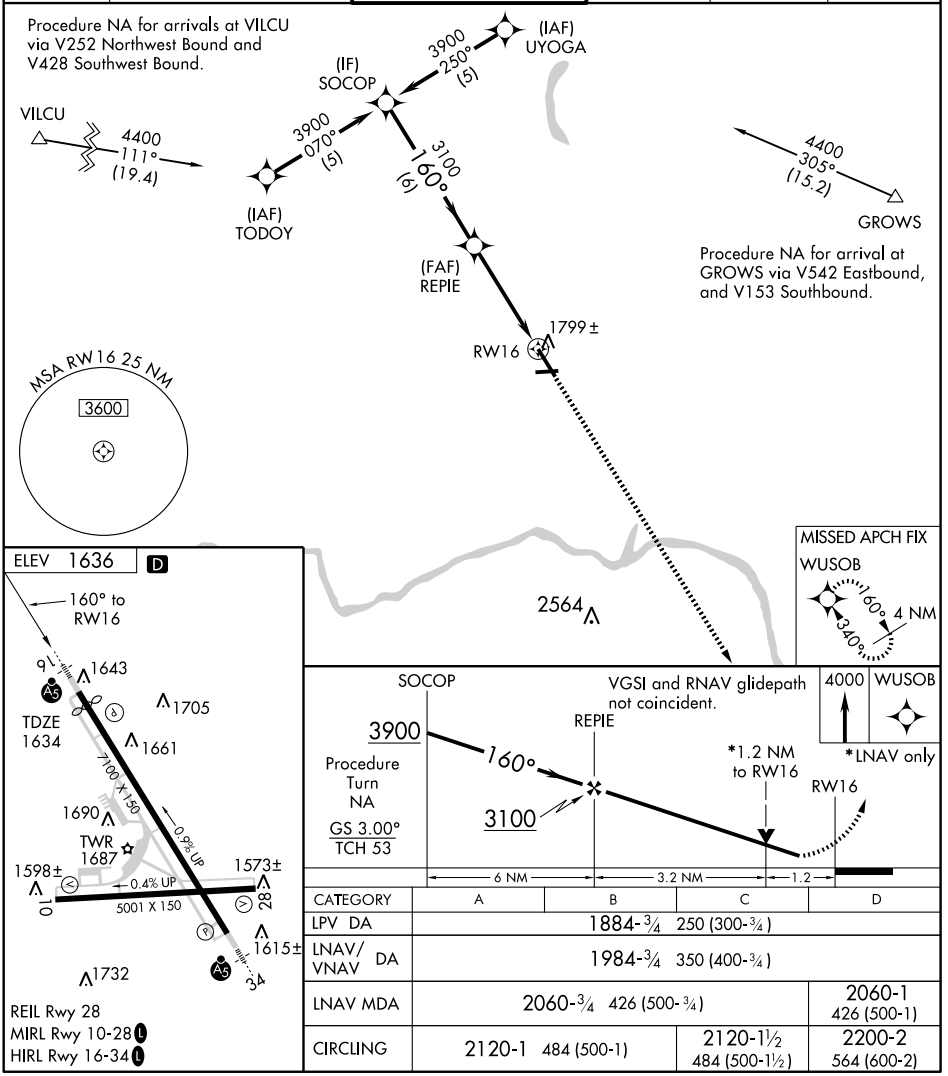
# BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM) RNAV (GPS) RWY 16

When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct WUSOB and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1884-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1984-¾ 350 (400-¾) | | | |
| LNAV MDA | 2060-¾ 426 (500-¾) | | | 2060-1 426 (500-1) |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 279° | TDZE | 1587 |
| | Apt Elev | 1636 |

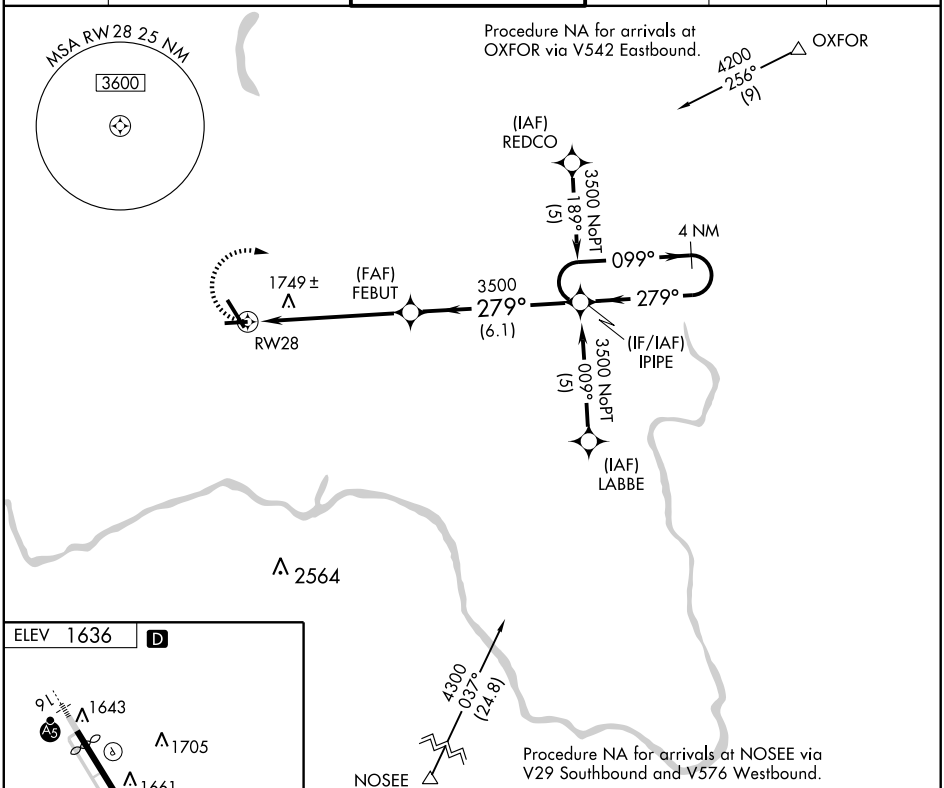
# RNAV (GPS) RWY 28

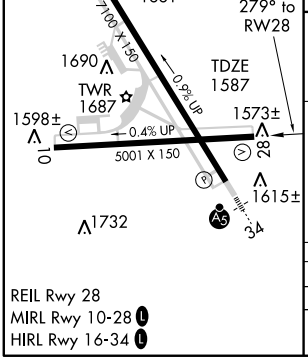
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

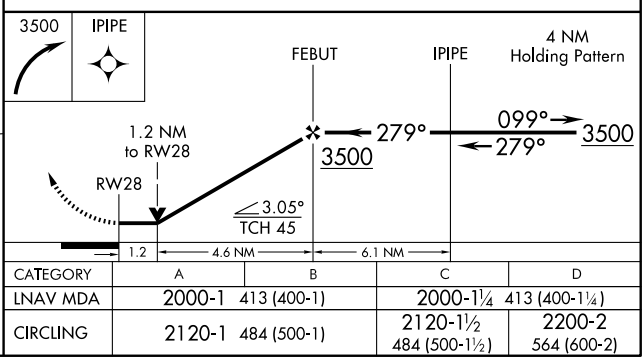
When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile and LNAV Cat D visibility ½ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) Ⓛ 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 413 (400-1) | | 2000-1¼ 413 (400-1¼) | |
| CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |




NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| CH 93915 | 340° | TDZE | 1600 |
| W34A | | Apt Elev | 1636 |

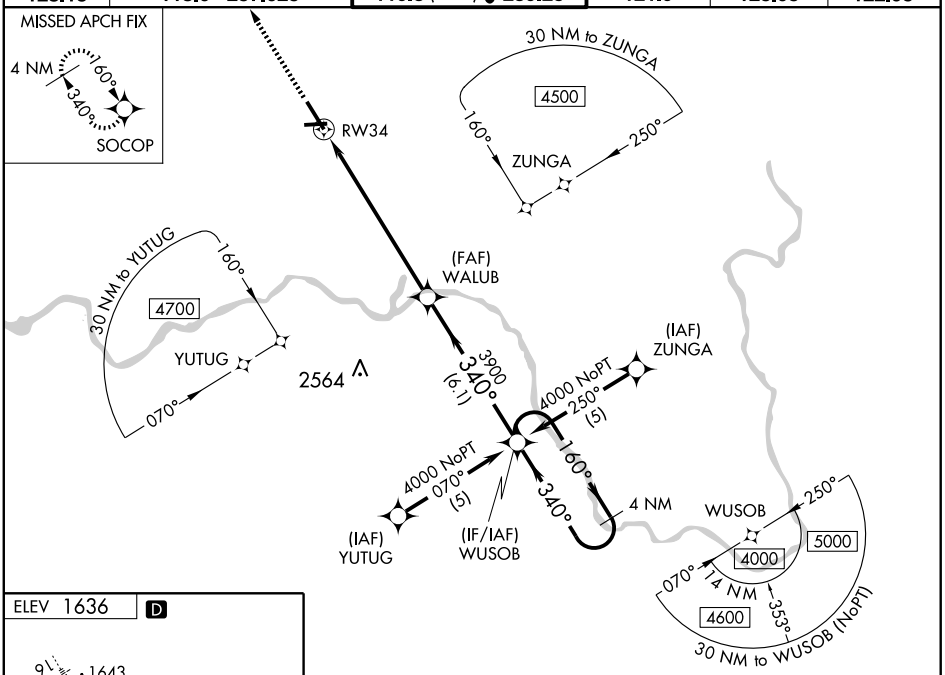
# BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM) RNAV (GPS) RWY 34

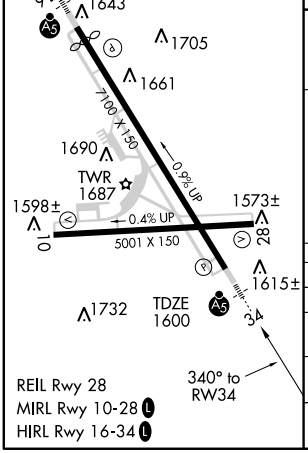
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

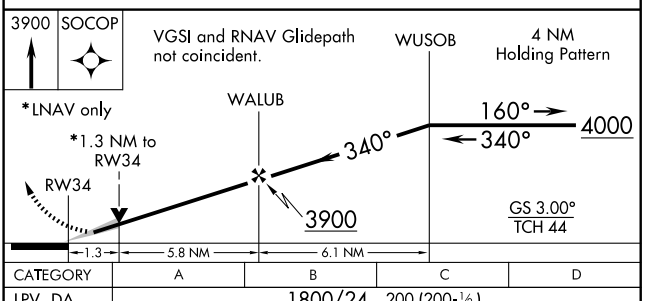
MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1800/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 2082/60 | 482 (500-1¼) | | |
| LNAV MDA | 2040/24 | 440 (500-½) | 2040/40 440 (500-¾) | 2040/50 440 (500-1) |
| CIRCLING | 2120-1 | 484 (500-1) | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CFB | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 112.2 | 260° | TDZE | 1587 |
| Chan 59 | | Apt Elev | 1636 |

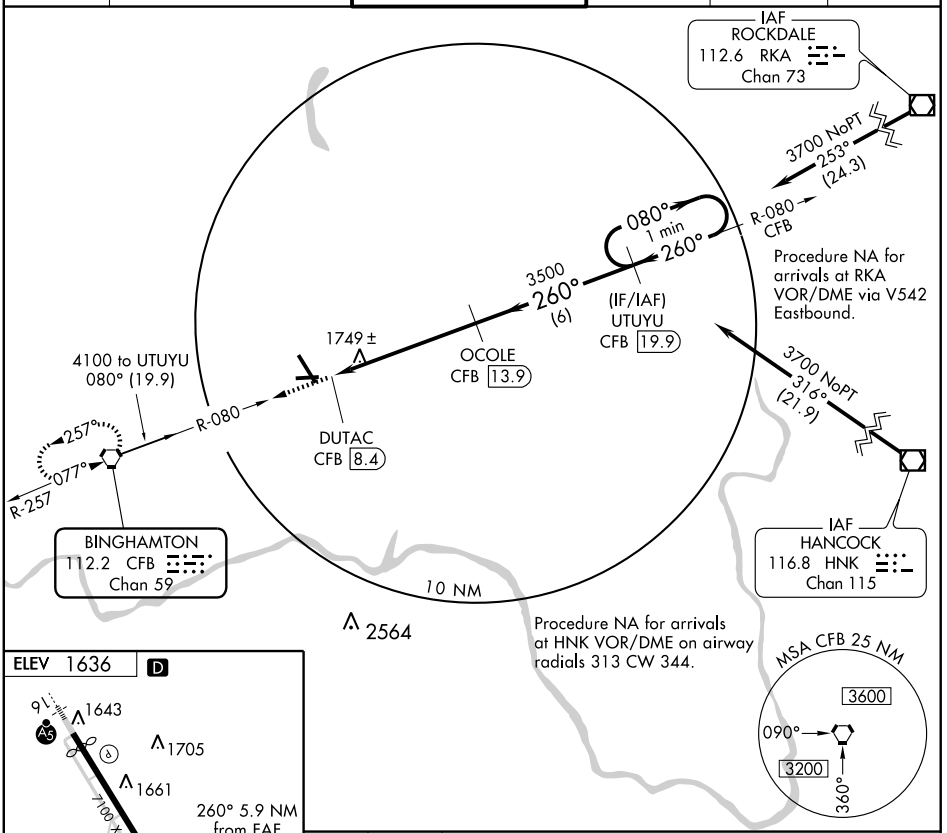
# VOR/DME RWY 28

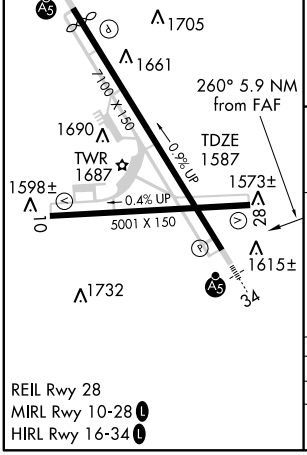
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

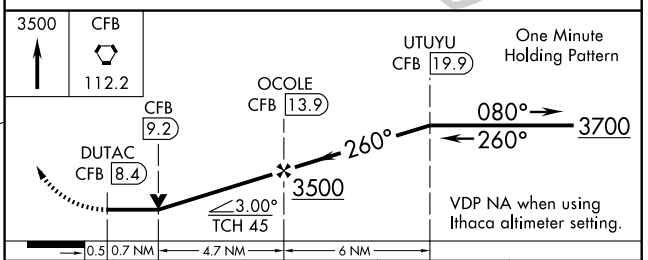
When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet, S-28 Cat C and Circling Cat C and D visibility ¼ mile and S-28 Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2000-1 | 413 (400-1) | 2000-1¼ | 413 (400-1¼) |
| CIRCLING | 2120-1 | 484 (500-1) | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

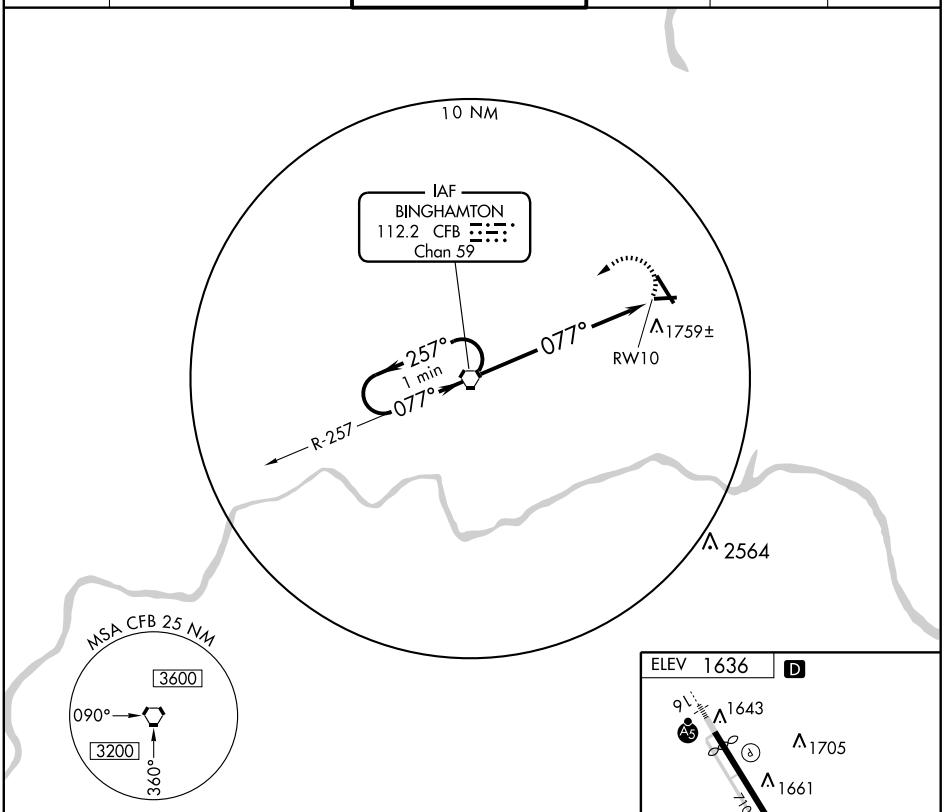
| VORTAC CFB 112.2 Chan 59 | APP CRS 077° | Rwy Idg 5001 TDZE 1591 Apt Elev 1636 |
|---|---|---|

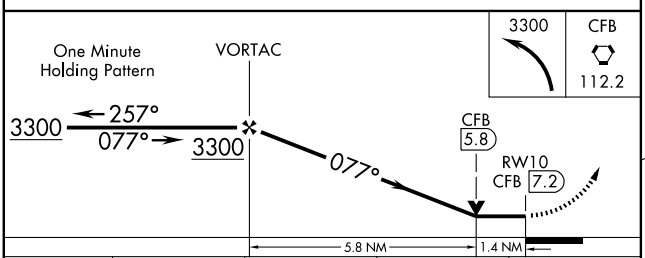
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

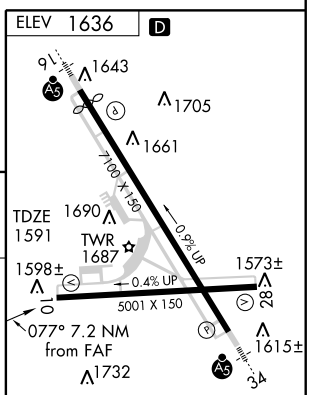
# VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 2080-1 | 489 (500-1) | 2080-1¼ 489 (500-1¼) | 2080-1½ 489 (500-1½) |
| CIRCLING | 2100-1 | 464 (500-1) | 2100-1½ 464 (500-1½) | 2200-2 564 (600-2) |

FAF to MAP 7.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:12 | 4:48 | 3:36 | 2:53 | 2:24 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# BROCKPORT

## LEDGEDALE AIRPARK (7GØ) 3 SE UTC−5(−4DT) N43°10.87′ W77°54.93′

DETROIT
L–31E, 32F
IAP

665 S4 **FUEL** 100LL, JET A NOTAM FILE BUF

**RWY 10–28:** H4204X75 (ASPH) S–12 MIRL

**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Tree.

**RWY 28:** REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.

**AIRPORT REMARKS:** Attended 1500–2100Z‡. For attendance other hrs Mon–Fri 585–637–5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

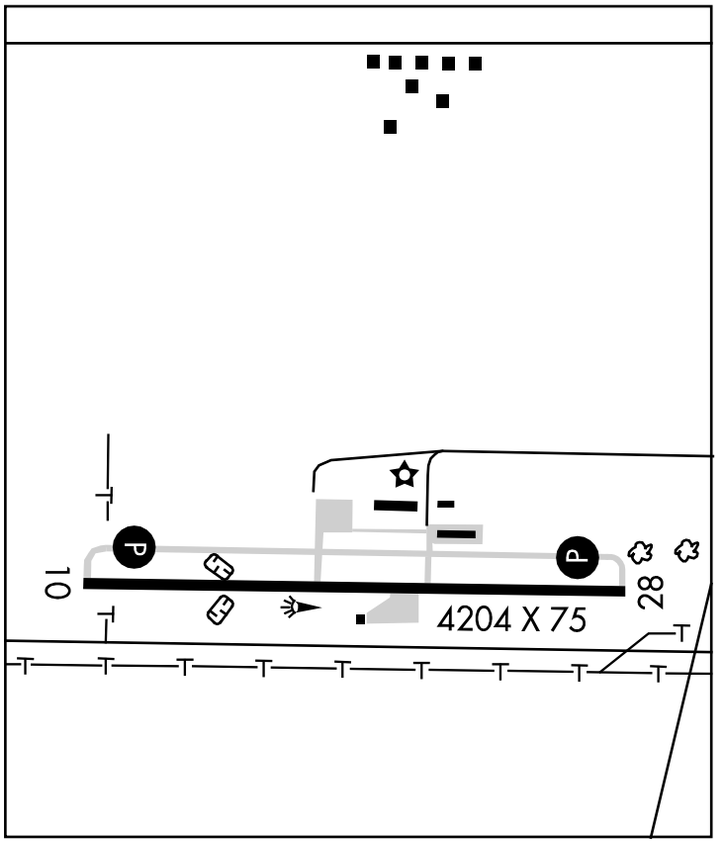
**COMMUNICATIONS: CTAF** 123.0 **UNICOM** 122.7

Ⓡ **ROCHESTER APP/DEP CON** 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

**ROCHESTER (L) VOR/DME** 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 302° 11.3 NM to fld. 549/12W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.




## BROOKHAVEN (See SHIRLEY)

# BUFFALO

## BUFFALO AIRFIELD (9GØ) 6 SE UTC−5(−4DT) N42°51.72′ W78°43.00′

DETROIT
L–30I, 31E
IAP

670 B S4 **FUEL** 100LL TPA—1500 (830) NOTAM FILE BUF

**RWY 06–24:** H2668X59 (ASPH) S–8 MIRL 0.3% up NE.

**RWY 06:** Brush. **RWY 24:** Fence.

**AIRPORT REMARKS:** Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218′ safety area; Rwy 24 76′ safe area. ACTIVATE MIRL Rwy 06–24—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **BUFFALO APP DEP/CON** 126.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**(H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 226° 5.1 NM to fld. 730/08W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 282° | TDZE | 666 |
| | Apt Elev | 666 |

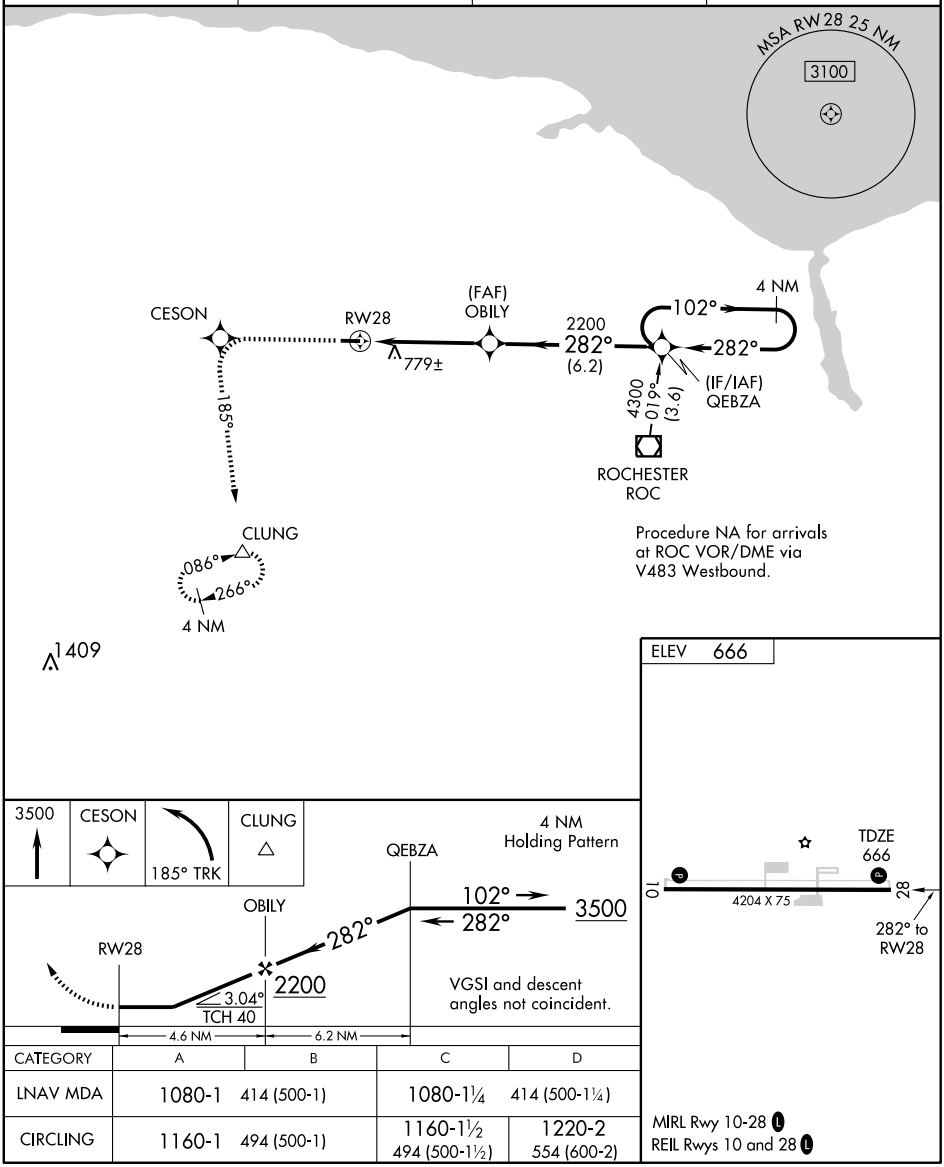
# RNAV (GPS) RWY 28

BROCKPORT / LEDGEDALE AIRPARK (7G0)

DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

| ROCHESTER ASOS | ROCHESTER APP CON | CTAF | UNICOM |
|---|---|---|---|
| 124.825 | 123.7 322.3 | 123.0 L | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 414 (500-1) | 1080-1¼ | 414 (500-1¼) |
| CIRCLING | 1160-1 | 494 (500-1) | 1160-1½ 494 (500-1½) | 1220-2 554 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# BROCKPORT

## LEDGEDALE AIRPARK (7GØ) 3 SE UTC−5(−4DT) N43°10.87′ W77°54.93′

DETROIT
L–31E, 32F
IAP

665 S4 **FUEL** 100LL, JET A NOTAM FILE BUF

**RWY 10–28:** H4204X75 (ASPH) S–12 MIRL

**RWY 10:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Tree.

**RWY 28:** REIL. PAPI(P2R)—GA 4.0° TCH 20′. Tree.

**AIRPORT REMARKS:** Attended 1500–2100Z‡. For attendance other hrs Mon–Fri 585–637–5050. Deer on and invof arpt. Migratory birds on arpt in spring and fall. Rwy 10 REIL OTS indef. ACTIVATE MIRL Rwy 10–28, REIL Rwy 10 and Rwy 28, PAPI Rwy 10 and Rwy 28—CTAF.

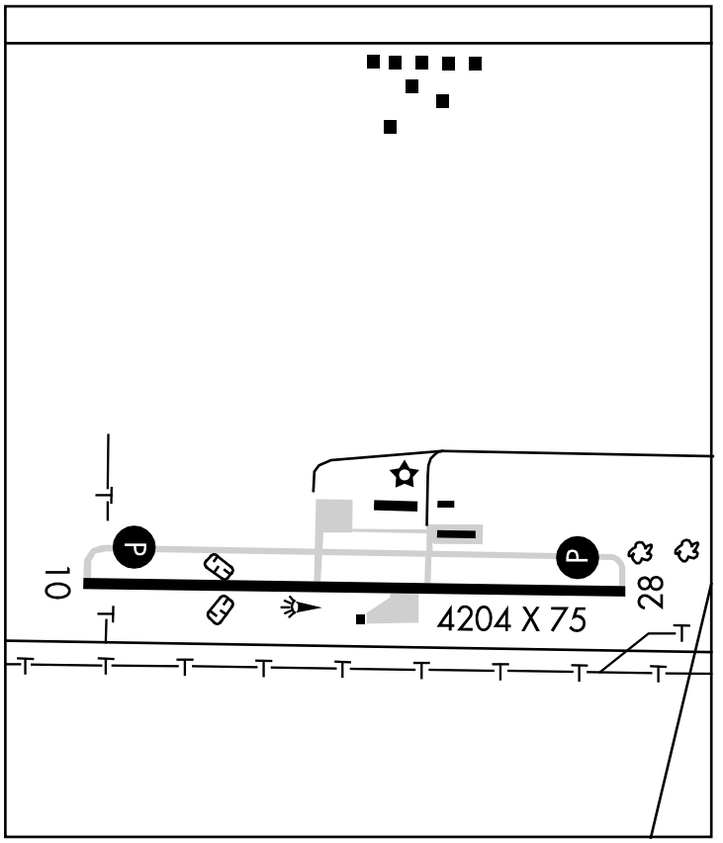
**COMMUNICATIONS: CTAF** 123.0 **UNICOM** 122.7

Ⓡ **ROCHESTER APP/DEP CON** 123.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.

**ROCHESTER (L) VOR/DME** 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 302° 11.3 NM to fld. 549/12W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.




## BROOKHAVEN (See SHIRLEY)

# BUFFALO

## BUFFALO AIRFIELD (9GØ) 6 SE UTC−5(−4DT) N42°51.72′ W78°43.00′

DETROIT
L–30I, 31E
IAP

670 B S4 **FUEL** 100LL TPA—1500 (830) NOTAM FILE BUF

**RWY 06–24:** H2668X59 (ASPH) S–8 MIRL 0.3% up NE.

**RWY 06:** Brush. **RWY 24:** Fence.

**AIRPORT REMARKS:** Attended daylight hours. Deer on and invof arpt. 24 hrs self fuel with credit card. Rwy 06 218′ safety area; Rwy 24 76′ safe area. ACTIVATE MIRL Rwy 06–24—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.975

Ⓡ **BUFFALO APP DEP/CON** 126.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**(H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 226° 5.1 NM to fld. 730/08W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

| APP CRS | Rwy Idg | 2668 |
|---|---|---|
| 239° | TDZE | 670 |
| | Apt Elev | 670 |

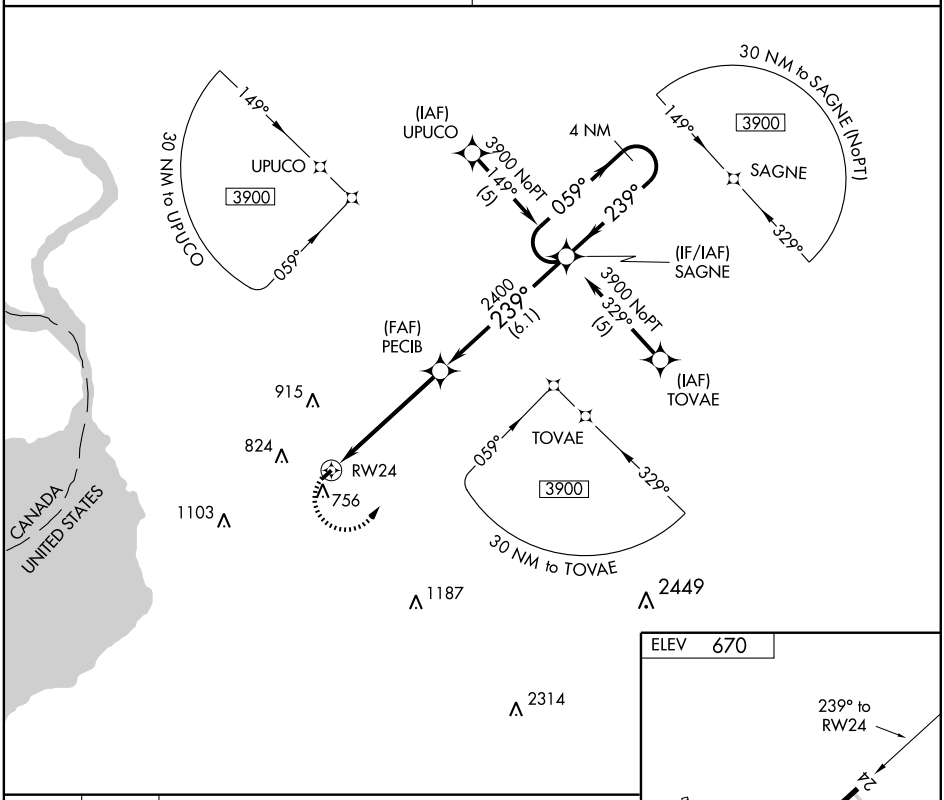
# RNAV (GPS) RWY 24

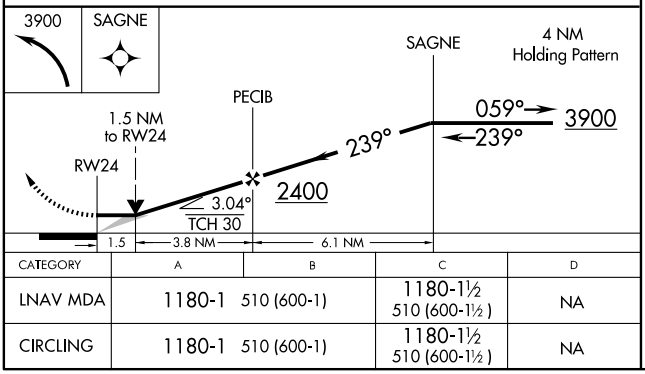
BUFFALO AIRFIELD (9G∅)

Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. NA Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

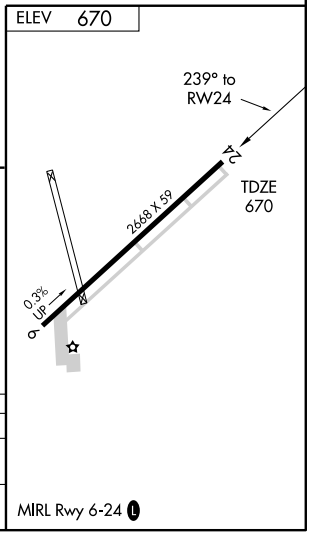
MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 | 510 (600-1) | 1180-1½ 510 (600-1½) | NA |
| CIRCLING | 1180-1 | 510 (600-1) | 1180-1½ 510 (600-1½) | NA |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

AL-65 (FAA)



ATIS
135.35
BUFFALO TOWER
120.5 257.8
GND CON
133.2 257.8
CLNC DEL
124.7 257.8

D

VAR 10.8° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

42° 57′N

FIELD ELEV 728

ELEV 700

14

23

137.5°

234.8°

7161 X 150

8827 X 150

887

317.5°

32

ELEV 710

0.9% UP

054.7°

ELEV 675

5

PASSENGER TERMINAL

42° 56′N

RWY 05-23
S-75, D-195, 2S-175, 2D-450
RWY 14-32
PCN 47 F/A/X/T
S-75, D-150, 2D-240

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

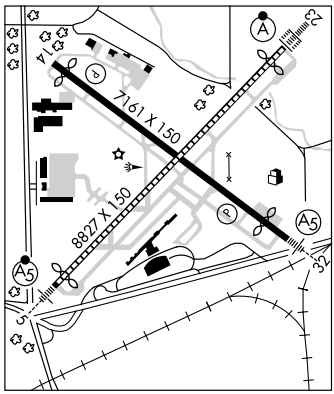
78° 44′W

78° 43′W

NE-2, 26 AUG 2010 to 23 SEP 2010

**BUFFALO NIAGARA INTL** (BUF) 5 E UTC−5(−4DT) N42°56.43′ W78°43.93′ **DETROIT**
728 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–10H, 11B, L–31E**
NOTAM FILE BUF **IAP, AD**

**RWY 05–23:** H8827X150 (ASPH–GRVD) S–75, D–195, 2S–175, 2D–450 HIRL CL
**RWY 05:** MALSR. TDZL. Thld dsplcd 535′. Bldg. 0.9% up.
**RWY 23:** ALSF2. TDZL. Thld dsplcd 725′. Tree.
**RWY 14–32:** H7161X150 (ASPH–GRVD) S–75, D–150, 2D–240 PCN 47 F/A/X/T HIRL
**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Thld dsplcd 320′. Tree.
**RWY 32:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 720′. Sign.




**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 05:** TORA–8827 TODA–8827 ASDA–8292 LDA–7757
**RWY 14:** TORA–7161 TODA–7161 ASDA–6441 LDA–6121
**RWY 23:** TORA–8827 TODA–8827 ASDA–8292 LDA–7567
**RWY 32:** TORA–7161 TODA–7161 ASDA–6841 LDA–6121

**AIRPORT REMARKS:** Attended continuously. Heavy concentration of gulls, blackbirds, and starlings up to 5000 ft on and invof arpt. Deer on and invof arpt. Twy K1 clsd 0200–1100Z‡ daily. Twy A SW runup area/holding bay marked design group 3 acft (generally B727 or smaller), unavbl design group 4 (includes but not limited to B757, DC8). For fixed–base operator svcs ctc 131.75; for cargo svcs ctc 122.95. Rwy 23 ALSF2 unmonitored. Ldg fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (716) 635–0532. WSP.
**COMMUNICATIONS: D–ATIS** 135.35
**RCO** 122.6 122.2 122.1R (BUFFALO RADIO)
Ⓡ **APP DEP/CON** 126.15 (053°–233°) 126.5 (234°–052°)
**TOWER** 120.5 **GND CON** 133.2 **CLNC DEL** 124.7 **PRE–TAXI CLNC** 124.7
**AIRSPACE: CLASS C** svc continuous, ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**(H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 288° 3.8 NM to fld. 730/08W.
VOR/DME unusable:
036°–261° blo 11,000′ 276°–305° blo 6000′
262°–275° blo 2300′
**KLUMP NDB (LOM)** 231 BU N43°00.01′ W78°39.05′ 234° 5.1 NM to fld.
**PLAZZ NDB (LOM)** 204 GB N42°52.43′ W78°48.99′ 052° 5.5 NM to fld.
**ILS** 111.3 I–BUF Rwy 23. Class IE. LOM KLUMP NDB. Glideslope unusable byd 5° rgt of course.
**ILS** 108.5 I–GBI Rwy 05. Class IA. LOM PLAZZ NDB.
**ILS/DME** 109.95 I–BNQ Chan 36(Y) Rwy 32.

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**CLARENCE AERODROME** (D51) 5 NE UTC−5(−4DT) N43°04.00′ W78°40.99′ **DETROIT**
589 NOTAM FILE BUF
**RWY 10–28:** 2500X67 (TURF) LIRL
**RWY 10:** Pole. **RWY 28:** Trees.
**AIRPORT REMARKS:** Unattended. Ultralights on and invof arpt. Rwy 10–28 outlined with cones. ACTIVATE LIRL Rwy 10–28—122.7.
**COMMUNICATIONS: CTAF/UNICOM** 122.7

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**BUFFALO–LANCASTER RGNL** (See LANCASTER)

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**BURRELLO–MECHANICVILLE** (See MECHANICVILLE)

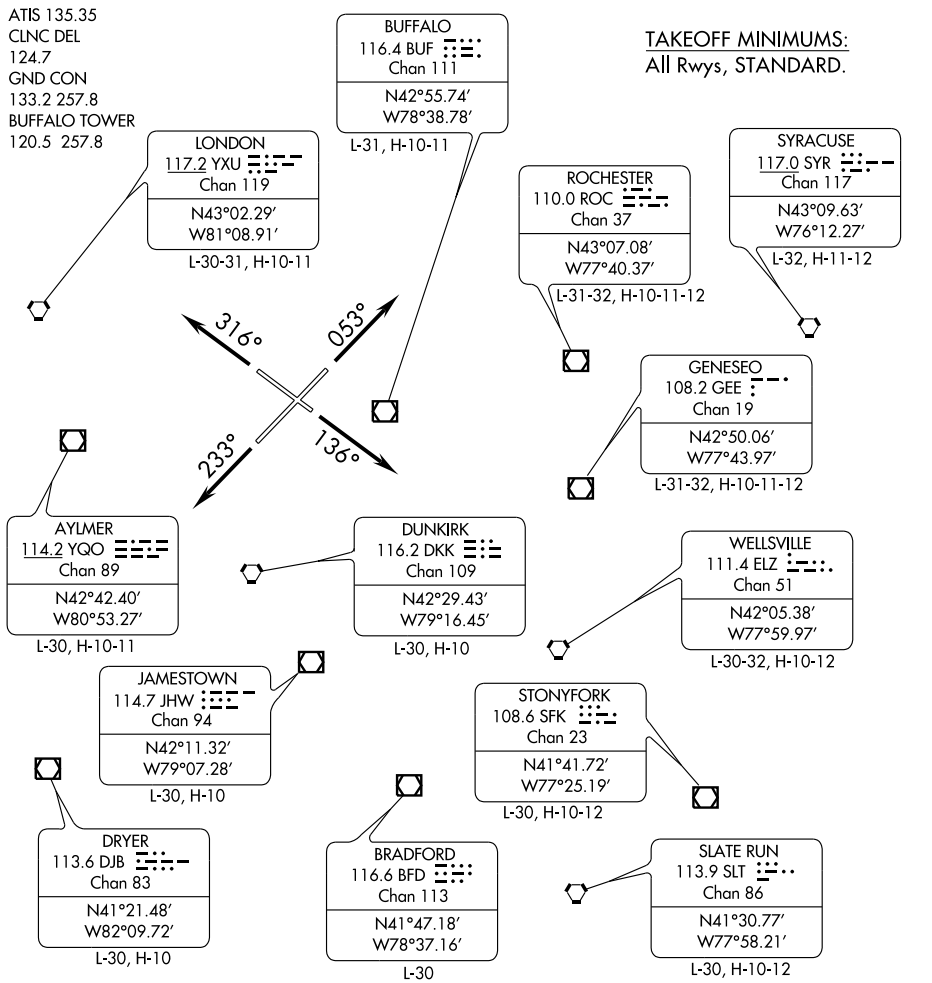
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**CALVERTON** N40°55.78′ W72°47.93′ NOTAM FILE ISP. **NEW YORK**
**(L) VORW/DME** 117.2 CCC Chan 119 219° 7.2 NM to Brookhaven. 86/13W. **COPTER**
VOR portion unusable 280°–290° byd 25 NM. **H–10I, L–33B, 34I**

---

**CAMBRIDGE** N42°59.66′ W73°20.64′ NOTAM FILE BTV. **NEW YORK**
**(L) VORW/DME** 115.0 CAM Chan 97 159° 7.5 NM to Bennington State, Vt. 1490/14W. **H–11C, 12J, L–32G, 34J**
**HIWAS.**
DME unusable 050°–130° beyond 20 NM below 9000′.

NE-2, 26 AUG 2010 to 23 SEP 2010




NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

## DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

## TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-BNQ | APP CRS | Rwy Idg | 6121 |
|---|---|---|---|
| 109.95 | 316° | TDZE | 714 |
| Chan 36 (Y) | | Apt Elev | 728 |

# ILS or LOC/DME RWY 32

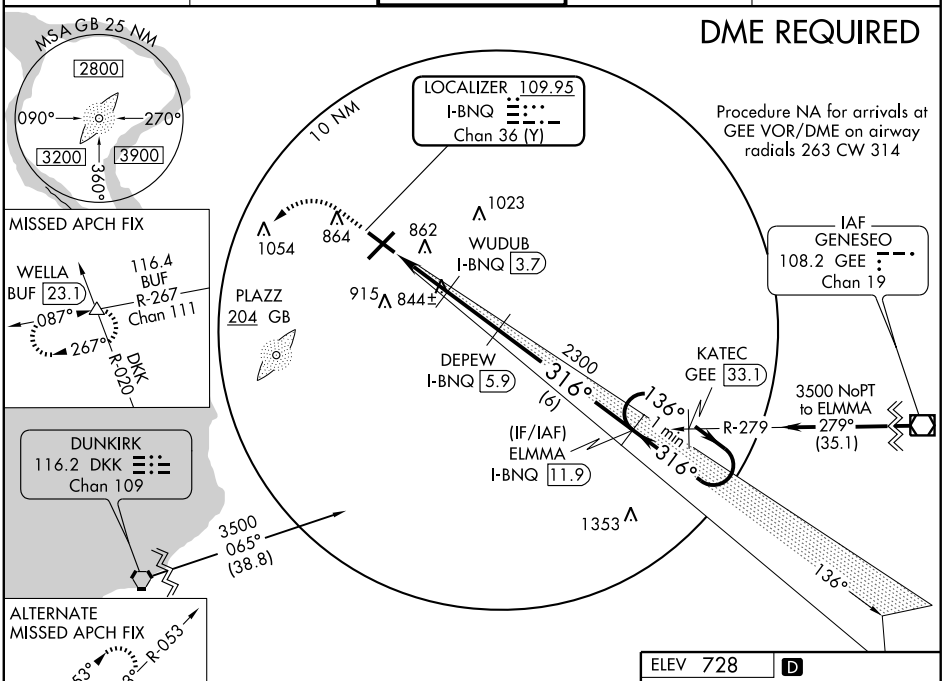
BUFFALO NIAGARA INTL (BUF)

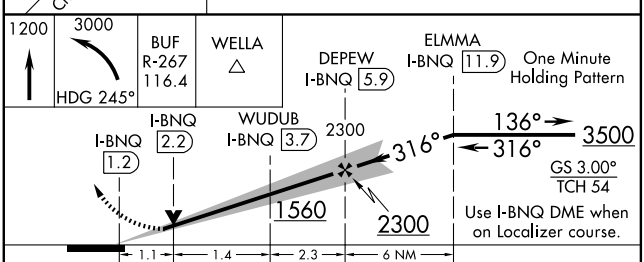
MALSR

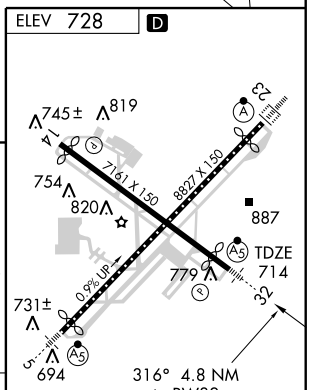
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |

## DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 938-½ 224 (300-½) | | | |
| S-LOC 32 | 1100-½ 386 (400-½) | | | 1100-¾ 386 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-GBI | APP CRS | Rwy Idg | 7757 |
|---|---|---|---|
| 108.5 | 053° | TDZE | 706 |
| | | Apt Elev | 728 |

# ILS or LOC RWY 5

## BUFFALO NIAGARA INTL (BUF)

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |

ALTERNATE MISSED APCH FIX

042° 222° BUF R-267 HIDUB INT DKK 29.5 DKK R-042

MSA GB 25 NM

2800 090° 270° 3200 3900 360°

10 NM

1700 1700

LOCALIZER 108.5 I-GBI

1349 864 1023 1054 862 821± 915

HIDUB INT DKK 29.5

2600 119° (3.5)

BUFFALO 116.4 BUF Chan 111

WELLA BUF 23.1 R-267 087° 267°

DKK R-042

2300 053° (10.8)

LOM/IAF PLAZZ 204 GB

CANADA UNITED STATES

2300 053° (10.8) 233° 1888 800

IAF DUNKIRK 116.2 DKK Chan 109

R-047 4000 NoPT 047° (19.9) JHW 114.7 R-017 Chan 94

(IF) ZOBSO INT DKK 19.9

Procedure NA for arrival at DKK VORTAC on airway radials 003 CW 080.

1930

ELEV 728 D

745± 819 754 820 887 779 731± 694 TDZE 706

14 32 23 5 7161 X 150 8827 X 150 0.9% UP

Remain within 10 NM

LOM 233° 2600 053° 2295

GS 3.00° TCH 45 *

* at Displ Thld 53 at Rwy end. 2300

1200 3000 HDG 245° BUF R-267 116.4

WELLA BUF 23.1

4.9 NM

REIL Rwy 14 053° 4.9 NM from FAF. TDZ/CL Rwy 5 and 23 HIRL Rwy 5-23 and 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 5 | 906/18 200 (200-½) | | | |
| S- LOC 5 | 1080/24 374 (400-½) | | | 1080/40 374 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-BUF | APP CRS | Rwy Idg | 8102 |
|---|---|---|---|
| 111.3 | 233° | TDZE | 728 |
| | | Apt Elev | 728 |

# ILS or LOC RWY 23

## BUFFALO NIAGARA INTL (BUF)

For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |

MISSED APCH FIX

WELLA
BUF 23.1
116.4
BUF
R-267
Chan 111
087°
267°

10 NM

(IF)
TRAVA INT
GEE 38.9

188°
053°
R-301

LOCALIZER 111.3
I-BUF

2300
233°
(6.3)

3000 NoPT
301°
(12.4)

(IAF)
CORVU INT
GEE 26.5

R-268
110.0 ROC
Chan 37

6000
301° (26.5)

LOM/IAF
KLUMP
231 BU

794±
864
1023
1349
1054
862
915

MSA BU 25 NM
2700
090°
270°
3900

GENESEO
108.2 GEE
Chan 19

3500 to LOM
049°
(41.2)

DUNKIRK
116.2 DKK
Chan 109

ALTERNATE
MISSED APCH FIX
053°
DKK
R-053
233°
LODIY
DKK 25

2449

ELEV 728 D

233° 4.4 NM from FAF

745± 819
754 820
7161 X 150
8827 X 150
TDZE
728
887
779
731±
694
0.9% UP
14
23
32
A5

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

| 2300 | 3000 | Hdg 300° BUF R-267 116.4 | WELLA BUF 23.1 |
|---|---|---|---|

LOM
Remain within 10 NM
053°
2206
233°
2400
2300
GS 3.00°
TCH 51
4.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 928/18 200 (200-½) | | | |
| S-LOC 23 | 1060/24 332 (400-½) | | | 1060/40 332 (400-¾) |
| CIRCLING | 1200-1 472 (500-1) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 70311 W05A | APP CRS 053° | Rwy Idg 7757 TDZE 706 Apt Elev 728 |
|---|---|---|

# RNAV (GPS) RWY 5

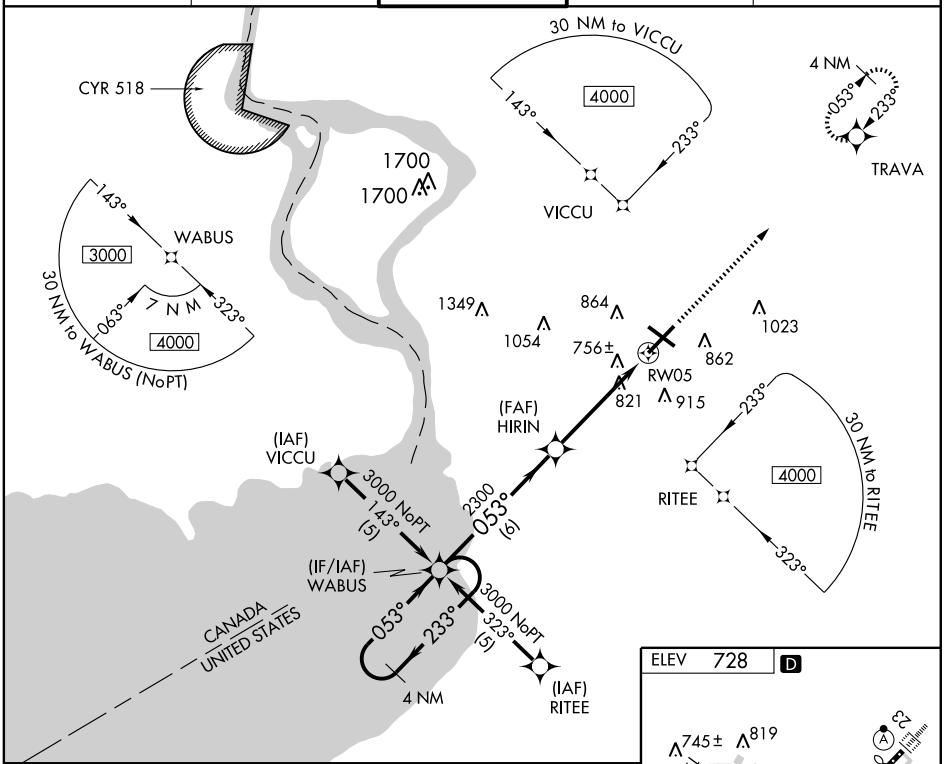
BUFFALO NIAGARA INTL (BUF)

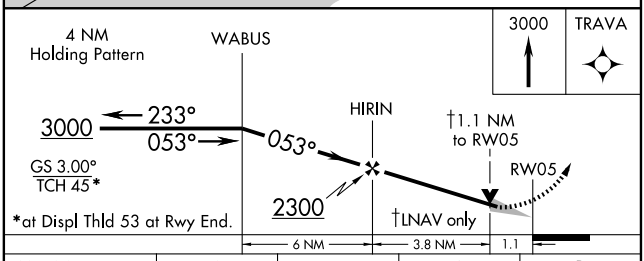
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

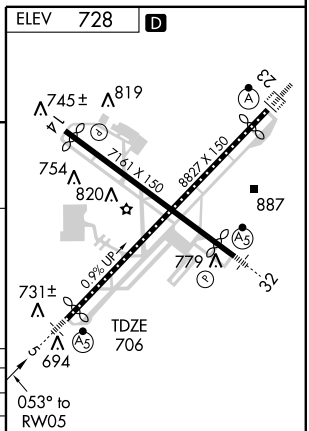
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 973/24 267 (300-½) | | | |
| LNAV/VNAV DA | 1026/40 320 (400-¾) | | | |
| LNAV MDA | 1080/24 374 (400-½) | | | 1080/50 374 (400-1) |
| CIRCLING | 1200-1¼ 472 (500-1¼) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

## BUFFALO NIAGARA INTL (BUF)

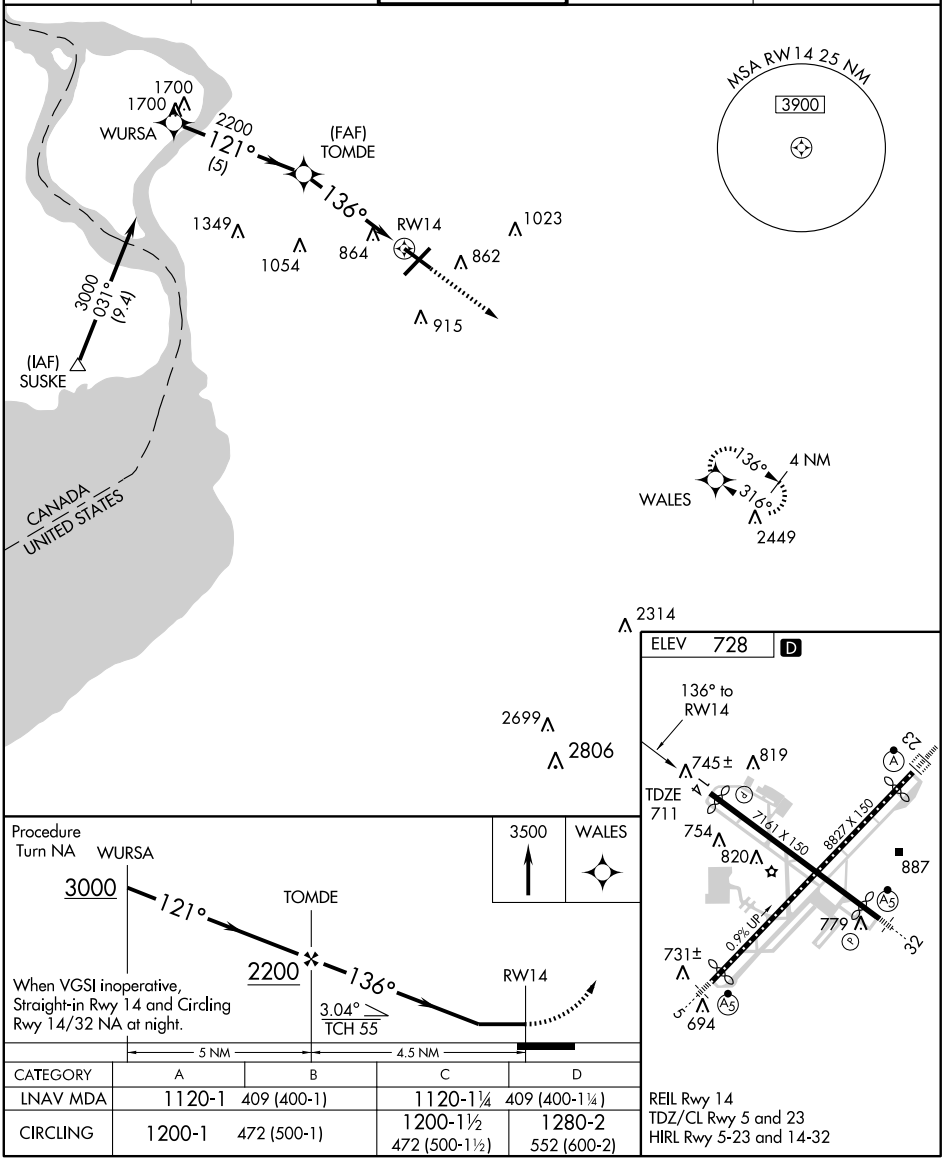
| APP CRS | Rwy Idg | 6121 |
|---|---|---|
| 136° | TDZE | 711 |
| | Apt Elev | 728 |

T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 409 (400-1) | 1120-1¼ | 409 (400-1¼) |
| CIRCLING | 1200-1 | 472 (500-1) | 1200-1½<br>472 (500-1½) | 1280-2<br>552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8102 |
|---|---|---|---|
| CH 77511 | 233° | TDZE | 728 |
| W23A | | Apt Elev | 728 |

# RNAV (GPS) RWY 23

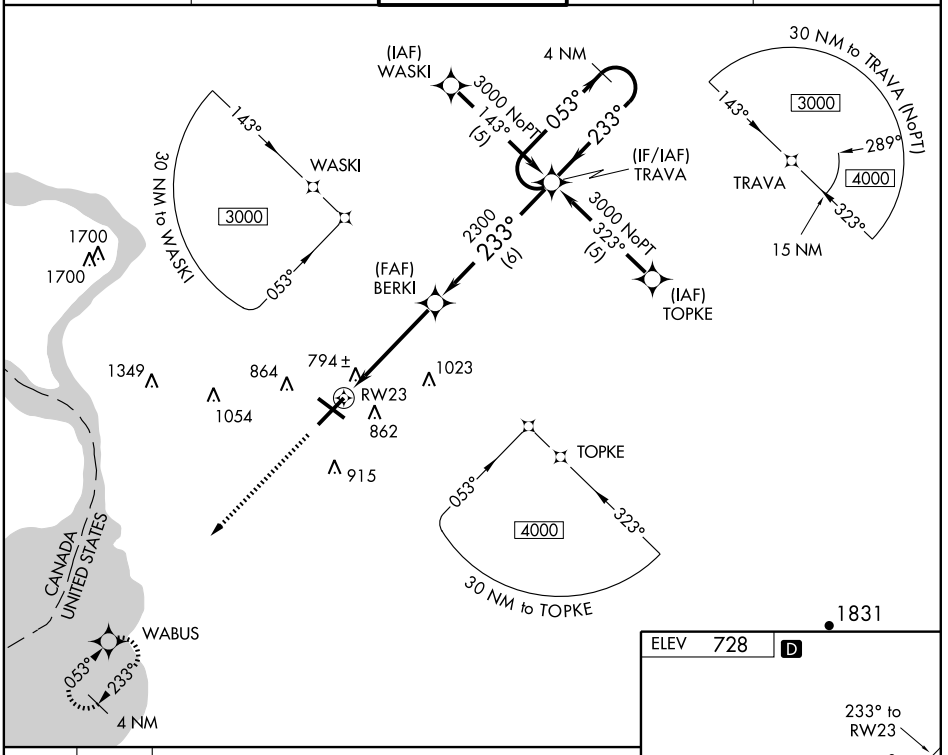
BUFFALO NIAGARA INTL (BUF)

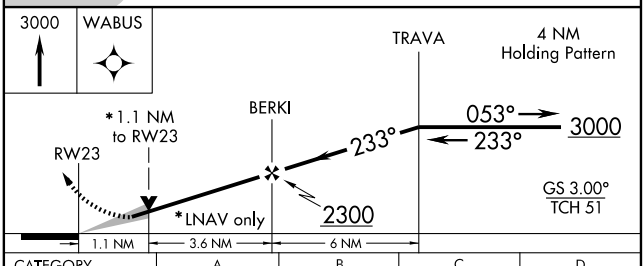
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

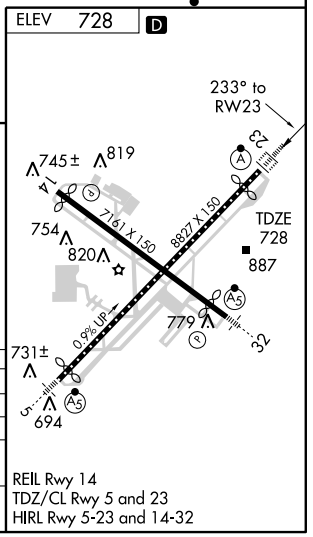
ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 978/24 | 250 (300-½) | |
| LNAV/VNAV DA | | 1099/40 | 371 (400-¾) | |
| LNAV MDA | 1140/24 412 (500-½) | | 1140/40 412 (500-¾) | 1140/50 412 (500-1) |
| CIRCLING | 1200-1¼ 472 (500-1¼) | | 1200-1½ 472 (500-1½) | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 81811 W32A | APP CRS 316° | Rwy Idg 6121<br>TDZE 714<br>Apt Elev 728 |
|---|---|---|

# RNAV (GPS) RWY 32

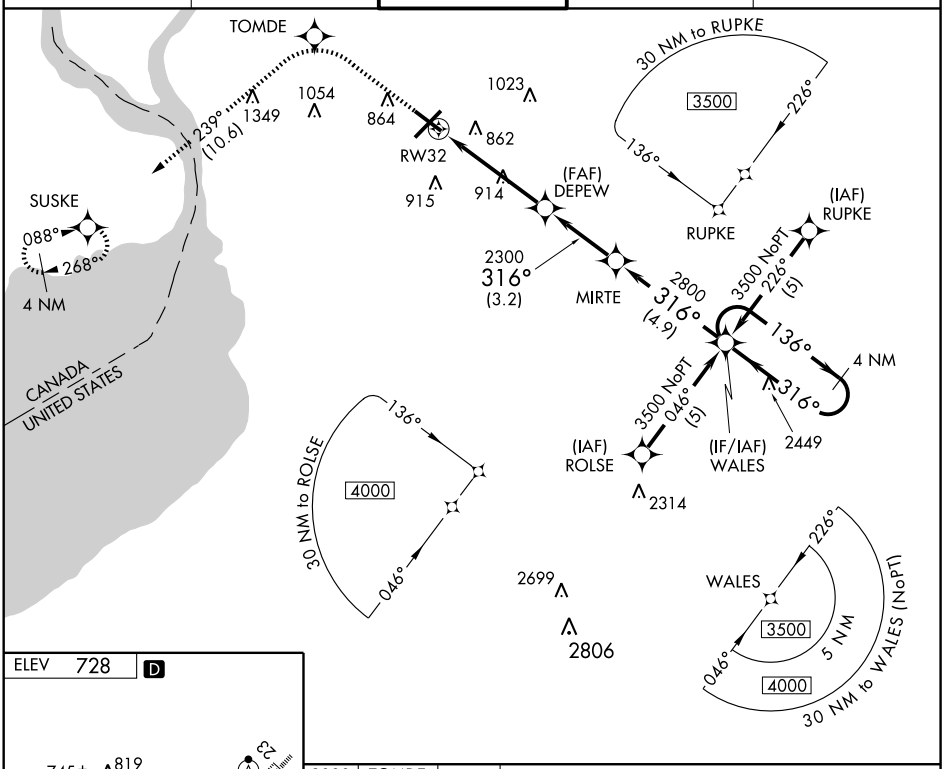
## BUFFALO NIAGARA INTL (BUF)

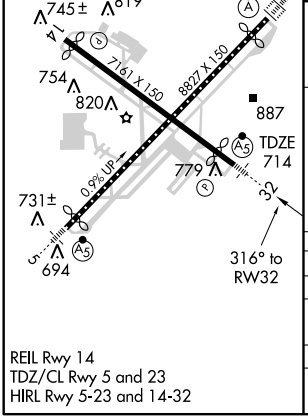
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

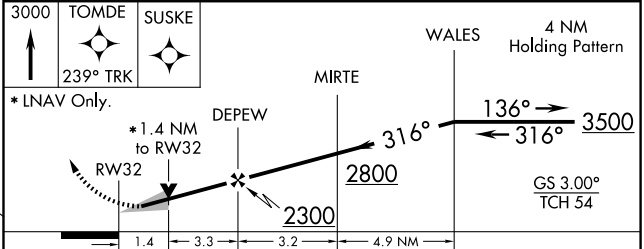
MALSR

MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

| ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1003-½ 289 (300-½) | | | |
| LNAV/VNAV DA | 1146-1 432 (500-1) | | | |
| LNAV MDA | 1220-½ 506 (500-½) | | 1220-1 506 (500-1) | |
| CIRCLING | 1220-1½ 492 (500-1½) | | | 1280-2 552 (600-2) |

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## CAMBRIDGE

**CHAPIN FLD** (1B8) 2 N UTC−5(−4DT) N43°03.00′ W73°21.97′ **NEW YORK**

508 S2 NOTAM FILE BTV

**RWY 05–23:** 2130X65 (TURF)

**RWY 05:** Trees. **RWY 23:** Trees.

**RWY 07–25:** 2100X63 (TURF)

**RWY 07:** REIL. Thld dsplcd 222′. Railroad. **RWY 25:** Thld dsplcd 306′. Road.

**AIRPORT REMARKS:** Unattended. Rwy 05–23 width varies from 65′–80′ based on mowing. Rwy 05–23 and Rwy 07–25 soft and wet Mar–Jun. Lgtd 5′ fence at Rwy 25 end. Rwy 07 and Rwy 25 dsplcd thld marked with striped cylinders.

**COMMUNICATIONS: CTAF** 122.9

## CAMILLUS

**CAMILLUS** (NY2) 4N UTC−5(−4DT) N43°05.12′ W76°17.56′ **NEW YORK**

**L–32F**

405 B NOTAM FILE BUF

**RWY 10–28:** H3970X60 (ASPH) LIRL(NSTD)

**RWY 10:** Trees. **RWY 28:** Building.

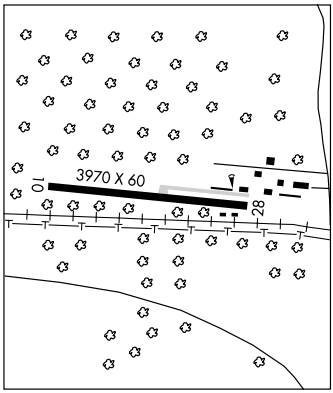
**AIRPORT REMARKS:** Unattended. Rwy 10–28 terrain drops off 3′ to 4′ along both sides of rwy on W end. Sheriff heliport adjacent to Rwy 28 thld. Rwy 10–28 NSTD LIRL due to location and spacing. ACTIVATE rotating bcn and LIRL Rwy 10–28—CTAF.

**COMMUNICATIONS: CTAF** 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.

**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 232° 5.9 NM to fld. 420/11W. **HIWAS.**

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## CANANDAIGUA

**CANANDAIGUA** (D38) 3 NW UTC−5(−4DT) N42°54.43′ W77°19.30′ **DETROIT**

**L–31E, 32F**

814 B S4 **FUEL** 100LL NOTAM FILE BUF **IAP**

**RWY 13–31:** H3200X75 (ASPH) MIRL 0.4% up SE

**RWY 13:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Brush.

**RWY 31:** REIL. PAPI(P2R)—GA 3.0° TCH 20′.

**AIRPORT REMARKS:** Attended irregularly. For services call 716–394–8651. For arpt conditions call 585–394–8651. ACTIVATE PAPI Rwy 13 and Rwy 31, and MIRL Rwy 13–31—CTAF. REILS ACTIVATED only when rwy lgts are on high intensity.

**WEATHER DATA SOURCES:** AWOS–3 118.675 (585) 396–5861.

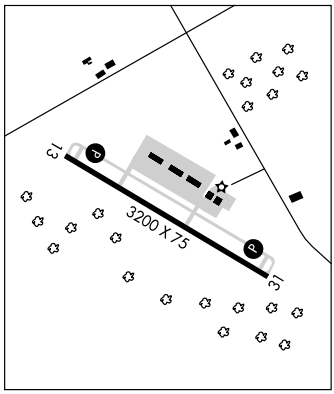
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **ROCHESTER APP/DEP CON** 119.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W 77°43.97′ 085° 18.7 NM to fld. 990/9W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## CANARSIE

**CANARSIE** N40°36.75′ W73°53.67′ NOTAM FILE JFK. **NEW YORK**

**COPTER**

**(T) VORW/DME** 112.3 CRI Chan 70 041° 1.7 NM to lead–in lgt Rwys 13L, 13R John F. Kennedy Intl. 10/11W. **L–33B, 34I**

VOR/DME unusable 320°–005° blo 2500′.

# RNAV (GPS) RWY 13

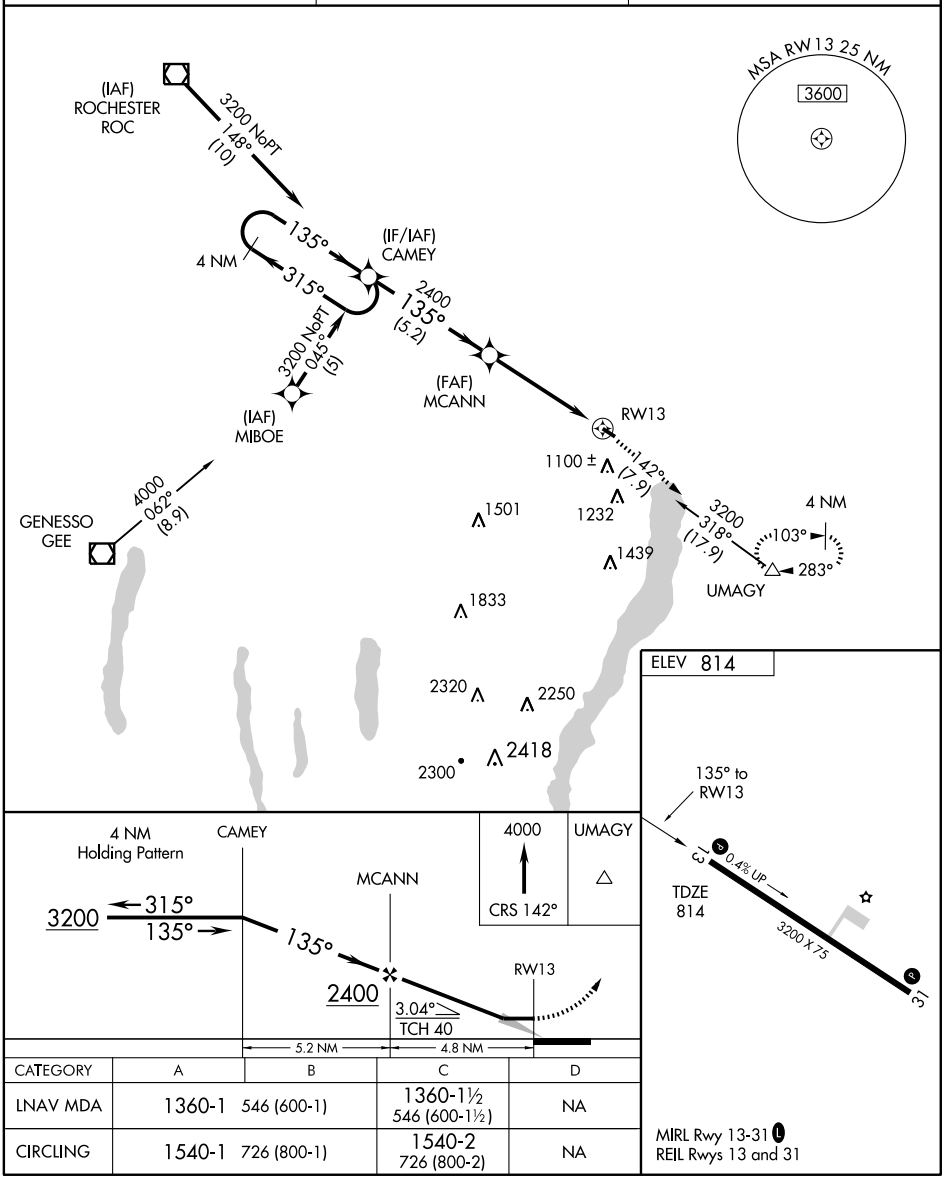
## CANANDAIGUA (D38)

| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 135° | TDZE | 814 |
| | Apt Elev | 814 |

Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 546 (600-1) | 1360-1½ 546 (600-1½) | NA |
| CIRCLING | 1540-1 | 726 (800-1) | 1540-2 726 (800-2) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 085° | TDZE | N/A |
| Chan 19 | | Apt Elev | 814 |

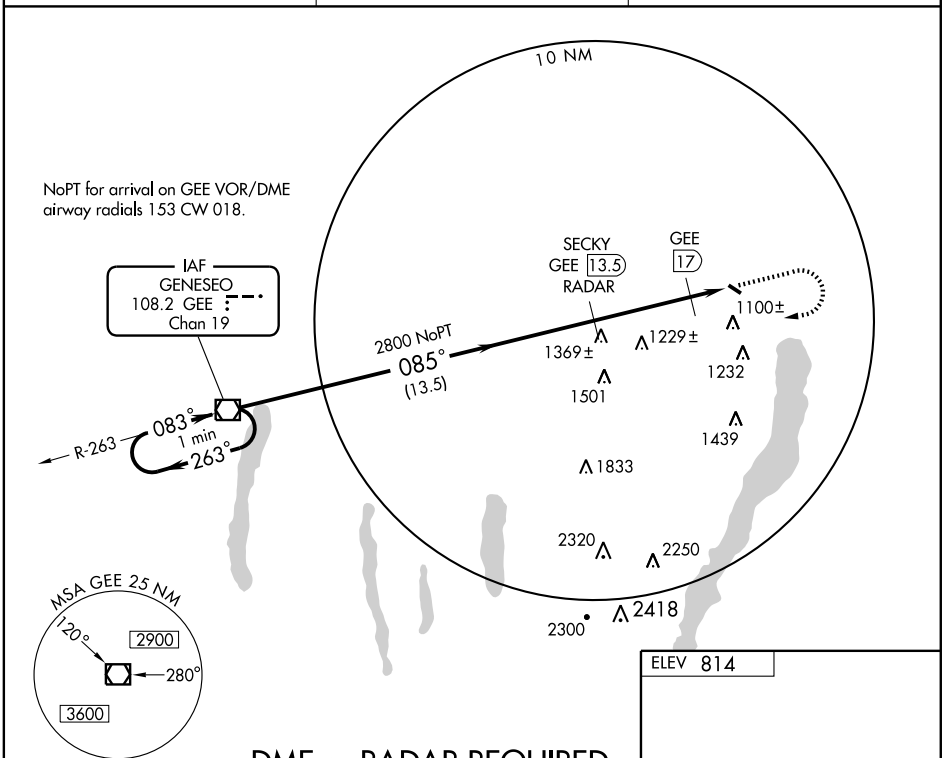
# VOR-A
## CANANDAIGUA (D38)

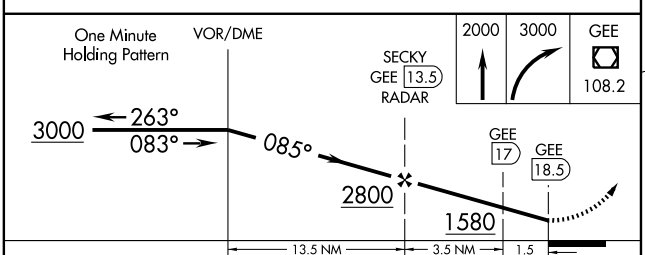
NA

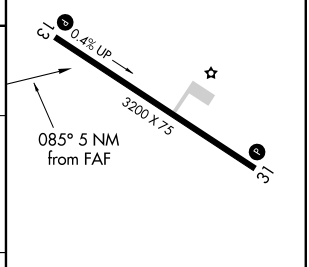
Use Greater Rochester Intl altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 766 (800-1) | 1580-1¼ 766 (800-1¼) | 1580-2¼ 766 (800-2¼) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1540-1 726 (800-1) | | 1540-2 726 (800-2) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

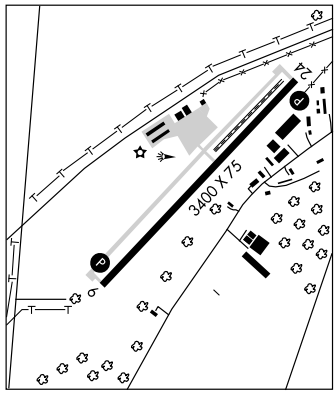
| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**CORTLAND CO–CHASE FLD** (NØ3) 2 SW UTC–5(–4DT) N42°35.56′ W76°12.89′
1198 B S4 **FUEL** 100LL NOTAM FILE NØ3
**RWY 06–24:** H3400X75 (ASPH) S–12 MIRL 1.0% up SW
**RWY 06:** PAPI(P2L)—GA 4.0° TCH 40′. Tree.
**RWY 24:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2030Z‡, Unattended holidays. Heavy concentration of geese and gulls on and invof arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy24, and twy lgts—CTAF. Snow removal during day only.
**WEATHER DATA SOURCES:** AWOS–3 132.225 (607) 753–9784.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**GEORGETOWN RCO** 122.1R 117.8T (BUFFALO RADIO)
**BINGHAMTON APP CON** 118.6 (S–SE) (1100–0500Z‡)
**ELMIRA APP CON** 124.3 (W) (1100–0500Z‡)
**SYRACUSE APP CON** 126.125 (N–NE)
**NEW YORK CENTER APP CON** 133.35 (0500–1100Z‡)
**SYRACUSE DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.
**ITHACA (L) VOR/DME** 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 072° 12.3 NM to fld. 1102/10W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

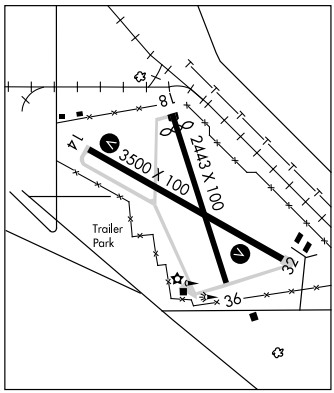
NEW YORK
L–32F
IAP




**CREEKSIDE** (See HOLCOMB)

**DANSVILLE MUNI** (DSV) 1 NW UTC–5(–4DT) N42°34.25′ W77°42.78′
662 B S4 **FUEL** 100LL NOTAM FILE DSV
**RWY 14–32:** H3500X100 (ASPH) S–30 MIRL 0.7% up SE
**RWY 14:** VASI(V2L)—GA 3.0°TCH 53′. Road.
**RWY 32:** VASI(V4L)—GA 4.0° TCH 53′. Road.
**RWY 18–36:** H2443X100 (ASPH) S–30 MIRL 0.9% up S
**RWY 18:** Thld dsplcd 165′. Tree.
**RWY 36:** Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwys 14–32 and 18–36 and VASI Rwys 14 and 32—123.0.
**WEATHER DATA SOURCES:** ASOS 118.325 (585) 335–2380.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ROCHESTER APP/DEP CON** 123.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 186° 15.6 NM to fld. 990/09W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

DETROIT
L–30I, 31E, 32F
IAP




**DART** (See MAYVILLE)

**DEER PARK** N40°47.51′ W73°18.22′ NOTAM FILE ISP.
**(L) VORW/DME** 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.
VOR/DME unusable byd 25 NM blo 5000′
DME unusable 265°–274° byd 17 NM blo 5000′
275°–280°
281°–015° byd 17 NM blo 5000′

NEW YORK
COPTER
H–10I, L–33B, 34H

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 059° | TDZE | 1198 |
| | Apt Elev | 1198 |

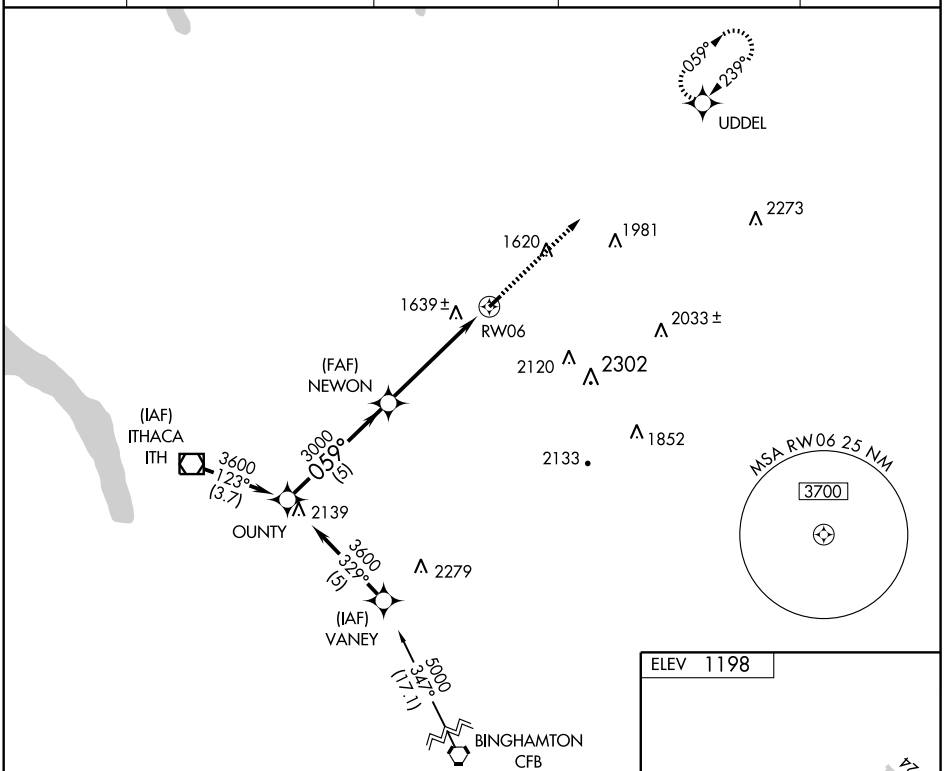
# GPS RWY 6

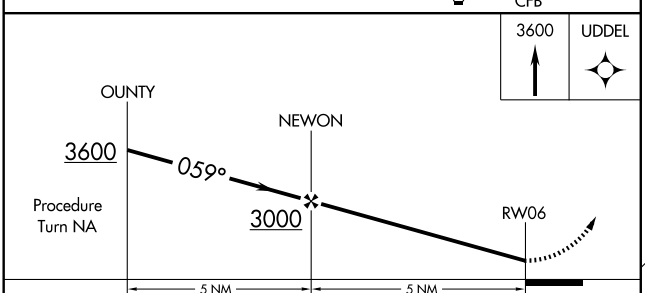
## CORTLAND COUNTY-CHASE FIELD (NØ3)

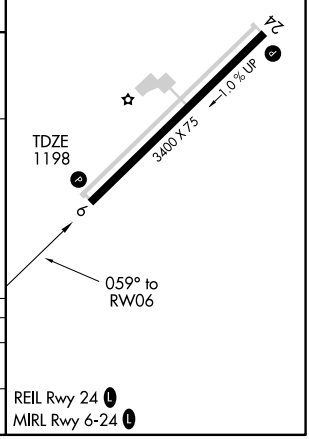
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1900-1 | 702 (800-1) | 1900-2<br>702 (800-2) | NA |
| CIRCLING | 1940-1<br>742 (800-1) | 1940-1¼<br>742 (800-1¼) | 1980-2¼<br>782 (800-2¼) | NA |

REIL Rwy 24 L
MIRL Rwy 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# GPS RWY 24

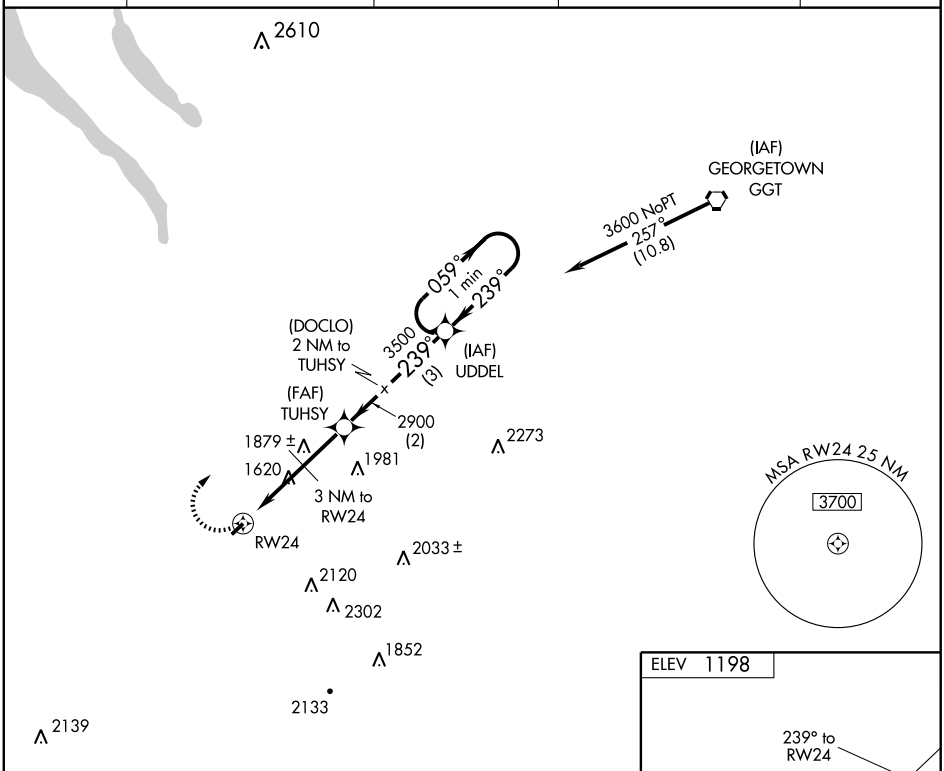
## CORTLAND COUNTY-CHASE FIELD (NØ3)

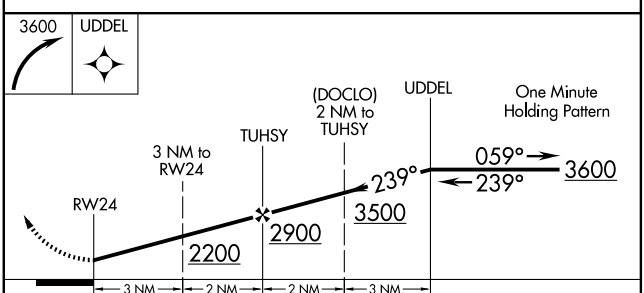
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 239° | TDZE | 1192 |
| | Apt Elev | 1198 |

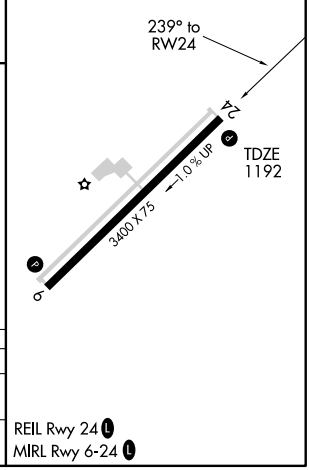
NA

MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1880-1 | 688 (700-1) | 1880-2<br>688 (700-2) | NA |
| CIRCLING | 1940-1<br>742 (800-1) | 1940-1¼<br>742 (800-1¼) | 1980-2¼<br>782 (800-2¼) | NA |

REIL Rwy 24 L
MIRL Rwy 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CFB 112.2 Chan 59 | APP CRS 002° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1198 |
|---|---|---|

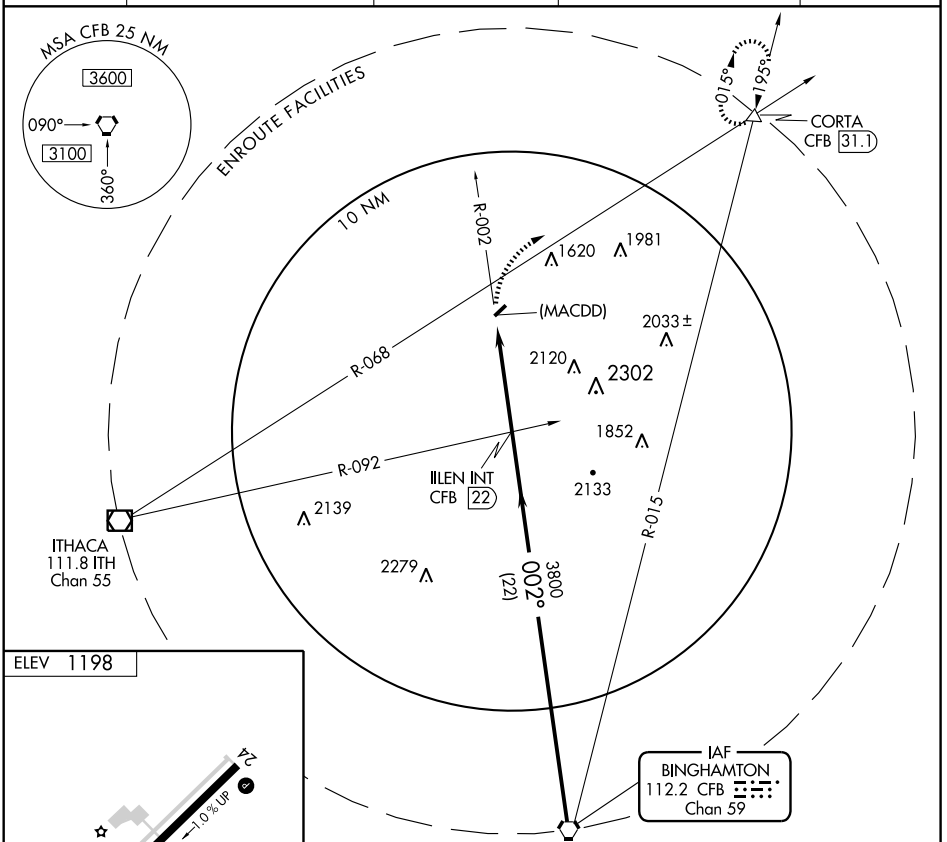
# VOR or GPS-A

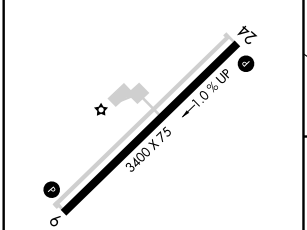
## CORTLAND COUNTY-CHASE FIELD (NØ3)

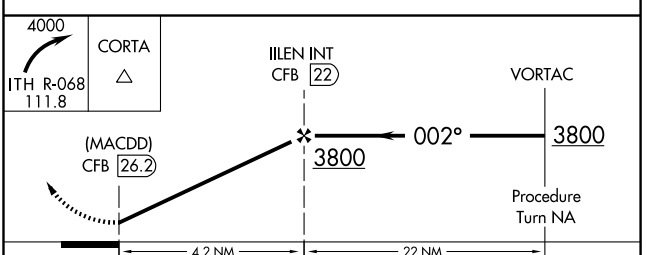
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 | 124.3 257.8 (W) | 126.125 269.125 (N-NE) | 122.8 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

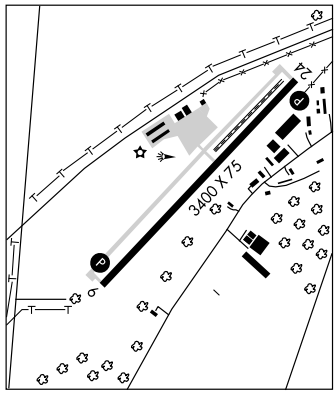
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2280-1¼<br>1082 (1100-1¼) | 2280-1½<br>1082 (1100-1½) | 2280-3<br>1082 (1100-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**CORTLAND CO–CHASE FLD** (NØ3) 2 SW UTC–5(–4DT) N42°35.56′ W76°12.89′
1198 B S4 **FUEL** 100LL NOTAM FILE NØ3
**RWY 06–24:** H3400X75 (ASPH) S–12 MIRL 1.0% up SW
**RWY 06:** PAPI(P2L)—GA 4.0° TCH 40′. Tree.
**RWY 24:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2030Z‡, Unattended holidays. Heavy concentration of geese and gulls on and invof arpt during spring/fall. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24, REIL Rwy 24, PAPI Rwy 06 and Rwy24, and twy lgts—CTAF. Snow removal during day only.
**WEATHER DATA SOURCES:** AWOS–3 132.225 (607) 753–9784.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**GEORGETOWN RCO** 122.1R 117.8T (BUFFALO RADIO)
**BINGHAMTON APP CON** 118.6 (S–SE) (1100–0500Z‡)
**ELMIRA APP CON** 124.3 (W) (1100–0500Z‡)
**SYRACUSE APP CON** 126.125 (N–NE)
**NEW YORK CENTER APP CON** 133.35 (0500–1100Z‡)
**SYRACUSE DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.
**ITHACA (L) VOR/DME** 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 072° 12.3 NM to fld. 1102/10W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

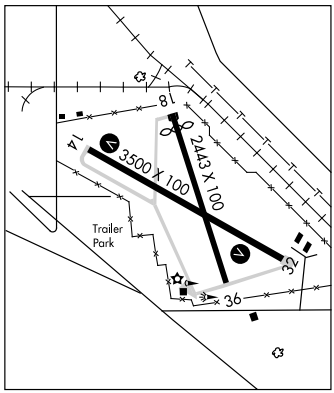
NEW YORK
L–32F
IAP




**CREEKSIDE** (See HOLCOMB)

**DANSVILLE MUNI** (DSV) 1 NW UTC–5(–4DT) N42°34.25′ W77°42.78′
662 B S4 **FUEL** 100LL NOTAM FILE DSV
**RWY 14–32:** H3500X100 (ASPH) S–30 MIRL 0.7% up SE
**RWY 14:** VASI(V2L)—GA 3.0°TCH 53′. Road.
**RWY 32:** VASI(V4L)—GA 4.0° TCH 53′. Road.
**RWY 18–36:** H2443X100 (ASPH) S–30 MIRL 0.9% up S
**RWY 18:** Thld dsplcd 165′. Tree.
**RWY 36:** Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dark. Extensive glider activity. Normal glider ops utilize rgt-hand pattern for the turf area to the rgt of Rwy 32; left hand pattern for the turf area to the left of Rwy 14. ACTIVATE MIRL Rwys 14–32 and 18–36 and VASI Rwys 14 and 32—123.0.
**WEATHER DATA SOURCES:** ASOS 118.325 (585) 335–2380.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ROCHESTER APP/DEP CON** 123.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 186° 15.6 NM to fld. 990/09W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

DETROIT
L–30I, 31E, 32F
IAP




**DART** (See MAYVILLE)

**DEER PARK** N40°47.51′ W73°18.22′ NOTAM FILE ISP.
**(L) VORW/DME** 117.7 DPK Chan 124 245° 6.3 NM to Republic. 117/12W.
VOR/DME unusable byd 25 NM blo 5000′
DME unusable 265°–274° byd 17 NM blo 5000′
275°–280°
281°–015° byd 17 NM blo 5000′

NEW YORK
COPTER
H–10I, L–33B, 34H

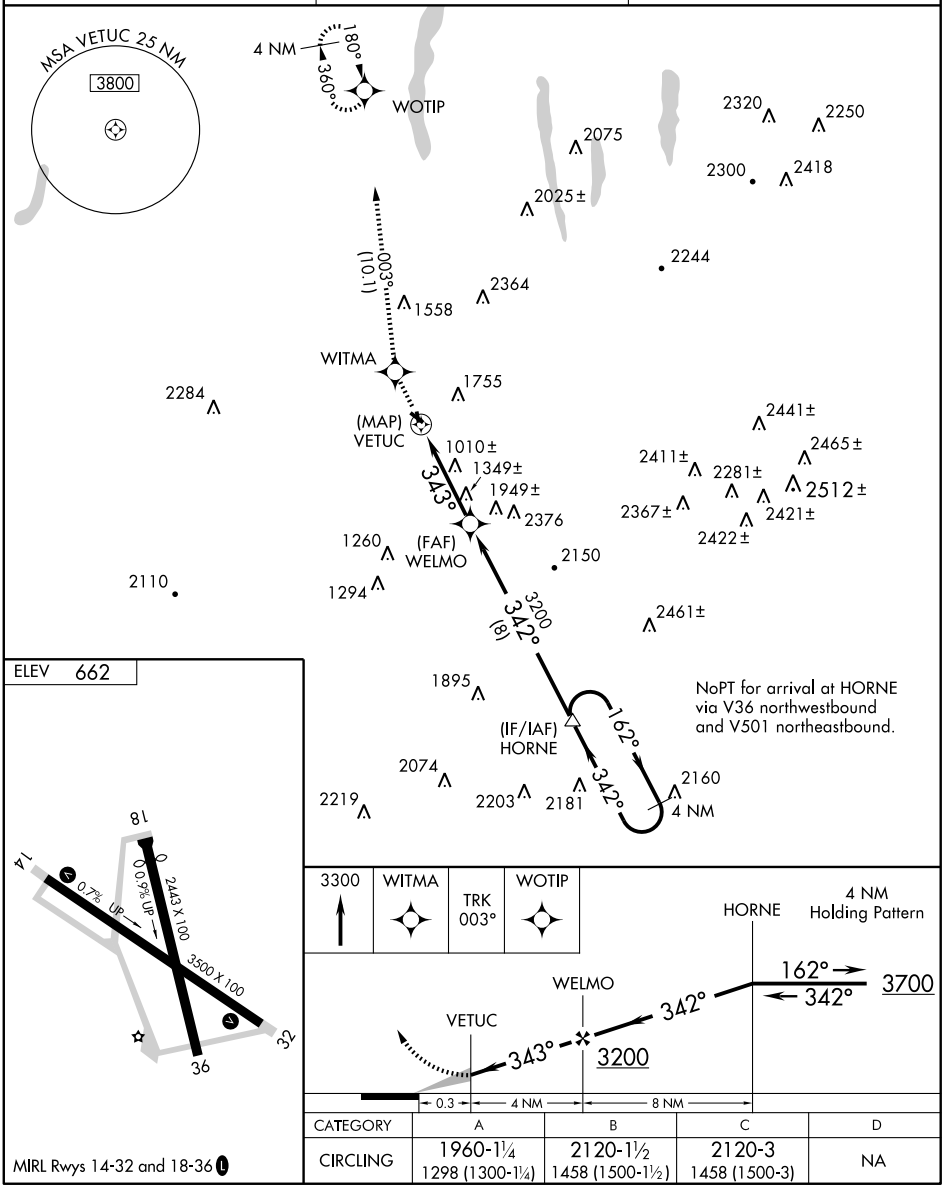
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 343° | TDZE | N/A |
| | Apt Elev | 662 |

# RNAV (GPS) - A
## DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1¼<br>1298 (1300-1¼) | 2120-1½<br>1458 (1500-1½) | 2120-3<br>1458 (1500-3) | NA |

MIRL Rwys 14-32 and 18-36 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

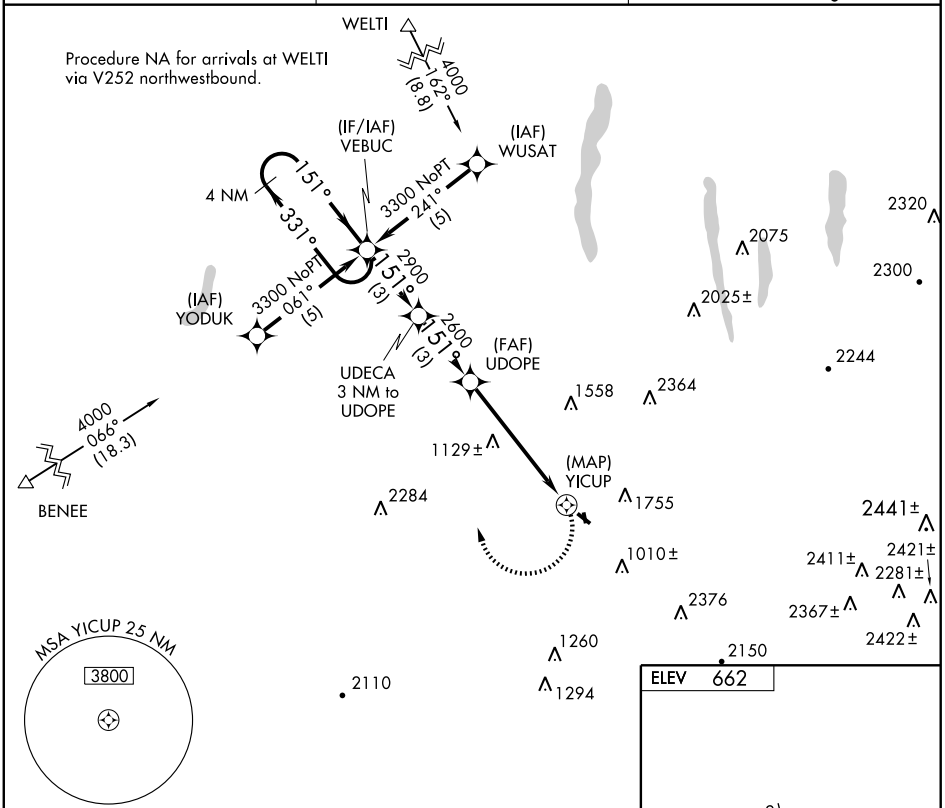
| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 151° | TDZE | 635 |
| | Apt Elev | 662 |

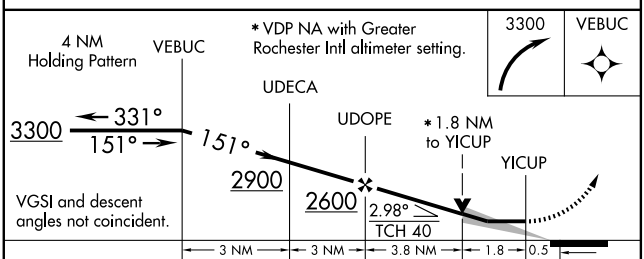
# RNAV (GPS) RWY 14
## DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1<br>765 (800-1) | 1400-1¼<br>765 (800-1¼) | 1400-2¼<br>765 (800-2¼) | NA |
| CIRCLING | 1960-1¼<br>1298 (1300-1¼) | 2120-1½<br>1458 (1500-1½) | 2120-3<br>1458 (1500-3) | NA |

MIRL Rwys 14-32 and 18-36 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 18

DANSVILLE MUNI (DSV)

| APP CRS | Rwy Idg | 2278 |
|---|---|---|
| 180° | TDZE | 657 |
| | Apt Elev | 662 |

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |

Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.

DALEE 4100 100° (19.3)

(IAF) YOGUL 3300 NoPT 090° (5)

4 NM 180° 360°

(IF/IAF) WOTIP 3300 NoPT 270° (5)

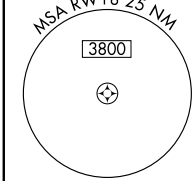
(IAF) ZINSA 4100 271° (20.3) UMAGY

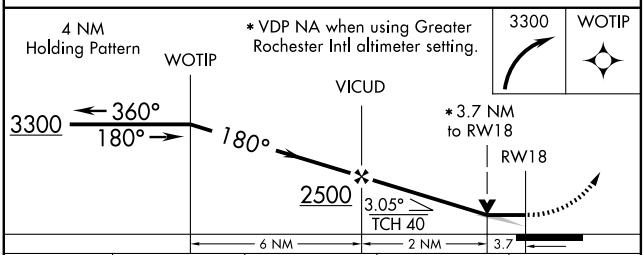
180° 2500 (6)

(FAF) VICUD

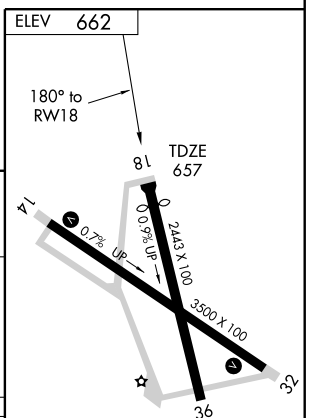
RW18

MSA RW18 25 NM 3800




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1¼ 1203 (1200-1¼) | 1860-1½ 1203 (1200-1½) | 1860-3 1203 (1200-3) | NA |
| CIRCLING | 1960-1¼ 1298 (1300-1¼) | 2120-1½ 1458 (1500-1½) | 2120-3 1458 (1500-3) | NA |




MIRL Rwys 14-32 and 18-36 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## DEGRASSE

**MOORES** (1E8) 3 N UTC−5(−4DT) N44°23.25′ W75°03.98′ **MONTREAL**

814 NOTAM FILE BTV

**RWY 02–20:** 2200X55 (TURF)

**RWY 02:** Trees. **RWY 20:** Trees

**AIRPORT REMARKS:** Unattended. Deer on and in vicinity of arpt. Rwy 20 52′ trees 263′ from thld crosses rwy width. Rwy 02 ditch outlets located 31′ from thld marked by cones. Rwy 20 starts at approximately 250′ from trees on rwy end.

**COMMUNICATIONS: CTAF** 122.9

**DE LANCEY** N42°10.70′ W74°57.42′ NOTAM FILE BUF. **NEW YORK**

**(L) VORW/DME** 112.1 DNY Chan 58 301° 21.8 NM to Sidney Muni. 2560/11W. **H–11C, 12H, L–33A**

**HIWAS.** HIWAS OTS indef.

**DOLGEVILLE** (1F6) 1 NE UTC−5(−4DT) N43°07.00′ W74°44.98′ **NEW YORK**

945 NOTAM FILE BUF

**RWY 11–29:** 1360X100 (TURF)

**RWY 11:** Road. **RWY 29:** Trees.

**AIRPORT REMARKS:** Unattended. There is no definite edge for Rwy 11 which is part of a playing fld. Athletics may be going on from Jun to Nov. Radio control airplanes invof rwy throughout the year. Rwy 11–29 soft and wet during spring.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**DOWNTOWN MANHATTAN/WALL STREET HELIPORT** (See NEW YORK)

**DRUM** N44°04.11′ W75°44.16′ NOTAM FILE GTB. **NEW YORK**

**NDB (MHW)** 257 GTB 150° 1.1 NM to Wheeler Sack AAF. **L–32F**

**DUANESBURG** (4B1) 0 S UTC−5(−4DT) N42°45.50′ W74°07.97′ **NEW YORK**

710 TPA—1510(800) NOTAM FILE BTV

**RWY 10–28:** H2600X45 (ASPH)

**RWY 10:** Trees. **RWY 28:** Trees.

**AIRPORT REMARKS:** Attended daylight hours. Parachute jumping. Rwy 10–28 loose and broken asph and may have loose material, check with arpt management for current condition at 518–895–4184. Rwy 10 safety area has −20′ slope 25′ from thld.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**DUNKIRK** N42°29.43′ W79°16.45′ NOTAM FILE BUF **DETROIT**

**(H) VORTAC** 116.2 DKK Chan 109 at Chautauqua Co Dunkirk. 680/07W. **H–10H, L–30H**

VOR portion unusable 120°–180° byd 22 NM blo 4000′.

DME portion unusable:

100°–169° byd 17 NM blo 4700′

170°–190° byd 17 NM blo 7500′

191°–205° byd 17 NM blo 5500′

206°–235° byd 17 NM blo 4500′

## DUNKIRK

**CHAUTAUQUA CO/DUNKIRK** (DKK) 3 E UTC−5(−4DT) N42°29.60′ W79°16.32′ **DETROIT**

693 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE DKK **H–10H, L–30H**

**RWY 06–24:** H5000X100 (ASPH–GRVD) S–45 HIRL **IAP**

**RWY 06:** REIL. PAPI(P4L)—GA 3.0°. Trees. **RWY 24:** REIL. PAPI(P2L)—GA 3.0°. TCH 44′.

**RWY 15–33:** H4000X100 (ASPH) S–25 MIRL 0.8% up SE

**RWY 15:** PAPI(P4L)—GA 3.0°. TCH 36′. Tree. **RWY 33:** PAPI(P4L)—GA 3.1°. TCH 45′. Tree.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Deer and birds invof arpt. Ngt snow plowing not avbl. PPR for services after hrs, call FBO manager 716–366–6938. ACTIVATE HIRL Rwy 06–24 and MIRL Rwy 15–33, and PAPI Rwy 06, Rwy 24, Rwy 15 and Rwy 33, and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.275 (716) 366–7664.

**COMMUNICATIONS: CTAF/UNICOM** 123.075

**RCO** 122.1R 116.2T (BUFFALO RADIO)

Ⓡ **BUFFALO APP/DEP CON** 126.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**DUNKIRK (H) VORTAC** 116.2 DKK Chan 109 N42°29.43′ W79°16.45′ at fld. 680/07W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services on DKK VOR 122.1R,116.2T and 1–888–766–8267.

**DUTCHESS CO** (See POUGHKEEPSIE)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 056° | TDZE | 676 |
| | Apt Elev | 693 |

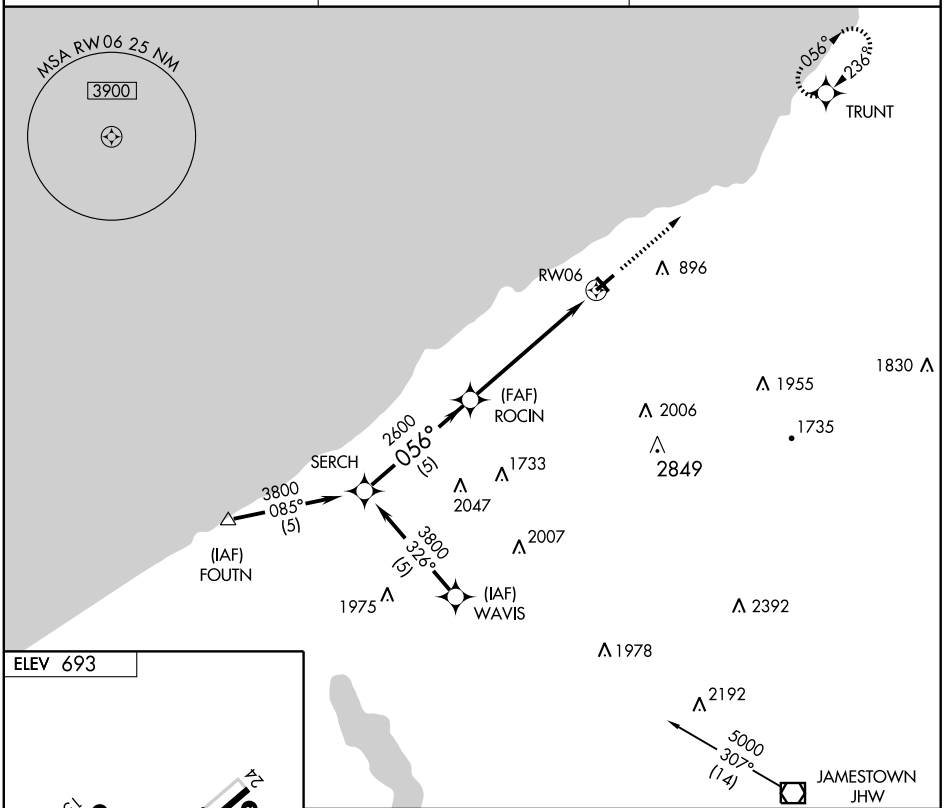
# GPS RWY 6

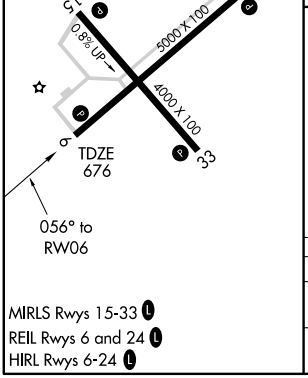
## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

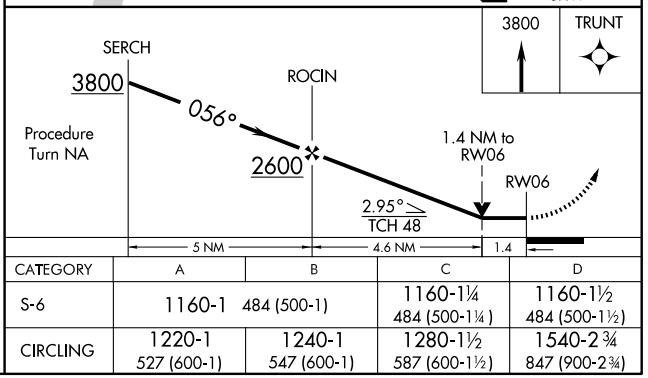
NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1160-1 484 (500-1) | | 1160-1¼ 484 (500-1¼) | 1160-1½ 484 (500-1½) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 236° | TDZE | 676 |
| | Apt Elev | 693 |

# GPS RWY 24

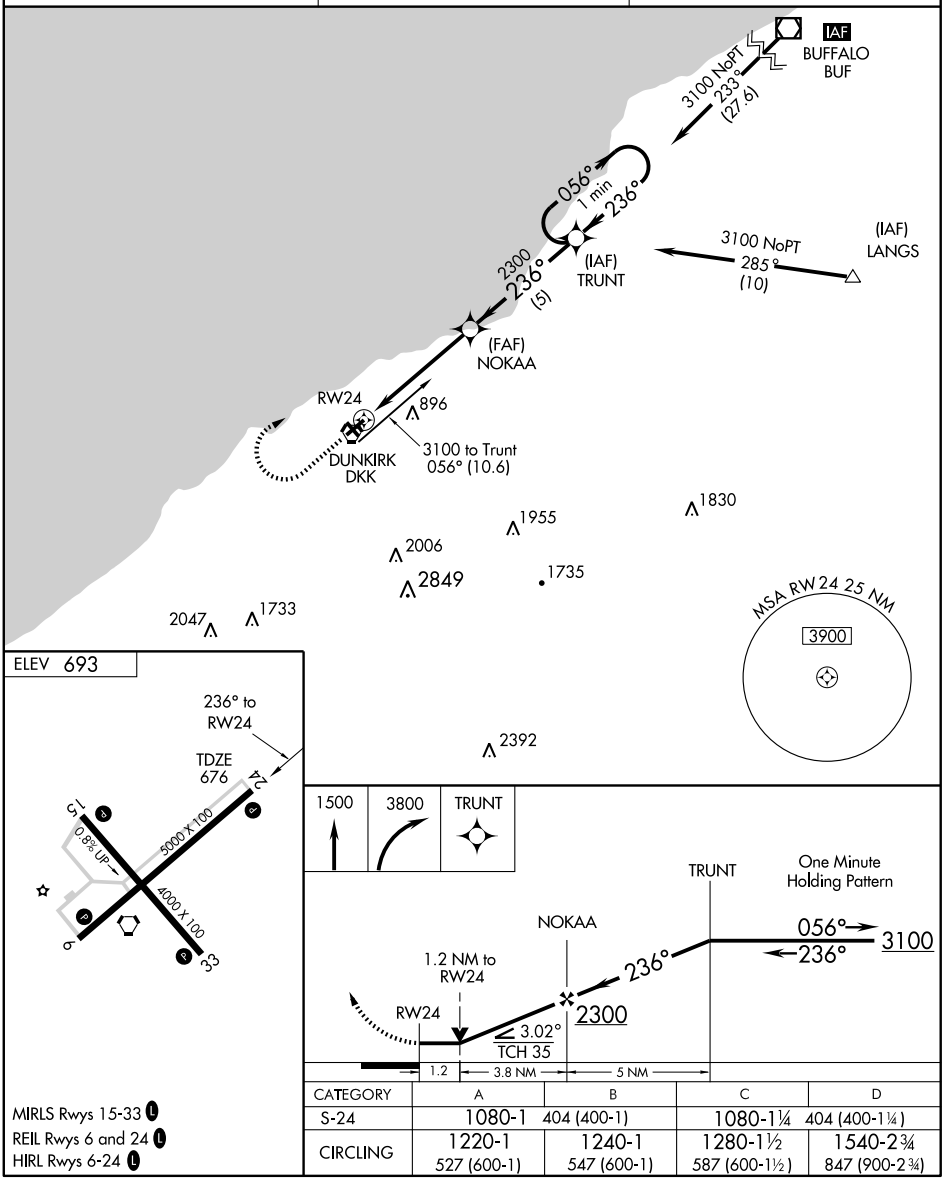
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1080-1 | 404 (400-1) | 1080-1¼ | 404 (400-1¼) |
| CIRCLING | 1220-1<br>527 (600-1) | 1240-1<br>547 (600-1) | 1280-1½<br>587 (600-1½) | 1540-2¾<br>847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 326° | TDZE | 693 |
| | Apt Elev | 693 |

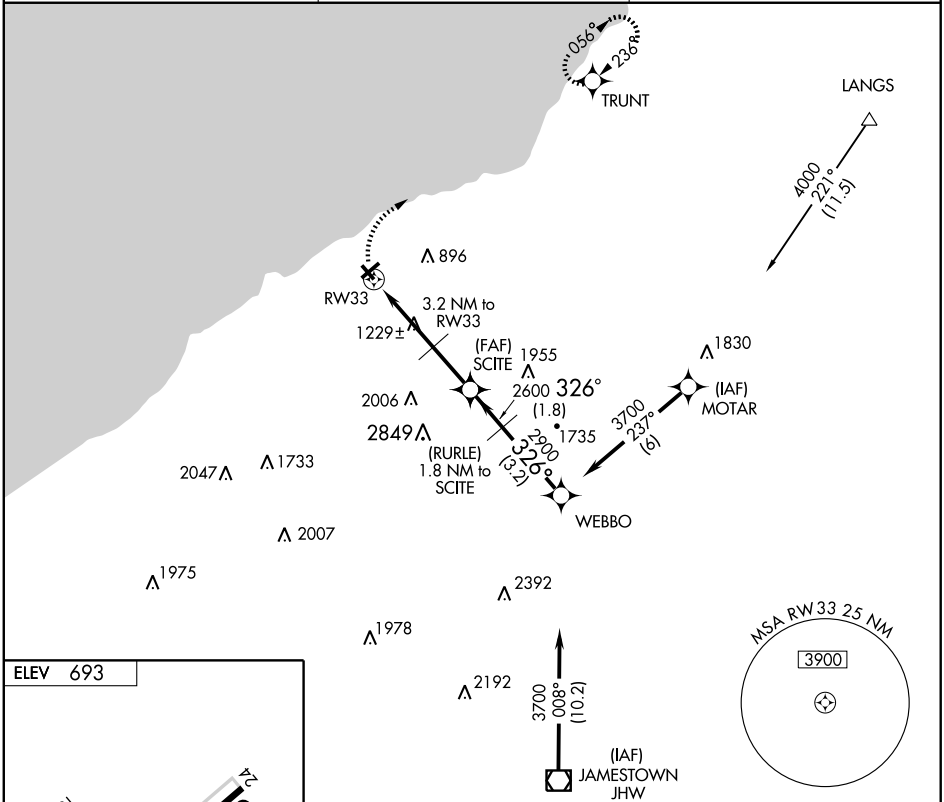
# GPS RWY 33

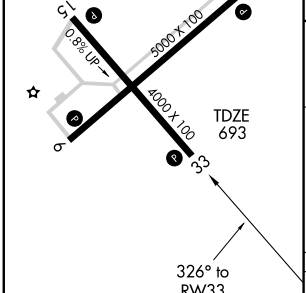
## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

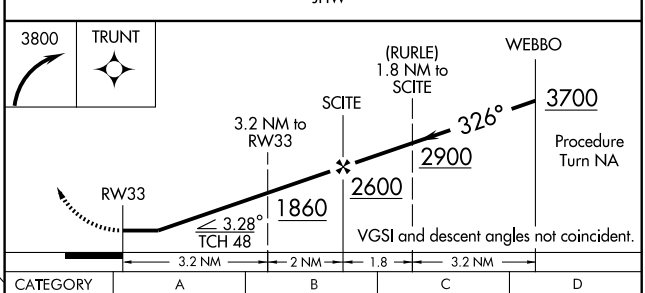
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1480-1<br>787 (800-1) | 1480-1¼<br>787 (800-1¼) | 1480-2¼<br>787 (800-2¼) | 1480-2½<br>787 (800-2½) |
| CIRCLING | 1480-1<br>787 (800-1) | 1480-1¼<br>787 (800-1¼) | 1480-2¼<br>787 (800-2¼) | 1540-2¾<br>847 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

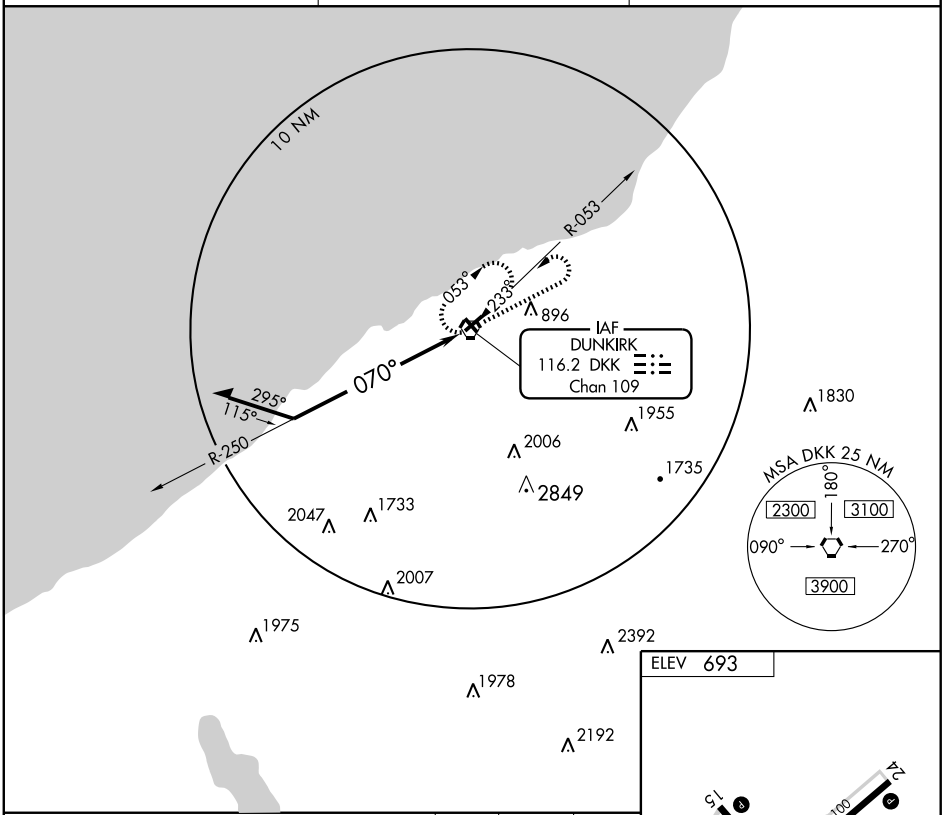
| VORTAC DKK 116.2 Chan 109 | APP CRS 070° | Rwy Idg 5000<br>TDZE 676<br>Apt Elev 693 |
|---|---|---|

# VOR RWY 6

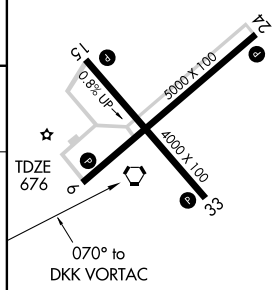
## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

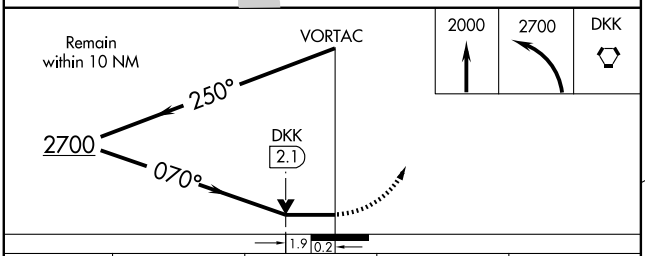
MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




ELEV 693




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1320-1 644 (700-1) | | 1320-1¾ 644 (700-1¾) | 1320-2 644 (700-2) |
| CIRCLING | 1320-1 627 (700-1) | | 1320-1¾ 627 (700-1¾) | 1540-2¾ 847 (900-2¾) |

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

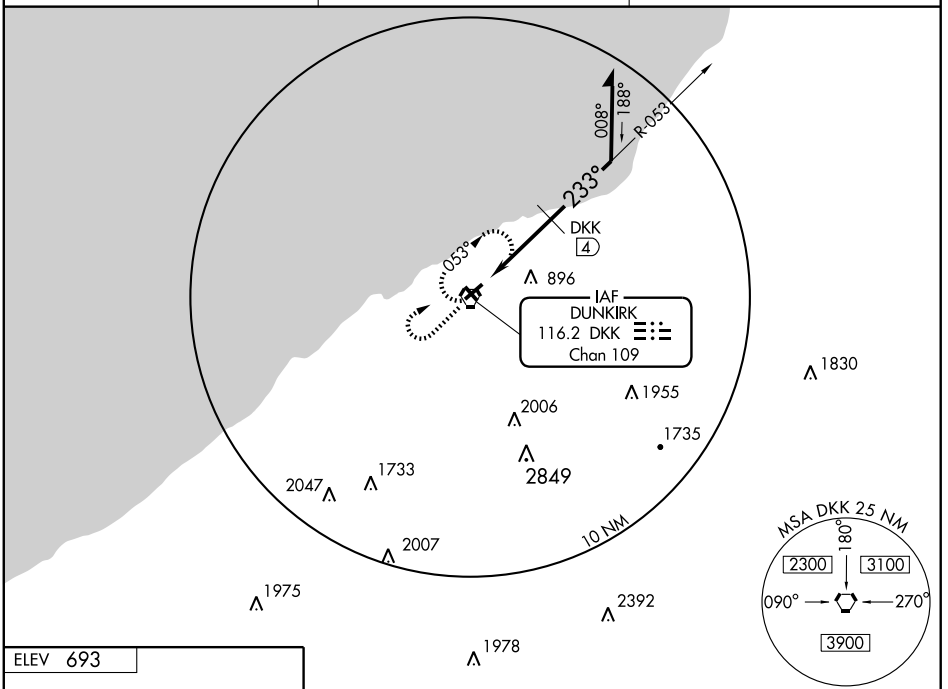
| VORTAC DKK | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 116.2 | 233° | TDZE | 676 |
| Chan 109 | | Apt Elev | 693 |

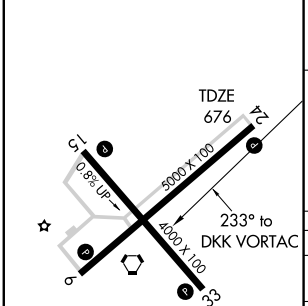
# VOR RWY 24

## DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

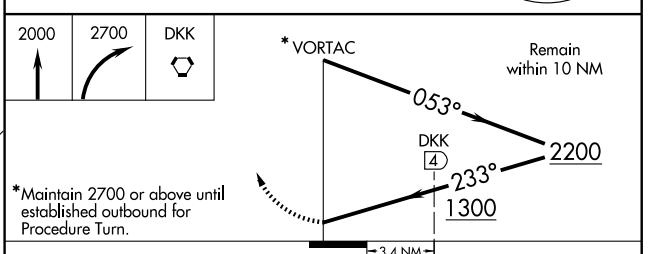
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L



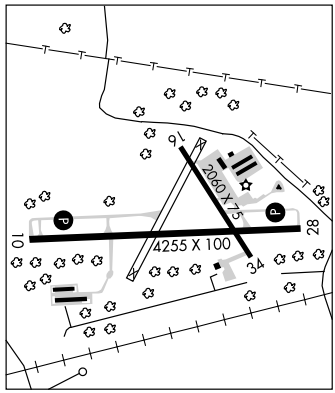

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1300-1 624 (700-1) | | 1300-1¾ 624 (700-1¾) | 1300-2 624 (700-2) |
| CIRCLING | 1300-1 607 (700-1) | | 1300-1¾ 607 (700-1¾) | 1540-2¾ 847 (900-2¾) |
| DME MINIMUMS | | | | |
| S-24 | 1160-1 484 (500-1) | | 1160-1¼ 484 (500-1¼) | 1160-1½ 484 (500-1½) |
| CIRCLING | 1220-1 527 (600-1) | 1240-1 547 (600-1) | 1280-1½ 587 (600-1½) | 1540-2¾ 847 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**EAST 34TH STREET HELIPORT** (See NEW YORK)

**EAST HAMPTON** (HTO) 3 W UTC−5(−4DT) N40°57.57′ W72°15.10′ NEW YORK COPTER
55 B S4 **FUEL** 100LL, JET A NOTAM FILE HTO L–33C, 34I
**RWY 10–28:** H4255X100 (ASPH) S–60 MIRL 0.6% up W IAP
**RWY 10:** REIL. PAPI (P2L)–GA 3.0° TCH 55′. Trees.
**RWY 28:** REIL. PAPI(P2R)—GA 3.0°. Pole.
**RWY 16–34:** H2060X75 (ASPH) S–8 0.6% up NW
**RWY 16:** Road.
**RWY 34:** Road.
**AIRPORT REMARKS:** Attended 1300Z‡–SS. Deer on and invof arpt. Rwy 16–34 cracked with vegetation growing through, standing water. Noise abatement procedures in effect ctc arpt management for details at 631–537–1130. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10, PAPI Rwy 28, REIL Rwy 10, REIL Rwy 28—CTAF. Pilot-controlled ltg unavbl dalgt hrs. Ldg fee for all transient acft to include touch and go ops.
**WEATHER DATA SOURCES: HIWAS** 113.6 HTO.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**HAMPTON RCO** 122.6 122.1R 113.6T (NEW YORK RADIO)
Ⓡ **NEW YORK APP/DEP CON** 125.975 **CLNC DEL** 118.95
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HAMPTON (H) VORTAC** 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 064° 3.8 NM to fld. 22/13W. **HIWAS.**




## EAST MORICHES

**LUFKER** (49N) 1 NE UTC−5(−4DT) N40°49.49′ W72°45.06′ NEW YORK COPTER
57 NOTAM FILE ISP
**RWY N–S:** 2300X100 (TURF)
**RWY N:** Tree. **RWY S:** Road. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hrs. Banner towing ops May–Oct. Glider and ultralights ops dalgt hrs May–Oct. Spadaro arpt tfc pat 590′ east. Ldg fee. Rwy N–S south end of rwy marked with boards.
**COMMUNICATIONS: CTAF** 122.9

**SPADARO** (1N2) 1 NE UTC−5(−4DT) N40°49.67′ W72°44.92′ NEW YORK COPTER
50 S4 NOTAM FILE ISP
**RWY 18–36:** H2400X25 (ASPH) S–12.5E
**RWY 18:** Brush. **RWY 36:** Thld displaced 485′. P–line. Rgt tfc.
**AIRPORT REMARKS:** Attended May–Oct dalgt hours. Parachute Jumping. Ultralgts on and invof arpt. PAEW 75′ east of Rwy 18. Due to close proximity of LUFKER arpt (590 ft between rwys) adhere to the following tfc pattern. North ops: SPADARO–Rgt tfc, LUFKER–Left tfc. South ops: SPADARO–Left tfc, LUFKER–Rgt tfc. Arrivals: Intercept final apch 45° to final apch leg 1500 ft from apch end of rwy. Departures: Make 45° turn ASAP after tkf to intercept crosswind leg. Use south ops for ldg when winds are 5 knots or less; or when winds are more than 5 knots 90° either side of centerline. Use north ops for tkf with no wind; heavy gross weight and for noise abatement. Rwy 18–36 marked with orange gray striped cones 2′ high.
**COMMUNICATIONS: CTAF/UNICOM** 123.0

## EDINBURG

**PLATEAU SKY RANCH** (1F2) 1 NW UTC−5(−4DT) N43°13.50′ W74°06.89′ NEW YORK
1070 NOTAM FILE BTV
**RWY 06–24:** 2400X100 (TURF)
**RWY 06:** Road. **RWY 24:** Trees.
**RWY 01–19:** 2000X100 (TURF)
**RWY 01:** Road. **RWY 19:** Road.
**AIRPORT REMARKS:** Unattended. Ultralgt acft on and invof arpt. Trap and skeet shooting between Rwys 01 and 06. Rwy 01–19 edges marked with red cones all seasons exc winter. Rwy 06–24 edges marked with red cones all seasons exc winter. Acft parked/hangared on non–arpt land. Cross public road to/from arpt.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**ELIZABETH FLD** (See FISHERS ISLAND)

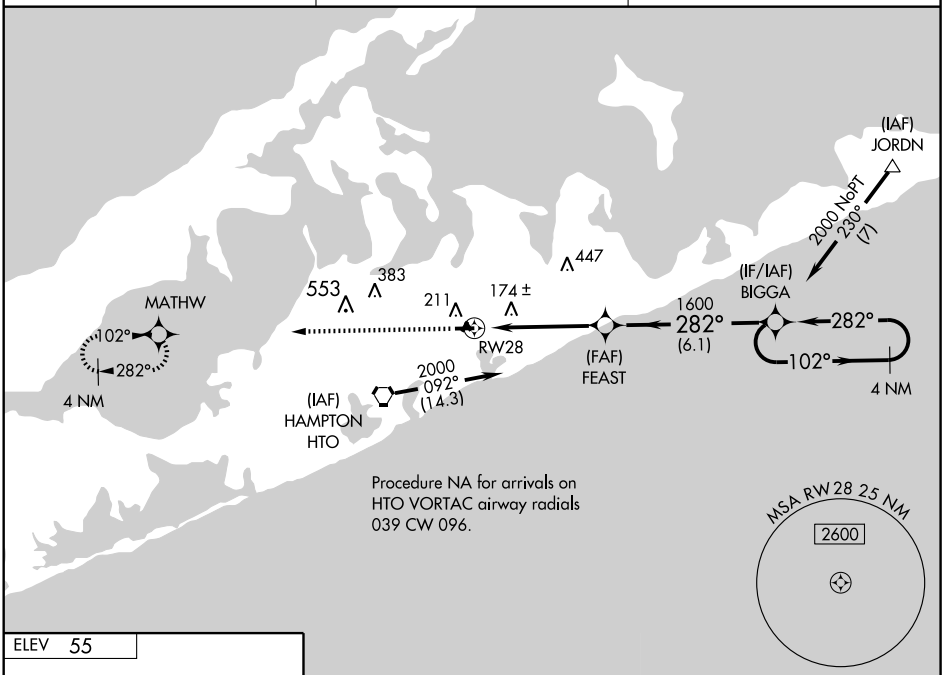
| APP CRS | Rwy Idg | 4255 |
|---|---|---|
| 282° | TDZE | 46 |
| | Apt Elev | 55 |

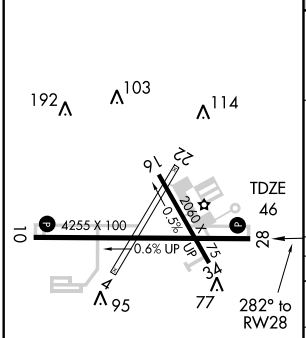
# RNAV (GPS) RWY 28
## EAST HAMPTON (HTO)

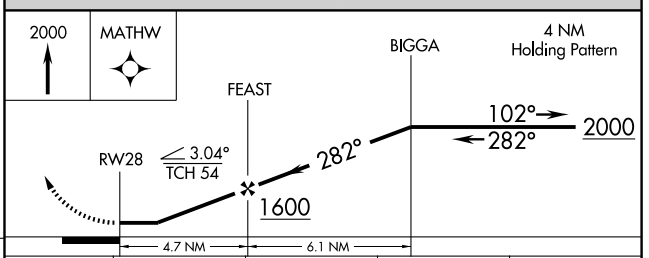
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 394 (400-1) | | | 440-1¼ 394 (400-1¼) |
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 480-1 434 (500-1) | | 480-1¼ 434 (500-1¼) | 480-1½ 434 (500-1½) |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4255 |
|---|---|---|
| 102° | TDZE | 55 |
| | Apt Elev | 55 |

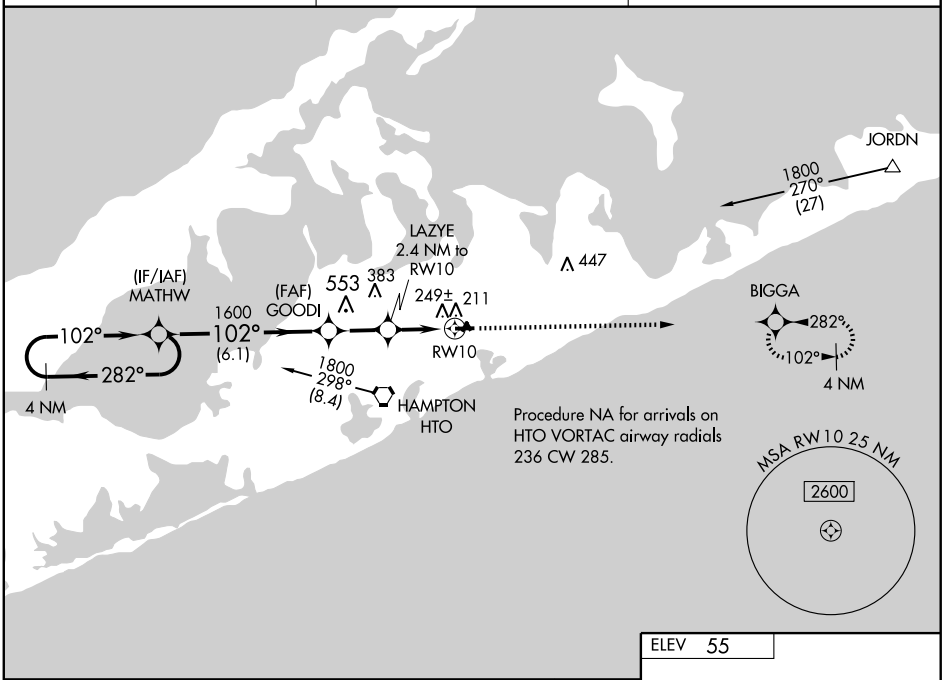
# RNAV (GPS) Y RWY 10
## EAST HAMPTON (HTO)

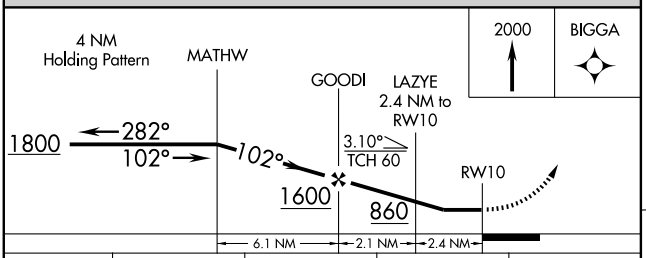
NA

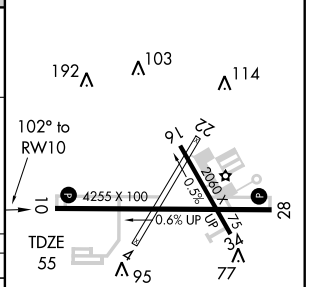
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 445 (500-1) | | 500-1¼ 445 (500-1¼) | 500-1½ 445 (500-1½) |
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

WAAS CH **40112** **W10A** | APP CRS **102°** | Rwy Idg **4255** TDZE **55** Apt Elev **55**

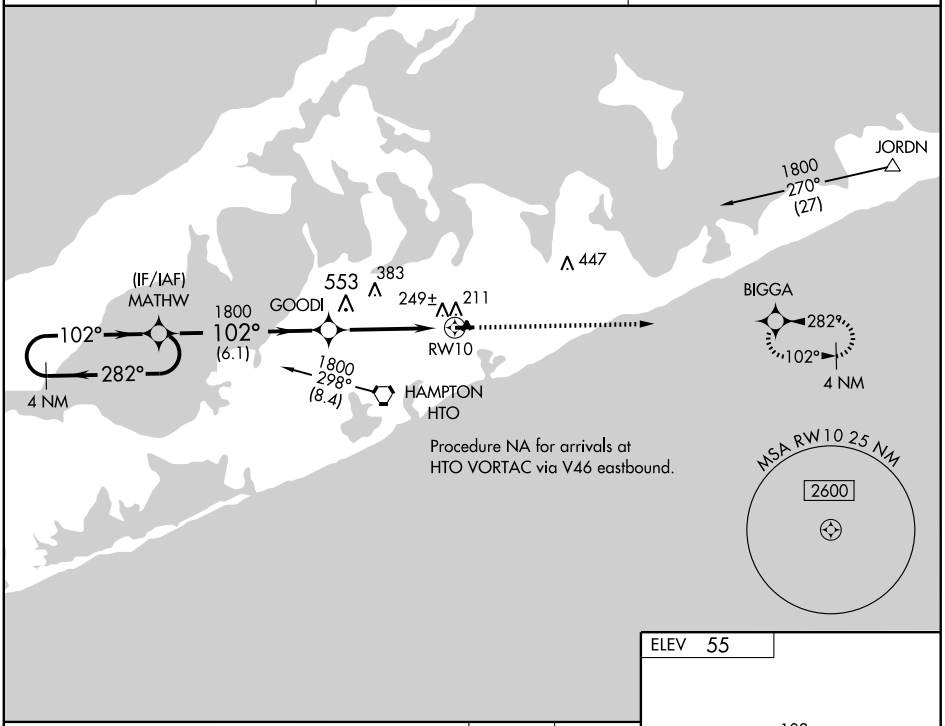
# RNAV (GPS) Z RWY 10

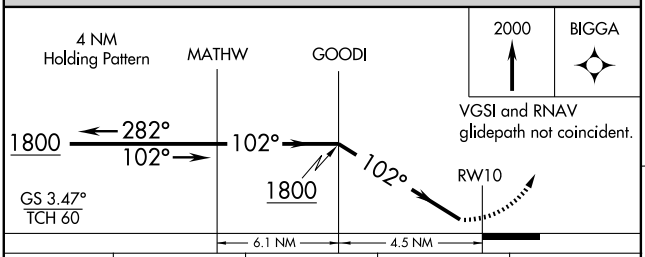
## EAST HAMPTON (HTO)

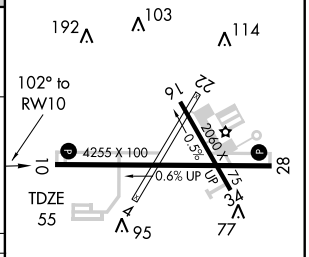
T A NA — Baro-VNAV NA when using Westhampton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| **125.975** **343.65** | **118.95** | **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 408-1 | 353 (400-1) | | NA |
| LNAV/VNAV DA | 524-1½ | 469 (500-1½) | | NA |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| LPV DA | 453-1¼ | 398 (400-1¼) | | NA |
| LNAV/VNAV DA | 569-1½ | 514 (600-1½) | | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC HTO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 063° | TDZE | N/A |
| Chan 83 | | Apt Elev | 55 |

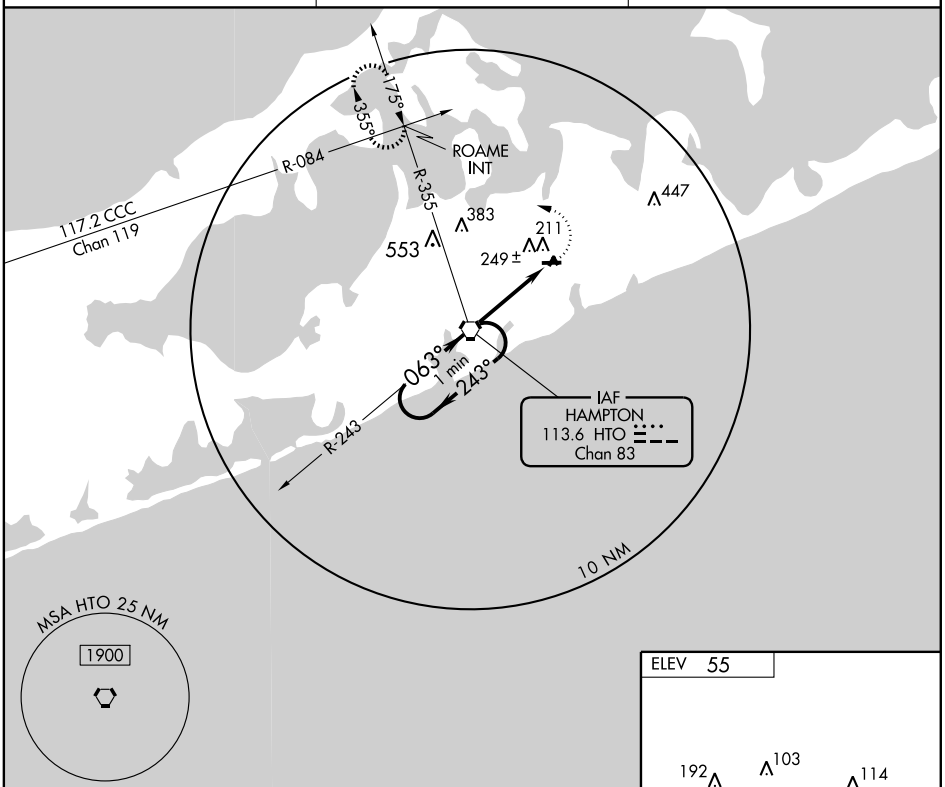
# VOR-A
## EAST HAMPTON (HTO)

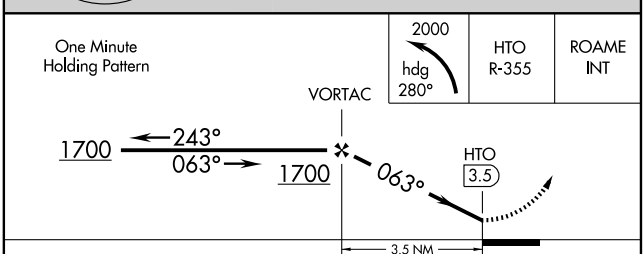
NA

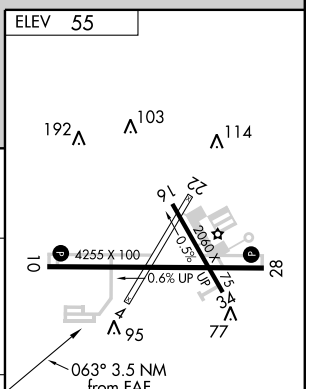
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

| NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 125.975 343.65 | 118.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 505 (600-1) | | 560-1½ 505 (600-1½) | 620-2 565 (600-2) |
| WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 600-1 545 (600-1) | | 600-1½ 545 (600-1½) | 620-2 565 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ELLENVILLE

## JOSEPH Y RESNICK (N89) 01 NE UTC−5(−4DT) N41°43.67′ W74°22.64′

NEW YORK
L–33B, 34I

292 B **FUEL** 100LL NOTAM FILE ISP

**RWY 04–22:** H3838X75 (ASPH) MIRL

**RWY 04:** REIL. PAPI(P2L). Trees.

**RWY 22:** REIL. PAPI(P2L). Thld dsplcd 300′. Trees. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 04:** TORA–3838 TODA–3838 ASDA–3838 LDA–3538

**RWY 22:** TORA–3838 TODA–3838 ASDA–3838 LDA–3538

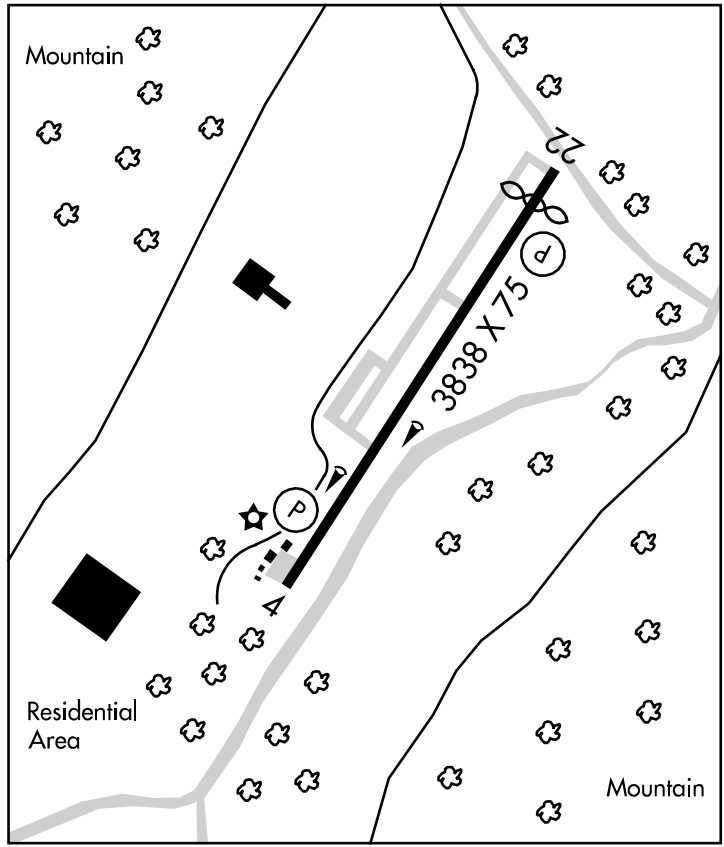
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Rwy 04–22 PAEW Mon–Fri 1200–2200Z‡. Deer on and invof arpt. Avoid overflight of hospital and school buildings approximately one mile SW of Rwy 22 and prison approximately ½ mile NE of arpt. Glider activity on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **NEW YORK APP/DEP CON** 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 291° 25.2 NM to fld. 580/12W. **HIWAS.**



| APP CRS | Rwy Idg | 3538 |
|---|---|---|
| 061° | TDZE | 290 |
| | Apt Elev | 290 |

# GPS RWY 4

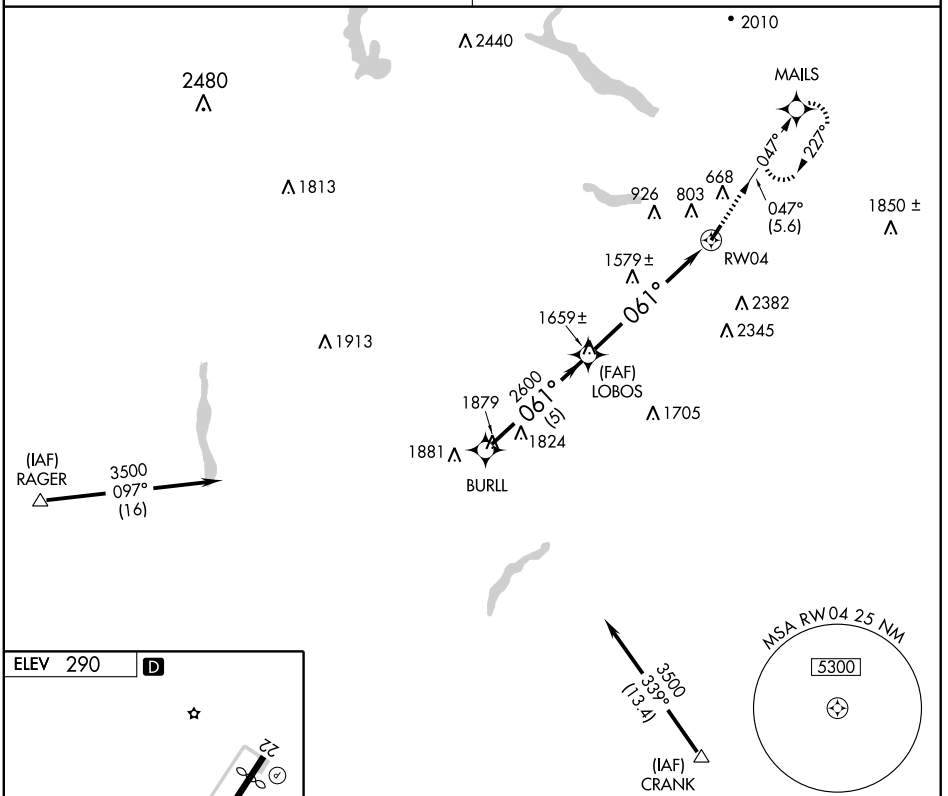
## ELLENVILLE/JOSEPH Y RESNICK (N89)

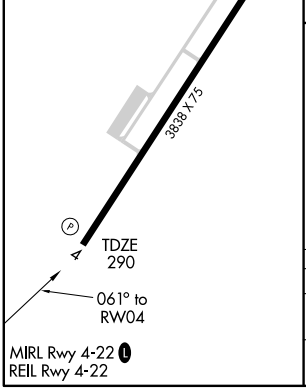
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

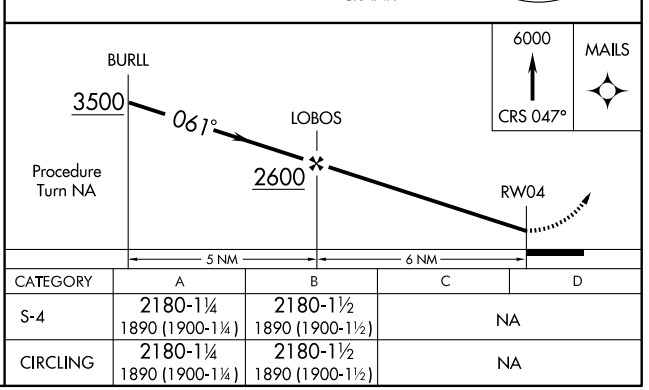
MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

NEW YORK APP CON
**132.75 363.1**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2180-1¼<br>1890 (1900-1¼) | 2180-1½<br>1890 (1900-1½) | NA | |
| CIRCLING | 2180-1¼<br>1890 (1900-1¼) | 2180-1½<br>1890 (1900-1½) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3538 |
|---|---|---|
| 227° | TDZE | 289 |
| | Apt Elev | 290 |

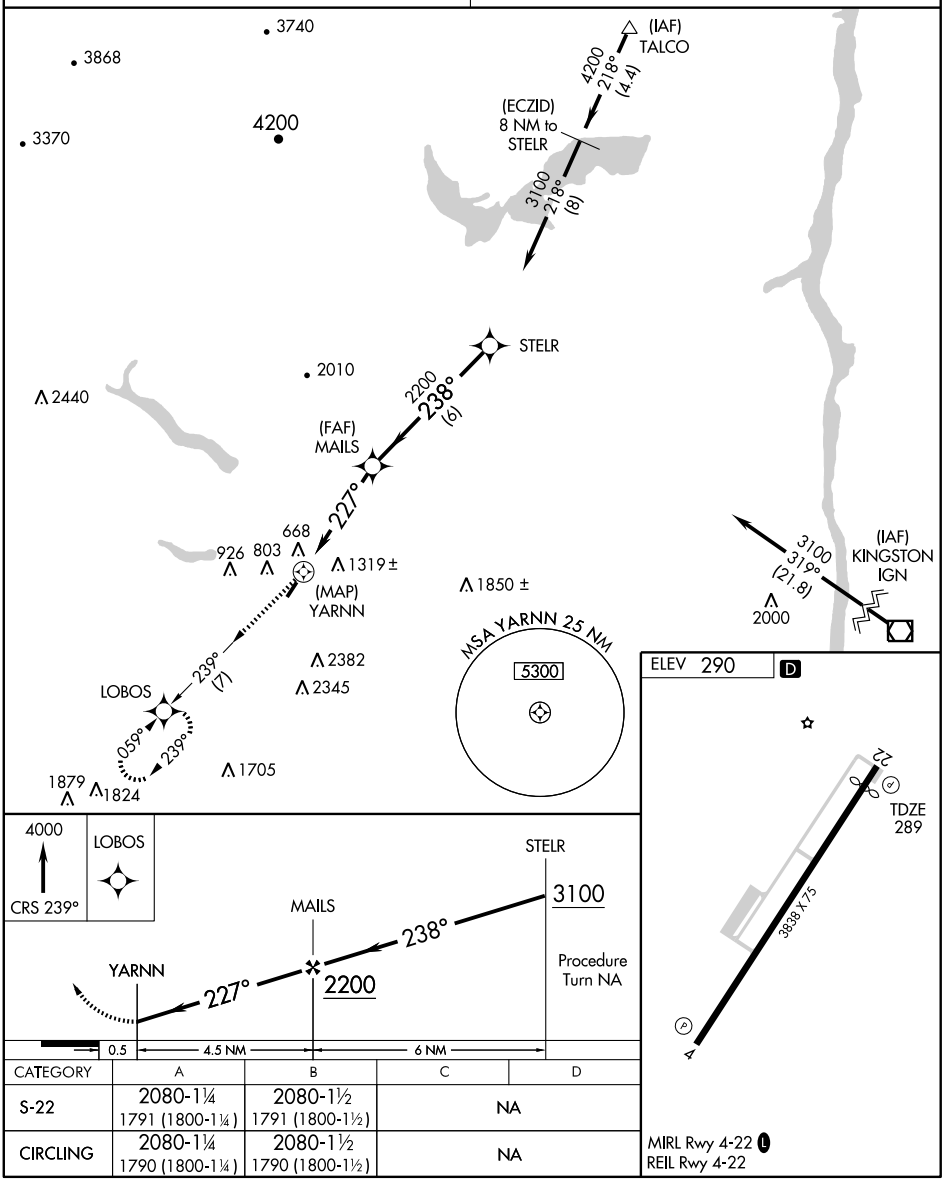
# GPS RWY 22

ELLENVILLE/JOSEPH Y RESNICK (N89)

Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2080-1¼ 1791 (1800-1¼) | 2080-1½ 1791 (1800-1½) | NA | |
| CIRCLING | 2080-1¼ 1790 (1800-1¼) | 2080-1½ 1790 (1800-1½) | NA | |

MIRL Rwy 4-22 L
REIL Rwy 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

**ELMIRA/CORNING RGNL** (ELM) 6 NW UTC−5(−4DT) N42°09.59′ W76°53.50′ **NEW YORK**

954 B S4 **FUEL** 100LL, JET A OX 4 TPA–2099(1145) ARFF Index–See Remarks **H–10H, 12J, L–30J, 32F**

NOTAM FILE ELM **IAP, AD**

**RWY 06–24:** H7599X150 (ASPH–GRVD) S–80, D–121, 2S–154, 2D–200 HIRL CL

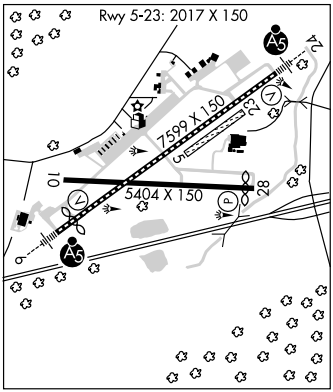
**RWY 06:** MALSR. VASI(V4L)—GA 3.0°TCH 51′. Thld dsplcd 600′. Tree.

**RWY 24:** MALSR. VASI(V4L)—GA 3.0°TCH 52′. Tree.

**RWY 10–28:** H5404X150 (ASPH–GRVD) S–57, D–90, 2S–114, 2D–150 MIRL

**RWY 28:** PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 400′.

**RWY 05–23:** 2017X150 (TURF)




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 24 | 10–28 | 4750 |
| RWY 28 | 06–24 | 3050 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–2017 | TODA–2017 | ASDA–2017 | LDA–2017 |
| **RWY 06:** | TORA–7599 | TODA–7599 | ASDA–7599 | LDA–6999 |
| **RWY 10:** | TORA–5404 | TODA–5404 | ASDA–5004 | LDA–5004 |
| **RWY 23:** | TORA–2017 | TODA–2017 | ASDA–2017 | LDA–2017 |
| **RWY 24:** | TORA–7599 | TODA–7599 | ASDA–7599 | LDA–7599 |
| **RWY 28:** | TORA–5404 | TODA–5404 | ASDA–5404 | LDA–5004 |

**AIRPORT REMARKS:** Attended continuously. Extensive glider activity on and invof arpt. Birds and deer on and invof arpt. Blimp activity req PPR, ctc arpt manager at 607–426–5622. Class I, ARFF Index B. ARFF index C equipment coverage is avbl upon request ctc arpt management at 607–426–5622. Acft with wing spans greater than 93 ft should use extreme care when taxiing on Twy A adjacent to ramps. Rwy 05–23 (SE of Rwy 06–24) unmarked seasonal use TURF rwy CLOSED 1 Dec through 30 Apr. For land side access from apron when FBO clsd ctc ELM arpt attendant at 607–426–5621. Rwy 05–23 marked with asph L corner markers. Winter de-icing on Glycol Ramp only. When twr clsd ACTIVATE HIRL Rwy 06–24; MALSR Rwy 06 and Rwy 24; twy lgts Twy A and Twy C north of Rwy 06–24—CTAF, for MIRL Rwy 10–28 and all other twy lgts call 607–426–5621. Ldg fee for all non based acft.

**WEATHER DATA SOURCES:** ASOS (607) 796–0065.

**COMMUNICATIONS: CTAF** 121.1 **ATIS** 125.475 **UNICOM** 122.95

**RCO** 122.4 122.2 (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 118.15 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

**ELMIRA TOWER** 121.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.9

**AIRSPACE: CLASS D** svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON** (within 15 NM).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELM.

**(L) VOR/DME** 109.65 ULW Chan 33(Y) N42°05.65′ W77°01.49′ 068° 7.1 NM to fld. 1620/12W.

**ALPINE NDB (MHW)** 245 ALP N42°14.32′ W76°45.84′ 242° 7.4 NM to fld.

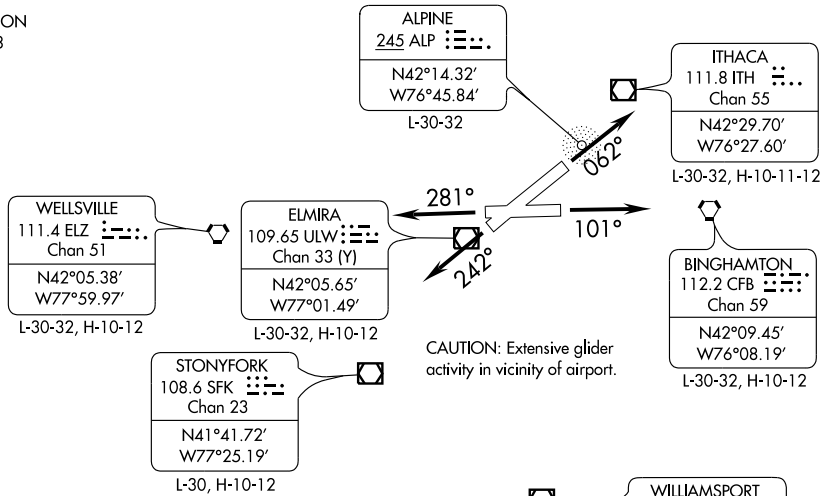
**ILS** 109.1 I–ELM Rwy 24. Class IE. ILS unmonitored when twr clsd.

**ILS** 109.1 I–UEK Rwy 06. Class IT. ILS unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** When ELM twr clsd, clnc del/cancellations avbl thru RCO 122.2/122.4 or call Buffalo AFSS 1–800–WX–BRIEF.

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:
Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 ¾ or Standard with minimum climb of 325′ per NM to 1700.
Rwy 10: Standard with minimum climb of 449′ per NM to 1600.
Rwy 24: Standard with minimum climb of 423′ per NM to 2400.
Rwy 28: Standard with minimum climb of 636′ per NM to 2100.




NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-ELM | APP CRS | Rwy Idg | 7599 |
|---|---|---|---|
| 109.1 | 242° | TDZE | 955 |
| | | Apt Elev | 955 |

# ILS or LOC RWY 24

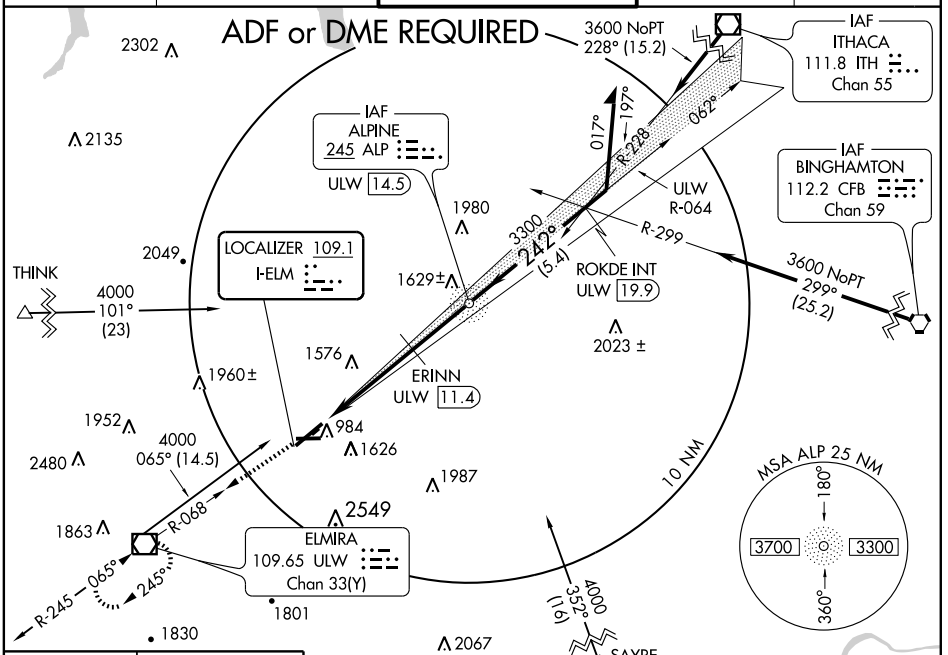
ELMIRA/CORNING RGNL (ELM)

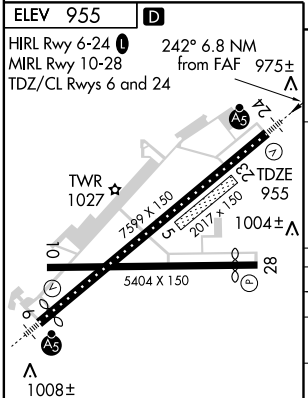
DME from ULW VOR/DME.

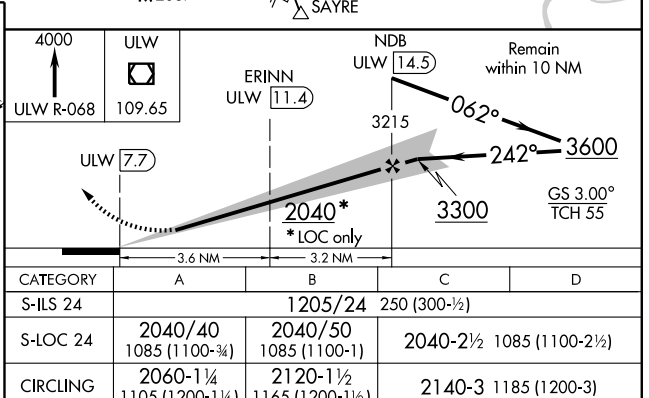
MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1205/24 250 (300-½) | | | |
| S-LOC 24 | 2040/40 1085 (1100-¾) | 2040/50 1085 (1100-1) | 2040-2½ 1085 (1100-2½) | |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |
| ERINN FIX MINIMUMS | | | | |
| S-LOC 24 | 1600/24 645 (700-½) | | 1600/60 645 (700-1¼) | 1600-1½ 645 (700-1½) |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

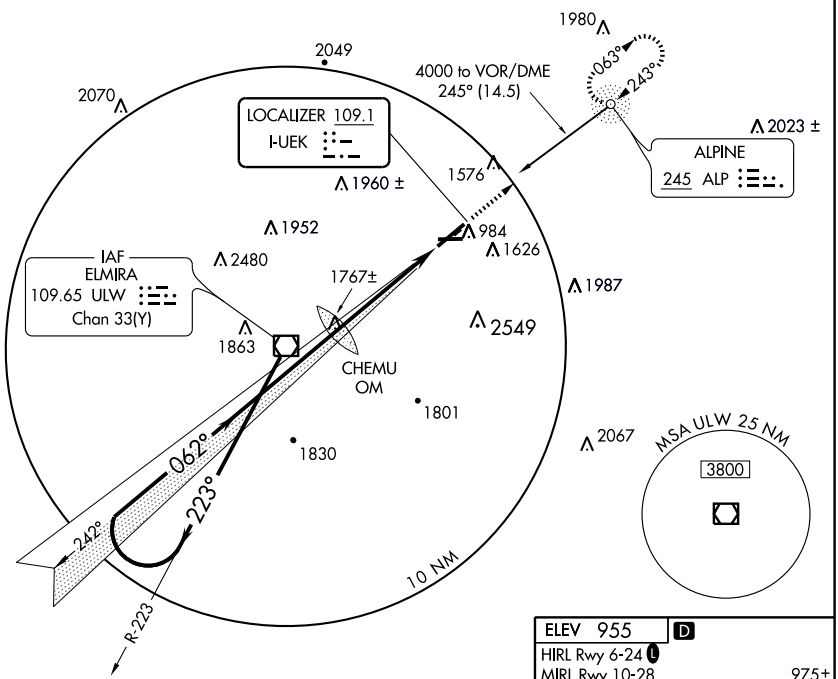
| LOC I-UEK | APP CRS | Rwy Idg | 6999 |
|---|---|---|---|
| 109.1 | 062° | TDZE | 944 |
| | | Apt Elev | 955 |

# ILS RWY 6
## ELMIRA/CORNING RGNL (ELM)

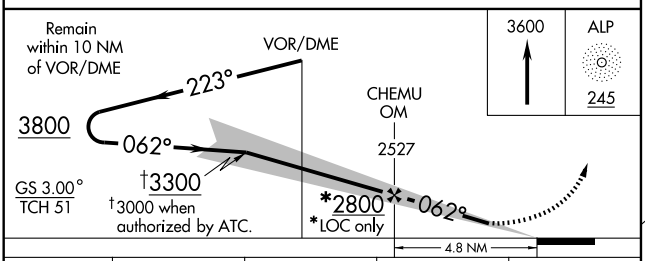
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

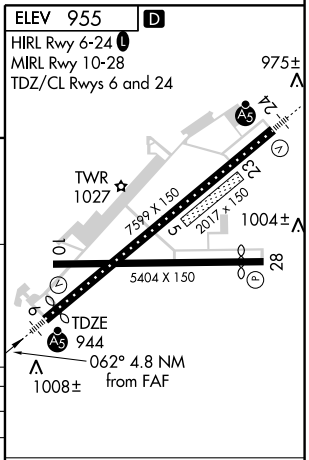
| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 1144-½ 200 (200-½) | | | |
| S-LOC 6 | 2020-¾ 1076 (1100-¾) | 2020-1 1076 (1100-1) | 2020-2½ 1076 (1100-2½) | |
| CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2140-3 1185 (1200-3) | |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 6

## ELMIRA/CORNING RGNL (ELM)

| APP CRS | Rwy ldg | 6999 |
|---|---|---|
| 062° | TDZE | 944 |
| | Apt Elev | 955 |

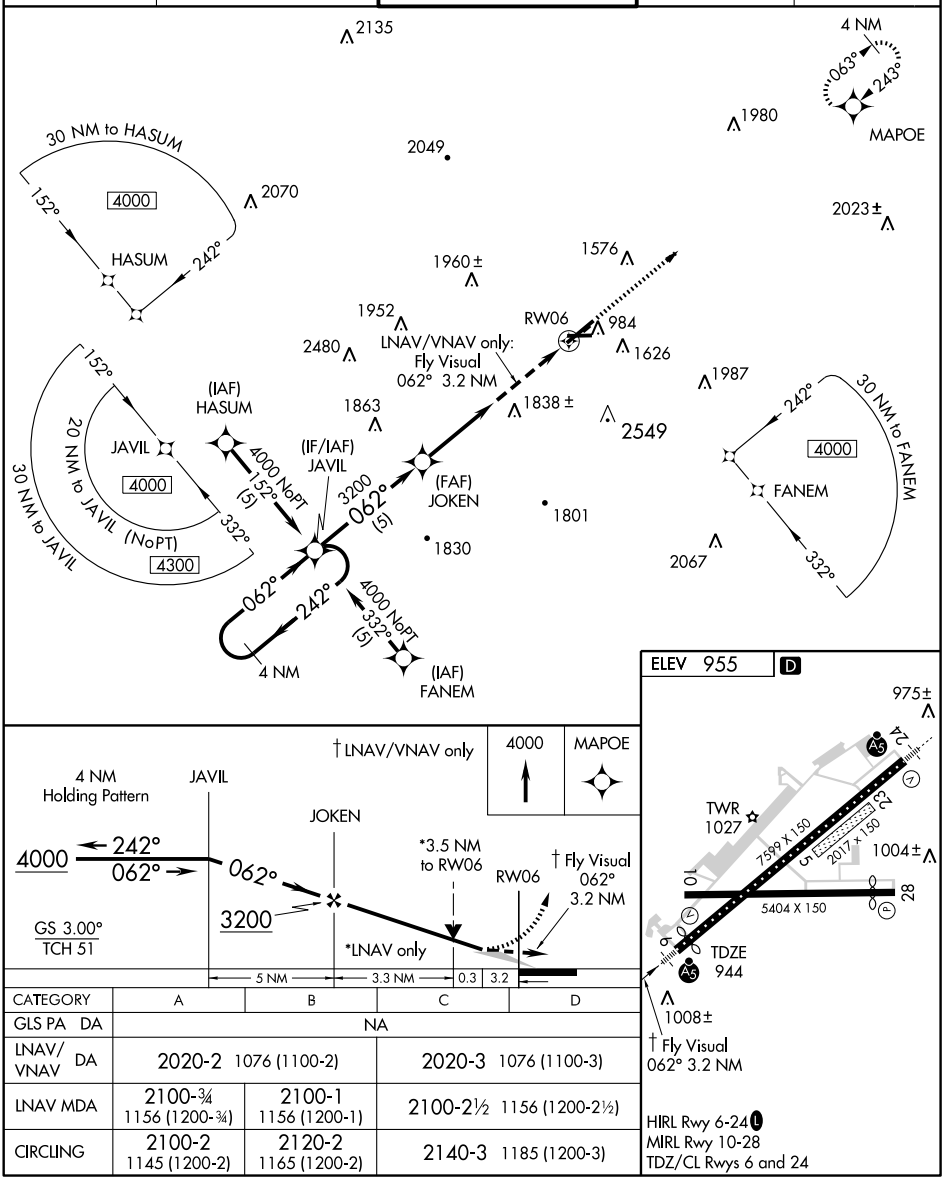
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

NA

MALSR

MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2020-2 1076 (1100-2) | | 2020-3 1076 (1100-3) | |
| LNAV MDA | 2100-¾ 1156 (1200-¾) | 2100-1 1156 (1200-1) | 2100-2½ 1156 (1200-2½) | |
| CIRCLING | 2100-2 1145 (1200-2) | 2120-2 1165 (1200-2) | 2140-3 1185 (1200-3) | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5004 |
|---|---|---|
| 101° | TDZE | 942 |
| | Apt Elev | 955 |

# RNAV (GPS) RWY 10

ELMIRA/CORNING RGNL (ELM)

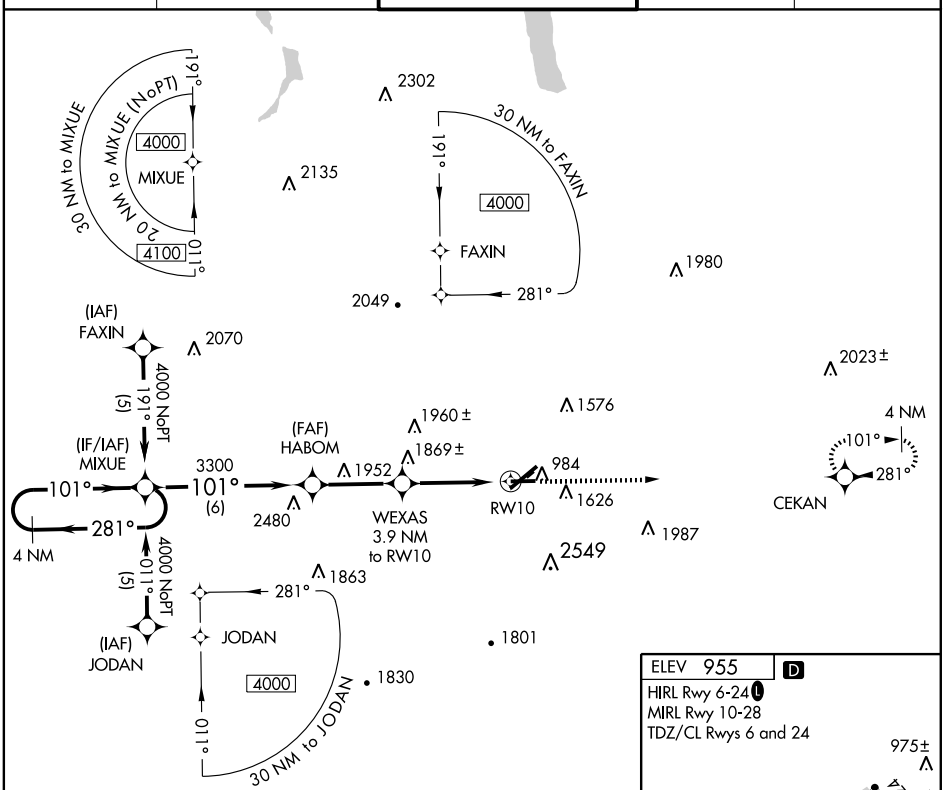
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

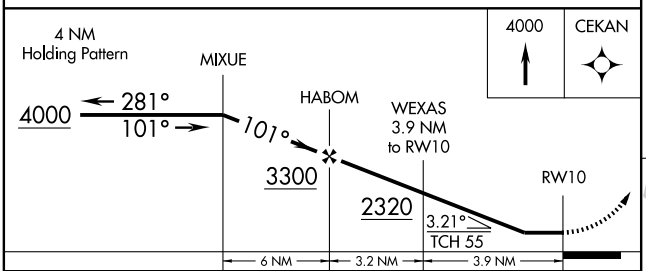
MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |

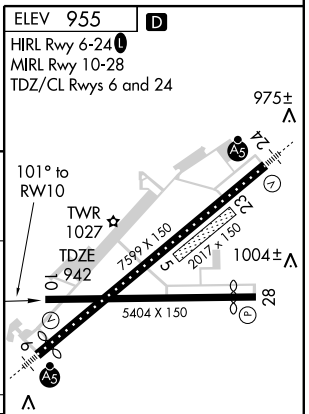


NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1¼ 1178 (1200-1¼) | 2120-1½ 1178 (1200-1½) | 2120-3 1178 (1200-3) | |
| CIRCLING | 2120-1¼ 1165 (1200-1¼) | 2120-1½ 1165 (1200-1½) | 2120-3 1165 (1200-3) | |



| APP CRS | Rwy ldg | 7599 |
|---|---|---|
| 242° | TDZE | 955 |
| | Apt Elev | 955 |

# RNAV (GPS) RWY 24

## ELMIRA/CORNING RGNL (ELM)

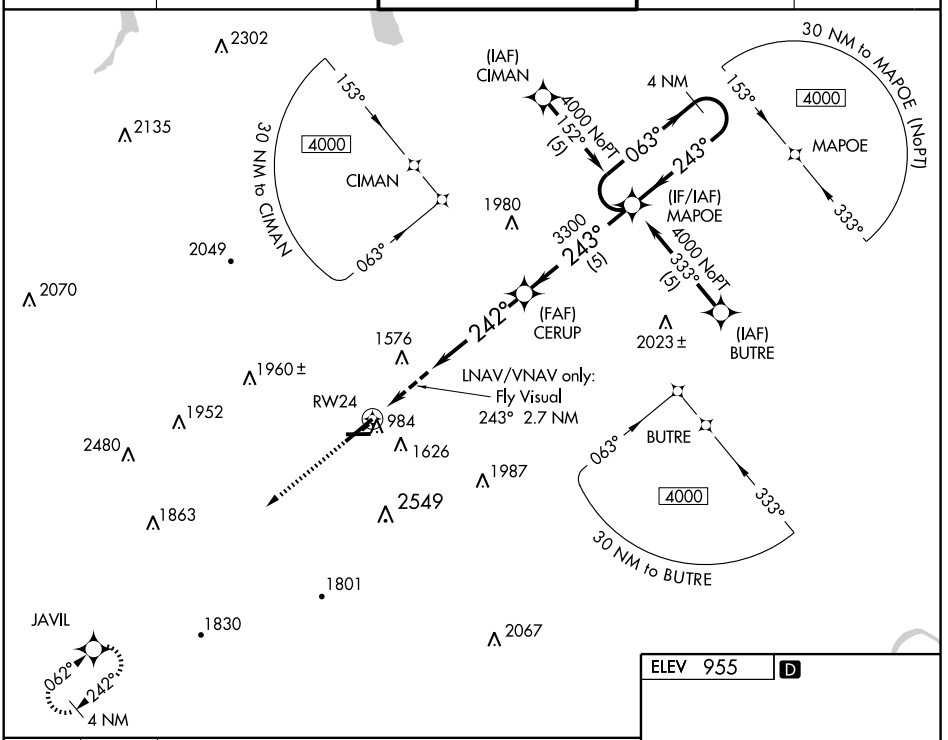
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

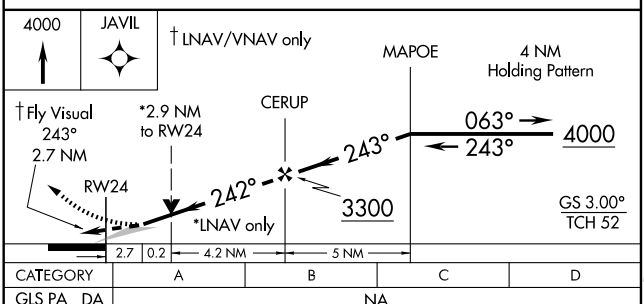
NA

MALSR

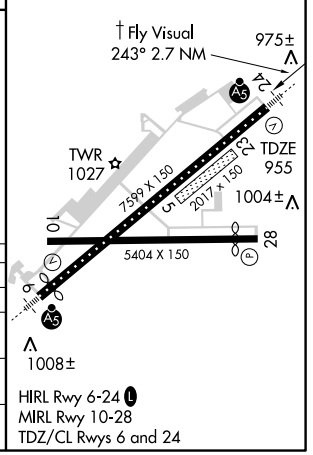
MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1860-2 905 (1000-2) | | 1860-2¾ 905 (1000-2¾) | 1860-3 905 (1000-3) |
| LNAV MDA | 1920/40 965 (1000-¾) | 1920/50 965 (1000-1) | 1920-2½ 965 (1000-2½) | |
| CIRCLING | 2060-2 1105 (1200-2) | 2120-2 1165 (1200-2) | 2140-2¾ 1185 (1200-2¾) | 2140-3 1185 (1200-3) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5004 |
|---|---|---|
| 281° | TDZE | 945 |
| | Apt Elev | 955 |

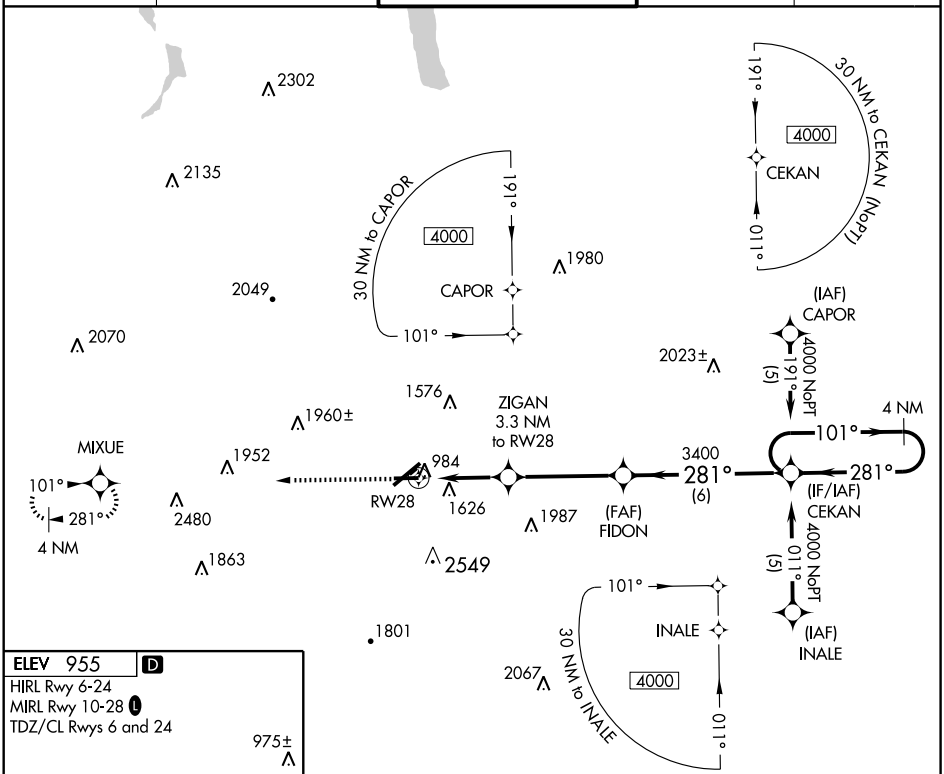
# RNAV (GPS) RWY 28

ELMIRA/CORNING RGNL (ELM)

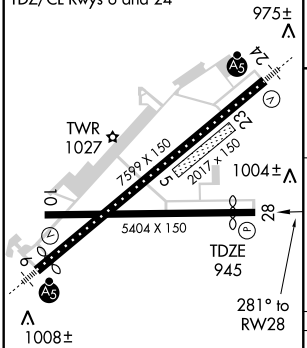
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

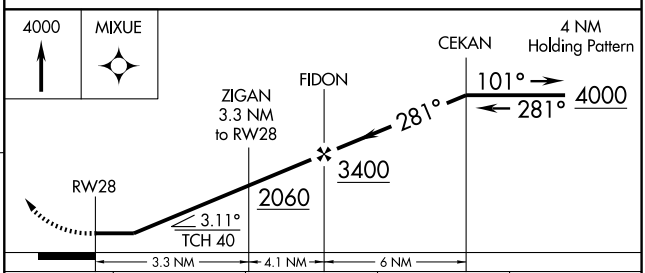
MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.475 | 119.45 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 955 D
HIRL Rwy 6-24
MIRL Rwy 10-28 L
TDZ/CL Rwys 6 and 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1920-1¼ 975 (1000-1¼) | 1920-1½ 975 (1000-1½) | 1920-3 975 (1000-3) | |
| CIRCLING | 2040-1¼ 1085 (1100-1¼) | 2100-1½ 1145 (1200-1½) | 2100-3 1145 (1200-3) | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ENDICOTT

## TRI–CITIES (CZG) 3 SW UTC–5(–4DT) N42°04.71′ W76°05.78′

833 B **FUEL** 100LL, JET A, A1+ NOTAM FILE CZG

**RWY 03–21:** H3900X75 (ASPH) S–30 MIRL

**RWY 03:** REIL. Road.

**RWY 21:** REIL. PAPI(P2R)—GA 4.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1500–2100Z‡. High terrain all quadrants. PAEW AER 21. Rwy 21 safety area has surface variations/depressions. Grvl access road for glider area crosses Rwy 03 apch. Rotating bcn obscured N and W of arpt due to high terrain. Extensive glider activity. REIL Rwy 03 OTS indef. REIL Rwy 21 OTS indef. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 119.075 (607) 785–2926.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

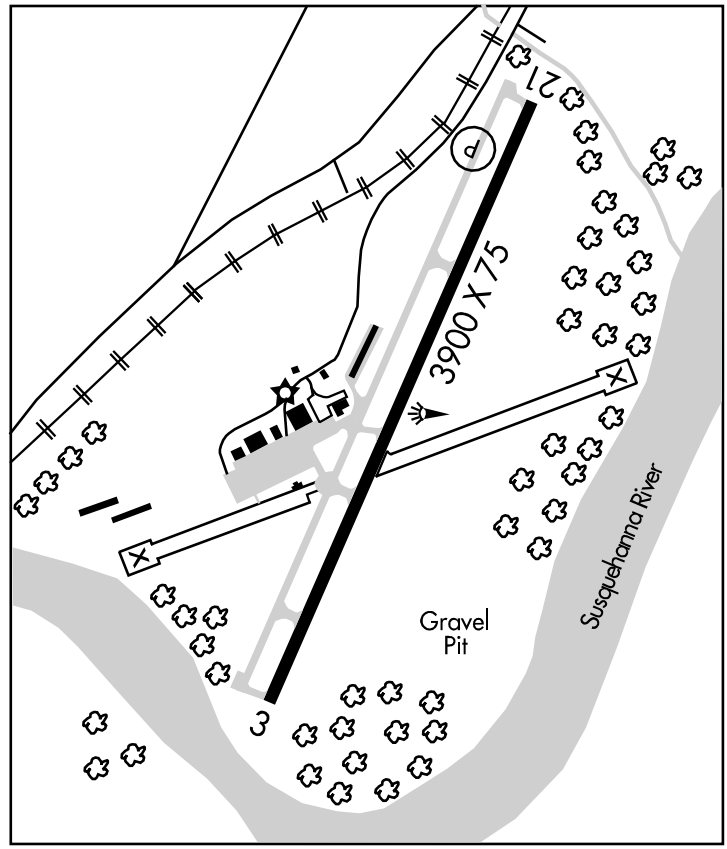
Ⓡ **BINGHAMTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 121.7

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**BINGHAMTON (L) VORTAC** 112.2 CFB. Chan 59 N42°09.45′ W76°08.19′ 169° 5.1 NM to fld. 1583/10W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## EVERS SPB (See NEW YORK)

## FALLN N43°17.25′ W76°18.28′

**NDB (LOM)** 220 FZ 329° 5.3 NM to Oswego Co.

| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 036° | TDZE | 833 |
| | Apt Elev | 833 |

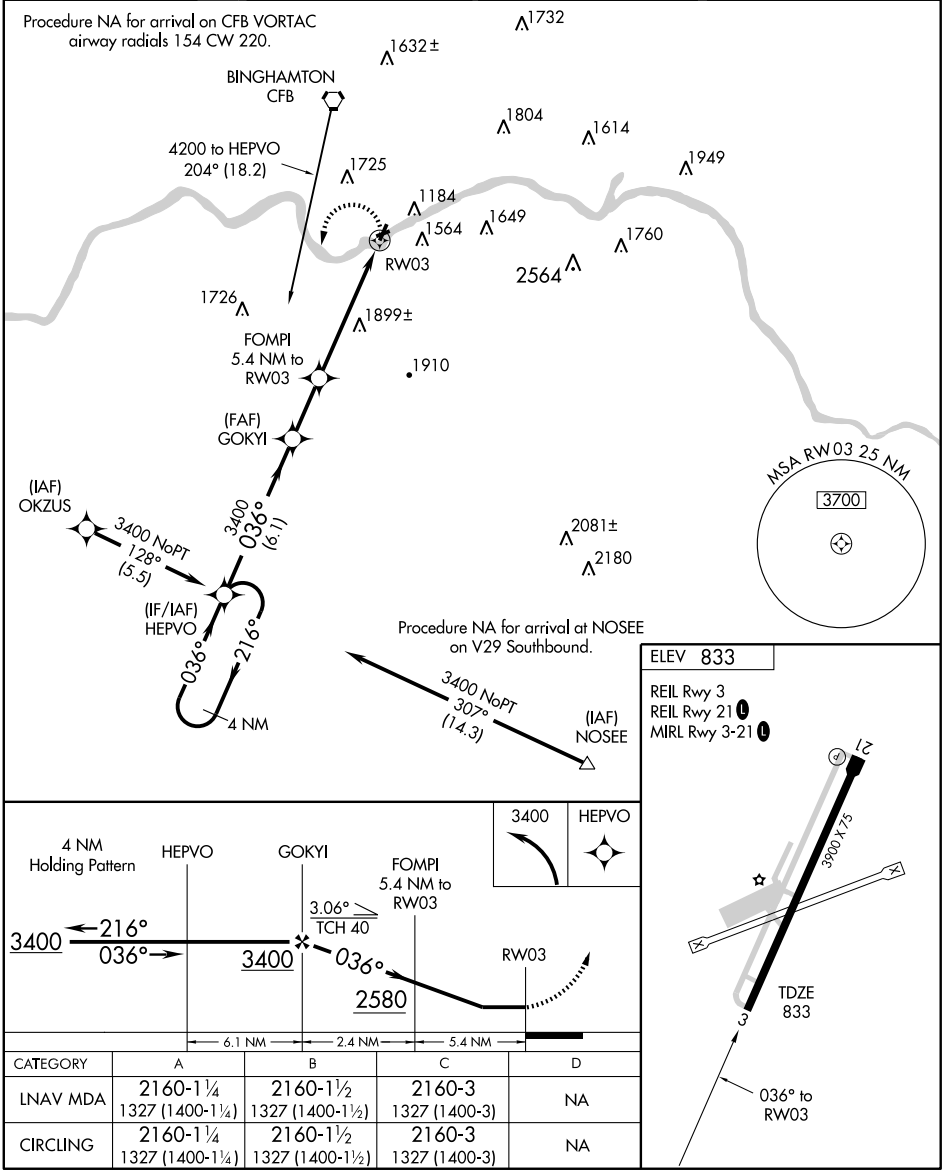
# RNAV (GPS) RWY 3

ENDICOTT/ TRI-CITIES (CZG)

NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | 2160-3 1327 (1400-3) | NA |
| CIRCLING | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | 2160-3 1327 (1400-3) | NA |

ELEV 833

REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 216° | TDZE | 833 |
| | Apt Elev | 833 |

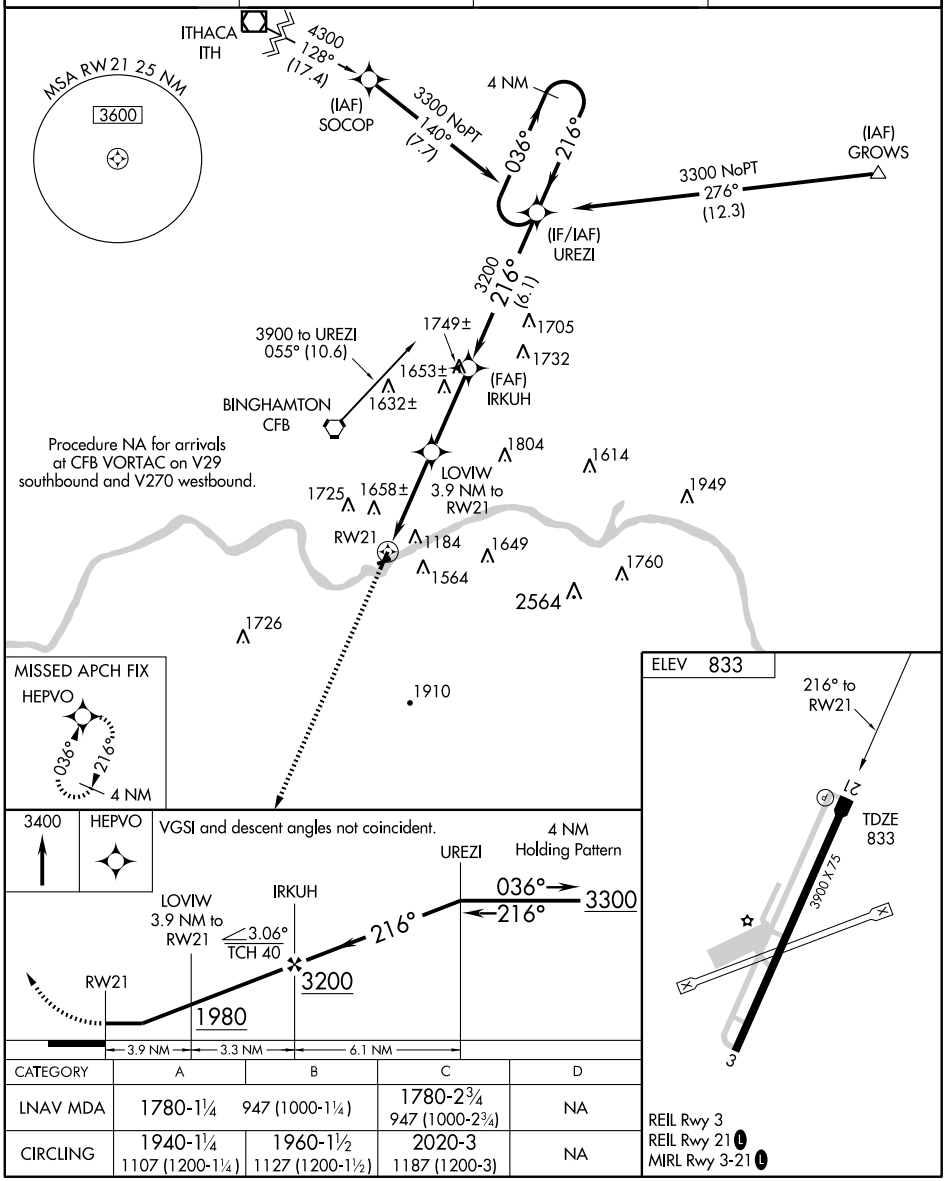
# RNAV (GPS) RWY 21

ENDICOTT/ TRI-CITIES (CZG)

T NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet and visibility LNAV Cat B and C ½mile.

MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1¼ | 947 (1000-1¼) | 1780-2¾ 947 (1000-2¾) | NA |
| CIRCLING | 1940-1¼ 1107 (1200-1¼) | 1960-1½ 1127 (1200-1½) | 2020-3 1187 (1200-3) | NA |

REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC CFB 112.2 Chan 59 | APP CRS 170° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 833 |
|---|---|---|

# VOR-A

ENDICOTT/ TRI-CITIES (CZG)

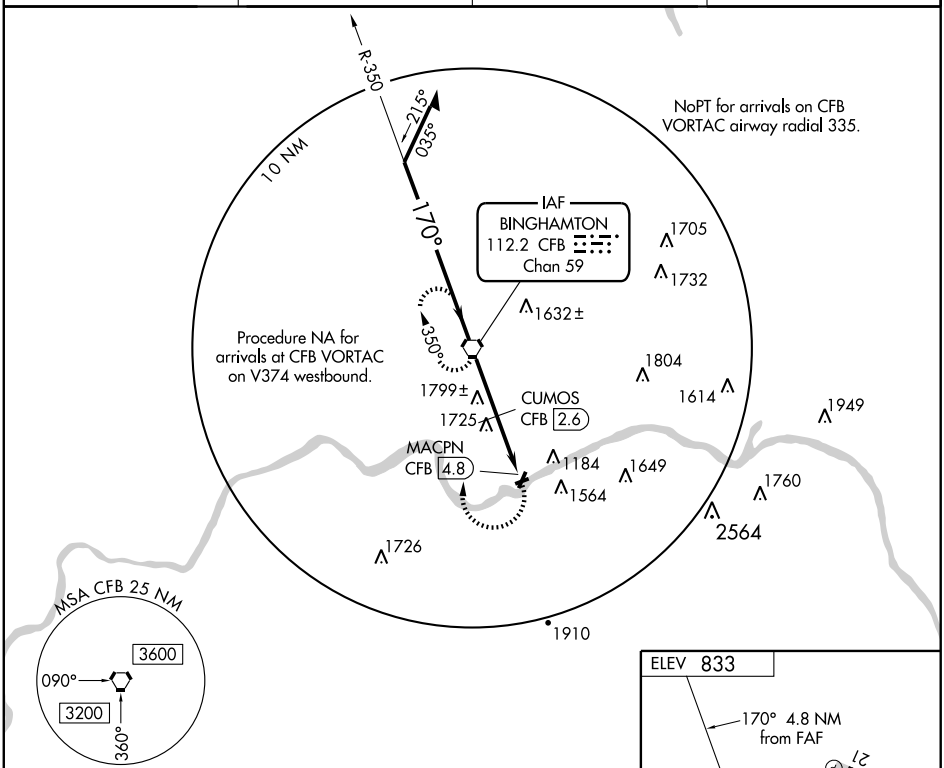
T NA — Circling NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

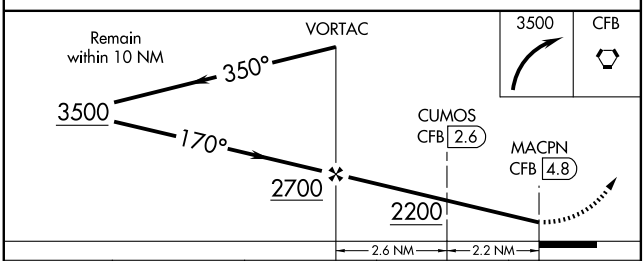
MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

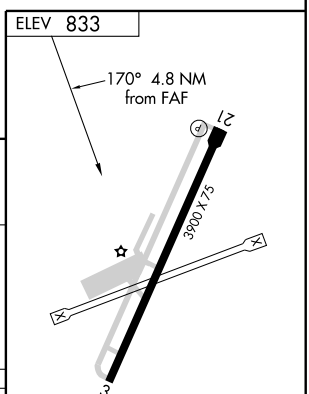
| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |



NE-2, 26 AUG 2010 to 23 SEP 2010




REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1¼<br>1367 (1400-1¼) | 2200-1½<br>1367 (1400-1½) | 2200-3<br>1367 (1400-3) | NA |
| CUMOS FIX MINIMUMS | | | | |
| CIRCLING | 2000-1¼<br>1167 (1200-1¼) | 2000-1½<br>1167 (1200-1½) | 2020-3<br>1187 (1200-3) | NA |

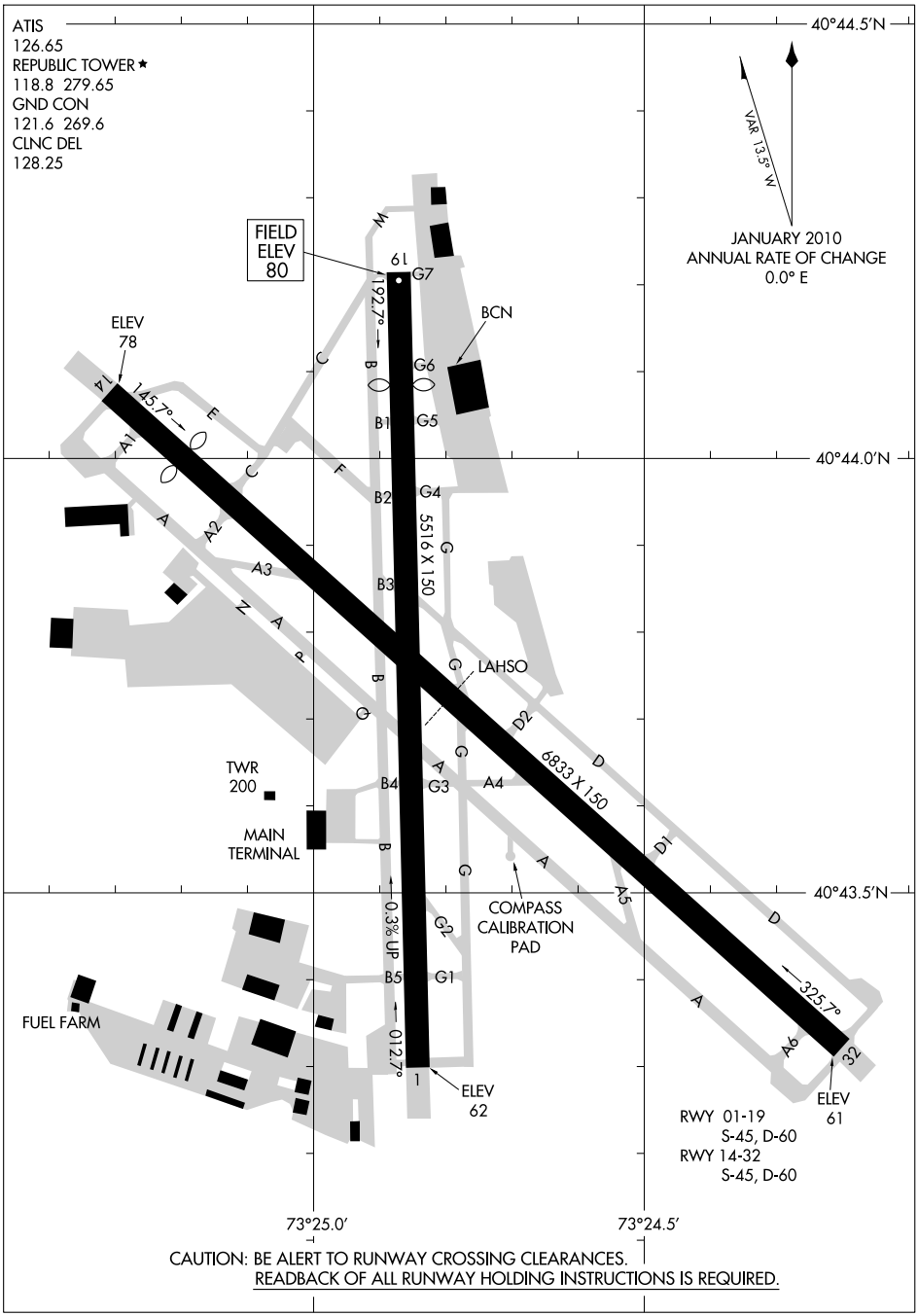
FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

# AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# FARMINGDALE

**REPUBLIC** (FRG) 1 E UTC−5(−4DT) N40°43.73′ W73°24.81′

**NEW YORK**

80 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks

**COPTER**

LRA Class IV, ARFF Index A. NOTAM FILE FRG

**H–10I, 12J, L–33B, 34H**

**IAP, AD**

**RWY 14–32:** H6833X150 (ASPH–GRVD) S–45, D–60 HIRL

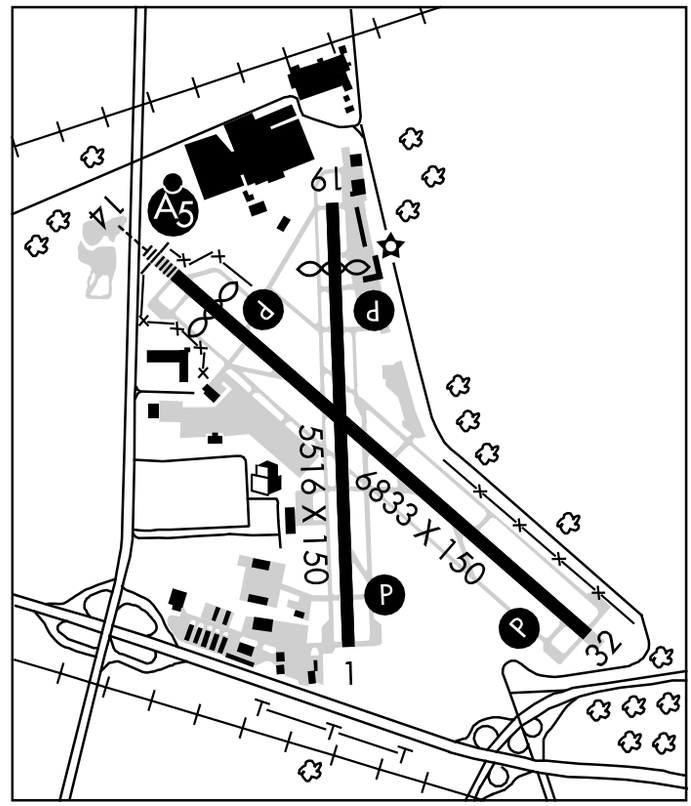
**RWY 14:** MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 676′. Pole.

**RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 53′. Road. Rgt tfc.

**RWY 01–19:** H5516X150 (ASPH–GRVD) S–45, D–60 MIRL 0.3% up N

**RWY 01:** REIL. PAPI(P4R)—GA, 3.0° TCH 35′. Pole. Rgt tfc.

**RWY 19:** REIL. PAPI(P2L)—GA 3.0° TCH 39′. Thld dsplcd 789′. Building.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 32 | 01–19 | 3650′ |

**AIRPORT REMARKS:** Attended continuously. Birds invof arpt. Voluntary noise abatement procedures in effect for fixed wing and helicopter. Ctc arpt management 631–752–7707 ext 6108. Rwy 01–19 hold lines located 125′ from the rwy centerline. Acft with wingspan 79′ or larger are advised to taxi or back–taxi on rwys. Twys may not provide adequate width, turning radius, and or separation from obstructions. Acft with wingspan of 79′ or larger are advised that clearance distances may not be adequate for tkf on Rwy 01–19 when acft are on Twy B or Twy G between Twys G4 and D and are restricted on Twy A between Twys A between Twys A1 and A2. Jet maintenance run ups permitted only in the Twy A6, Twy D, Twy F, and Twy G holding bays. TPA–1180(1100) conventional, 1680(1600) Turbo. When twr clsd ACTIVATE HIRL Rwy 14–32; MIRL Rwy 01–19; MALSR Rwy 14; REILs Rwys 01, 19, and 32; PAPI Rwys 01, 19, 14, and 32; twy lgts—CTAF. Ldg fee for all acft except military and government.

**WEATHER DATA SOURCES:** ASOS (631) 752–8129. LAWRS.

**COMMUNICATIONS: CTAF** 118.8 **ATIS** 126.65 **UNICOM** 122.95

Ⓡ **NEW YORK APP CON** 127.4 134.35 132.4 123.7 118.4 Ⓡ**NEW YORK DEP CON** 125.7 134.35 123.7

**TOWER** 118.8 125.2 (1200–0400Z‡) **GND CON** 121.6 **CLNC DEL** 128.25

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**DEER PARK (L) VORW/DME** 117.7 DPK Chan 124 N40°47.51′ W73°18.22′ 245° 6.3 NM to fld. 117/12W.

**BABYLON NDB (HW)** 275 BBN N40°40.35′ W73°23.06′ 353° 3.6 NM to fld. NDB unusable beyond 15 NM. NOTAM FILE FRG.

**FRIKK NDB (LOM)** 407 FR N40°46.59′ W73°28.95′ 146° 4.3 NM to fld.

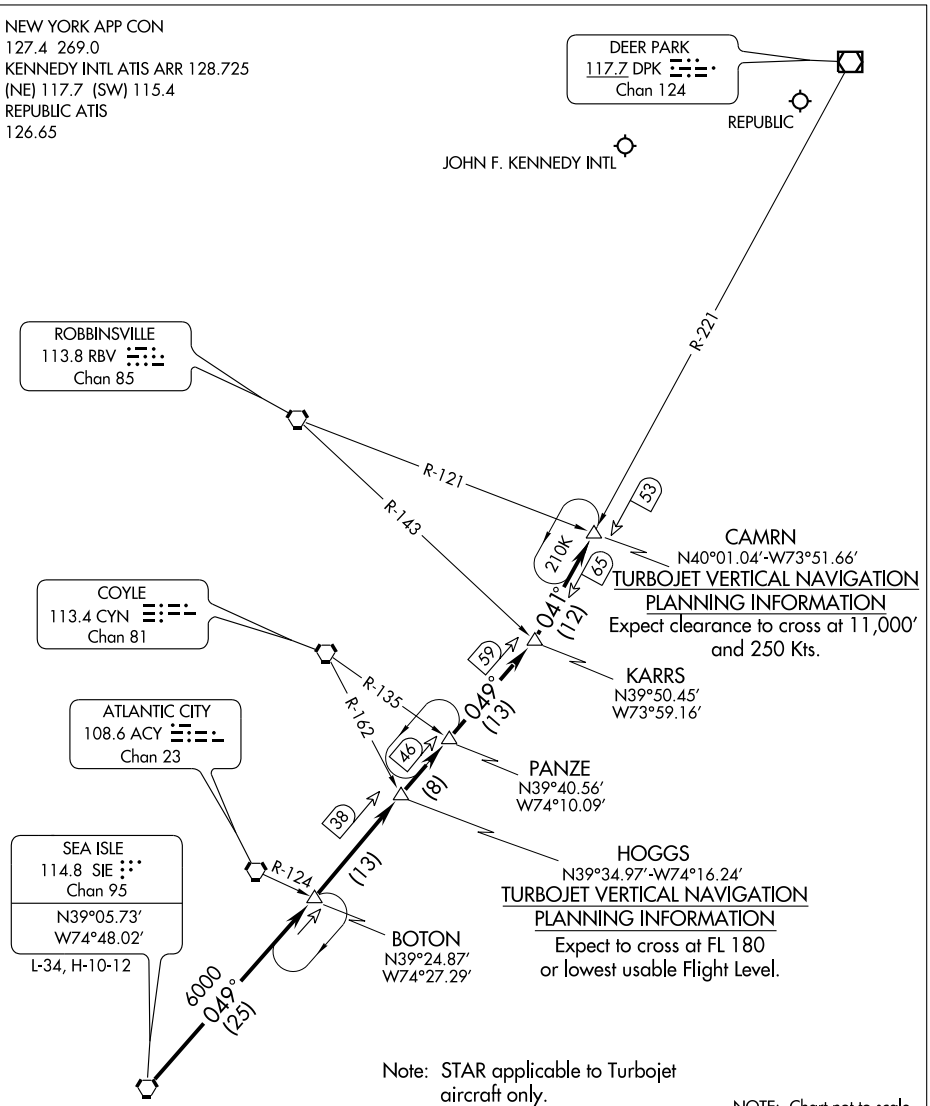
**ILS** 111.9 I–FRG Rwy 14. Class IE. LOM FRIKK NDB. GS unusable for coupled apch blo 310′ MSL.

**FINGER LAKES RGNL** (See SENECA FALLS)

# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



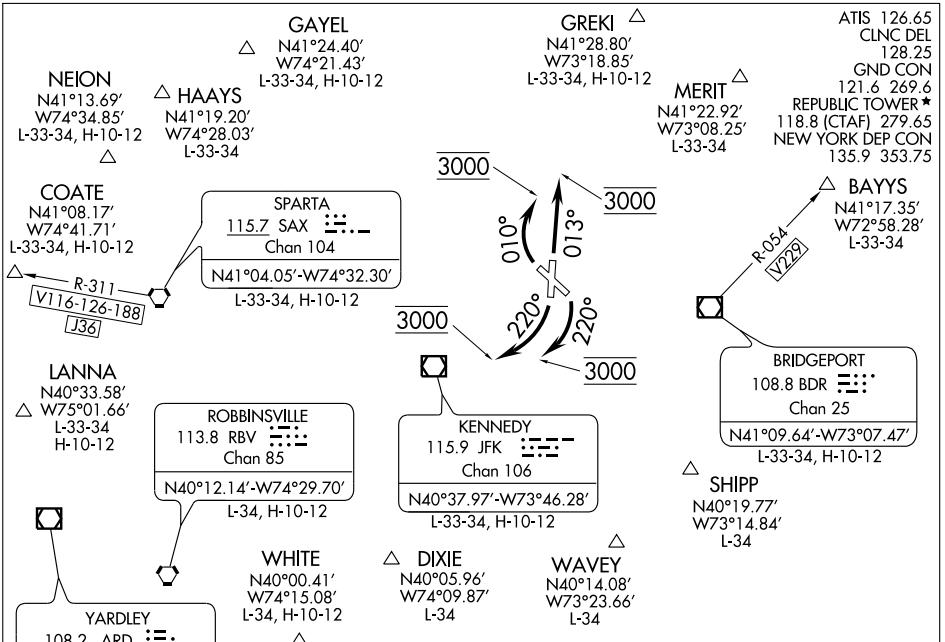



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.



NE-2, 26 AUG 2010 to 23 SEP 2010

# FARMINGDALE FOUR DEPARTURE




TAKE-OFF MINIMUMS:
Rwy 14, 19, standard.
Rwy 1, 200-1¼ or standard with minimum climb of 207′ per NM to 300.
Rwy 32, standard with minimum climb of 242′ per NM to 800.

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

NOTE: Rwy 1, fence, elevator, buildings, tanks and trees beginning 3′ from DER, 194′ left of centerline, up to 69′ AGL/144′ MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144′ from DER, 246′ right of centerline, up to 80′ AGL/155′ MSL. Tank 5912′ from DER, 1427′ left of centerline, 139′ AGL/235′ MSL.

NOTE: Rwy 14, road, pole, and trees beginning 182′ from DER, 24′ right of centerline, up to 70′ AGL/120′ MSL. Poles and trees beginning 534′ from DER, 97′ left of centerline, up to 74′ AGL/124′ MSL.

NOTE: Rwy 19, sign, hangar, poles, and trees beginning 78′ from DER, 14′ right of centerline, up to 65′ AGL/115′ MSL. Buildings, poles, and trees beginning 182′ from DER, 71′ left of centerline, up to 75′ AGL/125′ MSL. Tower 2454′ from DER, 318′ right of centerline, 84′ AGL/142′ MSL.

NOTE: Rwy 32, fence, poles, and trees beginning 146′ from DER, 23′ right of centerline, up to 69′ AGL/139′ MSL. Traffic signal, poles, antenna, and trees beginning 330′ from DER, 124′ left of centerline, up to 72′ AGL/142′ MSL. Tank 1.35 NM from DER, 1122′ left of centerline, 107′ AGL/297′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climbing right turn via heading 220°, maintain 3000 feet, thence. . . .
TAKE-OFF RUNWAY 32: Climbing right turn via heading 010°, maintain 3000 feet, thence . . . .

. . . . via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.


NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-FRG | APP CRS | Rwy Idg | 6157 |
|---|---|---|---|
| 111.9 | 146° | TDZE | 77 |
| | | Apt Elev | 80 |

# ILS or LOC RWY 14

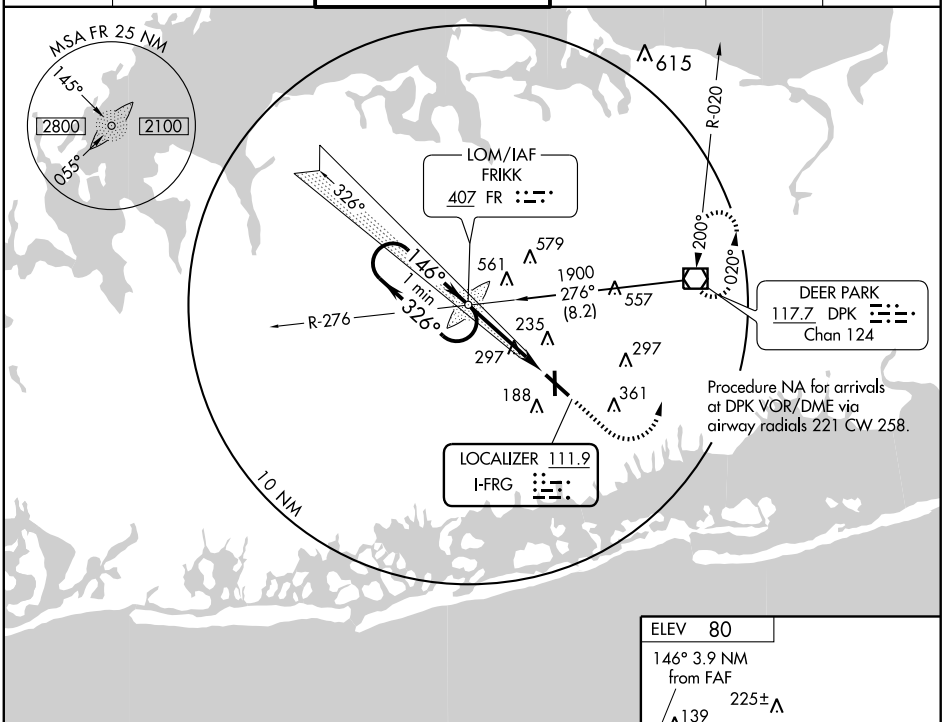
FARMINGDALE/REPUBLIC (FRG)

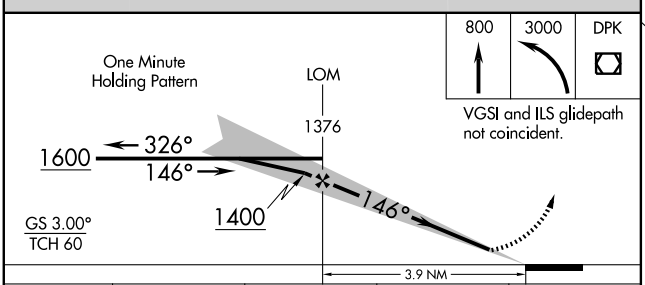
Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility ¼ mile.

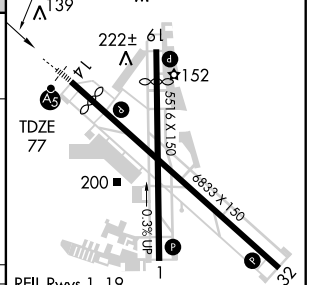
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 277-¾ 200 (200-¾) | | | |
| S-LOC 14 | 560-¾ 483 (500-¾) | | | 560-1 483 (500-1) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:51 | 2:34 | 1:55 | 1:32 | 1:17 |

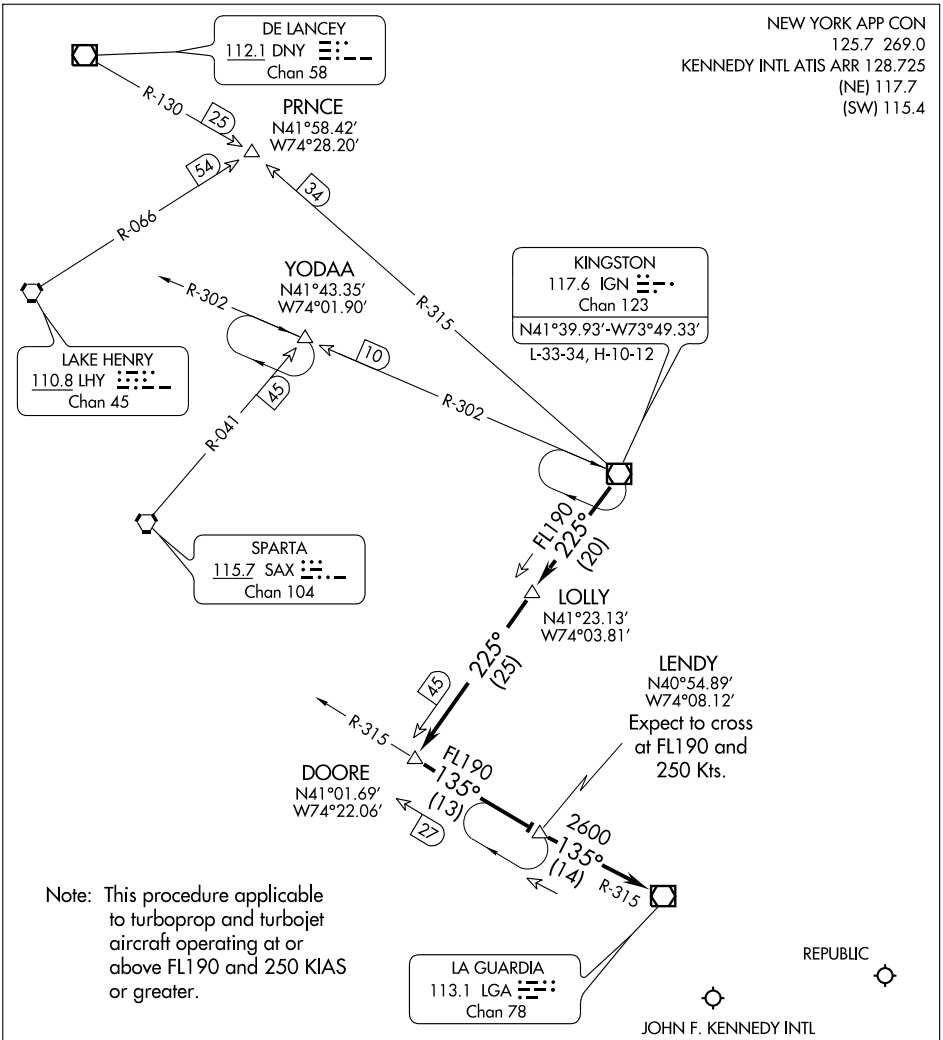


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK






DME REQUIRED

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.



NE-2, 26 AUG 2010 to 23 SEP 2010

# LENDY FIVE ARRIVAL

NEW YORK, NEW YORK




NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

(LVZ.LENDY5) 09295

NE-2, 26 AUG 2010 to 23 SEP 2010

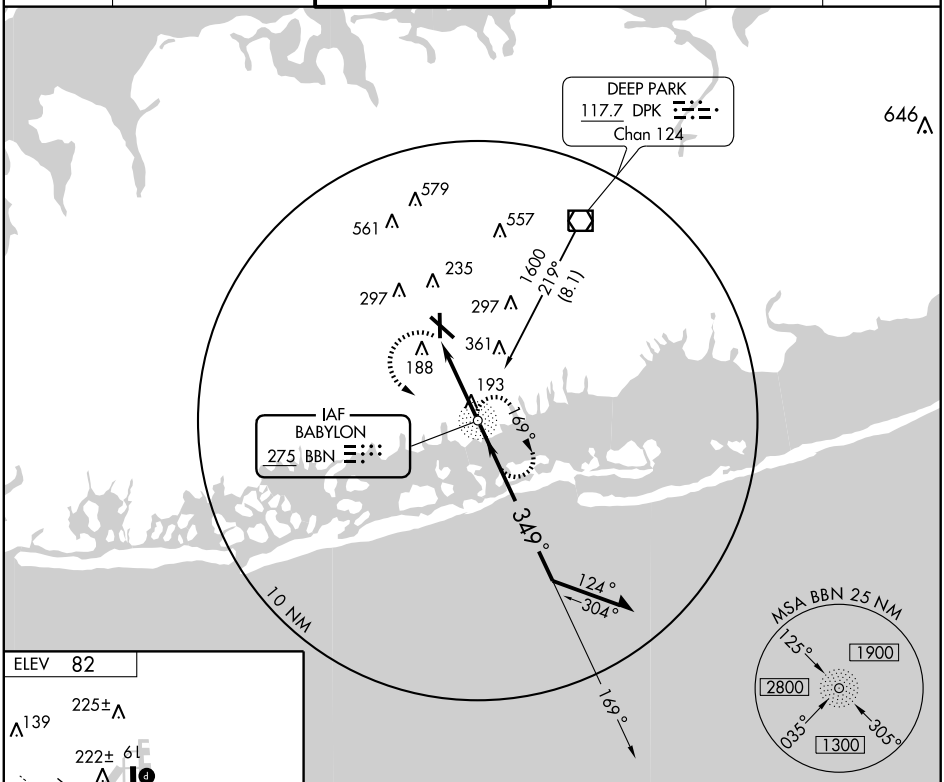
| NDB BBN | APP CRS | Rwy Idg | 5516 |
|---|---|---|---|
| 275 | 349° | TDZE | 72 |
| | | Apt Elev | 82 |

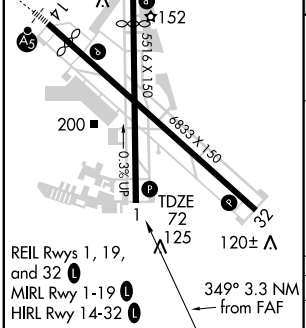
# NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

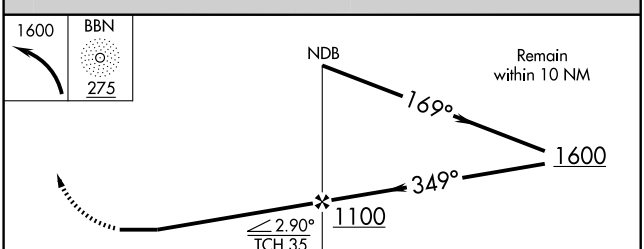
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 540-1 | 468 (500-1) | 540-1¼ 468 (500-1¼) | 540-1½ 468 (500-1½) |
| CIRCLING | 560-1 478 (500-1) | 600-1 518 (600-1) | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

## ARRIVAL ROUTE DESCRIPTION

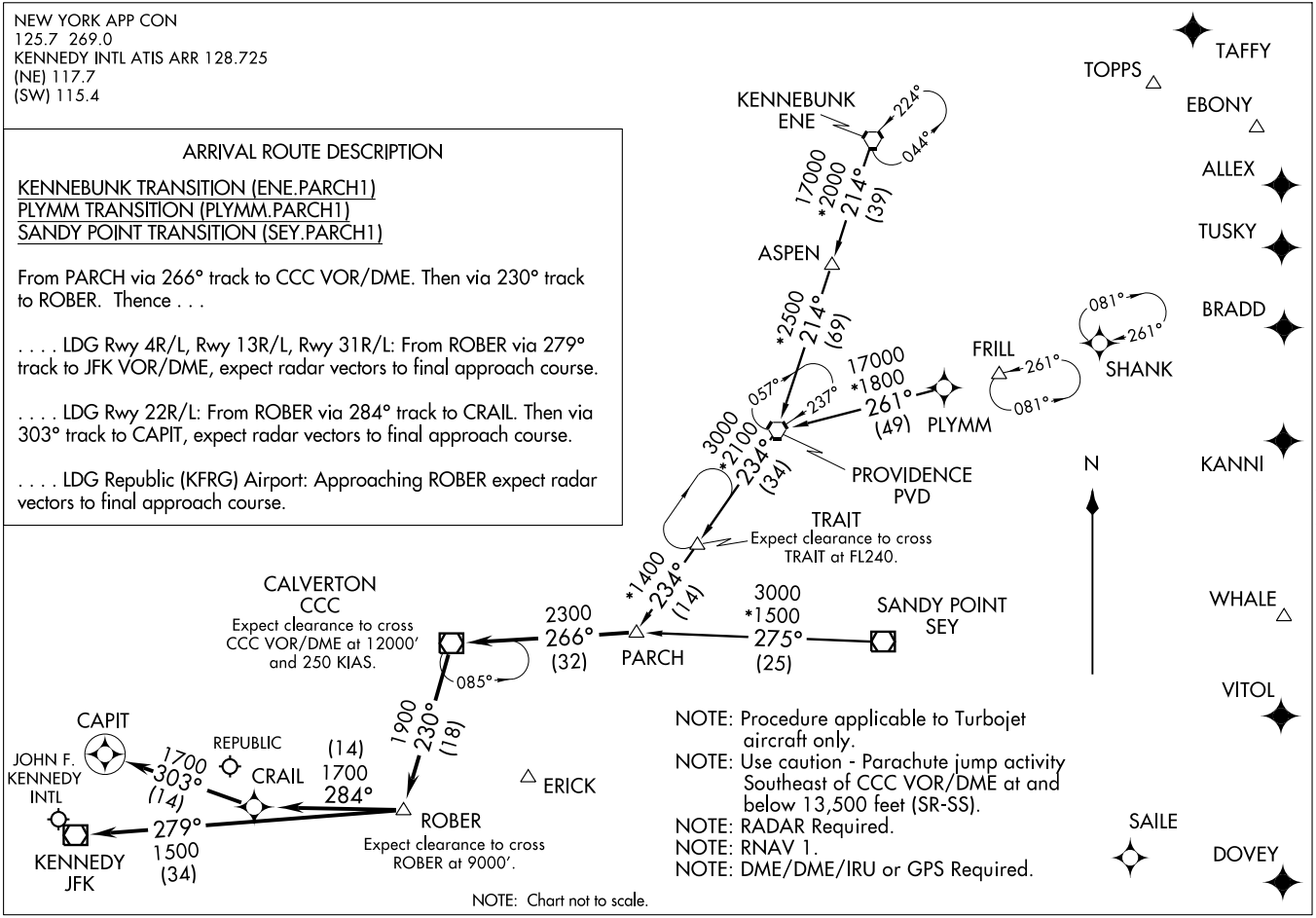
KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.




PARCH ONE ARRIVAL (RNAV)
(PARCH.PARCH1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

# PAWLING TWO ARRIVAL

(PWL.PWL2) 09351

NEW YORK, NEW YORK

NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58
N42°10.70′-W74°57.42′
L-33

CARMEL
116.6 CMK
Chan 113

ATHOS
N42°14.82′
W73°48.73′

CHESTER
115.1 CTR
Chan 98

PETER
N42°12.31′
W74°31.84′
Expect to cross at or below 17000

PAWLING
114.3 PWL
Chan 90
N41°46.19′-W73°36.03′

LOVES
N41°32.33′
W73°29.29′
Expect to cross at 6000

DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′-W73°07.47′

BELTT
N41°03.81′
W72°59.23′

REPUBLIC

JOHN F. KENNEDY INTL

6000
127°
(35)

6000
096°
(19)

R-112

R-238

3000
194°
(30)

096°
(32)

R-279

3000
174°
(30)

R-354

172°
(15)

R-336

R-027

156°
(28)

R-336

2000
145°
(9)

R-053

233°
(22)

N

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

PAWLING TWO ARRIVAL
(PWL.PWL2) 09351
NEW YORK, NEW YORK

# RNAV (GPS) RWY 1

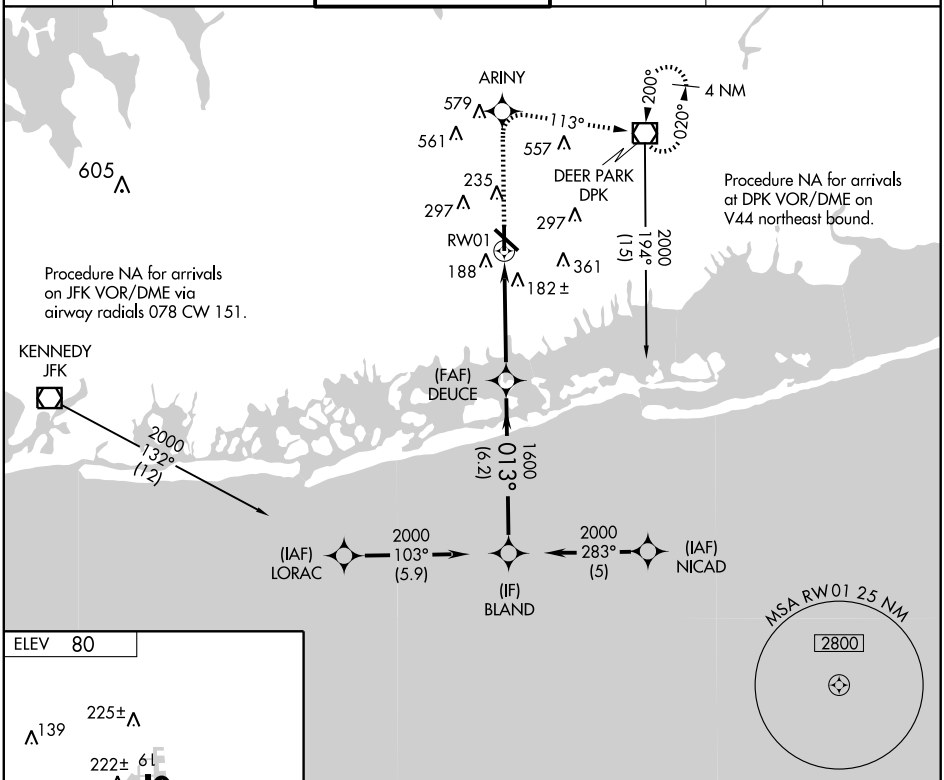
FARMINGDALE/REPUBLIC (FRG)

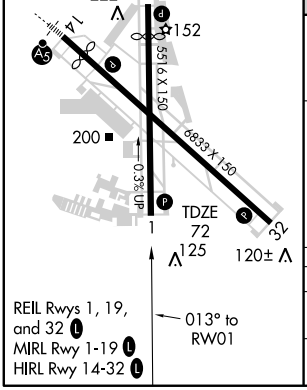
| APP CRS | Rwy Idg | 5516 |
|---|---|---|
| 013° | TDZE | 72 |
| | Apt Elev | 80 |

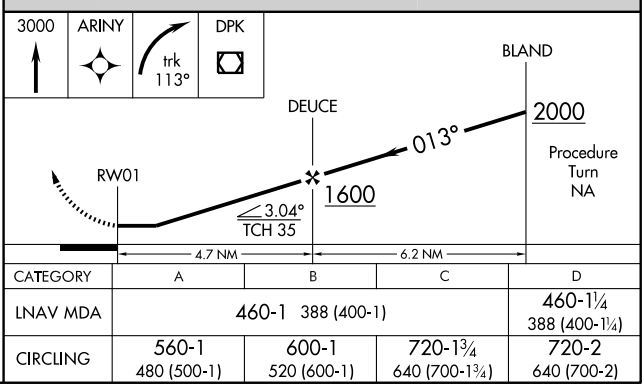
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 388 (400-1) | | | 460-1¼ 388 (400-1¼) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 69612 W14A | APP CRS 146° | Rwy Idg 6157 TDZE 77 Apt Elev 80 |
|---|---|---|

# RNAV (GPS) RWY 14

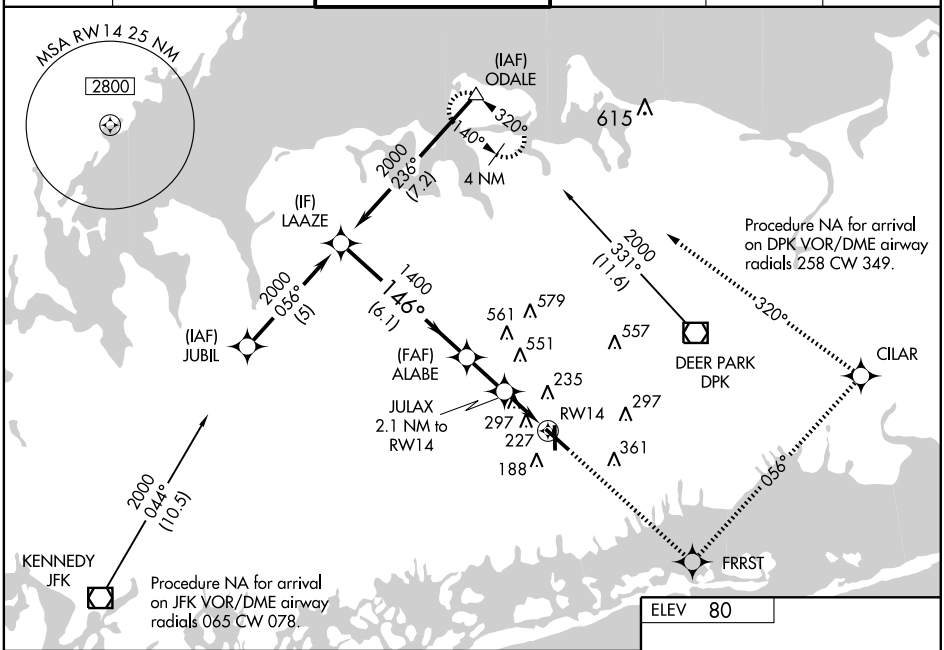
FARMINGDALE/REPUBLIC (FRG)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

MALSR

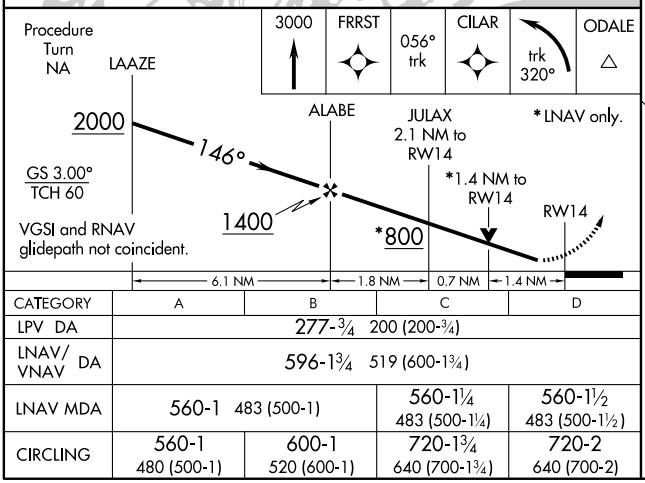
MISSED APPROACH: Climb to 3000 direct FRRST and via 056° track to CILAR and left turn via track 320° to ODALE and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |

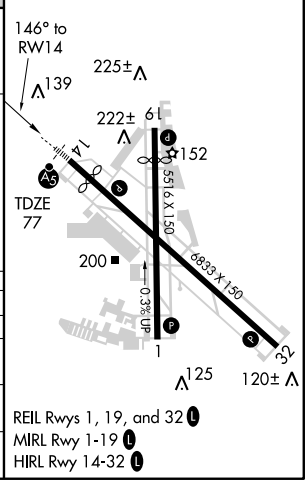



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 277-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 596-1¾ 519 (600-1¾) | | | |
| LNAV MDA | 560-1 483 (500-1) | | 560-1¼ 483 (500-1¼) | 560-1½ 483 (500-1½) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |



| APP CRS | Rwy Idg | 4727 |
|---|---|---|
| 193° | TDZE | 78 |
| | Apt Elev | 80 |

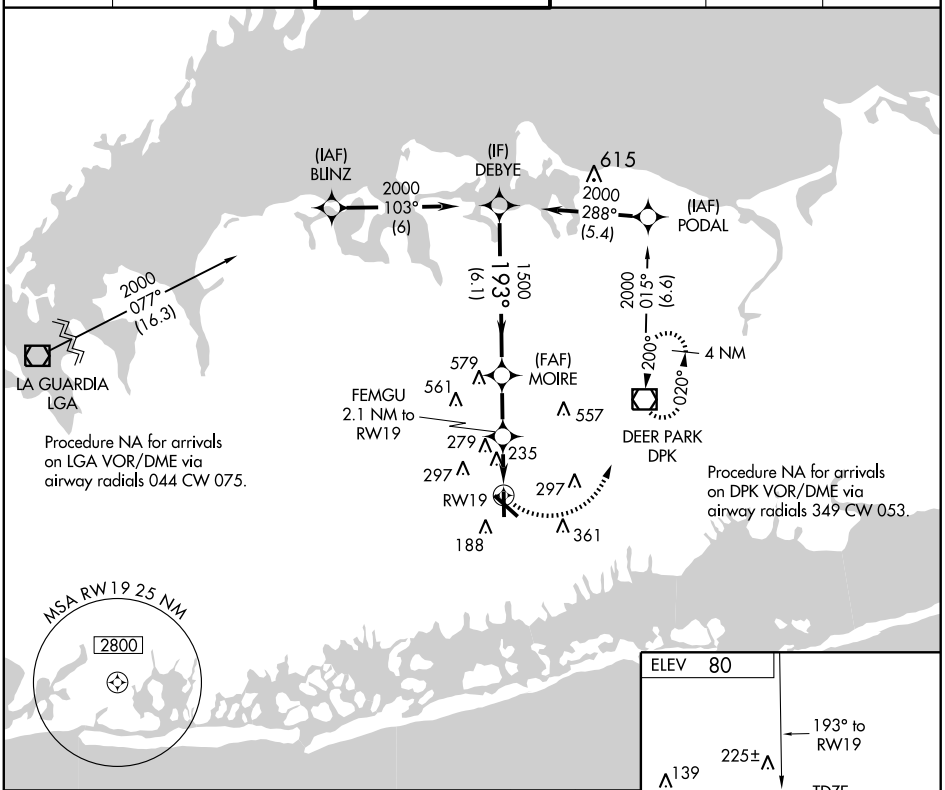
# RNAV (GPS) RWY 19

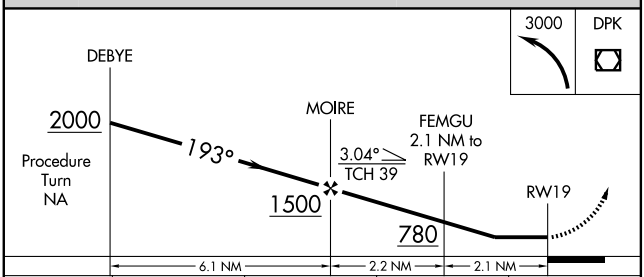
FARMINGDALE/REPUBLIC (FRG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

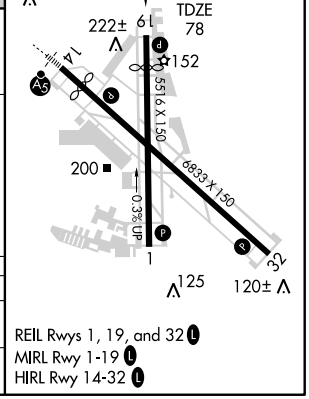
MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 462 (500-1) | | 540-1¼ 462 (500-1¼) | 540-1½ 462 (500-1½) |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |




REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6833 |
|---|---|---|---|
| CH 70715 | 326° | TDZE | 68 |
| W32A | | Apt Elev | 80 |

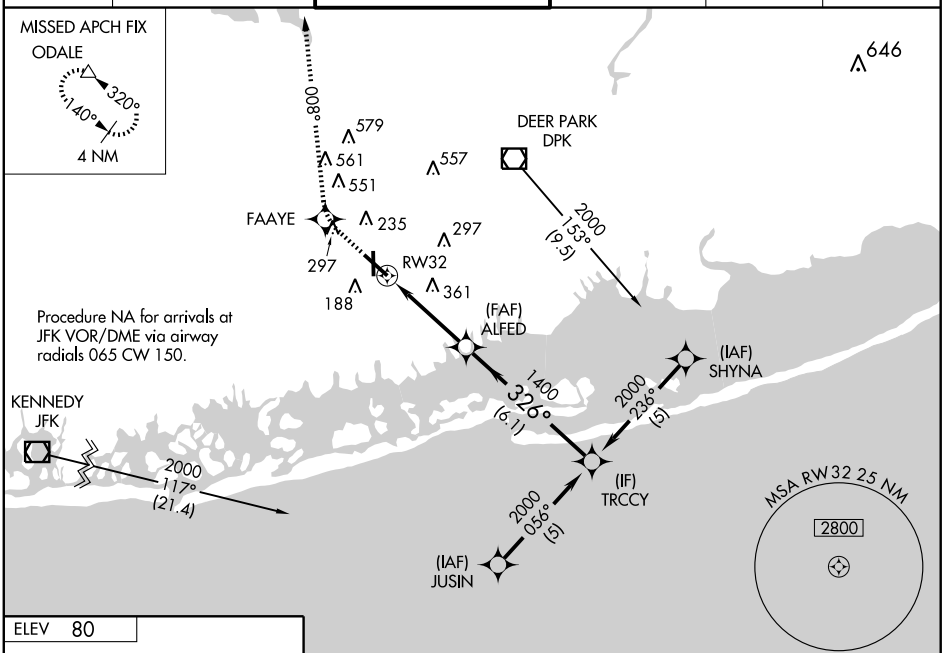
# RNAV (GPS) RWY 32

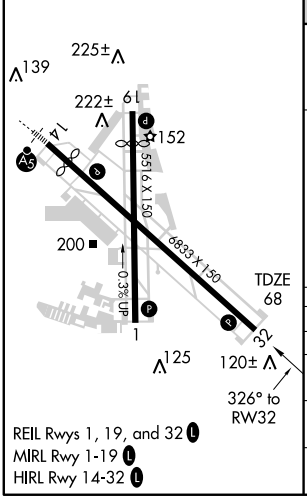
FARMINGDALE/REPUBLIC (FRG)

Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile.

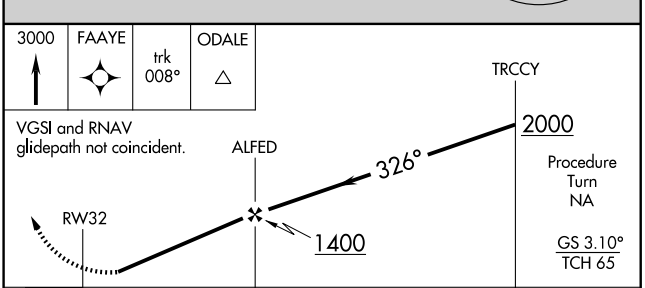
MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 127.4 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |



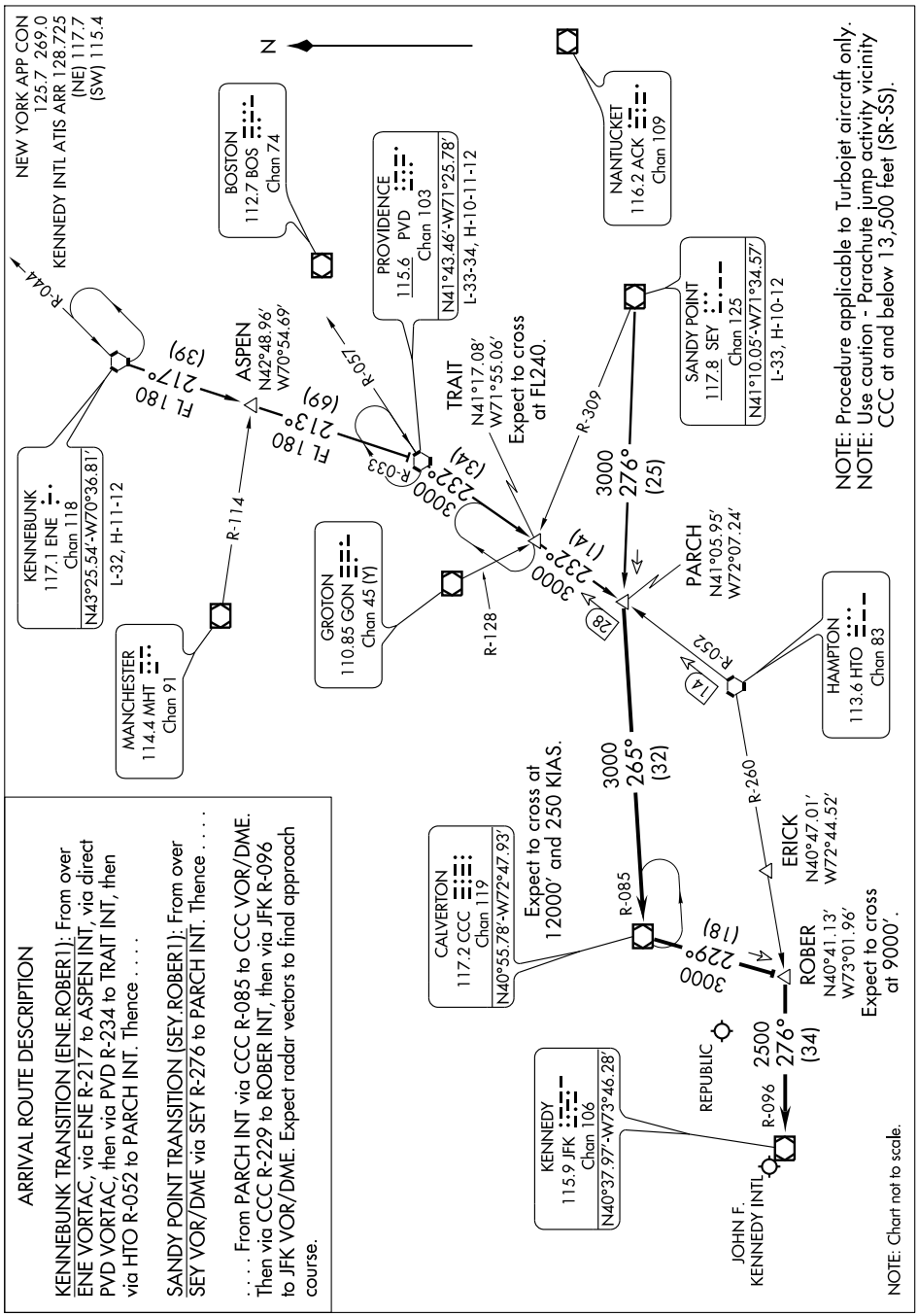

REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369-1 | 301 (300-1) | | |
| LNAV/VNAV DA | 761-2¼ | 693 (700-2¼) | | |
| LNAV MDA | 680-1 | 612 (600-1) | 680-1¾ 612 (600-1¾) | 680-2 612 (600-2) |
| CIRCLING | 680-1 | 600 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

# FISHERS ISLAND

## ELIZABETH FLD (ØB8) 8 SE UTC−5(−4DT) N41°15.08′ W72°01.90′

NEW YORK
L–33C, 34I
IAP

9 NOTAM FILE BDR

**RWY 12–30:** H2328X100 (ASPH) MIRL

**RWY 12:** REIL. PAPI(P2L)—GA 3.0° TCH 21′.

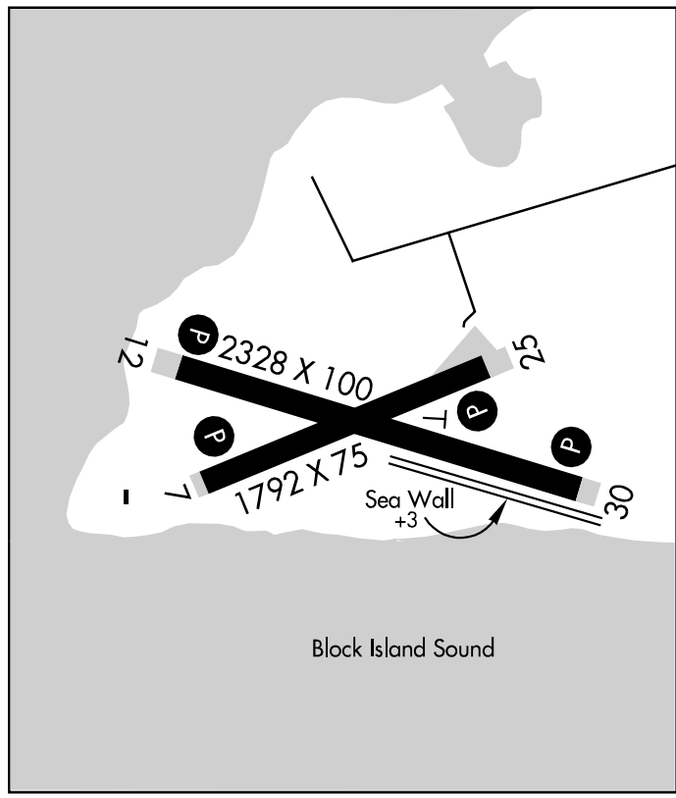
**RWY 30:** REIL. PAPI(P2R)—GA 3.0° TCH 20′. Rock seawall.

**RWY 07–25:** H1792X75 (ASPH) MIRL

**RWY 07:** REIL. PAPI(P2L)—GA 3.75° TCH 24′. Bunker.

**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Hill.

**AIRPORT REMARKS:** Attended May–Oct Sun 1500–0100Z‡, Mon, Tues, Wed, Thu and Sat 1300–2130Z‡, Fri 1300–0100Z‡. Unattended Nov–Apr. Airport located 7.0 NM SE of New London CT. MIRL Rwy 07–25 OTS indef. Rwy 07 REIL OTS indef. Rwy 25 REIL OTS indef. Rwy 12 PAPI OTS indef. Rwy 30 PAPI OTS indef. ACTIVATE MIRL Rwys 07–25 and 12–30; PAPI Rwys 07 and 25 and 12 and 30—CTAF. Ldg fee.




**COMMUNICATIONS: CTAF/UNICOM** 122.8

**GROTON RCO** 122.1R 110.85R (BRIGEPORT RADIO)

Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.

**GROTON (T) VOR/DME** 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 183° 4.8 NM to fld. 20/14 W.

## FLOYD BENNETT MEMORIAL (See GLEN FALLS)

## FORT DRUM (See WHEELER SACK AAF)

## FRANCIS S GABRESKI (See WESTHAMPTON BEACH)

## FRANKFORT–HIGHLAND (See UTICA/FRANKFORT)

## FREEHOLD (1I5) 1 NW UTC−5(−4DT) N42°21.86′ W74°03.96′

NEW YORK

440 S2 NOTAM FILE BTV

**RWY 12–30:** H2275X22 (ASPH–AFSC)

**RWY 12:** Tree. **RWY 30:** Trees.

**AIRPORT REMARKS:** Attended Apr–Dec 1400Z‡–dusk. Extensive glider activity, especially on weekends. PPR for ldg until 01 Apr snow on rwy. Rgt tfc for gliders Rwy 12 only. Rwy 12–30 100 ft by 2640 ft turf rwy adjacent to paved rwy (S edge) beginning at 735′ from Rwy 30 thld.

**COMMUNICATIONS: CTAF** 122.85

## FRIKK N40°46.59′ W73°28.95′ NOTAM FILE FRG.

**NDB (LOM)** 407 FR 146° 4.3 NM to Republic.

| VOR/DME GON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.85 | 183° | TDZE | N/A |
| Chan 45 (Y) | | Apt Elev | 9 |

# VOR or GPS-A

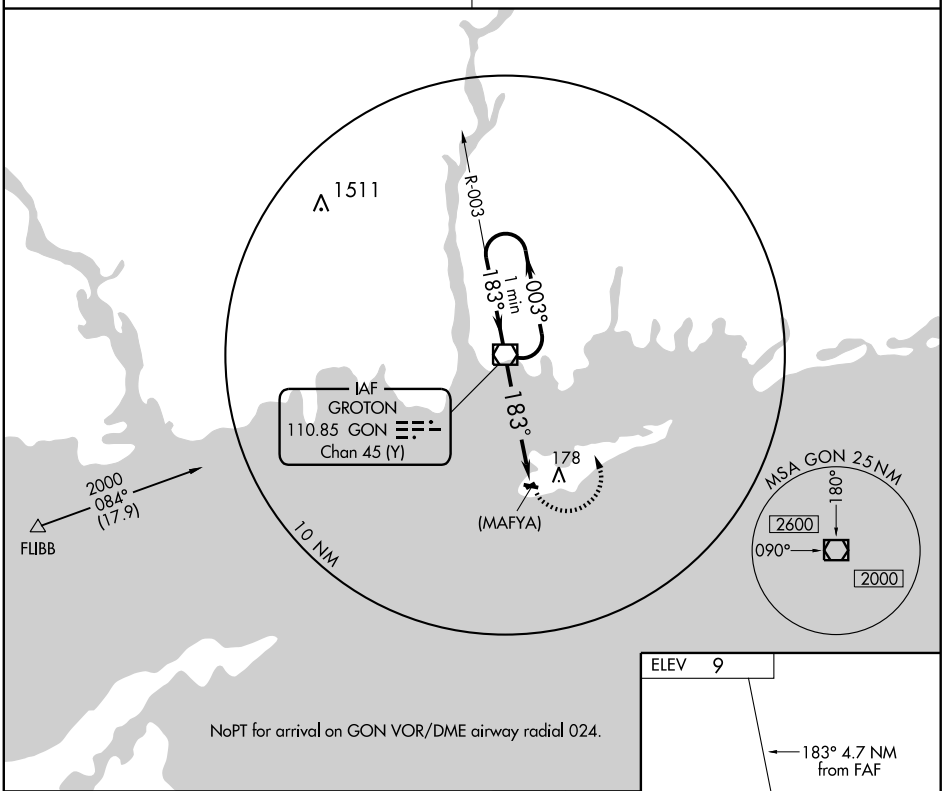
## FISHERS ISLAND / ELIZABETH FIELD (ØB8)

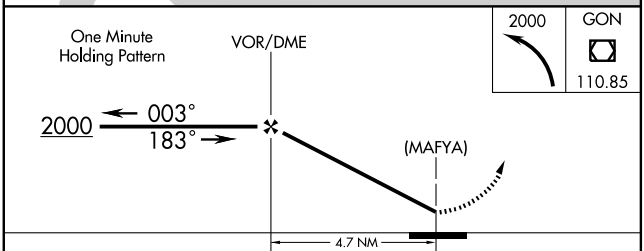
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling not authorized at night to Rwys 7 and 25.

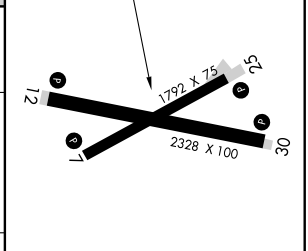
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★ 125.75 319.2

UNICOM 122.8 (CTAF) L



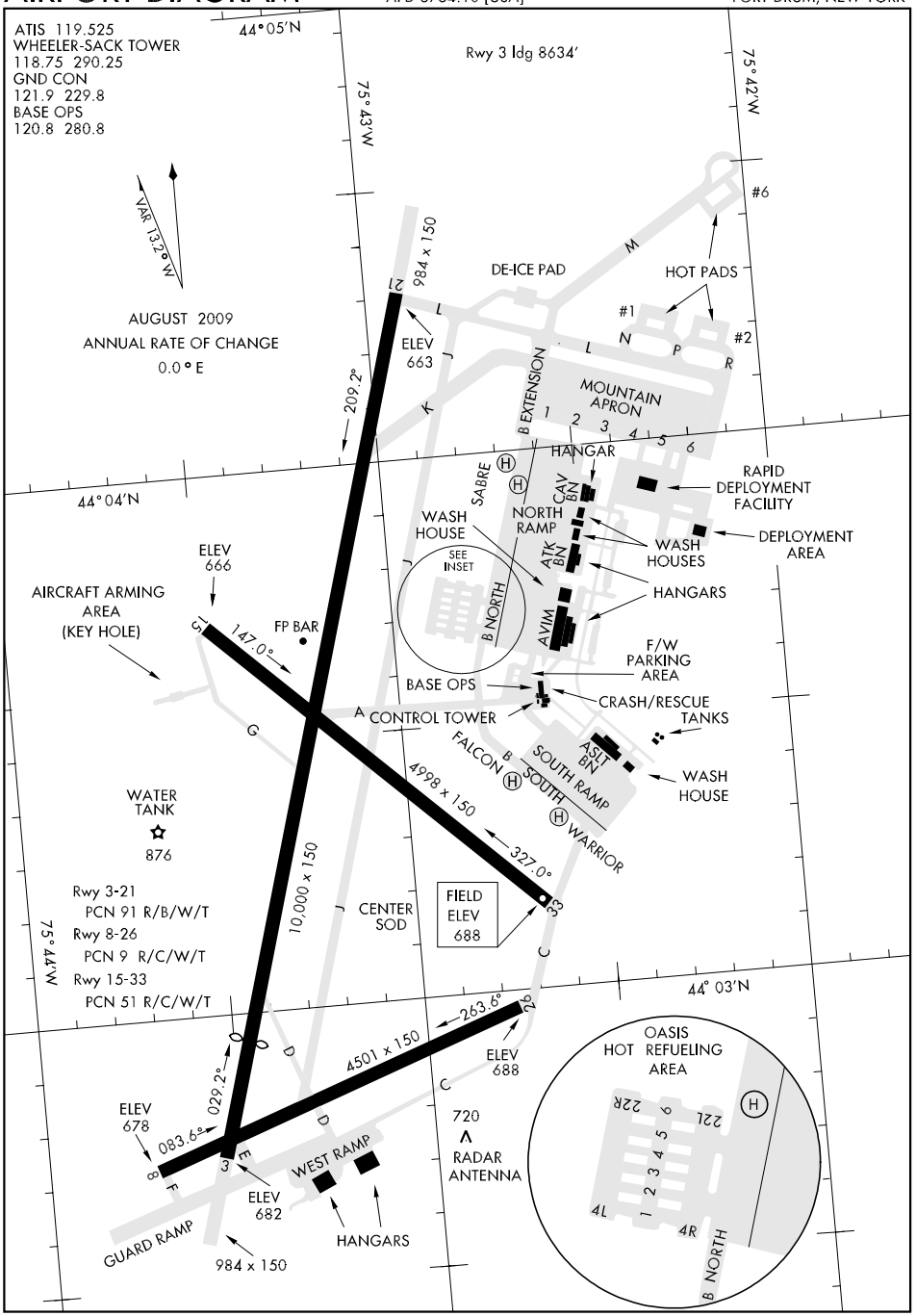

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1 | 471 (500-1) | 480-1½ 471 (500-1½) | NA |
| BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 560-1 | 551 (600-1) | 560-1½ 551 (600-1½) | NA |

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

**WHEELER SACK AAF** (FORT DRUM) (GTB)(KGTB) A 1 NE UTC−5(−4DT) **MONTREAL**
N44°03.34′ W75°43.19′ **H–11C, 12J, L–32F**
688 B TPA—See Remarks NOTAM FILE BTV Not insp. **DIAP, AD**

**RWY 03–21:** H10000X150 (CONC) PCN 91 R/B/W/T HIRL
**RWY 03:** ALSF1. PAPI. Thld dsplcd 1366′. **RWY 21:** ALSF1. PAPI.
**RWY 15–33:** H4998X150 (CONC) PCN 51 R/C/W/T HIRL
**RWY 15:** MALSR. RAIL. FLOODS. **RWY 33:** FLOODS.
**RWY 08–26:** H4501X150 (CONC) PCN 9 R/C/W/T MIRL

**MILITARY SERVICE: FUEL** J8. PPR Avbl Mon–Fri 1200–0200Z‡, other times prior notice. **FLUID**–De–icing Type I and Type IV avbl with 3 hr prior notice. **TRAN ALERT** Limited.

**MILITARY REMARKS: RSTD** 24 hr PPR DSN 772–5681, C315–772–5681. Prior notice rqr by Fri 2100Z‡ for weekend and following Mon. Tkf Rwy 26 and ldg Rwy 08 VFR only for Cat B, C, D acft. Rwy 03–21 accelerate stop and tkf run distance avbl 10,000′. All tran acft must notify Base Ops no later than 20 min out and must contact GTB Apch Ctl with 25–30 NM of GTB and advise of intentions. Acft that plan on arriving GTB via an IFR military training route or VFR military training route must inform Base Ops when requesting a PPR. **CAUTION** Lgt stack 860′ 2 NM west of arpt. R5201 east of airfield, heavy artillery, rotary wing and fixed wing jet acft activity. **TFC PAT** TPA—Rotary wing 1398(710), fixed wing 1998(1310), turbojet 2498(1810), overhead 2998(2310). **NS ABTMNT** Fly friendly program in effect. Does not apply to Aerial Port of Embarkation mission acft. Quiet hr policy for transient aircrews conducting practice approachs and training flights 0300–1100Z‡, ctc airfield manager thru base ops for exceptions. **CSTMS/AG/IMG** CSTMS and AG rqr 24 hr advance notice, coordinate thru Base OPS. **MISC** 24 hr full wx svc avbl. DSN 772–6065. C315–772–6065 or 15 OWS Scott AFB DSN 576–9755/9702, C618–256–9755/9702. Prim wx sensors automated fulltime. Dur augmentation/back-up wx obsn pt is obst 033°–162°. ATC will assist in cooperative watch by notifying wx of unreport cond. Wx obsn view obstructed by bldgs west through northeast (250°–60°). Visibility evaluation limited to 1/4 to 1/16 of a mile in this sector. Notify twr 20 min out with Code 6 and abv on board. All tran helicopter enroute R5201 must stop GTB for rqr safety brief. Base OPS Mon–Fri 1200–0400Z‡, weekend 1300–2100Z‡, other times prior notice. Narrow Twy A, B arc 40′ wide. Tight turns rqr from Twy A to B and B to A, advise GND if acft cannot make these turns. Acft inbound for Directorate of Logistics Aviation Intermediate Maintenance must arrive no later than 1900Z‡, ctc C315–772–7536, DSN 772–7536. All transit acft crews opr on Mountain Ramp or hot pads ctc Base OPS 126.2 or 280.8 (if no response ctc GND) for engine start authority.

**COMMUNICATIONS: ATIS** 119.525
Ⓡ **APP/DEP CON** 128.25 257.6
**TOWER** 118.75 290.25 **GND CON** 121.9 229.8 **CLNC DEL** 120.8 **PMSV SACK METRO** 304.3
**BASE OPS** 126.2 280.8
**FORT DRUM FLT FLW** 141.025 397.75 (All acft ctc Drum CON prior entry R5201.)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**WATERTOWN (L) VORTAC** 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 080° 16.2 NM to fld. 370/12W.
**DRUM NDB (MHW)** 257 GTB N44°04.11′ W75°44.16′ 151° 1.0 NM to fld. NOTAM FILE GTB.
**ILS** 108.5 I–AEZ Rwy 03.
**ILS** 108.5 I–GTB Rwy 21.
**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

FORT DRUM, NEW YORK

# HI-ILS or LOC RWY 3

| LOC I-AEZ | APCH CRS | Rwy ldg | 8634 |
|---|---|---|---|
| 108.5 | 029° | TDZE | 685 |
| | | Arpt Elev | 688 |

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
† Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

709

R-5201

(b) 139 209 (a) (c) 319 (c)

829

REMIE I-AEZ 4.3 /RADAR

1269 1259

KIMBO INT I-AEZ 8.5 /RADAR

10 NM

R-045 045° 225° R-107

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000 196° (14.3) R-146 029° 209°

MSA ART 25 NM 2500 260° 3600 010°

IAF CUPEN ART 14.3 DME N43°42.90′ W76°05.25′

JOGIN INT I-AEZ 18 /RADAR

LR-155 R-196

15,000 5000 ART 14.3 Arc 029° 209°

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600

CUPEN ART 14.3 R-196 | JOGIN INT I-AEZ 18 ART R-146 /RADAR | KIMBO INT I-AEZ 8.5 ART R-107 /RADAR | 1200 | 5000 | ART

15,000 5000 ART 14.3 Arc 3000 029° 3000 1560

†REMIE I-AEZ 4.3 /RADAR

†LOC ONLY

I-AEZ 2.6 I-AEZ 1.6

GS 3.00° TCH 66

4.2 NM 2.7 NM

ELEV 688

HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26
Rwy 3 ldg 8634′

15 763 876 10,000 x 150 4998 x 150 33 26 4501 x 150 TDZE 685 720

029° 6.9 NM from FAF

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 3 * | 885 - ½ | 200 (200-½) | |
| S-LOC 3 ** | 1560 - 2<br>875 (900-2) | 1560 - 2¼<br>875 (900-2¼) | 1560 - 2½<br>875 (900-2½) |
| CIRCLING † | 1560 - 2½<br>872 (900-2½) | 1560 - 2¾<br>872 (900-2¾) | 1560 - 3<br>872 (900-3) |
| DME MINIMUMS | | | |
| S-LOC 3 *** | 1080 -¾ 395 (400-¾) | | 1080 - 1<br>395 (400-1) |
| CIRCLING † | 1180 - 1½<br>492 (500-1½) | 1240 - 2<br>552 (600-2) | 1520 - 3<br>832 (900-3) |

FAF to MAP 6.9 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:27 | 2:57 | 2:35 | 2:18 | 2:04 |




NE-2, 26 AUG 2010 to 23 SEP 2010


NE-2, 26 AUG 2010 to 23 SEP 2010

# HI-ILS or LOC RWY 21

| LOC I-GTB 108.5 | APCH CRS 209° | Rwy ldg 10,000 TDZE 677 Arpt Elev 688 |
|---|---|---|

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

T * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

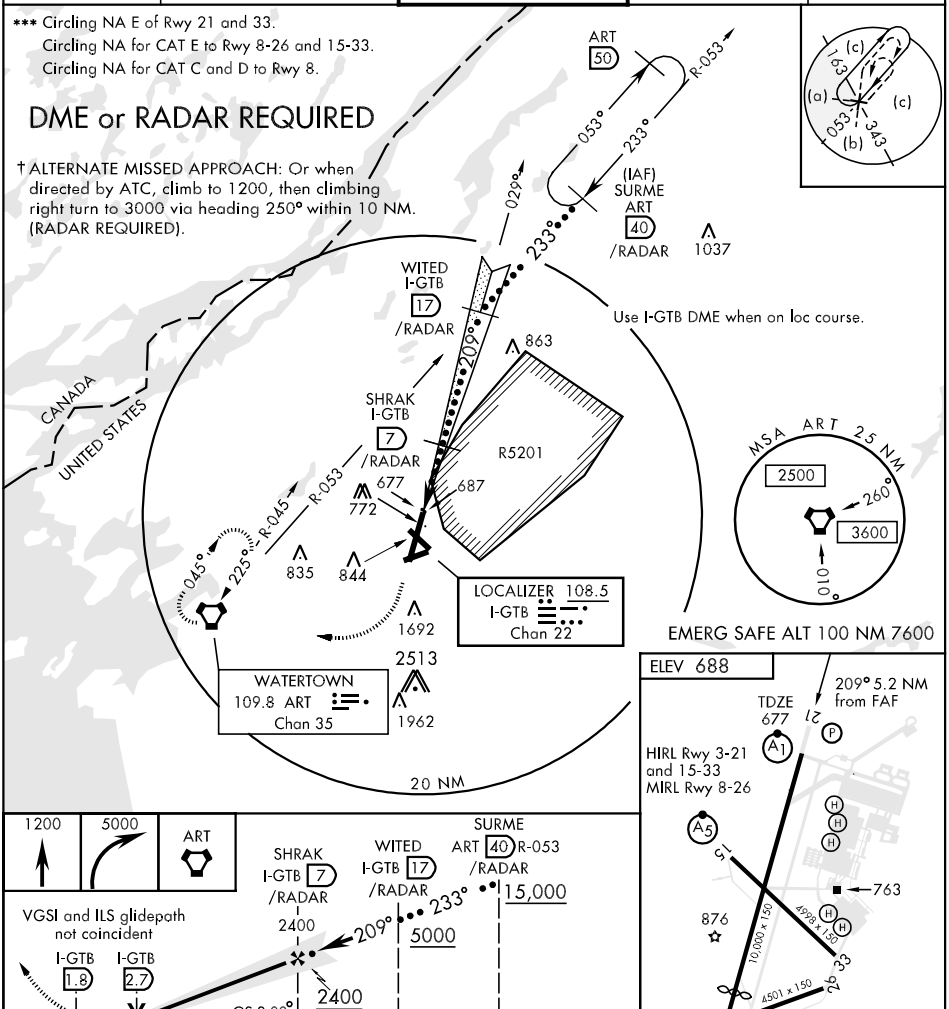
| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

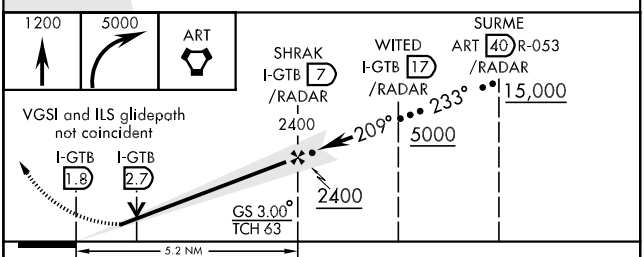
*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

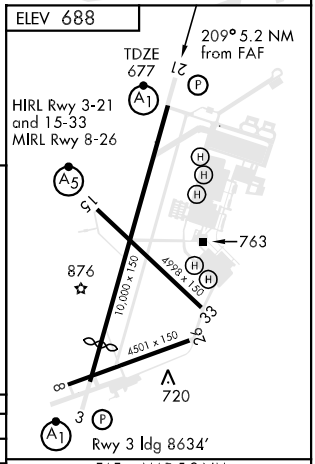
## DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 21* | 877 - ½ 200 | | (200-½) |
| S-LOC 21** | 1020 ¾ 343 | | (300-¾) |
| CIRCLING*** | 1180 - 1½ 492 (500-1½) | 1240 - 2 552 (600-2) | 1520 - 3 832 (900-3) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 3

| LOC I-AEZ | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 108.5 | 029° | 8634 | 685 | 688 |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

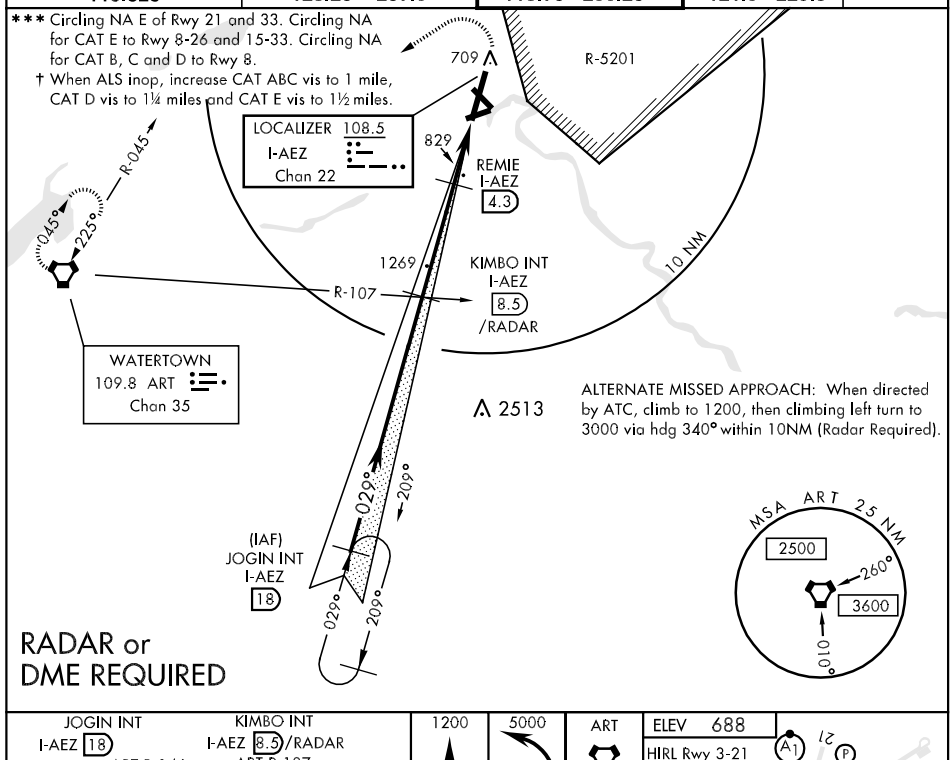
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½miles, CAT D vis to 2¾miles, and CAT E vis to 3 miles.

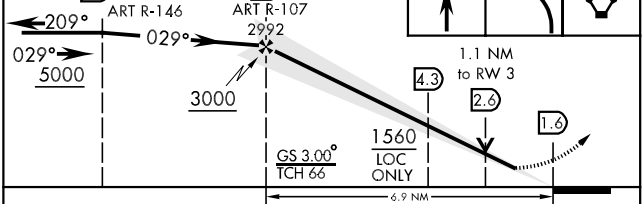
ALSF-1

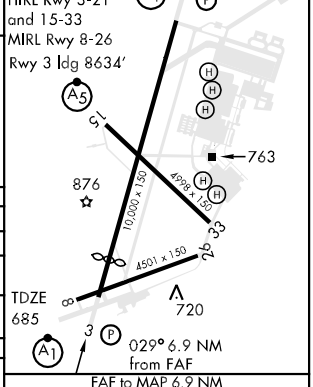
MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 3 * | 885- ½ 200 (200-½) | | | | |
| S-LOC 3 ** | 1560- ½ 875 (900-½) | 1560- ¾ 875 (900-¾) | 1560-2 875 (900-2) | 1560-2¼ 875(900-2¼) | 1560-2½ 875(900-2½) |
| *** CIRCLING | 1560-1 872 (900-1) | 1560-1¼ 872 (900-1¼) | 1560-2½ 872 (900-2½) | 1560-2¾ 872(900-2¾) | 1560-3 872 (900-3) |
| DME MINIMUMS | | | | | |
| S-LOC 3 † | 1080- ½ 395 (400-½) | | 1080- ¾ 395 (400-¾) | | 1080-1 395 (400-1) |
| *** CIRCLING | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |


NE-2, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 21

| LOC I-GTB 108.5 | APCH CRS 209° | Rwy ldg 10,000 TDZE 677 Arpt Elev 688 |
|---|---|---|

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
UNITED STATES

DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).

029°
209°
(IAF)
WITED
I-GTB
17
/RADAR

10 NM
SHRAK
I-GTB
7
/RADAR

LOCALIZER 108.5
I-GTB
Chan 22

R-5201

709

5000
055°
(29.1)

R-045

045°

223°

WATERTOWN
109.8 ART
Chan 35

MSA ART 25 NM
2500
260°
3600
010°

ELEV 688

TDZE
677

209° 5.2 NM from FAF

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

I-GTB 7 SHRAK /RADAR
2400

I-GTB 17 WITED /RADAR
029°
209°
5000

209°
2400

.9 NM to RW 21

1.8
2.7

GS 3.00°
TCH 63

5.2 NM

763
876
720

10,000 x 150
4929 x 150
4501 x 150

Rwy 3 ldg 8634'

HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21* | 877-½ | | 200 (200-½) | | |
| S-LOC 21 ** | 1020-½ 343 (400-½) | | 1020-¾ 343 (400-¾) | | |
| CIRCLING *** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 15

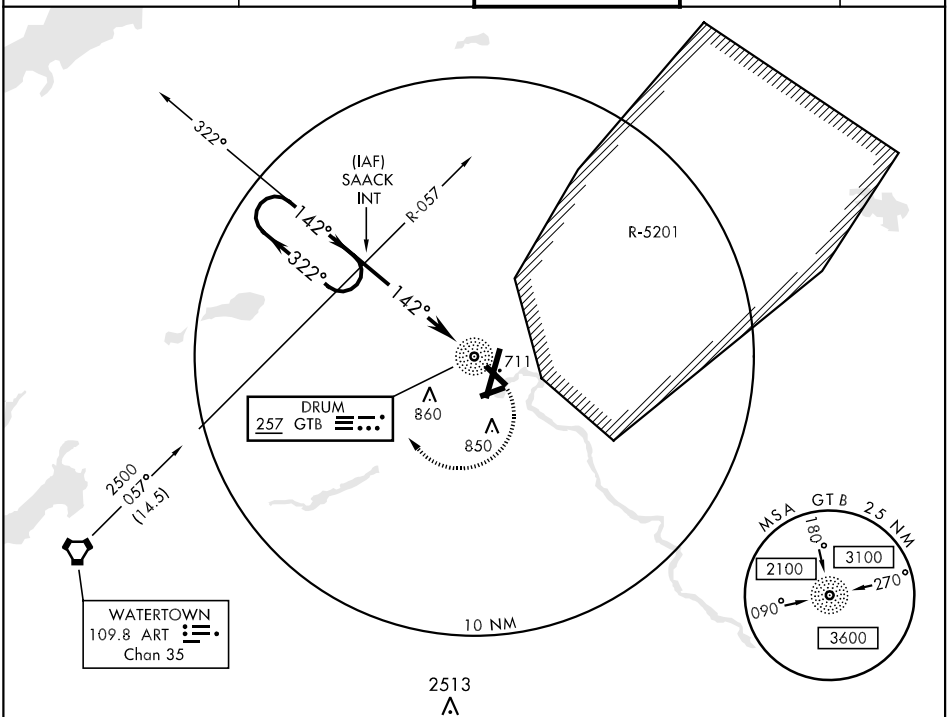
| NDB GTB 257 | APCH CRS 142° | Rwy ldg 4998 TDZE 687 Arpt Elev 688 | AL-5754 [USA] | WHEELER-SACK AAF (KGTB) |
|---|---|---|---|---|

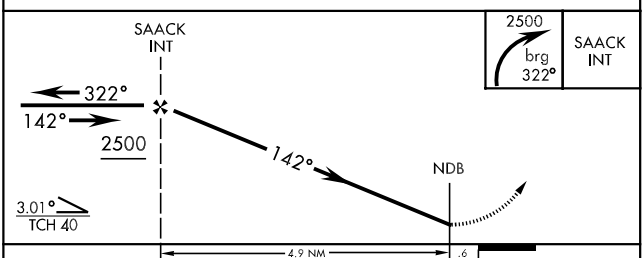
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR A5

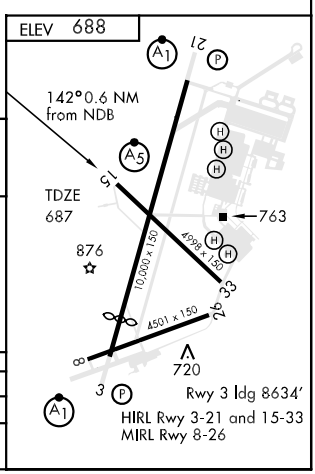
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |




2500 brg 322° SAACK INT




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15* | 1100-½ | 413 (500-½) | 1100-¾ | 413 (500-¾) |
| CIRCLING** | 1180-1 | 492 (500-1) | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 33

| NDB GTB 257 | APCH CRS 327° | Rwy ldg 4998<br>TDZE 688<br>Arpt Elev 688 |
|---|---|---|

AL-5754 [USA]

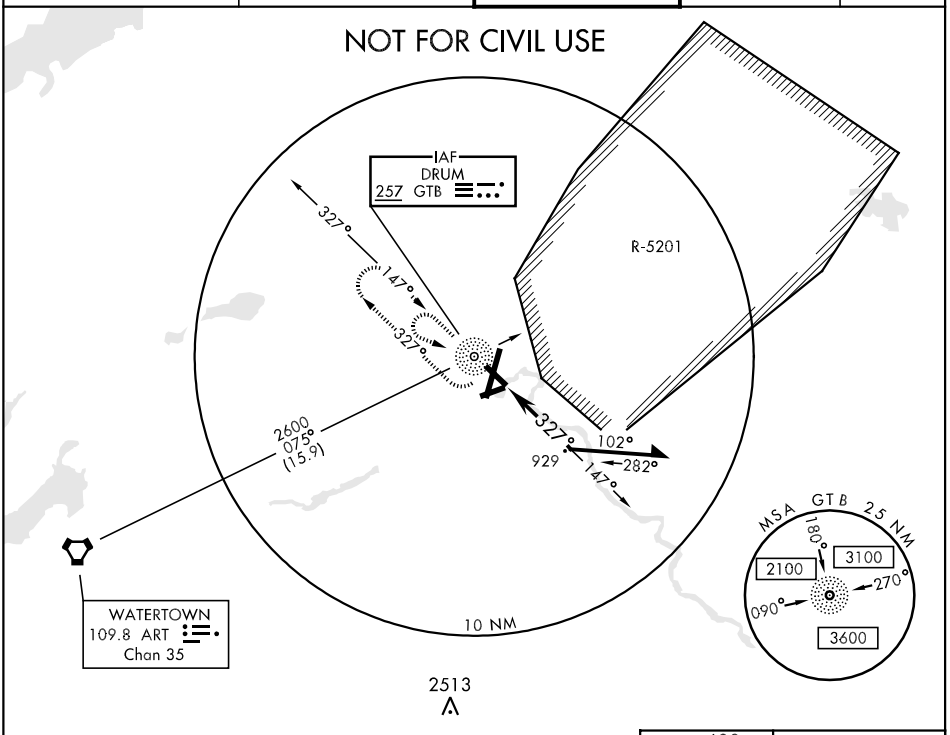
WHEELER-SACK AAF (KGTB)

* Circling NA E of Rwy 21 and 33.

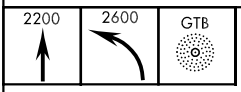
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

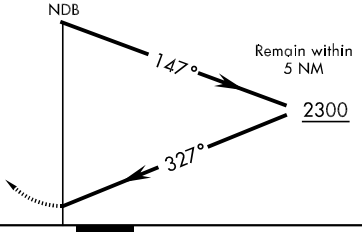
| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

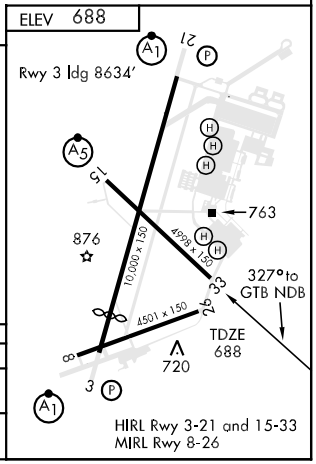
NOT FOR CIVIL USE




2513




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1320-1<br>632 (700-1) | NOT AUTHORIZED | | |
| CIRCLING* | 1320-1<br>632 (700-1) | NOT AUTHORIZED | | |



44°03'N-75°43'W



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

| WAAS | APCH CRS | Rwy Idg | 8634 |
|---|---|---|---|
| Chan 93714 | 029° | TDZE | 685 |
| W03A | | Arpt Elev | 688 |

AL-5754 [USA]

* When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

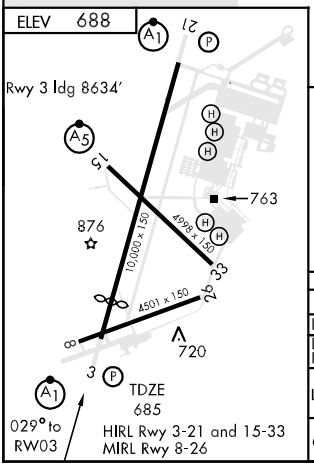
For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4° F) or above 48°C (118°F)

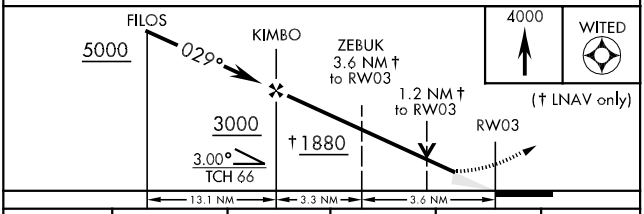
PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

MSA RW03 25 NM
3600

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
(FAF)
KIMBO
1672
5000
173°
(12.9)
3000
029°
(13.1)
2513
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA * | 885-½ 200 (200-½) | | | | |
| LNAV/VNAV DA ** | 1040-¾ 355 (400-¾) | | | | |
| LNAV MDA *** | 1140- ½ 455 (500-½) | | 1140- ¾ 455(500-¾) | 1140-1 455 (500-1) | |
| CIRCLING **** | 1180-1 492 (500-1) | | 1180-1½ 492(500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

| APCH CRS | Rwy ldg | 4998 |
|---|---|---|
| 147° | TDZE | 687 |
| | Arpt Elev | 688 |

AL-5754 [USA]

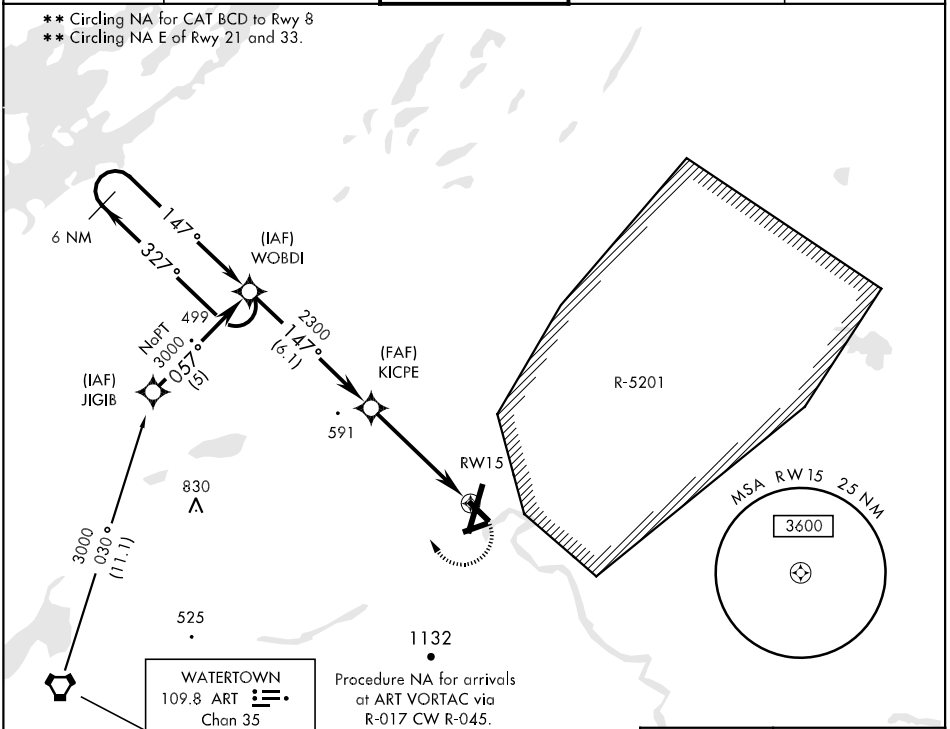
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

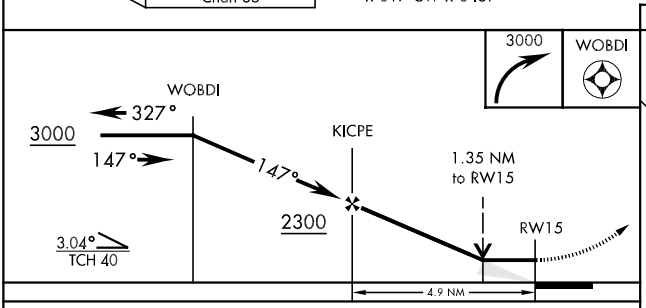
MALSR (A5)

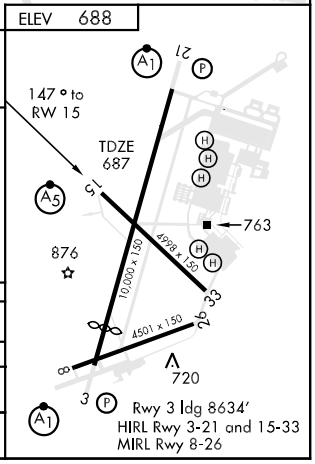
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA * | 1140-½ 453 (500-½) | | 1140-¾ 453 (500-¾) | 1140-1 453 (500-1) |
| CIRCLING ** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |



44° 03'N-75° 43'W



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

| WAAS | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| Ch 63007 W21A | 209° | TDZE 677 |
| | | Arpt Elev 688 |

AL-5754 [USA]

* When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

WITED — 2400 — 209° (10) — (FAF) SHRAK

SHRAK — 3900 — 045° (27.3) — WATERTOWN 109.8 ART Chan 35

WATERTOWN — R-045 — 046° — 226°

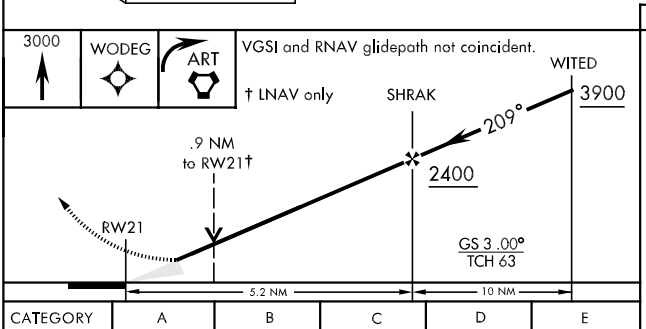
SHRAK — RW21 — 799

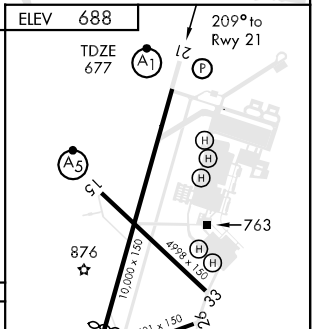
WODEG — RW21

R-5201

MSA RW21 25 NM — 3600

909




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA * | 877-½ 200 (200-½) | | | | |
| LNAV/VNAV DA ** | 1056-¾ 379 (400-¾) | | | | |
| LNAV MDA *** | 1020-½ 343 (400-½) | | 1020-¾ 343 (400-¾) | | |
| CIRCLING **** | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) | 1520-3 832 (900-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

| APCH CRS | | |
|---|---|---|
| 327° | Rwy ldg | 4998 |
| | TDZE | 688 |
| | Arpt Elev | 688 |

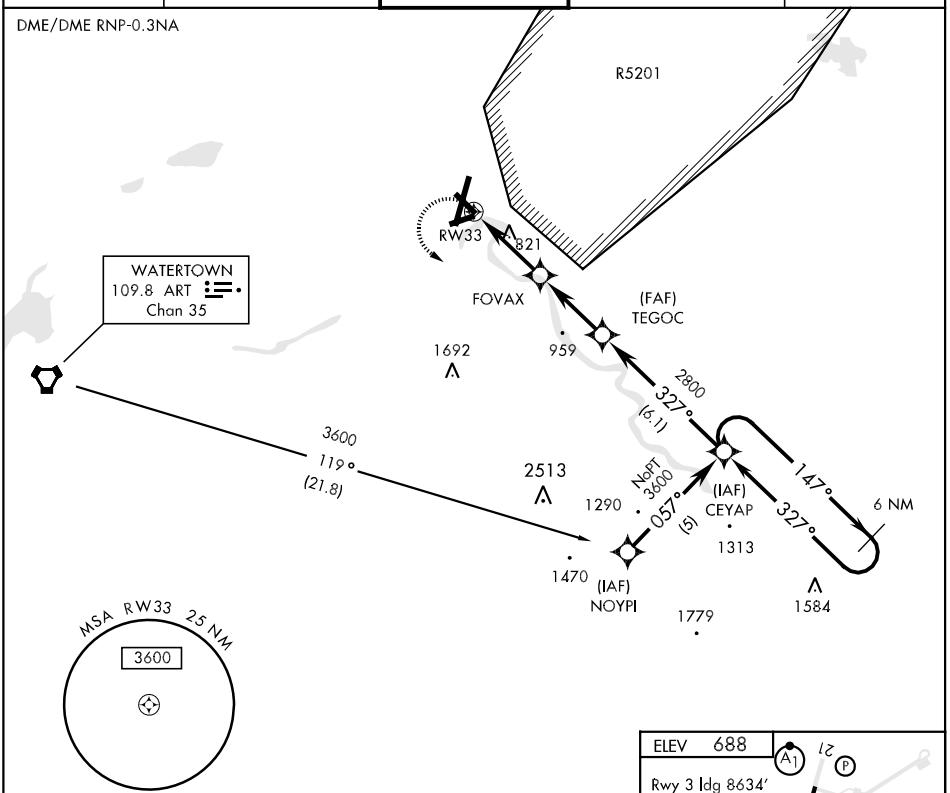
AL-5754 [USA]

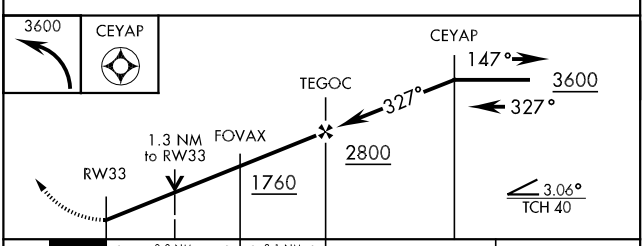
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

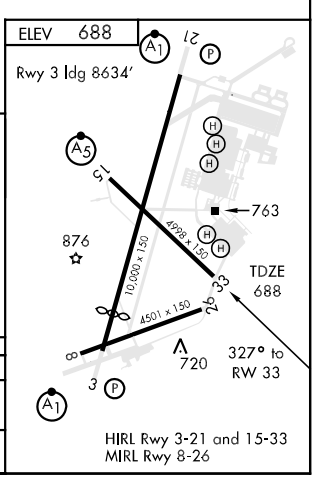
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |

DME/DME RNP-0.3NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 452 (500-1) | | 1140-1¼ 452 (500-1¼) | 1140-1½ 452 (500-1½) |
| CIRCLING * | 1180-1 492 (500-1) | | 1180-1½ 492 (500-1½) | 1240-2 552 (600-2) |



44° 03' N-75° 43' W



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# VOR/DME RWY 8

| VORTAC ART | APCH CRS | Rwy ldg | 4501 |
|---|---|---|---|
| 109.8 | 081° | TDZE | 683 |
| Chan 35 | | Arpt Elev | 688 |

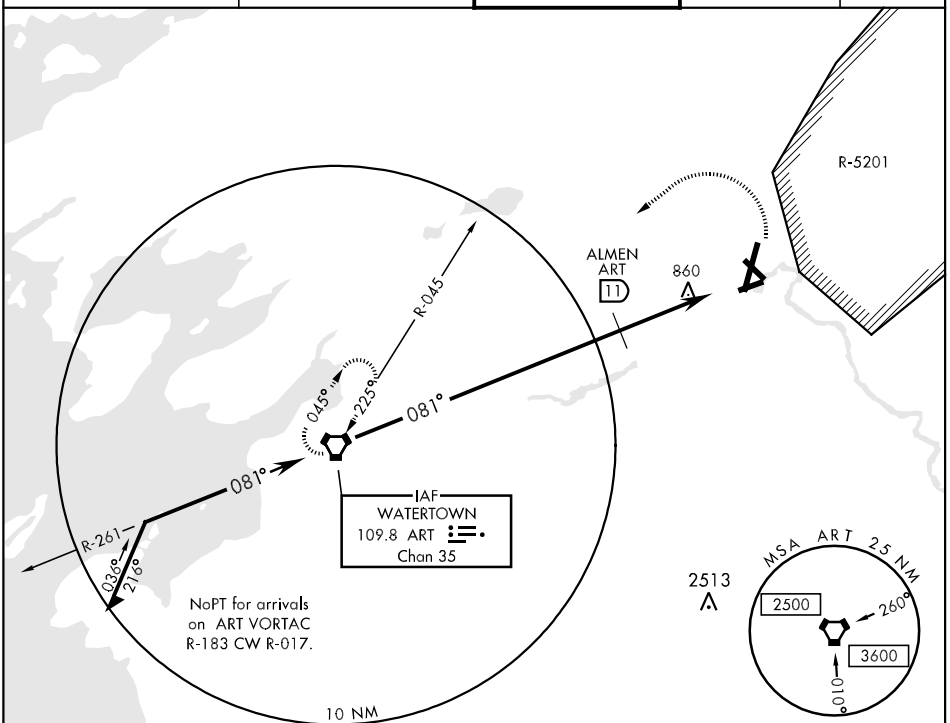
AL-5754 [USA]

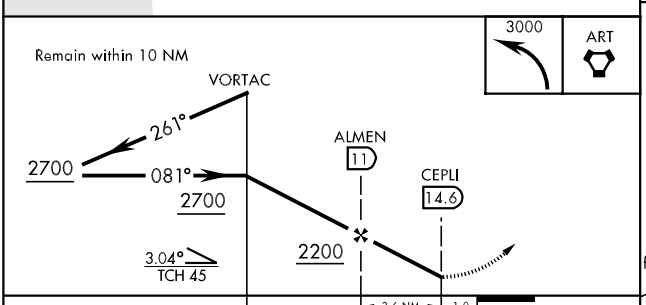
WHEELER-SACK AAF (KGTB)

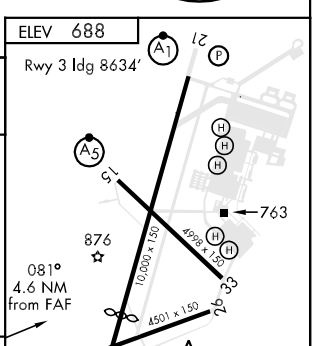
*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 119.525 | 128.25 257.6 | 118.75 290.25 | 121.9 229.8 | |



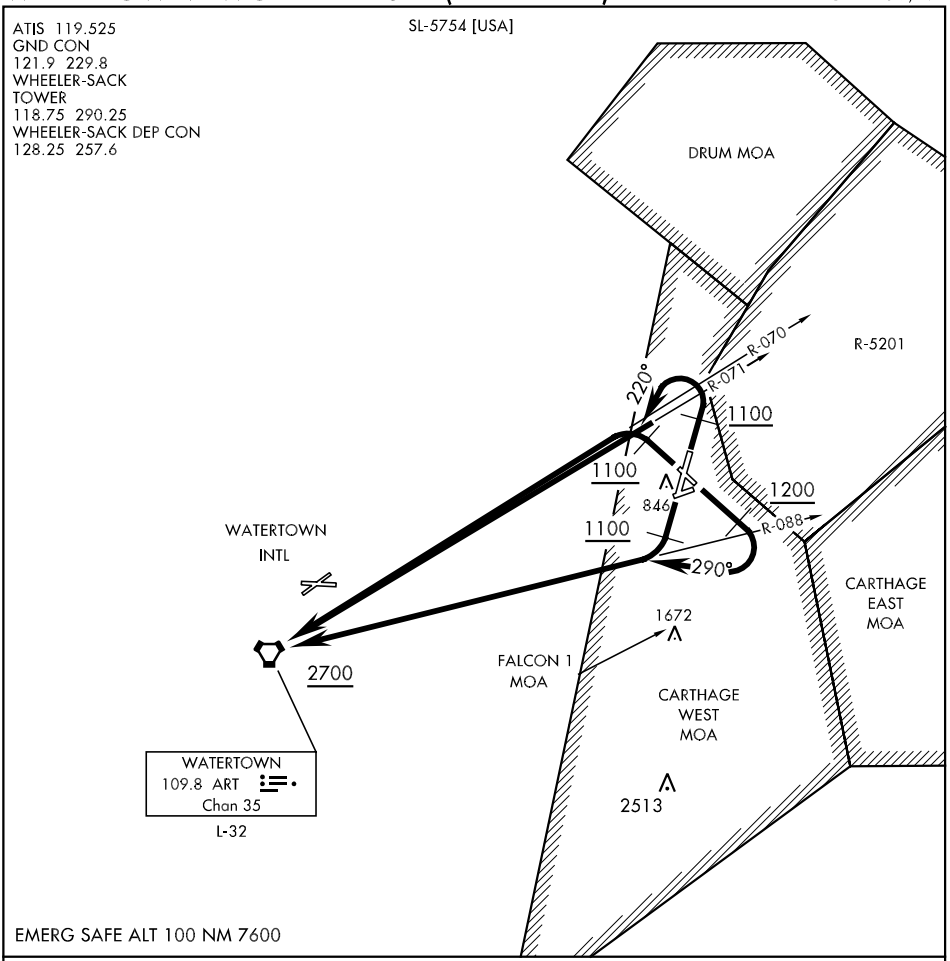

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1140-1¼<br>457 (500-1¼) | NOT AUTHORIZED | | |
| CIRCLING* | 1180-1¼<br>492 (500-1¼) | NOT AUTHORIZED | | |



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# WATERTOWN-TWO DEPARTURE (ART 2• ART)






## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

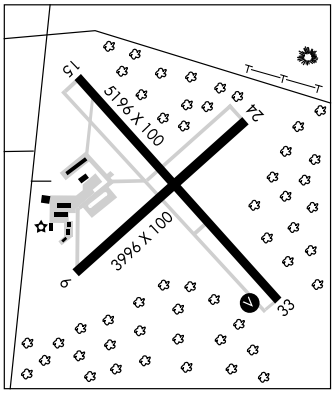
... Cross ART VORTAC at or above 2700 via assigned route.



NE-2, 26 AUG 2010 to 23 SEP 2010

## FULTON

**OSWEGO CO** (FZY) 3 NE UTC−5(−4DT) N43°21.05′ W76°23.28′ **NEW YORK**
475 B S4 **FUEL** 100LL, JET A NOTAM FILE BUF **H–11C, 12J, L–32F**
**RWY 15–33:** H5196X100 (ASPH–GRVD) S–30 MIRL (NSTD) 0.6% up SE **IAP**
**RWY 15:** REIL. Trees.
**RWY 33:** REIL. VASI(V2L)—GA 3.25° TCH 42′. Fence.
**RWY 06–24:** H3996X100 (ASPH–GRVD) S–30 MIRL 0.3% up NE
**RWY 06:** Trees. **RWY 24:** Methane pipe.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Rwy 06 ditches 15′ wide 65′ from centerline both sides in safety area 110′ from thld. Rwy 15–33 NSTD MIRL; Rwy 33 no split lenses on last 2000′ of rwy. ACTIVATE MIRL Rwy 06–24 and REILS Rwy 15–33—CTAF. MIRL Rwy 15–33 and VASI Rwy 33 preset low ints sunset–sunrise, to increase ints ACTIVATE—CTAF. No touch and go ldg or practice low apch 0300–1300Z‡ daily.
**WEATHER DATA SOURCES:** ASOS 119.275 (315) 598–8773.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **SYRACUSE APP/DEP CON** 134.275
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 336° 14 NM to fld. 415/11W. **HIWAS.**
**FALLN NDB (LOM)** 220 FZ N43°17.25′ W76°18.28′ 329° 5.3 NM to fld.
**ILS/DME** 110.9 I–FZY Chan 46 Rwy 33. LOM FALLN NDB.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**FULTON CO** (See JOHNSTOWN)

## GALLUPVILLE

**BLUE HERON** (N25) 3 NE UTC−5(−4DT) N42°41.84′ W74°11.97′ **NEW YORK**
1200 NOTAM FILE BTV
**RWY 09–27:** 2600X70 (TURF)
**RWY 27:** Trees.
**AIRPORT REMARKS:** Attended Apr–Oct.
**COMMUNICATIONS: CTAF** 122.9

**GANSE** N43°15.31′ W73°36.35′ NOTAM FILE GFL.
**NDB (LOM)** 209 GF 013° 5.2 NM to Floyd Bennett Memorial.

## GANSEVOORT

**HEBER AIRPARK** (K3Ø) 2 SE UTC−5(−4DT) N43°11.00′ W73°37.99′ **NEW YORK**
230 NOTAM FILE BTV
**RWY 06–24:** H2200X24 (ASPH) MIRL (NSTD)
**RWY 06:** Thld dsplcd 200′. Road. Rgt tfc. **RWY 24:** Trees.
**AIRPORT REMARKS:** Unattended. Birds and wildlife on and invof arpt. 25′ dropoff 10′ from Rwy 24 thld. Rwy 24 uphill grade exceeds 2% up. Light colored full width concrete pavement section 144′ from Rwy 24 thld, 20′ long. Golf course adjacent to rwy both sides. ACTIVATE NSTD MIRL Rwy 06–24—CTAF. Rwy 06–24 NSTD MIRL due to spacing, 33′ from rwy edge on 3′ wood posts. Rwy 06–24 nstd dsplcd thld; no bar.
**COMMUNICATIONS: CTAF** 122.9

**GARNSEYS** (See SCHUYLERVILLE)

## GASPORT

**ROYALTON** (9G5) 1 SE UTC−5(−4DT) N43°10.92′ W78°33.47′ **DETROIT**
628 **FUEL** 100, MOGAS NOTAM FILE BUF
**RWY 07–25:** H2530X35 (ASPH) MIRL
**RWY 07:** Pole. **RWY 25:** Thld dsplcd 300′. Tree.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**GENESEE CO** (See BATAVIA)

| LOC/DME I-FZY | APP CRS | Rwy Idg | 5197 |
|---|---|---|---|
| 110.9 | 330° | TDZE | 475 |
| Chan 46 | | Apt Elev | 475 |

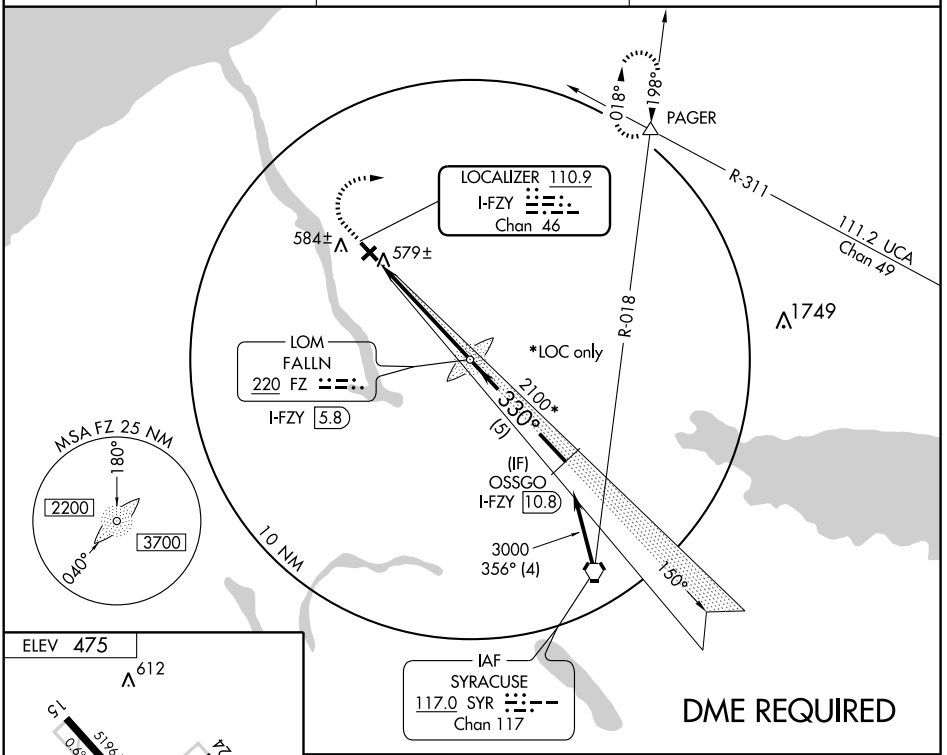
# ILS or LOC RWY 33

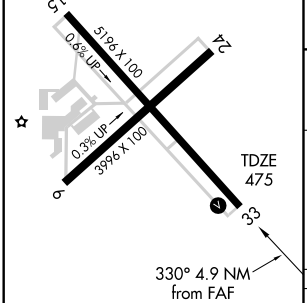
FULTON/OSWEGO COUNTY (FZY)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

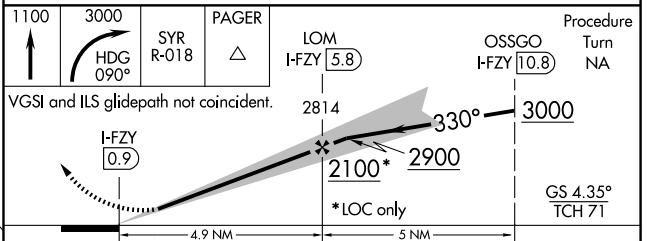
| ASOS | SYRACUSE APP CON | CTAF |
|---|---|---|
| 119.275 | 134.275 279.6 | 123.0 (L) |




| 1100 | 3000 | SYR | PAGER |
|---|---|---|---|
| | HDG 090° | R-018 | △ |

VGSI and ILS glidepath not coincident.




REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 725-1 250 (300-1) | NA | | |
| S-LOC 33 | 840-1 365 (400-1) | | | 840-1¼ 365 (400-1¼) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |



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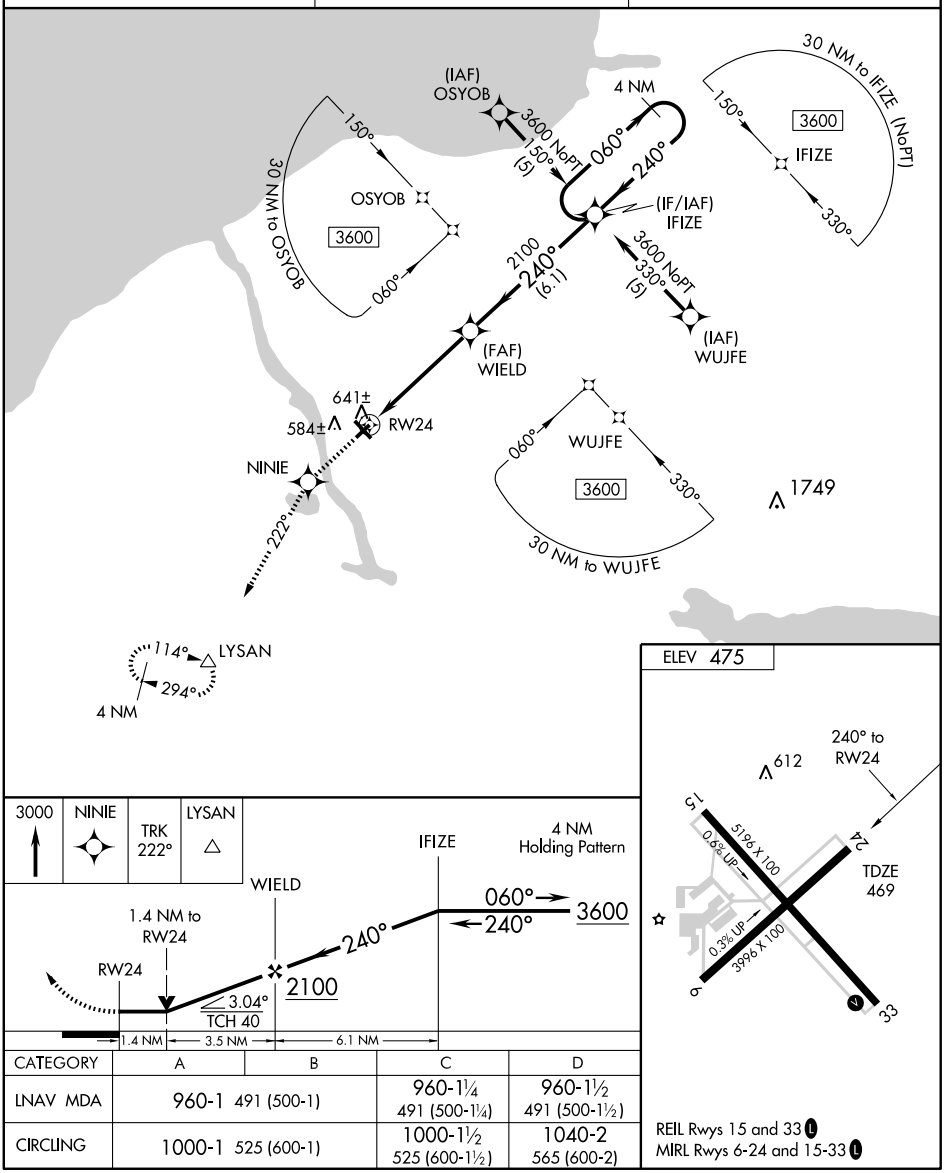
| APP CRS | Rwy Idg | 3996 |
|---|---|---|
| 240° | TDZE | 469 |
| | Apt Elev | 475 |

# RNAV (GPS) RWY 24
## FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

| ASOS | SYRACUSE APP CON | CTAF |
|---|---|---|
| 119.275 | 134.275 279.6 | 123.0 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 491 (500-1) | | 960-1¼ 491 (500-1¼) | 960-1½ 491 (500-1½) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |



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| VORTAC SYR | APP CRS | Rwy Idg | 5197 |
|---|---|---|---|
| 117.0 | 336° | TDZE | 475 |
| Chan 117 | | Apt Elev | 475 |

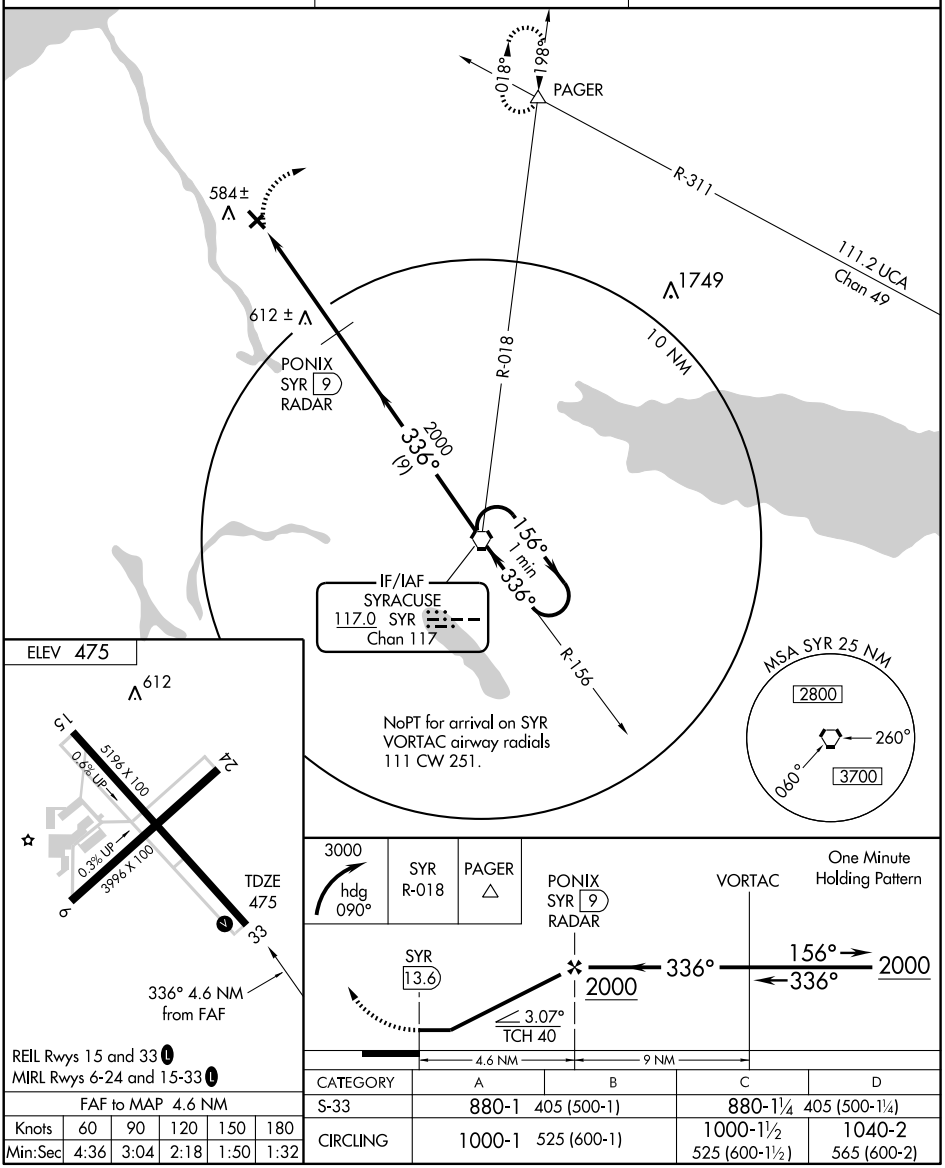
# VOR RWY 33

FULTON/ OSWEGO COUNTY (FZY)

DME or Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

| ASOS | SYRACUSE APP CON | | CTAF |
|---|---|---|---|
| 119.275 | 134.275 | 279.6 | 123.0 L |




REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 880-1 | 405 (500-1) | 880-1¼ | 405 (500-1¼) |
| CIRCLING | 1000-1 | 525 (600-1) | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |

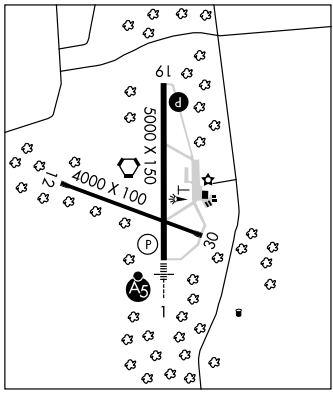
NE-2, 26 AUG 2010 to 23 SEP 2010

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## GLENS FALLS

**FLOYD BENNETT MEMORIAL** (GFL) 3 NE UTC−5(−4DT) N43°20.47′ W73°36.62′ **NEW YORK**
328 B S4 **FUEL** 100LL, JET A TPA—1128(800) LRA Class IV, ARFF Index Ltd. **H–11C, 12J, L–32G**
NOTAM FILE GFL **IAP**

**RWY 01–19:** H5000X150 (ASPH–GRVD) S–80, D–110, 2S–117, 2D–180 HIRL
**RWY 01:** MALSR. PAPI (P4L)—GA 3.0° TCH 53′. Tree.
**RWY 19:** PAPI(P4L)—GA 3.0° TCH 50′. Tree.
**RWY 12–30:** H4000X100 (ASPH) S–39, D–53, 2D–76 MIRL
**RWY 12:** Tree. **RWY 30:** Tree.




**AIRPORT REMARKS:** Attended May–Sep 1200–0000Z‡, Oct–Apr 1300–2300Z‡. Self–svc 100LL fuel avbl. Full svc fueling avbl after hrs by pre–arrangement, call 518–798–3091. Birds and deer on and invof arpt. Ultralight activity on and invof arpt. Ultralight acft use 500′ AGL left tfc for all rwys. Four obstruction lgt poles 1½ mile to 1¾ mile N of Rwy 19. Rwy 01 designated as calm wind rwy. Rwys 12 and 19 approaches obscured from one another due to high ground. Rwy 01 practice instrument apchs prohibited in VFR conditions when Rwy 19 is the active rwy. PPR 48 hrs for air carrier ops with more than 30 passenger seats call arpt manager 518–792–5995. Grass cutting equipment ops adjacent to all operational surfaces dalgt hours May thru Oct. During periods of snow removal ops Nov 1–Apr 1 acft must ctc arpt on frequency 123.0 10 minutes prior to ldg. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE HIRL Rwy 01–19, MIRL Rwy 12–30, MALSR Rwy 01, PAPI Rwy 19 and twy lgts—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.925 (518) 743–1728.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**GLENS FALLS RCO** 122.1R 110.2T (BURLINGTON RADIO) **GLENS FALLS RCO** 122.4 122.2 (BURLINGTON RADIO)
Ⓡ **ALBANY APP/DEP CON** 132.825
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GFL.
**GLENS FALLS (L) VORTAC** 110.2 GFL Chan 39 N43°20.50′ W73°36.71′ at fld. 319/14W.
**GANSE NDB (LOM)** 209 GF N43°15.31′ W73°36.35′ 013° 5.2 NM to fld.
**ILS** 110.7 I–GFL Rwy 01. Class IT. LOM GANSE NDB.

## GORHAM

**MIDLAKES** (92G) 3 W UTC−5(−4DT) N42°48.75′ W77°12.23′ **NEW YORK**
1080 S2 NOTAM FILE BUF
**RWY 14–32:** 1820X55 (TURF)
**RWY 14:** Bush. **RWY 32:** Road.
**AIRPORT REMARKS:** Attended irregularly. Rwy 14–32 soft and wet during Mar–Jun. Rwy 32 +80′ trees 735′ from thld +80′ left and right of centerline. Rwy 14 has 60′ grass safety area.
**COMMUNICATIONS: CTAF/UNICOM** 122.8.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**GOWANDA** (D59) 3 N UTC−5(−4DT) N42°30.24′ W78°57.04′ **DETROIT**
830 **FUEL** 80, 100 NOTAM FILE BUF
**RWY 09–27:** 3430X100 (TURF) LIRL (NSTD)
**RWY 09:** REIL. Trees. Rgt tfc. **RWY 27:** Thld dsplcd 1132′. Cranes. Rgt tfc.
**AIRPORT REMARKS:** Unattended. Rwy 09–27 soft and wet Mar–Jun. Truck traffic near Rwy 27. Rwy 09–27 dirt road crosses rwy at approximately mid point of rwy. Rwy 27, 77′ high conveyor belt/crane and dirt pile, 170′ from AER, 91′ left. Rwy 09–27 NSTD LIRL; dsplcd portion of rwy has blue lgts. Rwy 09–27 dsplcd thld several lgts knocked down by farm equipment, bulbs missing. No lights on first 200 ft of Rwy 27. Bulbs missing from REILS. For rwy lights key 121.65.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**GRANVILLE** (BØ1) 1 N UTC−5(−4DT) N43°25.37′ W73°16.09′ **NEW YORK**
420 S3 NOTAM FILE BTV
**RWY 16–34:** H2500X36 (ASPH) S–8 LIRL
**RWY 16:** Tree. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended daylight hours. For rwy lights phone 518–642–1380. Rwy 34 south 1800′ wavy, rippled, vegetation through cracks, loose rocks on rwy. Sections of Rwy 16–34 width varies 36–46′. Rwy 16–34 LIRL OTS indef.
**COMMUNICATIONS: CTAF** 122.9

| LOC I-GFL | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.7 | 012° | TDZE | 324 |
| | | Apt Elev | 328 |

# ILS or LOC RWY 1

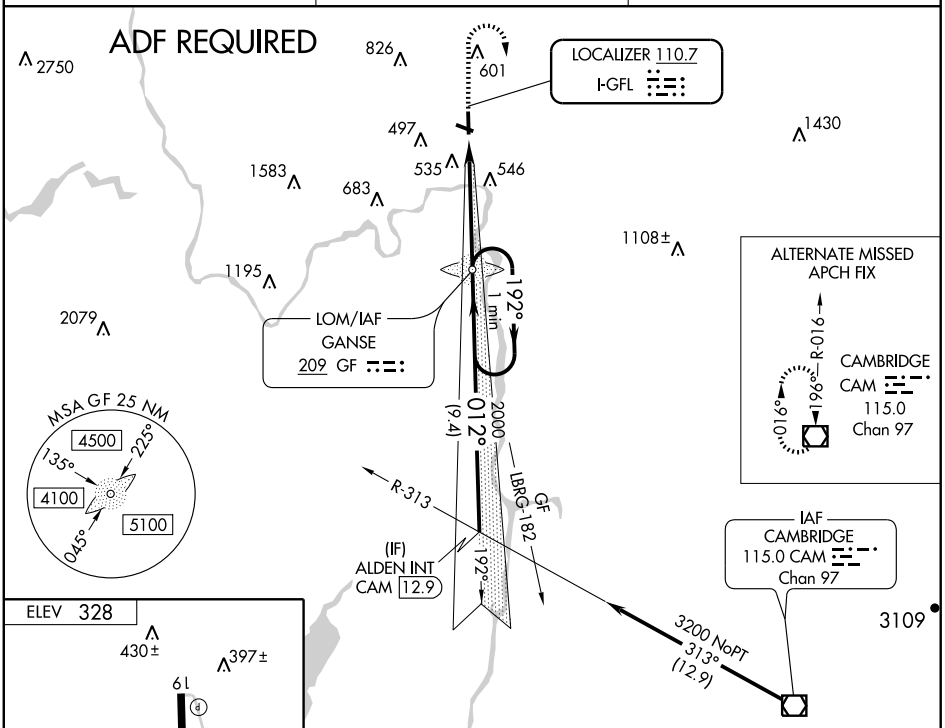
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

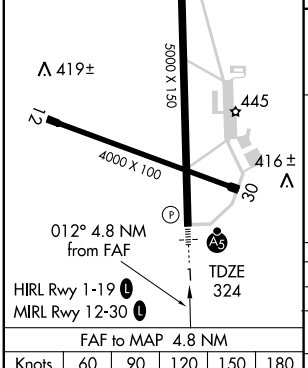
For inoperative MALSR, increase S-ILS all Cats visibility to 1¼ mile and S-LOC Cats A/B visibility to 1 mile. ADF Required. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase S-ILS all Cats, S-LOC and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Albany altimeter setting, increase S-ILS all Cats visibility to 1½ mile and S-LOC Cats A/B visibility to 1 mile.

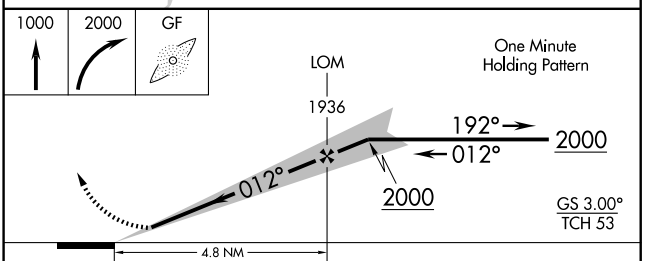
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct GANSE LOM and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 689-¾ 365 (400-¾) | | | |
| S-LOC 1 | 760-¾ 436 (500-¾) | | | 760-1 436 (500-1) |
| CIRCLING | 840-1 512 (600-1) | | 840-1½ 512 (600-1½) | 920-2 592 (600-2) |



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| WAAS | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| CH 87118 | 012° | TDZE | 324 |
| W01A | | Apt Elev | 328 |

# RNAV (GPS) RWY 1

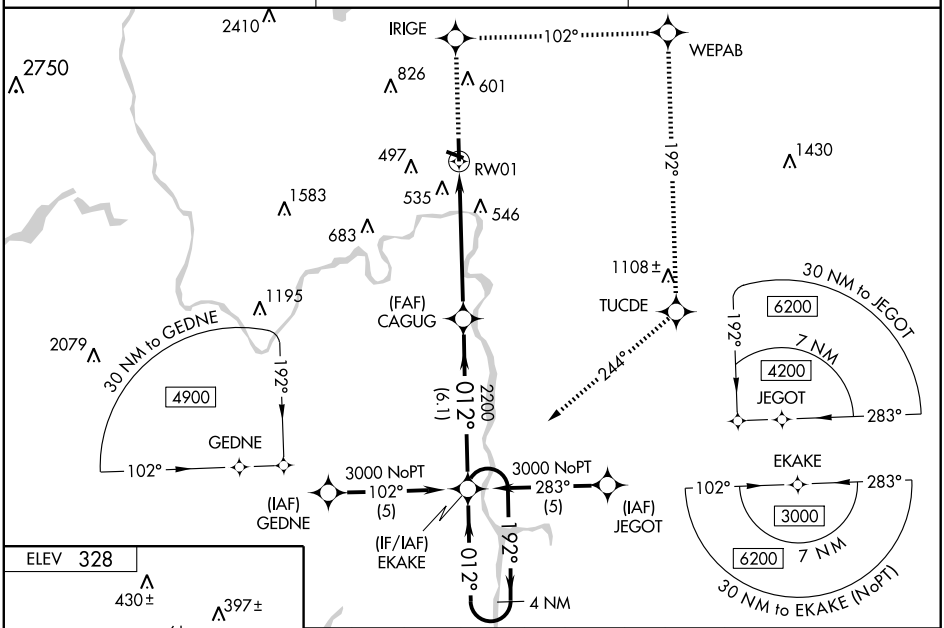
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

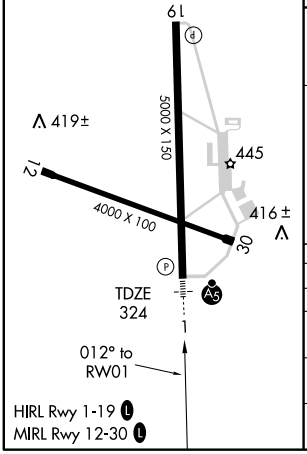
Inoperative table does not apply to LNAV/VNAV all Cats. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile and LNAV Cats A/B visibility to 1 mile. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cat C/D and Circling Cats B/C/D visibility ¼ mile. VDP NA with Albany altimeter setting. For inoperative MALSR when using Albany altimeter setting, increase LPV all Cats visibility to 1½ mile and LNAV Cat A visibility to 1 mile.

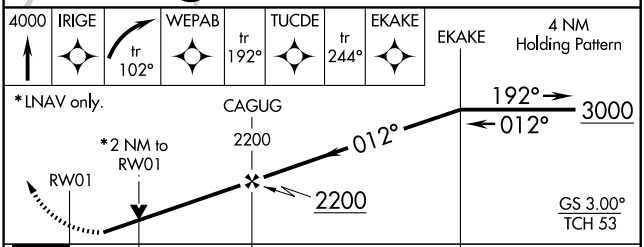
MALSR

MISSED APPROACH: Climb to 4000 direct IRIGE and right turn on track 102° to WEPAB and on track 192° to TUCDE and on track 244° to EKAKE and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 689-¾ | 365 (400-¾) | | |
| LNAV/VNAV DA | 1258-4 | 934 (1000-4) | | |
| LNAV MDA | 1000-¾ | 676 (700-¾) | 1000-1½ 676 (700-1½) | 1000-1¾ 676 (700-1¾) |
| CIRCLING | 1000-1 | 672 (700-1) | 1000-2 672 (700-2) | 1000-2¼ 672 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 124° | TDZE | 328 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 12

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

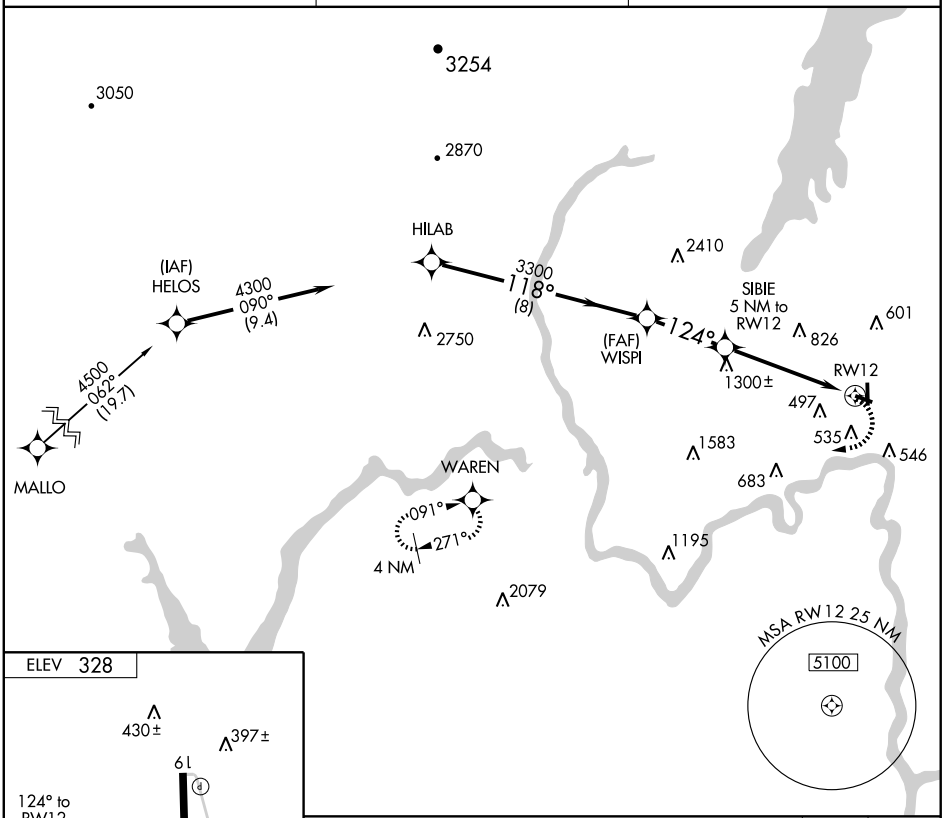
NA

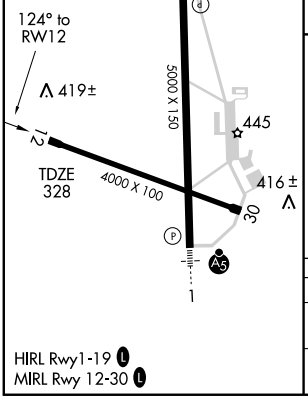
MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |

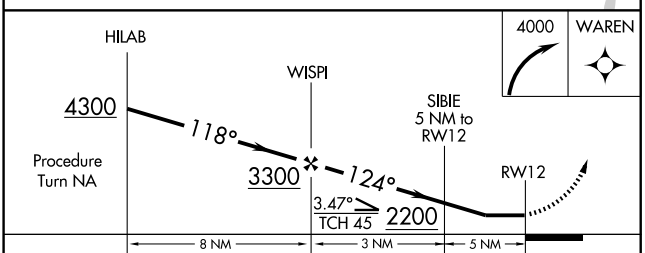


NE-2, 26 AUG 2010 to 23 SEP 2010




HIRL Rwy1-19 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |
| CIRCLING | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 177° | TDZE | 327 |
| | Apt Elev | 328 |

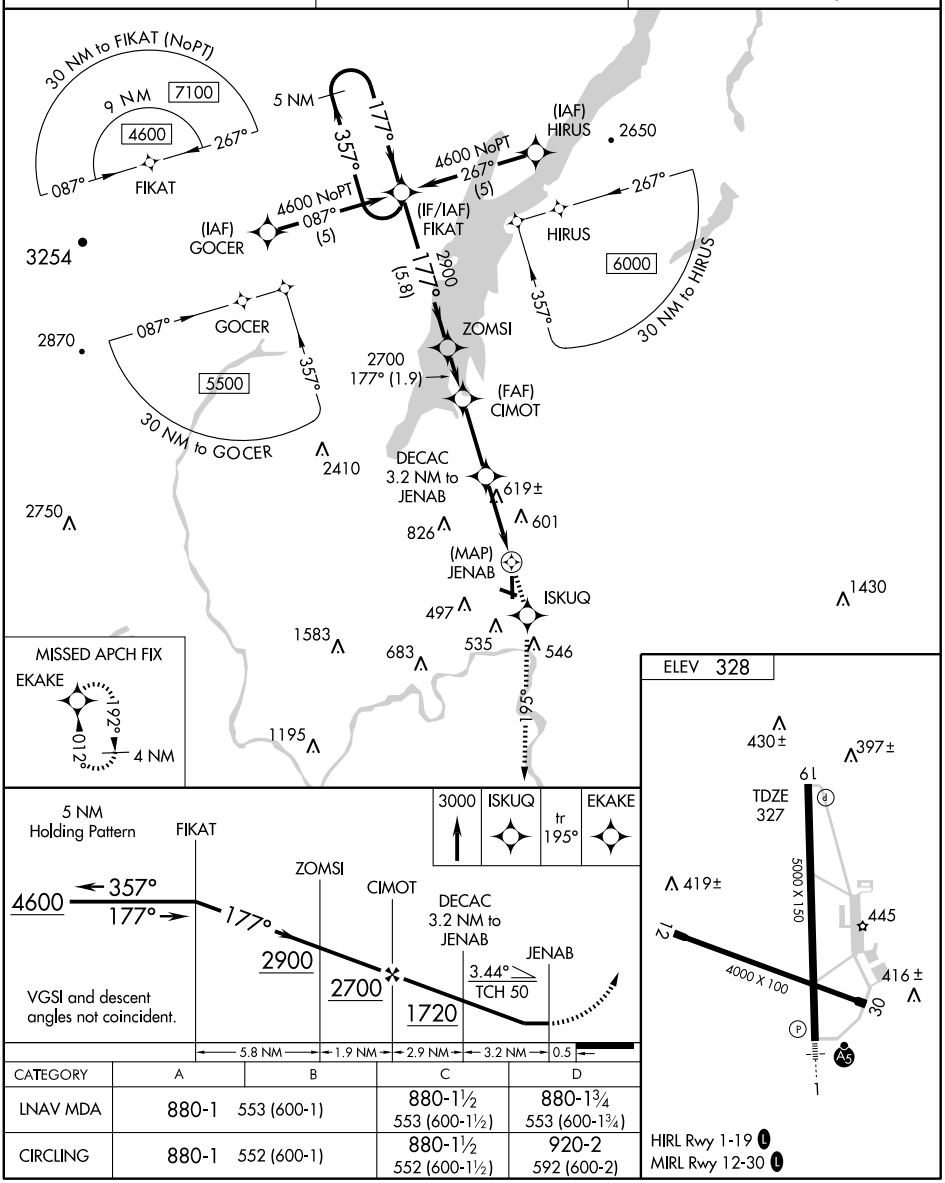
# RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 | 553 (600-1) | 880-1½ 553 (600-1½) | 880-1¾ 553 (600-1¾) |
| CIRCLING | 880-1 | 552 (600-1) | 880-1½ 552 (600-1½) | 920-2 592 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 305° | TDZE | 325 |
| | Apt Elev | 328 |

# RNAV (GPS) RWY 30

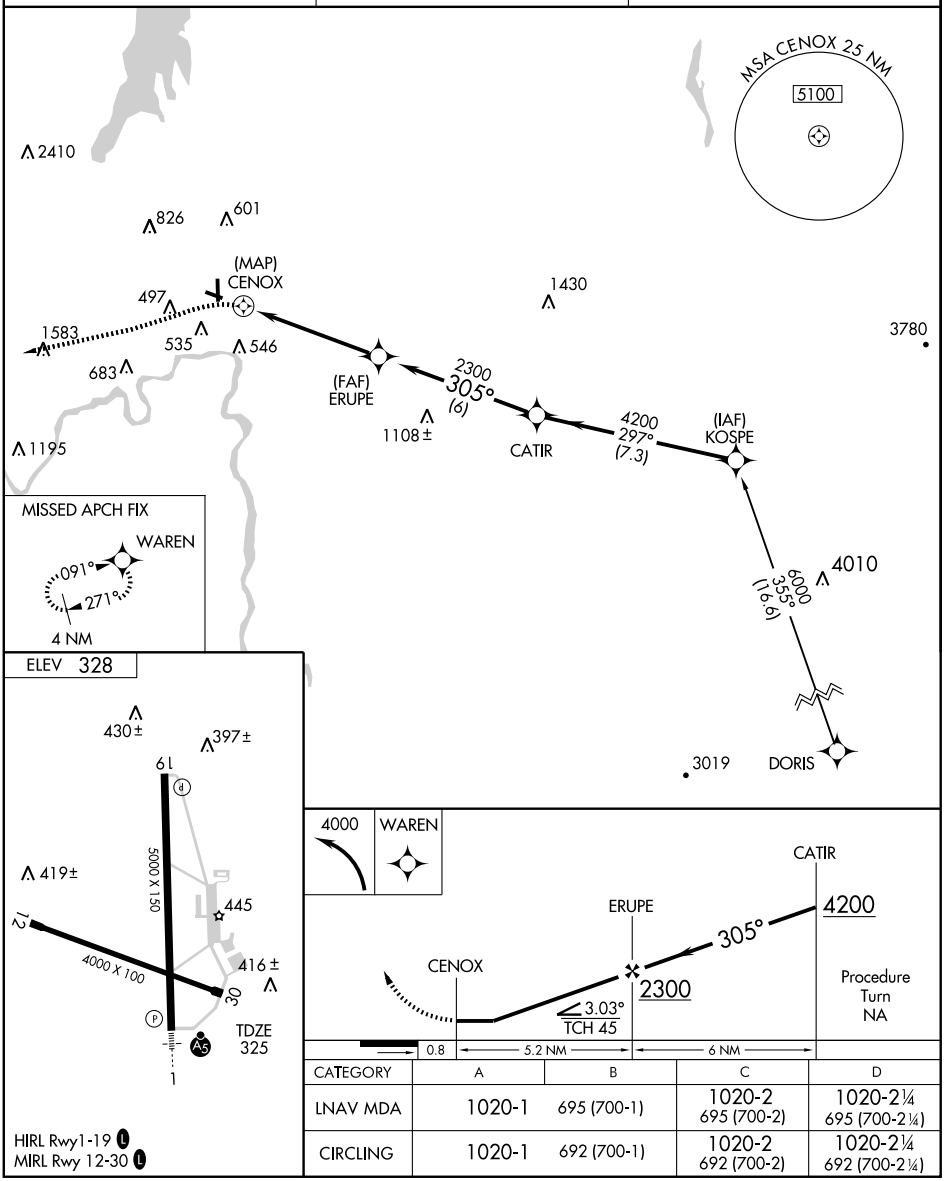
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |

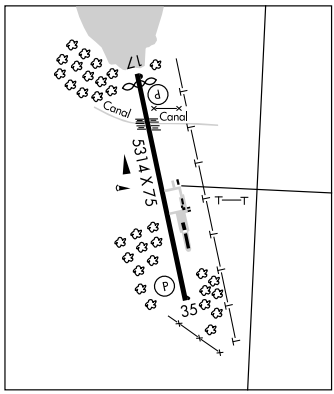



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 695 (700-1) | 1020-2<br>695 (700-2) | 1020-2¼<br>695 (700-2¼) |
| CIRCLING | 1020-1 | 692 (700-1) | 1020-2<br>692 (700-2) | 1020-2¼<br>692 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010

**HAMILTON MUNI** (VGC) 1 NE UTC−5(−4DT) N42°50.61′ W75°33.67′ **NEW YORK**
1137 **FUEL** 100LL, JET A TPA—2103(966) NOTAM FILE BUF **H–10I, 11C, 12J, L–32F**
**RWY 17–35:** H5314X75 (ASPH) S–20 D–60 MIRL **IAP**
**RWY 17:** REIL. PAPI(P2L)—GA 3.0° TCH 30. Thld dsplcd 300′. Trees.
**RWY 35:** REIL. PAPI(P2L)—GA 4.0° TCH 40′. Brush.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 17:** TORA–5314 TODA–5314 ASDA–5314 LDA–5014
**RWY 35:** TORA–5314 TODA–5314 ASDA–5014 LDA–5014
**AIRPORT REMARKS:** Attended 1400–2200Z‡. After hrs fuel avbl by appointment for a fee ctc arpt mgr. Maintenance shop airframe/powerplant and inspection authorization avbl Mon–Fri 1400–2200Z‡. Deer on and invof Rwy 17–35. Ultralgts on and invof arpt. Windmills north of Rwy 35. Taxi svc and car rental avbl. Noise abatement procedures in effect; all acft dep maintain rwy heading until 2100 ft MSL before making turn out. ACTIVATE MIRL Rwy 17–35, and REIL Rwy 17 and Rwy 35–122.7.
**WEATHER DATA SOURCES:** AWOS–3 119.425 (315) 824–1825.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**GEORGETOWN RCO** 122.1R 117.8T (BUFFALO RADIO)
Ⓡ **SYRACUSE APP/DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**GEORGETOWN (L) VORTAC** 117.8 GGT Chan 125 N42°47.34′ W75°49.61′ 085° 12.2 NM to fld. 2040/11W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**HAMPTON** N40°55.14′ W72°19.00′ NOTAM FILE ISP. **NEW YORK**
**(H) VORTAC** 113.6 HTO Chan 83 063° 3.8 NM to East Hampton. 22/13W. **HIWAS.** **COPTER**
DME portion unusable **H–10I, 12J, L–33C, 34I**
280°–325° byd 35 NM blo 1700′ 325°–355° byd 30 NM blo 2000′
VOR portion unusable 221°–231° blo 6000′
**RCO** 122.6 122.1R 113.6T (NEW YORK RADIO)

**HANCOCK** N42°03.78′ W75°18.98′ NOTAM FILE BUF. **NEW YORK**
**(H) VOR/DME** 116.8 HNK Chan 115 354° 15 NM to Sidney Muni. 2070/11W. **HIWAS.** **H–10I, 11C, 12J, L–30K, 33A**
**RCO** 122.1R 116.8T (BUFFALO RADIO)

**HAVERSTRAW HELIPORT** (H43) 1 E UTC−5(−4DT) N41°12.66′ W73°58.16′ **NEW YORK**
12 **FUEL** JET A NOTAM FILE ISP
**HELIPAD H1:** H50X50 (ASPH)
**H1:** Bldg.
**HELIPORT REMARKS:** Attended 1200–0000Z‡. For svc after hrs call 914–429–1200. Helipad H1 350 ft towers 800 ft N of helipad. Helicopters descend to point on turf area west of pavement and taxi to paved location. Noise abatement; avoid residential area W of heliport. Helipad H1 floodlights. For floodlights call 914–429–1200.
**COMMUNICATIONS: CTAF/UNICOM** 123.05

**HAWKY** N42°49.04′ W73°48.51′ NOTAM FILE ALB.
**NDB (LOM)** 219 AL 089° 4.2 NM to Albany Intl. Unusable 160°–210° byd 10 NM.

**HEBER AIRPARK** (See GANSEVOORT)

**HESTR** N41°08.72′ W73°45.99′ NOTAM FILE HPN.
**NDB (LOM)** 281 HP 162° 5.4 NM to Westchester Co. Unusable beyond 11 NM. Unmonitored when tower clsd.

## HOLCOMB

**CREEKSIDE** (D67) 2 NE UTC−5(−4DT) N42°54.97′ W77°22.95′ **DETROIT**
820 NOTAM FILE BUF
**RWY 11–29:** 2450X100 (ASPH–TRTD)
**RWY 11:** Brush. **RWY 29:** Brush.
**AIRPORT REMARKS:** Attended irregularly. P-lines on W side of arpt entrance road.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**HOLLANDS INTL FLD** (See NEWFANE)

**HOPEWELL AIRPARK** (See CANANDIGUA)

| WAAS | APP CRS | Rwy Idg | 5014 |
|---|---|---|---|
| CH 70518 | 350° | TDZE | 1135 |
| W35A | | Apt Elev | 1137 |

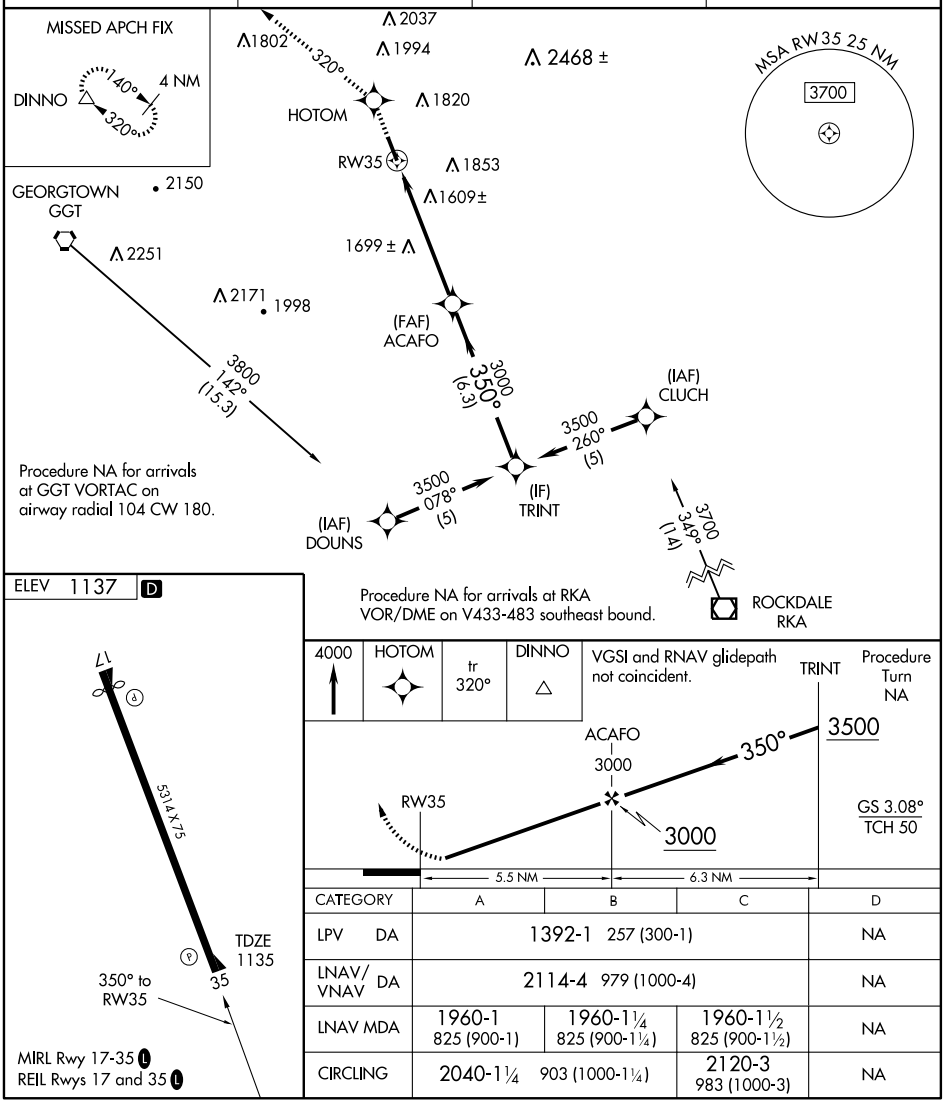
# RNAV (GPS) RWY 35

## HAMILTON MUNI (VGC)

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Syracuse altimeter setting and increase LPV DA to 1640, increase LNAV/VNAV DA to 2281 and all MDA 180 feet. Increase LPV visibility all Cats ¾ mile, LNAV Cats A and B ¼ mile, Cat C ½ mile and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HOTOM and on track 320° to DINNO and hold, continue climb-in-hold to 4000.

| AWOS-3 | SYRACUSE APP CON | UNICOM | |
|---|---|---|---|
| 119.425 | 126.125 269.125 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1392-1 257 (300-1) | | | NA |
| LNAV/VNAV DA | 2114-4 979 (1000-4) | | | NA |
| LNAV MDA | 1960-1 825 (900-1) | 1960-1¼ 825 (900-1¼) | 1960-1½ 825 (900-1½) | NA |
| CIRCLING | 2040-1¼ 903 (1000-1¼) | | 2120-3 983 (1000-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

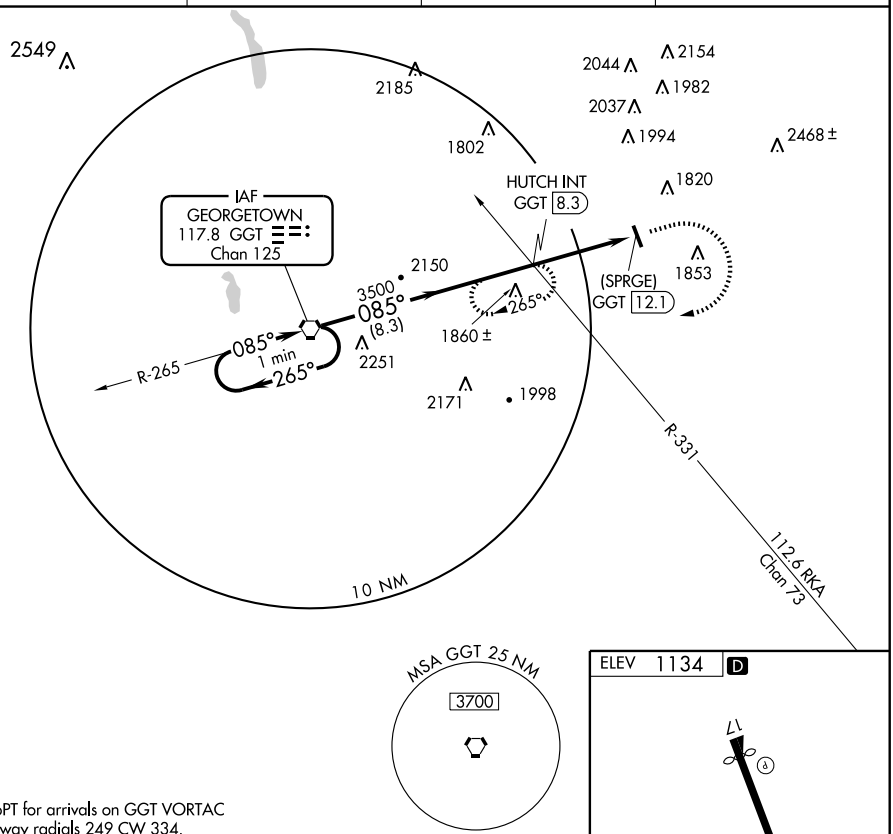
| VORTAC GGT 117.8 Chan 125 | APP CRS 085° | Rwy Idg N/A TDZE N/A Apt Elev 1134 |
|---|---|---|

# VOR or GPS-A
## HAMILTON MUNI (VGC)

Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH INT and hold.

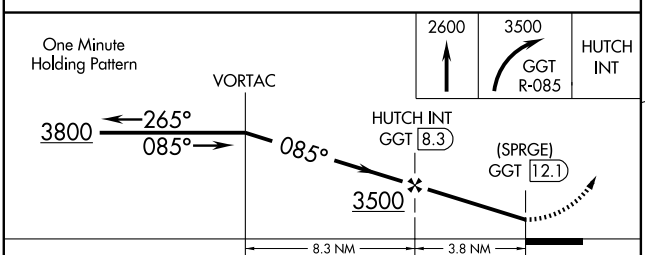
| AWOS-3 | SYRACUSE APP CON | UNICOM | |
|---|---|---|---|
| 119.425 | 126.125 269.125 | 123.0 (CTAF) | 122.7 L |

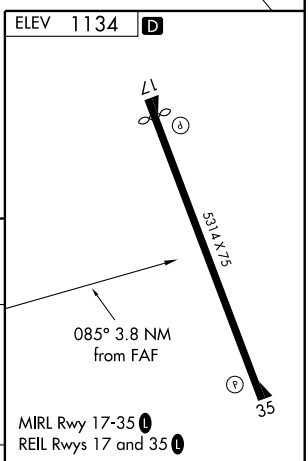






NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.



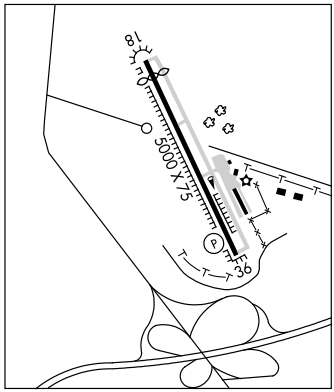

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2240-1¼ 1106 (1200-1¼) | 2240-1½ 1106 (1200-1½) | 2240-3 1106 (1200-3) | NA |

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



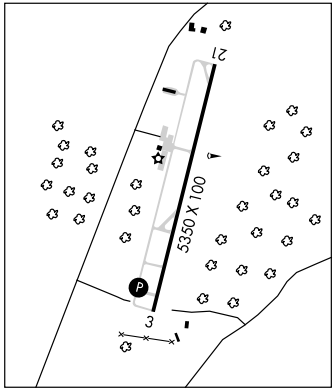
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**HORNELL MUNI** (4G6) 3 N UTC−5(−4DT) N42°22.93′ W77°40.93′ **DETROIT**
1220 B S4 **FUEL** 100LL, JET A TPA—2220(1000) NOTAM FILE BUF **H–10H, 11C, 12I, L–30I, 31E, 32F**
**RWY 18–36:** H5000X75 (ASPH–GRVD) MIRL 0.5% up N **IAP**
**RWY 18:** REIL. Thld dsplcd 500′. Hill.
**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18–36—CTAF. REIL Rwy 18–36 OTS indef.
**WEATHER DATA SOURCES:** AWOS–3 118.475 (607) 324–9138.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**CLEVELAND CENTER APP/DEP CON** 124.325
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**WELLSVILLE (L) VORTAC** 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 048° 22.5 NM to fld. 2296/09W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## HUDSON

**COLUMBIA CO** (1B1) 4 NE UTC−5(−4DT) N42°17.48′ W73°42.62′ **NEW YORK**
198 B S3 **FUEL** 100, JET A1 + OX 3 LRA NOTAM FILE BTV **H–10I, 11C, 12J, L–33B, 34I**
**RWY 03–21:** H5350X100 (ASPH–GRVD) S–13, D–72 MIRL **IAP**
**RWY 03:** REIL. PAPI(P4L)—GA 4.0°TCH 44′. Tree.
**RWY 21:** Trees.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.525 (518) 828–2577.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **ALBANY APP/DEP CON** 132.825
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB.
**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 184° 27.7 NM to fld. 275/13W.
**PHILMONT NDB (MHW)** 272 PFH N42°15.19′ W73°43.40′ 027° 2.4 NM to fld. NOTAM FILE BTV.



| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 175° | TDZE | 1213 |
| | Apt Elev | 1220 |

# GPS RWY 18

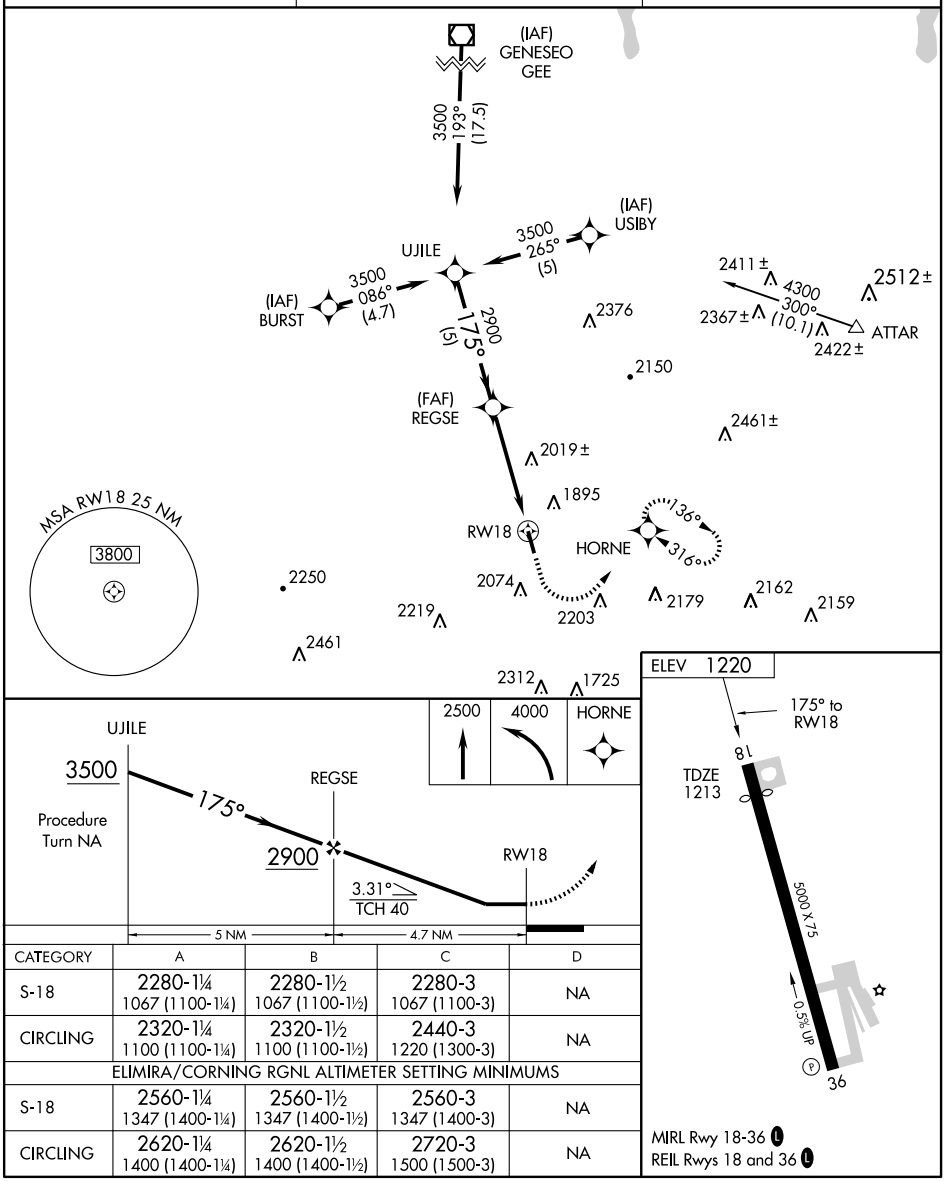
## HORNELL MUNI (4G6)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Elimira/Corning Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 2280-1¼<br>1067 (1100-1¼) | 2280-1½<br>1067 (1100-1½) | 2280-3<br>1067 (1100-3) | NA |
| CIRCLING | 2320-1¼<br>1100 (1100-1¼) | 2320-1½<br>1100 (1100-1½) | 2440-3<br>1220 (1300-3) | NA |
| ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 2560-1¼<br>1347 (1400-1¼) | 2560-1½<br>1347 (1400-1½) | 2560-3<br>1347 (1400-3) | NA |
| CIRCLING | 2620-1¼<br>1400 (1400-1¼) | 2620-1½<br>1400 (1400-1½) | 2720-3<br>1500 (1500-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

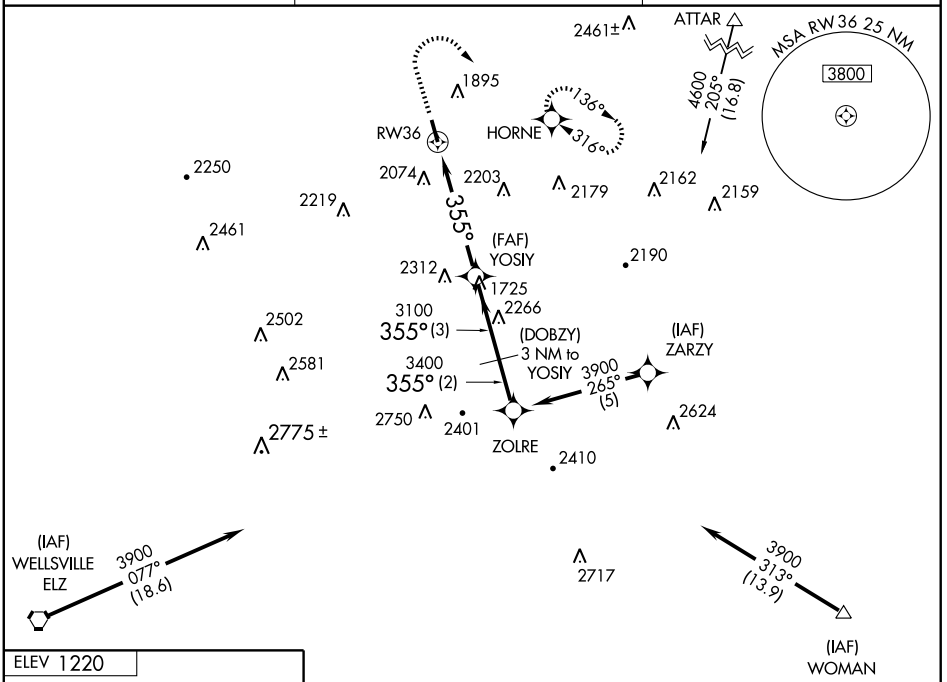
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 355° | TDZE | 1195 |
| | Apt Elev | 1220 |

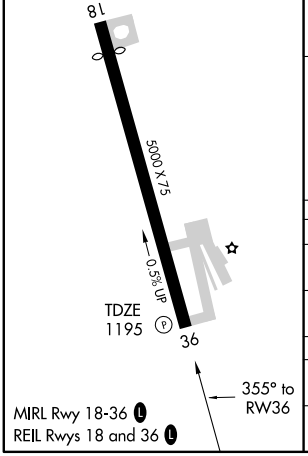
# GPS RWY 36
## HORNELL MUNI (4G6)

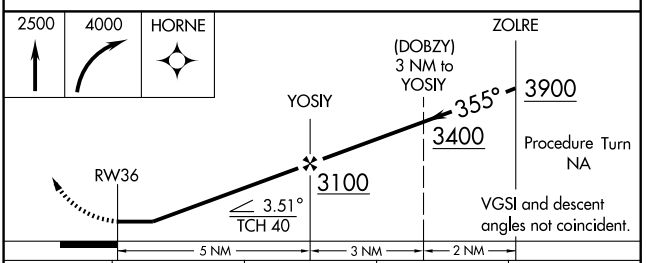
When local altimeter setting not received, use Elimira/Corning Rgnl altimeter setting.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 2620-1¼<br>1425 (1500-1¼) | 2620-1½<br>1425 (1500-1½) | 2620-3<br>1425 (1500-3) | NA |
| CIRCLING | 2620-1¼<br>1400 (1400-1¼) | 2620-1½<br>1400 (1400-1½) | 2620-3<br>1400 (1400-3) | NA |
| ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 2900-1¼<br>1705 (1800-1¼) | 2900-1½<br>1705 (1800-1½) | 2900-3<br>1705 (1800-3) | NA |
| CIRCLING | 2900-1¼<br>1680 (1700-1¼) | 2900-1½<br>1680 (1700-1½) | 2900-3<br>1680 (1700-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ELZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 048° | TDZE | N/A |
| Chan 51 | | Apt Elev | 1220 |

# VOR/DME-A

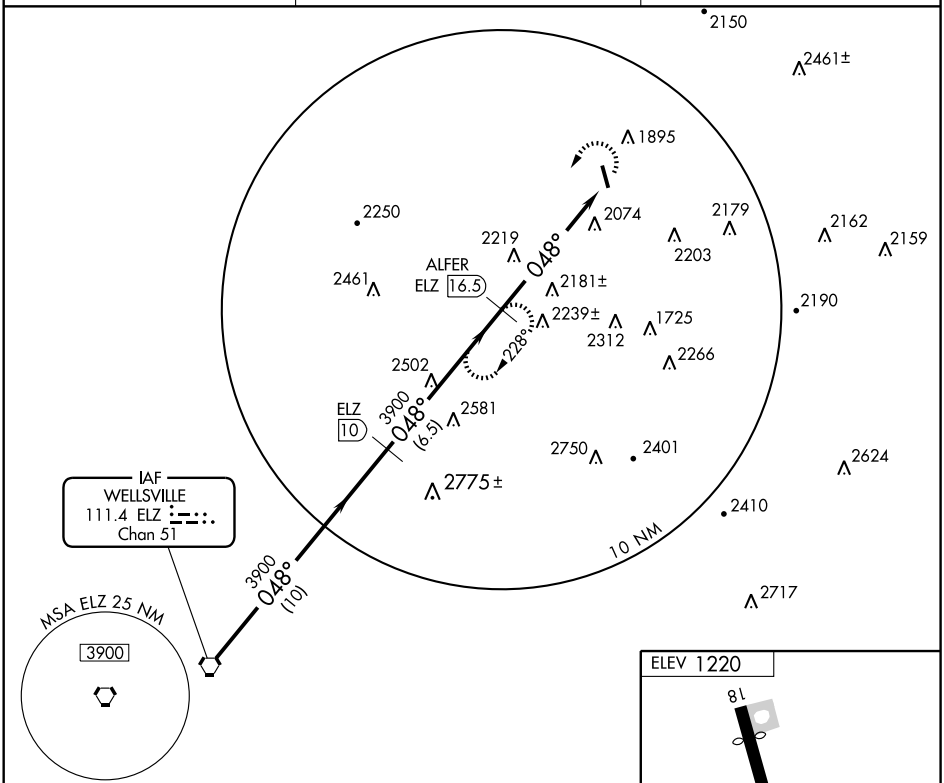
## HORNELL MUNI (4G6)

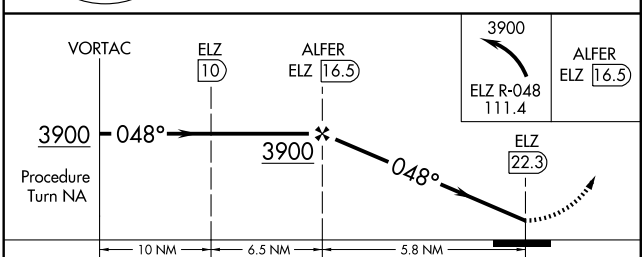
When local altimeter setting not received, use Elimira/Corning Rgnl altimeter setting.

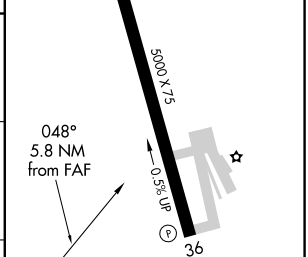
NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.850 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2480-1¼<br>1260 (1300-1¼) | 2480-1½<br>1260 (1300-1½) | 2480-3<br>1260 (1300-3) | NA |
| ELIMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2760-1¼<br>1540 (1600-1¼) | 2760-1½<br>1540 (1600-1½) | 2760-3<br>1540 (1600-3) | NA |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## HORNELL MUNI (4G6) 3 N UTC−5(−4DT) N42°22.93′ W77°40.93′

DETROIT
H–10H, 11C, 12I, L–30I, 31E, 32F
IAP

1220 B S4 **FUEL** 100LL, JET A TPA—2220(1000) NOTAM FILE BUF

**RWY 18–36:** H5000X75 (ASPH–GRVD) MIRL 0.5% up N

**RWY 18:** REIL. Thld dsplcd 500′. Hill.

**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18–36—CTAF. REIL Rwy 18–36 OTS indef.

**WEATHER DATA SOURCES:** AWOS–3 118.475 (607) 324–9138.

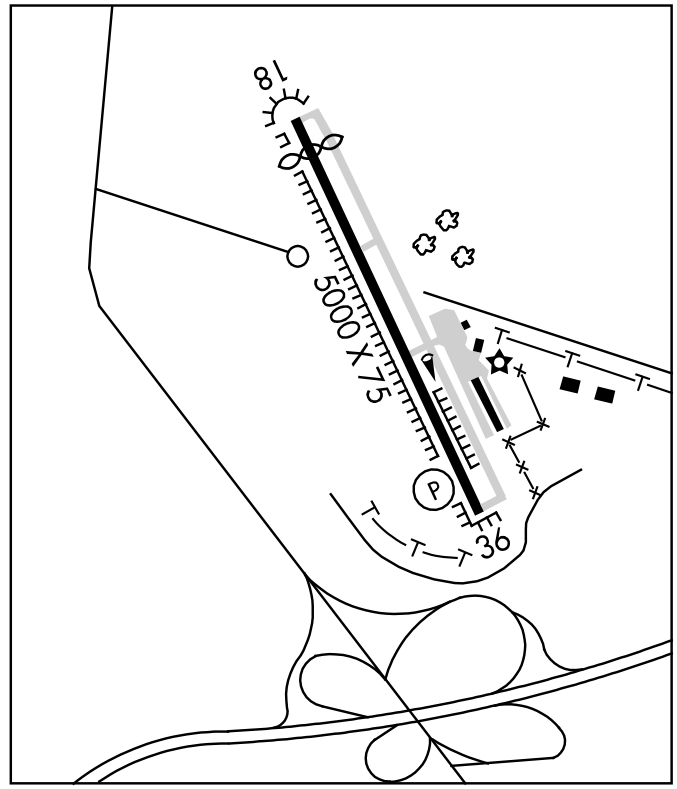
**COMMUNICATIONS: CTAF/UNICOM** 122.7

**CLEVELAND CENTER APP/DEP CON** 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**WELLSVILLE (L) VORTAC** 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 048° 22.5 NM to fld. 2296/09W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.




# UDSON

## COLUMBIA CO (1B1) 4 NE UTC−5(−4DT) N42°17.48′ W73°42.62′

NEW YORK
H–10I, 11C, 12J, L–33B, 34I
IAP

198 B S3 **FUEL** 100, JET A1 + OX 3 LRA NOTAM FILE BTV

**RWY 03–21:** H5350X100 (ASPH–GRVD) S–13, D–72 MIRL

**RWY 03:** REIL. PAPI(P4L)—GA 4.0°TCH 44′. Tree.

**RWY 21:** Trees.

**AIRPORT REMARKS:** Attended 1200–0200Z‡. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 133.525 (518) 828–2577.

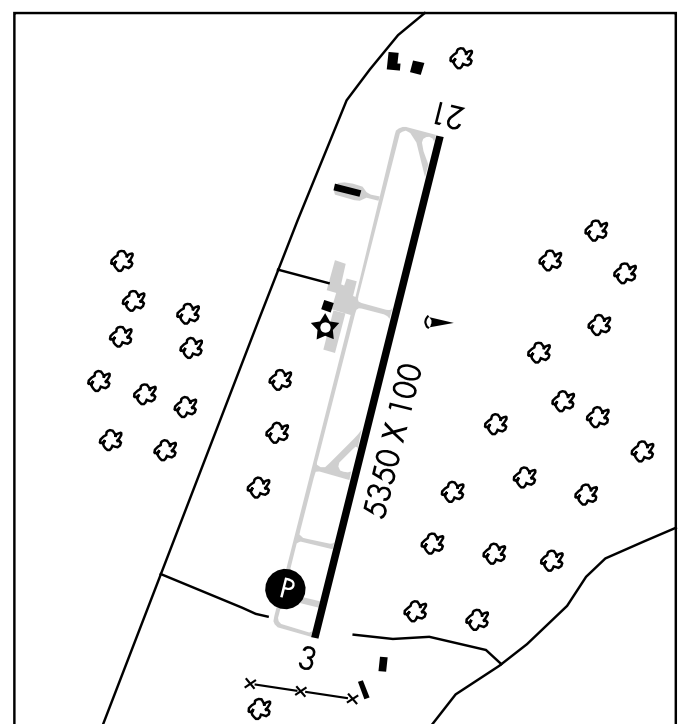
**COMMUNICATIONS: CTAF/UNICOM** 123.05

Ⓡ **ALBANY APP/DEP CON** 132.825

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB.

**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 184° 27.7 NM to fld. 275/13W.

**PHILMONT NDB (MHW)** 272 PFH N42°15.19′ W73°43.40′ 027° 2.4 NM to fld. NOTAM FILE BTV.



| NDB PFH 272 | APP CRS 027° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 198 |
|---|---|---|

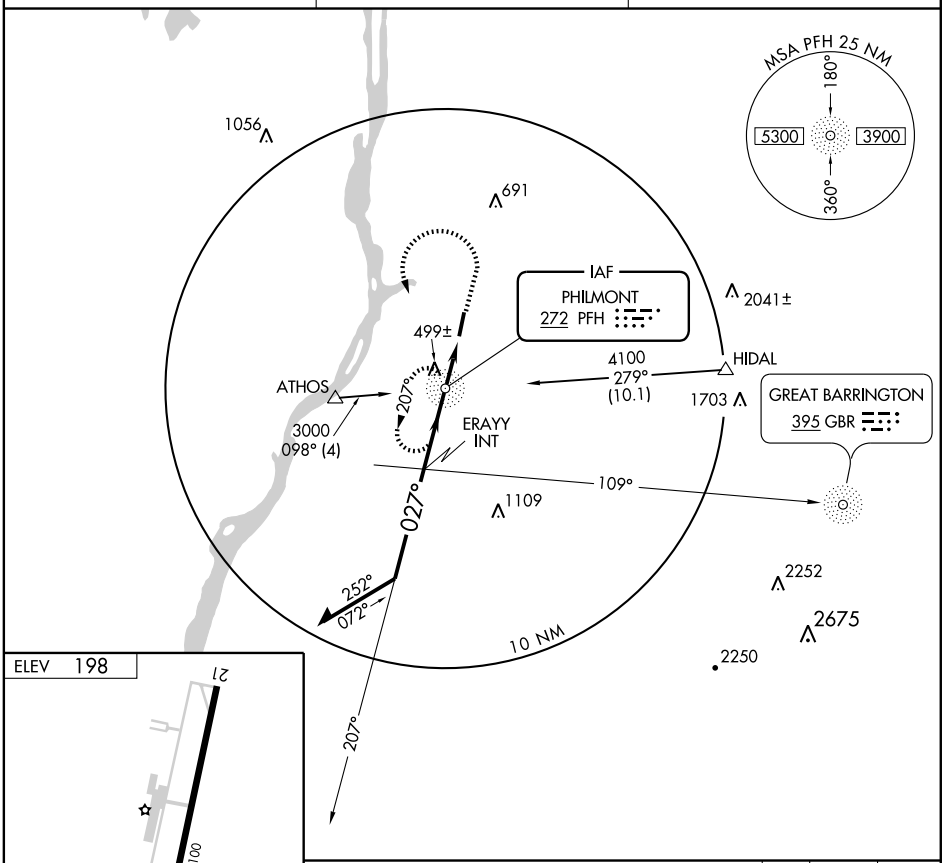
# NDB-A

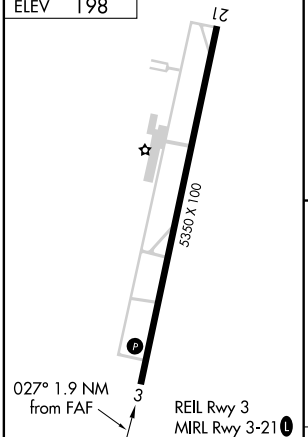
## HUDSON/COLUMBIA COUNTY (1B1)

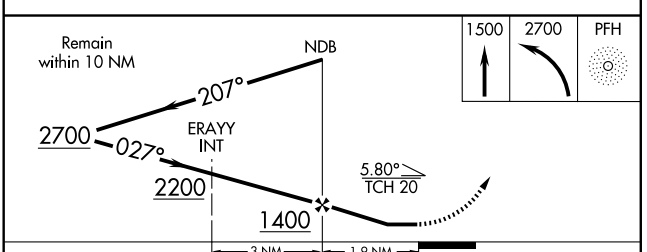
V NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




| FAF to MAP 1.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>602 (700-1) | 820-1<br>622 (700-1) | 860-1¾<br>662 (700-1¾) | 920-2¼<br>722 (800-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5350 |
|---|---|---|---|
| CH 77715 | 025° | TDZE | 198 |
| W03A | | Apt Elev | 198 |

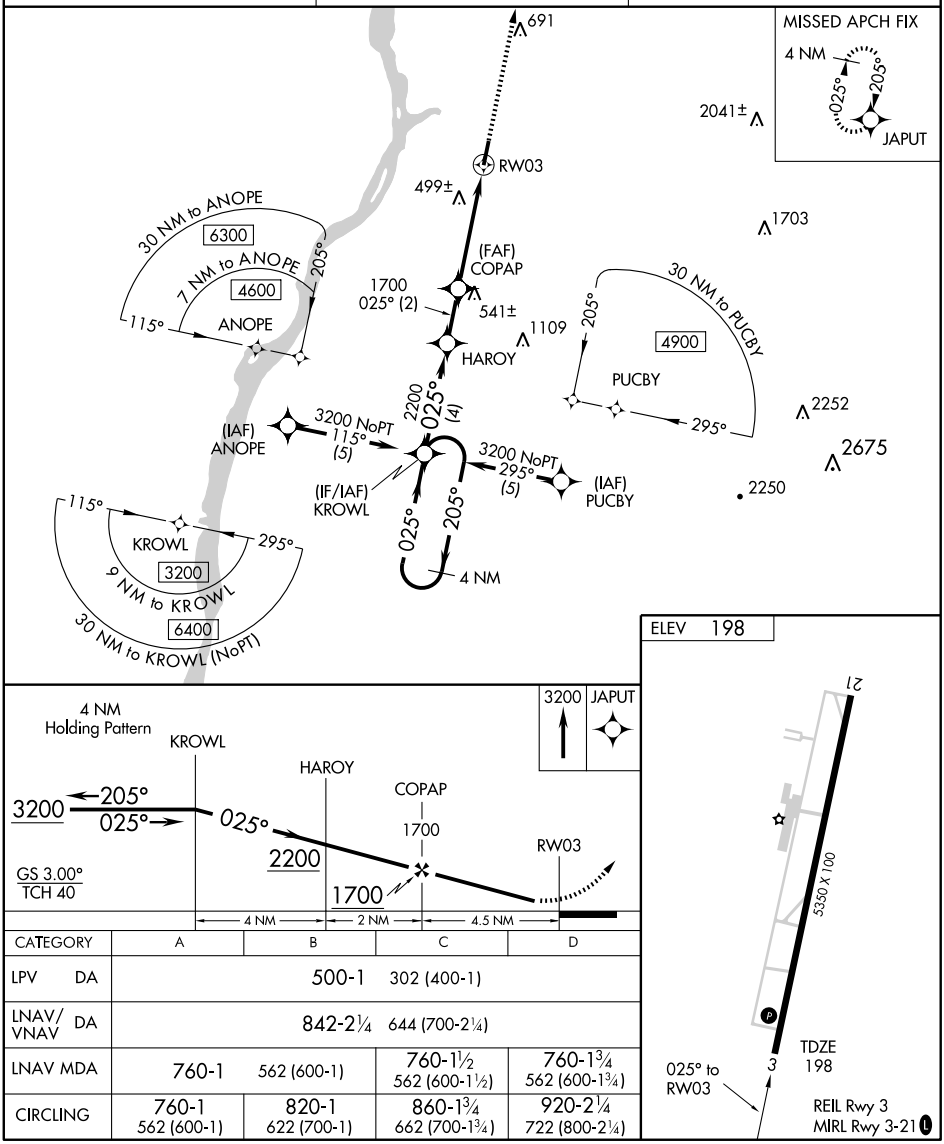
# RNAV (GPS) RWY 3

## HUDSON/COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 500-1 302 (400-1) | | | |
| LNAV/VNAV DA | 842-2¼ 644 (700-2¼) | | | |
| LNAV MDA | 760-1 562 (600-1) | | 760-1½ 562 (600-1½) | 760-1¾ 562 (600-1¾) |
| CIRCLING | 760-1 562 (600-1) | 820-1 622 (700-1) | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5350 |
|---|---|---|---|
| CH 40215 | 205° | TDZE | 194 |
| W21A | | Apt Elev | 198 |

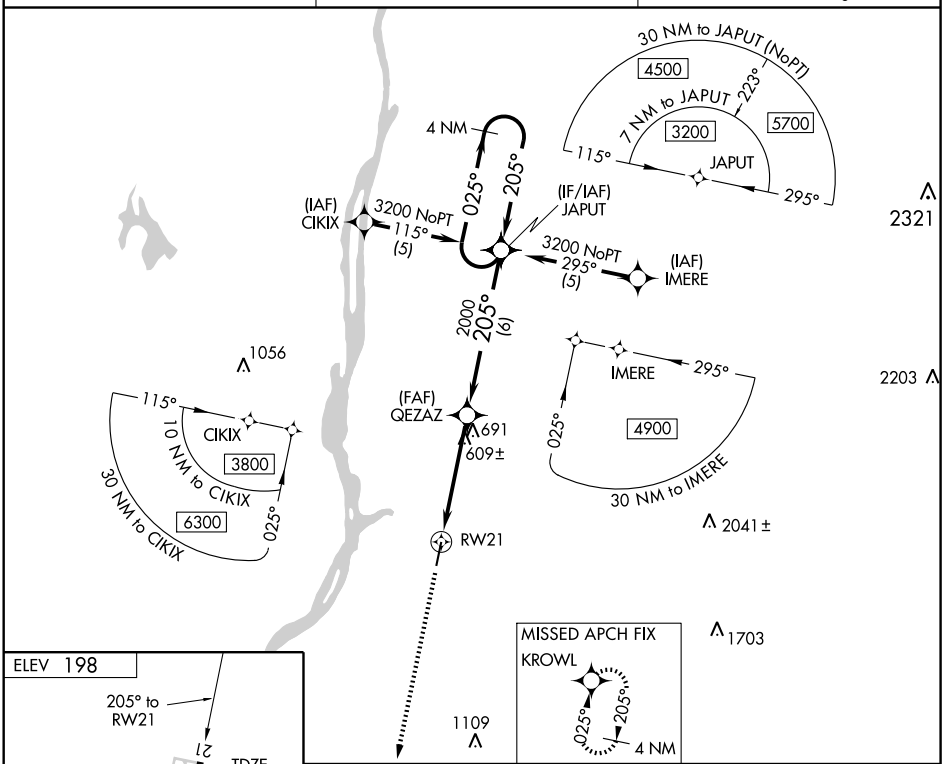
# RNAV (GPS) RWY 21

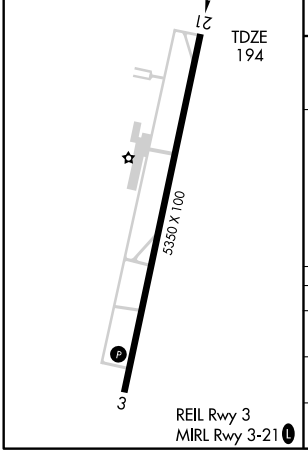
## HUDSON/COLUMBIA COUNTY (1B1)

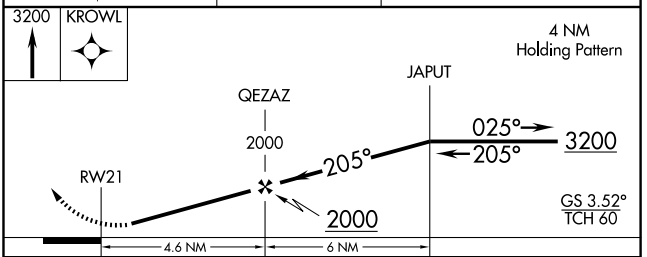
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |



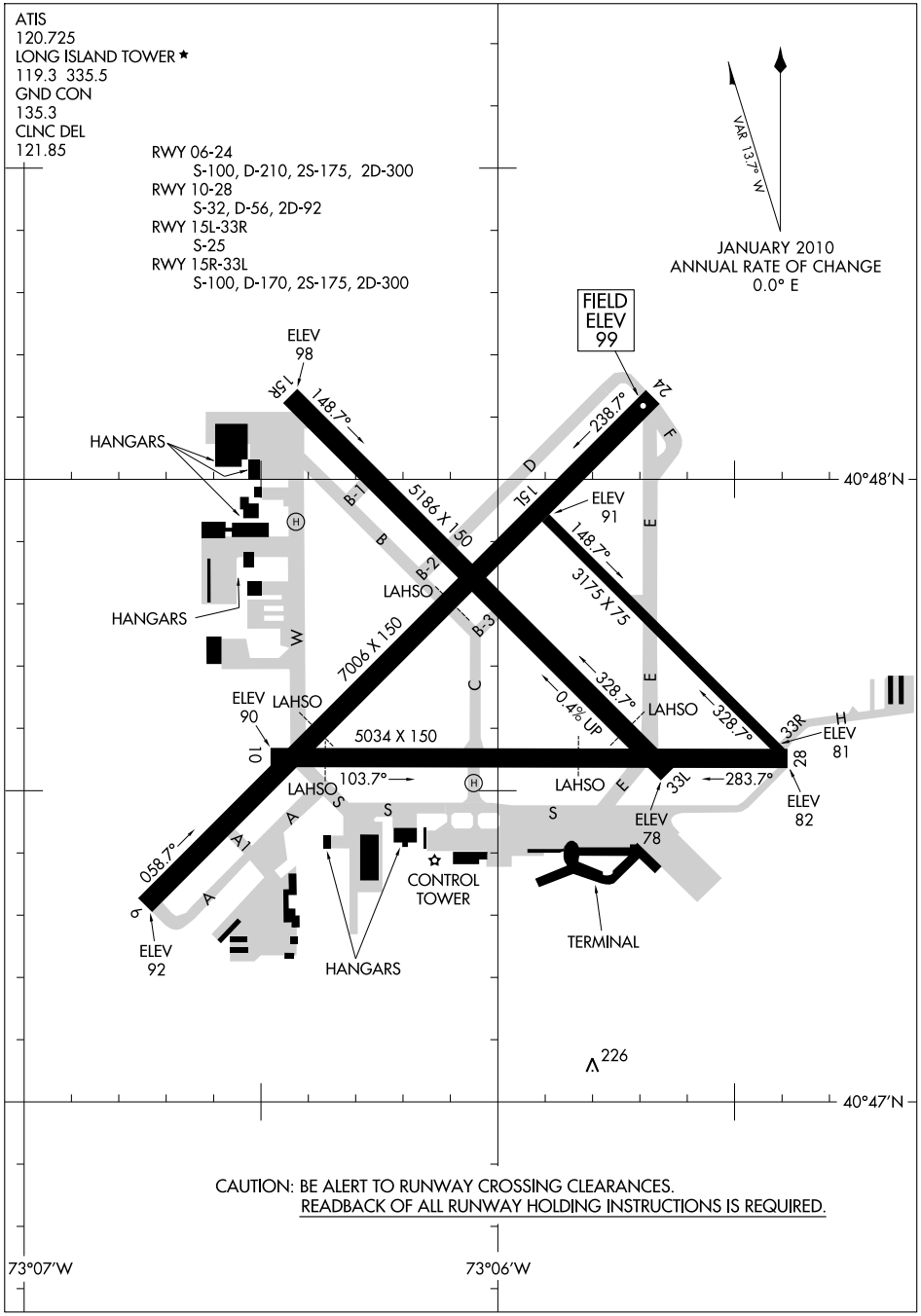




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 614-1¼ 420 (500-1¼) | | | NA |
| LNAV MDA | 860-1 666 (700-1) | | 860-1¾ 666 (700-1¾) | 860-2 666 (700-2) |
| CIRCLING | 860-1 662 (700-1) | | 860-1¾ 662 (700-1¾) | 920-2¼ 722 (800-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





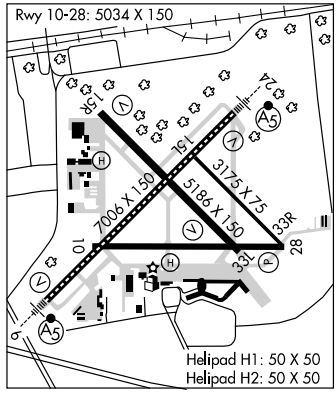
NE-2, 26 AUG 2010 to 23 SEP 2010

**HUGUENOT** N41°24.58′ W74°35.50′ NOTAM FILE ISP. NEW YORK
**(H) VOR/DME** 116.1 HUO Chan 108 079° 15.9 NM to Orange Co. 1300/11W. H–10I, 12J, L–33A, 34H
VOR unusable:
029°–045° byd 15 NM blo 5000′ 050°–060° byd 10 NM all altitudes
210°–230° byd 20 NM blo 6500′
**RCO** 122.1R 116.1T (NEW YORK RADIO).

**HUNTER** N42°51.18′ W73°56.06′ NOTAM FILE SCH. NEW YORK
**NDB (MHW)** 356 HEU at Schenectady Co. L–32G

## ISLIP

**LONG ISLAND MAC ARTHUR** (ISP) 7 NE UTC−5(−4DT) N40°47.72′ W73°06.01′ NEW YORK
99 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1099(1000) COPTER
LRA Class I, ARFF Index B NOTAM FILE ISP H–10I, 12J, L–33B, 34I
**RWY 06–24:** H7006X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–300 IAP, AD
HIRL CL
**RWY 06:** MALSR (NSTD). VASI(V4L)—GA 3.0° TCH 51′. Tree.
**RWY 24:** MALSR. VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.
**RWY 15R–33L:** H5186X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 MIRL 0.4% up NW
**RWY 15R:** VASI(V4L)—GA 3.0° TCH 45′. Pole. Rgt tfc.
**RWY 33L:** VASI(V4L)—GA 3.2° TCH 60′. Trees.
**RWY 10–28:** H5034X150 (ASPH) S–32, D–56, 2D–92
**RWY 10:** Tree. **RWY 28:** PAPI(P2L)—GA 3.0° TCH 43′. Trees.
**RWY 15L–33R:** H3175X75 (ASPH) S–25
**RWY 15L:** Trees. **RWY 33R:** Trees. Rgt tfc.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 06 | 15R–33L | 4200 |
| RWY 10 | 15R–33L | 3000 |
| RWY 15R | 10–28 | 4600 |
| RWY 24 | 10–28 | 4600 |
| RWY 28 | 06–24 | 4500 |

**AIRPORT REMARKS:** Attended continuously. Bird activity on and invof arpt. ADVISORY: Tfc ldg Rwy 33L high density VFR tfc operating 600 ft MSL and blo vicinity Bayport Aerodrome 3 miles SE. Updrafts may be encountered invof power plant 1.5 NM NE Rwy 24. Arpt restricted 0400–1130Z‡ daily for acft indicating over 85 decibel apch and 72 decibel tkf except emergency or mercy flights. Rwy 15L–33R and Rwy 10–28 CLOSED to fixed wing acft at night and avbl for taxiing. Rwy 15L–33R acft 48,000 lbs or less use limited to dalgt taxiing ops only. When twr clsd ACTIVATE MIRL Rwy 15R–33L; twy lgts—CTAF. HIRL Rwy 06–24 preset low ints; to increase ints ACTIVATE—CTAF MALSR Rwy 06 or 24 preset med ints for prevailing wind rwy. Twy S unlgtd E of terminal apron. Rwy 15L NSTD markings, thld bar missing on rwy end. Rwy 33R NSTD markings, thld bar missing on rwy end. Rwy 06 NSTD MALSR: three outermost flasher lgts exceed standard spacing. Rollout rwy visual range Rwy 06 avbl. Touchdown rwy visual range Rwy 06 avbl. Touchdown and rollout rwy visual range Rwy 24 avbl.
**WEATHER DATA SOURCES:** ASOS (631) 471–0690.
**COMMUNICATIONS: CTAF** 119.3 **ATIS** 120.725 **UNICOM** 122.95
**NEW YORK RCO** 122.2 122.6 (NEW YORK RADIO)
Ⓡ **NEW YORK APP/DEP CON** 118.0
**LONG ISLAND TOWER** 119.3 124.3 (1100–0400Z‡) **GND CON** 135.3 **CLNC DEL** 121.85
**AIRSPACE: CLASS C** svc 1100–0400Z‡ ctc **APP CON** 118.0 (330°–179°) other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**DEER PARK (L) VORW/DME** 117.7 DPK Chan 124 N40°47.51′ W73°18.22′ 101° 9.3 NM to fld. 117/12W.
**LOKKS NDB (LOM)** 366 IS N40°43.74′ W73°11.41′ 060° 5.7 NM to fld. Unmonitored.
**ILS** 108.3 I–RXN Rwy 24. Class IA. ILS unmonitored when twr clsd. GS unusable for coupled apchs blo 700′.
**ILS** 108.3 I–ISP Rwy 06. Class IE. LOM LOKKS NDB. ILS unmonitored when twr clsd. LOC unusable byd 20° left of course.

• • • •

| LOC I-ISP | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 059° | TDZE | 94 |
| | | Apt Elev | 99 |

# ILS or LOC RWY 6

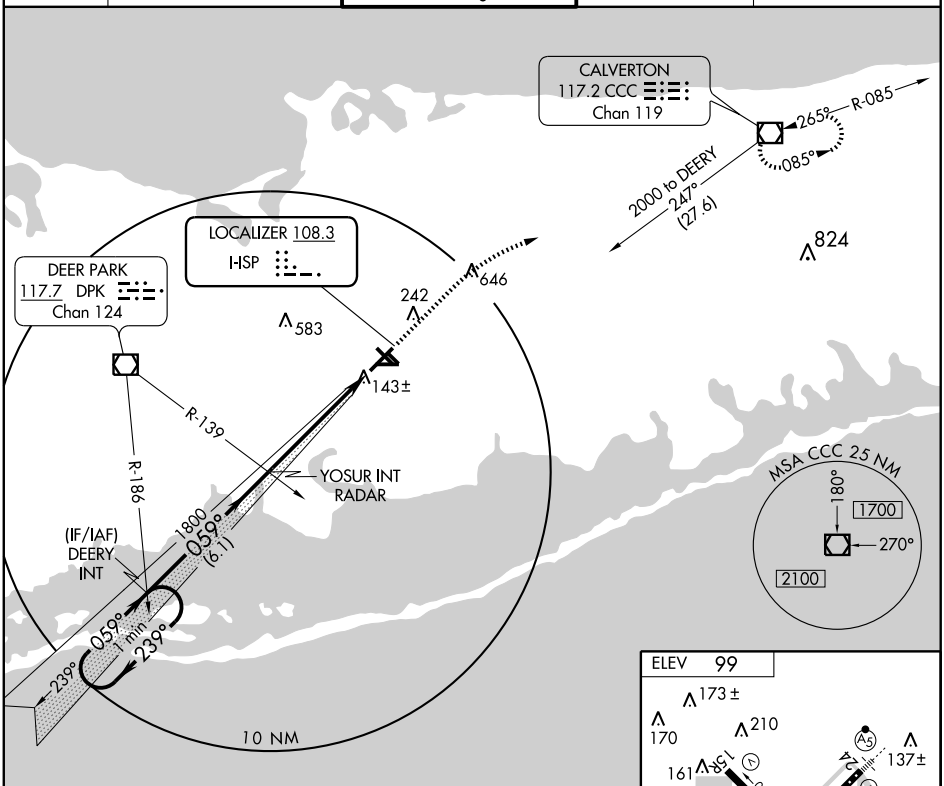
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

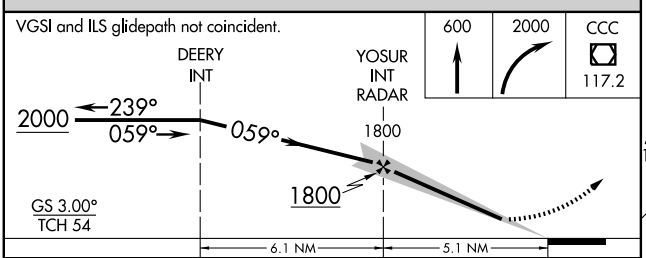
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

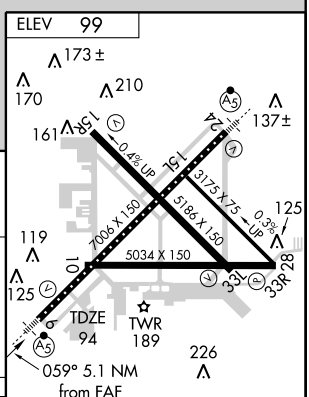
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | **294/24 200(200-½) | | | |
| S-LOC 6 | 400-24 306 (400-½) | | | 400/40 306 (400-¾) |
| CIRCLING | 580-1 481 (500-1) | | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 24

## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

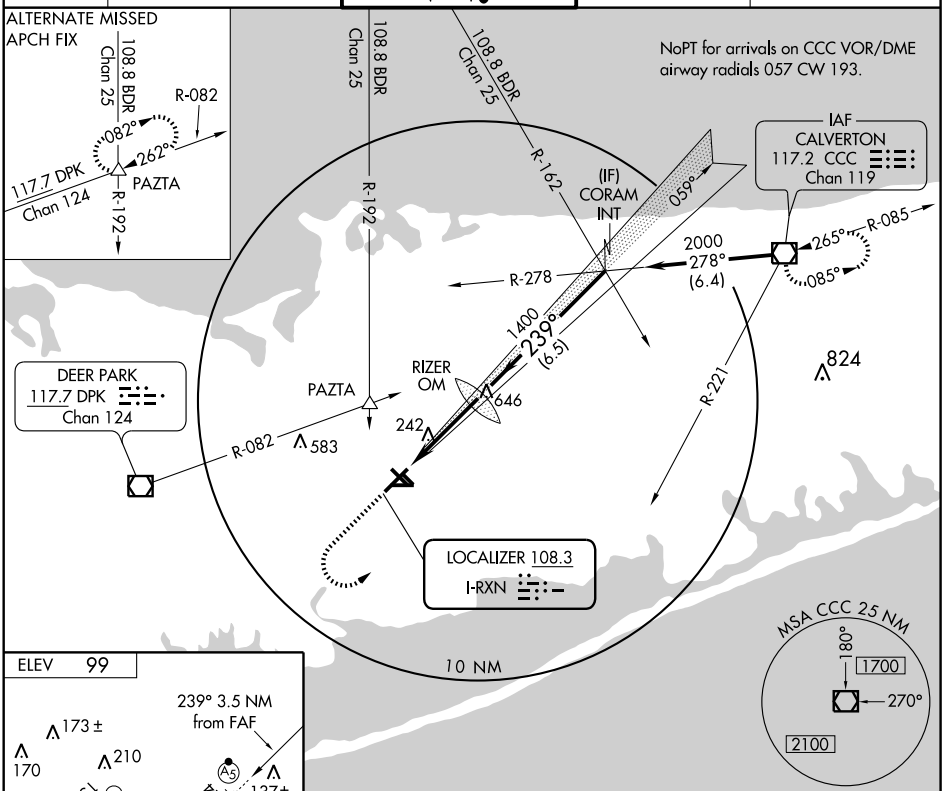
| LOC I-RXN | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 239° | TDZE | 99 |
| | | Apt Elev | 99 |

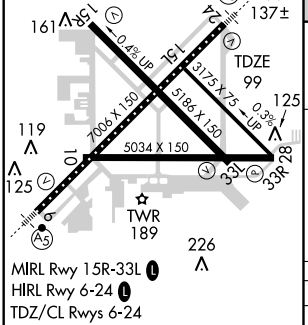
**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

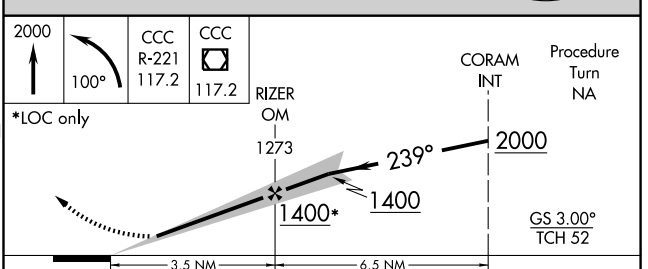
| ATIS | NEW YORK APP CON | LONG ISLAND TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

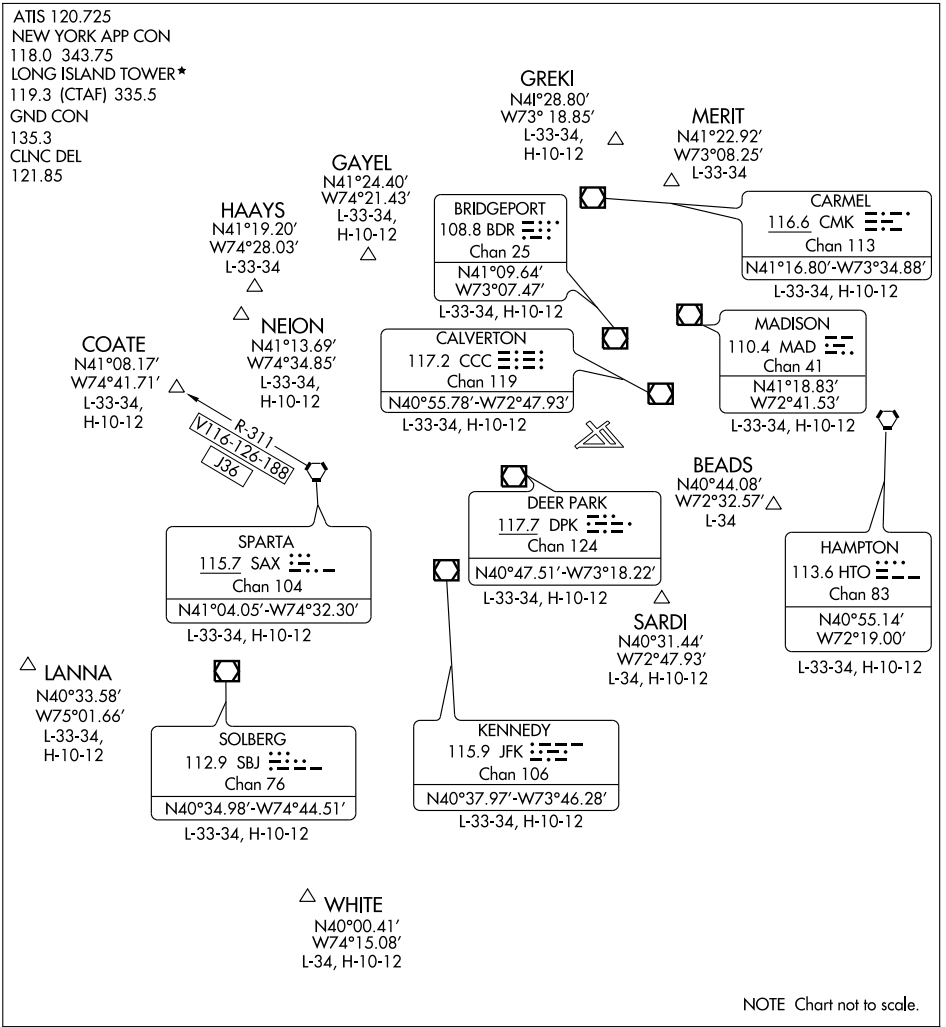



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | ** 299/24 | 200 (200-½) | | |
| S-LOC 24 | 500/24 401 (500-½) | | 500/40 401 (500-¾) | |
| CIRCLING | 580-1 481 (500-1) | | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# LONG ISLAND THREE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

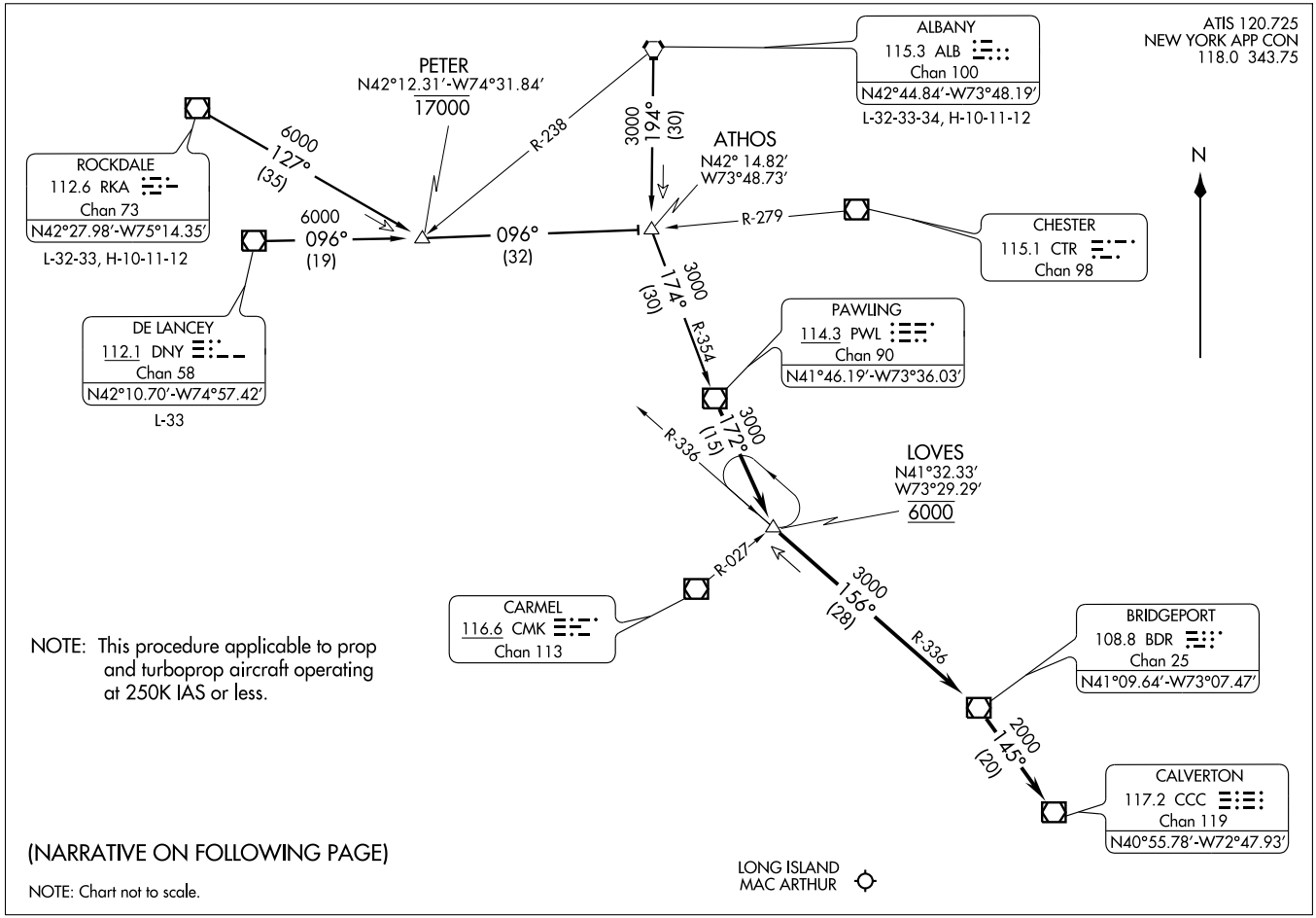
TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.


NE-2, 26 AUG 2010 to 23 SEP 2010

# LOVES TWO ARRIVAL

(LOVES.LOVES2) 09015




(LOVES.LOVES2) 09015
LOVES TWO ARRIVAL

ST-948 (FAA)

LONG ISLAND MACARTHUR
ISLIP, NEW YORK

LONG ISLAND MACARTHUR
ISLIP, NEW YORK

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOM IS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 366 | 059° | TDZE | 94 |
| | | Apt Elev | 99 |

# NDB RWY 6

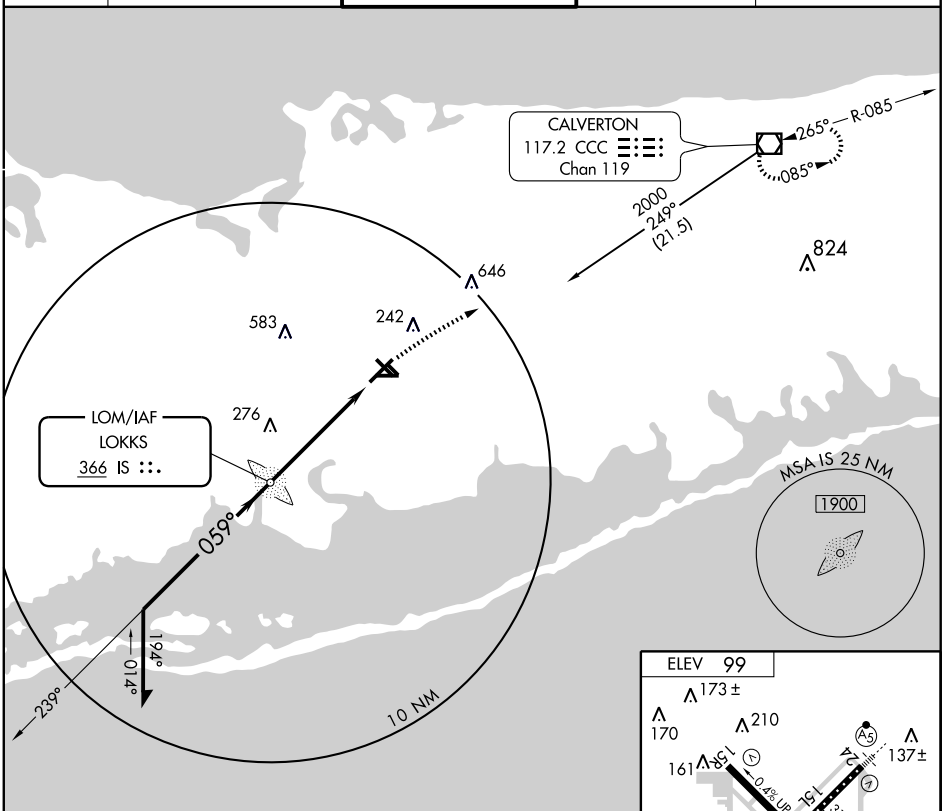
## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

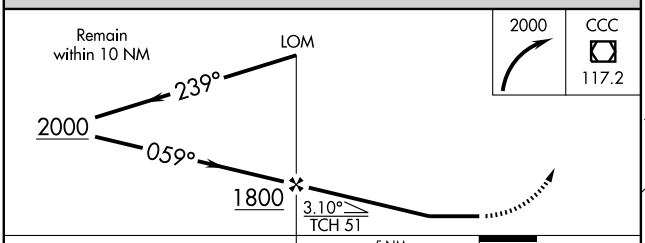
When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

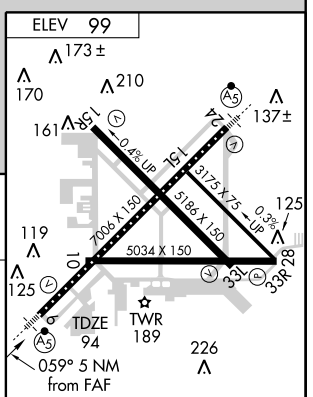
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 580/40 486 (500-¾) | | | 580/60 486 (500-1¼) |
| CIRCLING | 580-1 481 (500-1) | | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

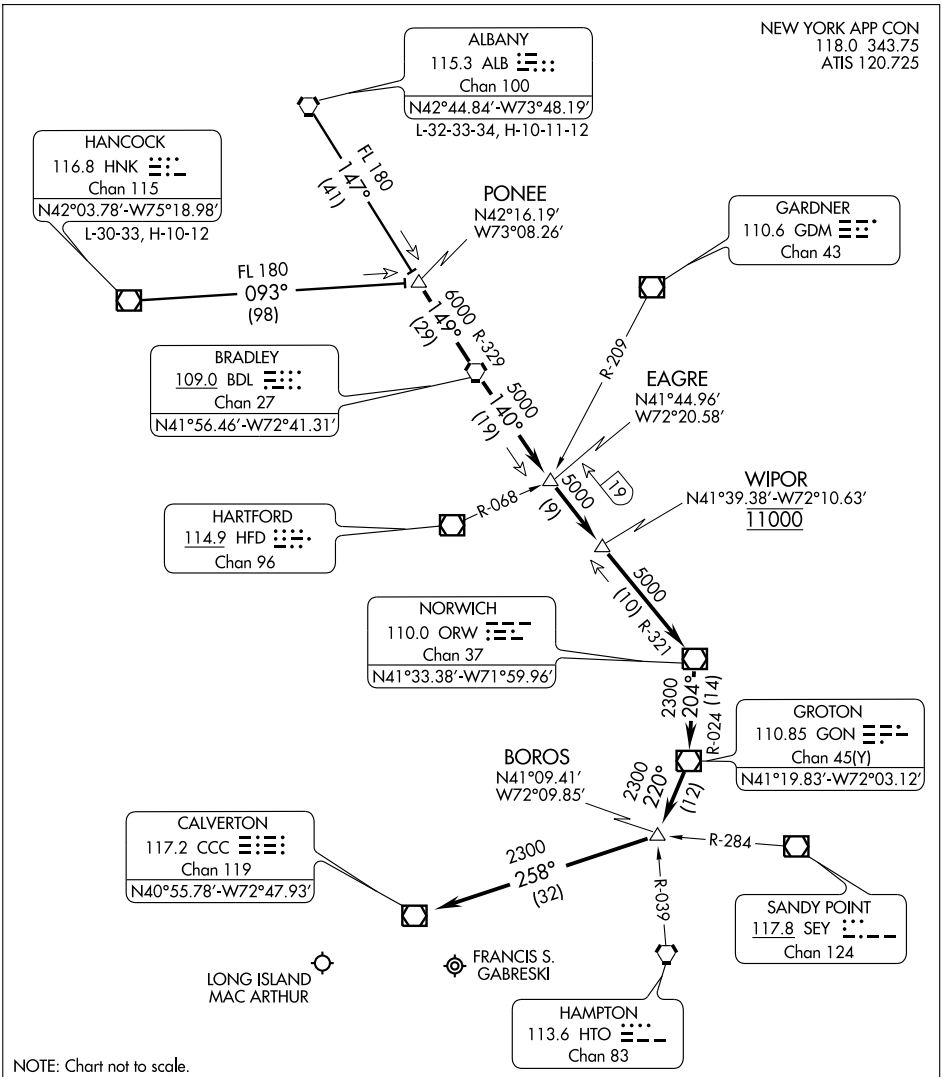


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# PONEE TWO ARRIVAL








NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

| WAAS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| CH 66010 | 059° | TDZE | 94 |
| W06A | | Apt Elev | 99 |

# RNAV (GPS) RWY 6

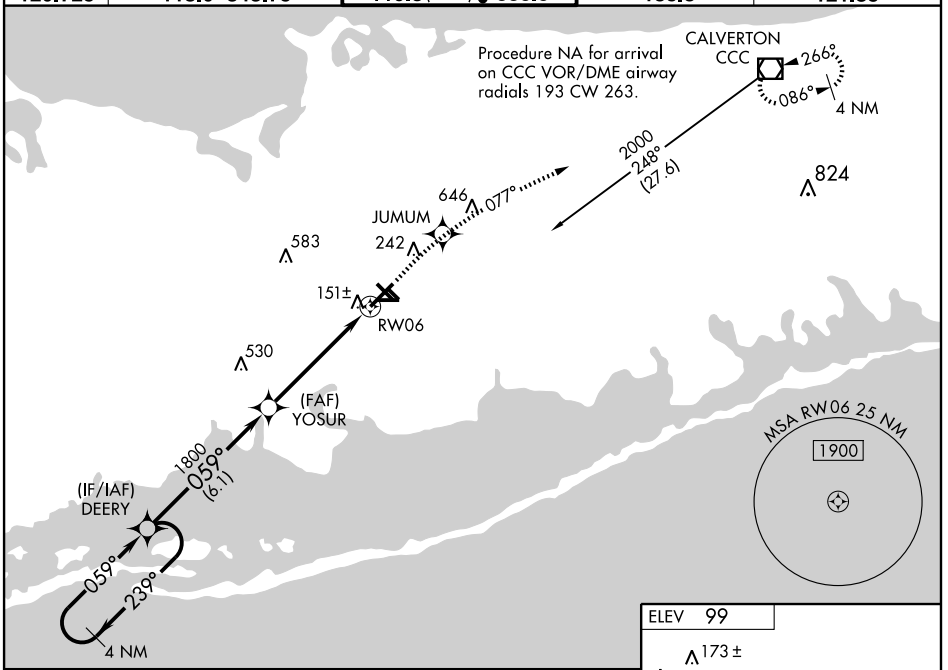
## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

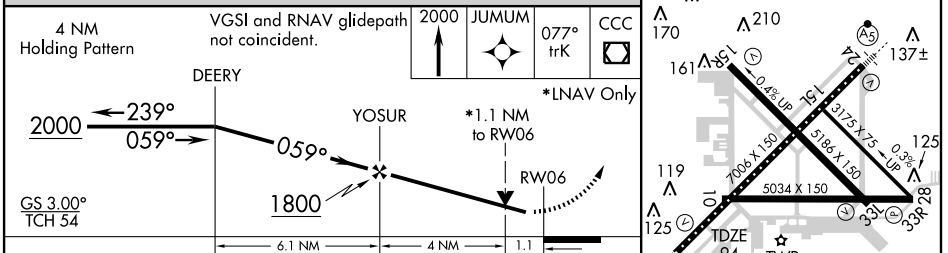
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Baro-VNAV NA when using Shirley altimeter setting.
VDP NA when using Shirley altimeter setting.

MALSR

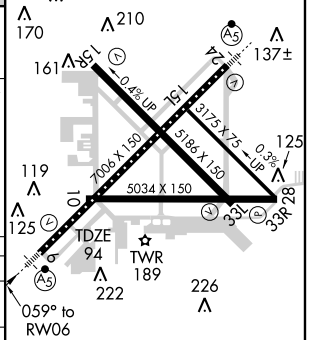
MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 294/24 | 200 (200-½) | |
| LNAV/ VNAV DA | | 451/40 | 357 (400-¾) | |
| LNAV MDA | 500/24 | 406 (500-½) | 500/40 406 (500-¾) | 500/50 406 (500-1) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 82610 W24A | APP CRS 239° | Rwy Idg 7006 TDZE 99 Apt Elev 99 |
|---|---|---|

# RNAV (GPS) RWY 24

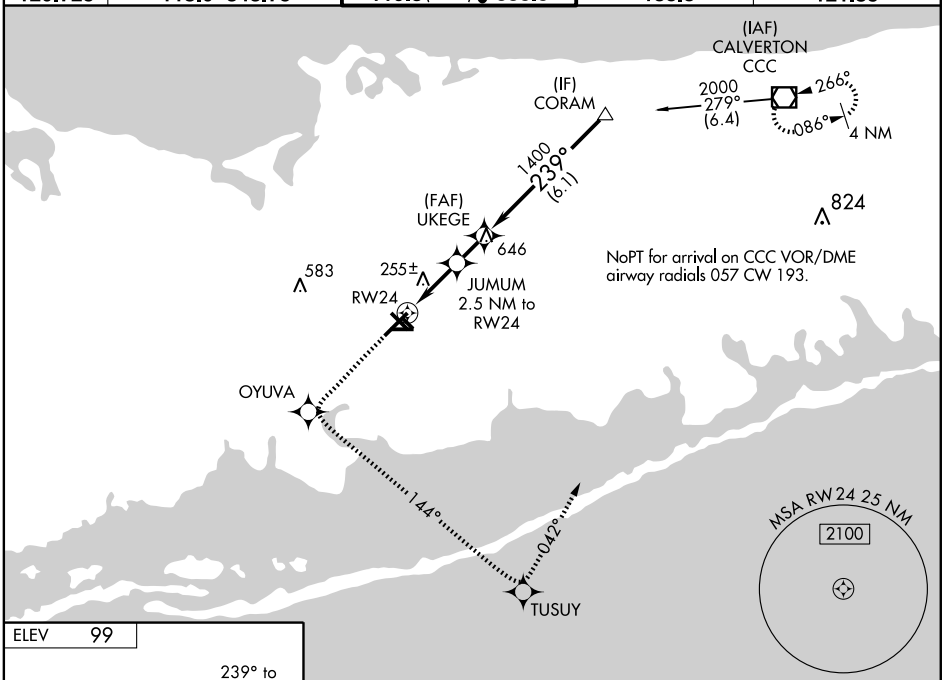
## ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

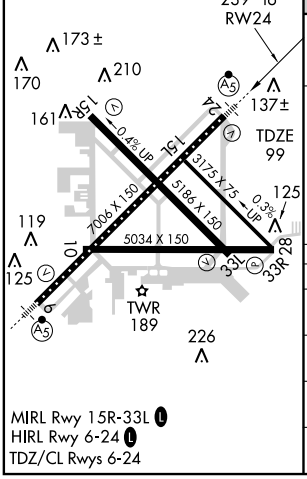
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

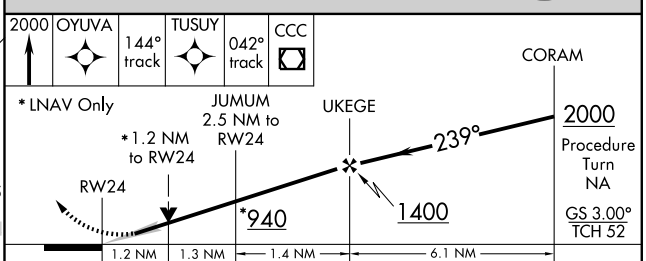
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.725 | 118.0 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 299/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 593/60 | 494 (500-1¼) | |
| LNAV MDA | 520/24 | 421 (500-½) | 520/40 421 (500-¾) | 520/50 421 (500-1) |
| CIRCLING | 580-1 | 481 (500-1) | 580-1½ 481 (500-1½) | 660-2 561 (600-2) |

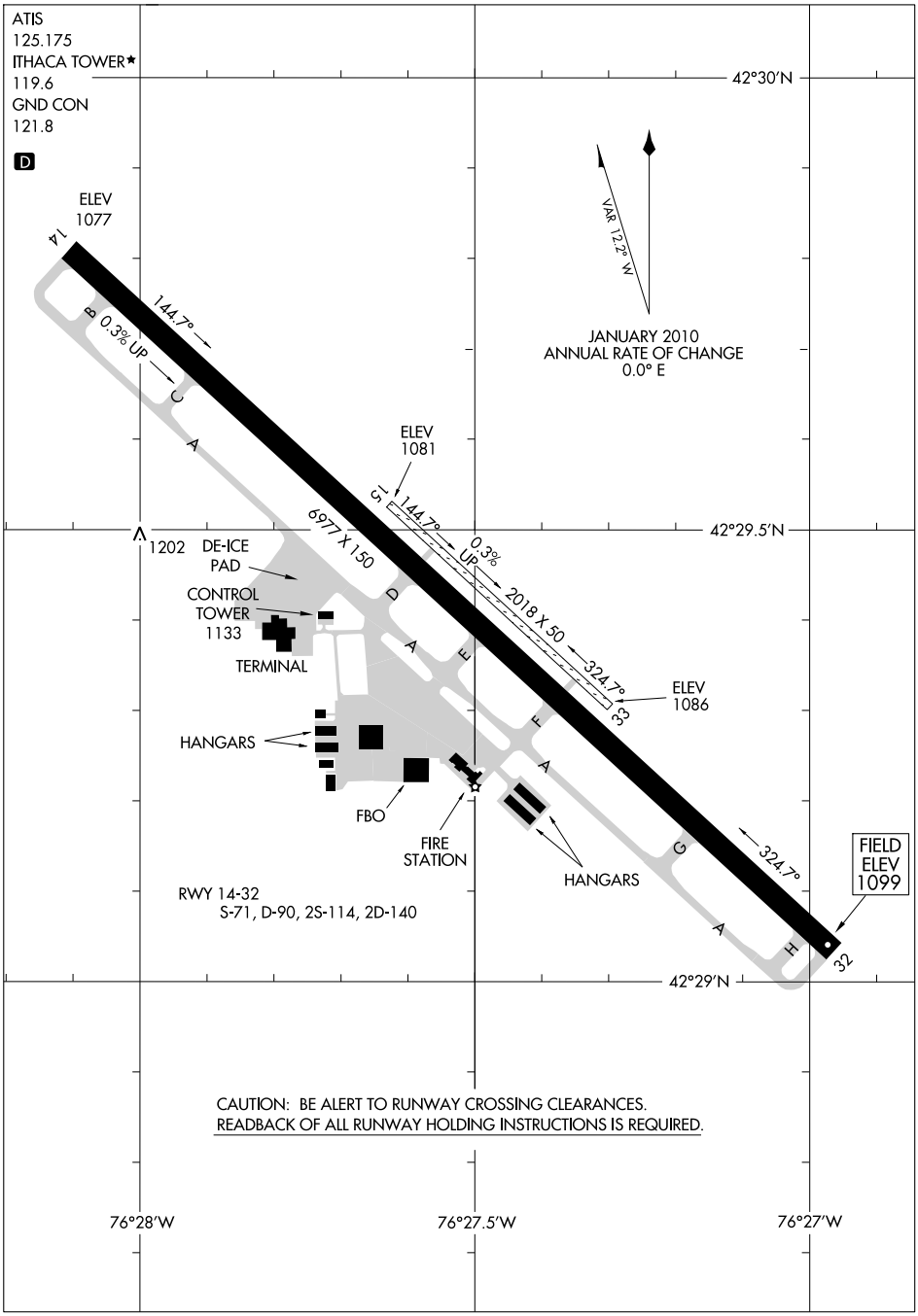


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

ITHACA, NEW YORK
ITHACA TOMPKINS RGNL (ITH)

10210

## ITHACA TOMPKINS RGNL (ITH) 3 NE UTC−5(−4DT) N42°29.48′ W76°27.52′ NEW YORK

1099 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ITH **H–10H, 11C, 12J, L–30J, 32F**

**RWY 14–32:** H6977X150 (ASPH–GRVD) S–71, D–90, 2S–114, 2D–140 HIRL 0.3% up SE **IAP, AD**

**RWY 14:** PAPI(P4L)—GA 3.0° TCH 50′.

**RWY 32:** MALSR. PAPI(P4L)—GA 3.2° TCH 53′. Trees.

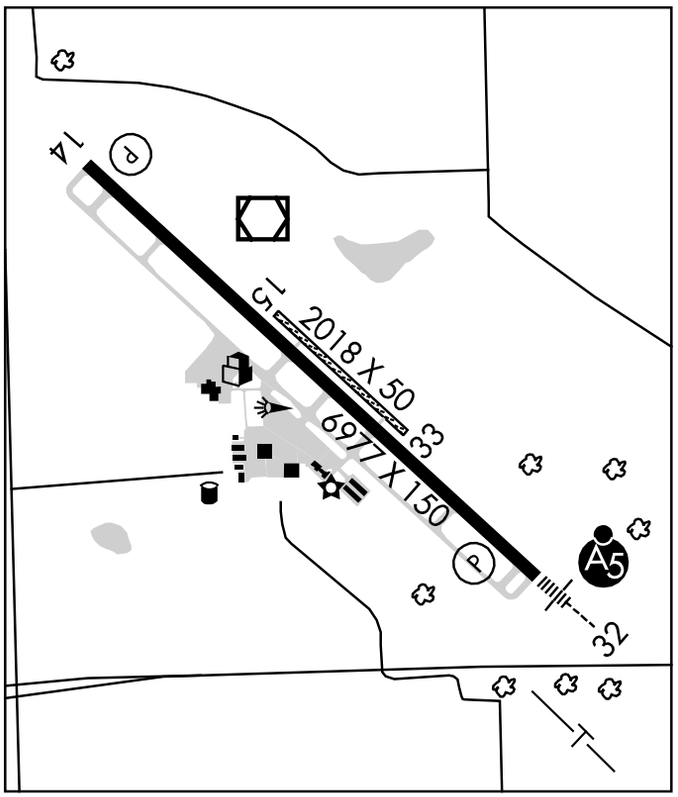
**RWY 15–33:** 2018X50 (TURF) 0.3% up SE

**RWY 15:** Road. **RWY 33:** Antenna.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 14:** TORA–6976 TODA—6976 ASDA–6601 LDA—6601

**RWY 32:** TORA–6976 TODA—6796 ASDA—6601 LDA—6601




**AIRPORT REMARKS:** Attended 1030–0500Z‡. FBO avbl 1100–0200Z‡, for FBO svcs ctc 131.6. For FBO svcs after hrs call 607–279–0392 or 800–876–1551. Rwy 15–33 CLOSED ngts, winter months, and after heavy rain. Deer and flocks of birds on and invof arpt. PPR 24 hrs for unscheduled air carrier ops, call arpt manager 607–257–6666. ARFF avbl 1030–0500Z‡ and/or 15 min prior to or 15 min after scheduled air carrier ops. Rwy 15–33 thlds marked with white lime bar, edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 14–32, twy lgts and MALSR Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 opr continuously. Ldg fee for transient acft.

**WEATHER DATA SOURCES:** ASOS 125.175 (607) 257–2390.

**COMMUNICATIONS: CTAF** 119.6 **ATIS** 125.175 **UNICOM** 122.95

**RCO** 122.1R 111.8T (BUFFALO RADIO)

Ⓡ **ELMIRA APP/DEP CON** 124.3 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

**TOWER** 119.6 (1130–0300Z‡) **GND CON** 121.8

**AIRSPACE: CLASS D** svc 1130–0300Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.

**(L) VOR/DME** 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ at fld. 1102/10W.

VOR unusable:

060°–080° byd 28 NM blo 2500′ 081°–150° byd 10 NM blo 3800′

360°–059° byd 10 NM blo 3800′

DME unusable 360°–160° byd 20 NM blo 6500′

**VRNAH NDB (LOM)** 266 IT N42°25.80′ W76°22.08′ 324° 5.5 NM to fld. Unusable beyond 10 NM.

**ILS** 108.7 I–ITH Rwy 32. Class IB. LOM VRNAH NDB (ILS unmonitored when twr clsd.) LOM unusable beyond 10 NM. LOC unusable abv 1700′ at thld and abv 3900′ byd 4.9 NM.

**COMM/NAV/WEATHER REMARKS:** When Ithaca twr clsd, clnc del/cancellations avbl thru Elmira apch 124.3. During hrs Elm apch clsd, clnc del/cancellations avbl thru Flight Services on Ithaca VOR 122.1R 111.8T and 1–888–766–8267.

## JAMESTOWN N42°11.32′ W79°07.28′ NOTAM FILE JHW. DETROIT

**(H) VOR/DME** 114.7 JHW Chan 94 258° 6.1 NM to Chautaqua Co./Jamestown. 1790/07W. **H–10H, L–30H**

**RCO** 122.1R 114.7T (BUFFALO RADIO)

| LOC I-ITH | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 108.7 | 325° | TDZE | 1099 |
| | | Apt Elev | 1099 |

# ILS or LOC RWY 32

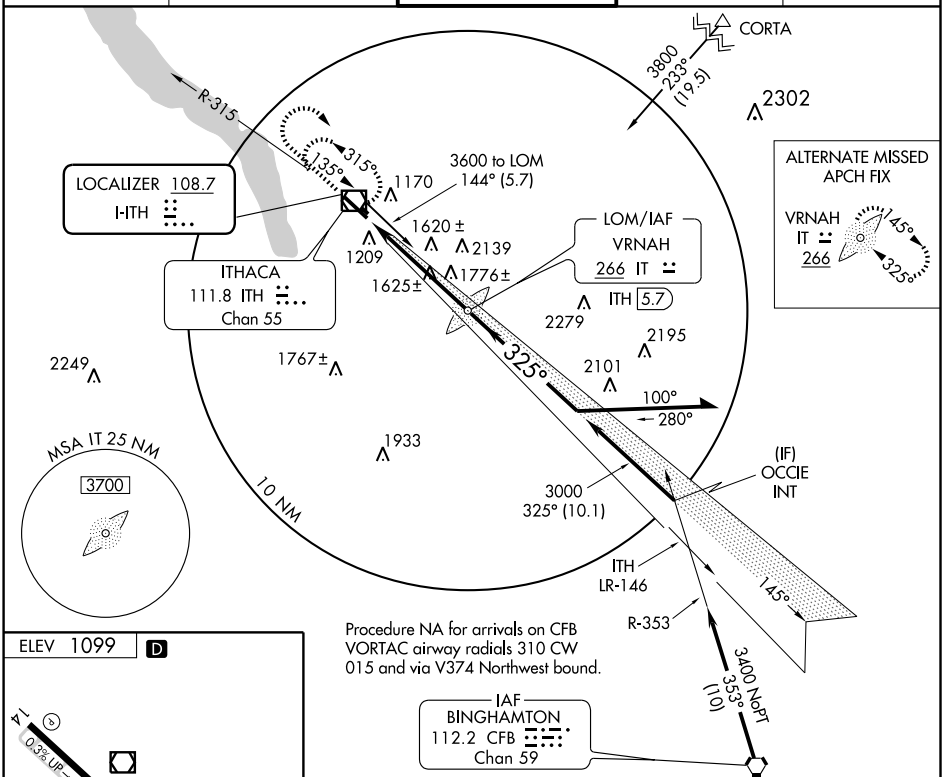
## ITHACA TOMPKINS RGNL (ITH)

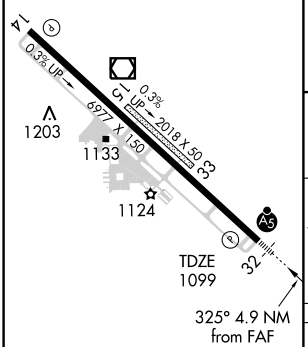
Inoperative table does not apply to S-ILS 32. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet and increase S-LOC Cat B visibility to RVR 5000 and increase S-LOC Cat C and Circling Cats B and C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2600 then climbing right turn to 3400 direct ITH VOR/DME and hold.

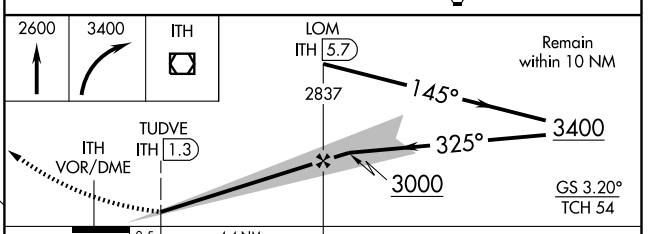
| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




HIRL Rwy 14-32 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1349/40 250 (300-¾) | | | |
| S-LOC 32 | 2040/40 941 (1000-¾) | | 2040-2¼ 941 (1000-2¼) | 2040-2½ 941 (1000-2½) |
| CIRCLING | 2040-1¼ 941 (1000-1¼) | | 2040-2¾ 941 (1000-2¾) | 2040-3 941 (1000-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6601 |
|---|---|---|
| 144° | TDZE | 1083 |
| | Apt Elev | 1099 |

# RNAV (GPS) Y RWY 14

## ITHACA TOMPKINS RGNL (ITH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase
▲ LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3700 direct VAFKU and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |



NE-2, 26 AUG 2010 to 23 SEP 2010

Procedure NA for arrivals at VAFKU via V35 Southwest bound.

(IF) TIFZY

2100 144° (6)

(FAF) STATN

(IAF) VAFKU

3100 051° (5.2)

051° 231°

4 NM

RW14

1170 1620± 2139 1209 1625± 2279 2195 2101 2249 1767± 1933 2302

MSA RW14 25 NM 3700

ELEV 1099 D

144° to RW14

TDZE 1083

0.3% UP 0.3% UP 6971 X 150 2018 X 50

1203 1133 1124

14 32

HIRL Rwy 14-32 L

3700 VAFKU

TIFZY 3100 144° STATN 2100 RW14

Procedure Turn NA

3.03° TCH 50

6 NM 3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 417 (500-1) | | 1500-1¼ 417 (500-1¼) | |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |

| WAAS | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| CH 62815 | 325° | TDZE | 1099 |
| W32A | | Apt Elev | 1099 |

# RNAV (GPS) RWY 32

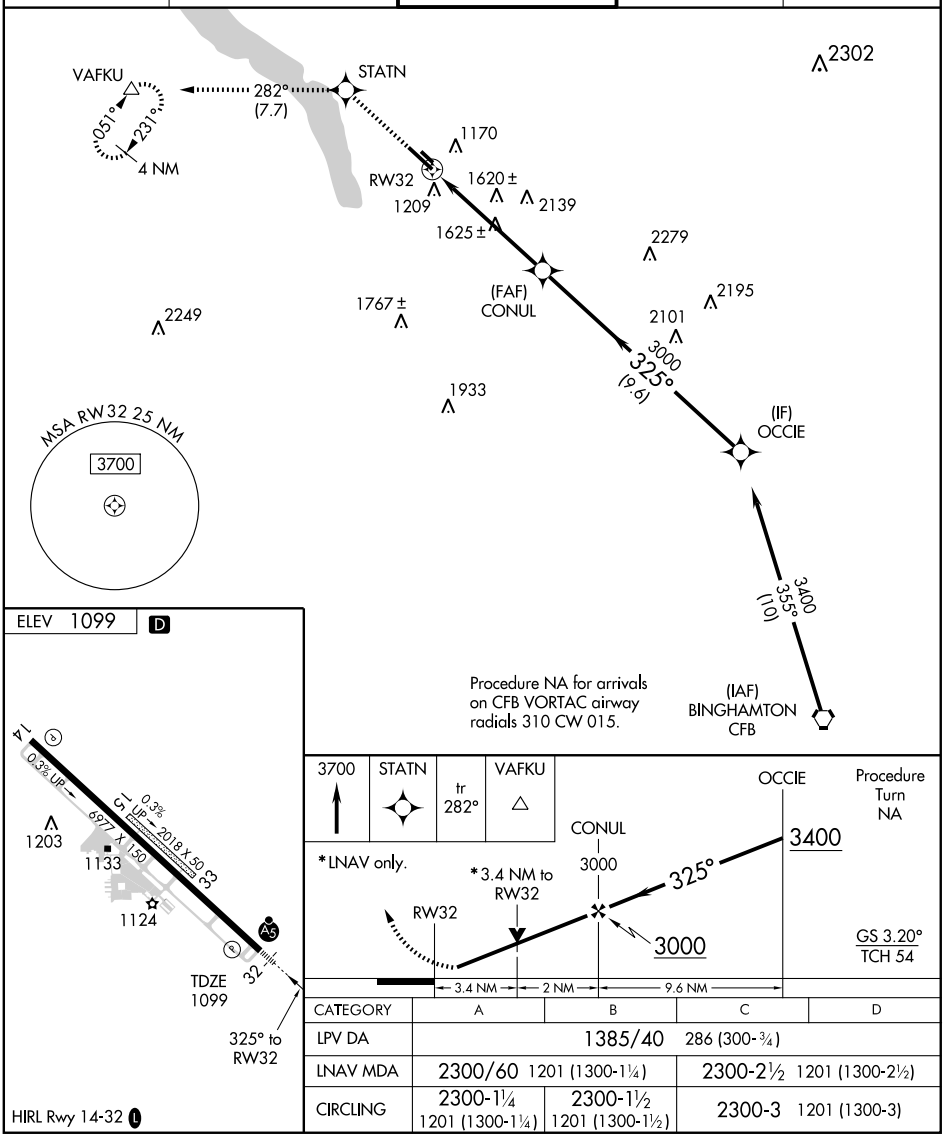
## ITHACA TOMPKINS RGNL (ITH)

Inoperative table does not apply to LNAV Cat A. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inoperative MALSR, increase LNAV Cat B visibility ¼ mile. For inoperative MALSR, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3700 direct STATN and on track 282° to VAFKU and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1385/40 | | 286 (300-¾) | |
| LNAV MDA | 2300/60 1201 (1300-1¼) | | 2300-2½ 1201 (1300-2½) | |
| CIRCLING | 2300-1¼ 1201 (1300-1¼) | 2300-1½ 1201 (1300-1½) | 2300-3 1201 (1300-3) | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| CH 50415 | 144° | TDZE | 1083 |
| W14A | | Apt Elev | 1099 |

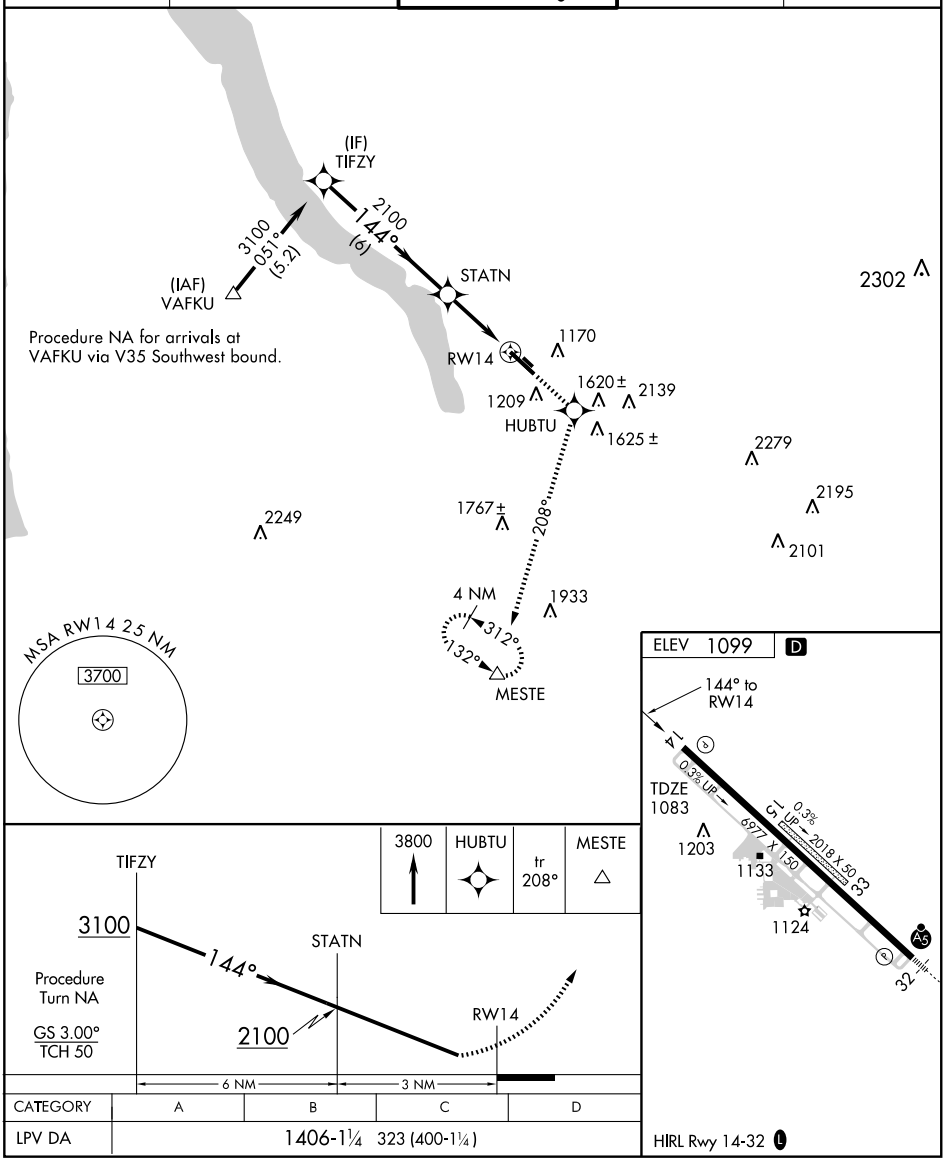
# RNAV (GPS) Z RWY 14

## ITHACA TOMPKINS RGNL (ITH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ITH | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 111.8 | 134° | TDZE | 1083 |
| Chan 55 | | Apt Elev | 1099 |

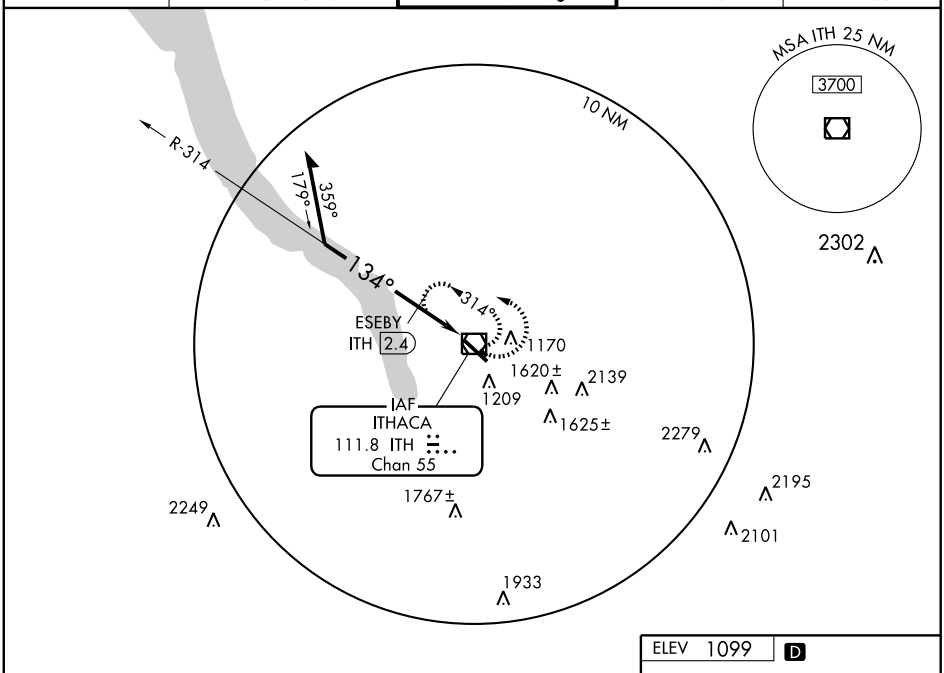
# VOR RWY 14

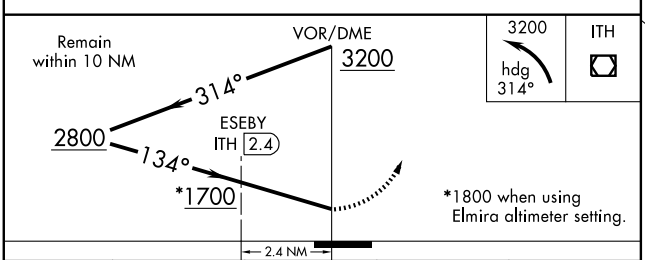
## ITHACA TOMPKINS RGNL (ITH)

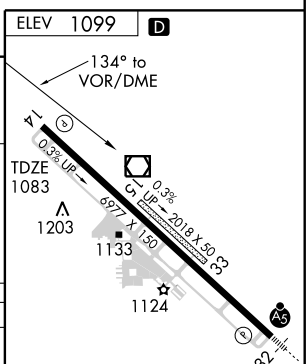
Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility ¼ mile, increase Circling Cats C and D ¼ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1700-1 617 (700-1) | | 1700-1¾ 617 (700-1¾) | 1700-2 617 (700-2) |
| CIRCLING | 1700-1 601 (700-1) | | 1700-1¾ 601 (700-1¾) | 1780-2¼ 681 (700-2¼) |
| ESEBY FIX MINIMUMS | | | | |
| S-14 | 1520-1 437 (500-1) | | 1520-1¼ 437 (500-1¼) | 1520-1½ 437 (500-1½) |
| CIRCLING | 1520-1 421 (500-1) | 1560-1 461 (500-1) | 1600-1½ 501 (600-1½) | 1780-2¼ 681 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ITH 111.8 Chan 55 | APP CRS 329° | Rwy Idg 6601<br>TDZE 1099<br>Apt Elev 1099 |
|---|---|---|

# VOR RWY 32

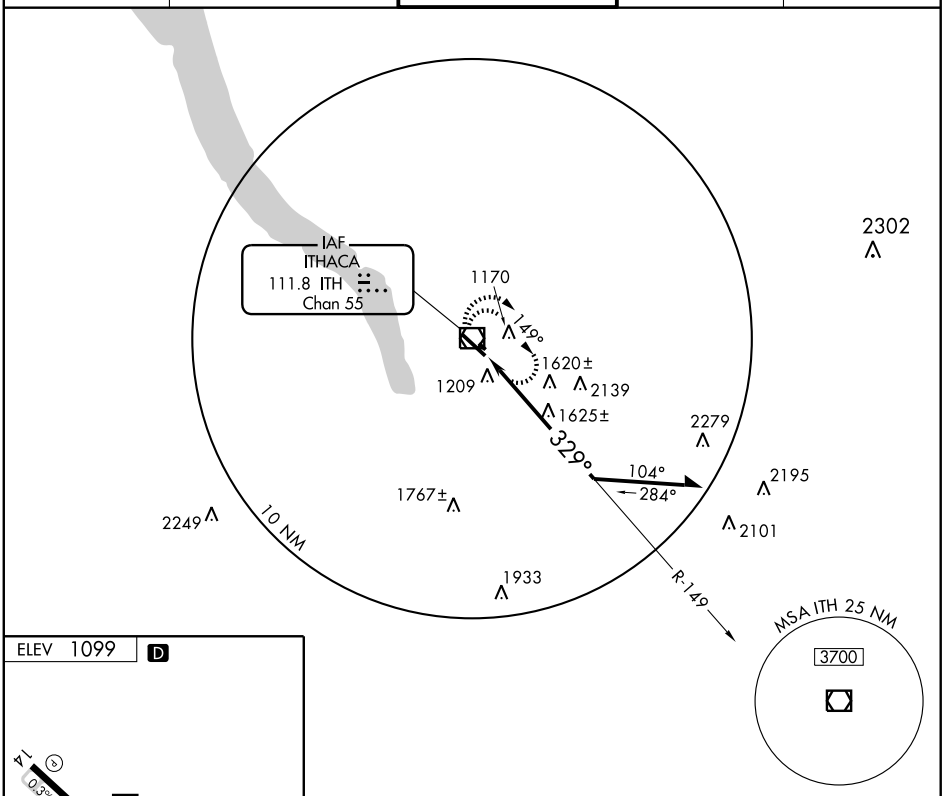
## ITHACA TOMPKINS RGNL (ITH)

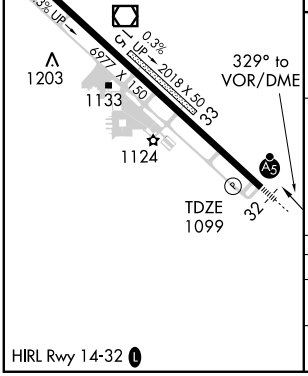
Inoperative table does not apply to Cats A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet. VDP NA when using Elmira altimeter setting.

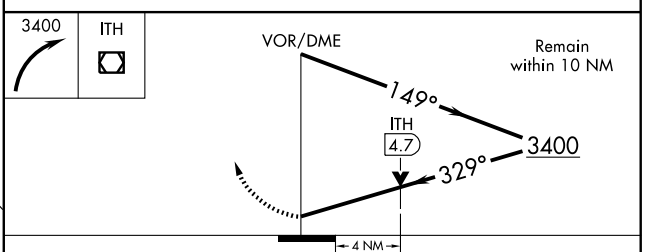
MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 122.95 |



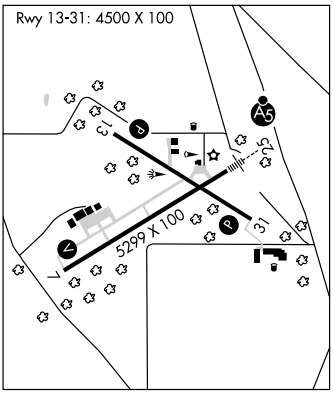

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 2500/60<br>1401 (1500-1¼) | 2500-1½<br>1401 (1500-1½) | 2500-2½ 1401 (1500-2½) | |
| CIRCLING | 2500-1¼<br>1401 (1500-1¼) | 2500-1½<br>1401 (1500-1½) | 2500-3 1401 (1500-3) | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## JAMESTOWN

**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC−5(−4DT) N42°09.20′ W79°15.48′ **DETROIT**
1723 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW **H–10H, L–30H**
**RWY 07–25:** H5299X100 (ASPH–GRVD) S–50, D–75, 2D–125 HIRL **IAP**
**RWY 07:** VASI(V4L)—GA 3.0° TCH 52′. Antenna.
**RWY 25:** MALSR.
**RWY 13–31:** H4500X100 (ASPH) S–15, D–30 MIRL 0.4% up NW
**RWY 13:** PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51′. Building.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 07:** TORA–5299 TODA–5299 ASDA–5299 LDA–5299
**RWY 13:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**RWY 25:** TORA–5299 TODA–5299 ASDA–5299 LDA–5299
**RWY 31:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**AIRPORT REMARKS:** Attended Sun–Fri 1100–0200Z‡, Sat 1100–1900Z‡. Deer and birds on and invof arpt. No snow removal avbl 0200–1100Z‡. Mid Nov–1 Apr ops avbl Sat 1100–2200Z‡. PPR for services after hrs, call arpt manager 716–484–0204 or FBO at 716–665–4800. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 13–31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25 and twy lgts—CTAF. Ldg fee multi-engine acft only.
**WEATHER DATA SOURCES:** AWOS–3 118.425 (716) 664–6005.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**JAMESTOWN RCO** 122.1R 114.7T (BUFFALO RADIO)
Ⓡ **ERIE APP/DEP CON** 126.05 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**AIRSPACE: CLASS E** svc Sun–Fri 1100–0300Z‡, Sat 1200–2300Z‡, other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.
**JAMESTOWN (H) VOR/DME** 114.7 JHW Chan 94 N42°11.32′ W79°07.28′ 258° 6.1 NM to fld. 1790/07W.
**ILS/DME** 109.7 I–JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

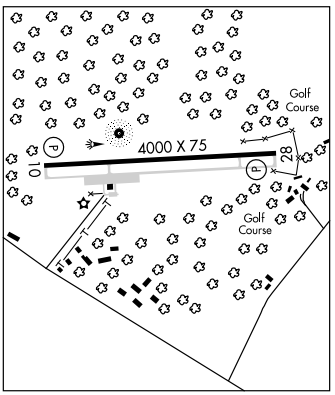



**JOHN F. KENNEDY INTL** (See NEW YORK)

**JOHNSTOWN** N42°59.97′ W74°19.89′ NOTAM FILE BTV. **NEW YORK**
**NDB (MHW)** 523 JJH at Fulton Co. **L–32G**

## JOHNSTOWN

**FULTON CO** (NYØ) 2 E UTC−5(−4DT) N42°59.89′ W74°19.77′ **NEW YORK**
881 B S3 **FUEL** 100LL, JET A TPA–1681 (800) NOTAM FILE BTV Not insp. **L–32G**
**RWY 10–28:** H4000X75 (ASPH) MIRL 0.4% up E **IAP**
**RWY 10:** REIL. PAPI(P2L). Trees.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.
**AIRPORT REMARKS:** Attended Mon–Sat 1300–2200Z‡. Sun 1500–2200Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Landing fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**ALBANY APP/DEP CON** 118.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB.
**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 316° 27.7 NM to fld. 275/13W.
**JOHNSTOWN NDB (MHW)** 523 JJH N42°59.97′ W74°19.89′ at fld. NOTAM FILE BTV.




**JOSEPH Y RESNICK** (See ELLENVILLE)

**KATHI** N43°06.54′ W78°50.30′ NOTAM FILE IAG.
**NDB (LOM)** 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

| LOC/DME I-JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 109.7 | 249° | TDZE | 1721 |
| Chan 34 | | Apt Elev | 1723 |

# ILS or LOC RWY 25

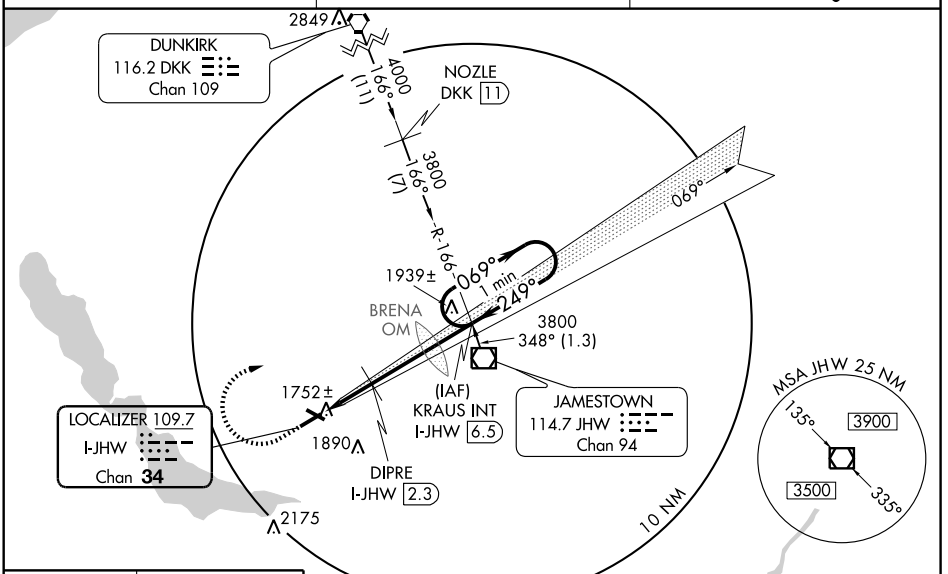
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

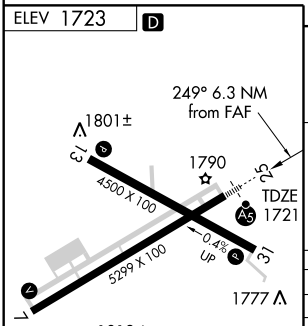
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

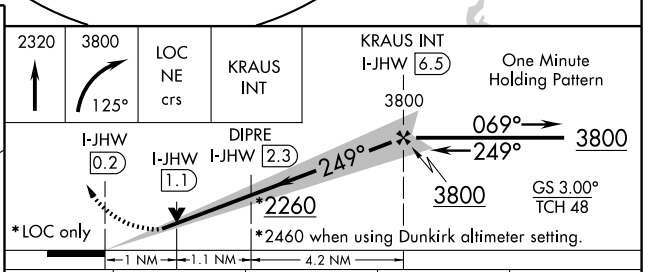
MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 1921-½ 200 (200-½) | | | |
| S-LOC 25 | 2260-½ 539 (600-½) | | 2260-1 539 (600-1) | 2260-1¼ 539 (600-1¼) |
| CIRCLING | 2260-1 537 (600-1) | | 2260-1½ 537 (600-1½) | 2280-2 557 (600-2) |
| DIPRE FIX MINIMUMS | | | | |
| S-LOC 25 | 2080-½ 359 (400-½) | | | 2080-¾ 359 (400-¾) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5299 |
|---|---|---|
| 069° | TDZE | 1722 |
| | Apt Elev | 1723 |

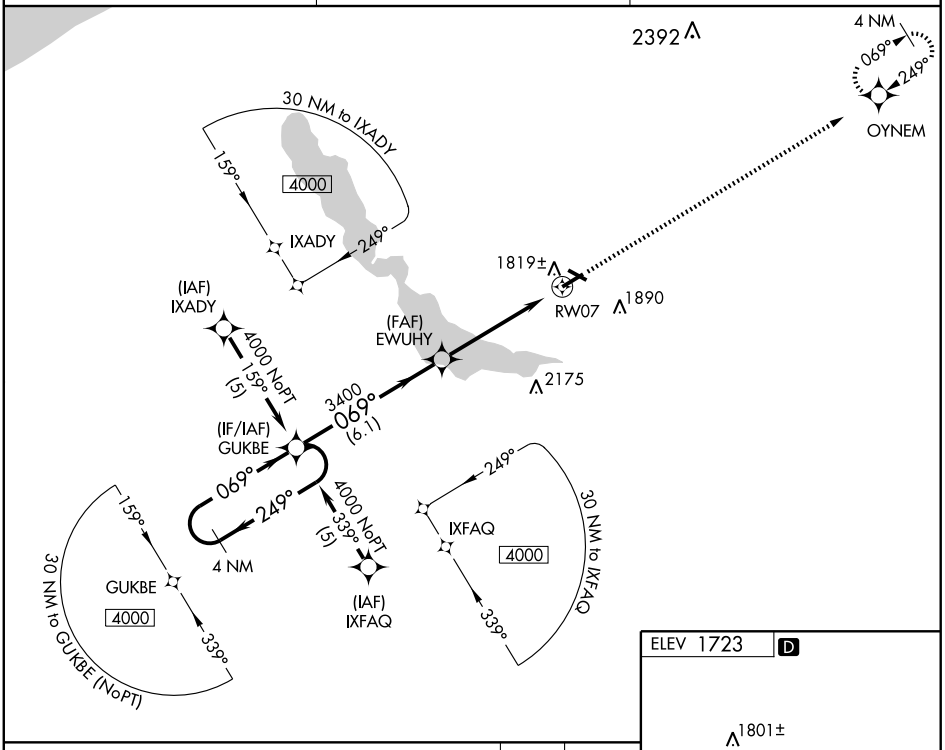
# RNAV (GPS) RWY 7

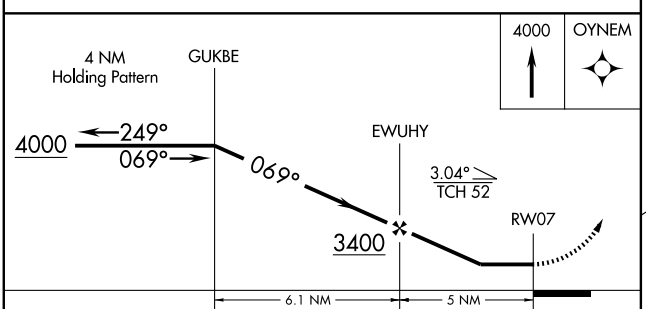
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

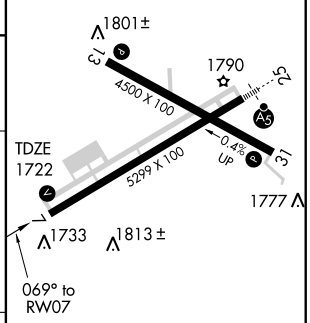
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1 398 (400-1) | | | 2120-1¼ 398 (400-1¼) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 129° | TDZE | 1723 |
| | Apt Elev | 1723 |

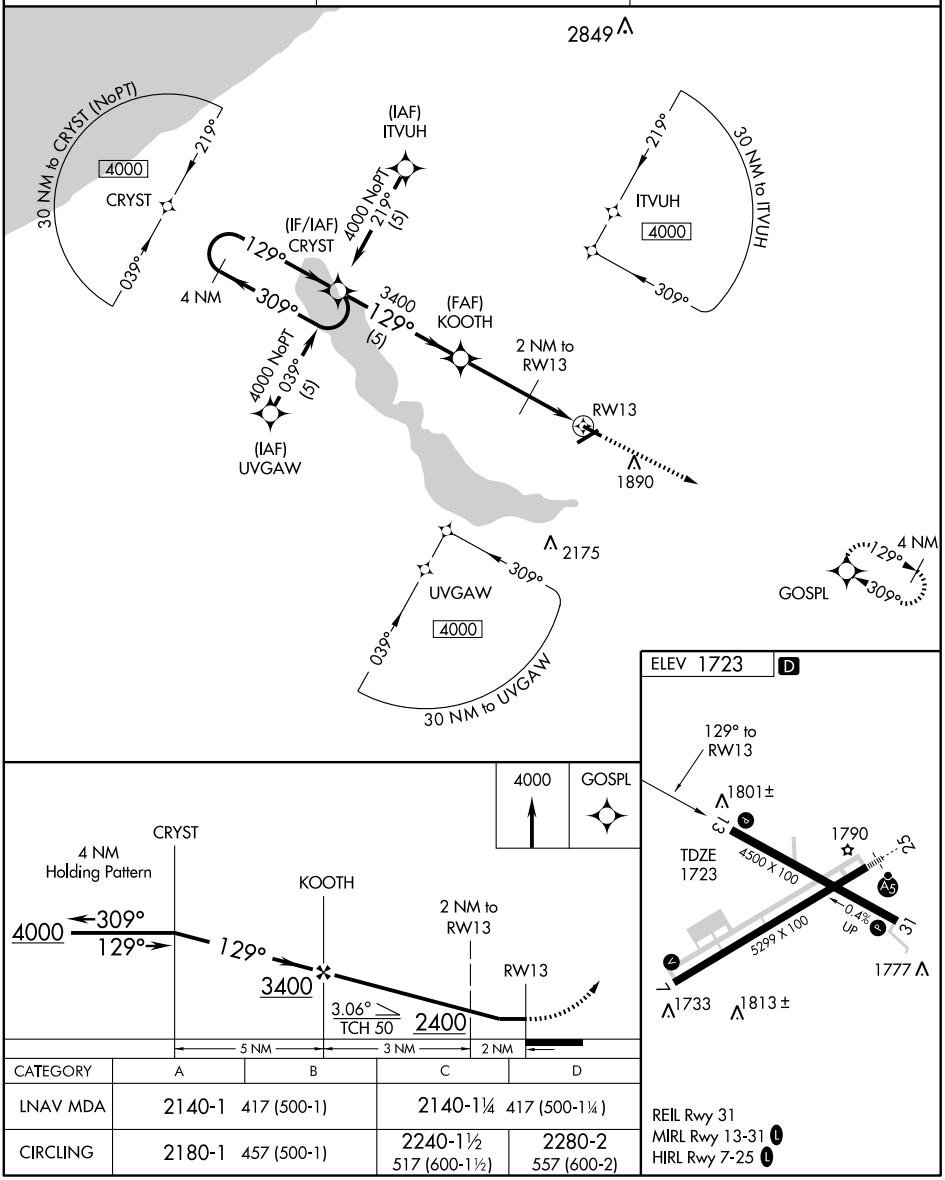
# RNAV (GPS) RWY 13

JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 417 (500-1) | | 2140-1¼ 417 (500-1¼) | |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| CH 62910 | 249° | TDZE | 1721 |
| W25A | | Apt Elev | 1723 |

# RNAV (GPS) RWY 25

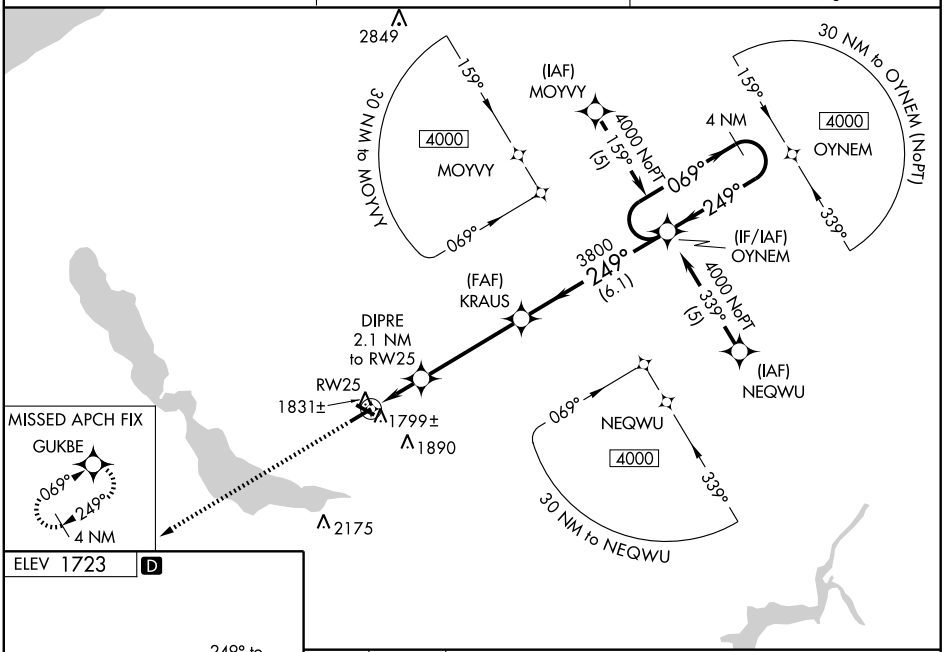
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

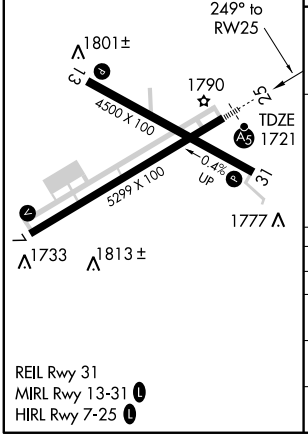
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

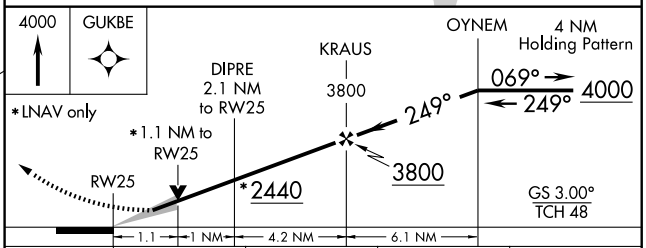
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1921-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2054-¾ 333 (400-¾) | | | |
| LNAV MDA | 2100-½ 379 (400-½) | | | 2100-1 379 (400-1) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 309° | TDZE | 1715 |
| | Apt Elev | 1723 |

# RNAV (GPS) RWY 31

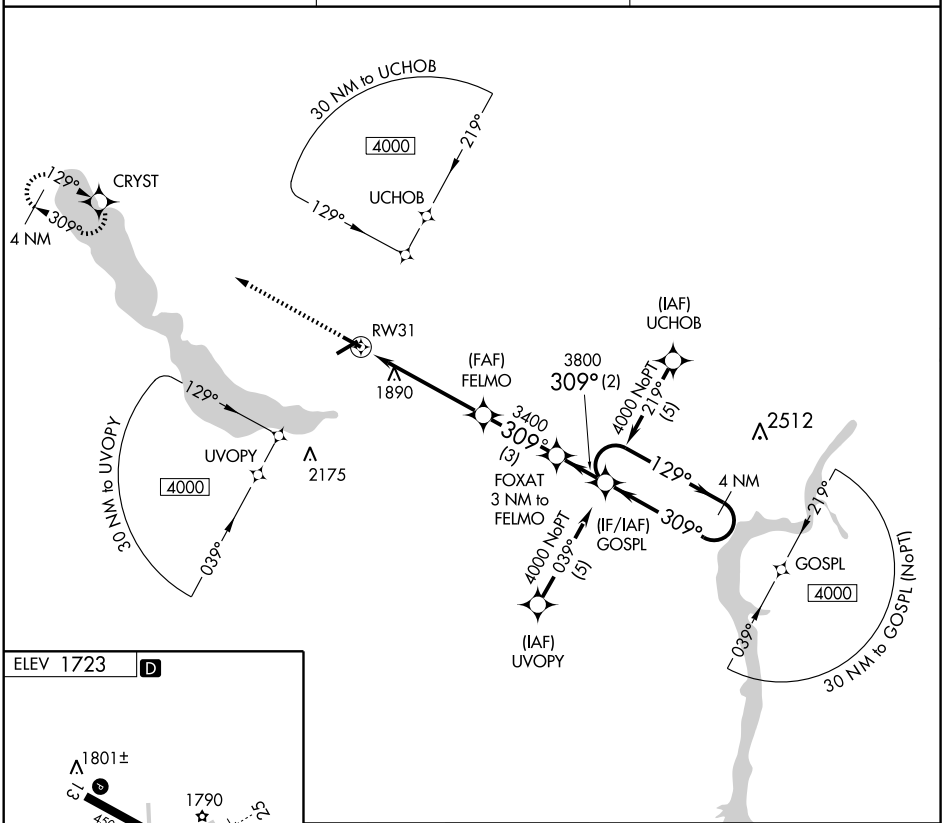
## JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

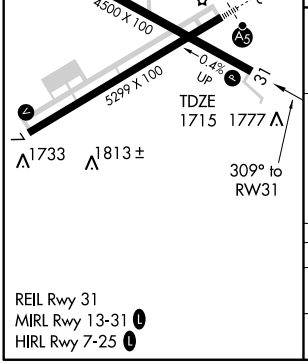
| | |
|---|---|
| ▼ GPS or RNP-0.3 required. | MISSED APPROACH: Climb to 4000 |
| ▲ NA DME/DME RNP-0.3 NA. | direct CRYST WP and hold. |

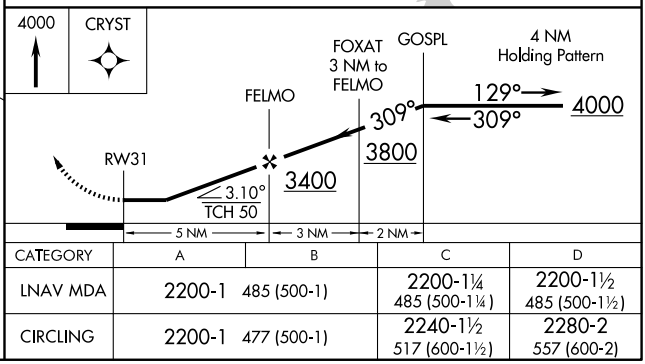
| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |



NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2200-1 | 485 (500-1) | 2200-1¼ 485 (500-1¼) | 2200-1½ 485 (500-1½) |
| CIRCLING | 2200-1 | 477 (500-1) | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

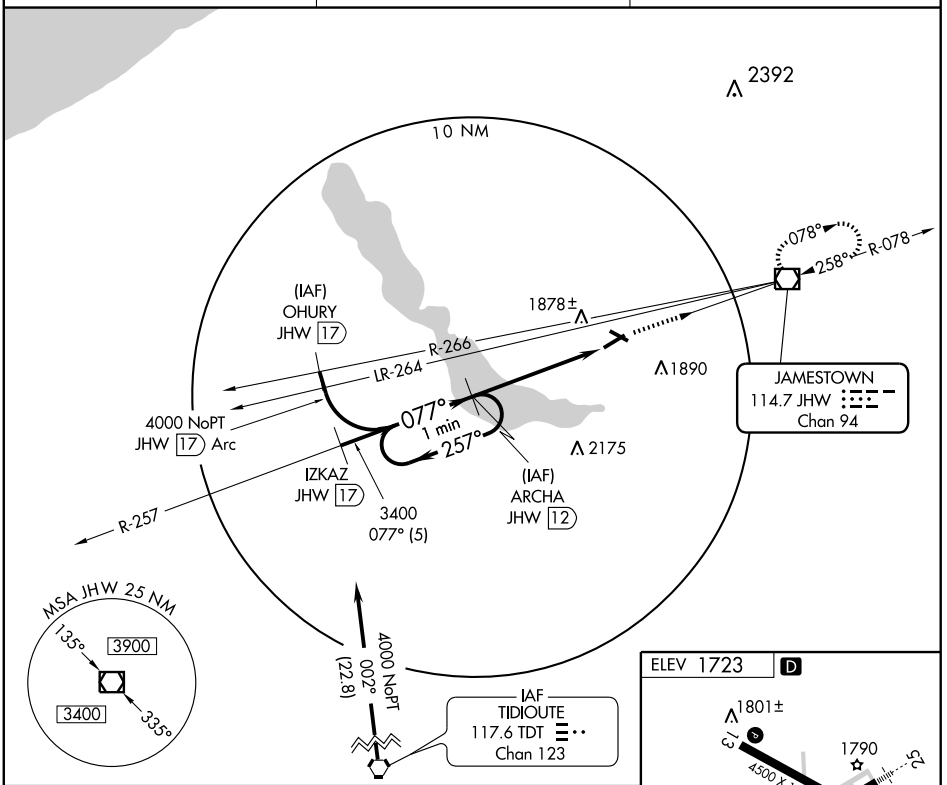
| VOR/DME JHW | APP CRS | Rwy Idg 5299 |
|---|---|---|
| 114.7 | 077° | TDZE 1722 |
| Chan 94 | | Apt Elev 1723 |

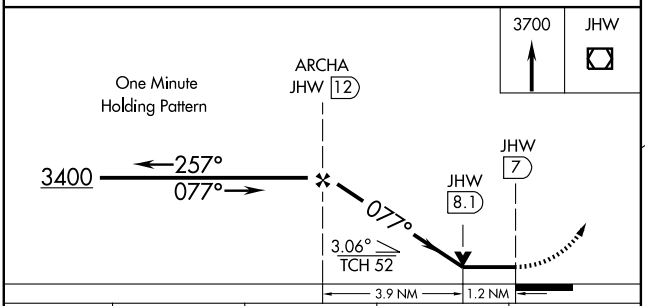
# VOR/DME RWY 7

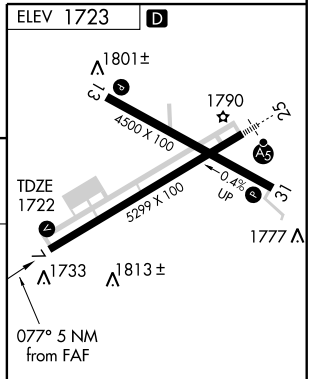
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 2140-1 | 418 (500-1) | 2140-1¼ | 418 (500-1¼) |
| CIRCLING | 2180-1 | 457 (500-1) | 2240-1½<br>517 (600-1½) | 2280-2<br>557 (600-2) |

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 114.7 | 258° | TDZE | 1721 |
| Chan 94 | | Apt Elev | 1723 |

# VOR RWY 25

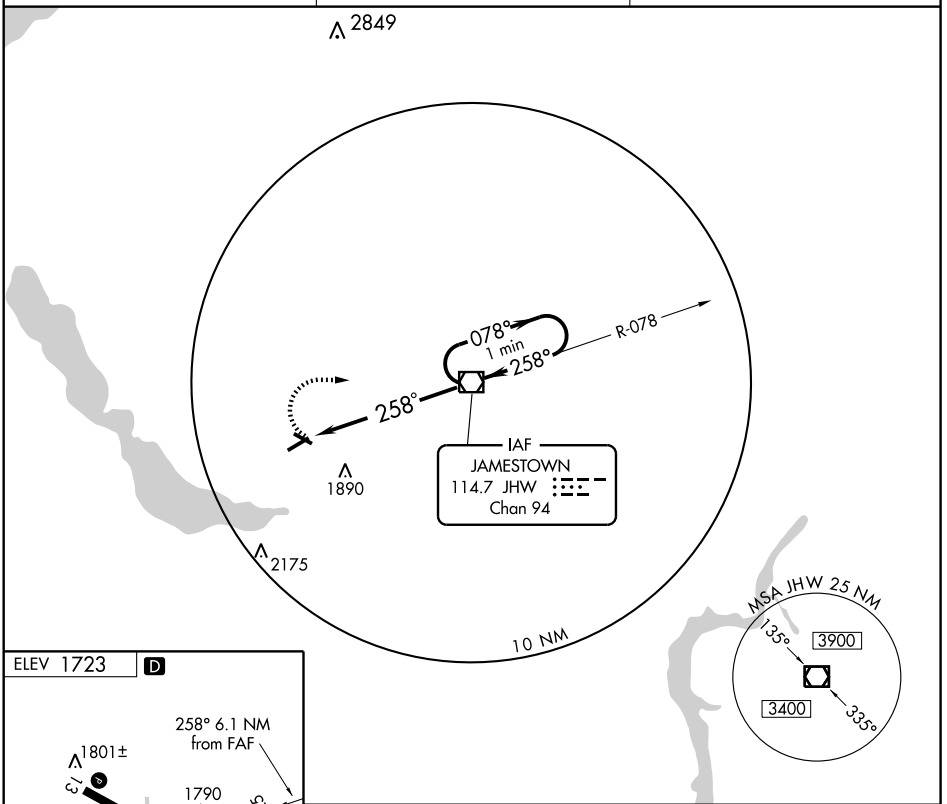
## JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

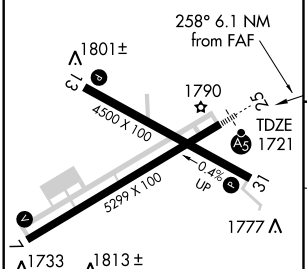
Inoperative table does not apply.

MALSR

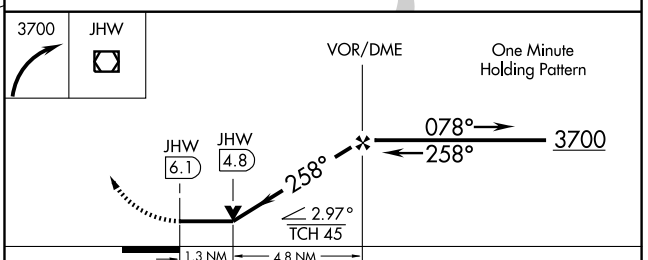
MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

| AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 126.05 | 122.7 (CTAF) L |




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



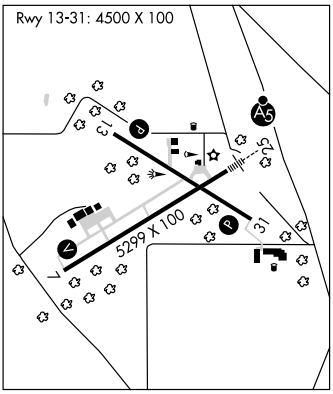

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2180-1 459 (500-1) | | 2180-1¼ 459 (500-1¼) | 2180-1½ 459 (500-1½) |
| CIRCLING | 2180-1 457 (500-1) | | 2240-1½ 517 (600-1½) | 2280-2 557 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## JAMESTOWN

**CHAUTAUQUA CO/JAMESTOWN** (JHW) 3 N UTC−5(−4DT) N42°09.20′ W79°15.48′ **DETROIT**
1723 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JHW **H–10H, L–30H**
**RWY 07–25:** H5299X100 (ASPH–GRVD) S–50, D–75, 2D–125 HIRL **IAP**
**RWY 07:** VASI(V4L)—GA 3.0° TCH 52′. Antenna.
**RWY 25:** MALSR.
**RWY 13–31:** H4500X100 (ASPH) S–15, D–30 MIRL 0.4% up NW
**RWY 13:** PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51′. Building.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 07:** TORA–5299 TODA–5299 ASDA–5299 LDA–5299
**RWY 13:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**RWY 25:** TORA–5299 TODA–5299 ASDA–5299 LDA–5299
**RWY 31:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**AIRPORT REMARKS:** Attended Sun–Fri 1100–0200Z‡, Sat 1100–1900Z‡. Deer and birds on and invof arpt. No snow removal avbl 0200–1100Z‡. Mid Nov–1 Apr ops avbl Sat 1100–2200Z‡. PPR for services after hrs, call arpt manager 716–484–0204 or FBO at 716–665–4800. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 13–31, VASI Rwy 07, PAPI Rwy 13 and Rwy 31, MALSR Rwy 25 and twy lgts—CTAF. Ldg fee multi-engine acft only.
**WEATHER DATA SOURCES:** AWOS–3 118.425 (716) 664–6005.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**JAMESTOWN RCO** 122.1R 114.7T (BUFFALO RADIO)
Ⓡ **ERIE APP/DEP CON** 126.05 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**AIRSPACE: CLASS E** svc Sun–Fri 1100–0300Z‡, Sat 1200–2300Z‡, other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JHW.
**JAMESTOWN (H) VOR/DME** 114.7 JHW Chan 94 N42°11.32′ W79°07.28′ 258° 6.1 NM to fld. 1790/07W.
**ILS/DME** 109.7 I–JHW Chan 34, Rwy 25. Class IE. ILS unmonitored.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

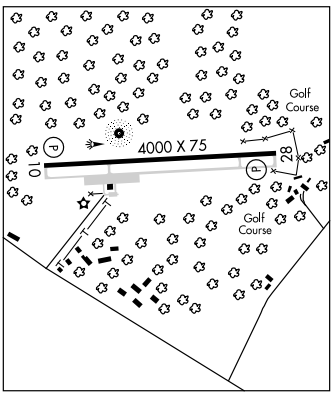



**JOHN F. KENNEDY INTL** (See NEW YORK)

**JOHNSTOWN** N42°59.97′ W74°19.89′ NOTAM FILE BTV. **NEW YORK**
**NDB (MHW)** 523 JJH at Fulton Co. **L–32G**

## JOHNSTOWN

**FULTON CO** (NYØ) 2 E UTC−5(−4DT) N42°59.89′ W74°19.77′ **NEW YORK**
881 B S3 **FUEL** 100LL, JET A TPA–1681 (800) NOTAM FILE BTV Not insp. **L–32G**
**RWY 10–28:** H4000X75 (ASPH) MIRL 0.4% up E **IAP**
**RWY 10:** REIL. PAPI(P2L). Trees.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.
**AIRPORT REMARKS:** Attended Mon–Sat 1300–2200Z‡. Sun 1500–2200Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Landing fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**ALBANY APP/DEP CON** 118.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB.
**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 316° 27.7 NM to fld. 275/13W.
**JOHNSTOWN NDB (MHW)** 523 JJH N42°59.97′ W74°19.89′ at fld. NOTAM FILE BTV.




**JOSEPH Y RESNICK** (See ELLENVILLE)

**KATHI** N43°06.54′ W78°50.30′ NOTAM FILE IAG.
**NDB (LOM)** 329 IA 279° 4.7 NM to Niagara Falls Intl. Unmonitored when Niagara Falls Intl twr clsd.

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 103° | TDZE | 881 |
| | Apt Elev | 881 |

# GPS RWY 10

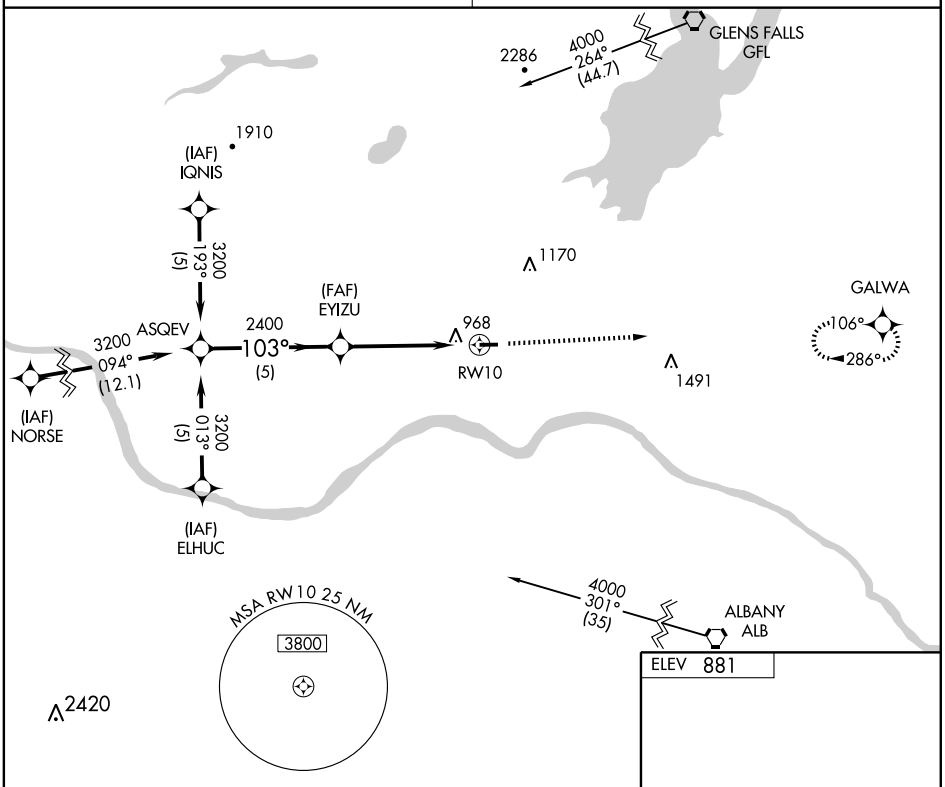
JOHNSTOWN/ FULTON COUNTY (NY∅)

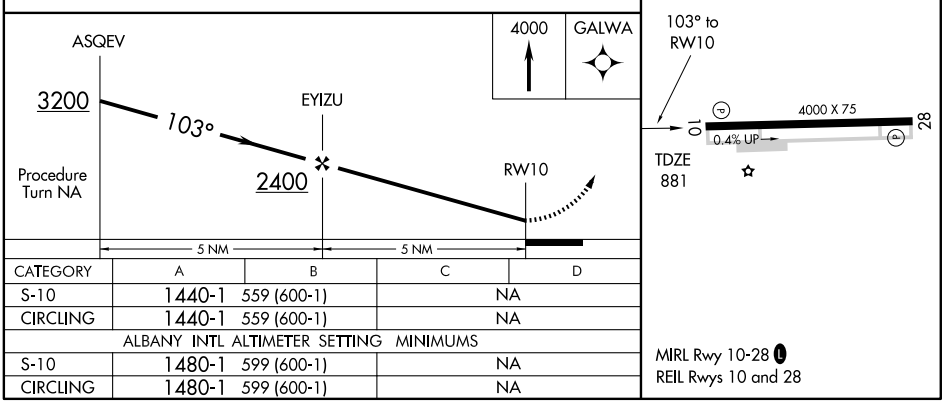
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1440-1 | 559 (600-1) | NA | |
| CIRCLING | 1440-1 | 559 (600-1) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-10 | 1480-1 | 599 (600-1) | NA | |
| CIRCLING | 1480-1 | 599 (600-1) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 283° | TDZE | 881 |
| | Apt Elev | 881 |

# GPS RWY 28

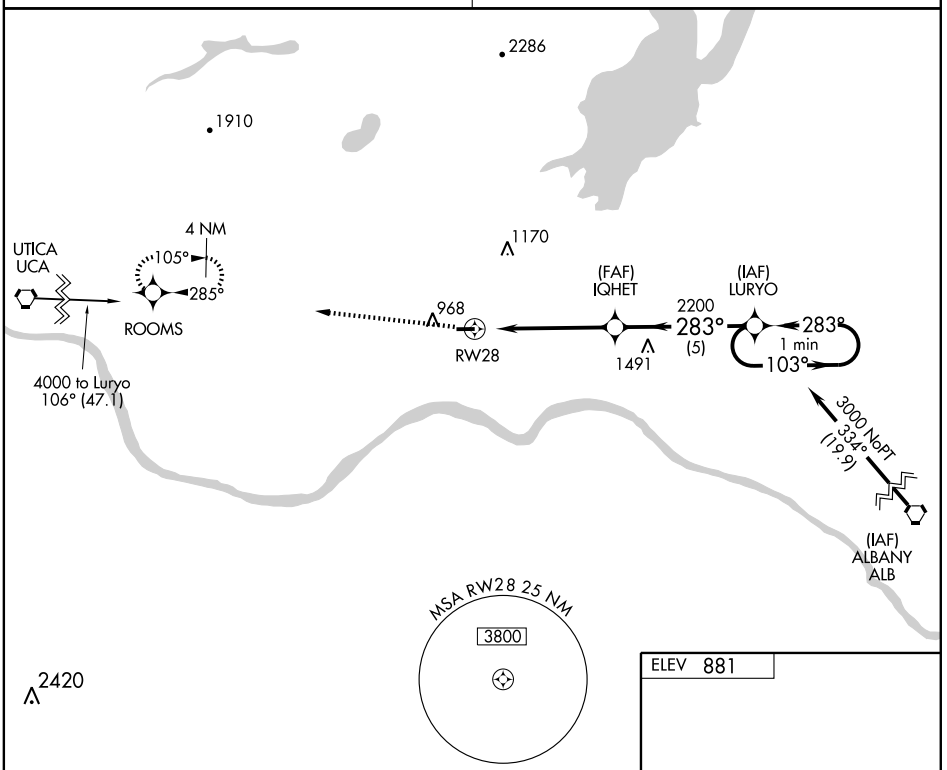
JOHNSTOWN/ FULTON COUNTY (NYØ)

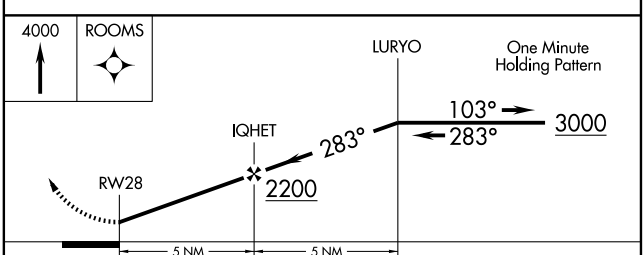
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

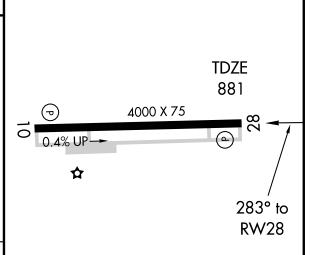
NA

MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1480-1 | 599 (600-1) | NA | |
| CIRCLING | 1480-1 | 599 (600-1) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-28 | 1500-1 | 619 (700-1) | NA | |
| CIRCLING | 1500-1 | 619 (700-1) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| NDB JJH 523 | APP CRS 084° | Rwy Idg 4000<br>TDZE 881<br>Apt Elev 881 |
|---|---|---|

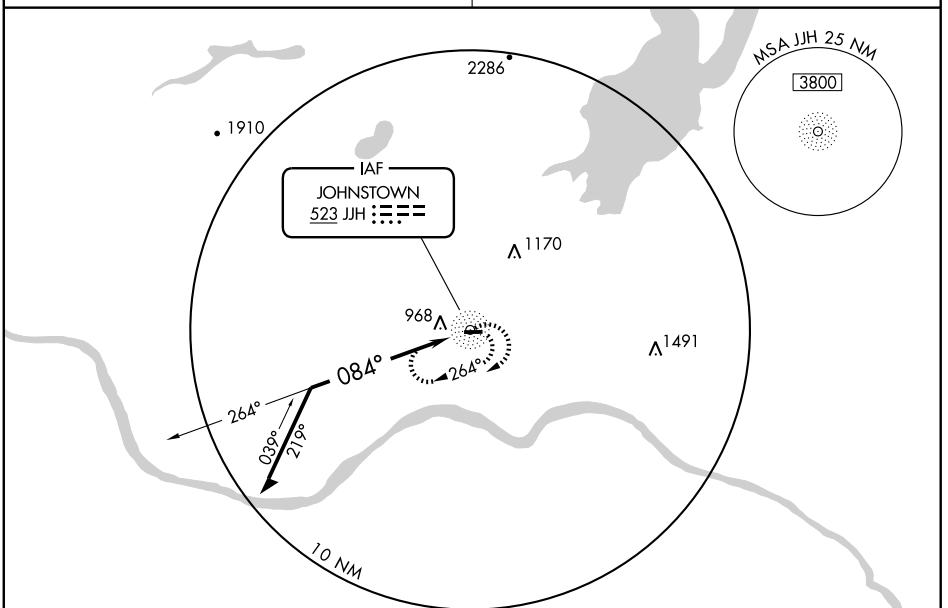
# NDB RWY 10

JOHNSTOWN/ FULTON COUNTY (NY∅)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

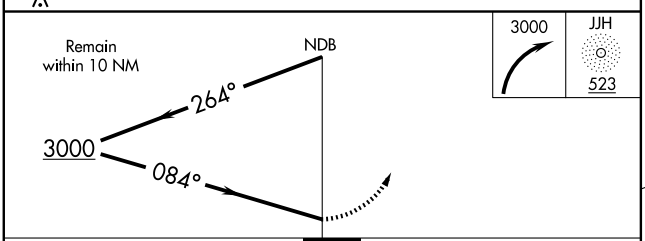
MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |

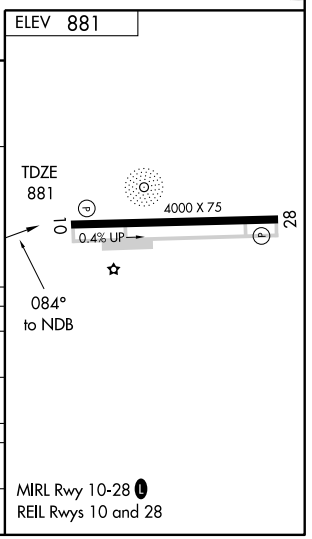



RADAR REQUIRED

2420




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1900-1¼<br>1019 (1100-1¼) | 1900-1½<br>1019 (1100-1½) | NA | |
| CIRCLING | 1900-1¼<br>1019 (1100-1¼) | 1900-1½<br>1019 (1100-1½) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-10 | 1940-1¼<br>1059 (1100-1¼) | 1940-1½<br>1059 (1100-1½) | NA | |
| CIRCLING | 1940-1¼<br>1059 (1100-1¼) | 1940-1½<br>1059 (1100-1½) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| NDB JJH 523 | APP CRS 292° | Rwy Idg 4000<br>TDZE 881<br>Apt Elev 881 |
|---|---|---|

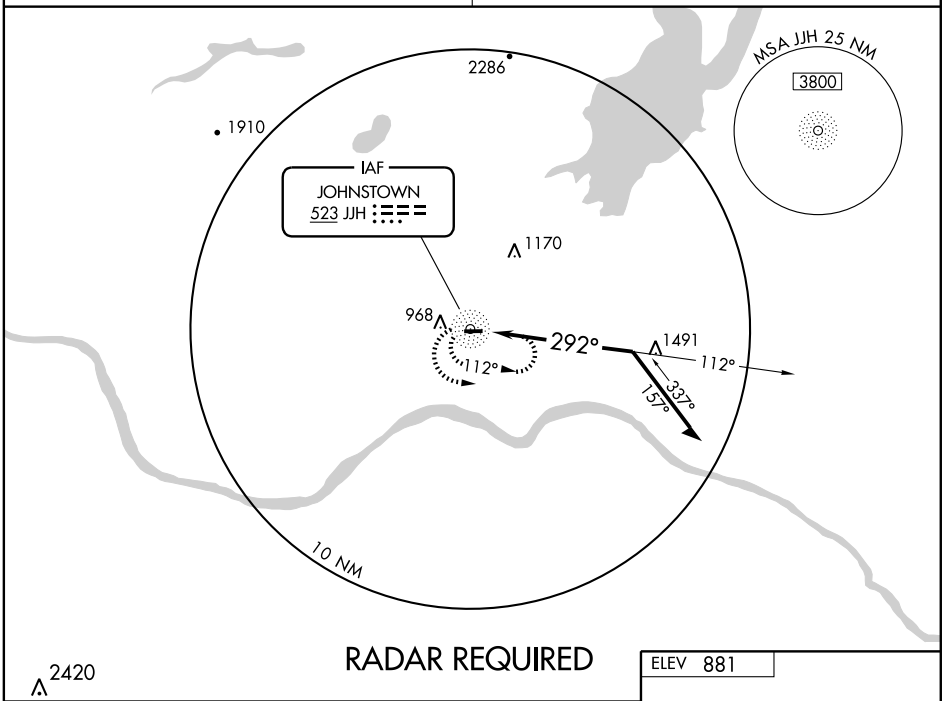
# NDB RWY 28

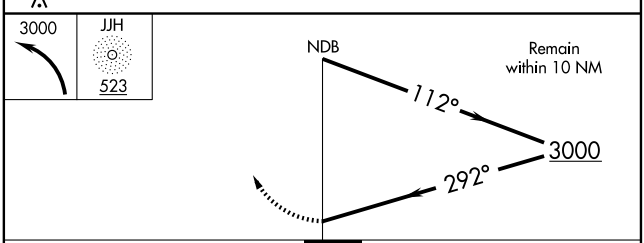
JOHNSTOWN/ FULTON COUNTY (NY∅)

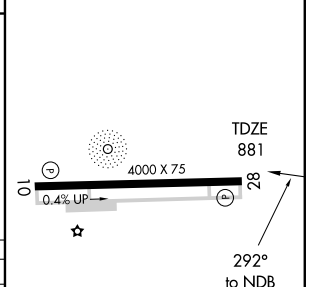
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

| ALBANY APP CON | UNICOM |
|---|---|
| 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |
| CIRCLING | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |
| ALBANY INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-28 | 2020-1¼<br>1139 (1200-1¼) | 2020-1½<br>1139 (1200-1½) | NA | |
| CIRCLING | 2020-1¼<br>1139 (1200-1¼) | 2020-1½<br>1139 (1200-1½) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

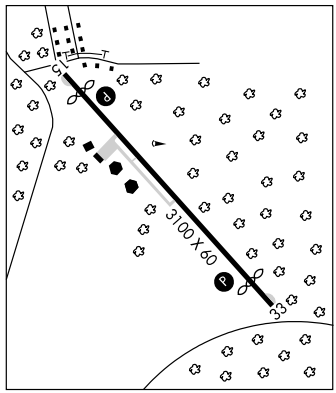
## KEENE

**MARCY FLD** (1I1) 2 S UTC−5(−4DT) N44°13.25′ W73°47.48′ **MONTREAL**
985 NOTAM FILE BTV Not insp.
**RWY N–S:** 2390X95 (TURF)
**RWY N:** Road. **RWY S:** Trees.
**AIRPORT REMARKS:** Unattended. Closes late Oct reopens mid May.
**COMMUNICATIONS: CTAF** 122.9

**KENNEDY** N40°37.97′ W73°46.28′ NOTAM FILE JFK. **NEW YORK**
**(H) VOR/DME** 115.9 JFK Chan 106 at John F. Kennedy Intl. 11/12W. **H–10I, 12J, L–33B, 34H**
VOR/DME unusable:
100°–299° byd 30 NM blo 2000′ 060°–099° byd 25 NM blo 2500′
300°–059° byd 30 NM blo 2500′
**RCO** 122.1R 115.9T (NEW YORK RADIO)

**KINGSTON** N41°39.93′ W73°49.33′ NOTAM FILE ISP. **NEW YORK**
**(L) VOR/DME** 117.6 IGN Chan 123 242° 3.6 NM to Dutchess Co. 580/12W. **HIWAS.** **H–10I, 12J, L–33B, 34H**
VOR unusable 045°–050° byd 35 NM blo 4300′ 070°–140° byd 30 NM blo 3400′
**RCO** 122.1R 117.6T (NEW YORK RADIO)

**KINGSTON–ULSTER** (2Ø0N) 4 N UTC−5(−4DT) N41°59.11′ W73°57.86′ **NEW YORK**
149 S4 **FUEL** 100LL TPA—1200(1051) NOTAM FILE ISP **L–33B, 34I**
**RWY 15–33:** H3100X60 (ASPH) S–12.5 MIRL 0.4% up NW **IAP**
**RWY 15:** PAPI(P2L). Thld dsplcd 241′. Tree.
**RWY 33:** REIL. PAPI(P2L).Thld dsplcd 310′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 15:** TORA–3100 TODA–3100 ASDA–3010 LDA–2775
**RWY 33:** TORA–3100 TODA–3100 ASDA–2939 LDA–2630
**AIRPORT REMARKS:** Attended Jun–Aug Mon–Thu 1400–2200Z‡, Jun–Aug Fri 1400–0000Z‡ Jun–Aug Sat–Sun 1300–0000Z‡, Sep–May 1400–2200Z‡, except Thanksgiving, Christmas, and New Years. PAEW adjacent twy/rwy. No runups at Rwy 15 thld. No line of sight between Rwy 33 hold line and acft in final .25 mile of apch to Rwy 33. No flight training or transient 0300–1100Z‡. Ngt touch and go ldg prohibited. Noise abatement procedures in effect call 845–336–8400. Avoid overflight of housing development adjacent to N end of rwy. Preferred arrival Rwy 33, dep Rwy 15. ACTIVATE PAPI Rwy 15 and Rwy 33—123.3. MIRL Rwy 15–33, REIL Rwy 33 and twy lgts operate 123.3 dusk–dawn.
**WEATHER DATA SOURCES: HIWAS** 117.6 IGN.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 354° 20.2 NM to fld. 580/12W.
**HIWAS.**




**KIRKWOOD AIRPARK** (5N5) 3 S UTC−5(−4DT) N42°00.02′ W75°45.61′ **NEW YORK**
870 B NOTAM FILE BUF
**RWY 15–33:** 3350X75 (TURF) LIRL (NSTD)
**RWY 15:** VASI(NSTD). Tree. **RWY 33:** VASI(NSTD). Tree.
**AIRPORT REMARKS:** Attended daylight hours, after dusk ctc Binghamton apch. Arpt CLOSED indef. Parachute Jumping. Rotating bcn OTS indef. Rwy 15–33 NSTD LIRL; first 630′ unlgtd; no thld lgts. For LIRL Rwy 15–33 and rotating beacon call 607–775–3672. During winter snow conditions call 607–775–3672 for field status. Rwy 15 and Rwy 33 VASI home–built tri–color lgt; both OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

**KLINE KILL** (See GHENT)

**KLUMP** N43°00.01′ W78°39.05′ NOTAM FILE BUF.
**NDB (LOM)** 231 BU 234°5.1 NM to Buffalo Niagara Intl.

**KNOX** (See QUAKER STREET)

| VOR/DME PWL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.3 | 320° | TDZE | N/A |
| Chan 90 | | Apt Elev | 149 |

# VOR or GPS-A

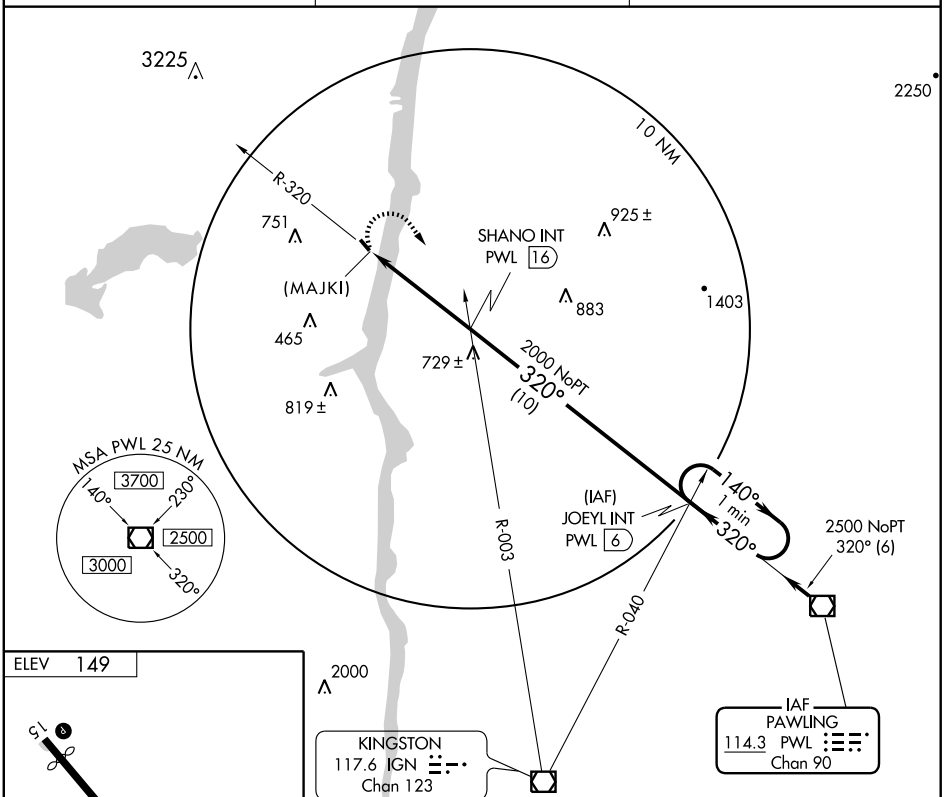
KINGSTON-ULSTER (2ØN)

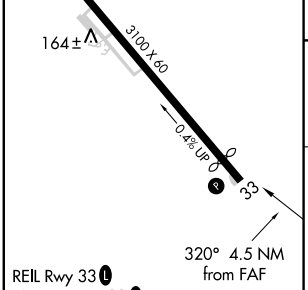
Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

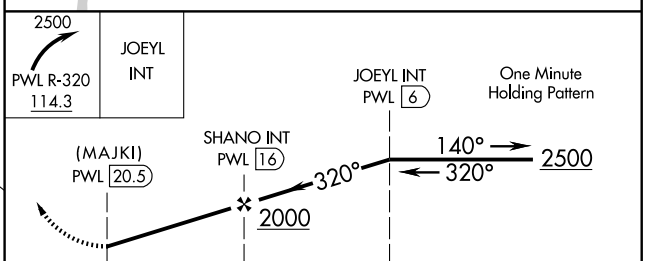
NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 132.75 363.1 | 122.8 (CTAF) | 123.3 L |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1500-1¼ 1351 (1400-1¼) | NA | | |



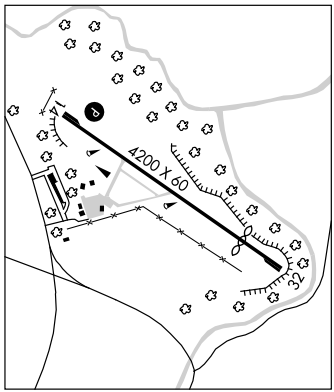
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**KOBELT** (See WALLKILL)

**KRING** N42°35.08′ W74°59.18′ NOTAM FILE UCA.
**NDB (LOM)** 279 OZ 236° 5.0 NM to Oneonta Muni.

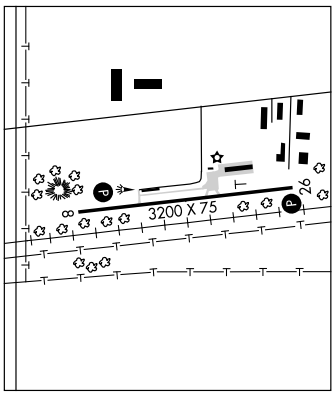
**LA GUARDIA** (See NEW YORK)

**LAKE PLACID** (LKP) 1 SE UTC−5(−4DT) N44°15.87′ W73°57.71′ **MONTREAL**
1747 S4 **FUEL** 100LL NOTAM FILE BTV **L–32G**
**RWY 14–32:** H4200X60 (ASPH) S–8 MIRL **IAP**
**RWY 14:** PAPI(P2L)—GA 3.5° TCH 45′.
**RWY 32:** REIL. Thld dsplcd 1250′.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Extensive glider activity. Mountains on both approaches 1–5 miles from runway ends. ACTIVATE MIRL Rwy 14–32 PAPI Rwy 14 and twy lgts—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 120.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**BURLINGTON (L) VORW/DME** 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 272° 34.5 NM to fld. 420/15W. **HIWAS.**




## LANCASTER

**BUFFALO–LANCASTER RGNL** (BQR) 3 NE UTC−5(−4DT) N42°55.32′ W78°36.72′ **DETROIT**
750 B S6 **FUEL** 100LL, JET A1 NOTAM FILE BUF **L–31E**
**RWY 08–26:** H3200X75 (ASPH) MIRL
**RWY 08:** REIL. PAPI(P2L). Berm.
**RWY 26:** REIL. PAPI(P2L).
**AIRPORT REMARKS:** For attendance call 716–683–9536. +28 ft railroad 215 ft S of rwy centerline parallel to Rwy 08–26. ACTIVATE MIRL Rwy 08–26, REIL Rwys 08 and 26 and PAPI Rwys 08 and 26—CTAF.
**COMMUNICATIONS: CTAF/AUNICOM** 123.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 113° 1.6 NM to fld. 730/08W.
**COMM/NAV/WEATHER REMARKS:** Automated UNICOM, 617–262–3825. Clnc del thru Flight Services 1–888–766–8267.




**LEDGEDALE AIRPARK** (See BROCKPORT)

# RNAV (GPS) -A

## LAKE PLACID (LKP)

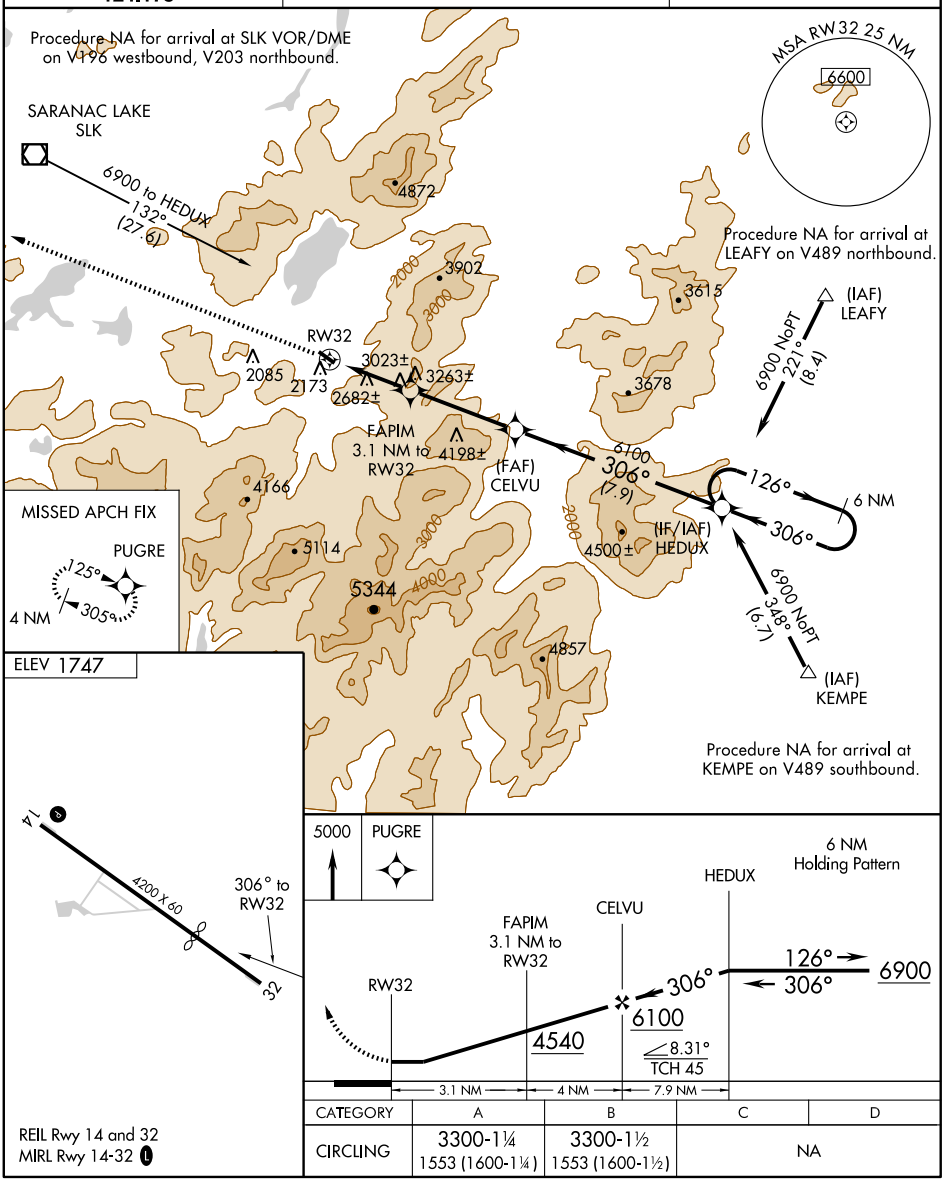
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 306° | TDZE | N/A |
| | Apt Elev | 1747 |

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

| SARANAC LAKE ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3300-1¼ 1553 (1600-1¼) | 3300-1½ 1553 (1600-1½) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

## LAKE PLACID (LKP)

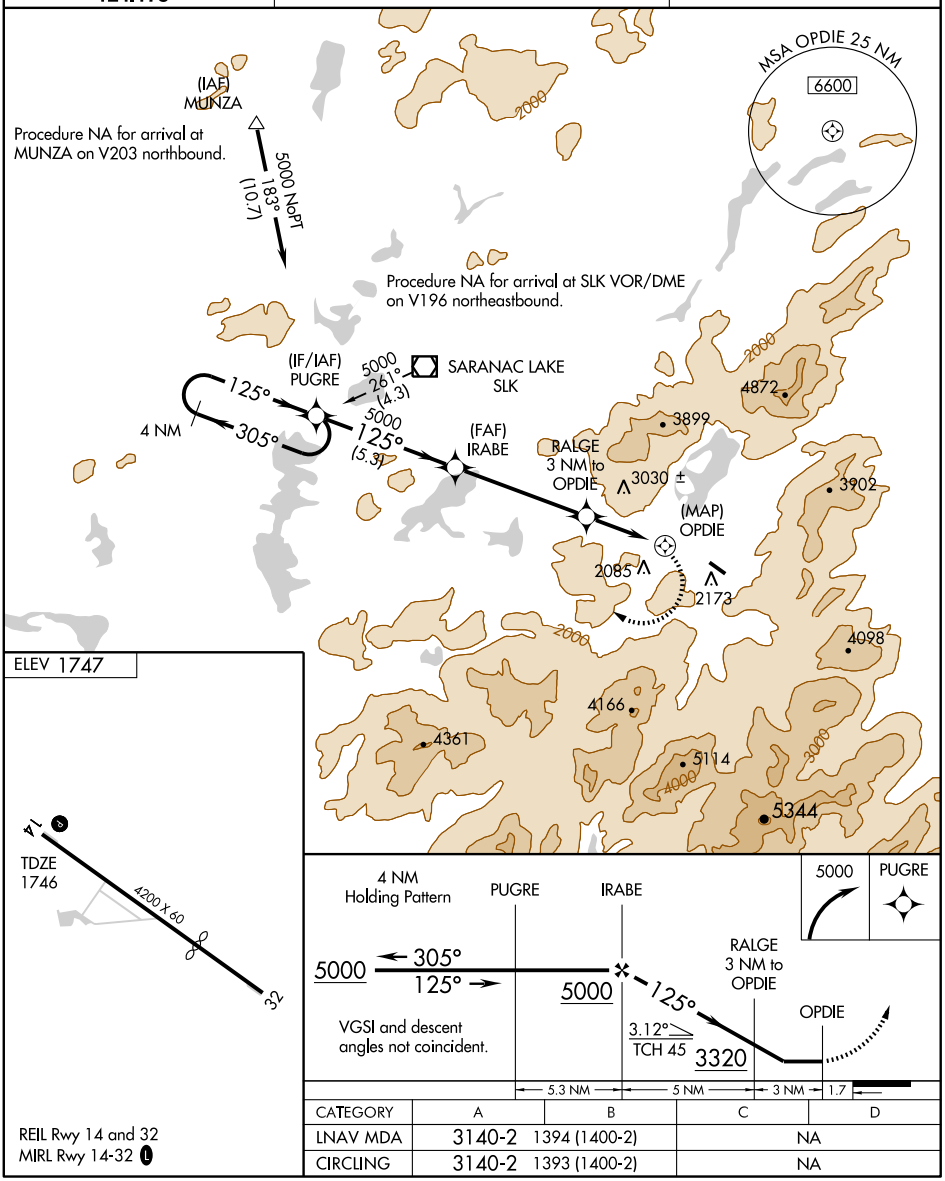
| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 125° | TDZE | 1746 |
| | Apt Elev | 1747 |

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

| SARANAC LAKE ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-2 | 1394 (1400-2) | NA | |
| CIRCLING | 3140-2 | 1393 (1400-2) | NA | |




NE-2, 26 AUG 2010 to 23 SEP 2010

**LE ROY** (5GØ) 2 E UTC−5(−4DT) N42°58.88′ W77°56.12′ **DETROIT**
780 B S2 **FUEL** 100LL NOTAM FILE BUF **L–31E, 32F**
**RWY 10–28:** H3855X60 (ASPH) S–12.5 MIRL **IAP**
**RWY 10:** REIL. PAPI(P2L)—GA 3.0°. Fence. **RWY 28:** REIL. PAPI(P2L)—GA 3.0°.
**AIRPORT REMARKS:** Attended 1500–2100Z‡, except State and Federal legal holidays. Deer on and invof arpt. Rwy 28 has +11′ fence 280′ from rwy. Rwy 10 has +11′ fence, 96′ left, 326′ from rwy. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ROCHESTER APP/DEP CON** 123.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 324° 12.5 NM to fld. 990/09W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

## LEXINGTON–PRATTSVILLE

**MABEN** (NØØ) 2 NW UTC−5(−4DT) N42°16.34′ W74°23.64′ **NEW YORK**
1800 B TPA—2600(800) NOTAM FILE BTV
**RWY 03–21:** 4000X50 (TURF–GRVL) LIRL (NSTD)
**RWY 03:** Tree. **RWY 21:** Tree.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50′. Rwy 03–21 turf in some areas, grvl in other areas. Rwy 03–21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518–299–3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.
**COMMUNICATIONS: CTAF** 122.8

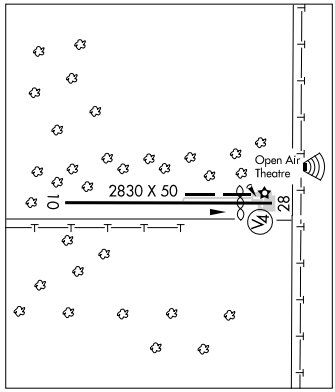
**LIGHTNING TREE FARM** (See MILLBROOK)

## LIVINGSTON

**GREEN ACRES** (1A1) 2 NE UTC−5(−4DT) N42°08.92′ W73°45.06′ **NEW YORK**
295 S2 NOTAM FILE BTV
**RWY 03–21:** 2275X75 (TURF)
**RWY 03:** Tree. **RWY 21:** Tree.
**AIRPORT REMARKS:** Attended daylight hours.
**COMMUNICATIONS: CTAF** 122.9

## LOCKPORT

**NORTH BUFFALO SUBURBAN** (ØGØ) 3 S UTC−5(−4DT) N43°06.19′ W78°42.20′ **DETROIT**
588 B **FUEL** 100LL TPA—1401(813) NOTAM FILE BUF **L–31E**
**RWY 10–28:** H2830X50 (ASPH) S–6 MIRL **IAP**
**RWY 10:** Trees.
**RWY 28:** TRCV(TRIL)—GA 3.0°. Thld dsplcd 355′. P–line.
**AIRPORT REMARKS:** Attended 1330–0300Z‡. Rwy safety area 575′ by 60′ west end. ACTIVATE MIRL Rwy 10–28—123.0. MIRL opr low ints only.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BUFFALO APP/DEP CON** 126.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 355° 10.7 NM to fld. 730/08W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**LOKKS** N40°43.74′ W73°11.41′ NOTAM FILE ISP.
**NDB (LOM)** 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

**LONG ISLAND MAC ARTHUR** (See ISLIP)

| VOR/DME GEE 108.2 Chan 19 | APP CRS 323° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 785 |
|---|---|---|

# VOR or GPS-A

LE ROY (5GØ)

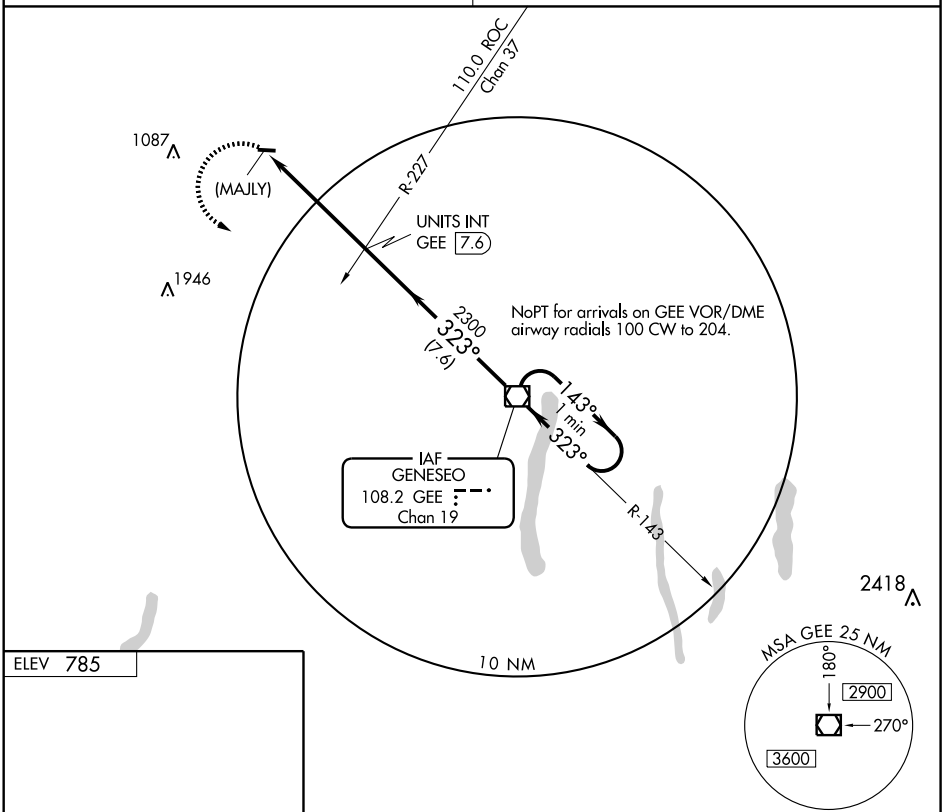
NA

Use Rochester altimeter setting; when not available, procedure not authorized.

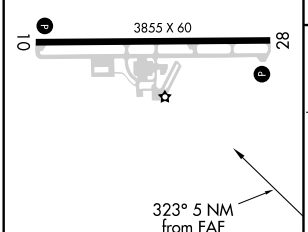
MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON
**123.7 323.3**

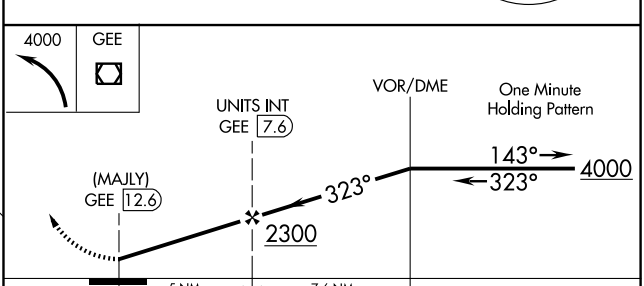
UNICOM
**122.8** (CTAF) L




ELEV 785




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>615 (700-1) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**LE ROY** (5GØ) 2 E UTC−5(−4DT) N42°58.88′ W77°56.12′ **DETROIT**
780 B S2 **FUEL** 100LL NOTAM FILE BUF **L–31E, 32F**
**RWY 10–28:** H3855X60 (ASPH) S–12.5 MIRL **IAP**
**RWY 10:** REIL. PAPI(P2L)—GA 3.0°. Fence. **RWY 28:** REIL. PAPI(P2L)—GA 3.0°.
**AIRPORT REMARKS:** Attended 1500–2100Z‡, except State and Federal legal holidays. Deer on and invof arpt. Rwy 28 has +11′ fence 280′ from rwy. Rwy 10 has +11′ fence, 96′ left, 326′ from rwy. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ROCHESTER APP/DEP CON** 123.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 324° 12.5 NM to fld. 990/09W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

## LEXINGTON–PRATTSVILLE

**MABEN** (NØØ) 2 NW UTC−5(−4DT) N42°16.34′ W74°23.64′ **NEW YORK**
1800 B TPA—2600(800) NOTAM FILE BTV
**RWY 03–21:** 4000X50 (TURF–GRVL) LIRL (NSTD)
**RWY 03:** Tree. **RWY 21:** Tree.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED indef. Extensive glider activity. Mowed width varies 35 to 50′. Rwy 03–21 turf in some areas, grvl in other areas. Rwy 03–21 NSTD LIRL; rwy lgts portable with blinkers and reflectors. For rwy lgts and rotating bcn call 518–299–3664/3112. Rwy ends marked with white crosses day of inspection, with hay wagon parked on rwy thld and arpt unattended.
**COMMUNICATIONS: CTAF** 122.8

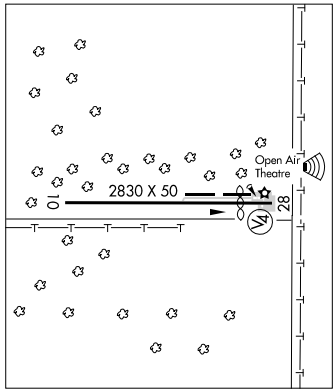
**LIGHTNING TREE FARM** (See MILLBROOK)

## LIVINGSTON

**GREEN ACRES** (1A1) 2 NE UTC−5(−4DT) N42°08.92′ W73°45.06′ **NEW YORK**
295 S2 NOTAM FILE BTV
**RWY 03–21:** 2275X75 (TURF)
**RWY 03:** Tree. **RWY 21:** Tree.
**AIRPORT REMARKS:** Attended daylight hours.
**COMMUNICATIONS: CTAF** 122.9

## LOCKPORT

**NORTH BUFFALO SUBURBAN** (ØGØ) 3 S UTC−5(−4DT) N43°06.19′ W78°42.20′ **DETROIT**
588 B **FUEL** 100LL TPA—1401(813) NOTAM FILE BUF **L–31E**
**RWY 10–28:** H2830X50 (ASPH) S–6 MIRL **IAP**
**RWY 10:** Trees.
**RWY 28:** TRCV(TRIL)—GA 3.0°. Thld dsplcd 355′. P–line.
**AIRPORT REMARKS:** Attended 1330–0300Z‡. Rwy safety area 575′ by 60′ west end. ACTIVATE MIRL Rwy 10–28—123.0. MIRL opr low ints only.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **BUFFALO APP/DEP CON** 126.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 355° 10.7 NM to fld. 730/08W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**LOKKS** N40°43.74′ W73°11.41′ NOTAM FILE ISP.
**NDB (LOM)** 366 IS 060° 5.7 NM to Long Island Mac Arthur. Unmonitored.

**LONG ISLAND MAC ARTHUR** (See ISLIP)

| APP CRS | Rwy Idg | 2475 |
|---|---|---|
| 282° | TDZE | 588 |
| | Apt Elev | 588 |

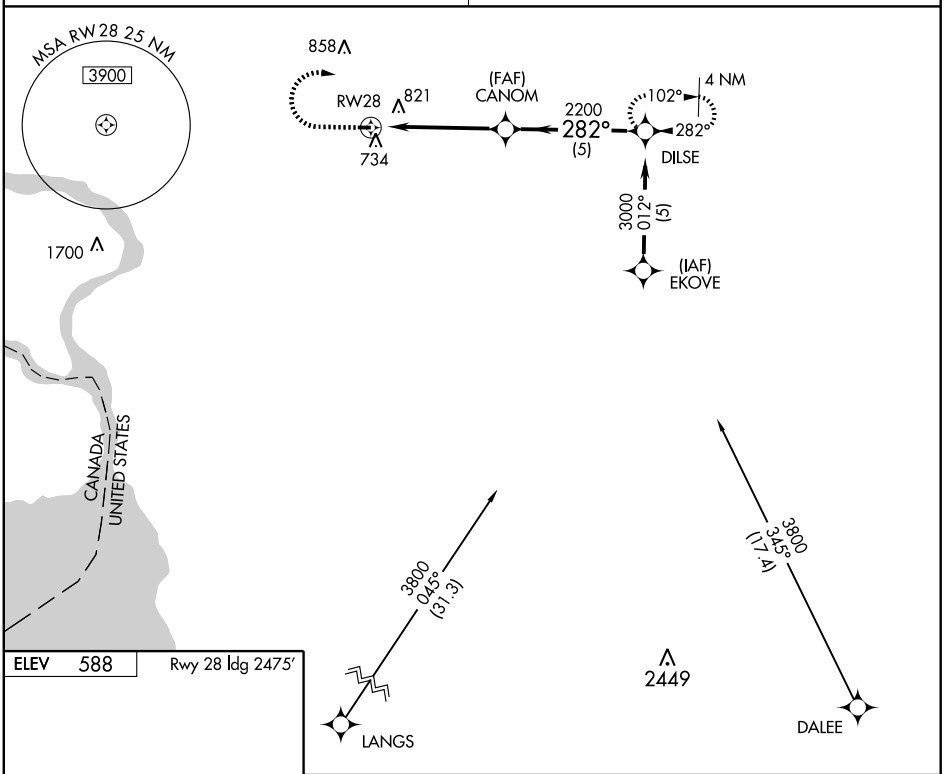
# RNAV (GPS) RWY 28

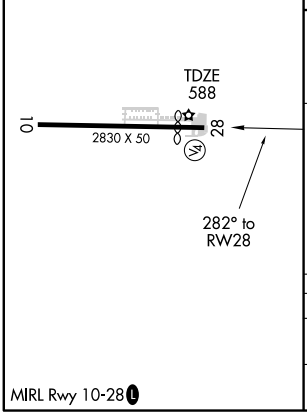
## LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

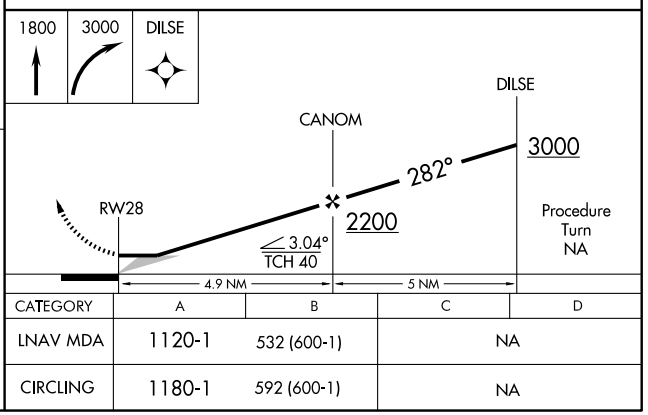
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.5 317.6 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 532 (600-1) | NA | |
| CIRCLING | 1180-1 | 592 (600-1) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## LONG LAKE

### LONG LAKE/HELMS SPB (NY9) 0 N UTC−5(−4DT) N43°58.50′ W74°25.23′ NEW YORK

1629 S2 **FUEL** 100LL NOTAM FILE BUF

**WATERWAY NE–SW:** 15000X1500 (WATER)

**SEAPLANE REMARKS:** Attended Apr–Nov 1300Z‡–dusk. Bridge across lake (Route 30) 500′ NW of base. Do not taxi under bridge at high water levels; possible at low water level; stay to west (high) side of bridge. Water levels may vary +/− 10′. P–line at base and building across from base; +50′ p–lines along road and bridge (Route 30). One rwy north of bridge and the other rwy south of bridge.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

### LONG LAKE: SAGAMORE SPB AND MARINA (KØ3) 1N UTC−5(−4DT) NEW YORK

N43°58.14′ W74°25.73′

1629 NOTAM FILE BUF

**WATERWAY ALL WAY:** 15000X2000 (WATER)

**SEAPLANE REMARKS:** Attended April–Nov dawn–dusk. Major rwy orientation is NE–SW. Do not taxi under bridge at high water levels; possible at low water levels. Stay to west (high) side of bridge. Water levels vary +/− 10′. Access to Sagamore Base from land side via Sagamore Road off of Rt 30 north of US Post Office on east side. One rwy north of bridge; another rwy south of bridge. Bridge across lake (Route 30) and building across road. +50′ p–lines along road and bridge (Route 30). Sagamore Base located ¼ mile south of bridge on east shore. SPB located 60 NM east of Carthage, NY.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

### LT. WARREN EATON (See NORWICH)

### LUFKER (See EAST MORICHES)

### LUTHER (See CHITTENANGO)

### MABEN (See LEXINGTON–PRATTSVILLE)

### MALONE–DUFORT (MAL) 2 W UTC−5(−4DT) N44°51.22′ W74°19.74′ MONTREAL L–32G IAP

790 B TPA—1590(800) NOTAM FILE BTV

**RWY 05–23:** H4000X100 (ASPH) MIRL 0.4% up SW

**RWY 05:** REIL. Pole. **RWY 23:** REIL. Trees.

**RWY 14–32:** H3245X75 (ASPH) MIRL 0.9% up SE

**RWY 32:** Tree.

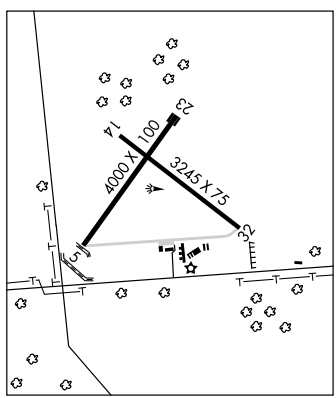
**AIRPORT REMARKS:** Attended Apr–Nov, Sat–Sun and Holidays, other times call 518–483–2431. Rwy 14–32 has snow removal but visual inspection and NOTAM check must be done as town roads are plowed before arpt. Haying activity and equipment present Jun–Sept. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05–23, Rwy 14–33, and twy lgts—CTAF. Rwy 05 REIL out of svc indefinitely.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **BOSTON CENTER APP/DEP CON** 135.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.

**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.86′ W74°43.36′ 116° 17.2 NM to fld. 200/14W. **HIWAS.**




### MARCY FLD (See KEENE)

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 052° | TDZE | 770 |
| | Apt Elev | 790 |

# GPS RWY 5
## MALONE-DUFORT (MAL)

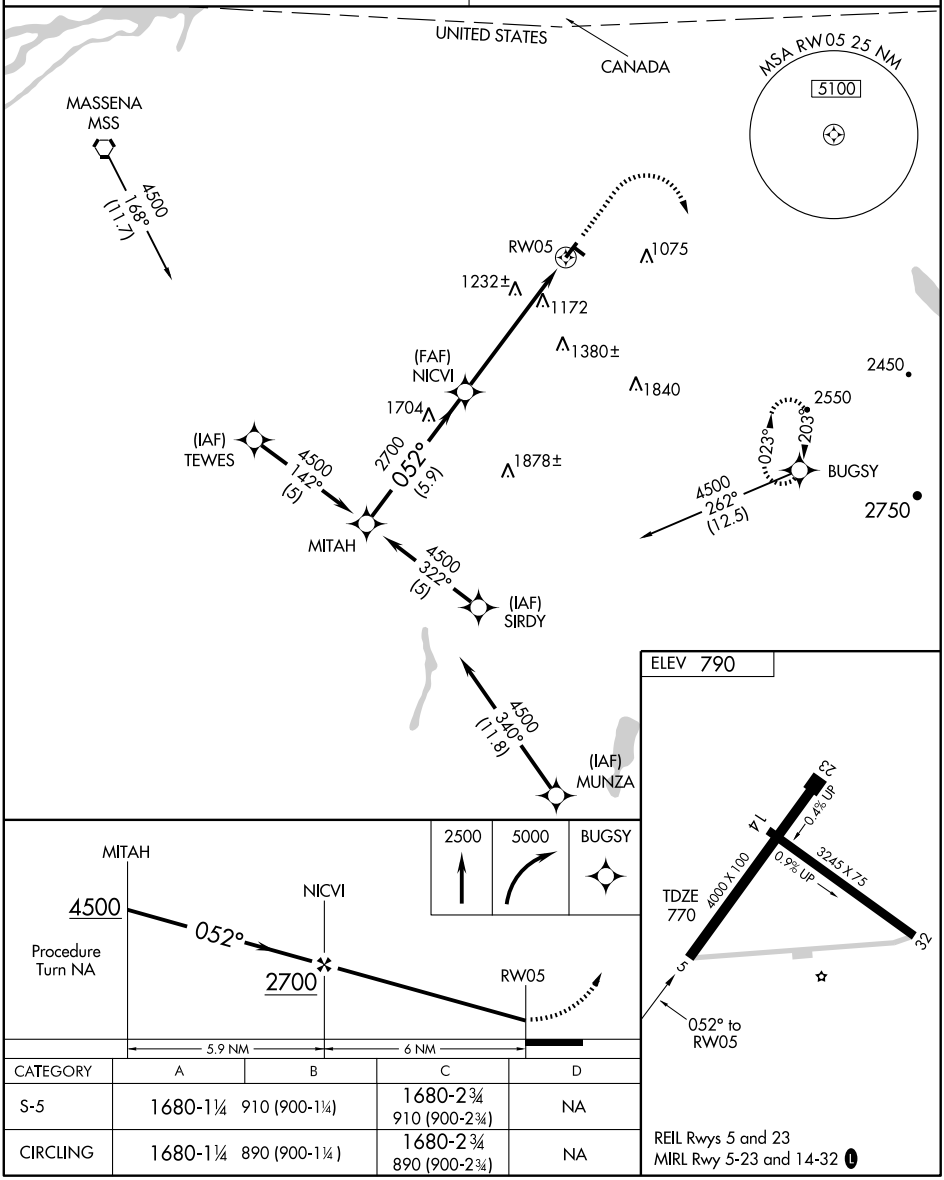
NA

Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
**135.25 377.1**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1680-1¼ | 910 (900-1¼) | 1680-2¾ 910 (900-2¾) | NA |
| CIRCLING | 1680-1¼ | 890 (900-1¼) | 1680-2¾ 890 (900-2¾) | NA |

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 232° | TDZE | 769 |
| | Apt Elev | 790 |

# GPS RWY 23
## MALONE-DUFORT (MAL)

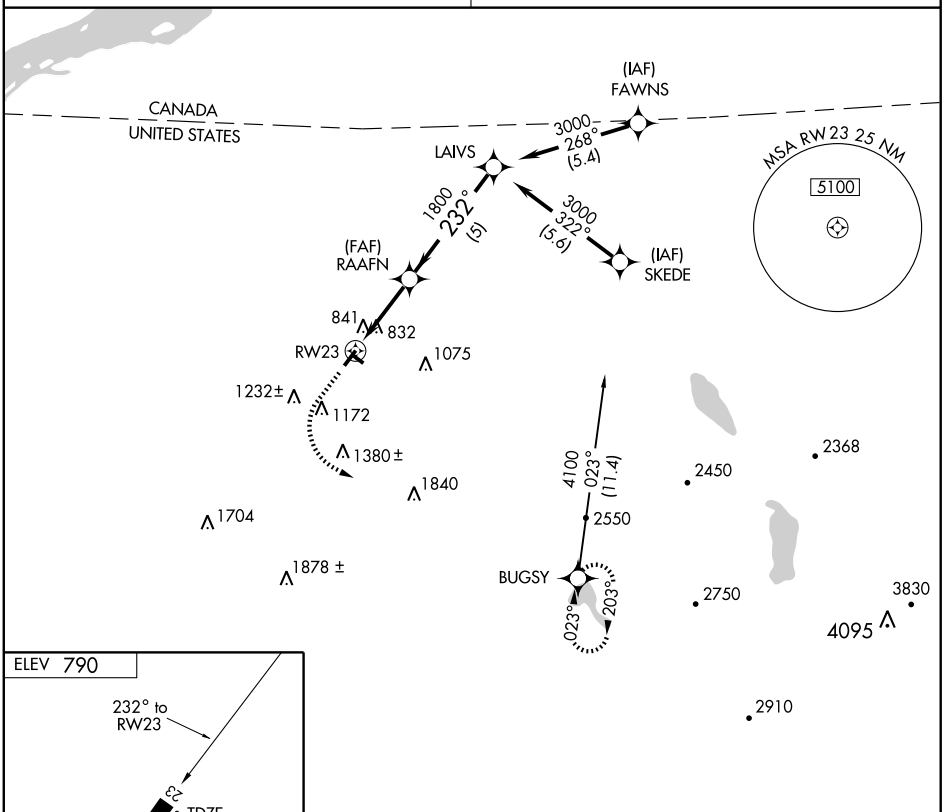
NA

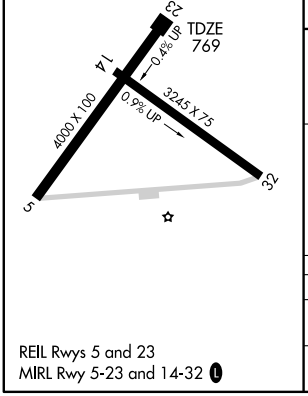
Use Massena Intl-Richards Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.

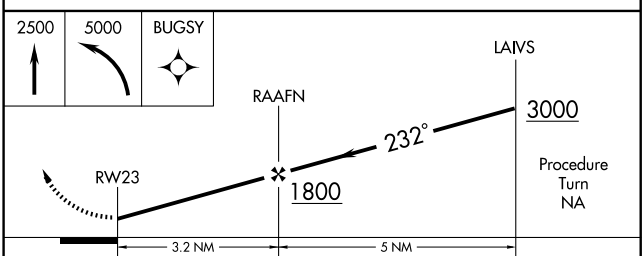
BOSTON CENTER
**135.25 377.1**

UNICOM
**122.8** (CTAF) L




REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1280-1 | 511 (500-1) | 1280-1½<br>511 (500-1½) | NA |
| CIRCLING | 1500-1<br>710 (800-1) | 1520-1<br>730 (800-1) | 1520-2<br>730 (800-2) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**MASSENA INTL–RICHARDS FLD** (MSS) 2 E UTC−5(−4DT) N44°56.15′ W74°50.73′ **MONTREAL**
215 B S1 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE MSS **H–11C, 12K, L–32G**
**RWY 05–23:** H5600X100 (ASPH–GRVD) S–30, D–50, 2D–76 PCN 20 F/C/X/T HIRL 0.3% up NE **IAP**
**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 59′. Tree.
**RWY 23:** PAPI(P4L)—GA 3.0° TCH 43′.
**RWY 09–27:** H4000X100 (ASPH–GRVD) S–30, D–50, 2D–76 MIRL
**RWY 09:** Trees.
**RWY 27:** REIL. PAPI(P4L)—GA 3.0°TCH 35′. Trees.




**AIRPORT REMARKS:** Attended Mon 1230–2100Z‡, Tues–Fri 1230–2200Z‡, Sat 1330–2200Z‡. Unattended holidays. Birds and deer on and invof arpt. Frequent concentration of seagulls and Canada geese on and in vicinity of airport particularly during poor weather periods. 421 ft lgtd/marked twr 6000 ft S of arpt. Rwy conditions reported during normal hours of ops. Twy E hold sign at Rwy 23 OTS indef. Twy B at Rwy 05–23 hold sign OTS indef. Rwy 05 hold sign at Twy A lgt OTS indef. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–769–7605. Rwy 05 and Rwy 09–27 first 50′ not grvd. Overnight acft parking avbl at terminal apron. After attendance hrs vehicle and pedestrian access to FBO apron and hangar only avbl with key card for automatic gate. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, PAPI Rwy 23, Rwy 05 and Rwy 27, REIL Rwy 05 and Rwy 27 and twy lgts—CTAF. Rwy 05–23 and 09–27 first 50 ft not grvd. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS 128.075 (315) 764–0481. **HIWAS** 114.1 MSS.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.2 (BURLINGTON RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 135.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.
**(H) VORTACW** 114.1 MSS Chan 88 N44°54.86′ W74°43.36′ 298° 5.4 NM to fld. 200/14W. **HIWAS.**
VOR portion unusable:
056°–066° blo 14000′ 261°–271° byd 38 NM
067°–260° 272°–055°
261°–271° blo 18000′
**MISSE NDB (LOM)** 278 MS N44°51.25′ W74°54.95′ 045° 5.8 NM to fld. Unmonitored.
**ILS** 108.7 I–MSS Rwy 05 Class IT. LOM MISSE NDB. ILS unmonitored.

**MATTITUCK** (21N) 1 SE UTC−5(−4DT) N40°59.26′ W72°31.14′ **NEW YORK COPTER**
30 S6 **FUEL** 100LL NOTAM FILE ISP
**RWY 01–19:** H2200X60 (ASPH)
**RWY 01:** Trees. **RWY 19:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. All training operations, take–off and landing practice and night operations are prohibited. Deer on and invof arpt. Rwy 01–19 sprayed asph and pebble mixture and asph. Rwy 19 extensive pavement rutting at centerline 240′–350′ from thld. Segmented circle has no tfc pattern indicator.
**COMMUNICATIONS: CTAF** 122.9

## MAYVILLE

**DART** (D79) 2 E UTC−5(−4DT) N42°16.09′ W79°28.90′ **DETROIT**
1330 TPA—2130(800) NOTAM FILE BUF
**RWY 13–31:** 2750X60 (TURF)
**RWY 13:** P-line. **RWY 31:** P-lines.
**RWY 06–24:** 1840X60 (TURF)
**RWY 06:** Tree. **RWY 24:** P-lines.
**AIRPORT REMARKS:** Attended daylight hours. Extensive glider ops on and in vicinity of arpt. Ultralight activity on and invof arpt.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

| LOC I-MSS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 108.7 | 045° | TDZE | 205 |
| | | Apt Elev | 222 |

# ILS or LOC RWY 5

## MASSENA INTL-RICHARDS FIELD (MSS)

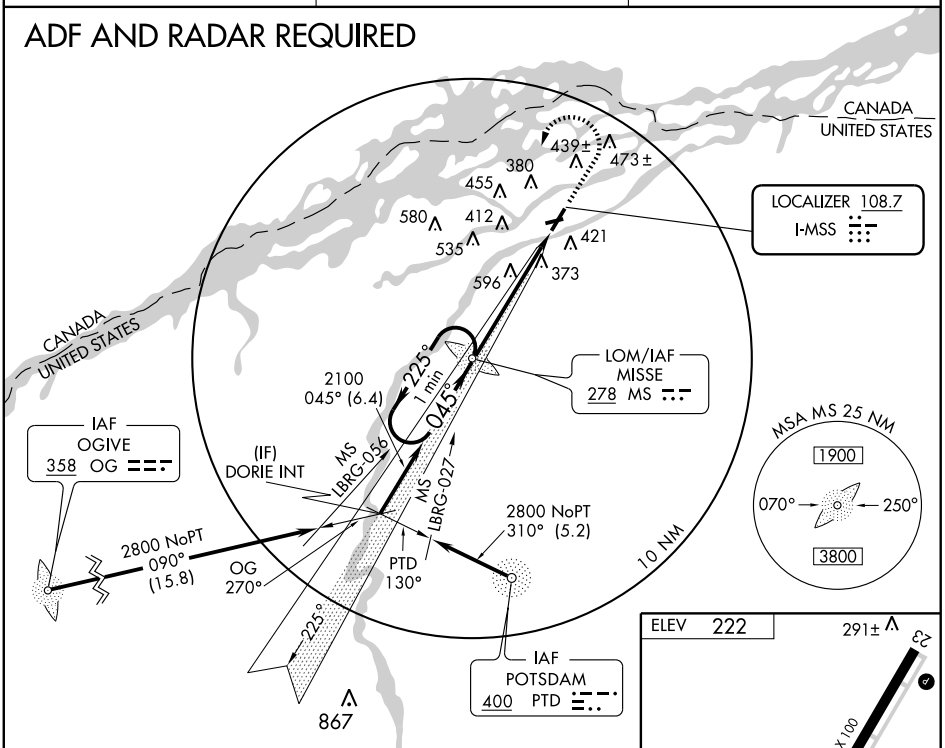
V
A NA

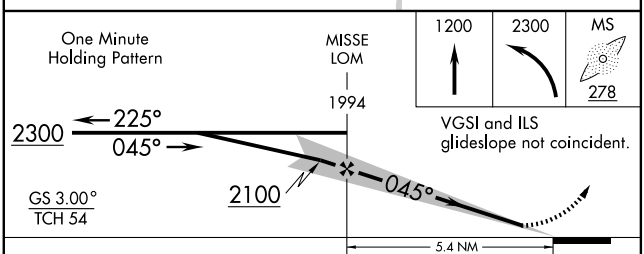
Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility 1¾ miles and S-LOC Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D 1¼ miles; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile.

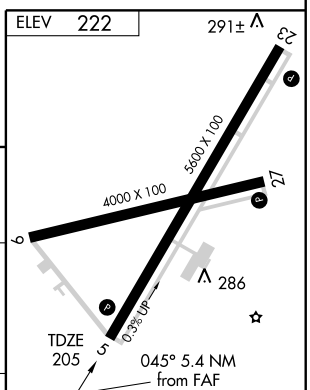
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |

## ADF AND RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 455-¾ 250 (300-¾) | | | |
| S-LOC 5 | 800-1 595 (600-1) | | 800-1½ 595 (600-1½) | 800-1¾ 595 (600-1¾) |
| CIRCLING | 800-1 578 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 70303 | 045° | TDZE | 205 |
| W05A | | Apt Elev | 222 |

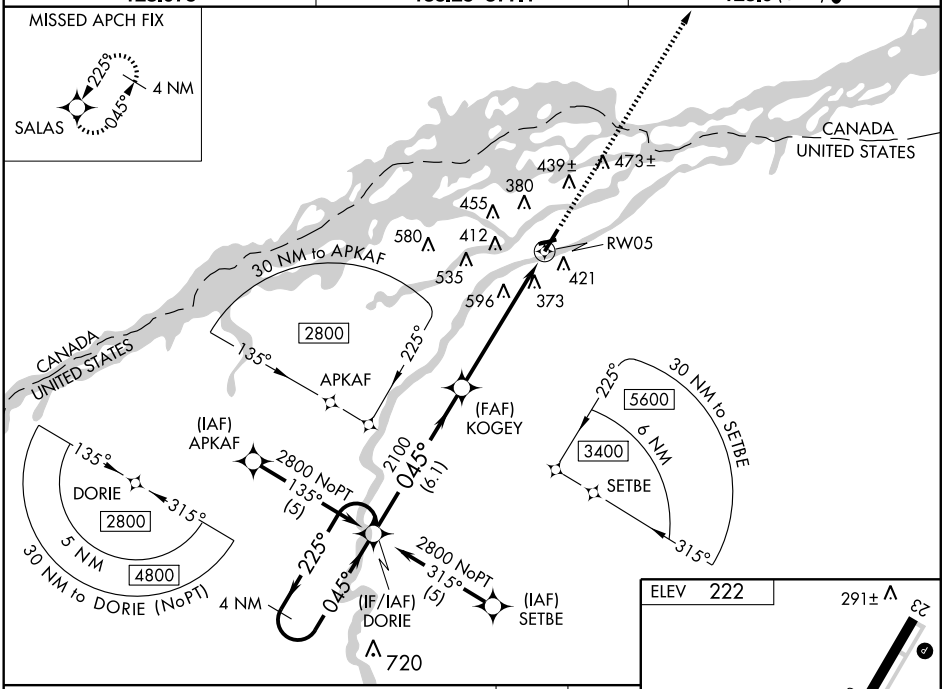
# RNAV (GPS) RWY 5

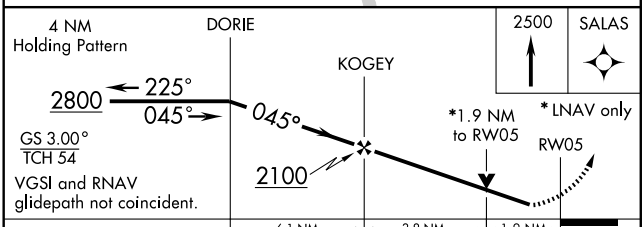
## MASSENA INTL-RICHARDS FIELD (MSS)

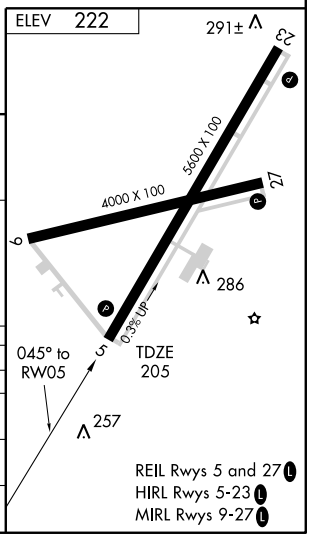
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1¾ miles, LNAV/VNAV all Cats visibility 2¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D ¾ mile.

MISSED APPROACH: Climb to 2500 direct SALAS and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 495-1 290 (300-1) | | | |
| LNAV/VNAV DA | 968-2¾ 763 (800-2¾) | | | |
| LNAV MDA | 860-1 655 (700-1) | | 860-1¾ 655 (700-1¾) | 860-2 655 (700-2) |
| CIRCLING | 860-1 638 (700-1) | | 860-1¾ 638 (700-1¾) | 900-2¼ 678 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 075° | TDZE | 205 |
| | Apt Elev | 222 |

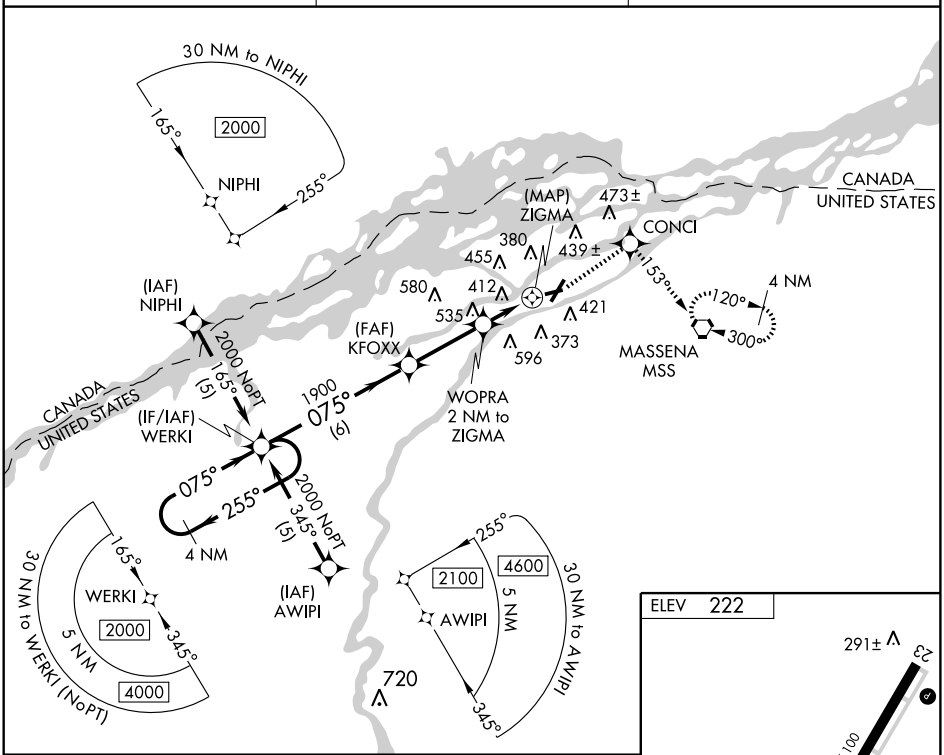
# RNAV (GPS) RWY 9

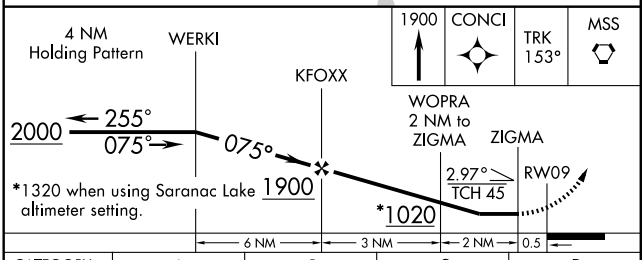
## MASSENA INTL-RICHARDS FIELD (MSS)

Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altmeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ miles, Cat D 1½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1½ miles, and Cat D ¾ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH: Climb to 1900 direct CONCI and via track 153° to MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1¼ 475 (500-1¼) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 518 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5600 |
|---|---|---|
| 225° | TDZE | 222 |
| | Apt Elev | 222 |

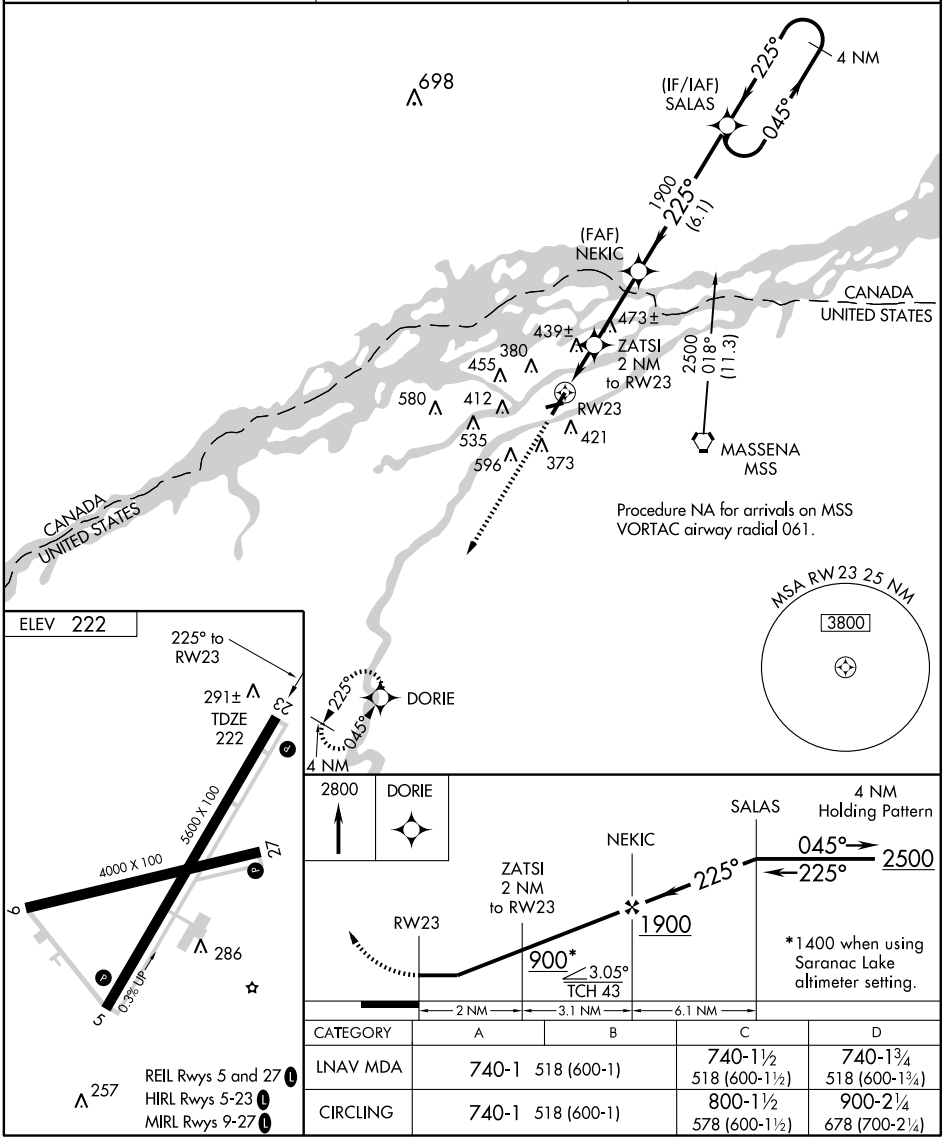
# RNAV (GPS) RWY 23

## MASSENA INTL-RICHARDS FIELD (MSS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2800 direct DORIE and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 518 (600-1) | | 740-1½ 518 (600-1½) | 740-1¾ 518 (600-1¾) |
| CIRCLING | 740-1 518 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |




NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 270° | TDZE | 205 |
| | Apt Elev | 222 |

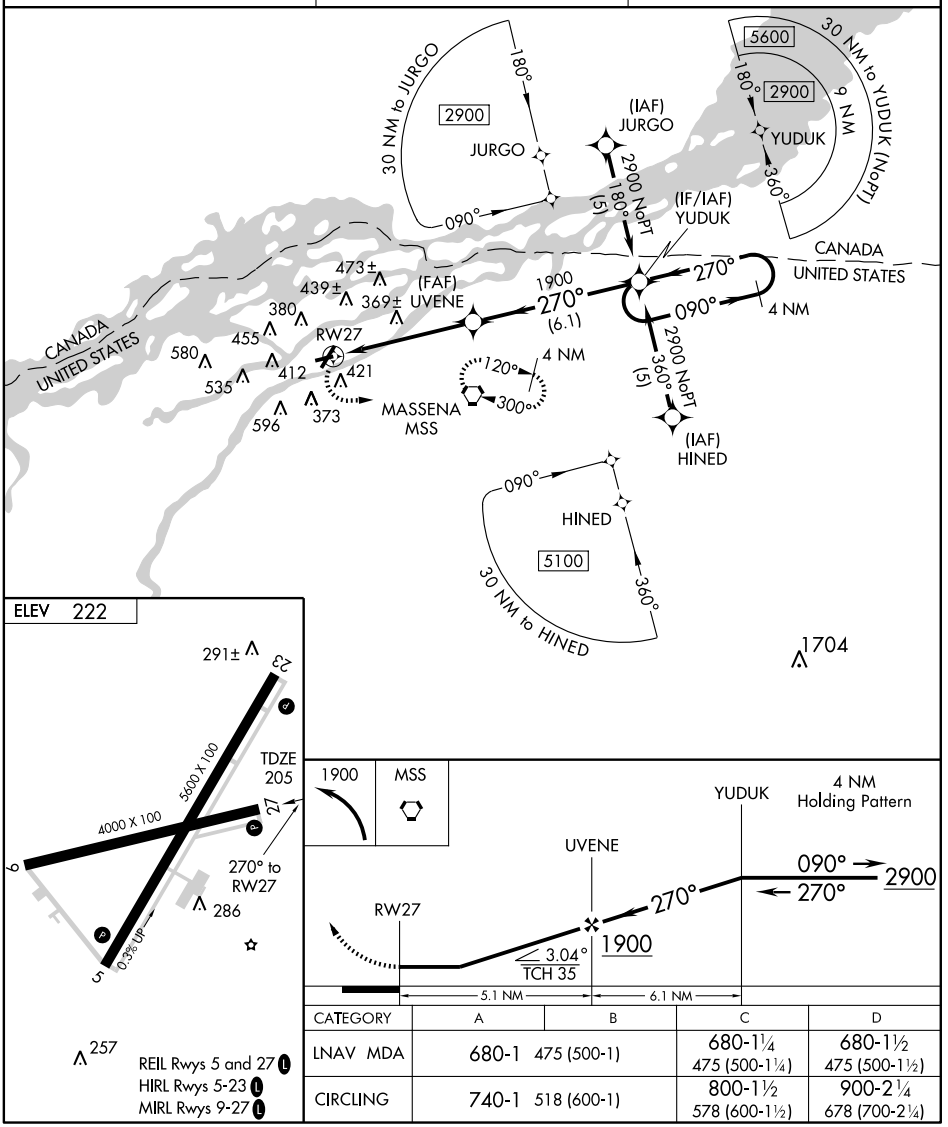
# RNAV (GPS) RWY 27

## MASSENA INTL-RICHARDS FIELD (MSS)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ mile, and Cat D 1½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1¼ 475 (500-1¼) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 518 (600-1) | | 800-1½ 578 (600-1½) | 900-2¼ 678 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## MECHANICVILLE

### BURRELLO–MECHANICVILLE (K27) 1 SE UTC−5(−4DT) N42°53.59′ W73°40.11′

NEW YORK
L–33B, 34I

195 NOTAM FILE BTV

**RWY 14–32:** 2600X21 (ASPH–GRVL)

**RWY 14:** Tree. **RWY 32:** Tree.

**AIRPORT REMARKS:** Unattended. Ultralgt on and invof arpt. Rwy 32 first 500′ excessive grass in cracks. Rwy 14–32 southeast 1800′ asph, northwest 800′ alternating gravel, turf and gravel. First 800′ Rwy 14 grvl. 40′ dropoff 16′ from SE edge Rwy 32.

**COMMUNICATIONS: CTAF** 122.9

### MIDDLESEX VALLEY (4N2) 1 NW UTC–5(−4DT) N42°42.57′ W77°16.53′

DETROIT

735 S2 NOTAM FILE BUF Not insp.

**RWY 03–21:** 2130X175 (TURF)

**RWY 03:** Tree. **RWY 21:** Tree.

**AIRPORT REMARKS:** Attended SR–SS. Rwy 03–21 marked with barrels at rwy ends. Rwy 03–21 +4′ fence located along east rwy edge. Rwy 03–21 not plowed in winter.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Buffalo Flight Services 1–888–766–8267.

## MIDDLETOWN

### RANDALL (Ø6N) 2 SE UTC−5(−4DT) N41°25.91′ W74°23.49′

NEW YORK
L–33A, 34H
IAP

523 **FUEL** 100LL NOTAM FILE ISP

**RWY 08–26:** H2811X60 (ASPH) S–25 MIRL 0.6% up E

**RWY 08:** PAPI(P2L). Thld dsplcd 563′. Road.

**RWY 26:** PAPI(P2L). Ground.

**AIRPORT REMARKS:** Unattended. Call manager. Fuel avbl for based acft owners with special key. Heavy glider and hang glider activity on weekends and holidays. Ultralgt in and around vicinity of arpt. Cranes 300′ AGL 1 NM east AER 26. 200′ safety area Rwy end 26. For MIRL and PAPI Rwy 08–26 call 845–343–5965. Thld lgts rgt of dspld thld covered when lgts are not on. Call arpt manager for rwy lgts at 845–343–5965. Rwy 08–26 surface treatment: single wheel strength is 12.5.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

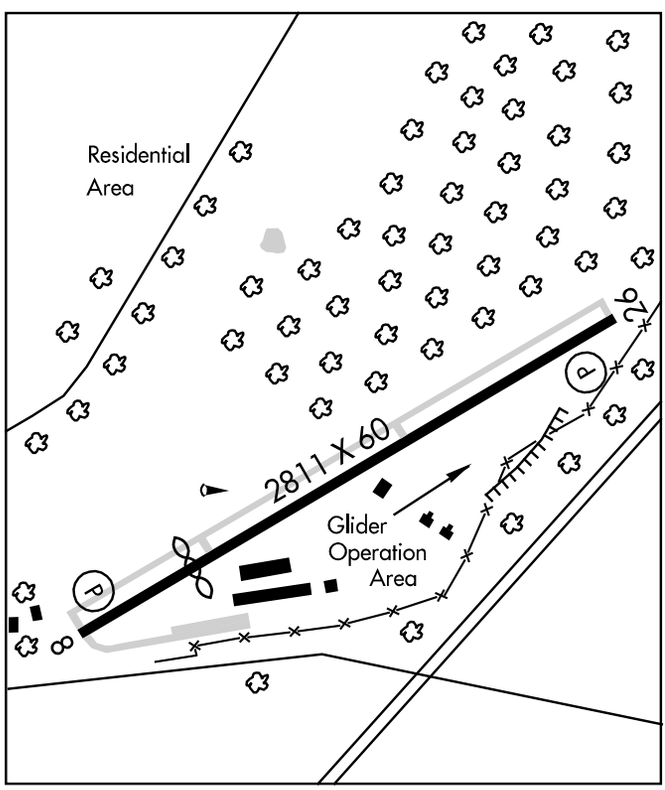
**HUGUENOT RCO** 122.1R 116.1T (NEW YORK RADIO).

Ⓡ **NEW YORK APP/DEP CON** 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**HUGUENOT (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 093° 9.1 NM to fld. 1300/11W.

**OTIMS NDB (LOM)** 353 MG N41°26.71′ W74°17.47′ 274° 4.6 NM to fld. NOTAM FILE MGJ.




### MIDLAKES (See GORHAM)

| LOM MG | APP CRS | | |
|---|---|---|---|
| 353 | 275° | Rwy Idg | 2811 |
| | | TDZE | 523 |
| | | Apt Elev | 523 |

# NDB RWY 26

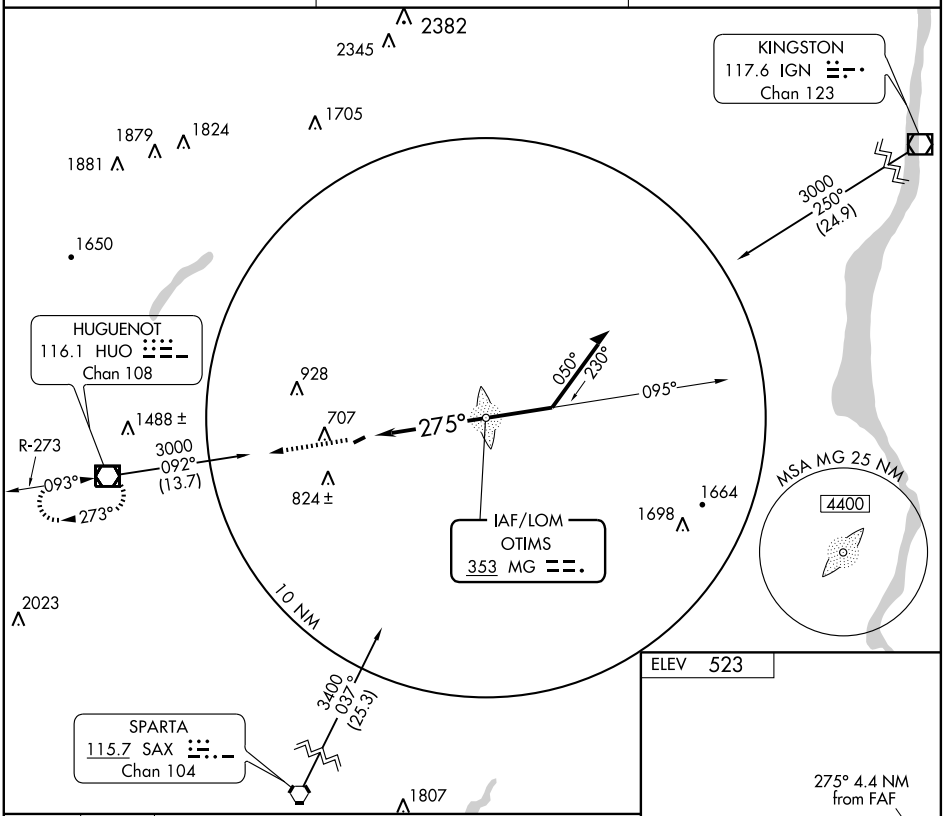
MIDDLETOWN/ RANDALL (Ø6N)

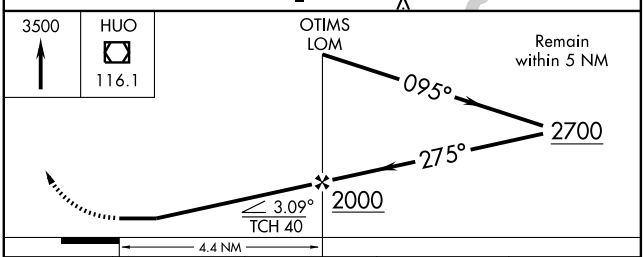
T
NA

Procedure NA at night.
Use Orange County altimeter setting.

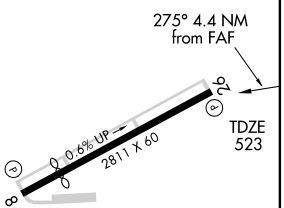
MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




ELEV 523




MIRL Rwy 8-26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1200-1<br>677 (700-1) | NA | | |
| CIRCLING | 1200-1<br>677 (700-1) | NA | | |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2248 |
|---|---|---|
| 075° | TDZE | 523 |
| | Apt Elev | 523 |

# RNAV (GPS) RWY 8

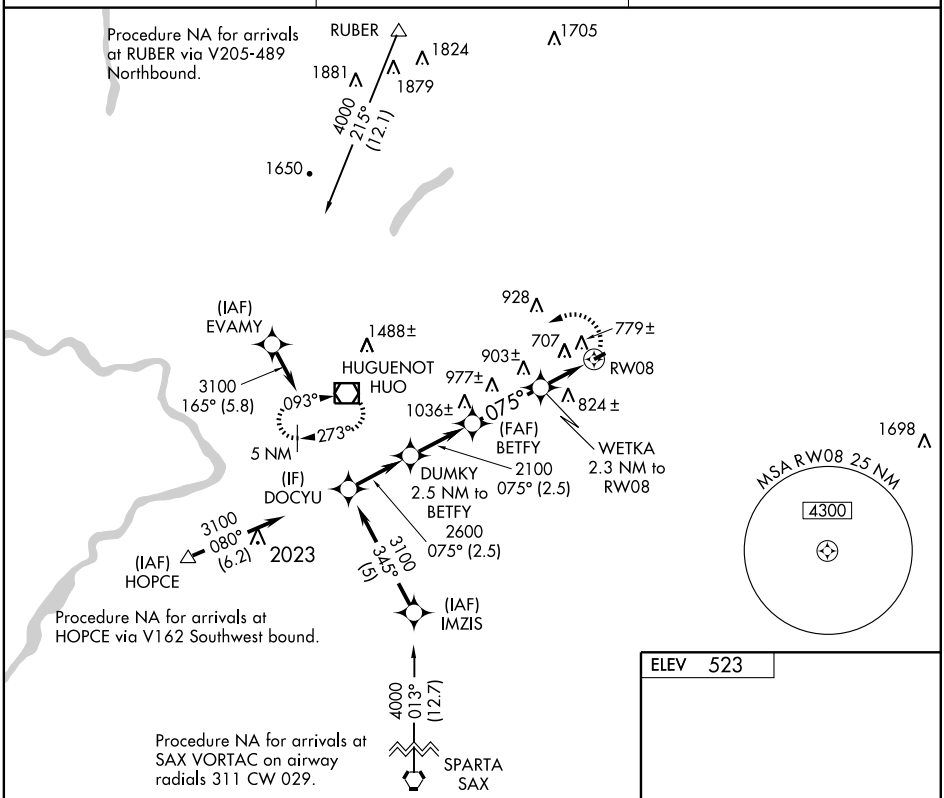
MIDDLETOWN / RANDALL (Ø6N)

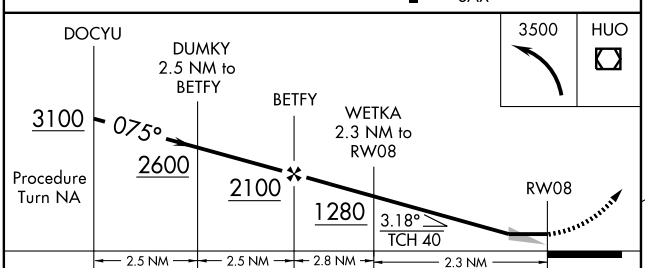
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

NA

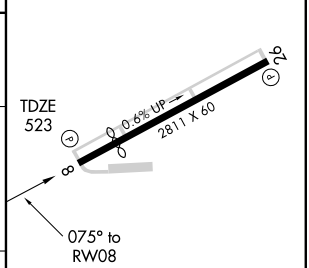
MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1<br>557 (600-1) | NA | | |
| CIRCLING | 1180-1<br>657 (700-1) | NA | | |




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

MIDDLETOWN / RANDALL (Ø6N)

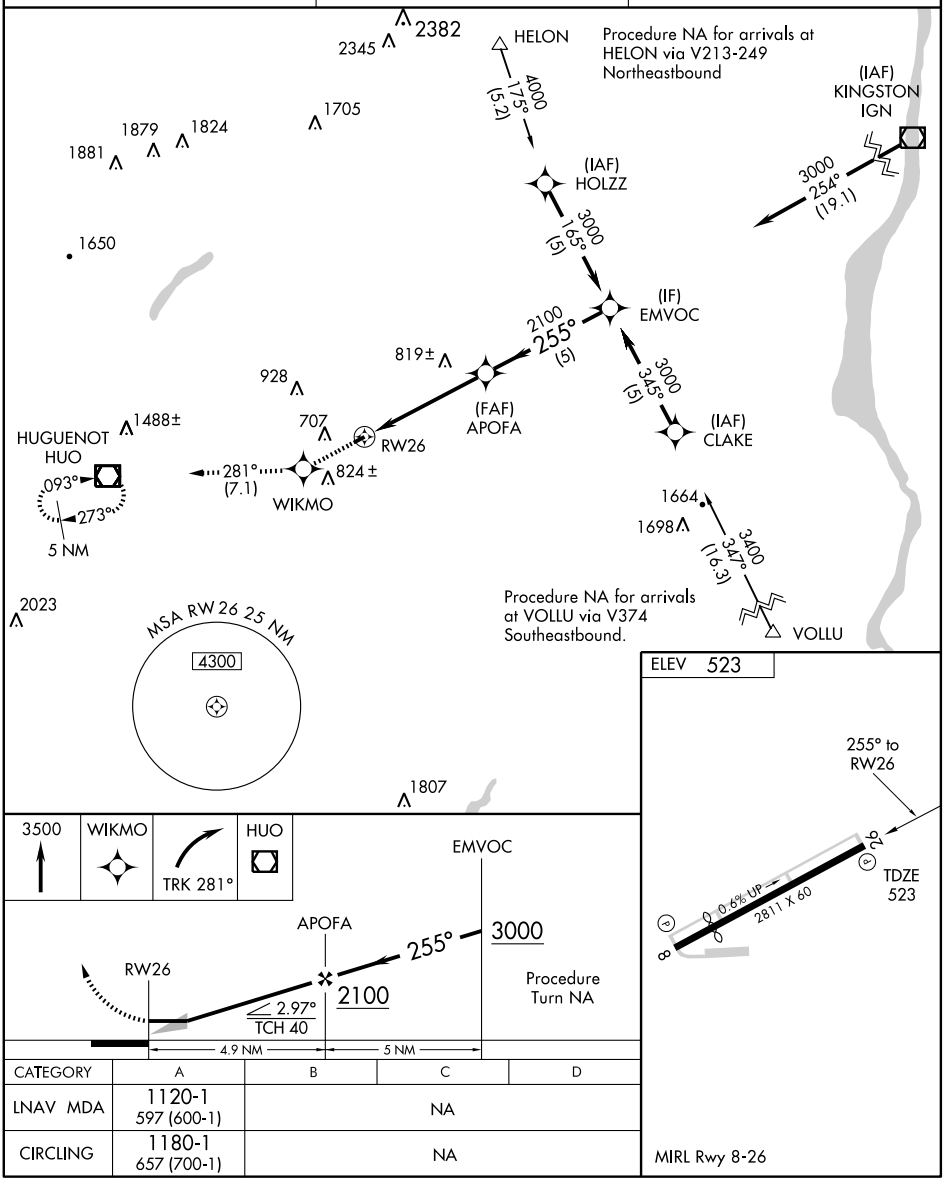
| APP CRS | Rwy Idg | 2811 |
|---|---|---|
| 255° | TDZE | 523 |
| | Apt Elev | 523 |

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

NA

MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1<br>597 (600-1) | NA | | |
| CIRCLING | 1180-1<br>657 (700-1) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME HUO | APP CRS | Rwy Idg | 2248 |
|---|---|---|---|
| 116.1 | 093° | TDZE | 523 |
| Chan 108 | | Apt Elev | 523 |

# VOR RWY 8

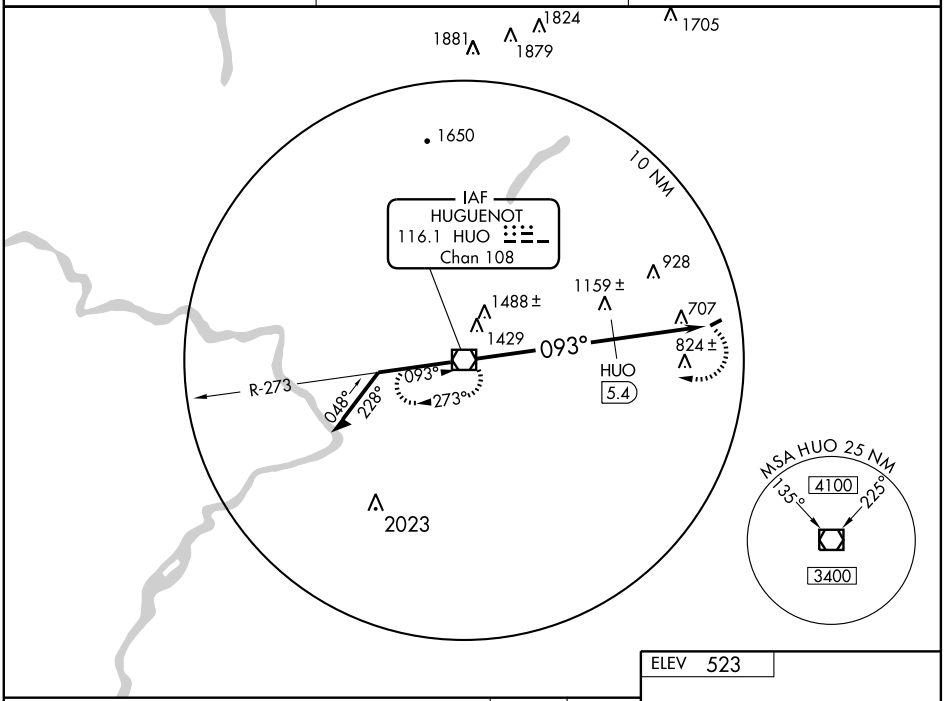
MIDDLETOWN/ RANDALL (Ø6N)

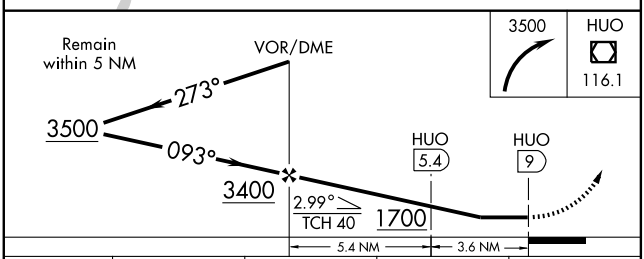
Use Orange County altimeter setting.
Procedure not authorized at night.

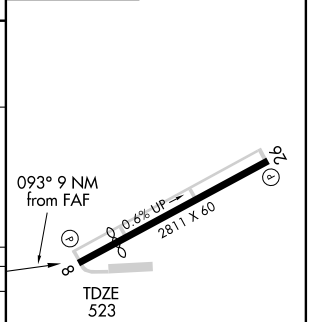
NA

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

| ORANGE COUNTY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 132.75 363.1 | 122.8 (CTAF) |




MIRL Rwy 8-26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1700-1¼ (1177 (1200-1¼)) | NA | | |
| CIRCLING | 1700-1¼ (1177 (1200-1¼)) | NA | | |
| DME MINIMUMS | | | | |
| S-8 | 1460-1¼ (937 (1000-1¼)) | NA | | |
| CIRCLING | 1460-1¼ (937 (1000-1¼)) | NA | | |

FAF to MAP 9 NM

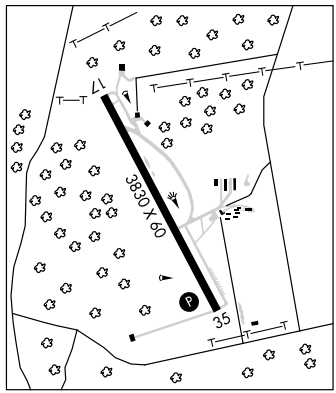
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:00 | 6:00 | 4:30 | 3:36 | 3:00 |

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

## MILLBROOK

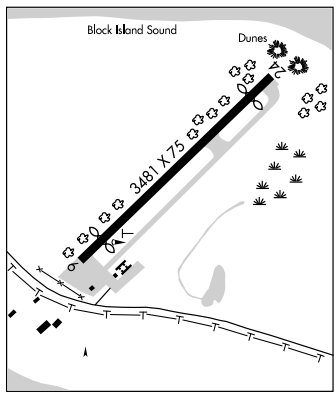
**SKY ACRES** (44N) 6 SW UTC−5(−4DT) N41°42.45′ W73°44.28′ — NEW YORK
698 S4 **FUEL** 100LL NOTAM FILE ISP — L–33B, 34I
**RWY 17–35:** H3830X60 (ASPH) S–20 MIRL 1.3% up S — IAP
**RWY 17:** Trees. **RWY 35:** PAPI(P4L). Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1300–2130Z‡. Self–svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 35—122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 068° 4.5 NM to fld. 580/12W. **HIWAS.**




**MISSE** N44°51.25′ W74°54.95′ NOTAM FILE MSS. — MONTREAL
**NDB (LOM)** 278 MS 045° 5.8 NM to Massena Intl–Richards Fld. Unmonitored. — L–32G

**MONGA** N41°46.00′ W74°51.64′ NOTAM FILE MSV. — NEW YORK
**NDB (MHW/LOM)** 359 MS 155° 4.9 NM to Sullivan Co. Intl. — L–33A, 34H

**MONTAUK** (MTP) 3 NE UTC−5(−4DT) N41°04.59′ W71°55.25′ — NEW YORK
6 NOTAM FILE MTP — COPTER
**RWY 06–24:** H3481X75 (ASPH) MIRL — L–33C
**RWY 06:** Thld dsplcd 537′. Trees. — IAP
**RWY 24:** Thld dsplcd 457′. Dune. Rgt tfc.
**AIRPORT REMARKS:** Attended Apr–Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS–SR; PPR. Helicopters call for prior permission to lnd on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631–668–3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18′ brush along rwy edge 90′ left and +26′ pole 400′ from thld 79′ left. Rwy 24 has +21′ brush along rwy edge 87′ right. ACTIVATE MIRL Rwy 06–24—121.7. Landing fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP CON** 125.975
Ⓡ **PROVIDENCE DEP CON** 125.75 (1045–0500Z‡)
Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HAMPTON (H) VORTAC** 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 075° 20.3 NM to fld. 22/13W. **HIWAS.**



| WAAS | APP CRS | Rwy Idg | 3830 |
|---|---|---|---|
| CH 78008 | 167° | TDZE | 694 |
| W17A | | Apt Elev | 698 |

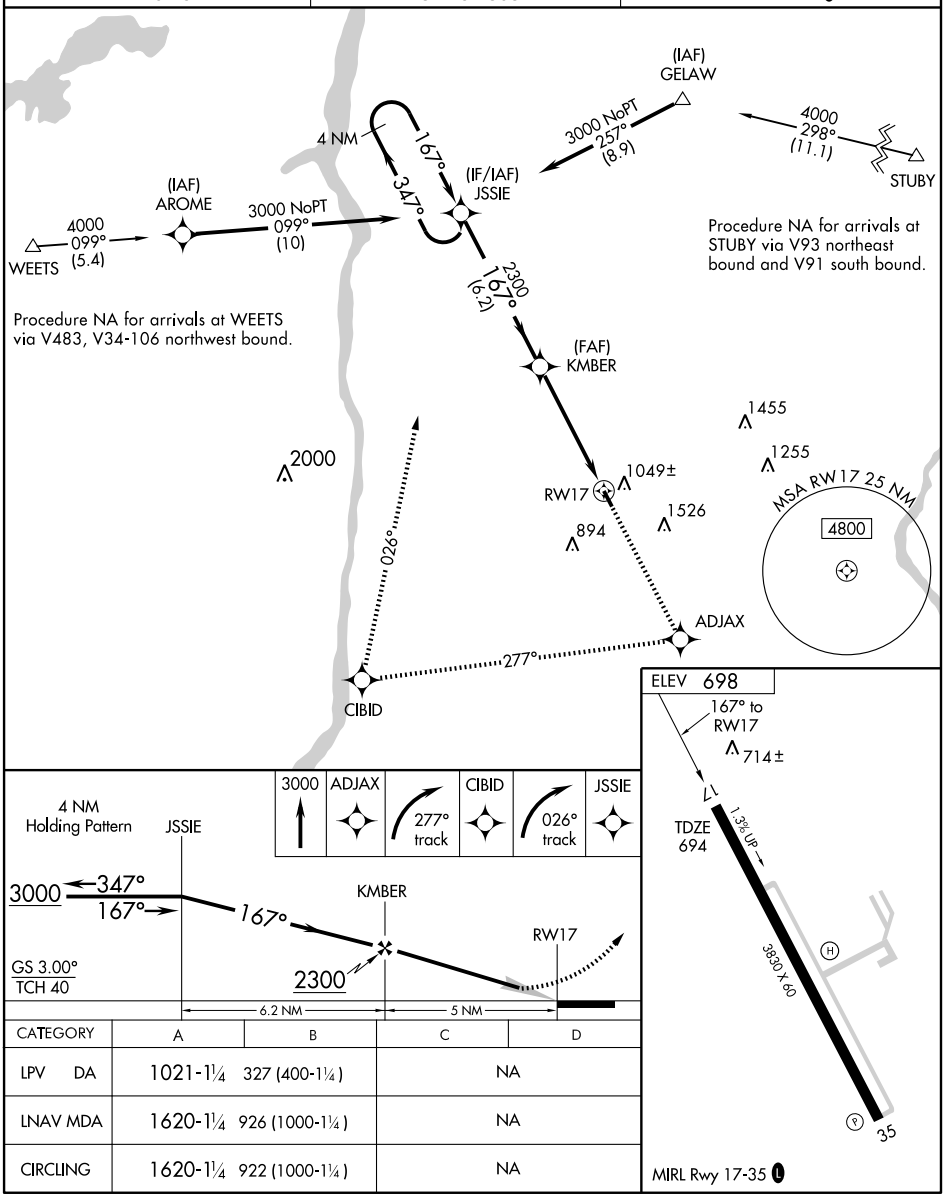
# RNAV (GPS) RWY 17

MILLBROOK/ SKY ACRES (44N)

T NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1021-1¼ 327 (400-1¼) | | NA | |
| LNAV MDA | 1620-1¼ 926 (1000-1¼) | | NA | |
| CIRCLING | 1620-1¼ 922 (1000-1¼) | | NA | |

MIRL Rwy 17-35 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 3830 |
|---|---|---|---|
| CH 86308 | 347° | TDZE | 698 |
| W35A | | Apt Elev | 698 |

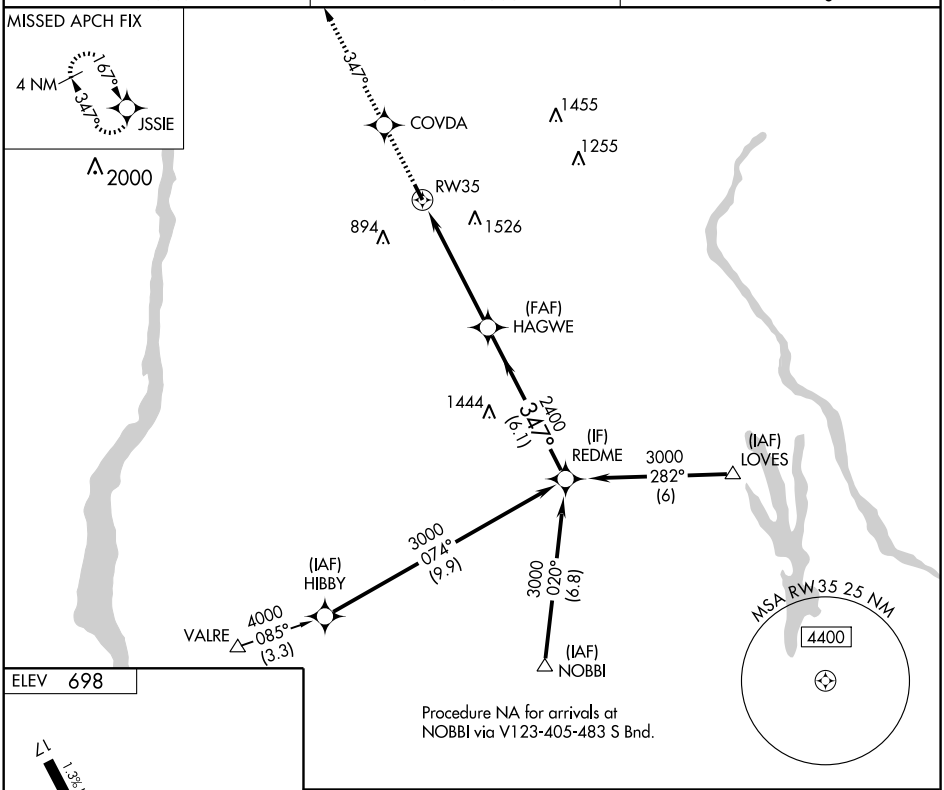
# RNAV (GPS) RWY 35

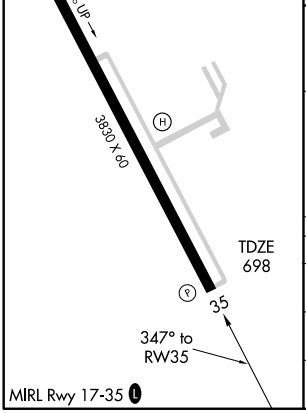
MILLBROOK/ SKY ACRES (44N)

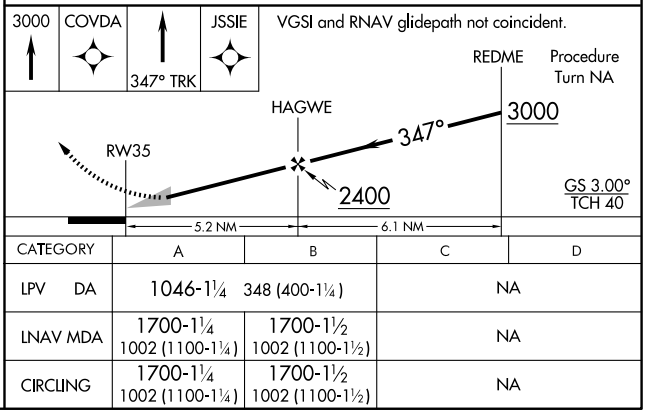
T NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1046-1¼ 348 (400-1¼) | | NA | |
| LNAV MDA | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | |
| CIRCLING | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 069° | TDZE | N/A |
| | Apt Elev | 700 |

# VOR-A

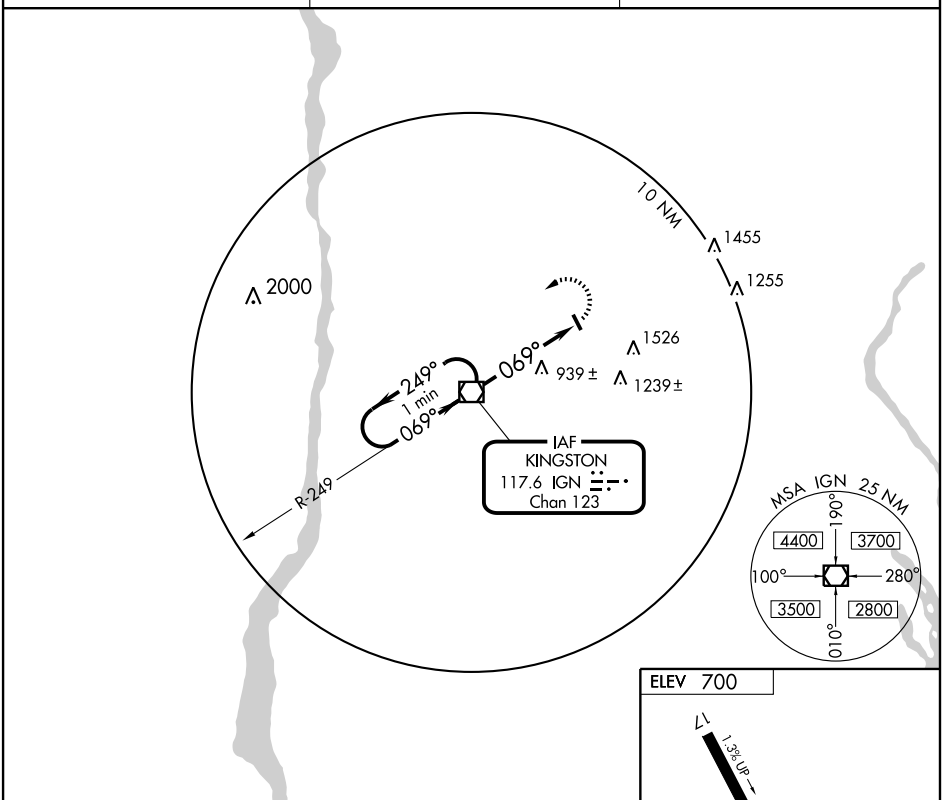
MILLBROOK/ SKY ACRES (44N)

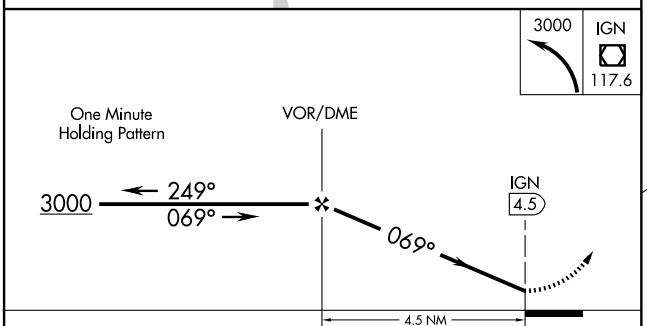
Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

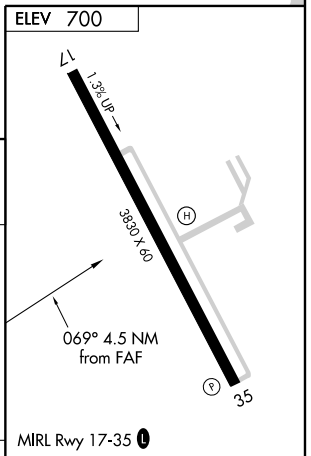
NA

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

| POUGHKEEPSIE ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580 - 1<br>880 (900-1) | 1580 - 1¼<br>880 (900-1¼) | NA | |

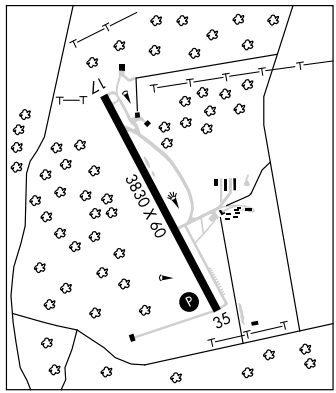
| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## MILLBROOK

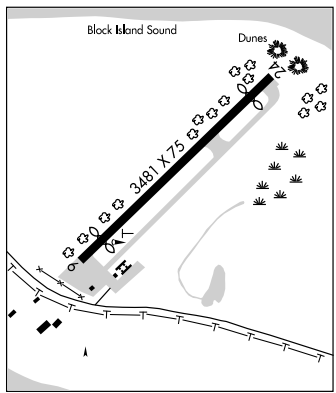
**SKY ACRES** (44N) 6 SW UTC−5(−4DT) N41°42.45′ W73°44.28′ — NEW YORK
698 S4 **FUEL** 100LL NOTAM FILE ISP — L–33B, 34I
**RWY 17–35:** H3830X60 (ASPH) S–20 MIRL 1.3% up S — IAP
**RWY 17:** Trees. **RWY 35:** PAPI(P4L). Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1300–2130Z‡. Self–svc fuel avbl 24 hrs. Rwy 17–35 safety areas have 30 ft dropoffs sloping 20 ft from thld at both ends. Parallel twy not lgtd. Rwy 35 PAPI OTS indef. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 35—122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 068° 4.5 NM to fld. 580/12W. **HIWAS.**




**MISSE** N44°51.25′ W74°54.95′ NOTAM FILE MSS. — MONTREAL
**NDB (LOM)** 278 MS 045° 5.8 NM to Massena Intl–Richards Fld. Unmonitored. — L–32G

**MONGA** N41°46.00′ W74°51.64′ NOTAM FILE MSV. — NEW YORK
**NDB (MHW/LOM)** 359 MS 155° 4.9 NM to Sullivan Co. Intl. — L–33A, 34H

**MONTAUK** (MTP) 3 NE UTC−5(−4DT) N41°04.59′ W71°55.25′ — NEW YORK
6 NOTAM FILE MTP — COPTER
**RWY 06–24:** H3481X75 (ASPH) MIRL — L–33C
**RWY 06:** Thld dsplcd 537′. Trees. — IAP
**RWY 24:** Thld dsplcd 457′. Dune. Rgt tfc.
**AIRPORT REMARKS:** Attended Apr–Oct dalgt hours, other times irregularly. Arpt CLOSED to helicopter ops SS–SR; PPR. Helicopters call for prior permission to lnd on ramp area. Arpt CLOSED to jet acft except PPR call arpt manager 631–668–3738. Deer occasionally on or in vicinity of arpt. Rwy 24 no touch and go. Rwy 06 has +18′ brush along rwy edge 90′ left and +26′ pole 400′ from thld 79′ left. Rwy 24 has +21′ brush along rwy edge 87′ right. ACTIVATE MIRL Rwy 06–24—121.7. Landing fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NEW YORK APP CON** 125.975
Ⓡ **PROVIDENCE DEP CON** 125.75 (1045–0500Z‡)
Ⓡ **BOSTON CENTER DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HAMPTON (H) VORTAC** 113.6 HTO Chan 83 N40°55.14′ W72°19.00′ 075° 20.3 NM to fld. 22/13W. **HIWAS.**



# RNAV (GPS) RWY 24

MONTAUK (MTP)

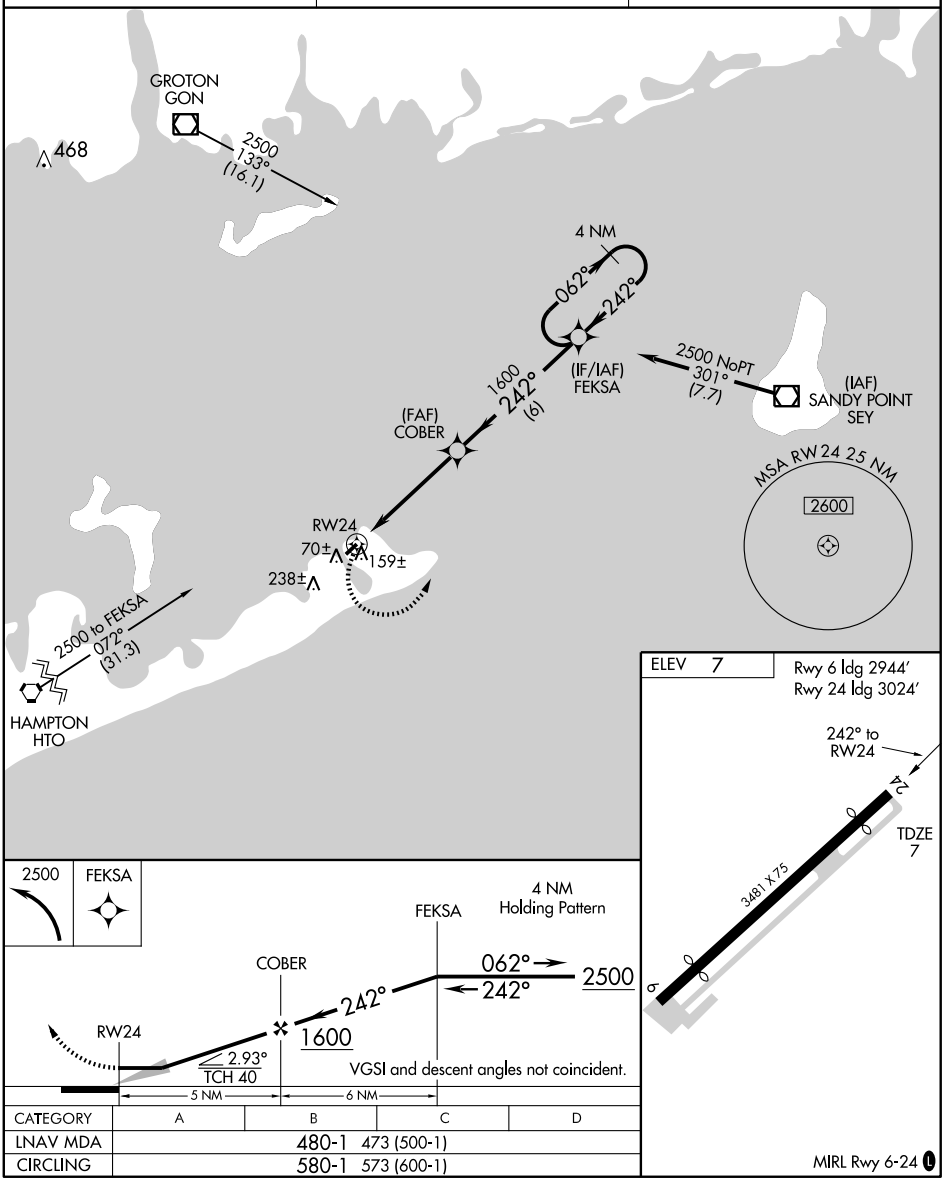
| APP CRS | Rwy Idg | 3024 |
|---|---|---|
| 242° | TDZE | 7 |
| | Apt Elev | 7 |

T
NA

Use Block Island State altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

| NEW YORK APP CON ★ | UNICOM | |
|---|---|---|
| 125.97 343.65 | 122.7 (CTAF) | 121.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 473 (500-1) | | | |
| CIRCLING | 580-1 573 (600-1) | | | |

MIRL Rwy 6-24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| HTO VORTAC | APP CRS | Rwy Idg | 2944 |
|---|---|---|---|
| 113.6 | 075° | TDZE | 6 |
| Chan 83 | | Apt Elev | 7 |

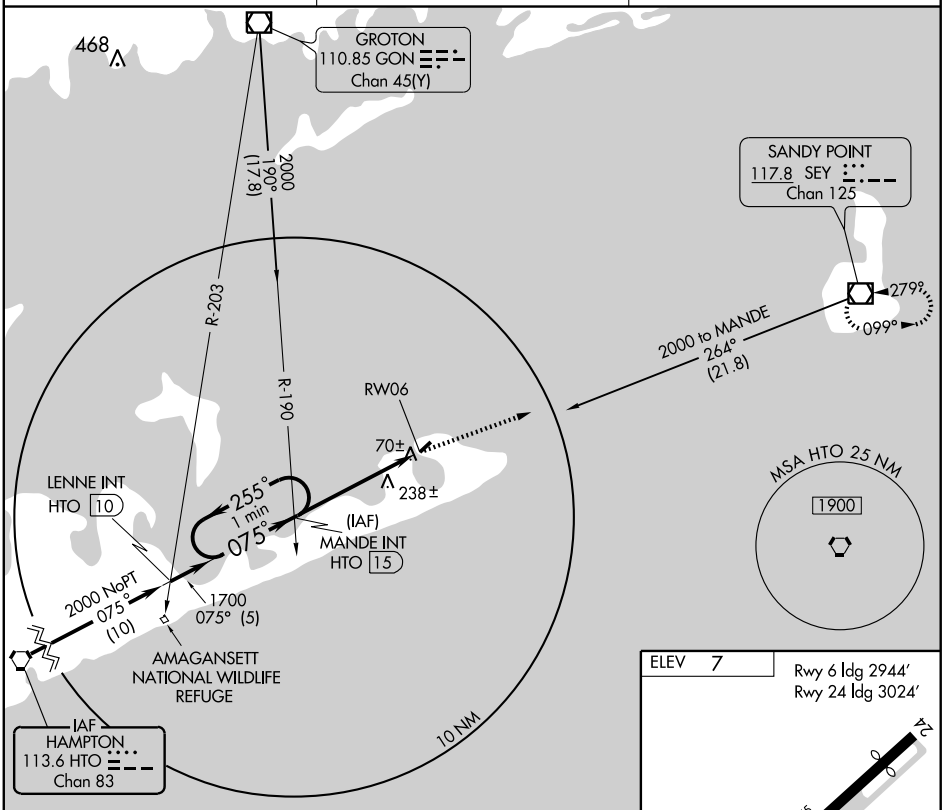
# VOR or GPS RWY 6

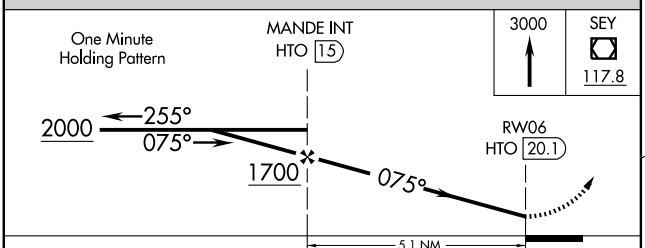
MONTAUK (MTP)

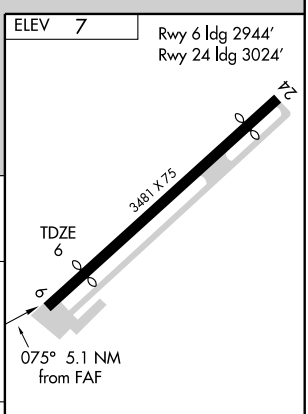
Use Block Island State altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

| NEW YORK APP CON ★ | UNICOM | |
|---|---|---|
| 125.975 343.65 | 122.7 (CTAF) | 121.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 660-1<br>654 (700-1) | 660-1¼<br>654 (700-1¼) | NA | |
| CIRCLING | 660-1<br>653 (700-1) | 660-1¼<br>653 (700-1¼) | NA | |

MIRL Rwy 6-24 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

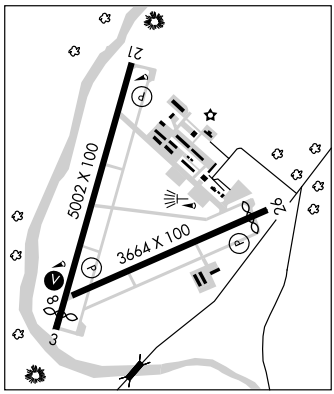


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## MONTGOMERY

**ORANGE CO** (MGJ) 1 SW UTC−5(−4DT) N41°30.60′ W74°15.88′ **NEW YORK**
364 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks **H–10I, 12J, L–33B, 34H**
NOTAM FILE MGJ **IAP**

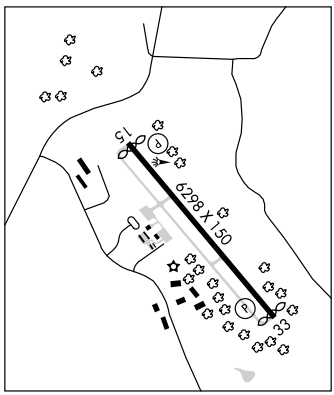
**RWY 03–21:** H5002X100 (ASPH–CONC) S–30, D–57, 2D–85 HIRL
**RWY 03:** REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 301′. Trees.
**RWY 21:** REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.
**RWY 08–26:** H3664X100 (ASPH–CONC) S–30, D–57, 2D–85 MIRL 0.4% up E
**RWY 08:** PAPI(P2L)—GA 3.5°. Trees.
**RWY 26:** PAPI(P2L)—GA 3.5°. Thld dsplcd 315′. Trees. Rgt tfc.




**AIRPORT REMARKS:** Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2100Z‡. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845–457–4925. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 08–26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335)′. After landing 180° turns are prohibited. 23′ stabilized shoulder each side of Rwy 03–21. 9′ stabilized shoulder each side of Rwy 08–26.
**WEATHER DATA SOURCES:** ASOS 119.275 (845) 457–1486. SAWRS.
**COMMUNICATIONS: CTAF/AUNICOM** 122.725
**HUGUENOT RCO** 122.1R 116.1T (NEW YORK RADIO).
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 123.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HUGUENOT (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 079° 15.9 NM to fld. 1300/11W.
**OTIMS NDB (LOM)** 353 MG N41°26.71′ W74°17.47′ 031° 4.1 NM to fld.
**ILS** 111.7 I–MGJ Rwy 03. LOM OTIMS NDB.

## MONTICELLO

**SULLIVAN CO INTL** (MSV) 6 NW UTC−5(−4DT) N41°42.10′ W74°47.70′ **NEW YORK**
1403 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV **H–10I, 12J, L–33A, 34H**
**RWY 15–33:** H6298X150 (ASPH–GRVD) S–36, D–49, 2D–74.5 HIRL 0.4% up NW **IAP**
**RWY 15:** REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
**RWY 33:** REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 15:** TORA–6300 TODA–6300 ASDA–6000 LDA–5700
**RWY 33:** TORA–6300 TODA–6300 ASDA–6000 LDA–5700




**AIRPORT REMARKS:** Attended 1200–2200Z‡. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300–2200Z‡; after hrs call 845–292–5811. Birds, coyote and deer on and invof arpt. PPR 24 hours for air carrier ops call arpt manager 845–807–0273. ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.
**WEATHER DATA SOURCES:** AWOS–3 124.725 (845) 583–5056.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 121.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HUGUENOT (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 343° 19.8 NM to fld. 1300/11W.
**MONGA NDB (MHW/LOM)** 359 MS N41°46.00′ W74°51.64′ 155° 4.9 NM to fld.
**ILS** 109.1 I–MSV Rwy 15. Class IE LOM MONGA NDB.

**MOORES** (See DEGRASSE)

**NEELY** N41°29.15′ W74°13.68′ NOTAM FILE SWF. **NEW YORK**
**NDB (MHW/LOM)** 335 SW 093° 5.7 NM to Stewart Intl. **L–33B, 34H**

| LOC I-MGJ | APP CRS | Rwy Idg | 4701 |
|---|---|---|---|
| 111.7 | 029° | TDZE | 353 |
| | | Apt Elev | 364 |

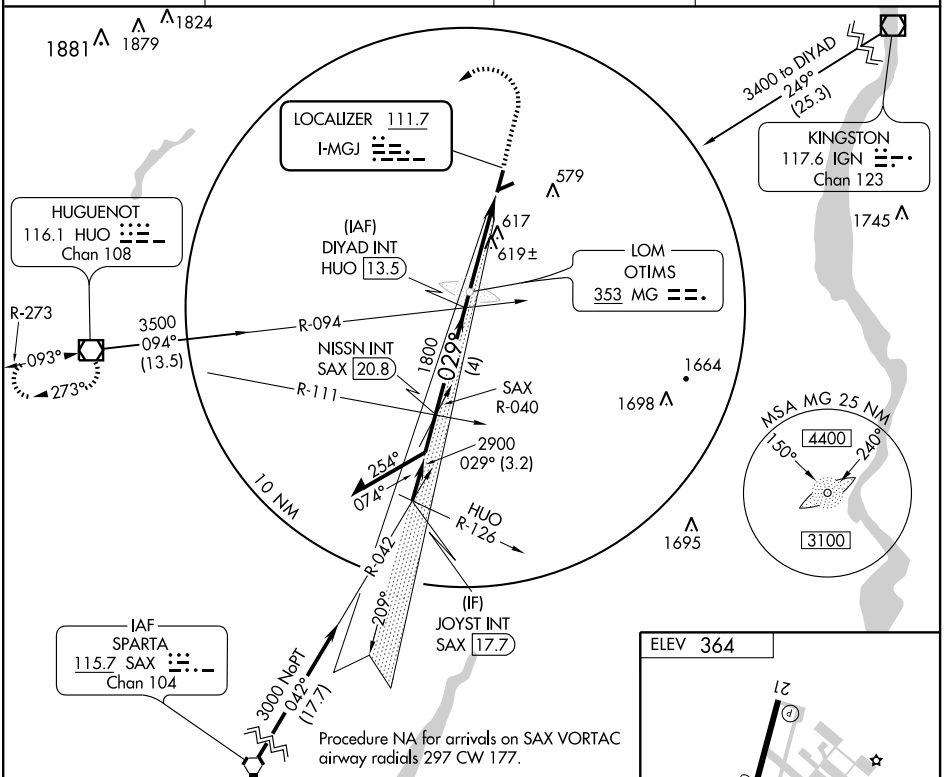
# ILS or LOC RWY 3

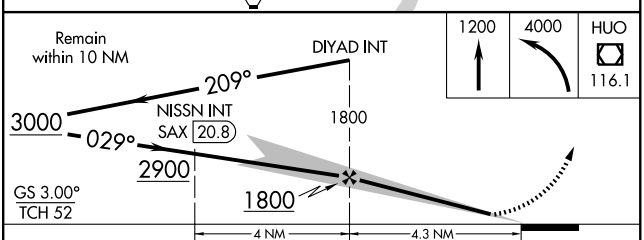
MONTGOMERY/ORANGE COUNTY (MGJ)

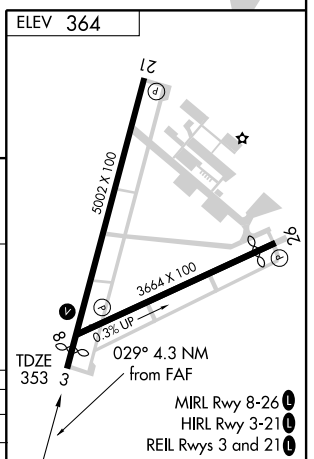
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility ¼ mile and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 699-1¼ 346 (400-1¼) | | | |
| S-LOC 3 | 1000-1 647 (700-1) | | 1000-1¾ 647 (700-1¾) | 1000-2 647 (700-2) |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOM MG | APP CRS | Rwy Idg | 4701 |
|---|---|---|---|
| 353 | 029° | TDZE | 354 |
| | | Apt Elev | 365 |

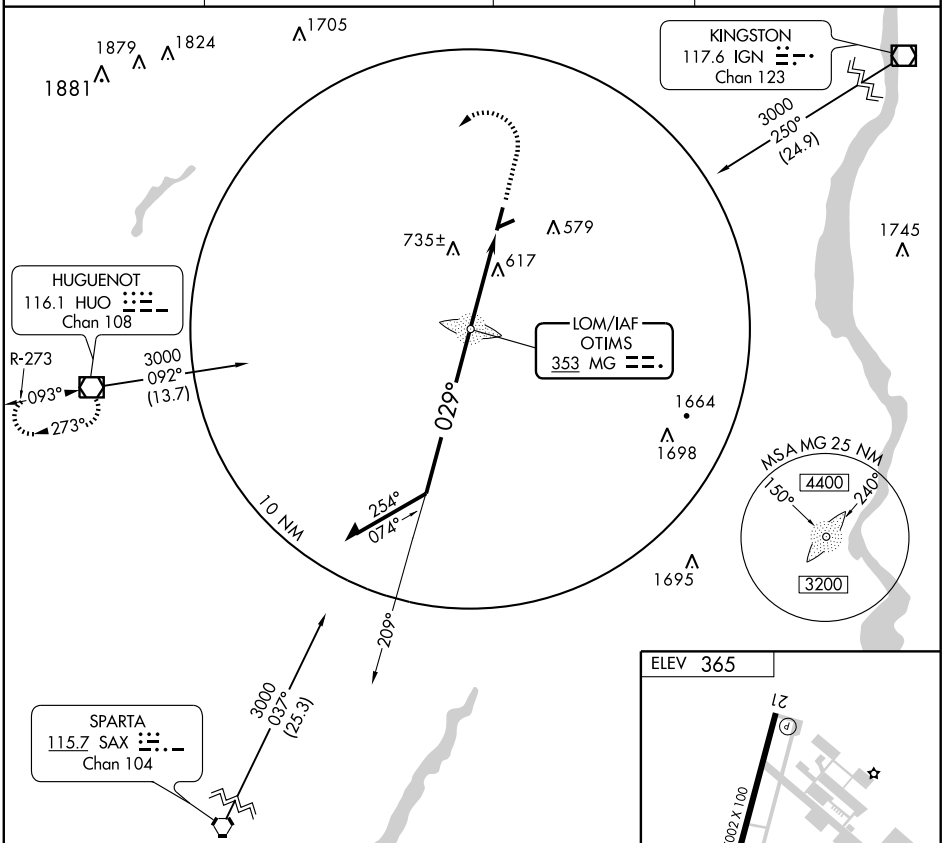
# NDB RWY 3

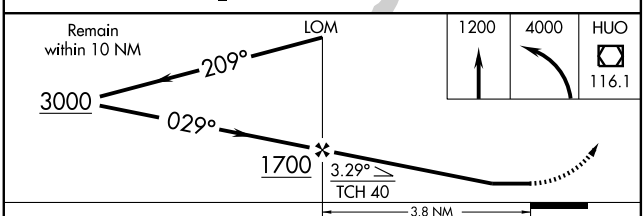
## MONTGOMERY/ORANGE COUNTY (MGJ)

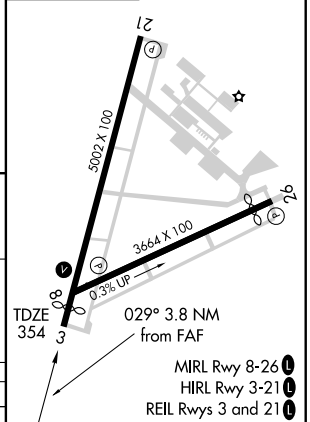
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1040-1 686 (700-1) | | 1040-2 686 (700-2) | 1040-2¼ 686 (700-2¼) |
| CIRCLING | 1200-1 835 (900-1) | 1200-1¼ 835 (900-1¼) | 1200-2½ 835 (900-2½) | 1200-2¾ 835 (900-2¾) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4701 |
|---|---|---|
| 029° | TDZE | 353 |
| | Apt Elev | 364 |

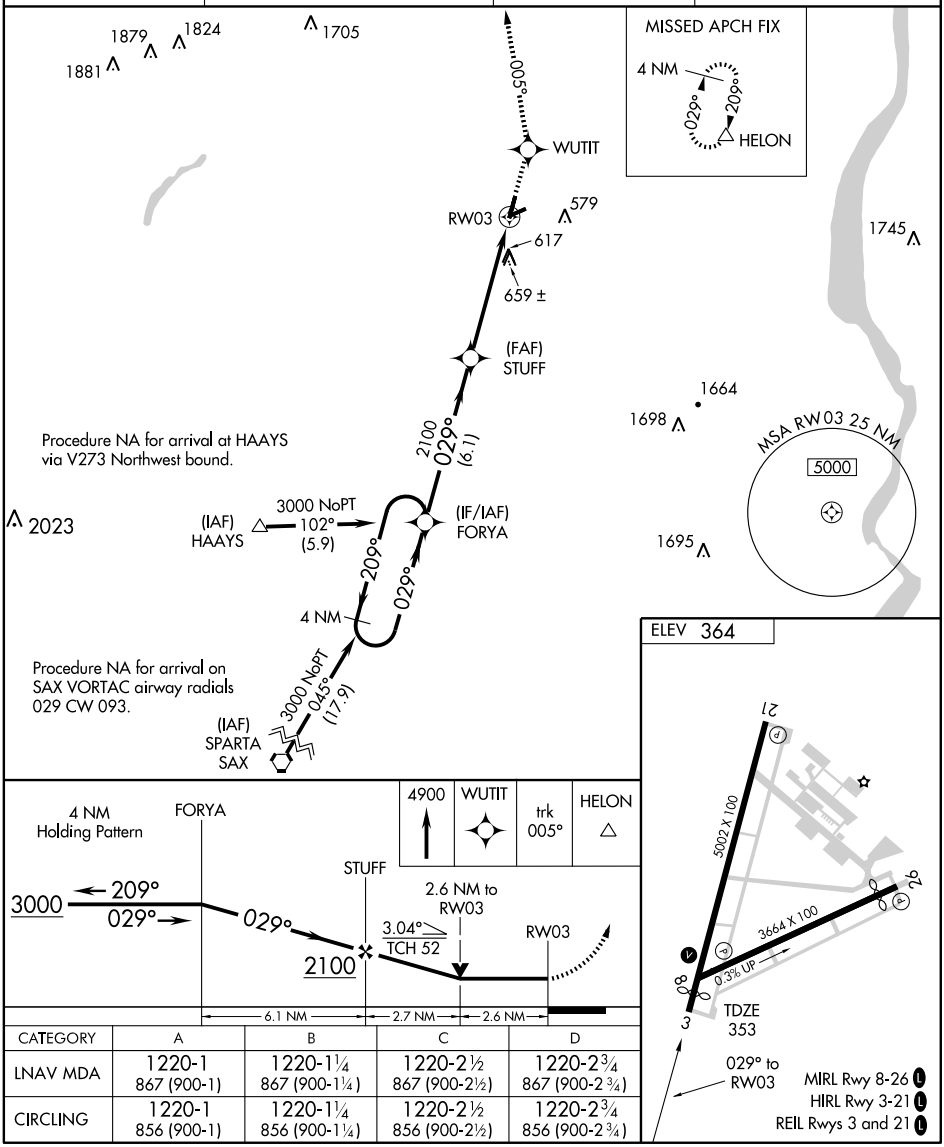
# RNAV (GPS) RWY 3

## MONTGOMERY/ORANGE COUNTY (MGJ)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1<br>867 (900-1) | 1220-1¼<br>867 (900-1¼) | 1220-2½<br>867 (900-2½) | 1220-2¾<br>867 (900-2¾) |
| CIRCLING | 1220-1<br>856 (900-1) | 1220-1¼<br>856 (900-1¼) | 1220-2½<br>856 (900-2½) | 1220-2¾<br>856 (900-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 3664 |
|---|---|---|---|
| CH 50216 | 080° | TDZE | 359 |
| W08A | | Apt Elev | 364 |

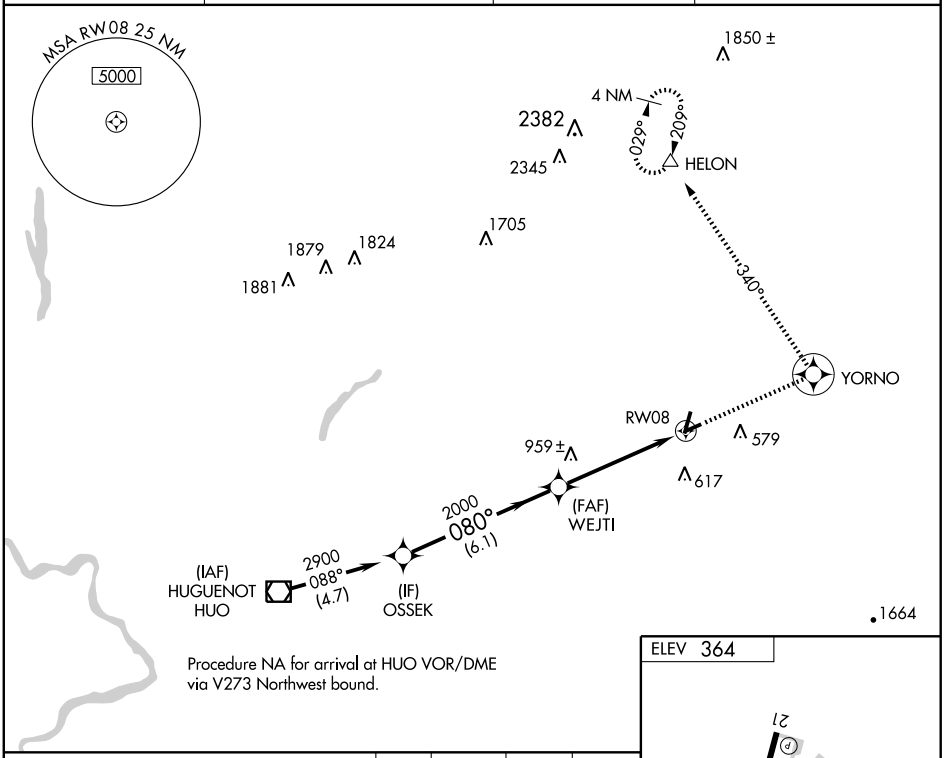
# RNAV (GPS) RWY 8

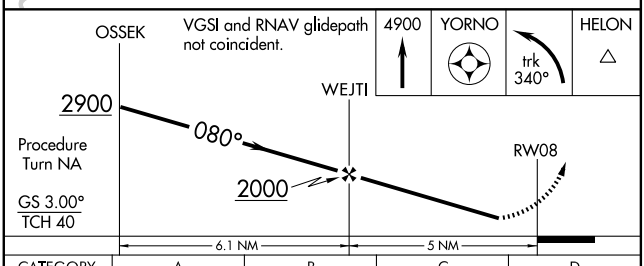
MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

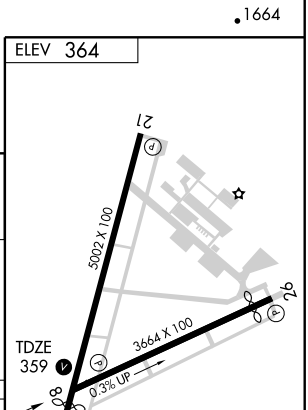
MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1059-2½ 700 (700-2½) | | | |
| LNAV MDA | 1220-1 861 (900-1) | 1220-1¼ 861 (900-1¼) | 1220-2½ 861 (900-2½) | 1220-2¾ 861 (900-2¾) |
| CIRCLING | 1220-1 856 (900-1) | 1220-1¼ 856 (900-1¼) | 1220-2½ 856 (900-2½) | 1220-2¾ 856 (900-2¾) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 86416 | 210° | TDZE | 353 |
| W21A | | Apt Elev | 364 |

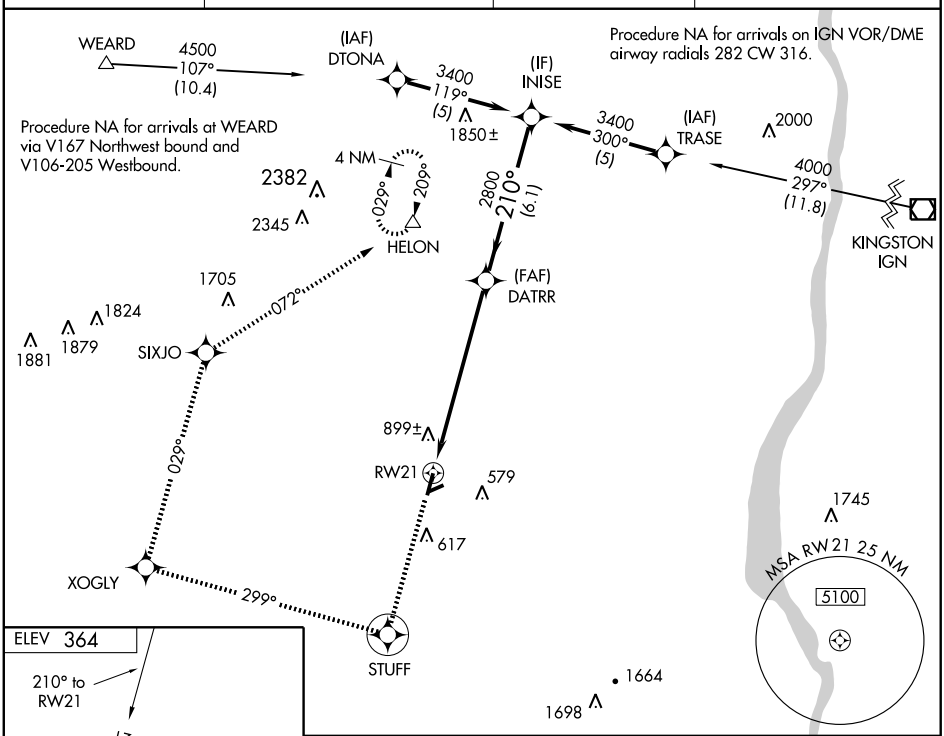
# RNAV (GPS) RWY 21

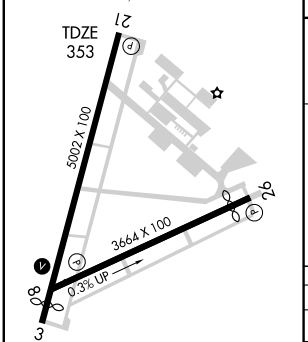
## MONTGOMERY / ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

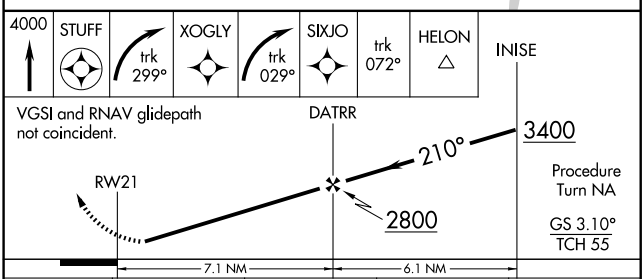
MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 704-1¼ 351 (400-1¼) | | | |
| LNAV MDA | 1220-1 867 (900-1) | 1220-1¼ 867 (900-1¼) | 1220-2½ 867 (900-2½) | 1220-2¾ 867 (900-2¾) |
| CIRCLING | 1220-1 856 (900-1) | 1220-1¼ 856 (900-1¼) | 1220-2½ 856 (900-2½) | 1220-2¾ 856 (900-2¾) |


NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

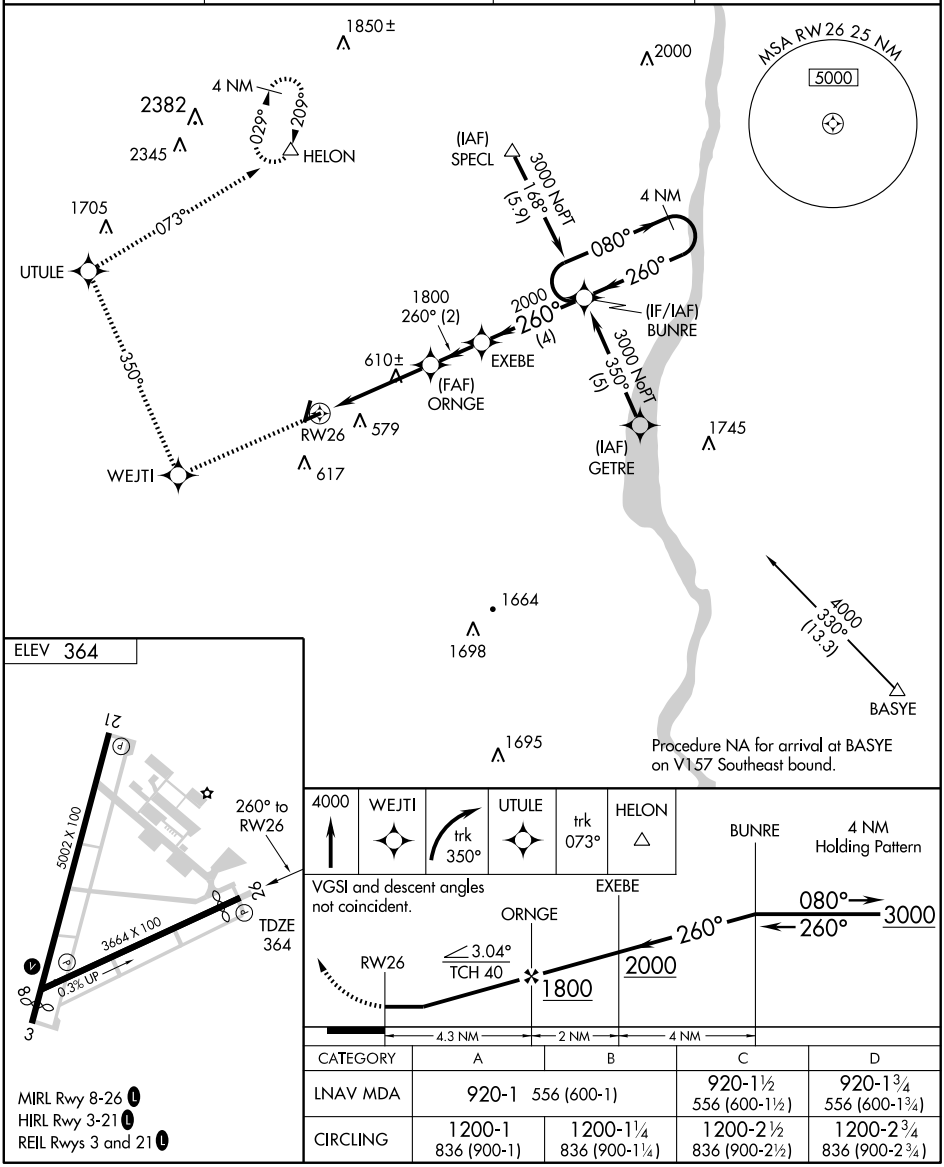
MONTGOMERY/ ORANGE COUNTY (MGJ)

| APP CRS | Rwy Idg | 3349 |
|---|---|---|
| 260° | TDZE | 364 |
| | Apt Elev | 364 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 556 (600-1) | | 920-1½ 556 (600-1½) | 920-1¾ 556 (600-1¾) |
| CIRCLING | 1200-1 836 (900-1) | 1200-1¼ 836 (900-1¼) | 1200-2½ 836 (900-2½) | 1200-2¾ 836 (900-2¾) |

MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
SULLIVAN COUNTY INTL
ORANGE COUNTY
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
R-314
43
(17)
RAGER
N41°34.10'
W74°54.77'
Expect clearance
to cross at 5,000 feet.
26
(8)
HAWLY
N41°32.39'
W75°05.43'
R-354
STILLWATER
109.6 STW
Chan 33
NOTE: This STAR applicable to non-jet
aircraft landing SWF/SWF Sats.
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to
cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect
RADAR vectors to final approach course after RUBER Int.

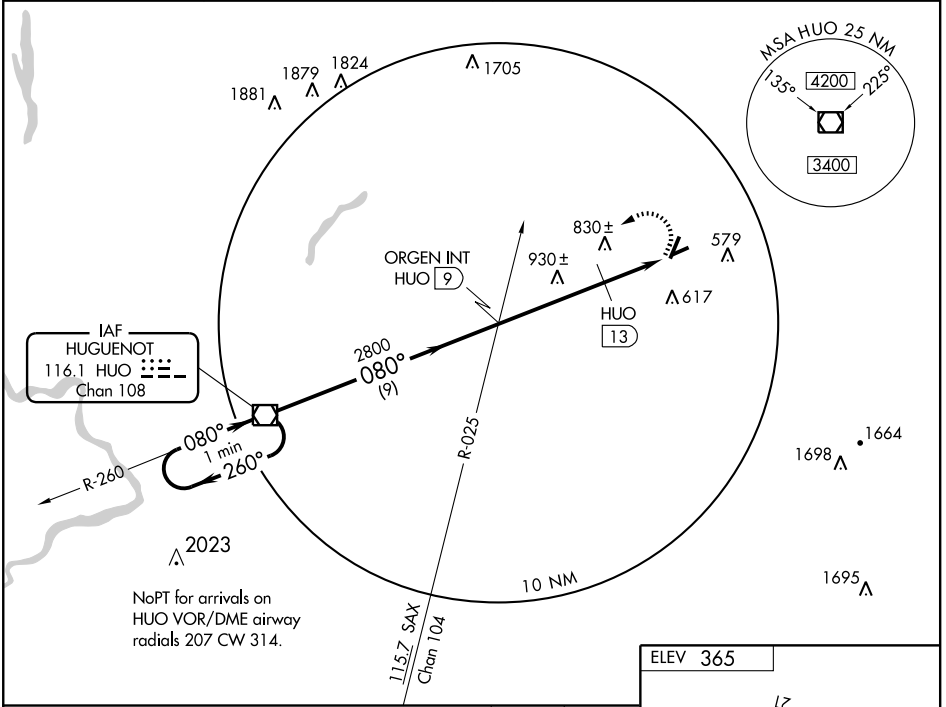
| VOR/DME HUO | APP CRS | Rwy Idg | 3664 |
|---|---|---|---|
| 116.1 | 080° | TDZE | 360 |
| Chan 108 | | Apt Elev | 365 |

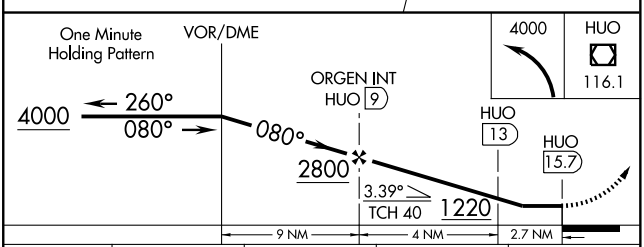
# VOR RWY 8

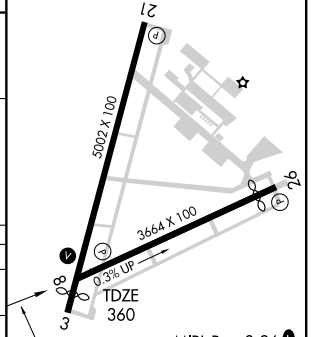
MONTGOMERY/ORANGE COUNTY (MGJ)

MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1220-1<br>860 (900-1) | 1220-1¼<br>860 (900-1¼) | 1220-2½<br>860 (900-2½) | 1220-2¾<br>860 (900-2¾) |
| CIRCLING | 1220-1<br>855 (900-1) | 1220-1¼<br>855 (900-1¼) | 1220-2½<br>855 (900-2½) | 1220-2¾<br>855 (900-2¾) |
| DME MINIMUMS | | | | |
| S-8 | 1160-1<br>800 (800-1) | 1160-1¼<br>800 (800-1¼) | 1160-2¼<br>800 (800-2¼) | 1160-2½<br>800 (800-2½) |
| CIRCLING | 1200-1<br>835 (900-1) | 1200-1¼<br>835 (900-1¼) | 1200-2½<br>835 900-2½) | 1200-2¾<br>835 900-2¾) |

FAF to MAP 6.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |

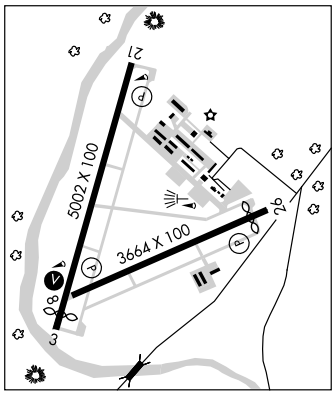


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## MONTGOMERY

**ORANGE CO** (MGJ) 1 SW UTC−5(−4DT) N41°30.60′ W74°15.88′ **NEW YORK**
364 B S4 **FUEL** 100LL, JET A 0X 1, 2, 3, 4 TPA—See Remarks **H–10I, 12J, L–33B, 34H**
NOTAM FILE MGJ **IAP**

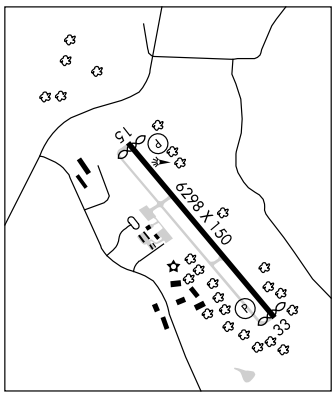
**RWY 03–21:** H5002X100 (ASPH–CONC) S–30, D–57, 2D–85 HIRL
**RWY 03:** REIL. VASI(V4L)—GA 3.0° TCH 52′. Thld dsplcd 301′. Trees.
**RWY 21:** REIL. PAPI(P2L)—GA 3.5°. Brush. Rgt tfc.
**RWY 08–26:** H3664X100 (ASPH–CONC) S–30, D–57, 2D–85 MIRL 0.4% up E
**RWY 08:** PAPI(P2L)—GA 3.5°. Trees.
**RWY 26:** PAPI(P2L)—GA 3.5°. Thld dsplcd 315′. Trees. Rgt tfc.




**AIRPORT REMARKS:** Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1300–2100Z‡. Fuel avbl after hrs by credit card self-svc ramp. Be aware of large turbojet acft vicinity of Stewart arpt located 7 NM ESE. 800 ft hill ½ mile NW of arpt on downwind/base leg for Rwy 21. Noise abatement procedures in effect, ctc arpt manager 845–457–4925. ACTIVATE HIRL Rwy 03–21, MIRL Rwy 08–26, REIL Rwys 03 and 21, VASI Rwy 03, and twy lgts—CTAF. TPA—Single engine propeller acft 1400 (1035), twin engine/turbojet acft 1700 (1335)′. After landing 180° turns are prohibited. 23′ stabilized shoulder each side of Rwy 03–21. 9′ stabilized shoulder each side of Rwy 08–26.
**WEATHER DATA SOURCES:** ASOS 119.275 (845) 457–1486. SAWRS.
**COMMUNICATIONS: CTAF/AUNICOM** 122.725
**HUGUENOT RCO** 122.1R 116.1T (NEW YORK RADIO).
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 123.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HUGUENOT (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 079° 15.9 NM to fld. 1300/11W.
**OTIMS NDB (LOM)** 353 MG N41°26.71′ W74°17.47′ 031° 4.1 NM to fld.
**ILS** 111.7 I–MGJ Rwy 03. LOM OTIMS NDB.

## MONTICELLO

**SULLIVAN CO INTL** (MSV) 6 NW UTC−5(−4DT) N41°42.10′ W74°47.70′ **NEW YORK**
1403 B S3 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MSV **H–10I, 12J, L–33A, 34H**
**RWY 15–33:** H6298X150 (ASPH–GRVD) S–36, D–49, 2D–74.5 HIRL 0.4% up NW **IAP**
**RWY 15:** REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
**RWY 33:** REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 300′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 15:** TORA–6300 TODA–6300 ASDA–6000 LDA–5700
**RWY 33:** TORA–6300 TODA–6300 ASDA–6000 LDA–5700




**AIRPORT REMARKS:** Attended 1200–2200Z‡. Self-service 100LL fuel avbl 24 hrs daily. JET A fuel avbl 1300–2200Z‡; after hrs call 845–292–5811. Birds, coyote and deer on and invof arpt. PPR 24 hours for air carrier ops call arpt manager 845–807–0273. ACTIVATE HIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, and twy lgts—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously. Ldg fee for acft over 8,000 pounds and all commercial acft regardless of weight.
**WEATHER DATA SOURCES:** AWOS–3 124.725 (845) 583–5056.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75 **CLNC DEL** 121.6
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HUGUENOT (H) VOR/DME** 116.1 HUO Chan 108 N41°24.58′ W74°35.50′ 343° 19.8 NM to fld. 1300/11W.
**MONGA NDB (MHW/LOM)** 359 MS N41°46.00′ W74°51.64′ 155° 4.9 NM to fld.
**ILS** 109.1 I–MSV Rwy 15. Class IE LOM MONGA NDB.

**MOORES** (See DEGRASSE)

**NEELY** N41°29.15′ W74°13.68′ NOTAM FILE SWF. **NEW YORK**
**NDB (MHW/LOM)** 335 SW 093° 5.7 NM to Stewart Intl. **L–33B, 34H**

| LOC I-MSV | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 109.1 | 155° | TDZE | 1403 |
| | | Apt Elev | 1403 |

# ILS RWY 15

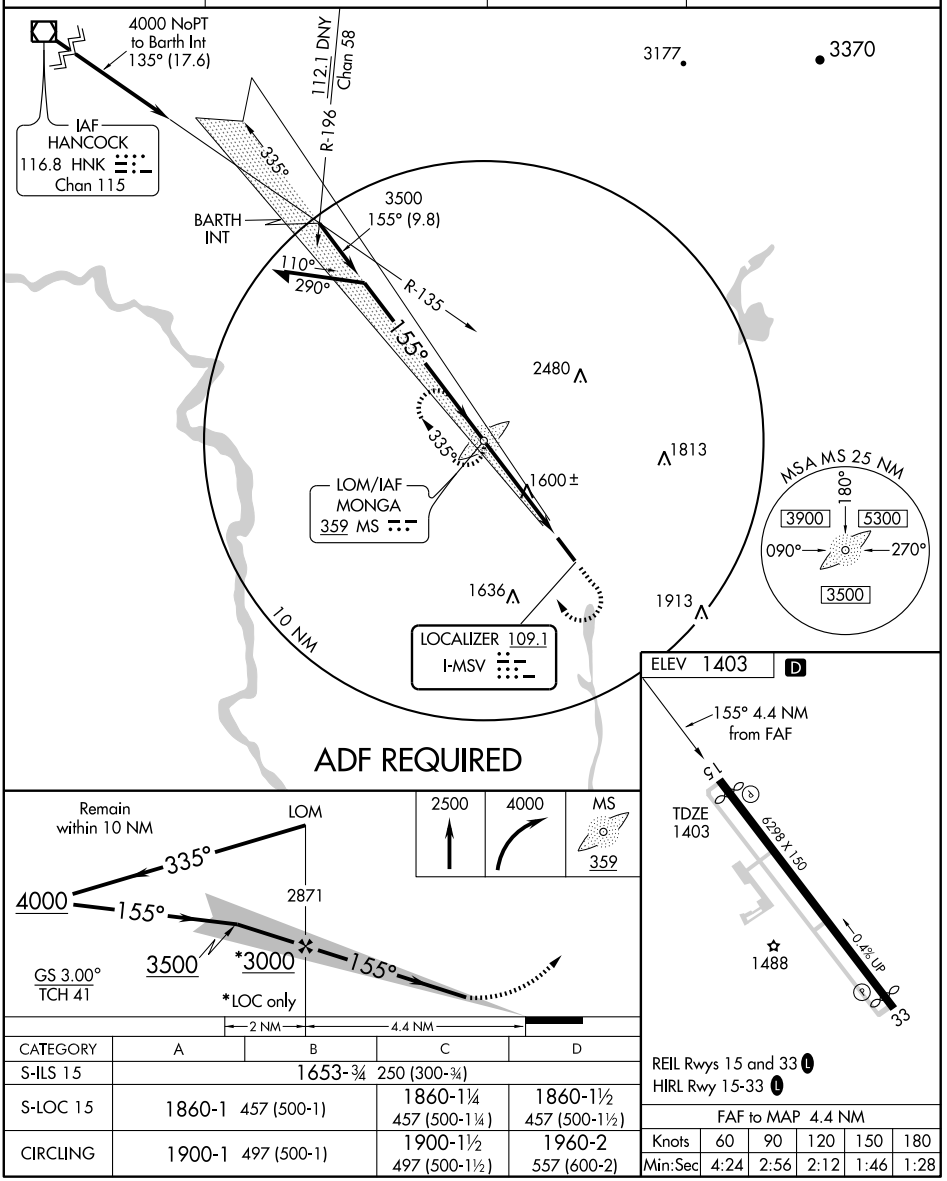
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 1653-¾ 250 (300-¾) | | | |
| S-LOC 15 | 1860-1 457 (500-1) | | 1860-1¼ 457 (500-1¼) | 1860-1½ 457 (500-1½) |
| CIRCLING | 1900-1 497 (500-1) | | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |


NE-2, 26 AUG 2010 to 23 SEP 2010

| LOM MS | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 359 | 155° | TDZE | 1403 |
| | | Apt Elev | 1403 |

# NDB RWY 15

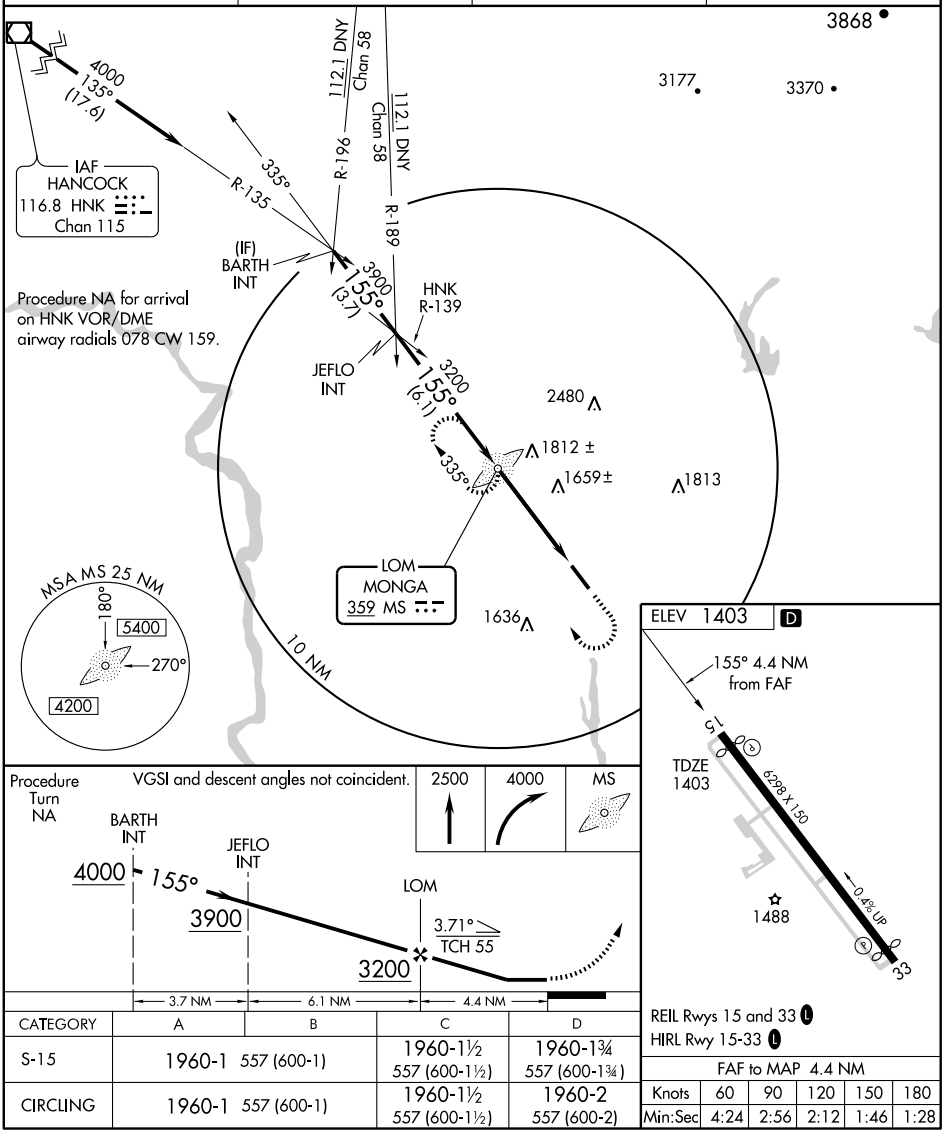
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

Visibility reduction by helicopters NA.

When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; increase all Cat B visibility ¼ mile, all Cat C visibility ¾ mile, S-15 Cat D visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1960-1 557 (600-1) | | 1960-1½ 557 (600-1½) | 1960-1¾ 557 (600-1¾) |
| CIRCLING | 1960-1 557 (600-1) | | 1960-1½ 557 (600-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| CH 56615 | 155° | TDZE | 1403 |
| W15A | | Apt Elev | 1403 |

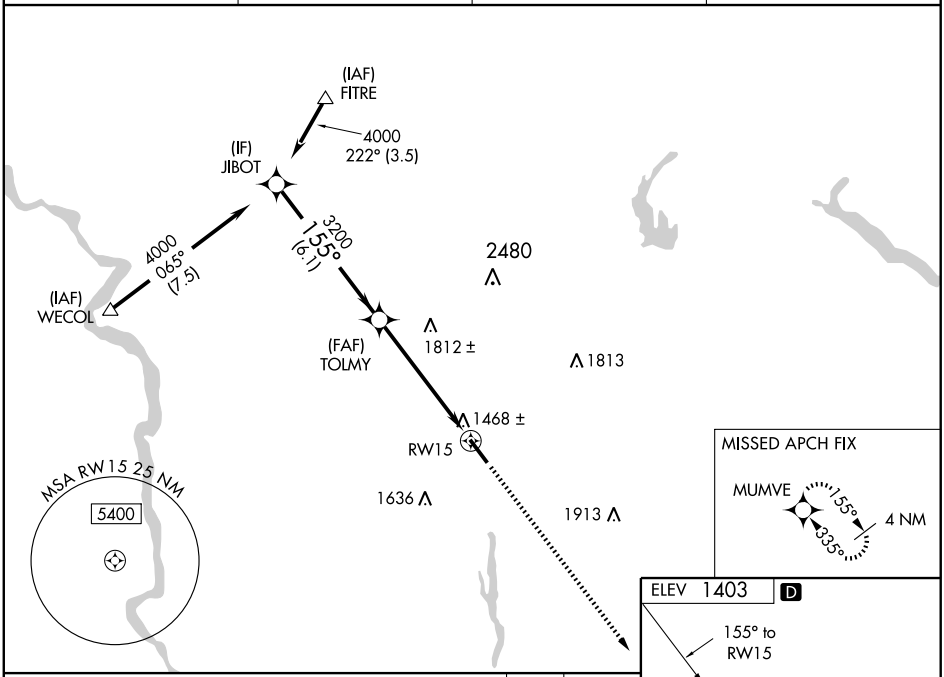
# RNAV (GPS) RWY 15

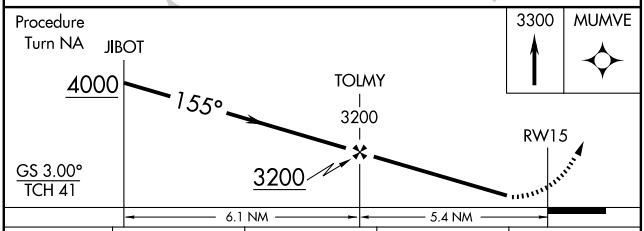
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

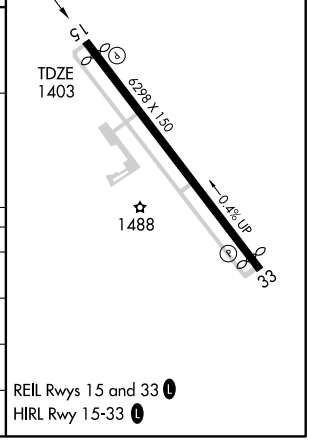
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1653-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1850-1½ 447 (500-1½) | | | |
| LNAV MDA | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-1¾ 577 (600-1¾) |
| CIRCLING | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) |




REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Ldg | 5700 |
|---|---|---|
| 335° | TDZE | 1390 |
| | Apt Elev | 1403 |

# RNAV (GPS) RWY 33

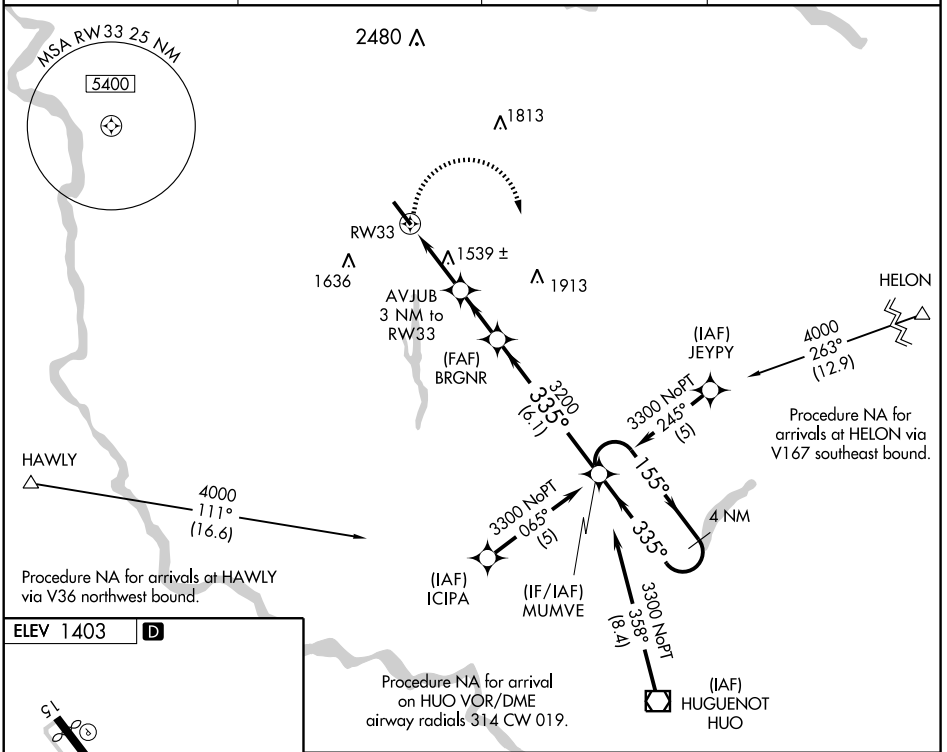
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

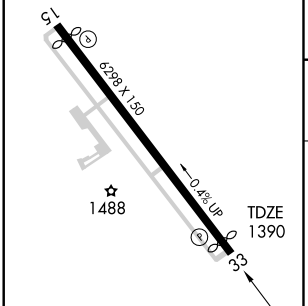
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

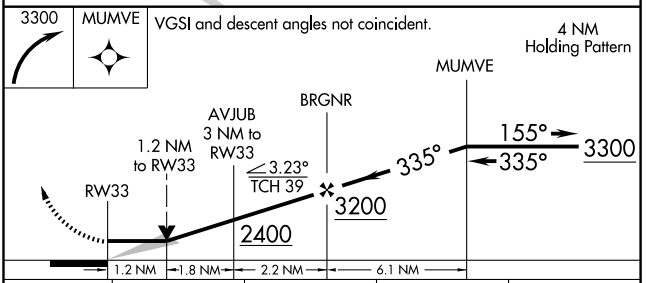
A

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 410 (400-1) | | 1800-1¼ 410 (400-1¼) | |
| CIRCLING | 1900-1 497 (500-1) | | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
SULLIVAN COUNTY INTL
ORANGE COUNTY
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
R-314
43
(17)
RAGER
N41°34.10'
W74°54.77'
Expect clearance
to cross at 5,000 feet.
26
(8)
HAWLY
N41°32.39'
W75°05.43'
R-354
STILLWATER
109.6 STW
Chan 33
NOTE: This STAR applicable to non-jet
aircraft landing SWF/SWF Sats.
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to
cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect
RADAR vectors to final approach course after RUBER Int.

| VOR/DME HUO | APP CRS | Rwy Ldg | 5700 |
|---|---|---|---|
| 116.1 | 344° | TDZE | 1390 |
| Chan 108 | | Apt Elev | 1403 |

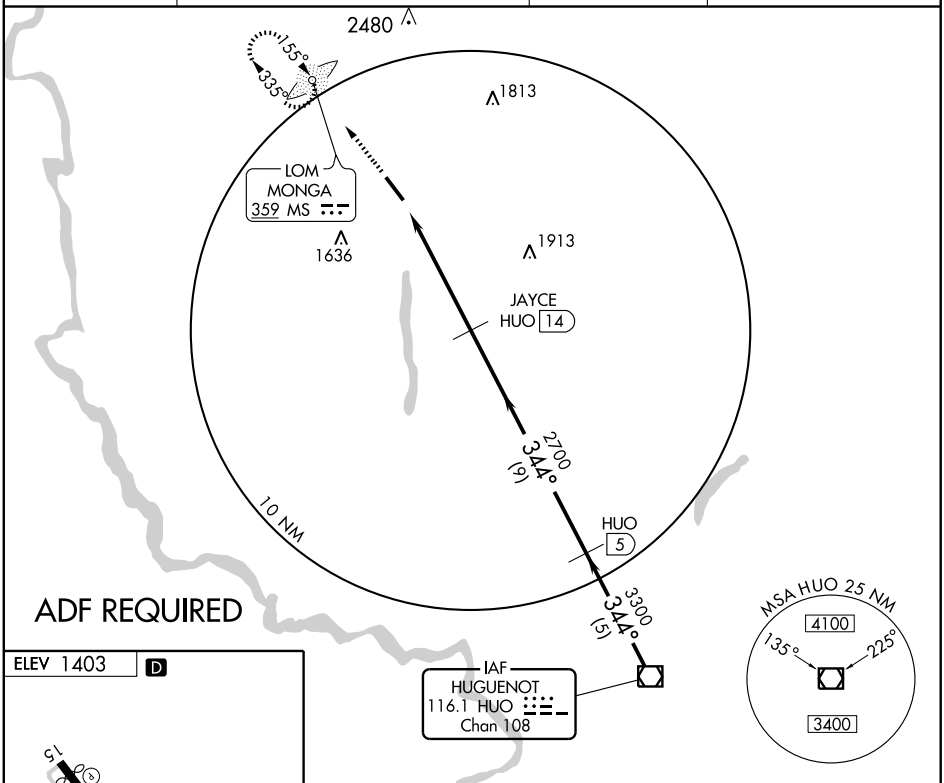
# VOR/DME RWY 33

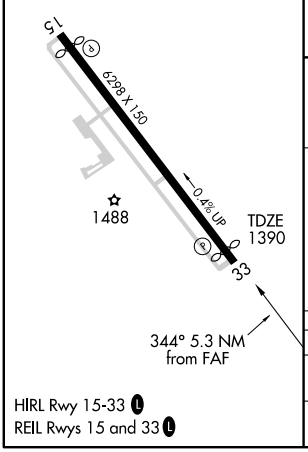
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

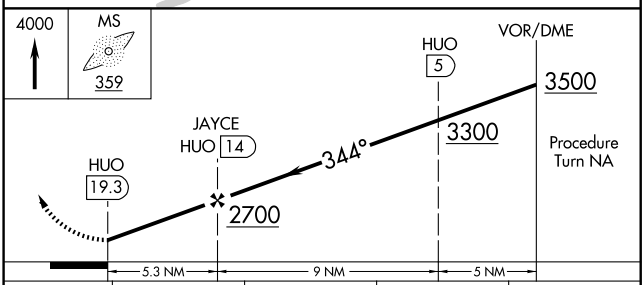
T NA — If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

| AWOS-3 | NEW YORK APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.725 | 132.75 | 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1980-1 | 590 (600-1) | 1980-1½ 590 (600-1½) | 1980-1¾ 590 (600-1¾) |
| CIRCLING | 1980-1 | 577 (600-1) | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) |



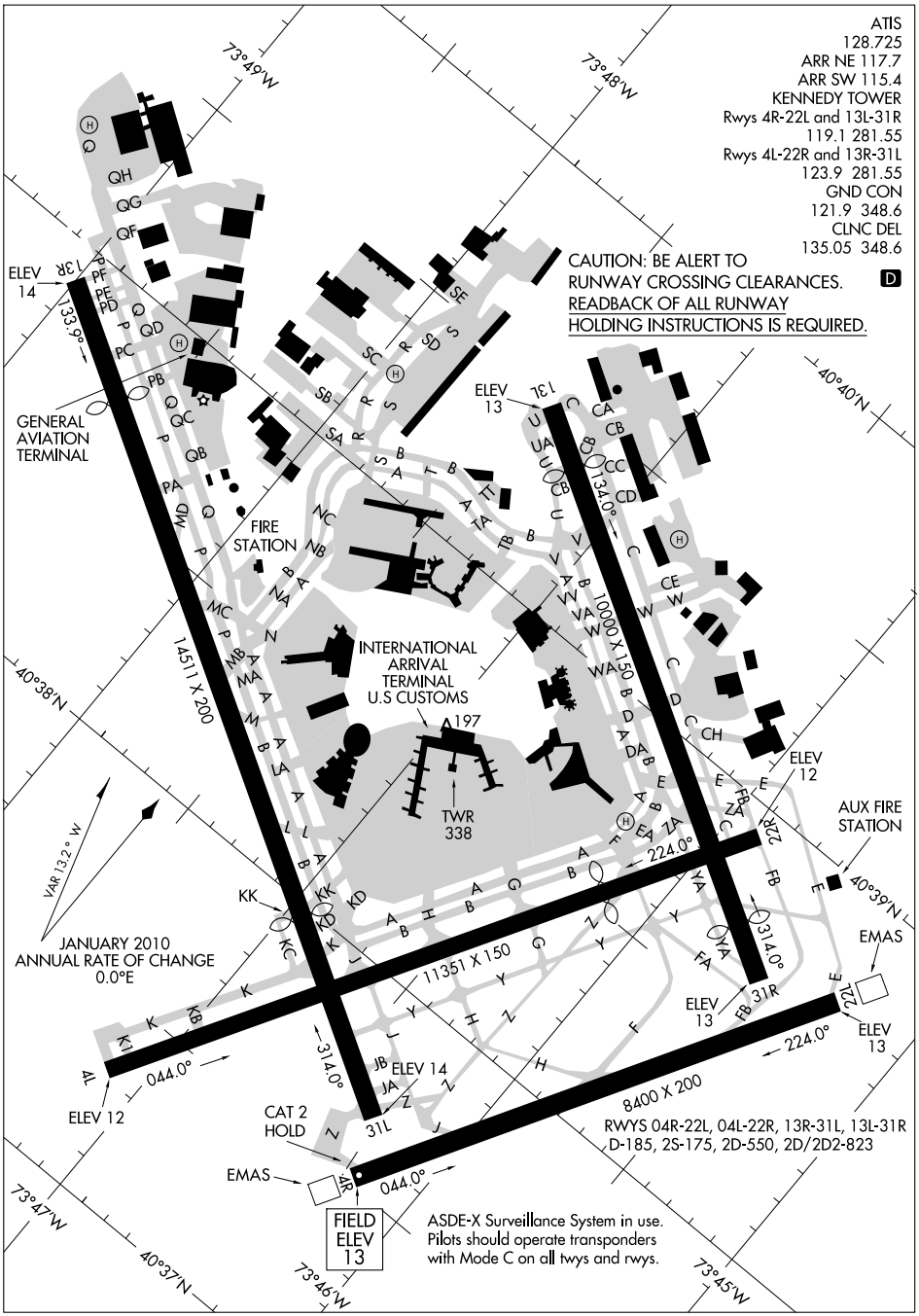
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK






NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NEW YORK, NEW YORK
NEW YORK / JOHN F. KENNEDY INTL (JFK)

**JOHN F KENNEDY INTL** (JFK) 13 SE UTC−5(−4DT) N40°38.39′ W73°46.74′ **NEW YORK**

13 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index E NOTAM FILE JFK **COPTER**

**RWY 13R–31L:** H14511X200 (CONC–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 **H–10I, 12J, L–33B, 34H**
HIRL CL **IAP, AD**

**RWY 13R:** LDIN. Thld dsplcd 2043′. Rgt tfc.

**RWY 31L:** MALSR. Thld dsplcd 3263′.

**RWY 04L–22R:** H11351X150 (ASPH–CONC–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

**RWY 04L:** REIL. PAPI(P4L)—GA 3.0° TCH 72′. **RWY 22R:** Thld dsplcd 2696′. Fence.

**RWY 13L–31R:** H10000X150 (ASPH–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

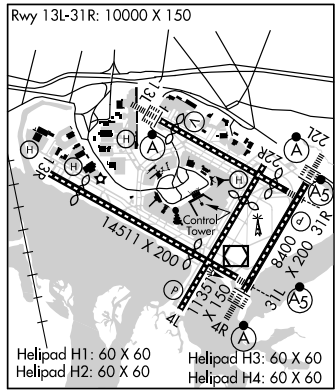
**RWY 13L:** LDIN. ALSF2. TDZL. VASI(V12)—GA 2.75° TCH 66′. Thld dsplcd 905′. Road. Rgt tfc.

**RWY 31R:** MALSR. TDZL. Thld dsplcd 1030′.

**RWY 04R–22L:** H8400X200 (ASPH–GRVD) D–185, 2S–175, 2D–550, 2D/2D2–823 HIRL CL

**RWY 04R:** ALSF2. TDZL.

**RWY 22L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.




**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 04L:** TORA–11351 TODA–11351 ASDA–11351 LDA–11351
**RWY 04R:** TORA–8400 TODA–8400 ASDA–8400 LDA–8400
**RWY 13L:** TORA–10000 TODA–10000 ASDA–10000 LDA–9095
**RWY 13R:** TORA–11248 TODA–11248 ASDA–11052 LDA–9009
**RWY 22L:** TORA–8400 TODA–8400 ASDA–8400 LDA–8400
**RWY 22R:** TORA–11351 TODA–11351 ASDA–11351 LDA–8655
**RWY 31L:** TORA–10925 TODA–10925 ASDA–10925
**RWY 31R:** TORA–10000 TODA–10000 ASDA–10000 LDA–8976

**ARRESTING GEAR/SYSTEM**

**RWY 04R:** EMAS

**RWY 22L:** EMAS

**AIRPORT REMARKS:** Special Air Traffic Rules—Part 93 High Density Arpt. Prior reservation required. See Aeronautical Information Manual. Attended continuously. Para-Sail and banner towing ops 1000 ft and blo in upper and lower New York bays including Rockaway inlet indef. For noise restrictions call 212–435–3685 during normal business hours. Flocks of birds on and invof arpt. Rwy 22L ALSF2 NSTD lgt spacing. Rwy 22L PAPI horizontal offset 4° to left. Rwy 13L VASI unusable left side centerline. Lead–in Rwy 13L uses the 1000 ft light station of the approach light system only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 sequence flashing lgts from 1200 ft–2000 ft and a 5 sequence flashing lgts grouping approximately 1 mile from rwy plus 1 adjacent forming an approach gate are angled 35° south of Rwy 13L centerline designed to provide earlier ident of rwy environment. Lefferts Sections of Rwy 13L Lead–in system consists of 27 flashing lgts located 2500 ft to 3000 ft from Rwy 13L thld consists of six sequenced flashing lgts spaced 100 ft apart. Lgts monitored by ATCT. Coded transponder required. General aviation tfc ctc arpt ops on UNICOM for parking directions. General Aviation: non based charter and non based commercial aircraft operators must make arrangements for fuel prior to arrival call 718–244–4111. Twy Q at Hangar 19 tow in/out only. Rwy 04L touchdown, and rollout rwy visual range avbl. Rwy 22R touchdown, and rollout rwy visual range avbl. Rwy 13L touchdown, and rollout rwy visual range avbl. Rwy 31R touchdown, and rollout rwy visual range avbl. ASDE–X surveillance system in use, pilots should operate transponders with MODE–C on all twys and rwys. Acft prohibited in the runup block areas at Twy Z. To be used for turn around only. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices–Intersection Departures During Period of Darkness.

**WEATHER DATA SOURCES:** ASOS (718) 656–0956. LLWAS.

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

**COMMUNICATIONS: D–ATIS ARR/DEP** 128.725 **D–ATIS ARR–SW** 115.4 **D–ATIS ARR–NE** 117.7

**UNICOM** 122.95

**KENNEDY RCO** 122.1R 115.9T (NEW YORK RADIO)

Ⓡ **NEW YORK APP CON** 127.4 134.35 132.4 126.8 123.7

**KENNEDY TOWER** 119.1 (Rwys 04R–22L and 13L–31R) 123.9 (Rwy 04L–22R and 13R–31L)

**GND CON** 121.9 121.65 **CLNC DEL/PRE TAXI CLNC** 135.05 **GATE HOLD** 125.05

Ⓡ **NEW YORK DEP CON** 135.9 134.35 124.75 123.7

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JFK.

**KENNEDY (H) VOR/DME** 115.9 JFK Chan 106 N40°37.97′ W73°46.28′ at fld. 11/12W.

**CANARSIE (T) VORW/DME** 112.3 CRI Chan 70 N40°36.75′ W73°53.67′ 084° 5.5 to fld. 10/11W.

**ILS/DME** 109.5 I–JFK Chan 32 RWY 04R. Class IIIE. DME also serves Rwy 22R.

**ILS/DME** 110.9 I–IWY Chan 46 Rwy 22L.

**ILS/DME** 110.9 I–HIQ Chan 46 Rwy 04L. Class IE.

**ILS** 111.35 I–MOH Rwy 31L. Class IT.

**ILS/DME** 109.5 I–JOC Chan 32 Rwy 22R. (LOC only). DME also serves Rwy 04R.

**ILS** 111.5 I–RTH Chan 52 Rwy 31R. LOC unusable byd 15° left side of course.

**ILS** 111.5 I–TLK Chan 52 Rwy 13L. Class IIE. LOC unusable byd 11 DME.

**COMM/NAV/WEATHER REMARKS:** Use CAUTION for possible radio interference or false instructions on twr frequencies.

**HELIPAD H1:** H60X60 (ASPH)

**HELIPAD H2:** H60X60 (ASPH) PERIMETER LGTS

**HELIPAD H3:** H60X60 (ASPH PERIMETER LGTS

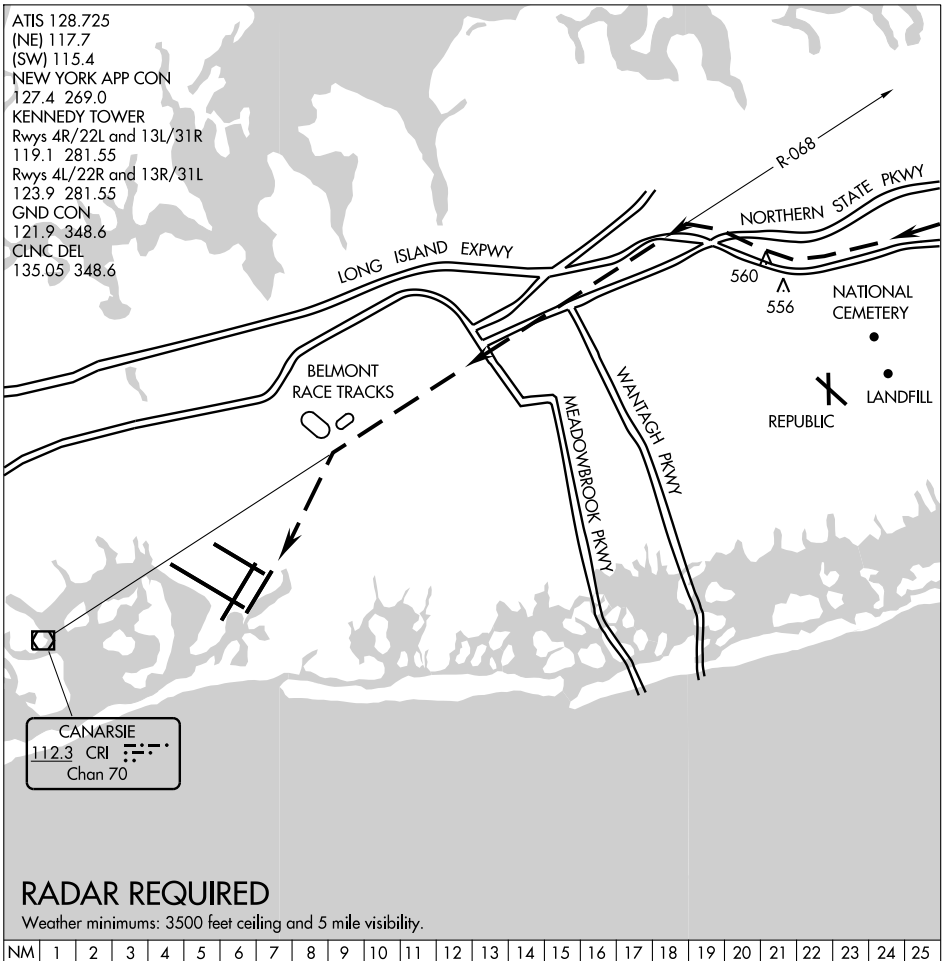
**HELIPAD H4:** H60X60 (ASPH) PERIMETER LGTS

**HELIPORT REMARKS:** Helipad H1 dalgt hrs only. Helipad H1 located on Twy SC adjacent to Twy R. Helipad H2 located on Twy EA between Twys A and B. Helipad H3 located at Bldg 145 general aviation terminal ramp. H4 CLOSED indef. Heliport located northwest end of Twy Q adjacent to Hangar 19.

# BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK




## RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# BETTE THREE DEPARTURE

(BETTE3.BETTE) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220′ per mile to 300′
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′

*NOTE: To be assigned during the period 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)

N

QUBIS
N47°32.00′
W 67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

TOPPS
N45°20.41′
W67°44.32′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

WITCH
N42°41.00′
W70°52.77′

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

WHALE
N42°11.87′
W67°00.00′
H-11

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

VITOL
N41°47.00′
W67°00.00′
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

Cross JFK R-253
at or above 2500′
maintain 5000′

MERIT
N41°22.92′
W73°08.25′
L-33-34

YAHOO
N41°04.16′
W69°44.77′
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55′
W73°00.70′
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

CRI 3 DME

R-223

R-232

HAPIE
N40°23.19′
W72°58.96′
L-34

*GATEWAY
CLIMB

JOBOC
N40°07.00′
W67°00.00′
H-10

220°

220°

JFK
5

BREEZY POINT
CLIMB

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

BRIDGE
CLIMB

CANARSIE
CLIMB

CRI
R-176

NOTE: Chart not to scale.

SI-610 (FAA)

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

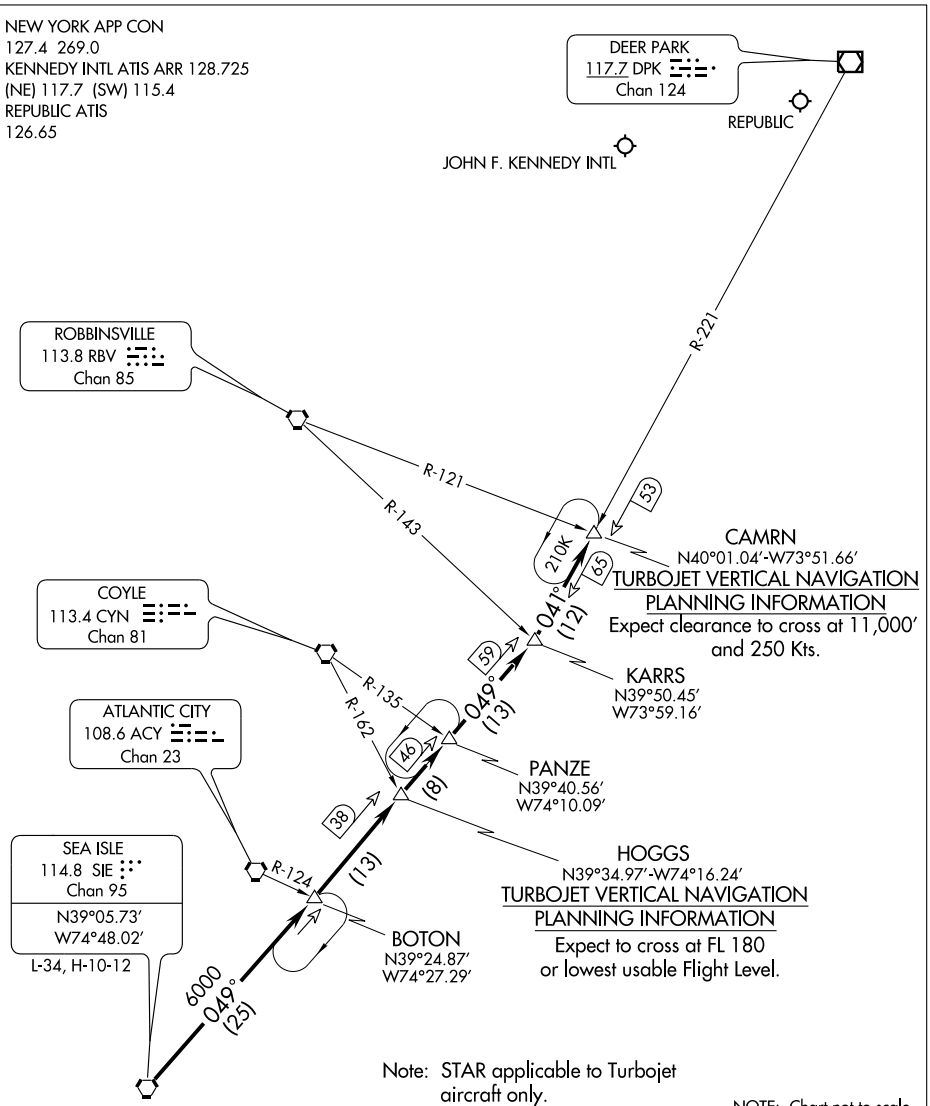
* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK






From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.



NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 028° | TDZE | N/A |
| | Apt Elev | N/A |

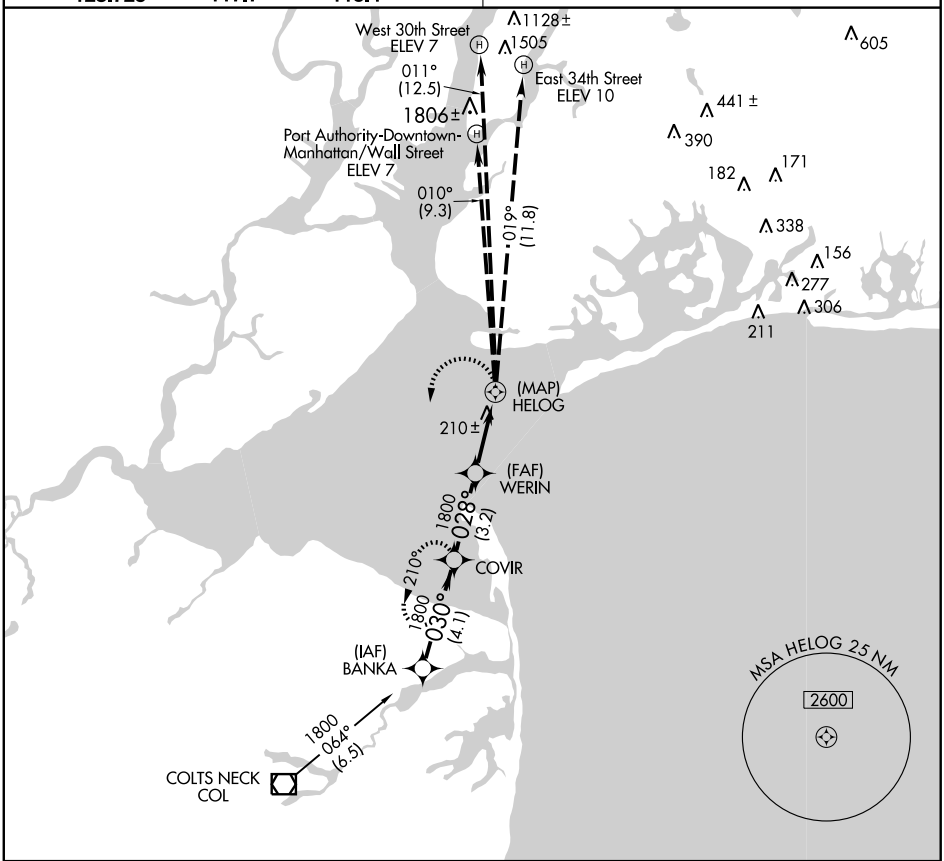
# COPTER RNAV (GPS) 028°

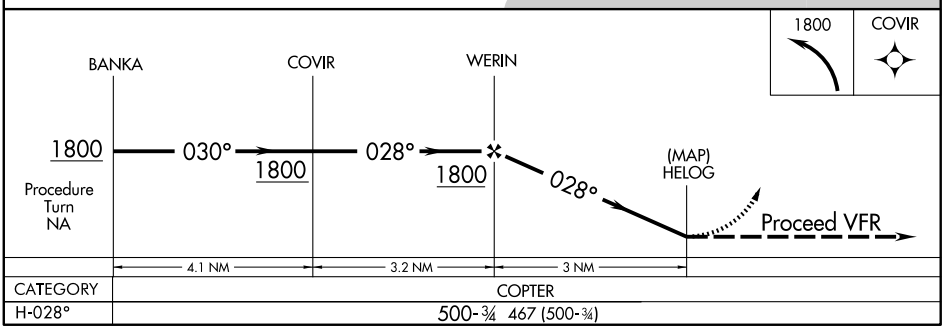
## NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

| ATIS | ARR-NE | ARR-SW | NEW YORK APP CON | |
|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 |




| CATEGORY | COPTER |
|---|---|
| H-028° | 500-¾ 467 (500-¾) |



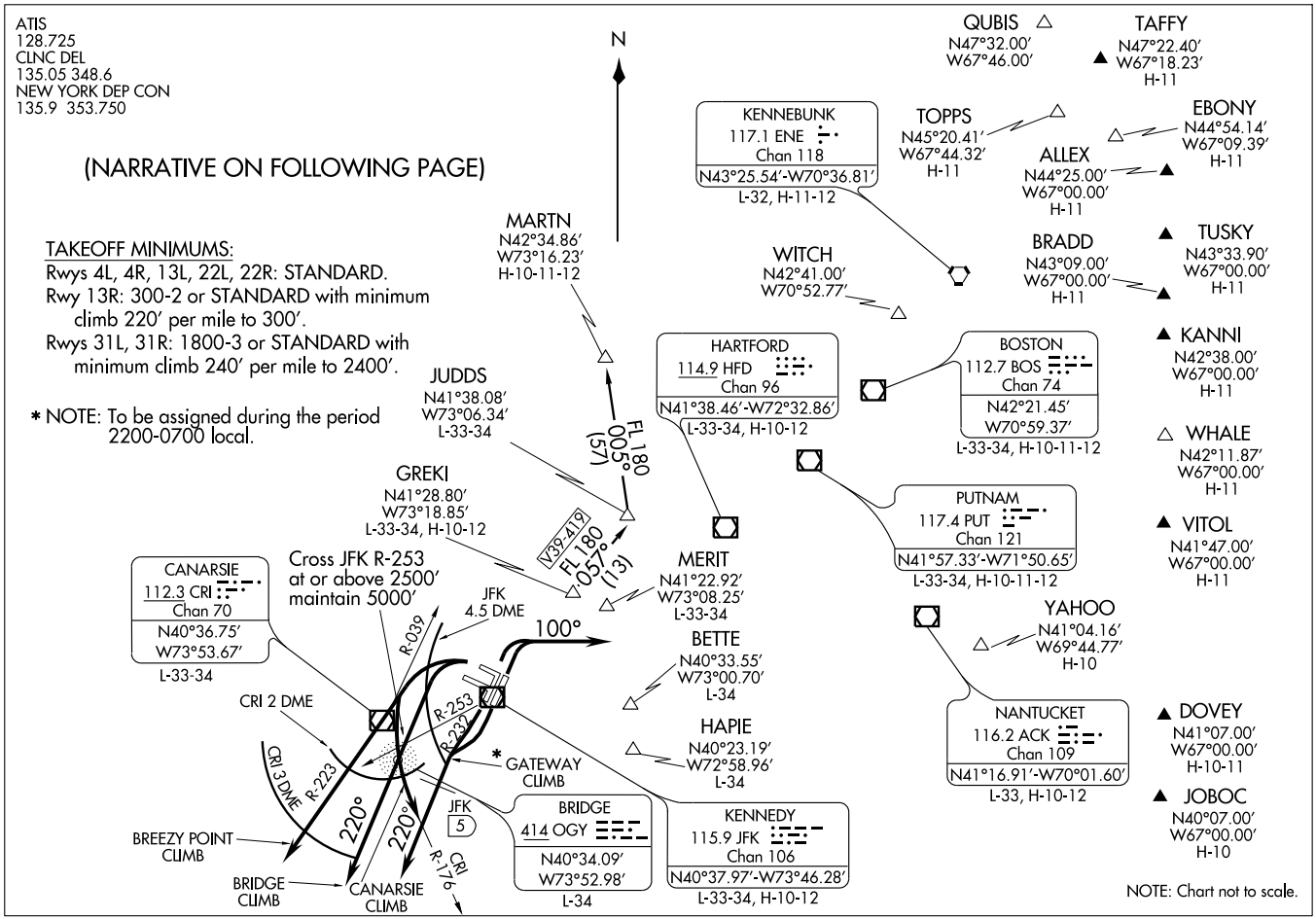
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# GREKI THREE DEPARTURE

(GREKI3.GREKI) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK




(GREKI3.GREKI) 10210

GREKI THREE DEPARTURE

SI-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

# HAPIE THREE DEPARTURE

(HAPIE3.HAPIE) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with
* minimum climb 240′ per mile to 2400′.

NOTE: To be assigned during the period 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)

N

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

WITCH
N42°41.00′
W70°52.77′

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

WHALE
N42°11.87′
W67°00.00′
H-11

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

VITOL
N41°47.00′
W67°00.00′
H-11

Cross JFK R-253
at or above 2500′
maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

MERIT
N41°22.92′
W73°08.25′
L-33-34

JFK
4.5 DME

R-039

100°

BETTE
N40°33.55′
W73°00.70′
L-34

FL 180
085°
(153)

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

*GATEWAY
CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JOBOC
N40°07.00′
W67°00.00′
H-10

220°

JFK
5

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

CRI
R-176

220°

BREEZY POINT
CLIMB

BRIDGE
CLIMB

CANARSIE
CLIMB

NOTE: Chart not to scale.

SL-610 (FAA)

HAPIE THREE DEPARTURE
(HAPIE3.HAPIE) 10210
NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-TLK | APP CRS | Rwy Idg 9095 |
|---|---|---|
| 111.5 | 135° | TDZE 13 |
| Chan 52 | | Apt Elev 13 |

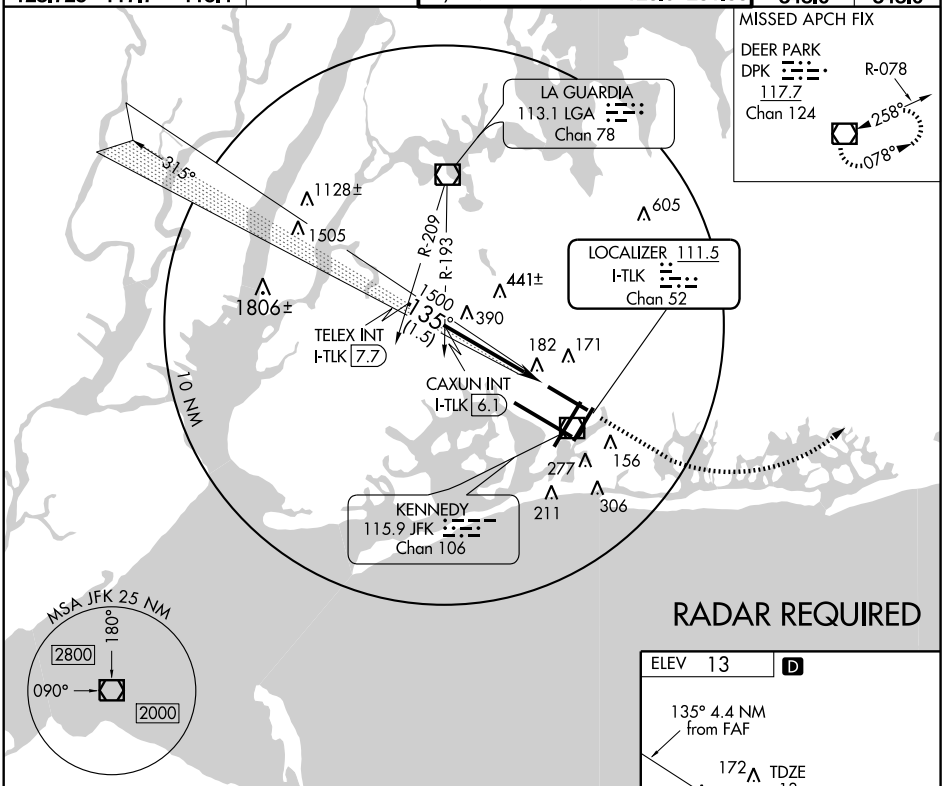
# ILS or LOC RWY 13L

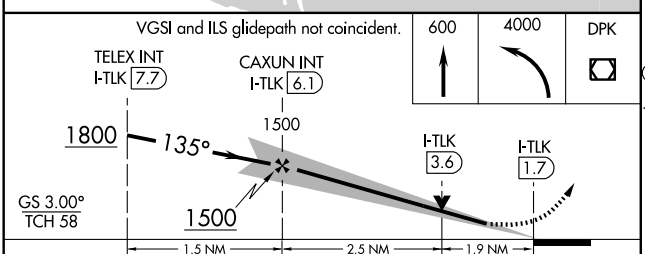
NEW YORK / JOHN F. KENNEDY INTL (JFK)

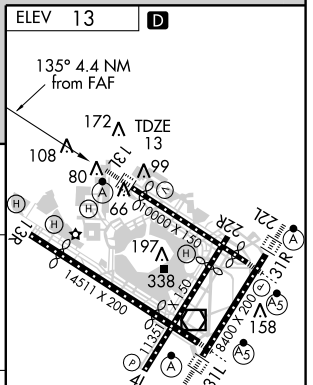
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 218/18 205 (300-½) | | | |
| S-LOC 13L | 680/24 667 (700-½) | | 680/60 667 (700-1¼) | 680-1½ 667 (700-1½) |
| CIRCLING | 680-1 667 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IWY | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 110.9 | 225° | TDZE 13 |
| Chan 46 | | Apt Elev 13 |

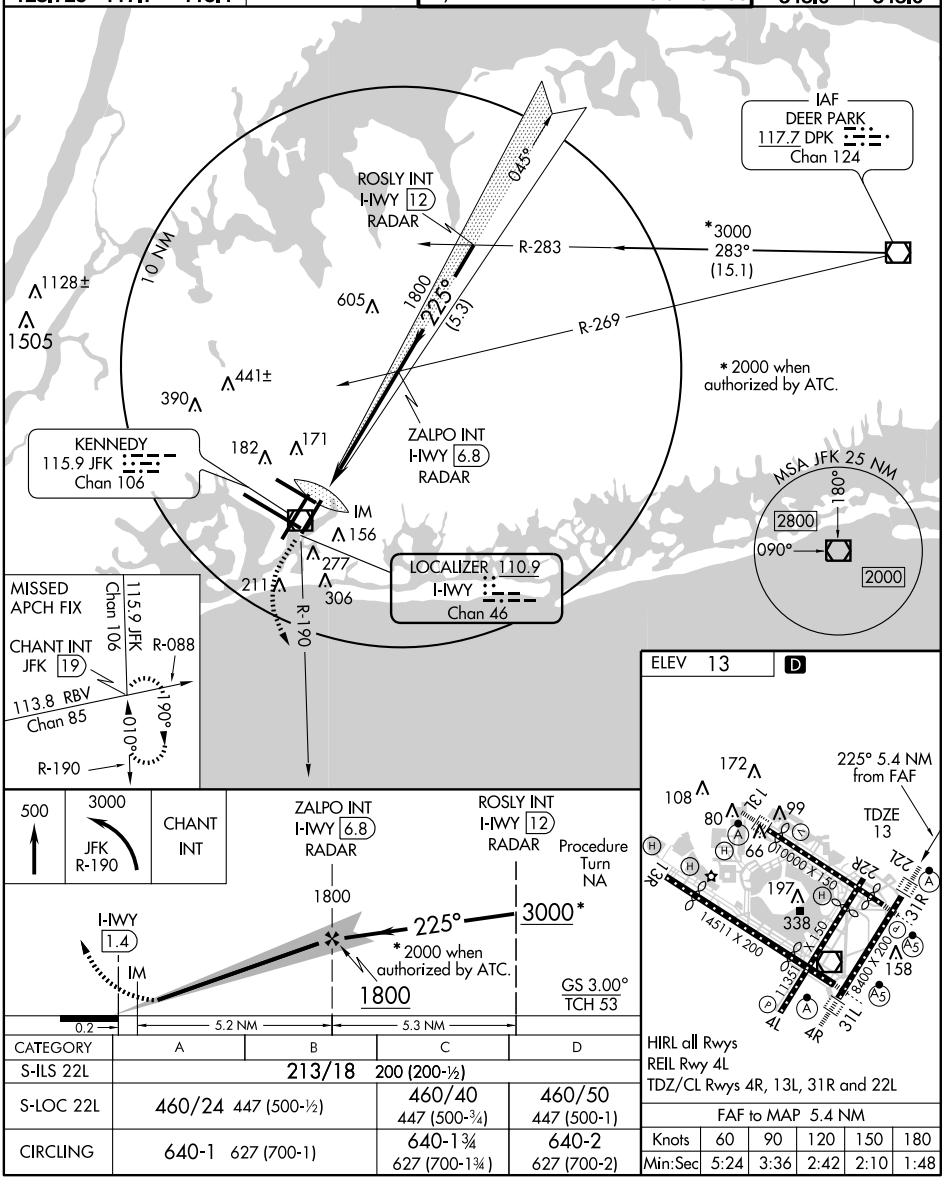
# ILS or LOC RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 213/18 | | 200 (200-½) | |
| S-LOC 22L | 460/24 447 (500-½) | | 460/40 447 (500-¾) | 460/50 447 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-MOH | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| 111.35 | 315° | TDZE | 13 |
| | | Apt Elev | 13 |

# ILS or LOC RWY 31L

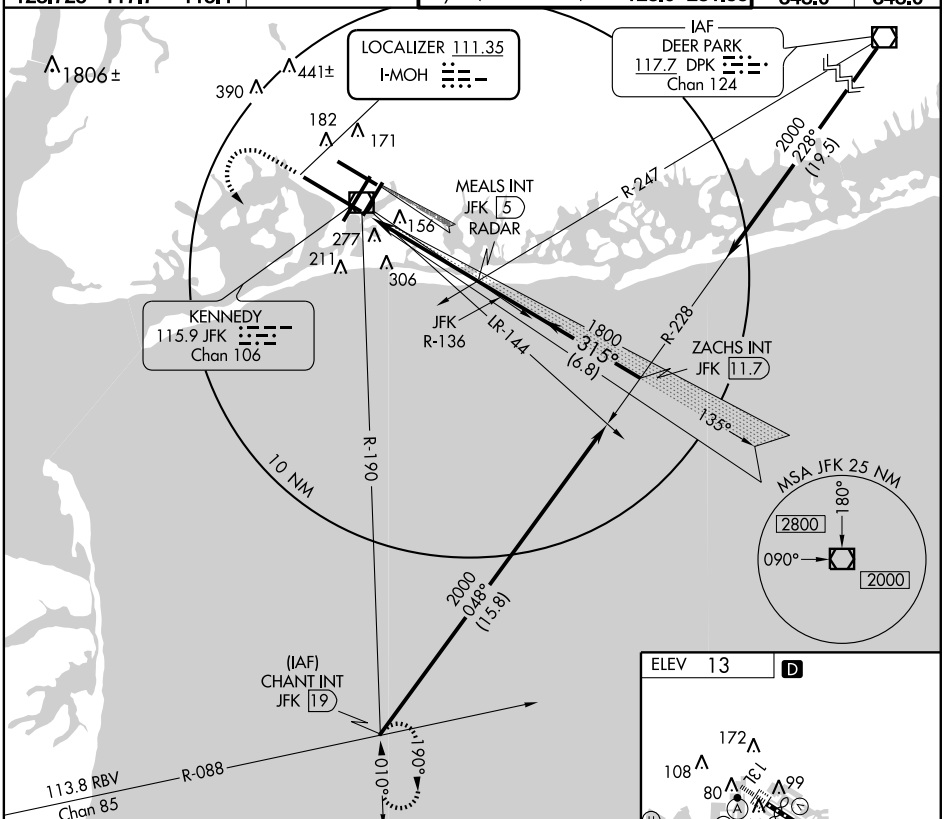
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

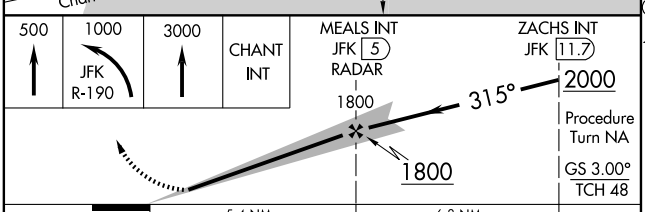
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

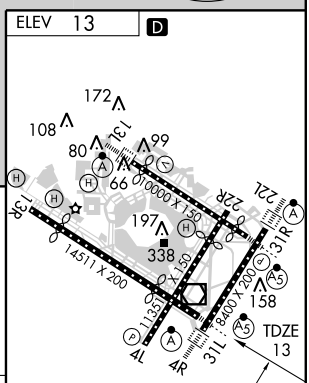
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31L | | 213/40 | 200 (200-¾) | |
| S-LOC 31L | 440/50 | 427 (500-1) | 440/60<br>427 (500-1¼) | 440-1½<br>427 (500-1½) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾<br>627 (700-1¾) | 640-2<br>627 (700-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-RTH | APP CRS | Rwy Idg | 8970 |
|---|---|---|---|
| 111.5 | 315° | TDZE | 13 |
| Chan 52 | | Apt Elev | 13 |

# ILS or LOC RWY 31R

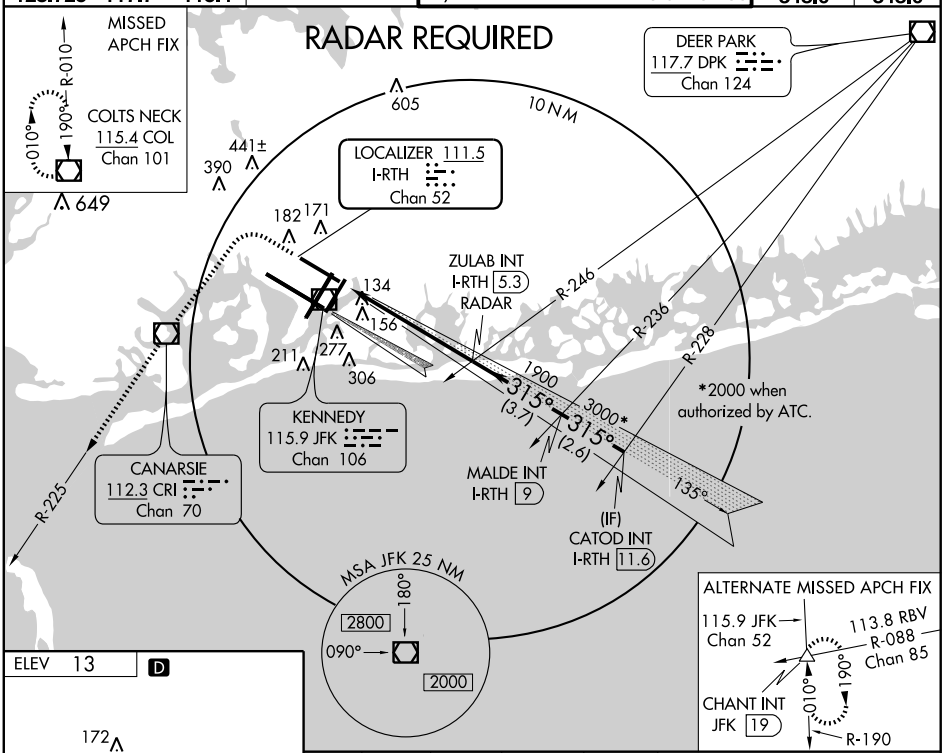
NEW YORK / JOHN F. KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

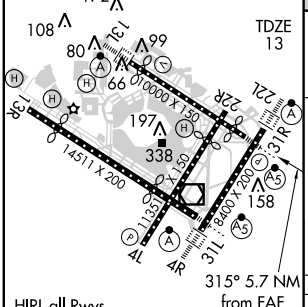
MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |





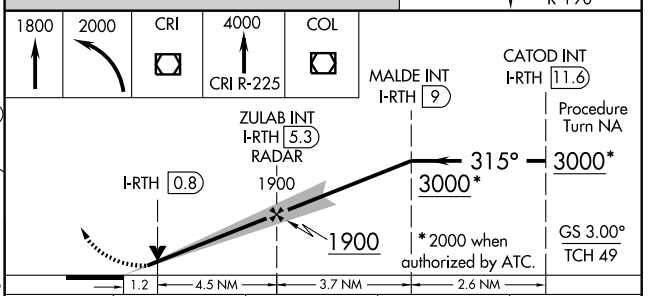





HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

315° 5.7 NM from FAF

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 213/18 200 (200-½) | | | |
| S-LOC 31R | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HIQ | APP CRS | Rwy Idg 11351 |
|---|---|---|
| 110.9 | 045° | TDZE 12 |
| Chan 46 | | Apt Elev 13 |

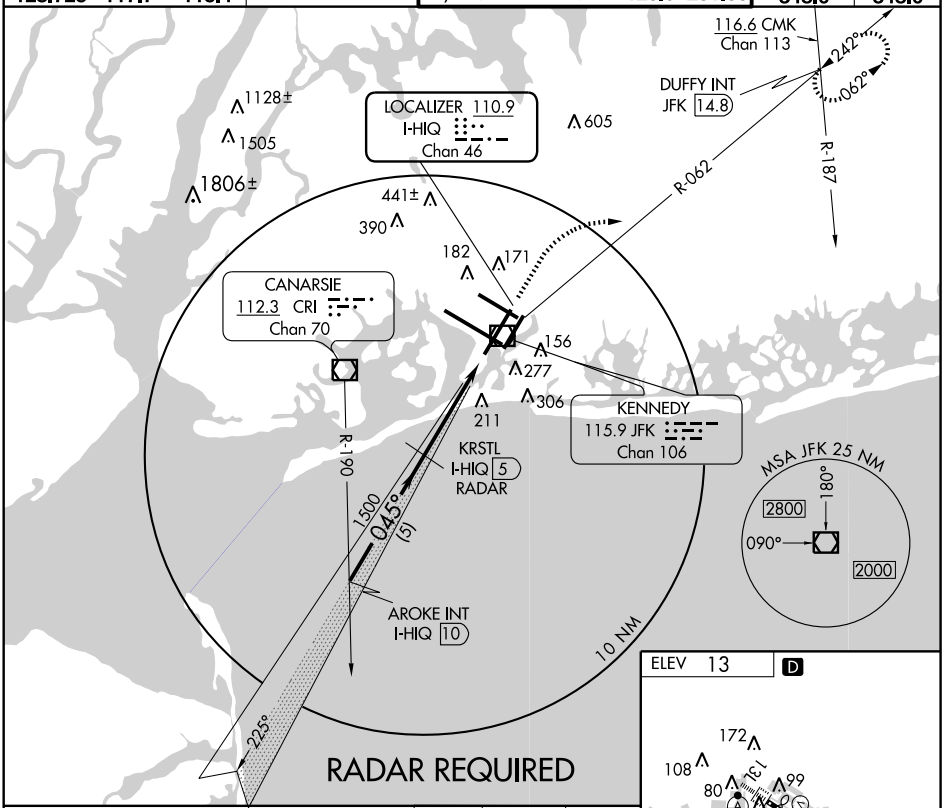
# ILS RWY 4L

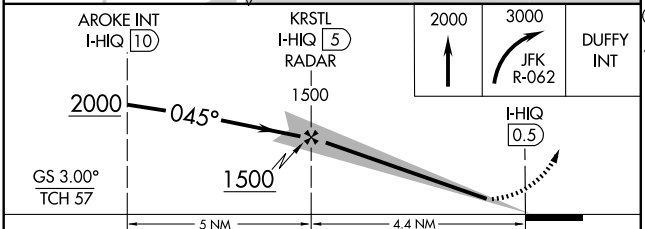
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

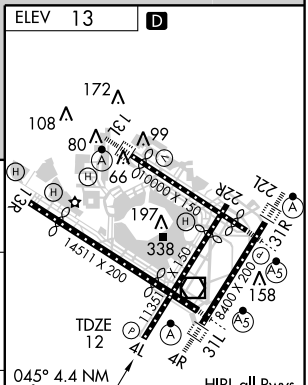
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 348.6 | 135.05 | 348.6 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 212/40 200 (200-¾) | | | |
| S-LOC 4L | 400/50 388 (400-1) | | | 400/60 388 (400-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 045° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

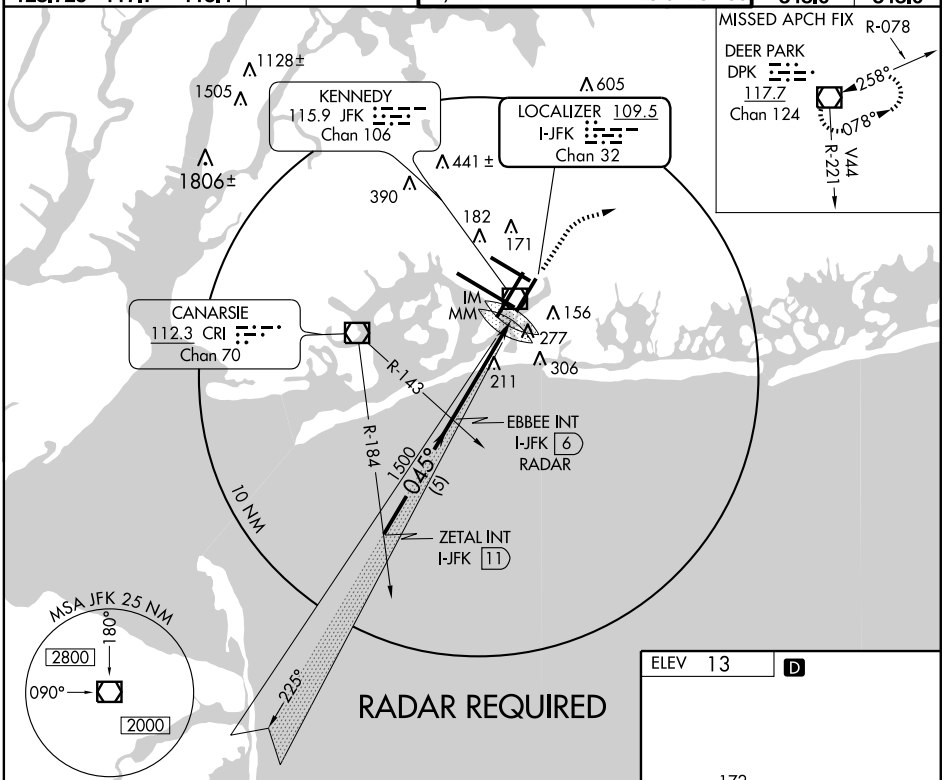
# ILS RWY 4R (CAT II)

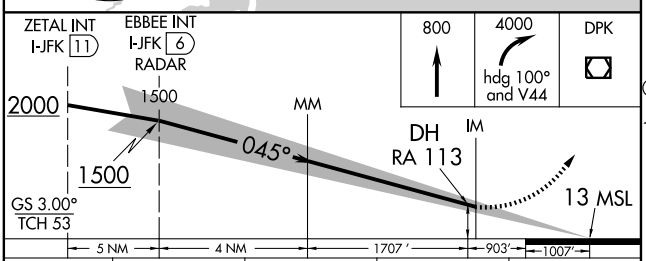
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

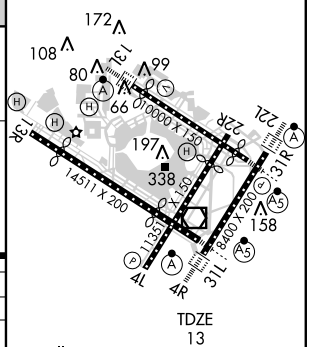
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | RA 113/12 100 DA 113 | | | |




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 045° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

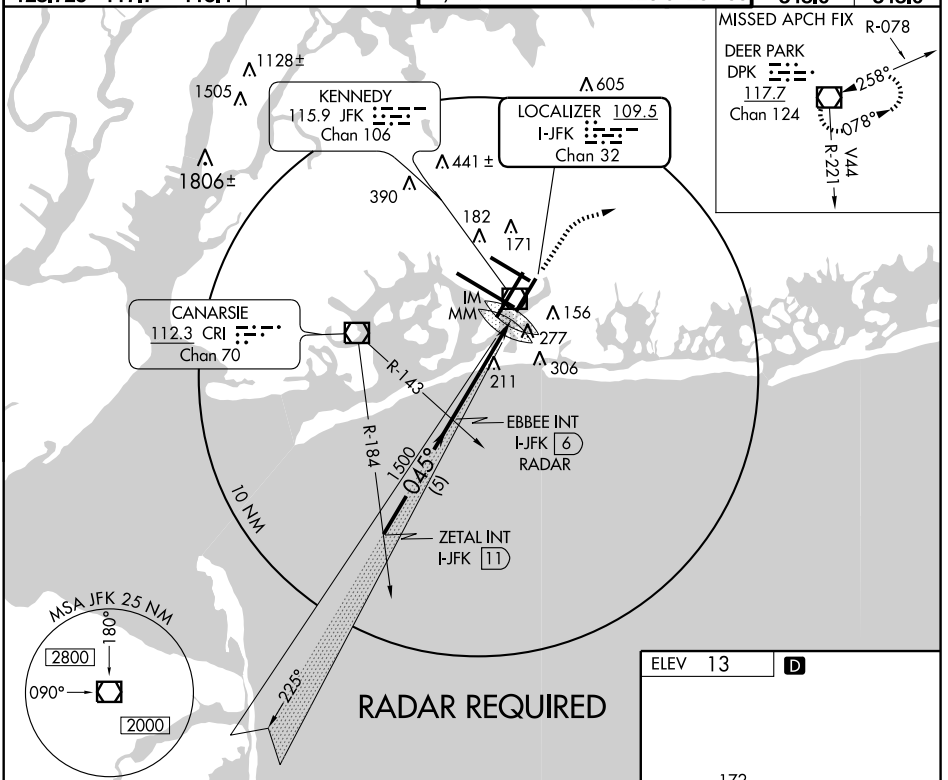
# ILS RWY 4R (CAT III)

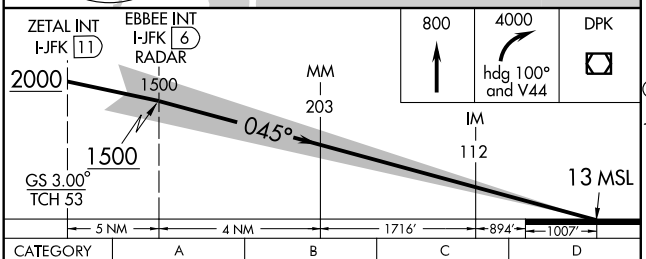
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

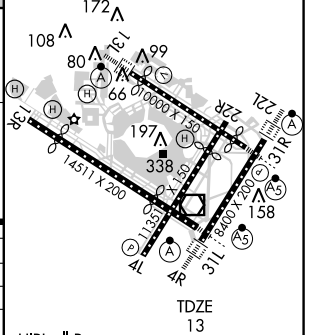
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | | CAT IIIa | RVR 07 | |
| S-ILS 4R | | CAT IIIb | RVR 06 | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 045° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

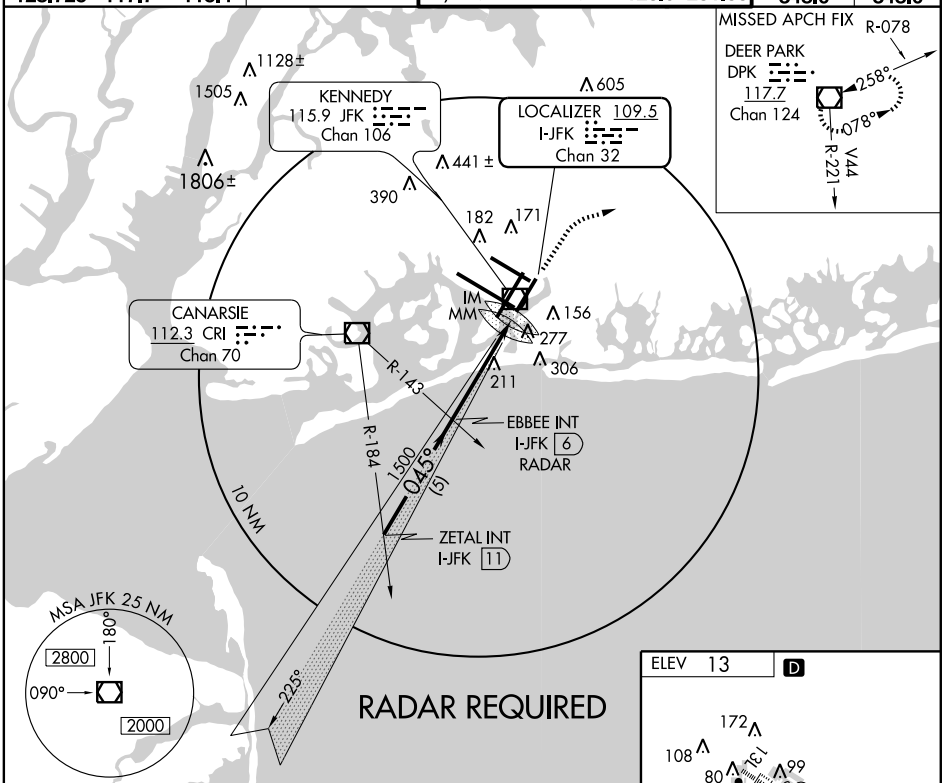
# ILS RWY 4R

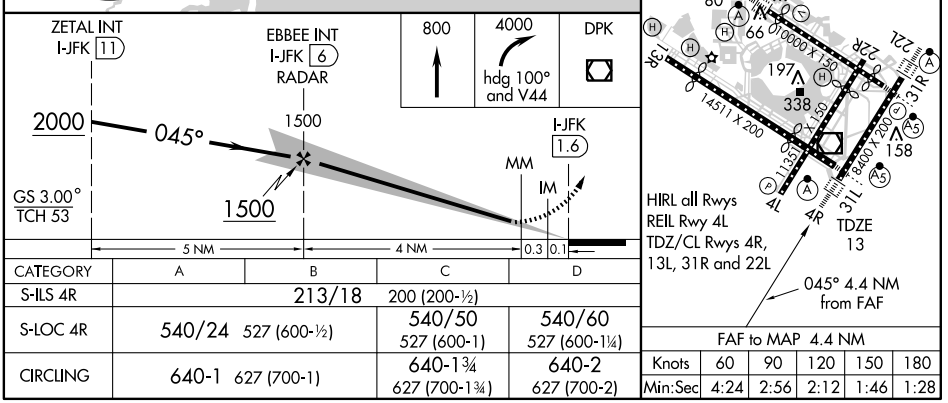
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS (ARR-NE) | ATIS (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 128.725 | 117.7 115.4 | 127.4 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | | 213/18 | 200 (200-½) | |
| S-LOC 4R | 540/24 527 (600-½) | | 540/50 527 (600-1) | 540/60 527 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-TLK | APP CRS | Rwy Idg 9095 |
|---|---|---|
| 111.5 | 135° | TDZE 13 |
| Chan 52 | | Apt Elev 13 |

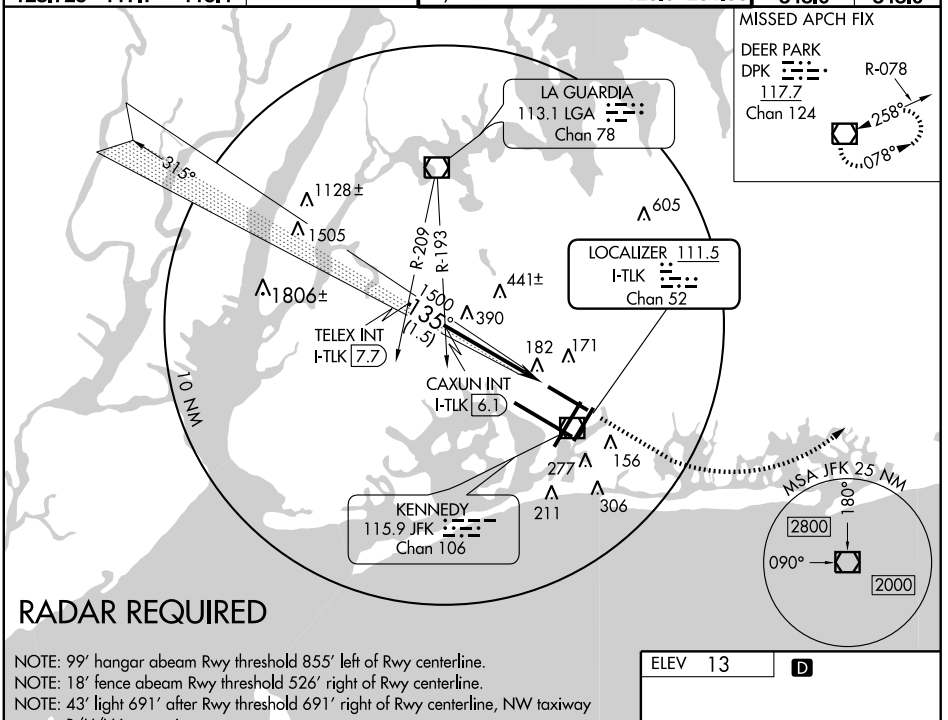
# ILS RWY 13L (CAT II)

## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

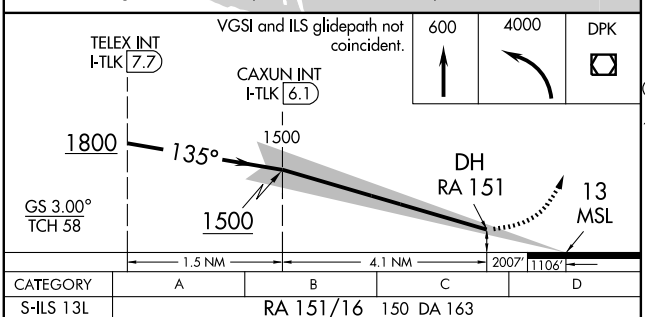
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | |



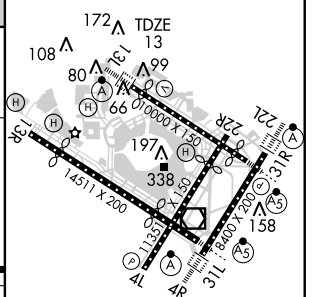

## RADAR REQUIRED

NOTE: 99′ hangar abeam Rwy threshold 855′ left of Rwy centerline.
NOTE: 18′ fence abeam Rwy threshold 526′ right of Rwy centerline.
NOTE: 43′ light 691′ after Rwy threshold 691′ right of Rwy centerline, NW taxiway B/U/V intersection.
NOTE: 58′ antenna and building 1530′ after Rwy threshold 806′ left of Rwy centerline.
NOTE: 88′ hangar 4192′ after Rwy threshold 990′ left of Rwy centerline.




## CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IWY | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 110.9 | 225° | TDZE 13 |
| Chan 46 | | Apt Elev 13 |

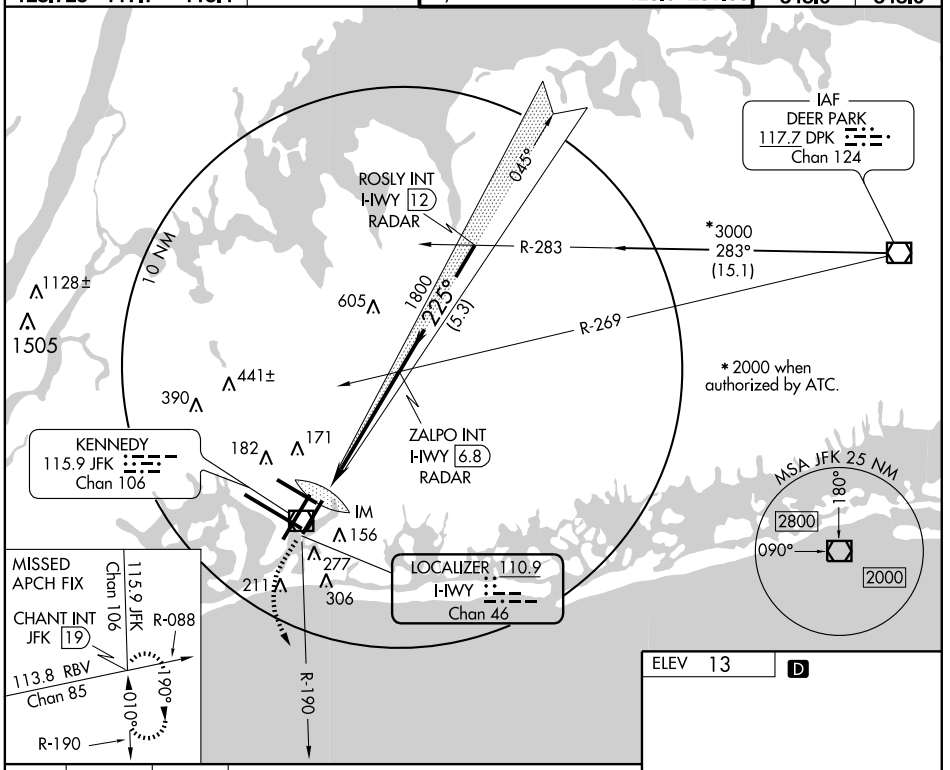
# ILS RWY 22L (CAT II)

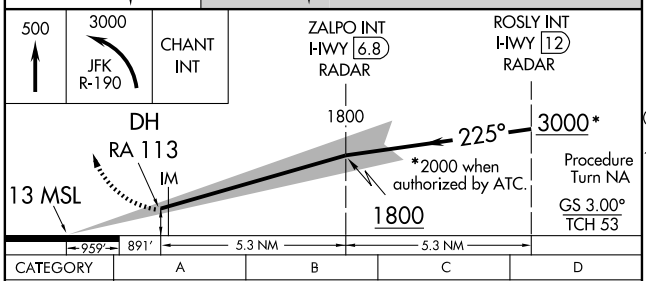
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

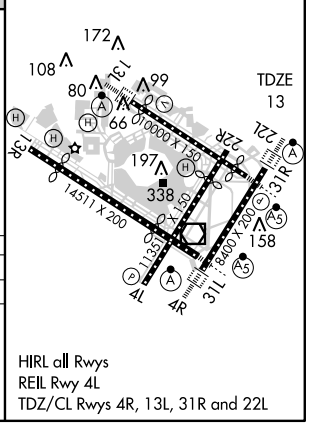
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | RA 113/12 | 100 DA 113 | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IWY | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 110.9 | 225° | TDZE | 13 |
| Chan 46 | | Apt Elev | 13 |

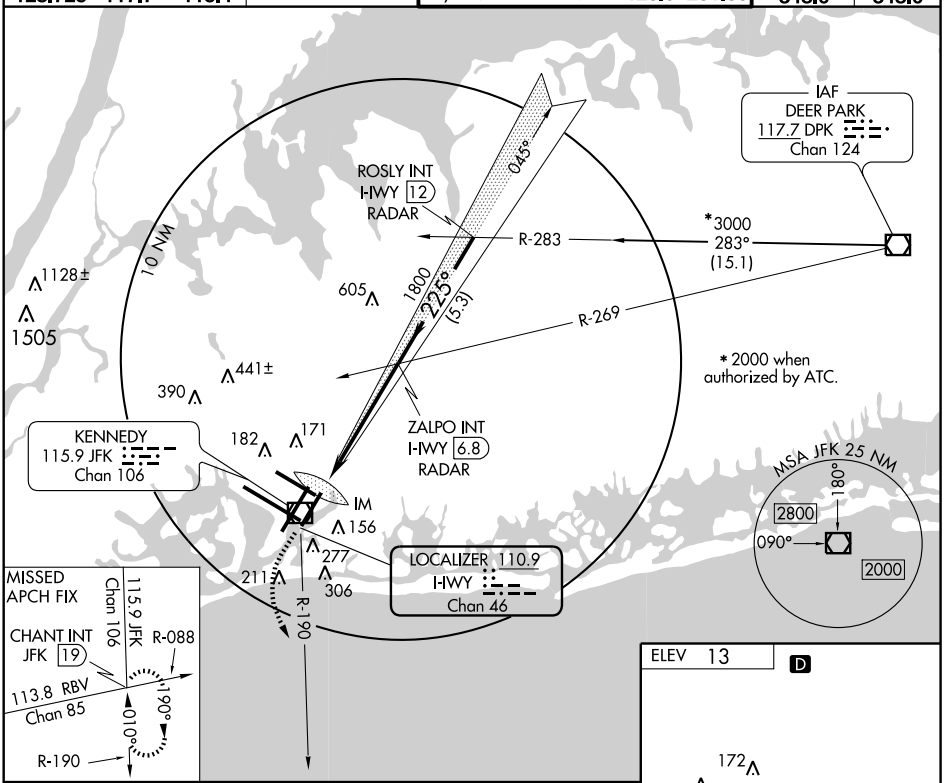
# ILS RWY 22L (CAT III)

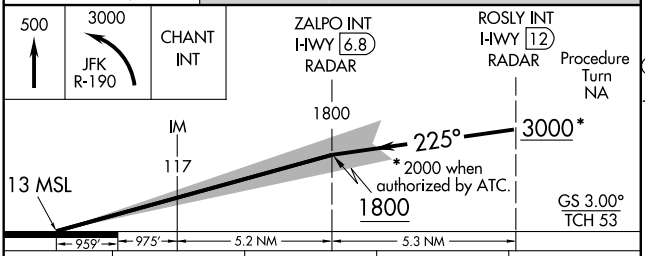
## NEW YORK/JOHN F. KENNEDY INTL (JFK)

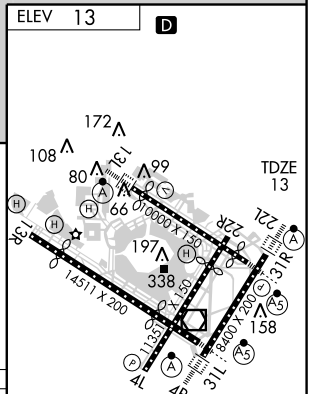
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | CAT IIIa RVR 07 | | | |
| S-ILS 22L | CAT IIIb RVR 06 | | | |
| S-ILS 22L | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

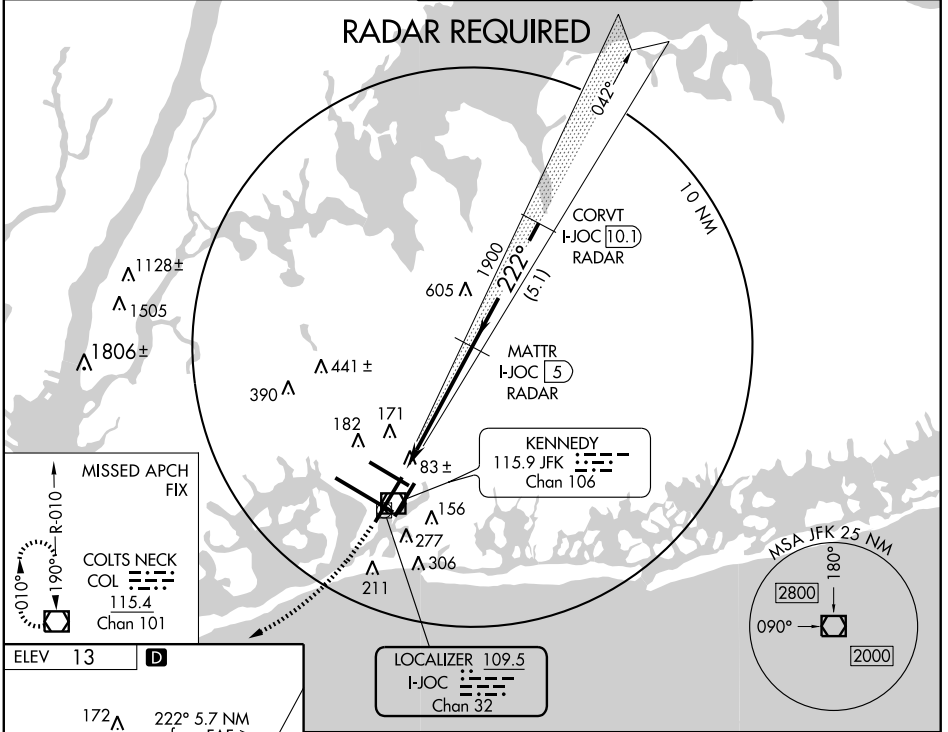
| LOC/DME I-JOC | APP CRS | Rwy Idg 8655 |
|---|---|---|
| 109.5 | 222° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

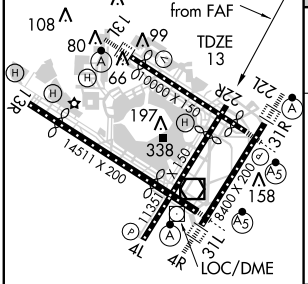
# ILS RWY 22R

## NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

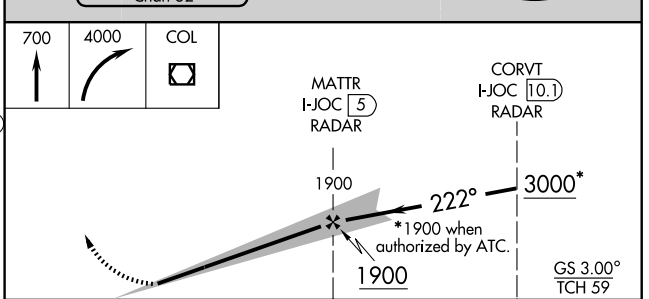
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

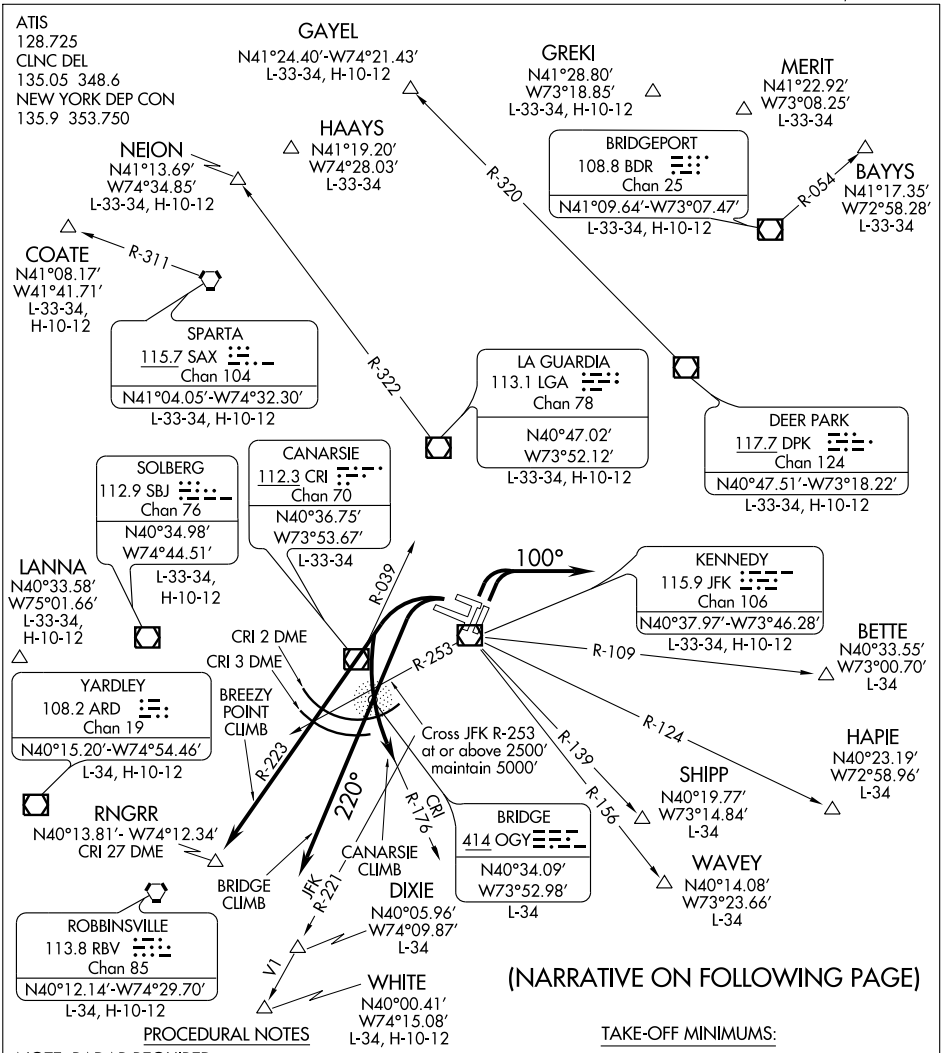
| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 263/40 250 (300-¾) | | | |
| S-LOC 22R | 460/50 447 (500-1) | | 460/60 447 (500-1¼) | 460-1½ 447 (500-1½) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010




(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.



NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

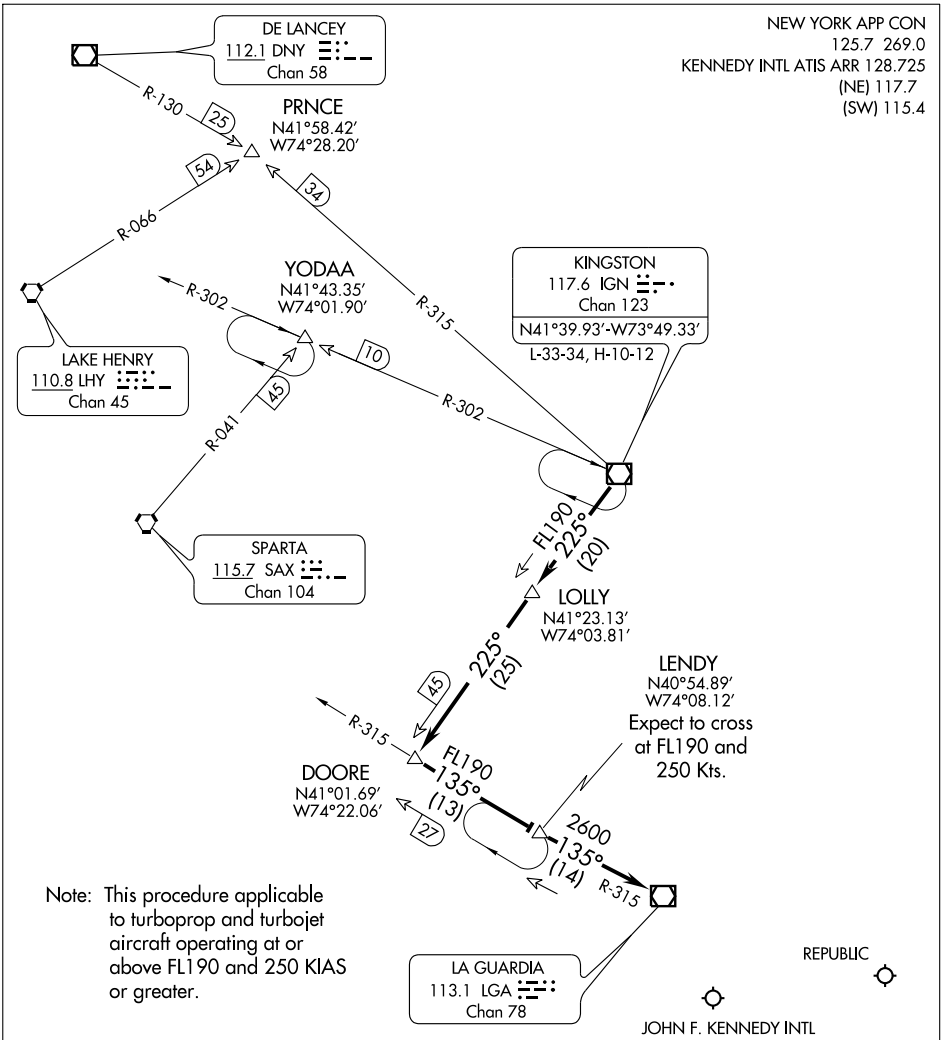


NE-2, 26 AUG 2010 to 23 SEP 2010

# KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK






DME REQUIRED

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.



NE-2, 26 AUG 2010 to 23 SEP 2010

# LENDY FIVE ARRIVAL

NEW YORK, NEW YORK




NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65



LENDY FIVE ARRIVAL

NEW YORK, NEW YORK

(LVZ.LENDY5) 09295

NE-2, 26 AUG 2010 to 23 SEP 2010

# MERIT THREE DEPARTURE

(MERIT3.MERIT) 10210

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)

N

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

BRADD
N43°09.00′
W67°00.00′
H-11

WITCH
N42°41.00′
W70°52.77′

KANNI
N42°38.00′
W67°00.00′
H-11

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

WHALE
N42°11.87′
W67°00.00′
H-11

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

VITOL
N41°47.00′
W67°00.00′
H-11

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

Cross JFK R-253 at or above 2500′ maintain 5000′.

FL 180
072°
(31)

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

YAHOO
N41°04.16′
W69°44.77′
H-10

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

220°

HAPIE
N40°23.19′
W72°58.96′
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

* GATEWAY CLIMB

JFK
5

JOBOC
N40°07.00′
W67°00.00′
H-10

BREEZY POINT CLIMB

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

BRIDGE CLIMB

CANARSIE CLIMB

220°

CRI R-176

NOTE: Chart not to scale.

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:
1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

# PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

## ARRIVAL ROUTE DESCRIPTION

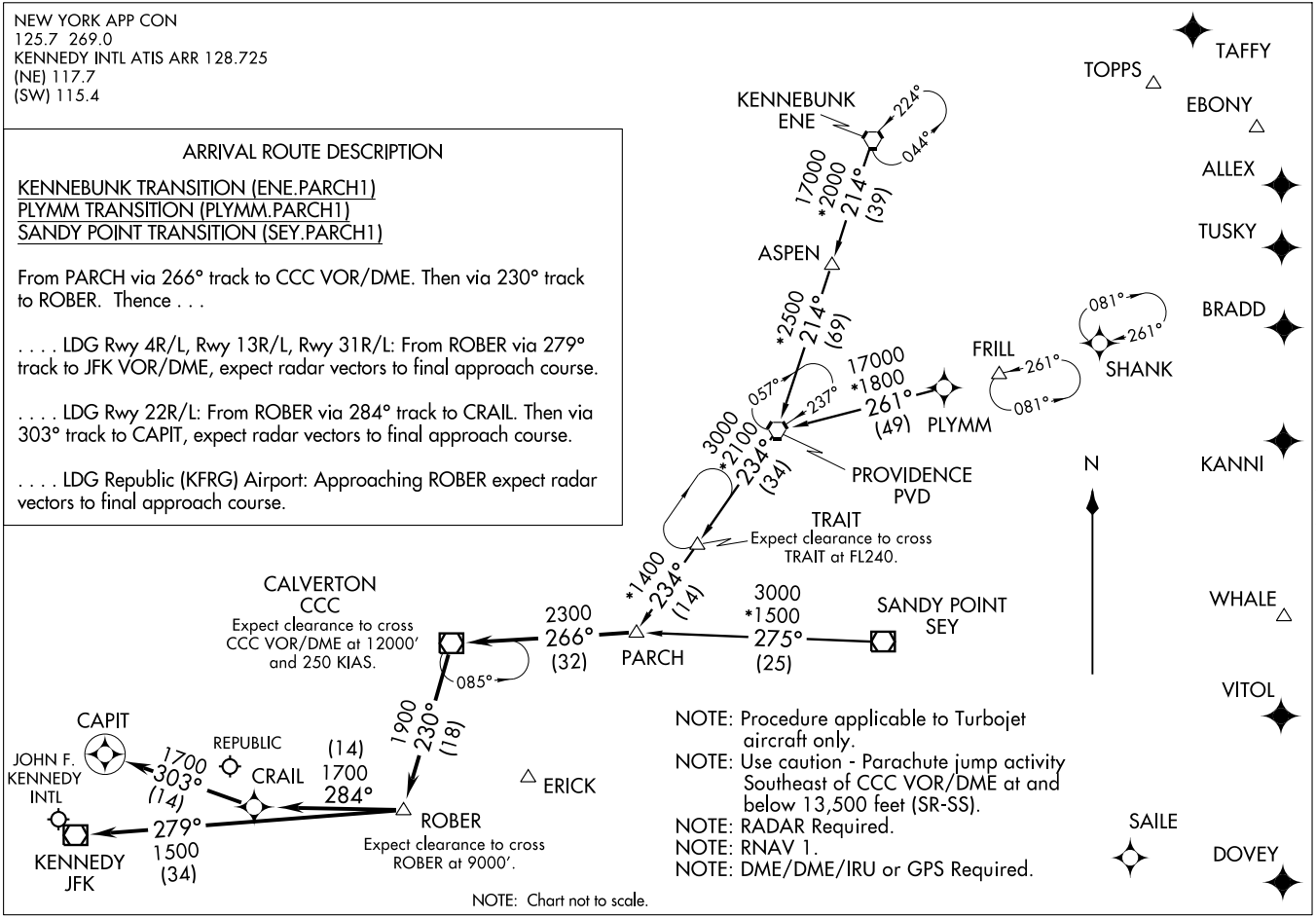
KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.



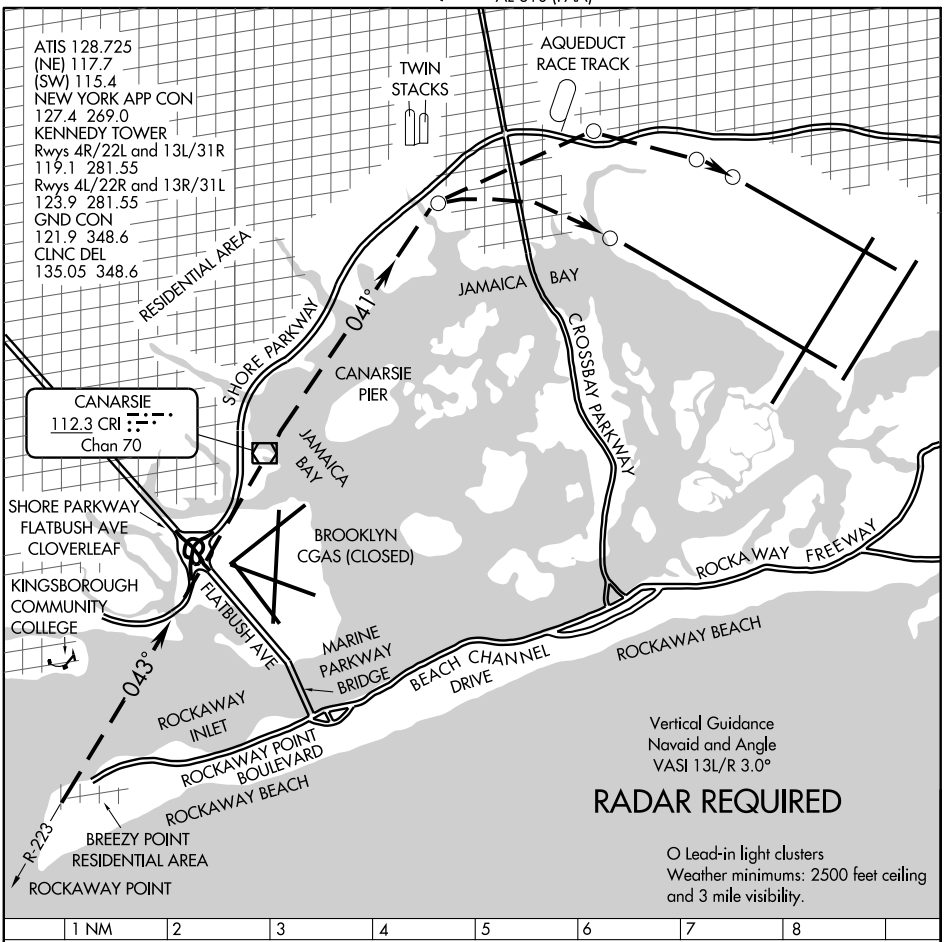

PARCH ONE ARRIVAL (RNAV)
(PARCH.PARCH1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

# PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000′ until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500′. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

# PAWLING TWO ARRIVAL

(PWL.PWL2) 09351

NEW YORK, NEW YORK

NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58
N42°10.70′-W74°57.42′
L-33

CARMEL
116.6 CMK
Chan 113

ATHOS
N42°14.82′
W73°48.73′

CHESTER
115.1 CTR
Chan 98

PETER
N42°12.31′
W74°31.84′
Expect to cross at or below 17000

PAWLING
114.3 PWL
Chan 90
N41°46.19′-W73°36.03′

LOVES
N41°32.33′
W73°29.29′
Expect to cross at 6000

DEER PARK
117.7 DPK
Chan 124
N40°47.51′
W73°18.22′

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′-W73°07.47′

BELTT
N41°03.81′
W72°59.23′

REPUBLIC

JOHN F. KENNEDY INTL

6000
127°
(35)

6000
096°
(19)

R-112

R-238

3000
194°
(30)

096°
(32)

R-279

3000
174°
(30)

R-354

172°
(15)

R-336

R-027

156°
(28)

R-336

2000
145°
(9)

R-053

233°
(22)

N

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

PAWLING TWO ARRIVAL
(PWL.PWL2) 09351
NEW YORK, NEW YORK

| WAAS | APP CRS | Rwy Idg | 8655 |
|---|---|---|---|
| CH 40019 | 225° | TDZE | 13 |
| W22B | | Apt Elev | 13 |

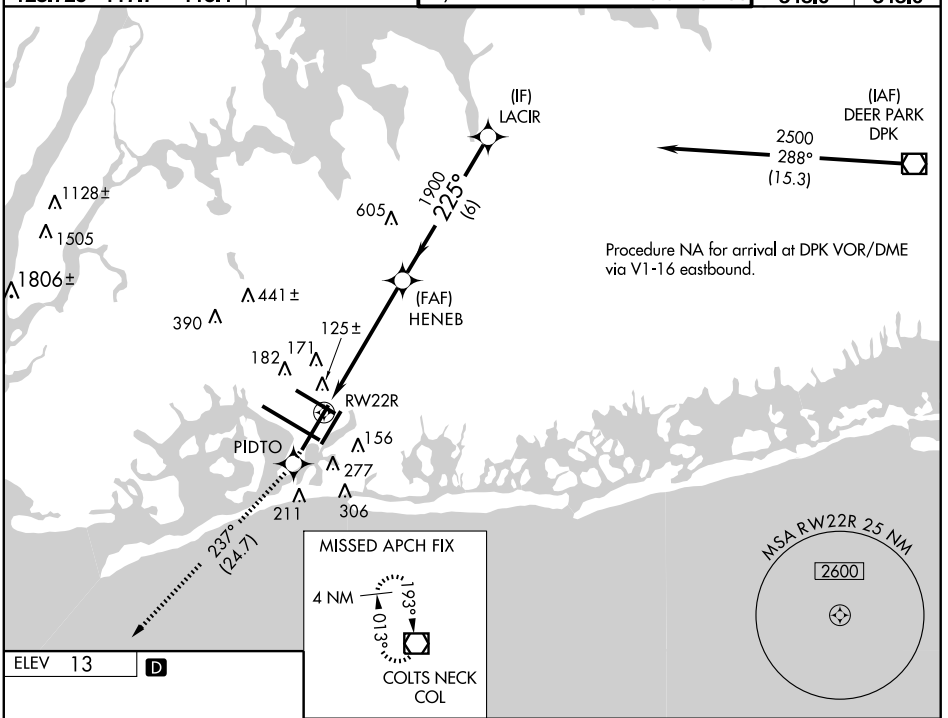
# RNAV (GPS) RWY 22R

## NEW YORK / JOHN F. KENNEDY INTL (JFK)

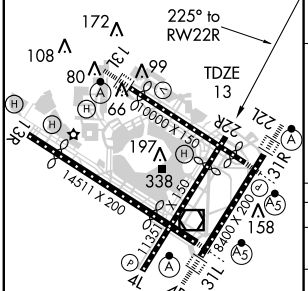
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

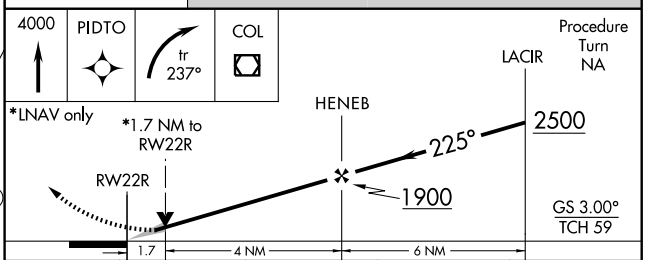
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




ELEV 13 D




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/40 257 (300-¾) | | | |
| LNAV/VNAV DA | 480-1½ 467 (500-1½) | | | |
| LNAV MDA | 600/50 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1½ 627 (700-1½) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 11248 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (GPS) X RWY 31L

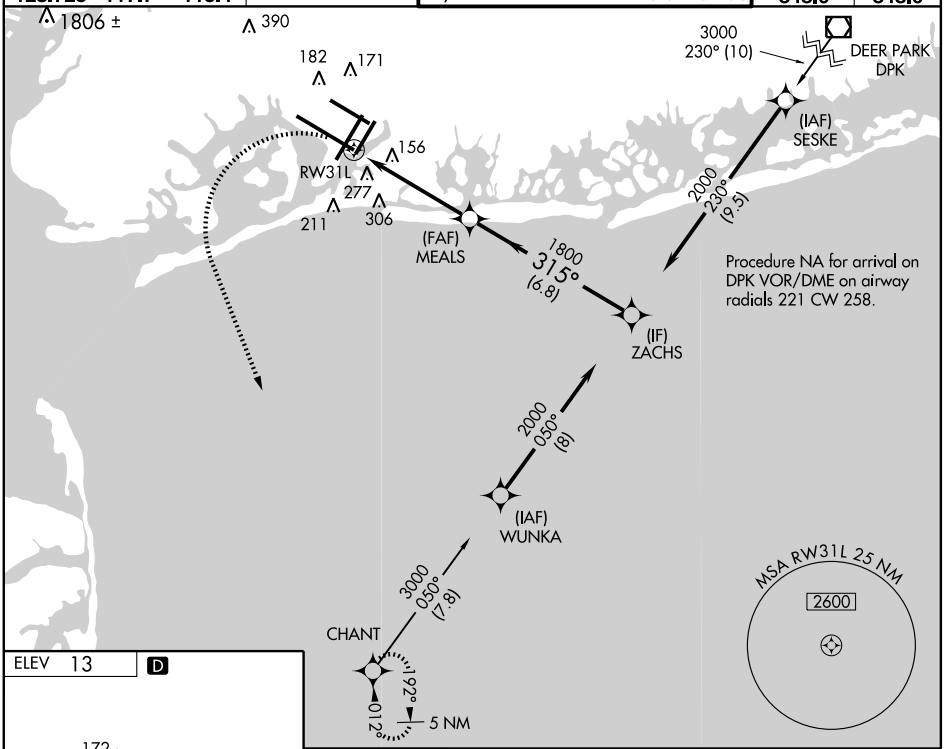
NEW YORK / JOHN F. KENNEDY INTL (JFK)

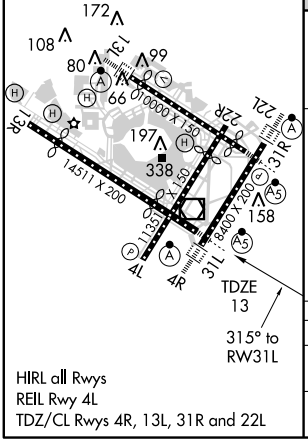
DME/DME RNP-0.3 NA.

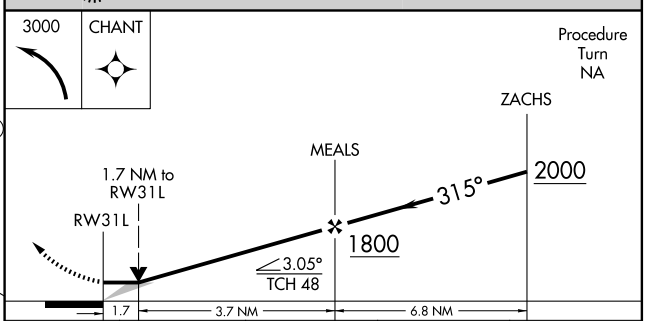
MALSR

MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600/50 | 587 (600-1) | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 77519 | 045° | Rwy Idg | 11351 |
| W04A | | TDZE | 12 |
| | | Apt Elev | 13 |

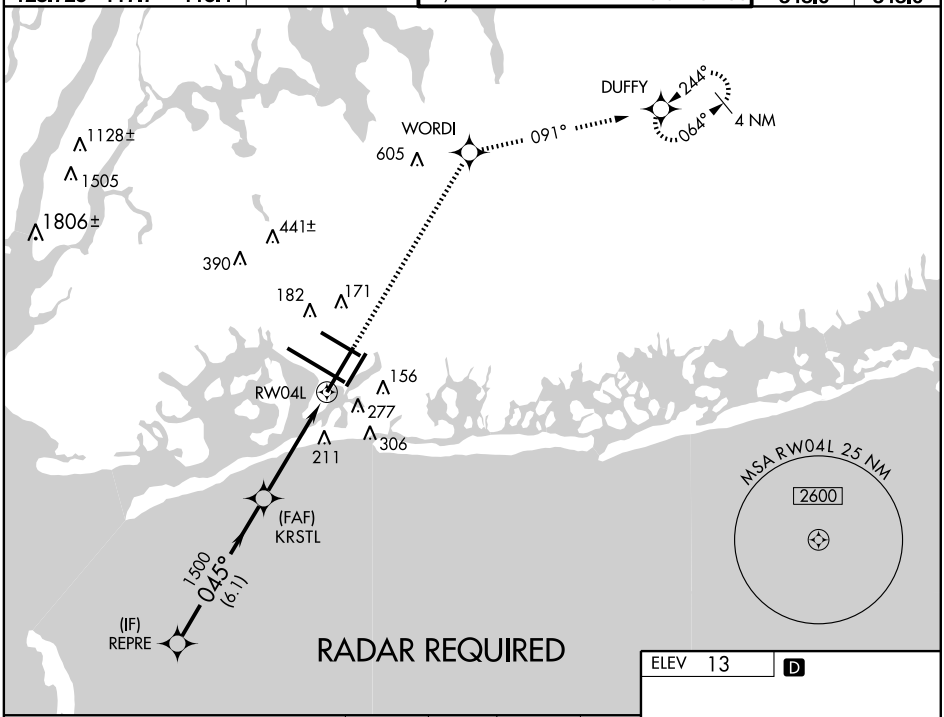
# RNAV (GPS) Y RWY 4L

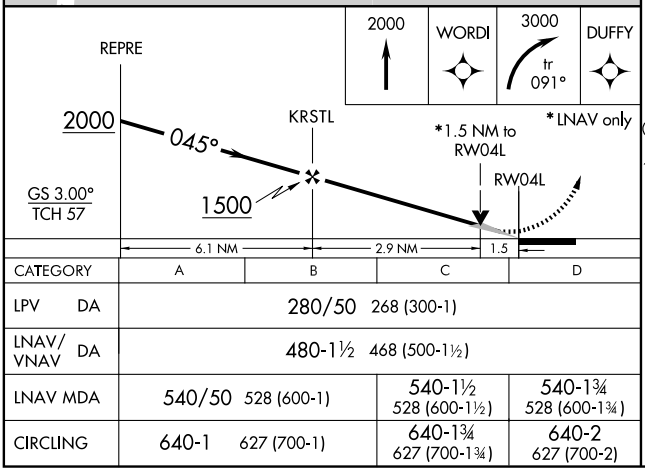
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

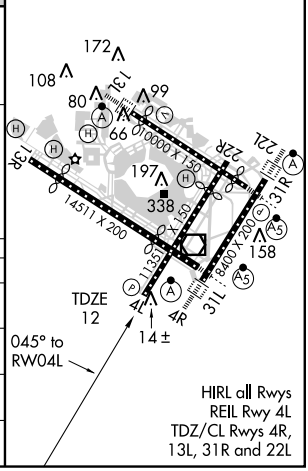
MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 280/50 268 (300-1) | | | |
| LNAV/VNAV DA | 480-1½ 468 (500-1½) | | | |
| LNAV MDA | 540/50 528 (600-1) | | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 81819 | 045° | TDZE | 13 |
| W04B | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 4R

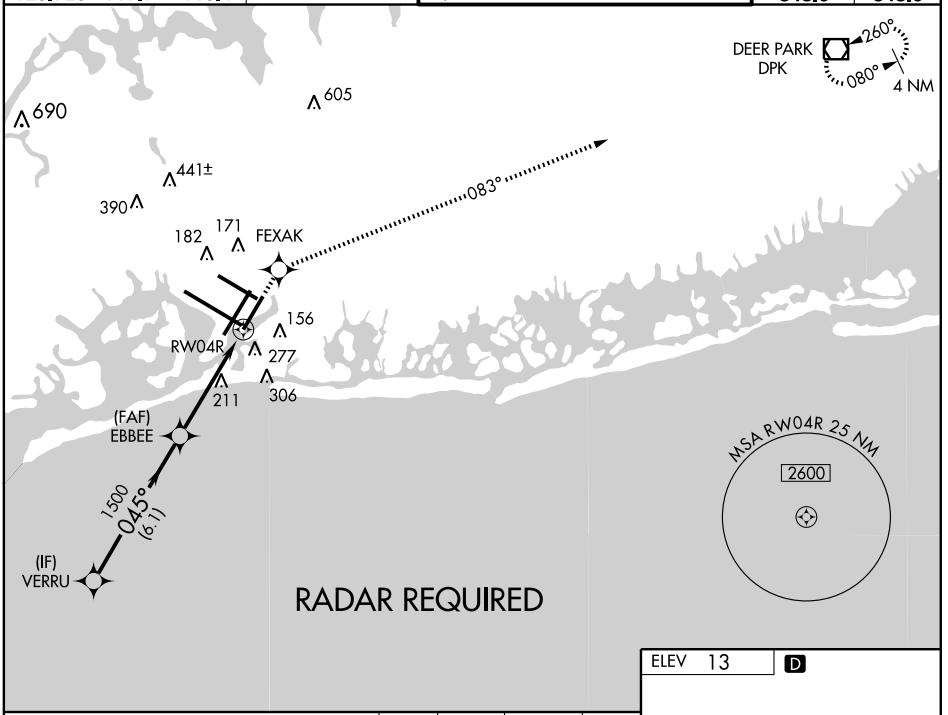
NEW YORK / JOHN F. KENNEDY INTL (JFK)

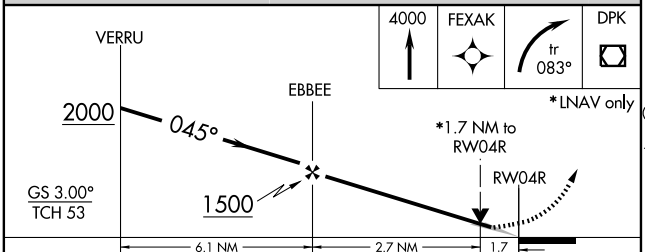
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

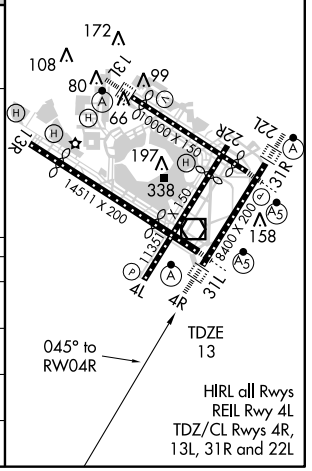
MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 520/60 507 (600-1¼) | | | |
| LNAV MDA | 600/24 587 (600-½) | | 600/50 587 (600-1) | 600/60 587 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 97318 | 225° | TDZE | 13 |
| W22A | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 22L

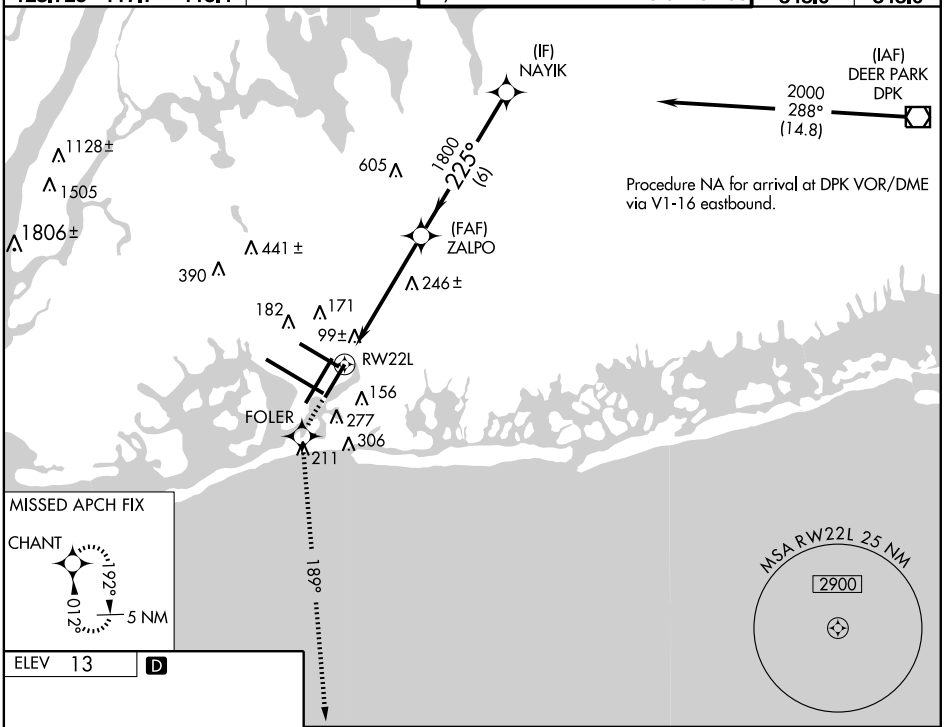
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

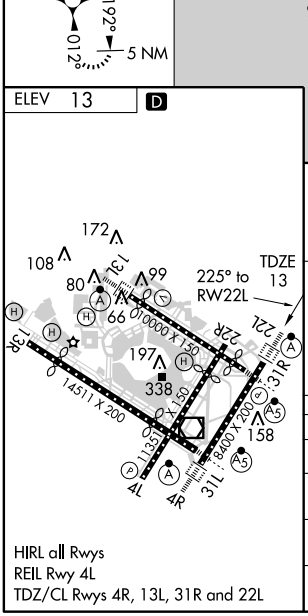
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

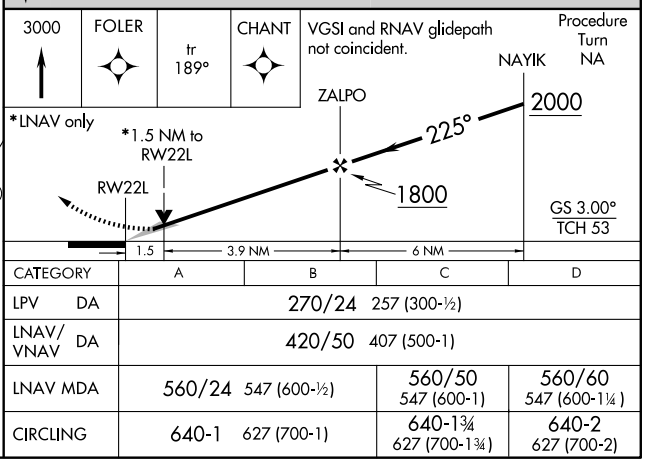
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 420/50 407 (500-1) | | | |
| LNAV MDA | 560/24 547 (600-½) | | 560/50 547 (600-1) | 560/60 547 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| CH 50119 | 315° | TDZE | 13 |
| W31A | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 31L

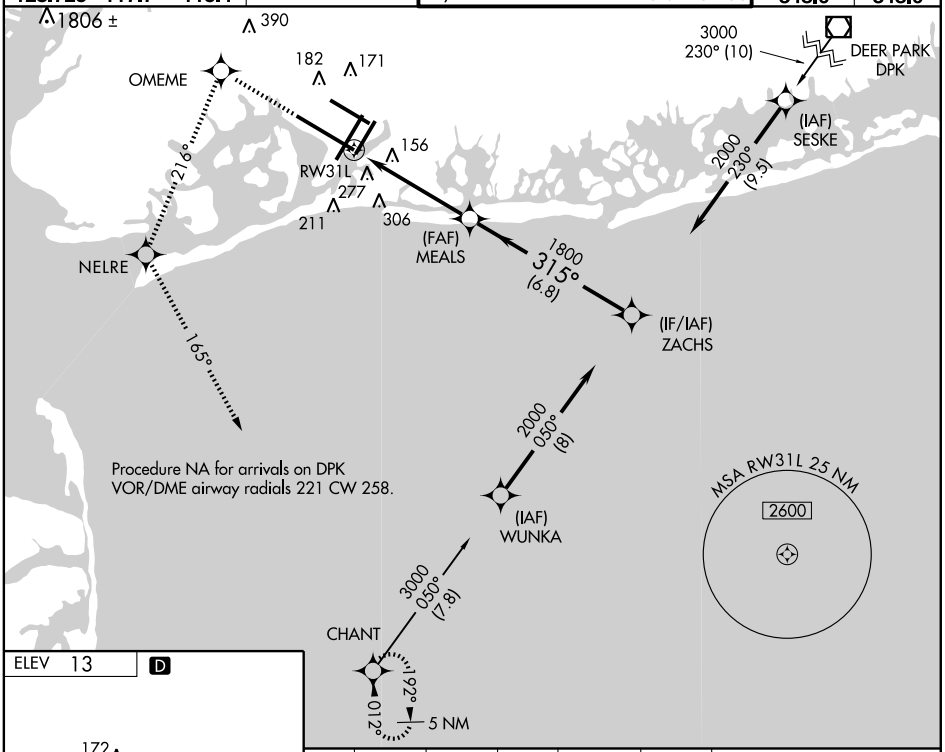
NEW YORK / JOHN F. KENNEDY INTL (JFK)

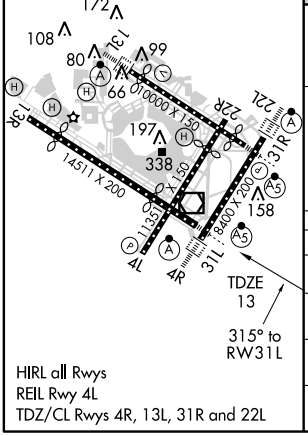
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

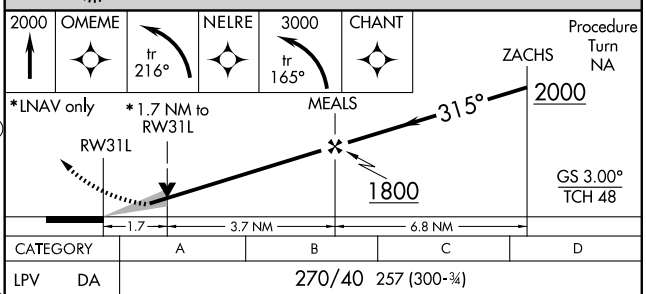
MALSR

MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/40 257 (300-¾) | | | |
| LNAV/VNAV DA | 600-2 587 (600-2) | | | |
| LNAV MDA | 600/50 587 (600-1) | | 600-1½ 587 (600-1½) | 600-1¾ 587 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8970 |
|---|---|---|---|
| CH 45519 | 315° | TDZE | 13 |
| W31B | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 31R

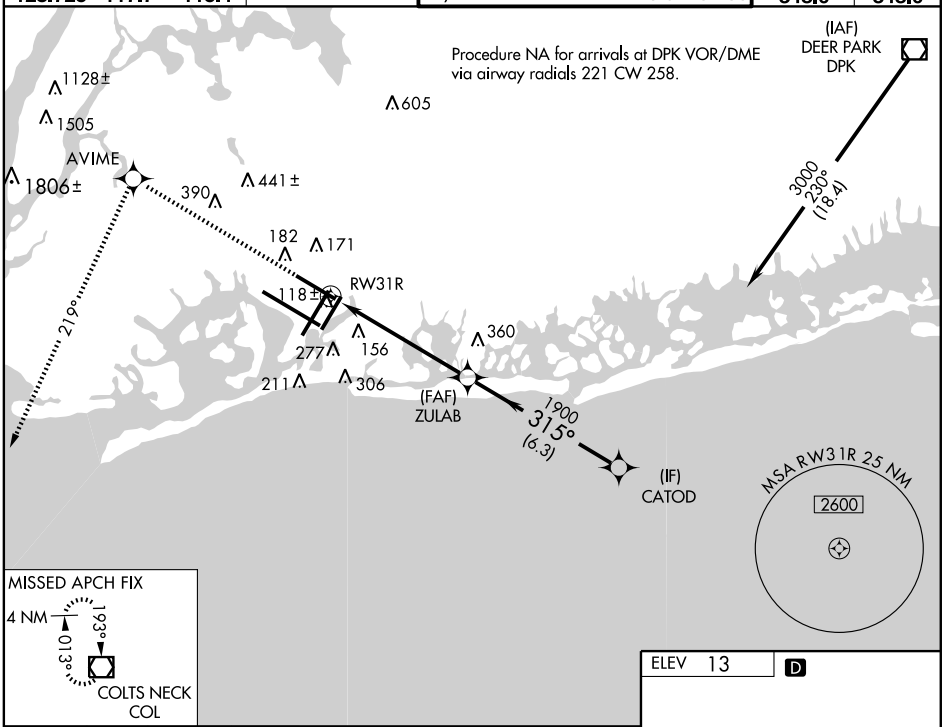
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

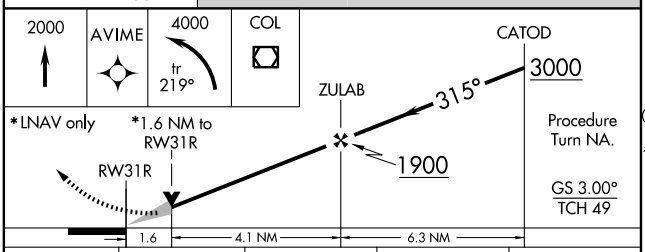
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

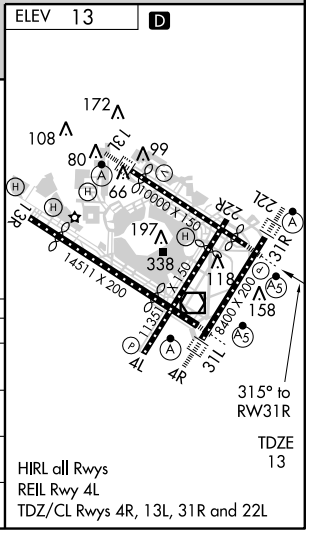
MALSR

MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270/24 257 (300-½) | | | |
| LNAV/VNAV DA | 420/50 407 (500-1) | | | |
| LNAV MDA | 580/24 567 (600-½) | | 580/50 567 (600-1) | 580/60 567 (600-1¼) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 11351 |
|---|---|---|
| 045° | TDZE | 12 |
| | Apt Elev | 13 |

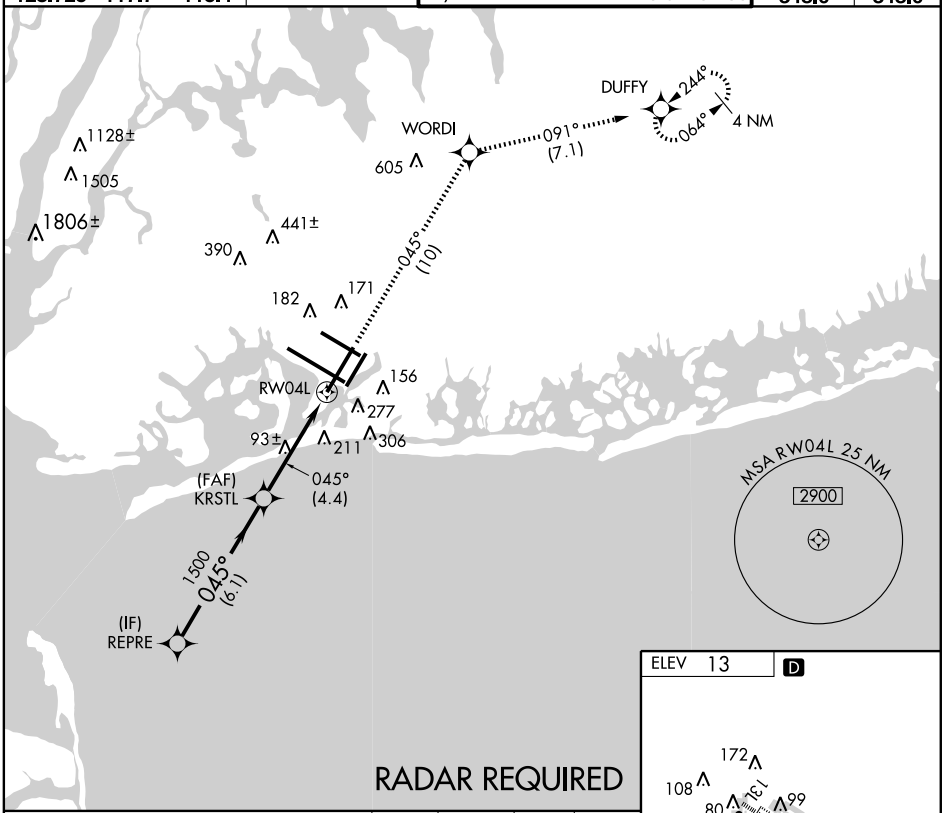
# RNAV (RNP) Z RWY 4L

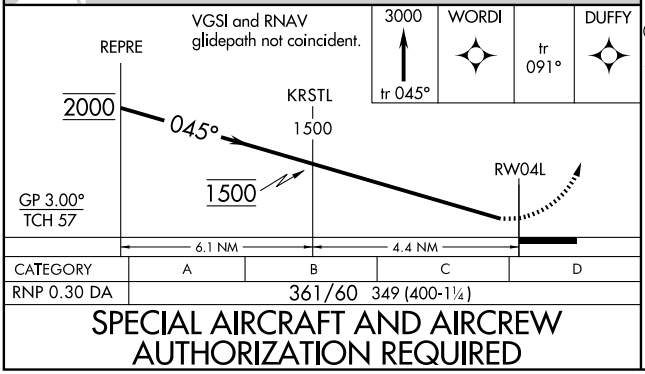
NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

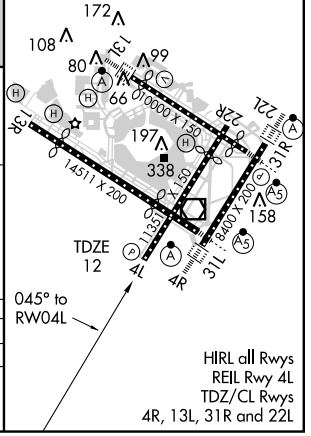
MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

| ATIS | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|
| (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| 128.725 | 117.7 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |




**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 045° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 4R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

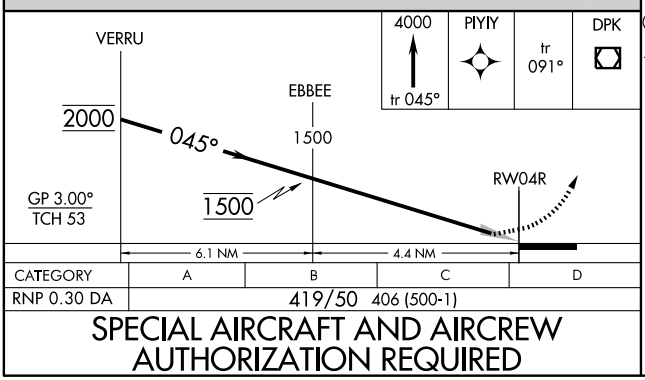
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |

DEER PARK DPK 260° 080° 4 NM

690 605 PIYIY 091° (18.1) 441± 390 182 171 045° (7) RW04R 156 277 211 306 045° (4.4) (FAF) EBBEE 1500 045° (6.1) (IF) VERRU

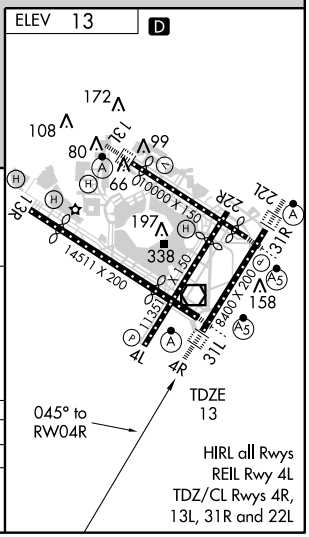
MSA RW04R 25 NM 2900

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 419/50 | 406 (500-1) | | |

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 22L

## NEW YORK / JOHN F. KENNEDY INTL (JFK)

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 225° | TDZE | 13 |
| | Apt Elev | 13 |

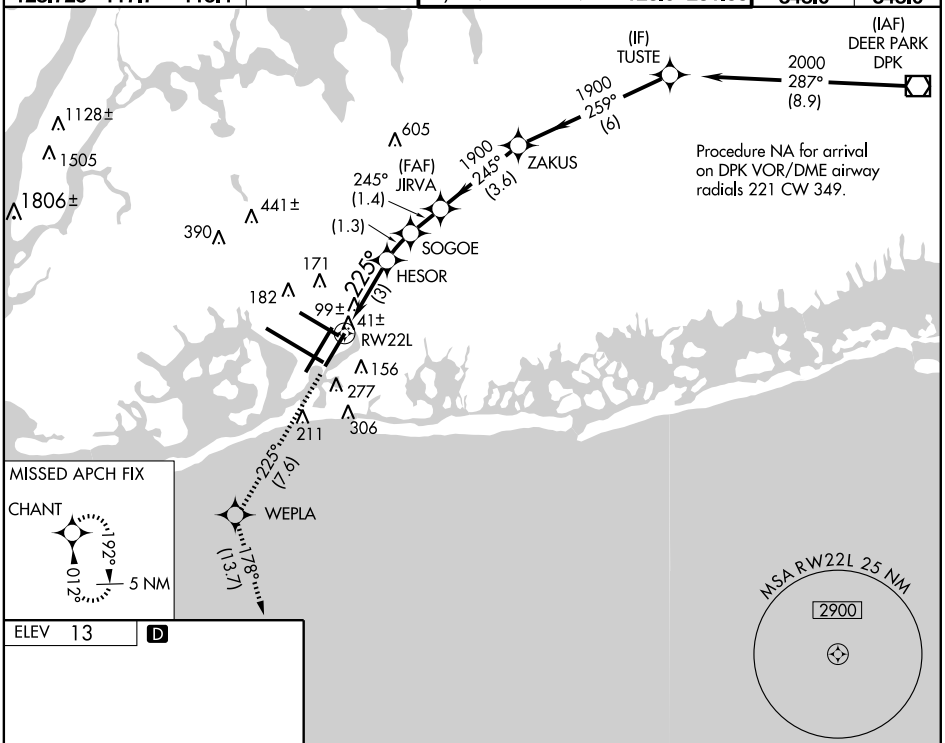
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

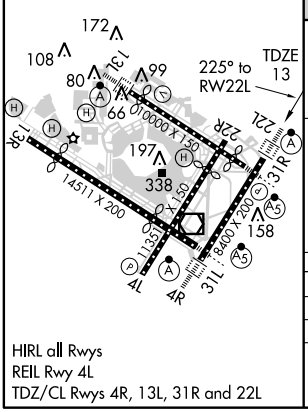
NA

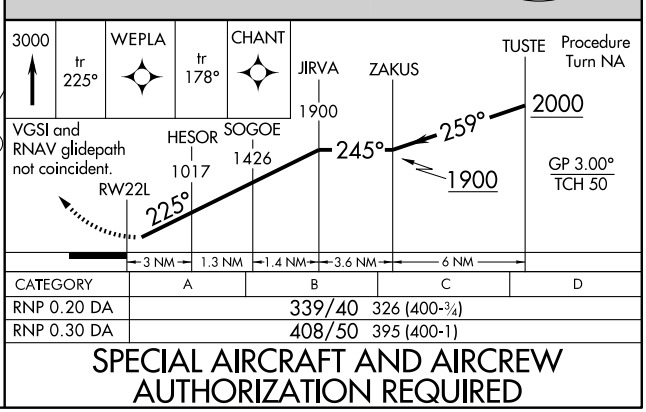
ALSF-2

MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

| ATIS | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 339/40 | 326 (400-¾) | | |
| RNP 0.30 DA | 408/50 | 395 (400-1) | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

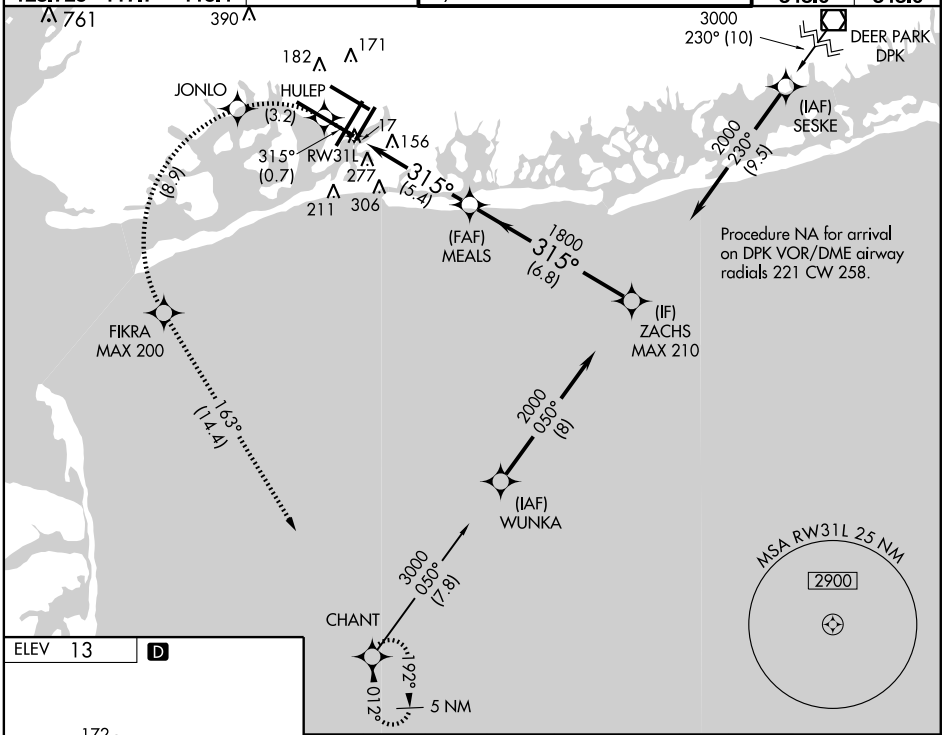
| APP CRS | Rwy Idg | 11248 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

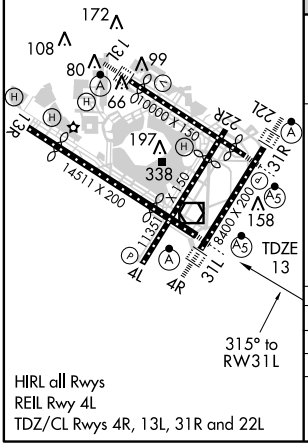
T NA For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

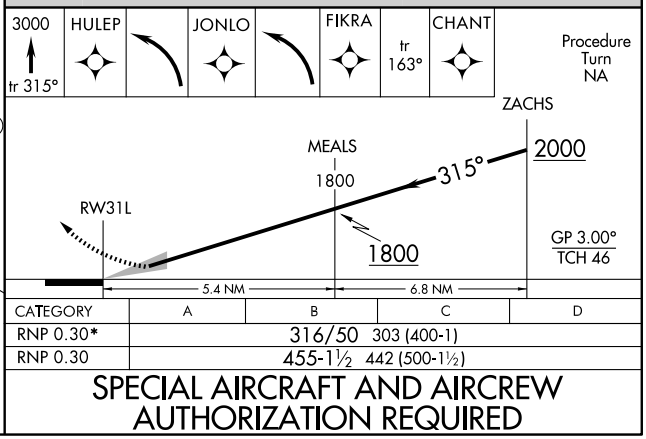
MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

| ATIS | | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|
| (ARR-NE) | (ARR-SW) | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9<br>348.6 | 135.05<br>348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30* | 316/50 303 (400-1) | | | |
| RNP 0.30 | 455-1½ 442 (500-1½) | | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 8970 |
|---|---|---|
| 315° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 31R

## NEW YORK / JOHN F. KENNEDY INTL (JFK)

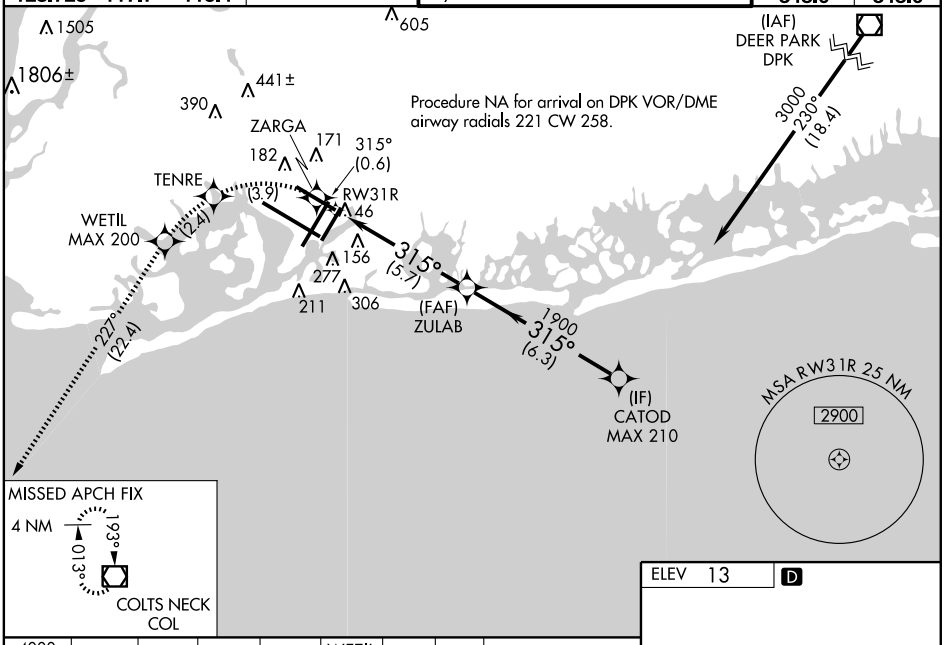
▼ ▲ NA

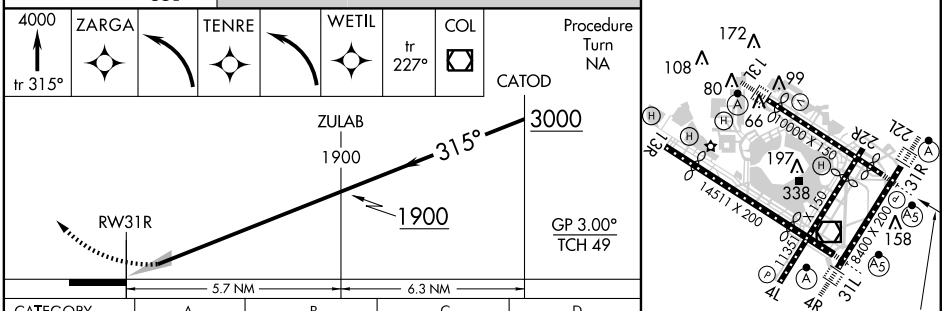
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

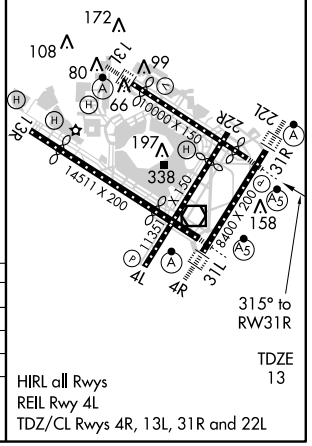
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| (ARR-NE) | (ARR-SW) | | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |



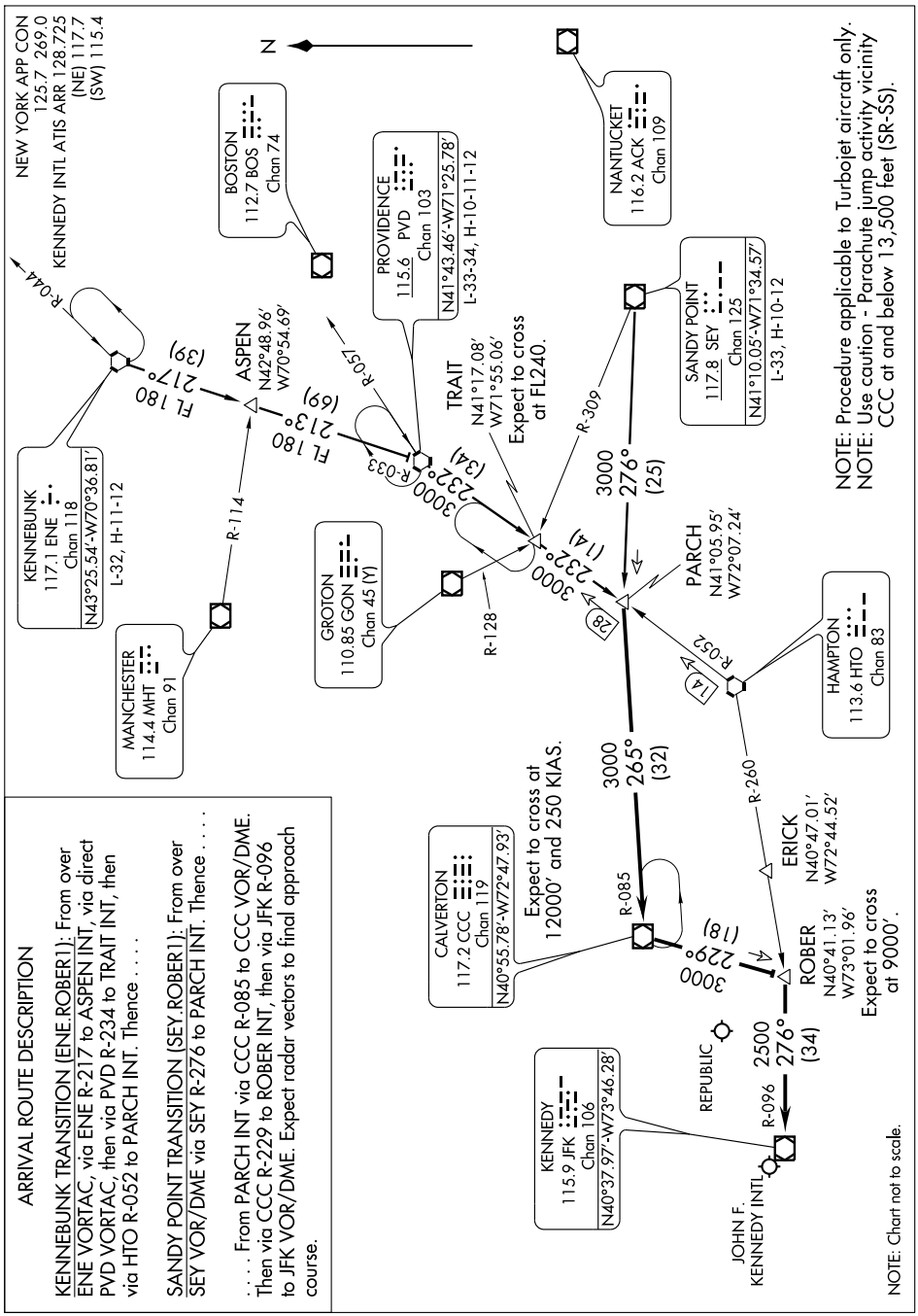

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA** | 274/24 | 261 (300-½) | | |
| RNP 0.30 DA*** | 317/24 | 304 (400-½) | | |
| RNP 0.30 DA | 413/50 | 400 (400-1) | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

(NARRATIVE ON FOLLOWING PAGE)

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.51′-W73°18.22′
L-33-34, H-10-12

R-320

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

R-311

SPARTA
115.7 SAX
Chan 104
N41°04.05′-W74°32.30′
L-33-34, H-10-12

R-322

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′-W74°44.51′
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′
W73°52.12′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

100°

R-039

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

CRI 2 DME

R-253

R-139

CRI 3 DME

R-223

Cross JFK R-253
at or above 2500′
maintain 5000′

SHIPP
N40°19.77′
W73°14.84′
L-34

BIGGY
N40°25.18′
W74°58.36′
L-33-34, H-10-12

BREEZY POINT
CLIMB

220°

CRI
R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

BRIDGE
CLIMB

CANARSIE
CLIMB

JFK
R-221

DIXIE
N40°05.96′
W74°09.87′
L-34

SEIFF
JFK 55
N40°04.61′
W72°49.06′
H-10

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

YARDLEY
108.2 ARD
Chan 19
N40°15.20′-W74°54.46′
L-34, H-10-12

ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′-W74°29.70′
L-34, H-10-12

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

NOTE: Chart not to scale.



NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

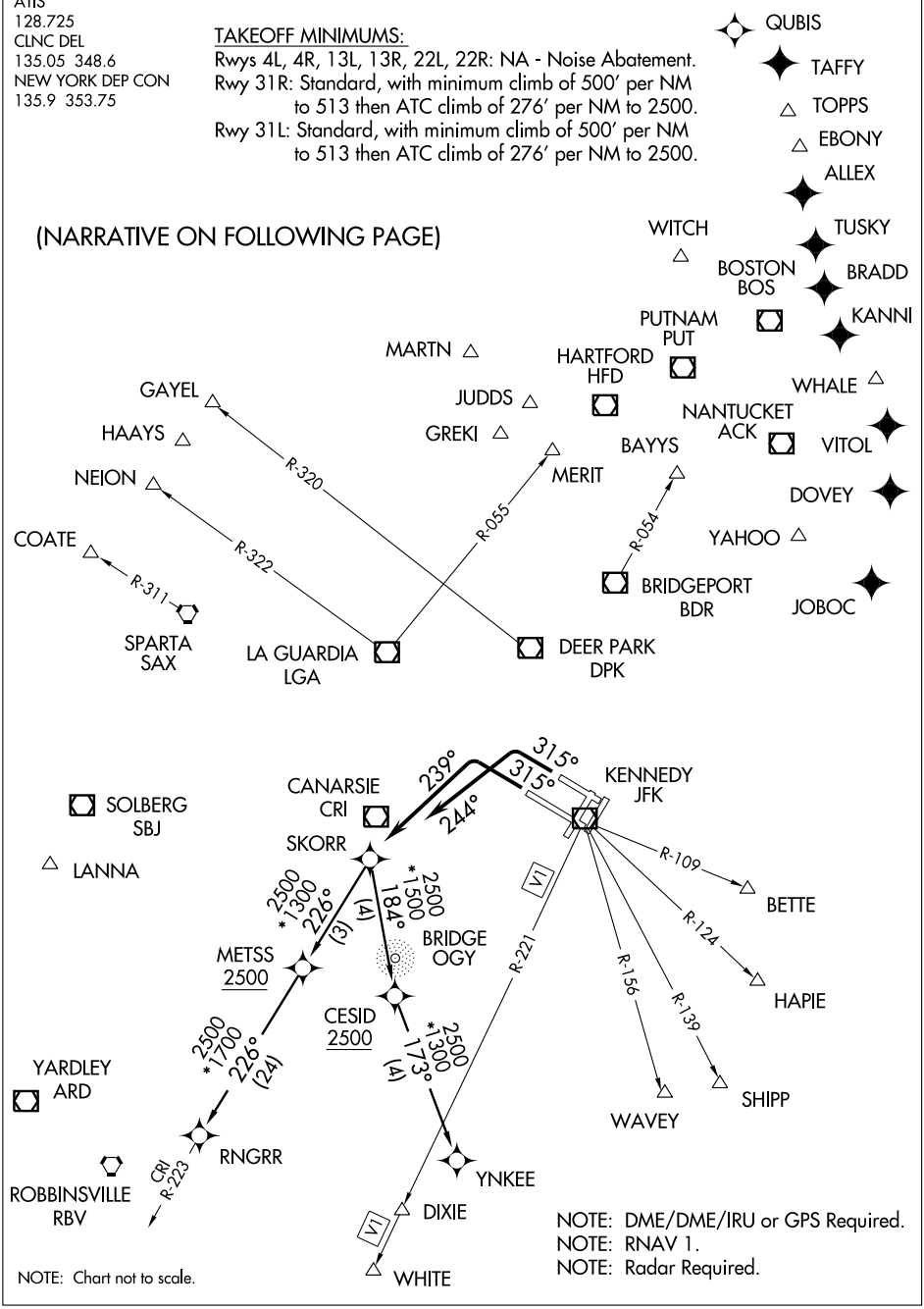
NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.


NE-2, 26 AUG 2010 to 23 SEP 2010

ATIS
128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.75

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.
Rwy 31L: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)




NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.

NOTE: Chart not to scale.



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to intercept course 244° to SKORR. Thence . . . .

TAKEOFF RUNWAY 31L: Climb heading 315° to intercept course 239° to SKORR. Thence . . . .

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR3.RNGRR):
YNKEE TRANSITION (SKORR3.YNKEE):

TAKEOFF OBSTACLE NOTES:
Rwy 31L: Tree 2076' from DER, 436' left of centerline, 79' AGL/91' MSL.
Bush 257' from DER, 530' left of centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of centerline, 39' AGL/52' MSL.
Tree 561' from DER, 646' right of centerline, 30' AGL/43' MSL.
Multiple light poles starting 1442' from DER, 336' left of centerline, up to 44' AGL/67'MSL.
Vehicle on road 281' from DER, 501' left of centerline, 15' AGL/26' MSL.
Multiple obstruction lights on poles and fence starting 366' from DER, 15' left of centerline, up to 17' AGL/31' MSL.
Obstruction light on pole 625' from DER, 359' right of centerline, 28' AGL/31' MSL.
Approach light 190' from DER, 8' right of centerline, 5' AGL/18' MSL.
Fence 410' from DER, 352' right of centerline, 10' AGL/23' MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and south expect direct BOS VOR/DME direct.

| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 115.9 | 232° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

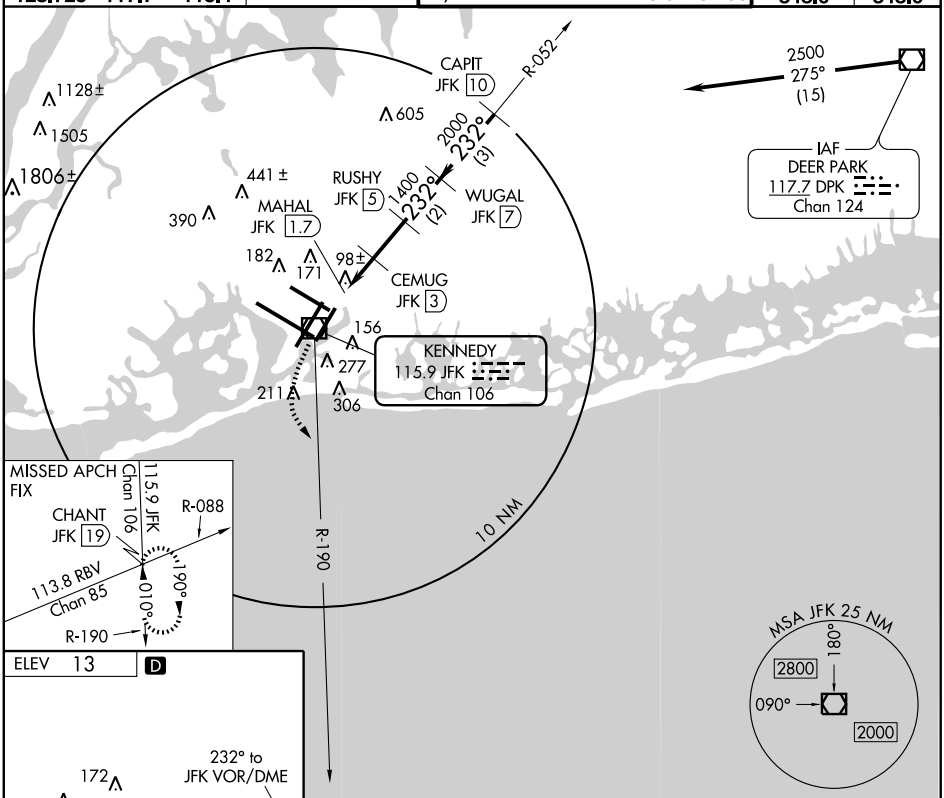
# VOR/DME RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

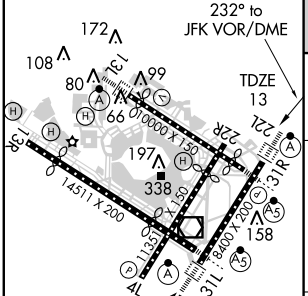
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

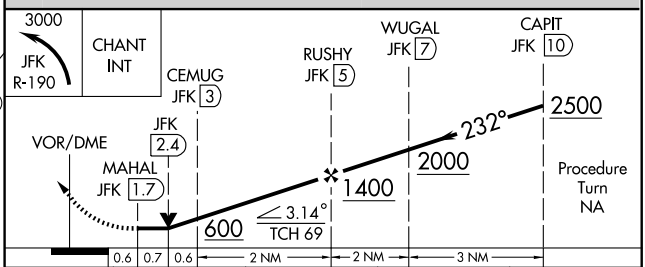
| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 |




ELEV 13 D




HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CRI | APP CRS | Rwy Idg 13R 11966 |
|---|---|---|
| 112.3 | 041° | 13L 9009 |
| Chan 70 | | TDZE 13 |
| | | Apt Elev 13 |

# VOR or GPS RWY 13L/13R

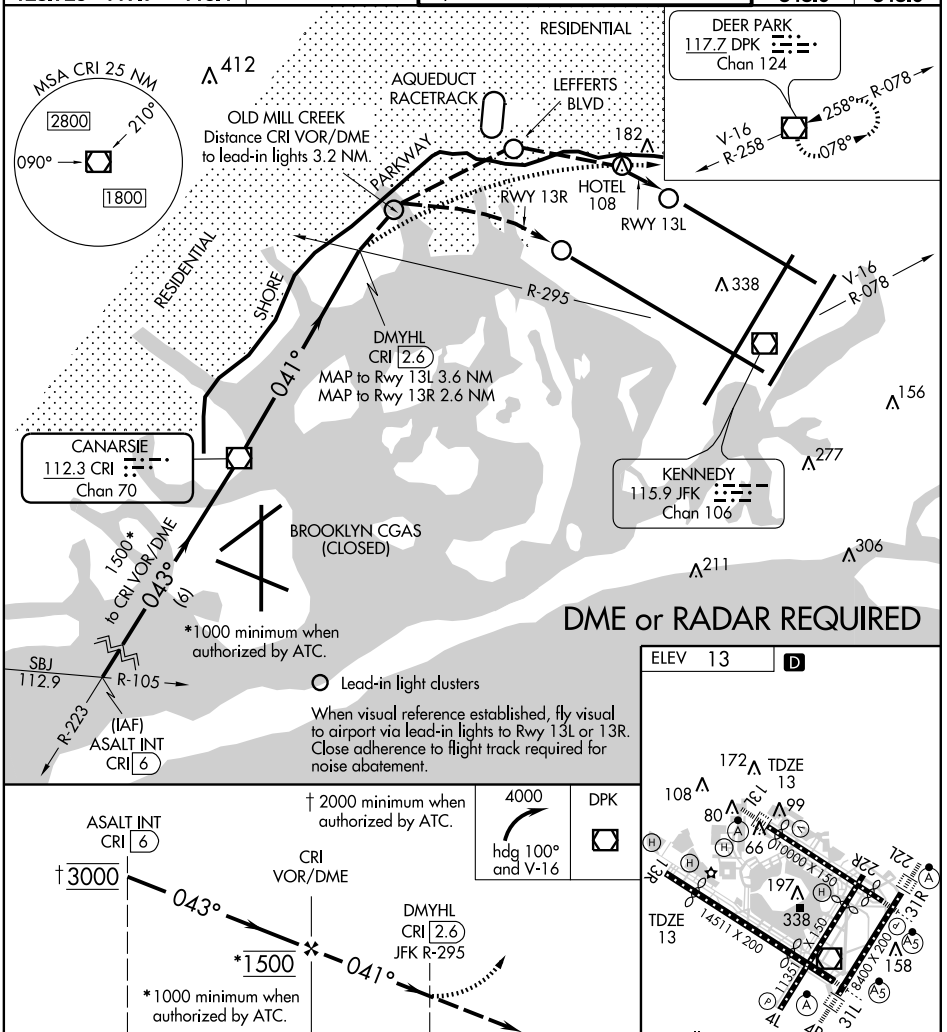
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

For inoperative LDIN, procedure not authorized.

Rwy13L ALSF-2

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| (ARR-NE) | (ARR-SW) | | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 |










HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LDIN-13L | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |
| LDIN-13R | 800-2 787 (800-2) | | 800-2 ¼ 787 (800-2 ¼) | 800-2 ½ 787 (800-2 ½) |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

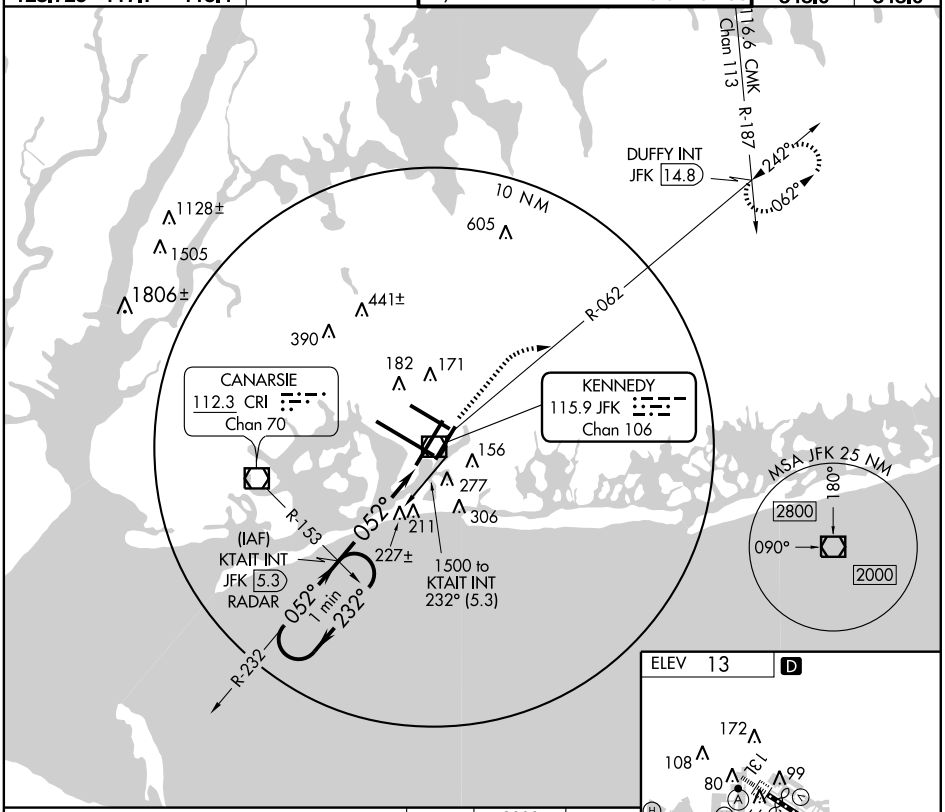
| VOR/DME JFK | APP CRS | Rwy Idg | 11351 |
|---|---|---|---|
| 115.9 | 052° | TDZE | 12 |
| Chan 106 | | Apt Elev | 13 |

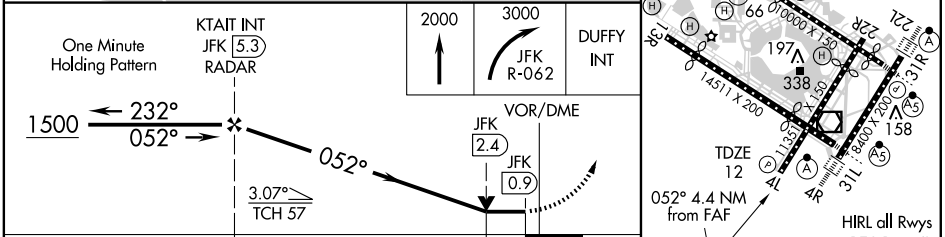
# VOR RWY 4L

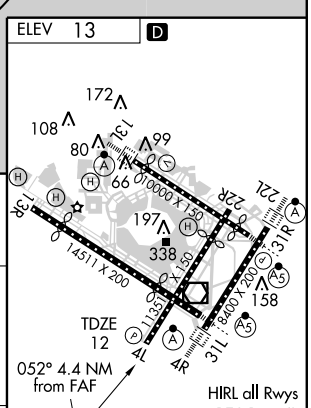
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 281.55 | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 121.9 348.6 | 135.05 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 540/50 | 528 (600-1) | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 115.9 | 028° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

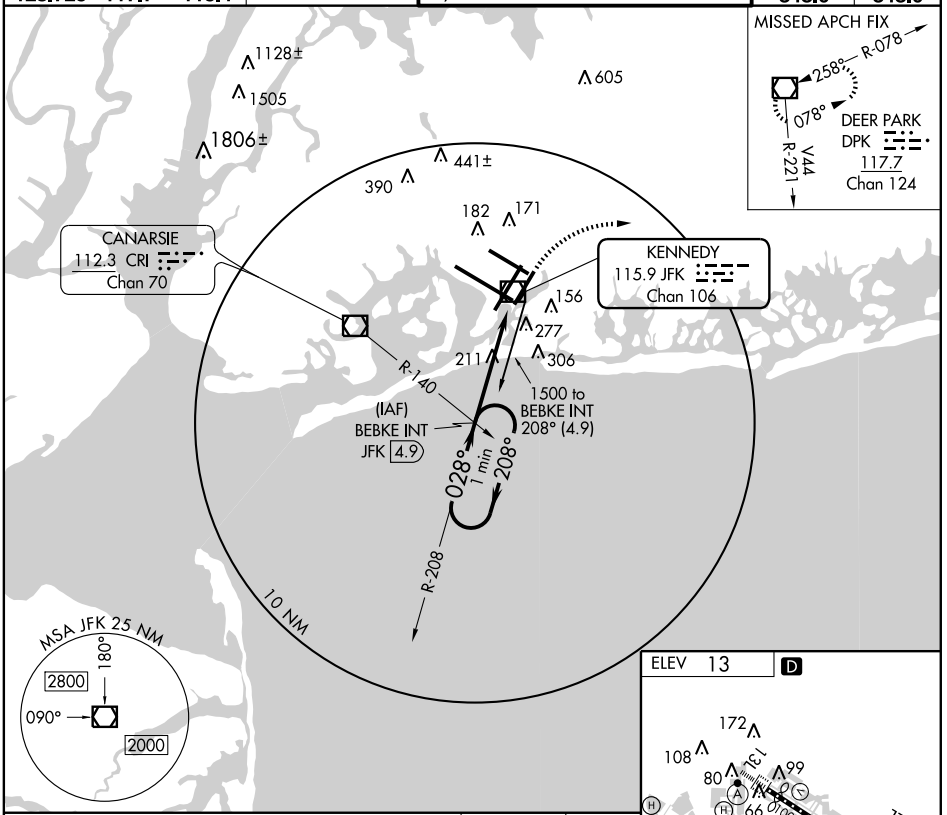
# VOR RWY 4R

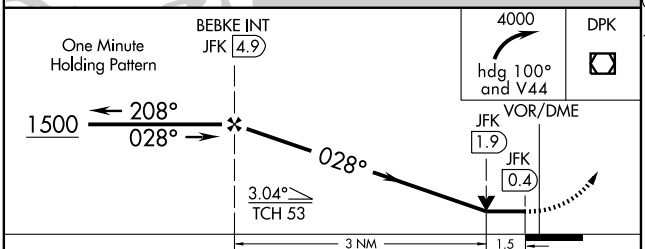
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

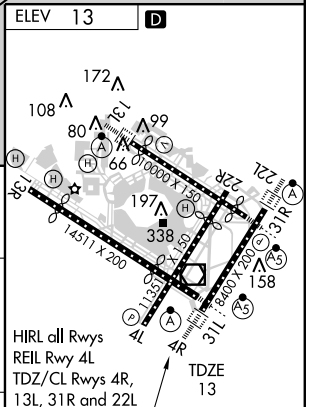
MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 121.9 348.6 | 135.05 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4R | 540/24 | 527 (600-½) | 540/50 527 (600-1) | 540/60 527 (600-1¼) |
| CIRCLING | 640-1 | 627 (700-1) | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME JFK | APP CRS | Rwy Idg 11248 |
|---|---|---|
| 115.9 | 343° | TDZE 13 |
| Chan 106 | | Apt Elev 13 |

# VOR RWY 31L

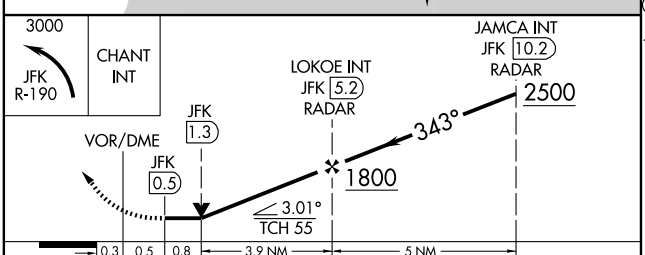
## NEW YORK / JOHN F. KENNEDY INTL (JFK)

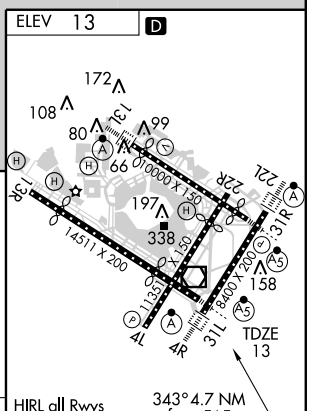
MALSR

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

| ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| | (ARR-NE) | (ARR-SW) | | | | | | |
| 128.725 | 117.7 | 115.4 | 127.4 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 560/50 547 (600-1) | | 560-1½ 547 (600-1½) | 560-1¾ 547 (600-1¾) |
| CIRCLING | 640-1 627 (700-1) | | 640-1¾ 627 (700-1¾) | 640-2 627 (700-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



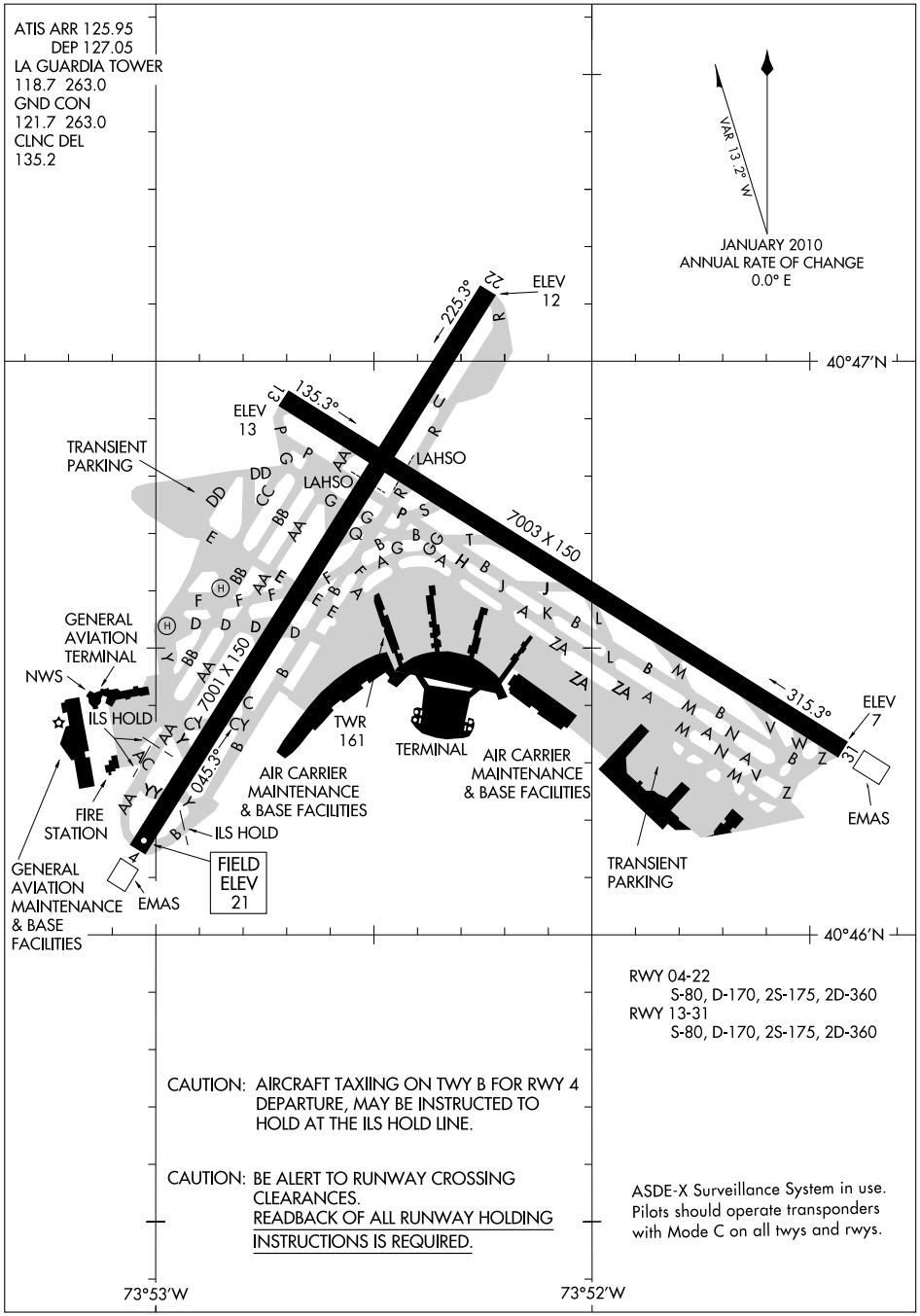
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK






RWY 04-22
S-80, D-170, 2S-175, 2D-360
RWY 13-31
S-80, D-170, 2S-175, 2D-360

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

NE-2, 26 AUG 2010 to 23 SEP 2010

**LA GUARDIA** (LGA) 4 E UTC−5(−4DT) N40°46.64′ W73°52.36′ **NEW YORK COPTER**
21 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **H–10I, 12J, L–33B, 34H**
NOTAM FILE LGA **IAP, AD**

**RWY 13–31:** H7003X150 (ASPH–CONC–GRVD) S–80, D–170, 2S–175, 2D–360 HIRL CL
**RWY 13:** MALSR. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 49′.
**RWY 31:** REIL. VASI(V16). Upper—GA 3.0° TCH 88′. Lower—GA 2.75° TCH 47′. Building.

**RWY 04–22:** H7001X150 (ASPH–CONC–GRVD) S–80, D–170, 2S–175, 2D–360 HIRL CL
**RWY 04:** MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Building.
**RWY 22:** ALSF1. TDZL. REIL. VASI(V4L)—GA 3.0°TCH 52′.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 04 | 13–31 | 4600 |
| RWY 31 | 04–22 | 5500 |

**ARRESTING GEAR/SYSTEM**
**RWY 13:** EMAS
**RWY 22:** EMAS

**AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, High Density Arpt, Prior Reservation Required, see Aeronautical Information Manual. Coded Transponder required. VFR reservation information avbl on ATIS. Attended continuously. Ship masts in apch Rwy 31. Flocks of birds on and invof arpt. Fence 9′ AGL 450′ southeast Rwy 31 thld, 6400′ southeast Rwy 04–22 centerline, 400′ northeast Rwy 13–31 centerline. Port Authority of New York and New Jersey. Open to military conventional acft with prior permission, ctc arpt ops at 718–533–3700. Magnetic anomalies may affect compass heading when using extension Rwy 13 and Rwy 22 for tkf. Rwy 13 VASI and ILS not coincidental. Noise abatement procedures in effect; call 212–435–3812 during normal business hrs. Twy G, Twy P, Twy R and Twy U concrete deck restricted to 5 knot turns, 10 knot straight. Twy ZA clsd 0400–1200Z‡ for acft parking. Twy Y between Twy AA and Twy BB clsd to acft with wingspan in excess of 113′. Twy F located bwteen Twy BB and Twy Y clsd indef. B767–400 acft rstd to 10Kt on Twy DD, Twy Z, Twy B, and Twy AA. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (718) 672–6317. LLWAS.

**COMMUNICATIONS: D–ATIS ARR** 125.95 (718) 478–6070 **D–ATIS DEP** 127.05 (718) 478–0118 **UNICOM** 122.95
**RCO** 122.1R 113.1T (NEW YORK RADIO)
Ⓡ **NEW YORK APP CON** 120.8 132.7 128.8 (Final) 127.3 124.95 118.0
**TOWER** 118.7 **GND CON** 121.7 121.85 **CLNC DEL** 135.2 (121.875 helicopters) **PRE–TAXI CLNC** 135.2
Ⓡ **NEW YORK DEP CON** 120.4 124.45 127.05

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LGA.
**(L) VOR/DME** 113.1 LGA Chan 78 N40°47.02′ W73°52.12′ at fld. 15/12W.
VOR portion unusable:
245°–280° byd 25 NM blo 6000′
DME portion unusable:
245°–280° byd 25 NM blo 6000′
**ORCHY NDB (LOM)** 385 UR N40°51.98′ W73°48.21′ 222° 6.2 NM to fld.
Unusable 140°–210° byd 11 NM.
**ILS** 110.5 I–LGA Rwy 04. Class IT.
**ILS/DME** 108.5 I–GDI Chan 22 Rwy 13. Class IE. Glideslope unusable byd 5° left of course.
**ILS** 110.5 I–URD Rwy 22. Class IT. LOM ORCHY NDB. LOM unusable 140°–210° byd 11 NM.
**ILS/DME** 108.5 I–PZV Chan 22 Rwy 31. LOC only. LOC unusable byd 18° right side of course.
**LDA/DME** 111.15 I–TKD Chan 48(Y) Rwy 22. LOC course unusable inbound 2 DME. LOC unusable byd 25° left side of course. LOC unusable byd 20° right side of course.

**HELIPAD H1:** H60X60 (ASPH) PERIMETER LIGHTS

**HELIPORT REMARKS:** H1 located intersection Twy BB and Twy F. Helicopter pad located at the intersection of Twy D, Twy F and Twy Y clsd indef.

**NEW YORK SKYPORTS INC SPB** (6N7) O E UTC−5(−4DT) N40°44.04′ W73°58.37′ **NEW YORK COPTER**
00 NOTAM FILE ISP

**WATERWAY N–S:** 10000X1000 (WATER)

**SEAPLANE REMARKS:** Attended 1300Z‡–dusk. Landing fee. No tie–downs and no overnight stays avbl. Pilots must complete a proving flight with an authorized member of the N.E. Seaplanes Pilots Association prior to seaplane base use. 3–bladed props rqrd on all seaplanes. Located 1.7 south New York City Columbus Circle. Pilots rqr not to fly over the 59th Street Bridge. East River–velocity 2.6 miles per hr in south southwest direction. Heavy boat tfc in river. Pilots required to taxi 1000 ft offshore on Manhattan side before beginning tkf.

**COMMUNICATIONS: CTAF** 122.9

| LOC I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 14 |
| | | Apt Elev | 22 |

# COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

NA

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED

10 NM

044°

LOM/IAF ORCHY 385 UR

1100

224°

(2.5)

ALEKS LGA 3.3

620 351 624 470 624 340 549 673 532 360 296 389 248 384 366 425 545 350 280 384 366 216 526± 1128 ± 232± 345 1505 690 302 204 380 380 441± 1806± 649

MSA UR 25 NM

180° 2100 2800 270° 1700 360°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 110.5 I-URD

R-225

KENNEDY 115.9 JFK Chan 106

R-281

225° 210K 045°

PROUD LGA 11

ELEV 22

224° 3.3 NM from FAF

TDZE 14

90±

7003 x 150

7001 x 150

161

208

2700 PROUD

LGA R-225

ALEKS LGA 3.3

ORCHY LOM

1090

224°

2000

1100

VOR/DME LGA 0.1

GS 3.00° TCH 52

3.2 NM 2.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| H-ILS 22 | 214/12 200 (200-½) | NA | | |
| H-LOC 22 | 620/12 606 (700-½) | NA | | |
| CIRCLING | NA | | | |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# COPTER RNAV (GPS) 250°

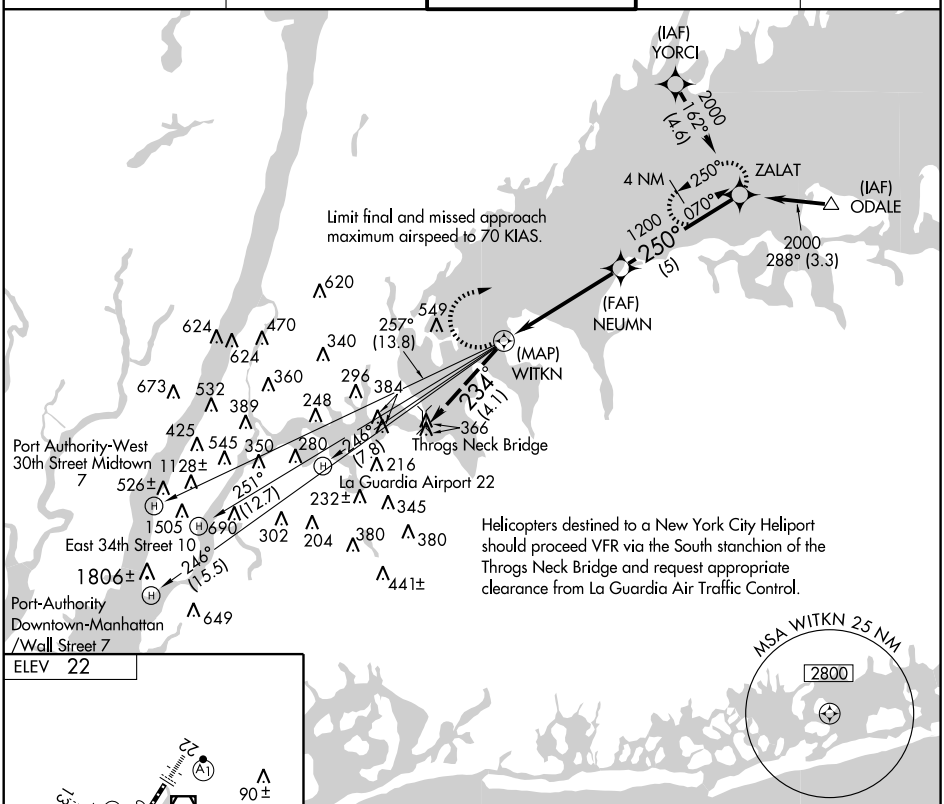
NEW YORK/ LA GUARDIA (LGA)

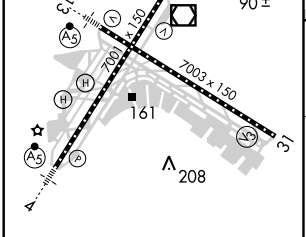
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 250° | TDZE | N/A |
| | Apt Elev | 22 |

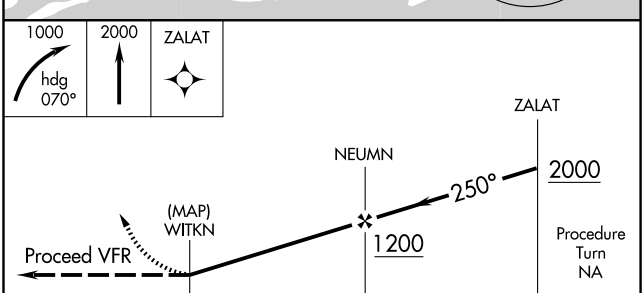
NA — Use La Guardia altimeter setting.

MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

| ATIS ARR | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP | | | | |
| 125.95 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |
| 127.05 | | | | |




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| CATEGORY | COPTER |
|---|---|
| H-250° | 480-¾ 351 (400-¾) |
| CIRCLING | NA |

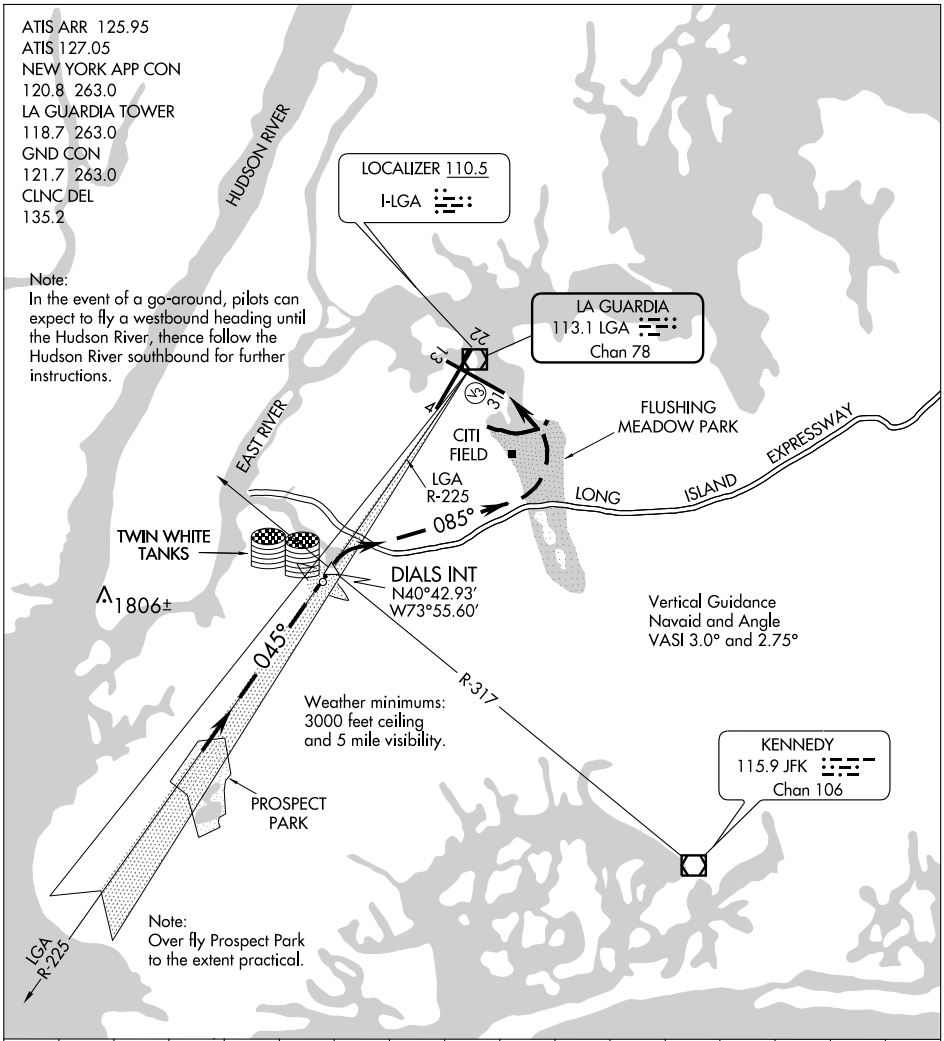


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# EXPRESSWAY VISUAL RWY 31 AL-289 (FAA)








## EXPRESSWAY VISUAL RWY 31

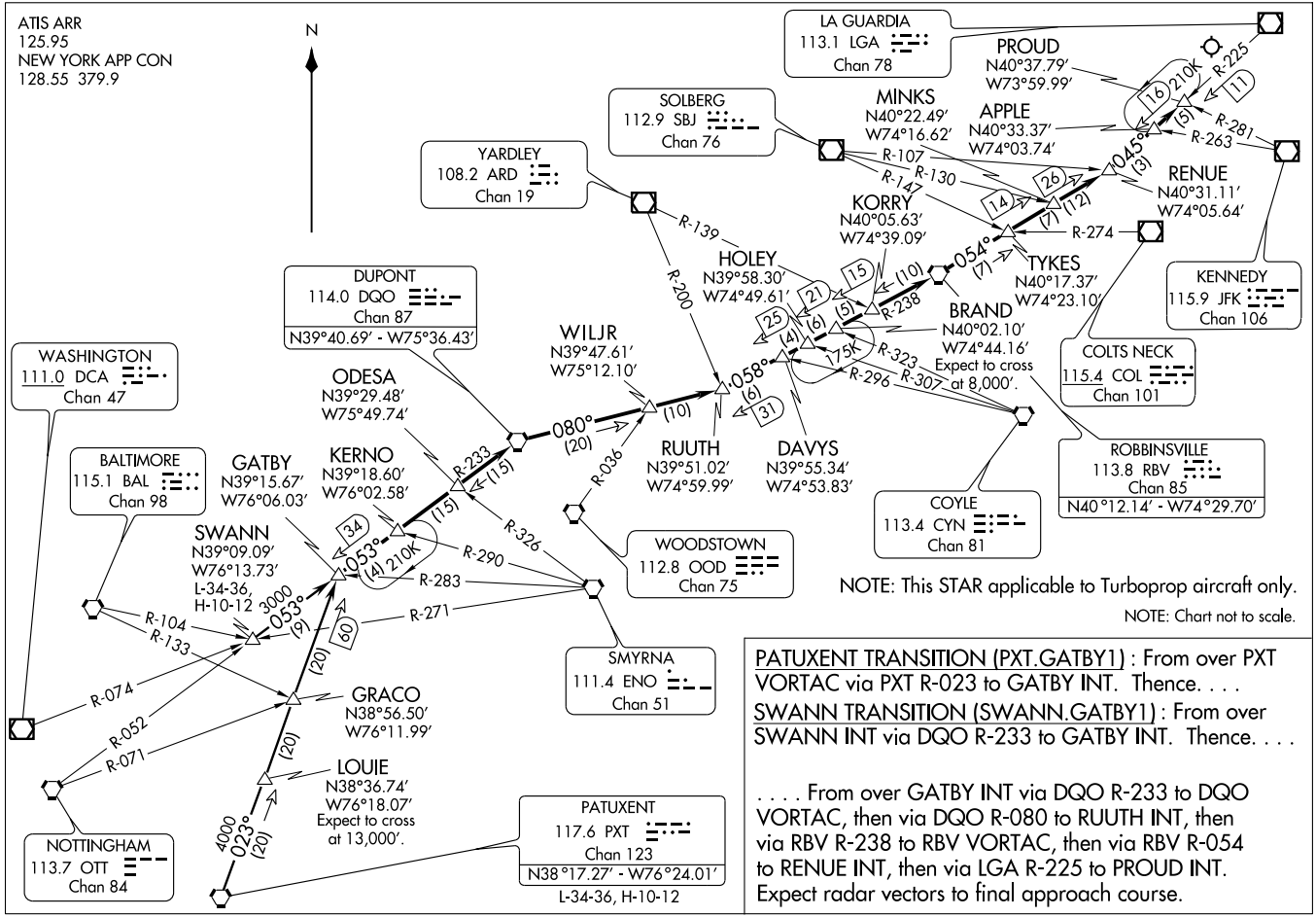
When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.



NE-2, 26 AUG 2010 to 23 SEP 2010

# GATBY ONE ARRIVAL

(GATBY.GATBY1) 09351




NEW YORK, NEW YORK
LA GUARDIA

ST-289 (FAA)

# GLDMN ONE DEPARTURE (RNAV)

(GLDMN1.GLDMN) 10098

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 494' per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.

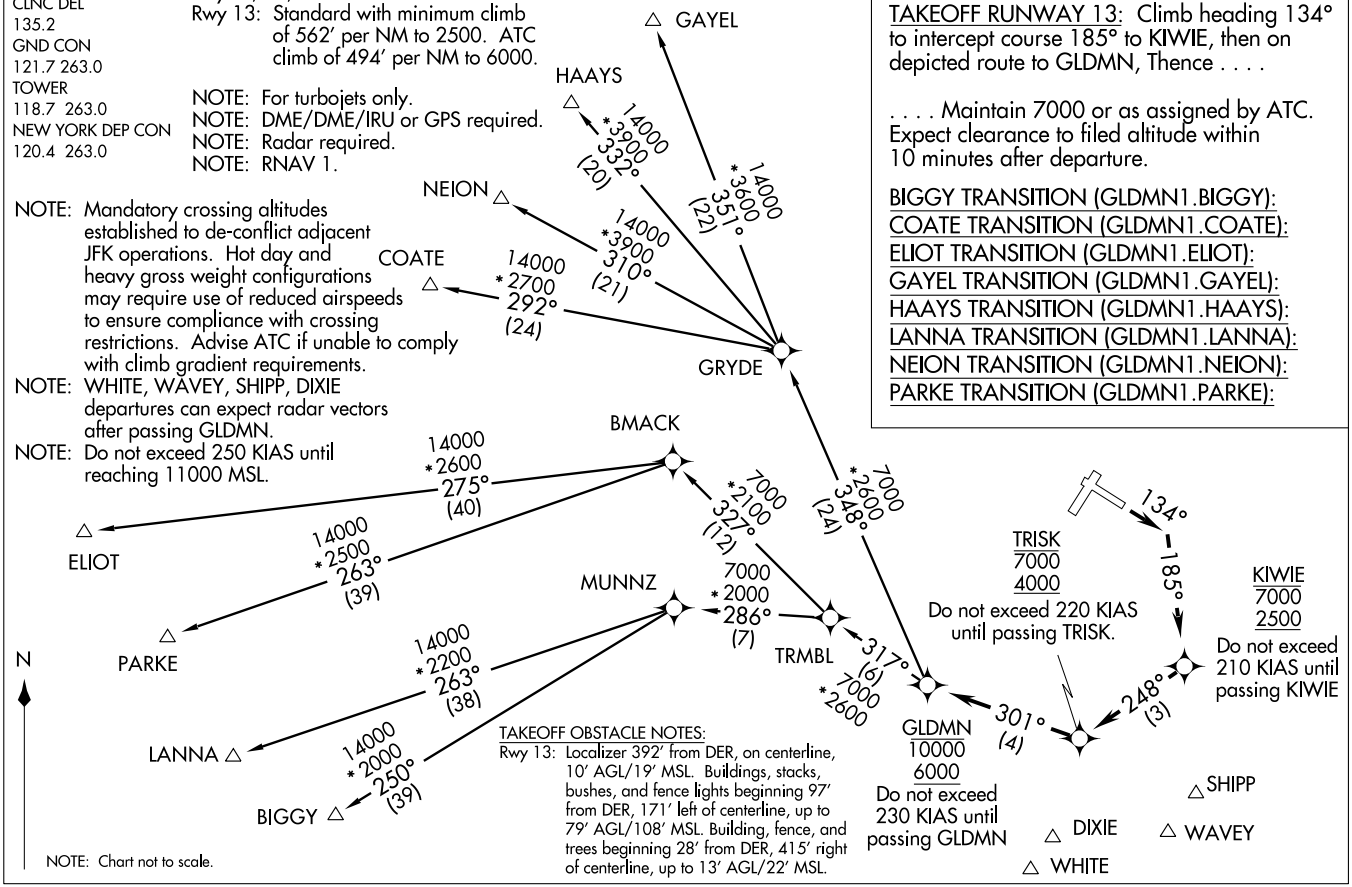
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing GLDMN.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to GLDMN, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (GLDMN1.BIGGY):
COATE TRANSITION (GLDMN1.COATE):
ELIOT TRANSITION (GLDMN1.ELIOT):
GAYEL TRANSITION (GLDMN1.GAYEL):
HAAYS TRANSITION (GLDMN1.HAAYS):
LANNA TRANSITION (GLDMN1.LANNA):
NEION TRANSITION (GLDMN1.NEION):
PARKE TRANSITION (GLDMN1.PARKE):

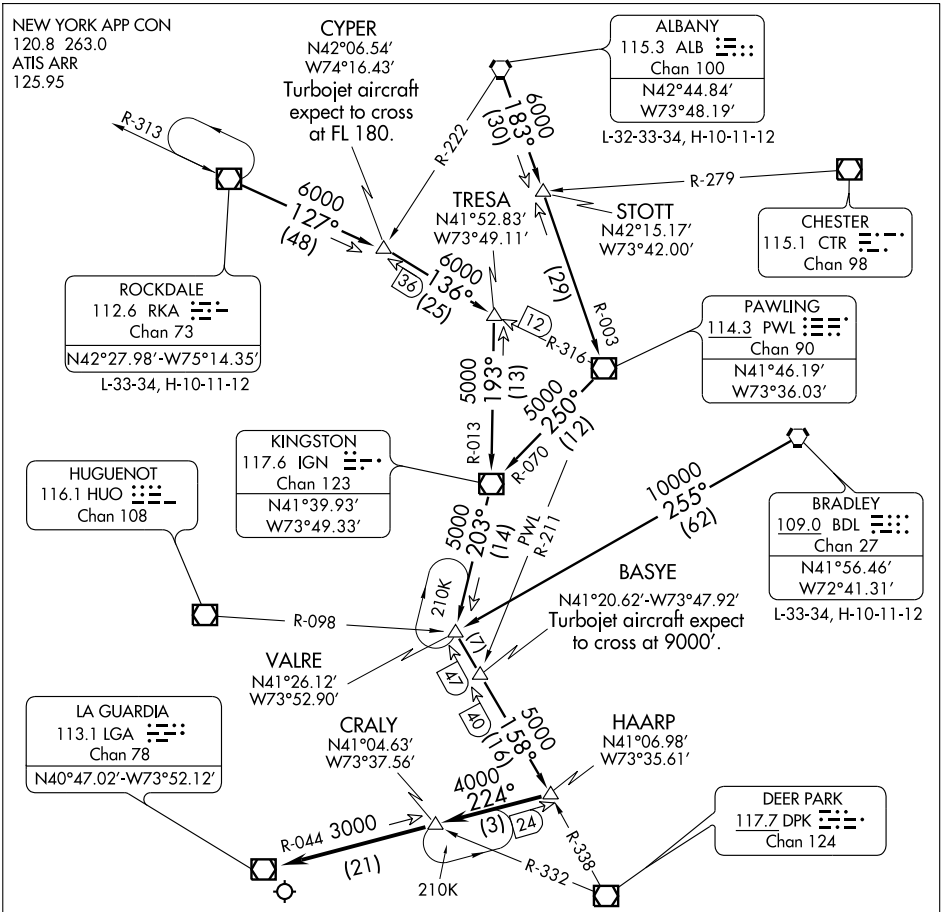



NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

(GLDMN1.GLDMN) 10098
GLDMN ONE DEPARTURE (RNAV)
SL-289 (FAA)
NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

# HAARP ONE ARRIVAL




NOTE: RADAR required.
NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.


NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-LGA | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 044° | TDZE | 21 |
| | | Apt Elev | 21 |

# ILS or LOC RWY 4

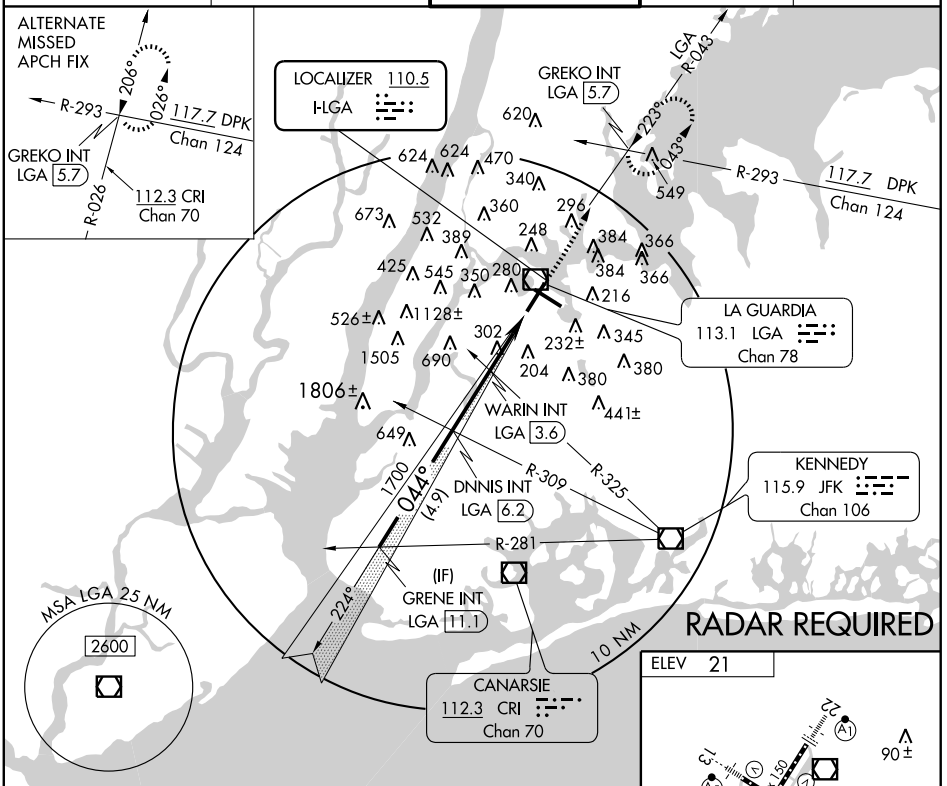
NEW YORK/LA GUARDIA (LGA)

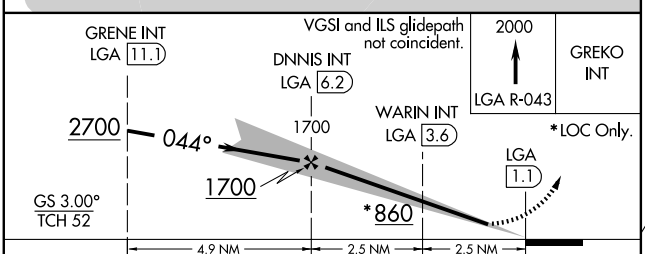
When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

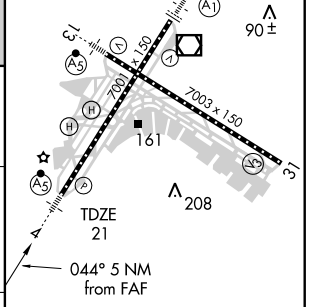
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 305/40 284 (300-¾) | | | |
| S-LOC 4 | 560/40 539 (600-¾) | | 560/50 539 (600-1) | 560/60 539 (600-1¼) |
| CIRCLING | 640-1 619 (700-1) | | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| FAF to MAP 5.0 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:02 | 3:22 | 2:31 | 2:01 | 1:41 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-GDI | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 134° | TDZE | 13 |
| Chan 22 | | Apt Elev | 22 |

# ILS or LOC RWY 13

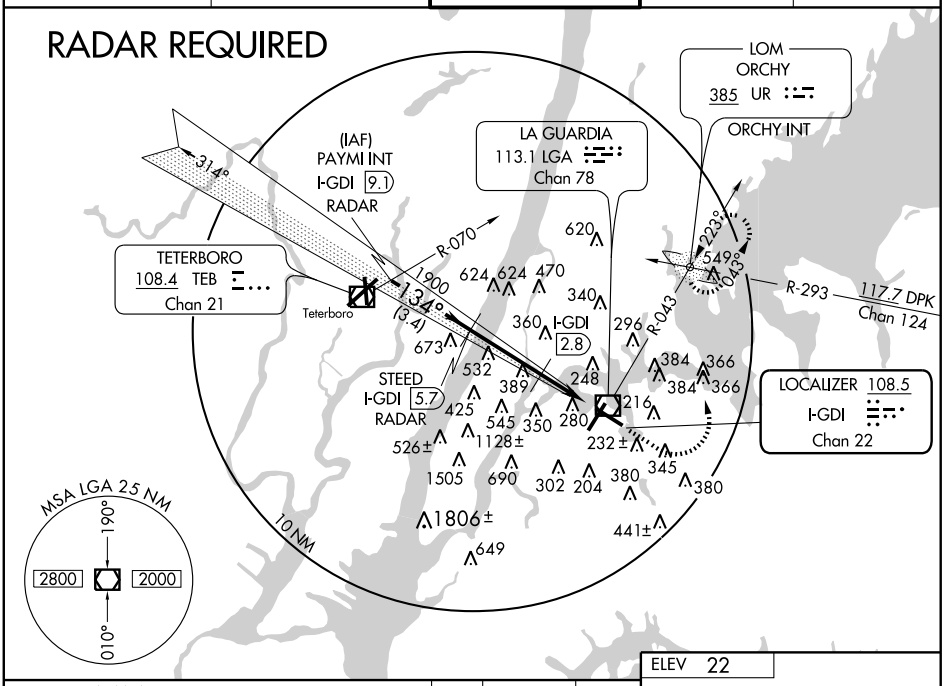
NEW YORK/LA GUARDIA (LGA)

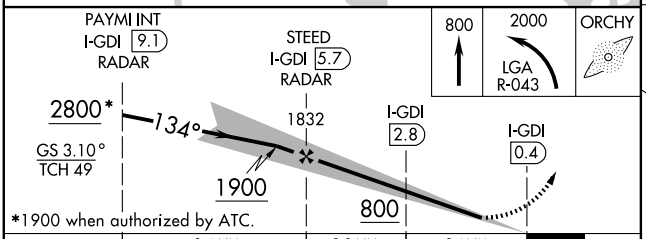
DME or RADAR required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

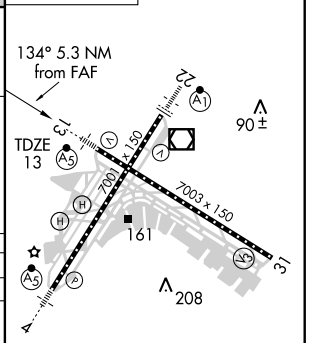
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

| ATIS ARR | 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ATIS DEP | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | | **213/24 | 200 (200-½) | |
| S-LOC 13 | 800/24 787 (800-½) | 800/40 787 (800-¾) | 800-1¾ 787 (800-1¾) | 800-2 787 (800-2) |
| CIRCLING | 800-1 778 (800-1) | 800-1¼ 778 (800-1¼) | 800-2¼ 778 (800-2¼) | 800-2½ 778 (800-2½) |
| DME MINIMUMS | | | | |
| S-LOC 13 | 500/24 487 (500-½) | | 500/40 487 (500-¾) | 500/50 487 (500-1) |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 14 |
| | | Apt Elev | 22 |

# ILS or LOC RWY 22
## NEW YORK/LA GUARDIA (LGA)

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED

MSA LGA 25 NM
190°
2800
2000
010°

10 NM

YOMAN INT
LGA 10.8
RADAR

GREKO INT
LGA 5.7
620 RADAR

R-043
044°
1900
224°
(5.1)
R-306
R-293
549
117.7 DPK
Chan 124
117.7 DPK
Chan 124

624 624 470 340 673 532 360 296 389 248 384 366 425 545 350 280 384 366 216 526± 1128± 232± 345 1505 690 302 204 380 380 1806± 441± 649

LA GUARDIA
113.1 LGA
Chan 78

KENNEDY
115.9 JFK
Chan 106

LOCALIZER 110.5
I-URD

R-225
R-281
225°
210K
045°
PROUD
LGA 11

ELEV 22
224° 5.7 NM from FAF
TDZE 14
90±
13
22
161
208
7001 x 150
7003 x 150

2700
LGA R-225
PROUD

GREKO INT
LGA 5.7
RADAR
1900

YOMAN INT
LGA 10.8
RADAR
3000

224°
1900
GS 3.00°
TCH 52

5.7 NM
5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 214/18 200 (200-½) | | | |
| S-LOC 22 | 620/24 606 (600-½) | | 620/60 606 (600-1¼) | 620-1½ 606 (600-1½) |
| CIRCLING | 620-1 598 (600-1) | | 620-1¾ 598 (600-1¾) | 700-2 ¼ 678 (700-2 ¼) |

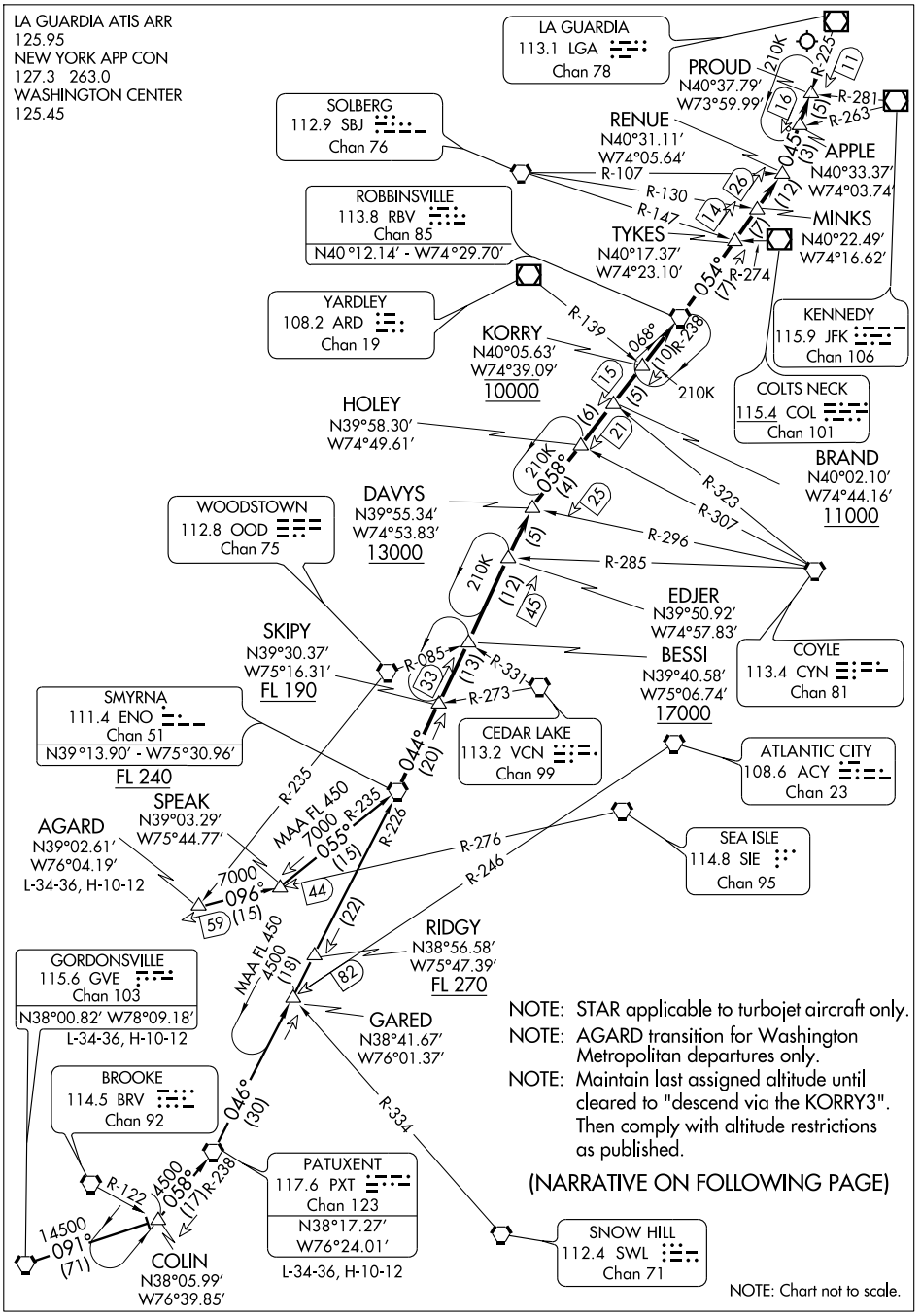
TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# KORRY THREE ARRIVAL






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

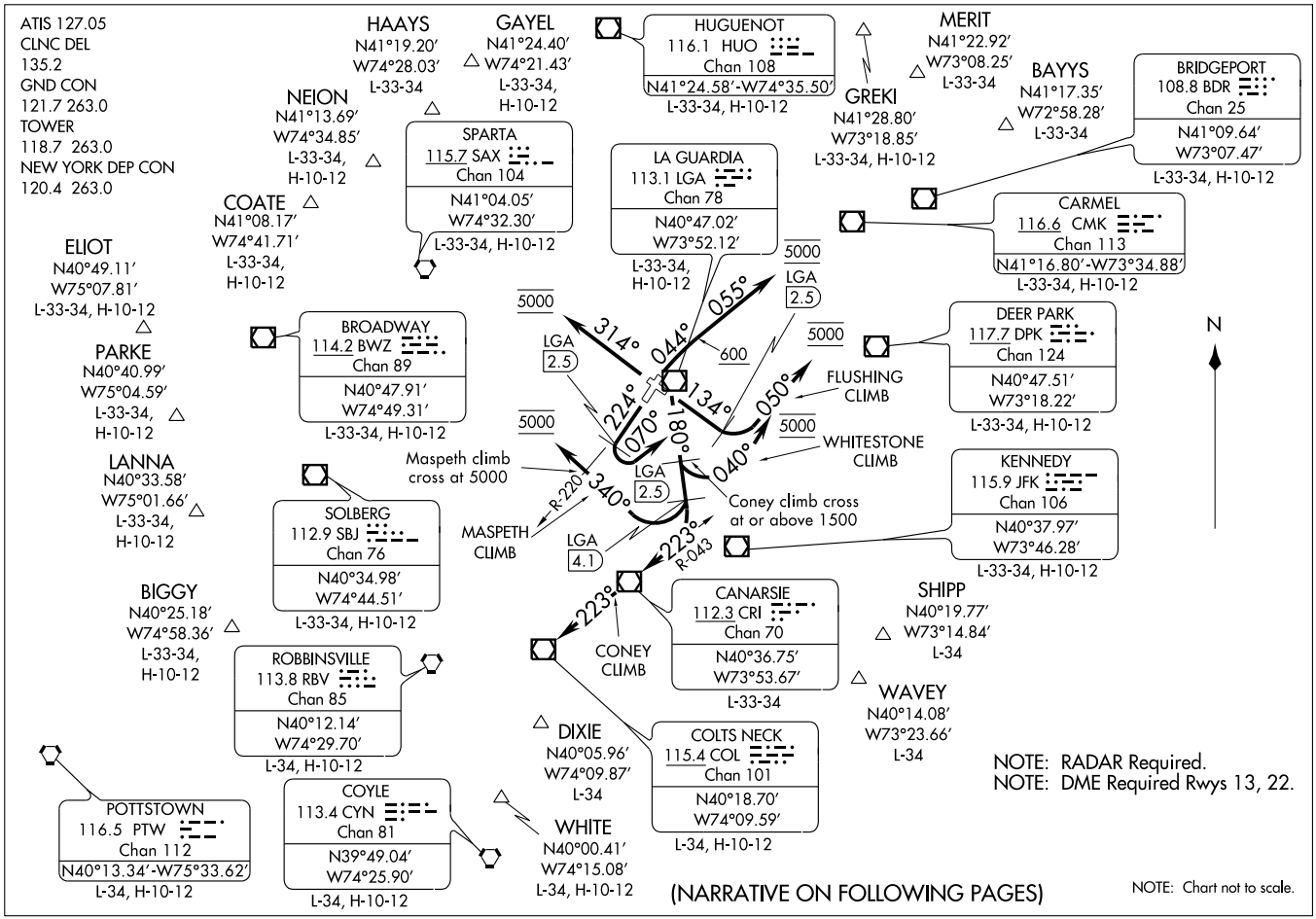
. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.


NE-2, 26 AUG 2010 to 23 SEP 2010

# LA GUARDIA TWO DEPARTURE

(LGA2.LGA) 10042

NEW YORK, NEW YORK
NEW YORK/LA GUARDIA (LGA)




LA GUARDIA TWO DEPARTURE
(LGA2.LGA) 10042
NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)



NE-2, 26 AUG 2010 to 23 SEP 2010

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754' right of centerline, 345' AGL/384' MSL.
Bush and Terrain beginning 99' from DER, 114' left of centerline, up to 16' AGL/33' MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741' right of centerline, up to 280' AGL/345' MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98' from DER, 168' left of centerline, up to 211' AGL/271' MSL.
Localizer 392' from DER, on centerline, 10' AGL/19' MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109' from DER, 138' right of centerline, up to 222' AGL/302' MSL.
Multiple Trees and Buildings beginning 165' from DER, 150' left of centerline, up to 72' AGL/102' MSL.
Rwy 31: Stack 1.3 NM from DER, 2014' left of centerline, 250' AGL/268' MSL.

TAKE-OFF MINIMUMS:

Rwy 4: 400-2½ or STANDARD with minimum climb of 230' per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280' per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210' per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260' per NM to 400.


NE-2, 26 AUG 2010 to 23 SEP 2010

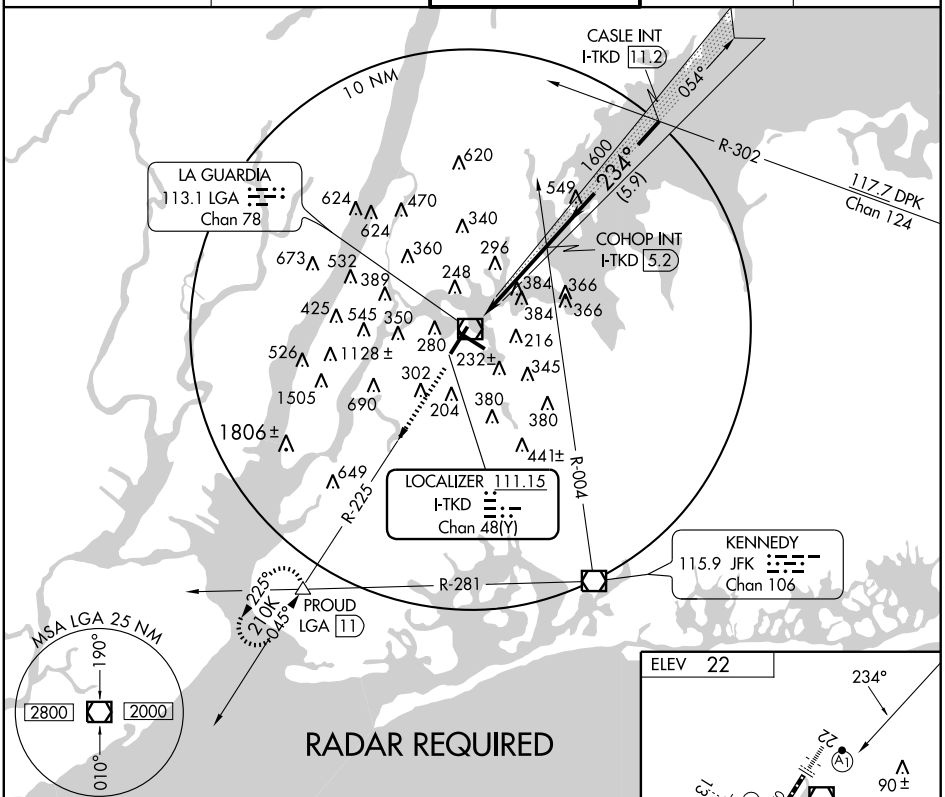
| LOC/DME I-TKD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.15 | 234° | TDZE | N/A |
| Chan 48 (Y) | | Apt Elev | 22 |

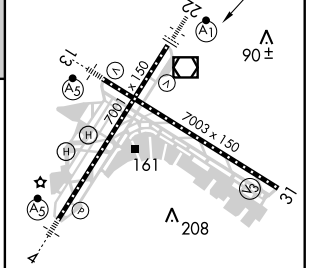
# LDA-A

## NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

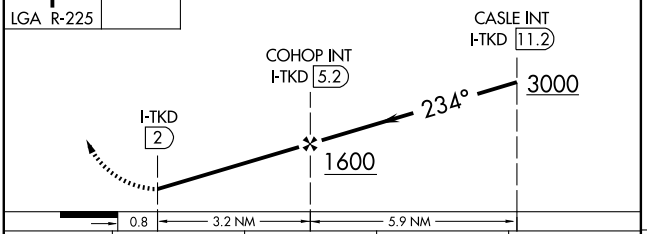
| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| 2700 | PROUD |
|---|---|
| LGA R-225 | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

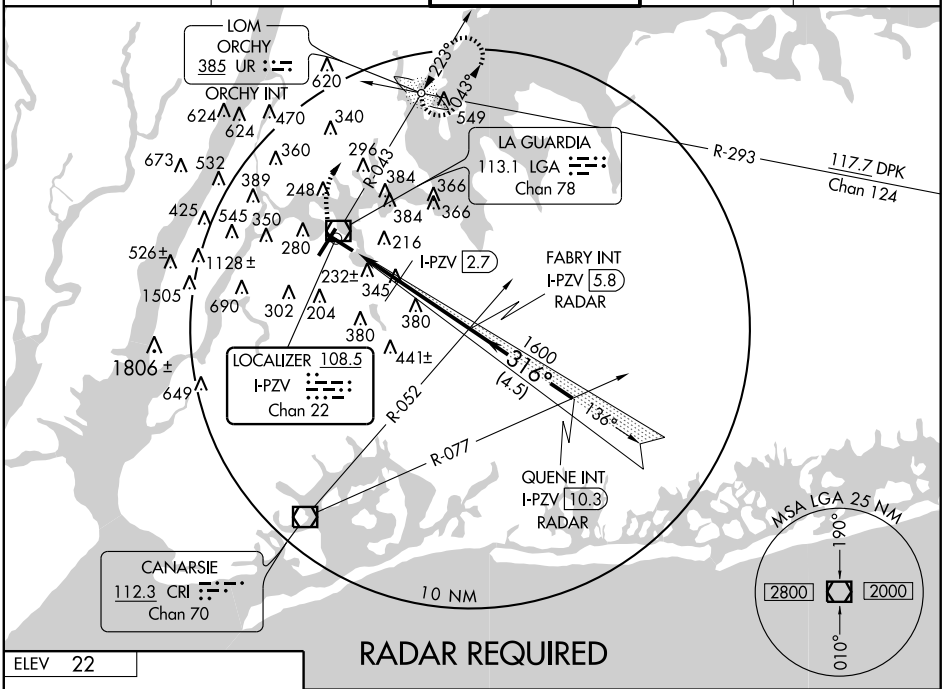
| LOC/DME I-PZV | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 316° | TDZE | 8 |
| Chan 22 | | Apt Elev | 22 |

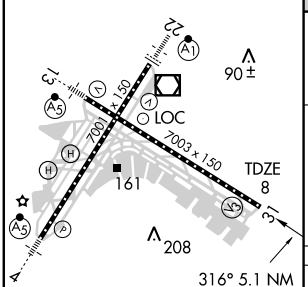
# LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

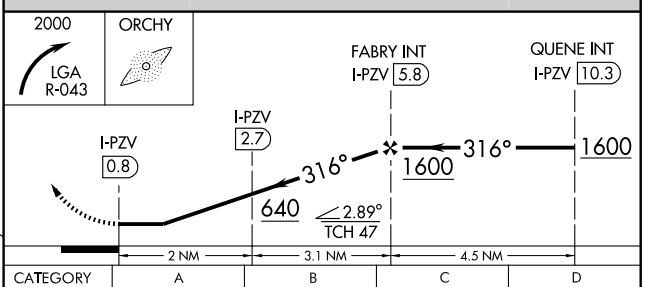
| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

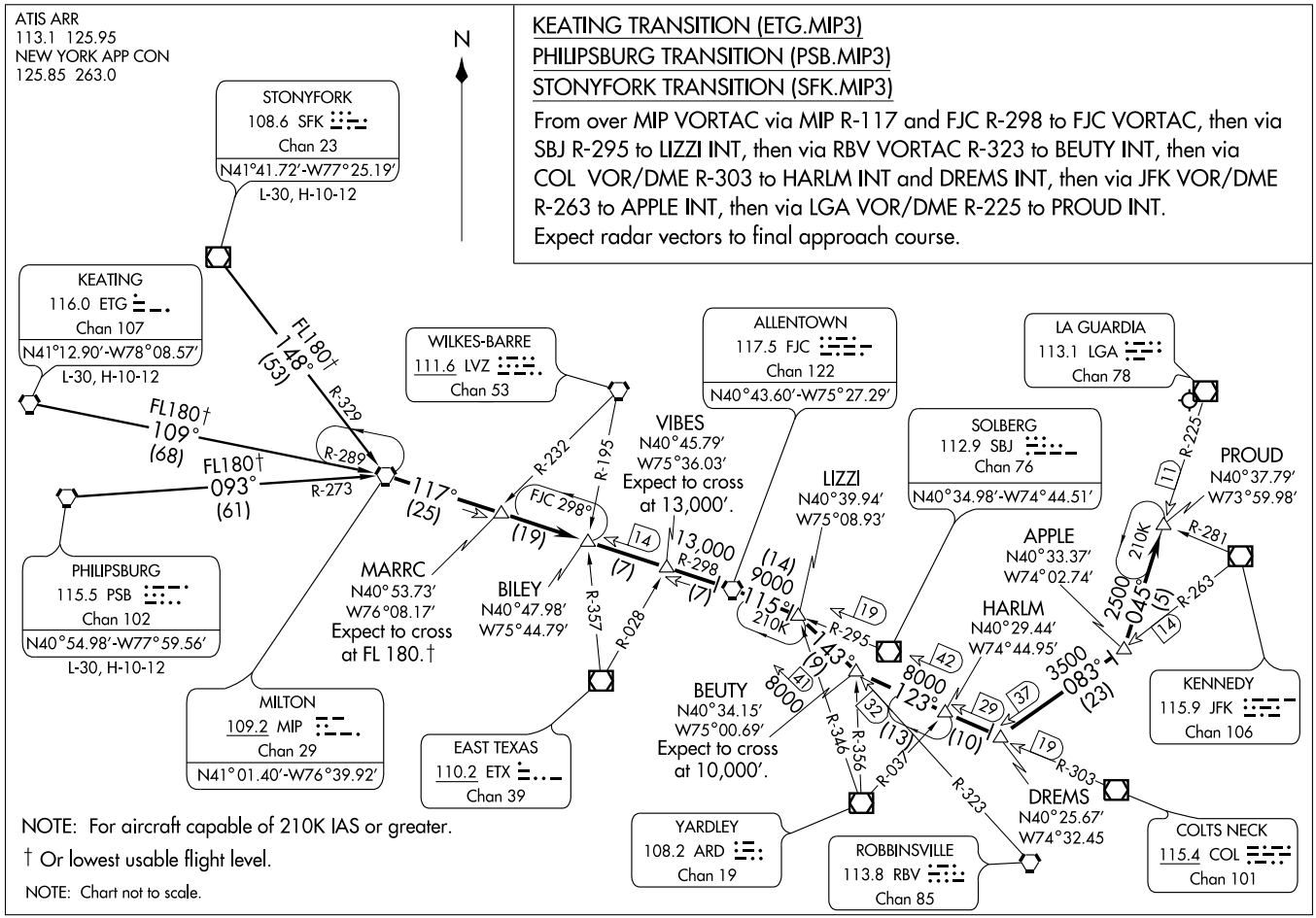



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 640/50 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |
| DME MINIMUMS | | | | |
| S-31 | 600/50 592 (600-1) | | 600-1½ 592 (600-1½) | 600-1¾ 592 (600-1¾) |
| CIRCLING | 600-1 578 (600-1) | | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# MILTON THREE ARRIVAL (MIP.MIP3) 09295




NEW YORK, NEW YORK
LA GUARDIA

(MIP.MIP3) 09295

ST-289 (FAA)

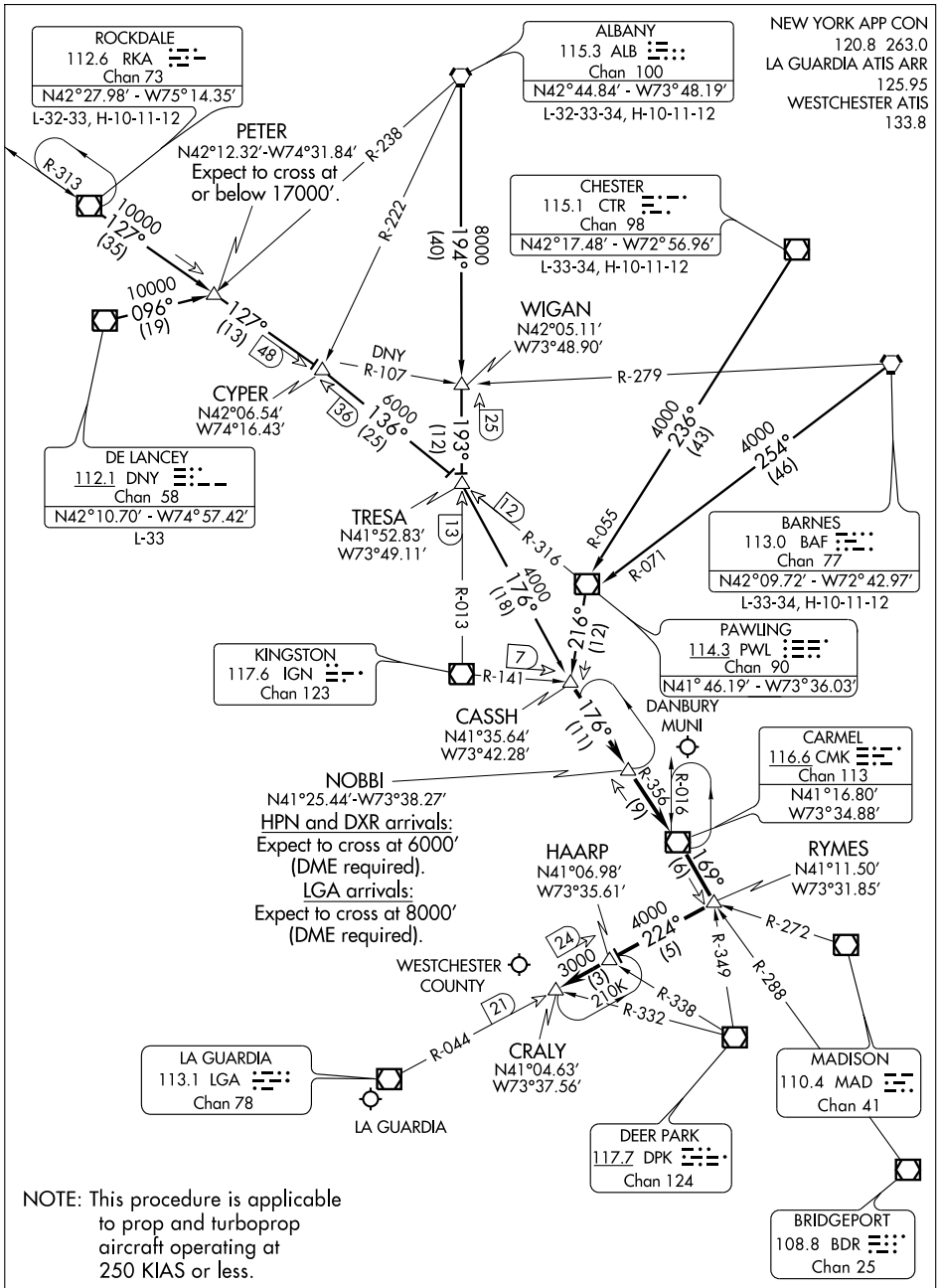
MILTON THREE ARRIVAL

NEW YORK, NEW YORK
LA GUARDIA

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK






NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL
NEW YORK, NEW YORK
(NOBBI.NOBBI5) 10154

NE-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

# NTHNS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 497' per NM to 6000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE.
198°
(2)
3500
*1500
230°
(5)
NTHNS
7000
3500
Do not exceed 220 KIAS until passing NTHNS.
4500
*1300
224°
(3)
CANARSIE
CRI
METSS
6000
6000
*1600
220°
(11)
SHIPP
WAVEY
7000
*1700
236°
(8)
WIDJT
13100
*1700
259°
(17)
COLTS NECK
COL
ROBBINSVILLE
RBV
13500
*1700
205°
(19)
WHITE

NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . . .

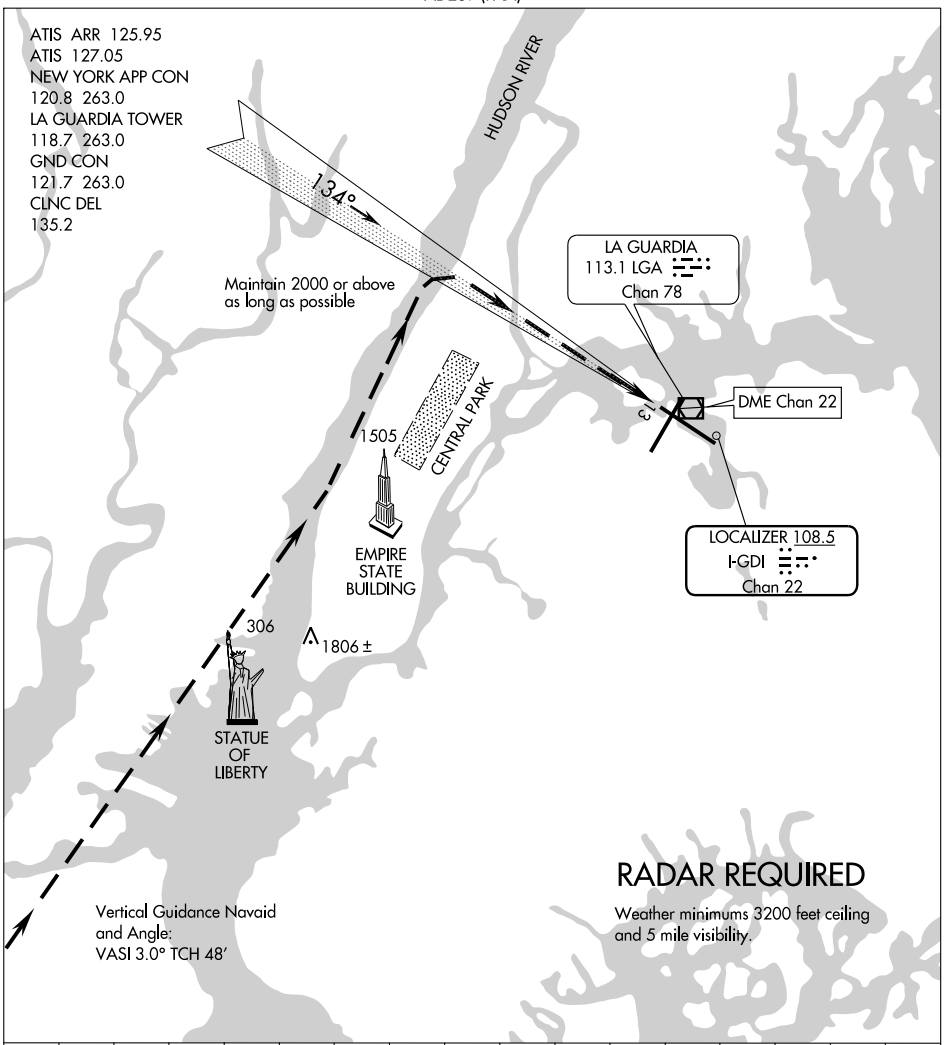
. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):


NE-2, 26 AUG 2010 to 23 SEP 2010

# RIVER VISUAL RWY 13

AL-289 (FAA)




RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).


NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 234° | TDZE | N/A |
| | Apt Elev | 22 |

# RNAV (GPS) -B

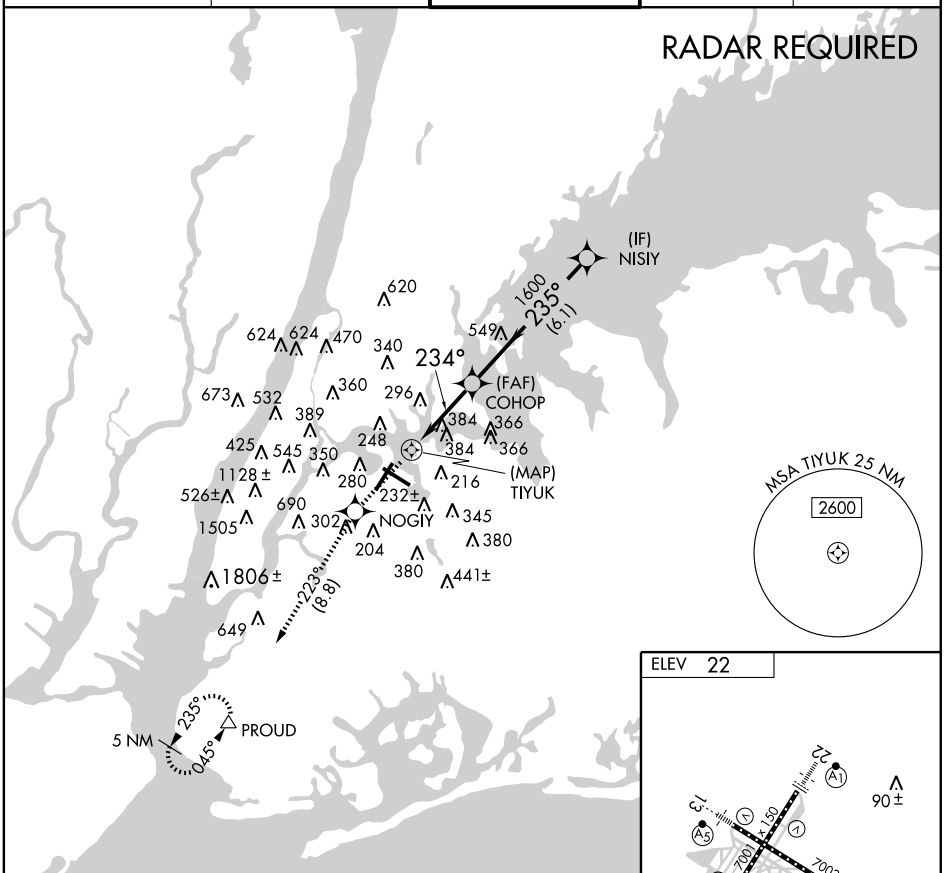
NEW YORK/ LA GUARDIA (LGA)

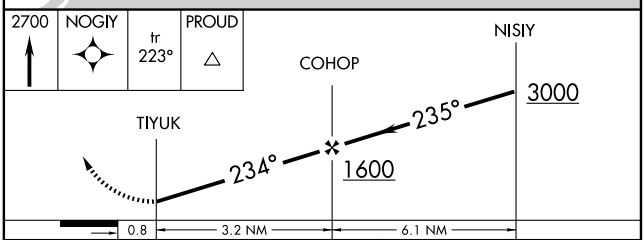
DME/DME RNP-0.3 NA.

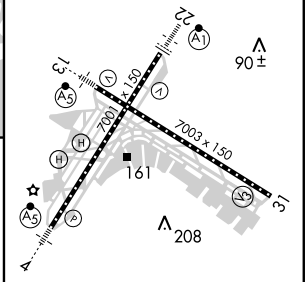
MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

| ATIS ARR | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |
| 125.95 | | | | |
| 127.05 | | | | |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 65618 | 134° | TDZE | 13 |
| W13A | | Apt Elev | 22 |

# RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

MALSR

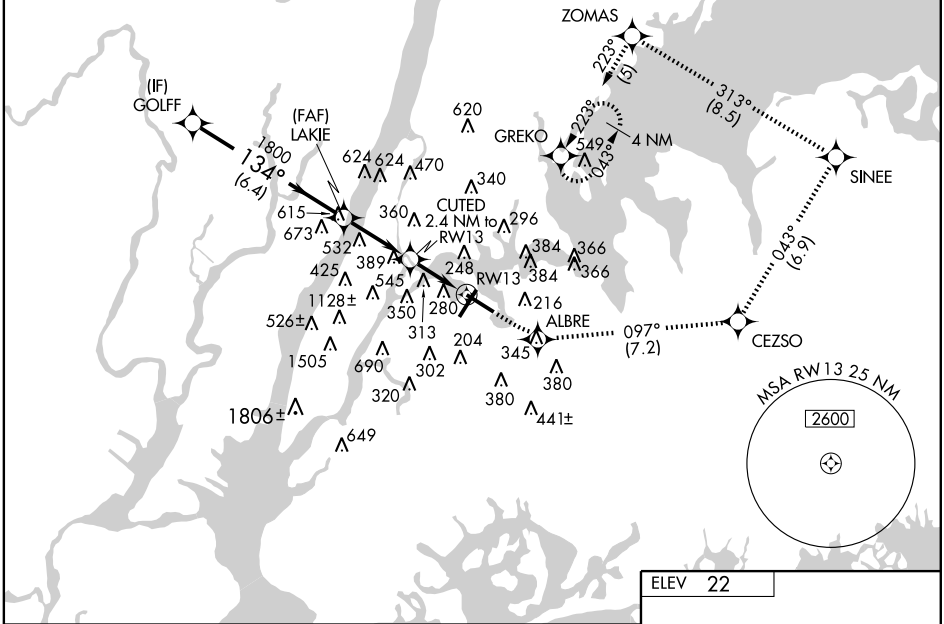
MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

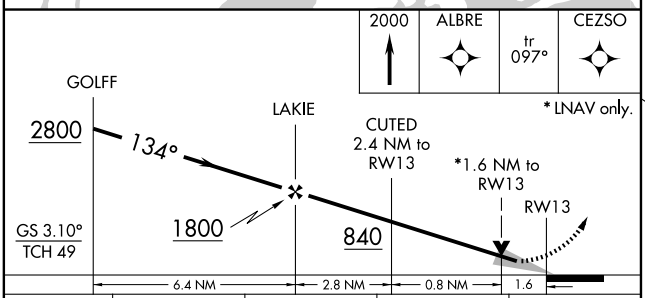
| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

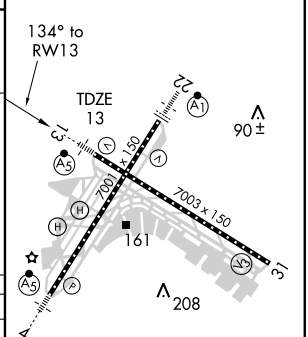
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 263/24 250 (300-½) | | | |
| LNAV/ VNAV DA | 679-1¾ 666 (700-1¾) | | | |
| LNAV MDA | 580/24 567 (600-½) | | 580/50 567 (600-1) | 580/60 567 (600-1¼) |
| CIRCLING | 680-2¼ 658 (700-2¼) | | | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 314° | TDZE | 8 |
| | Apt Elev | 22 |

# RNAV (GPS) RWY 31

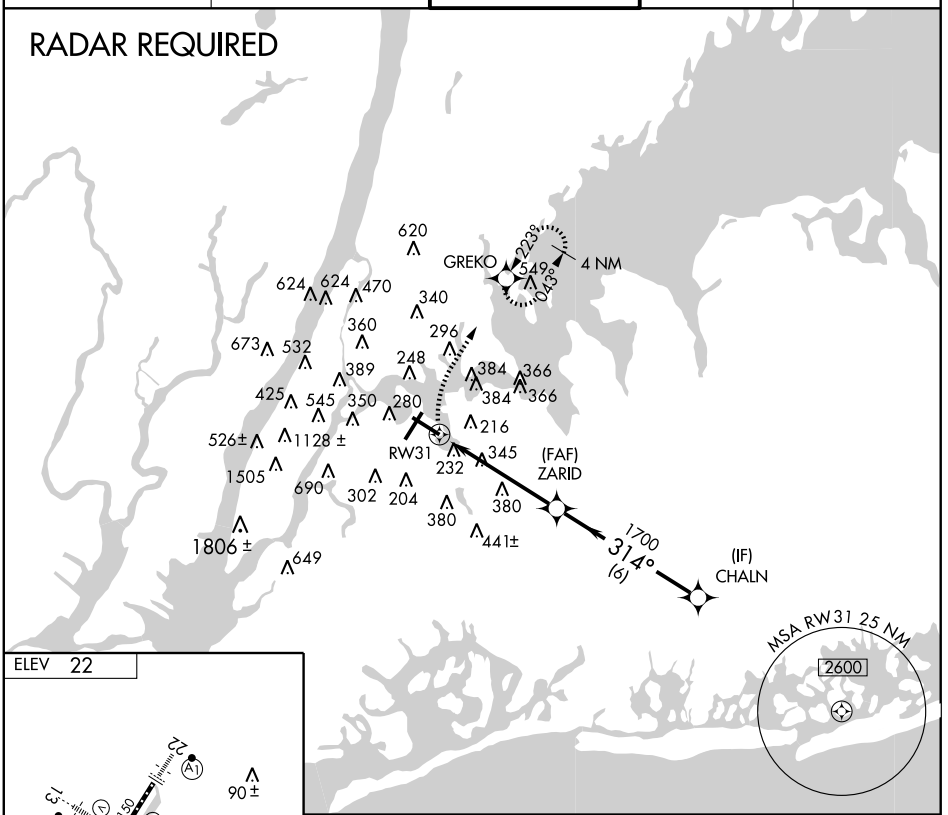
NEW YORK/ LA GUARDIA (LGA)

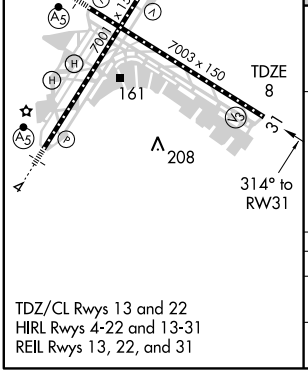
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

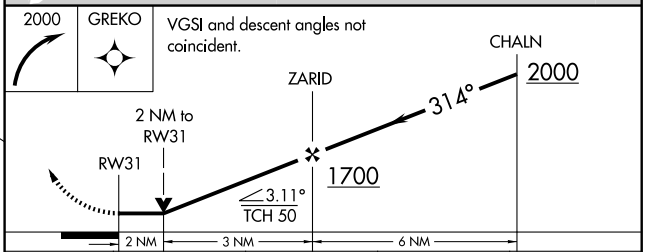
| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640/50 632 (700-1) | | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 60918 | 044° | TDZE | 21 |
| W04A | | Apt Elev | 21 |

# RNAV (GPS) Y RWY 4

## NEW YORK/ LA GUARDIA (LGA)

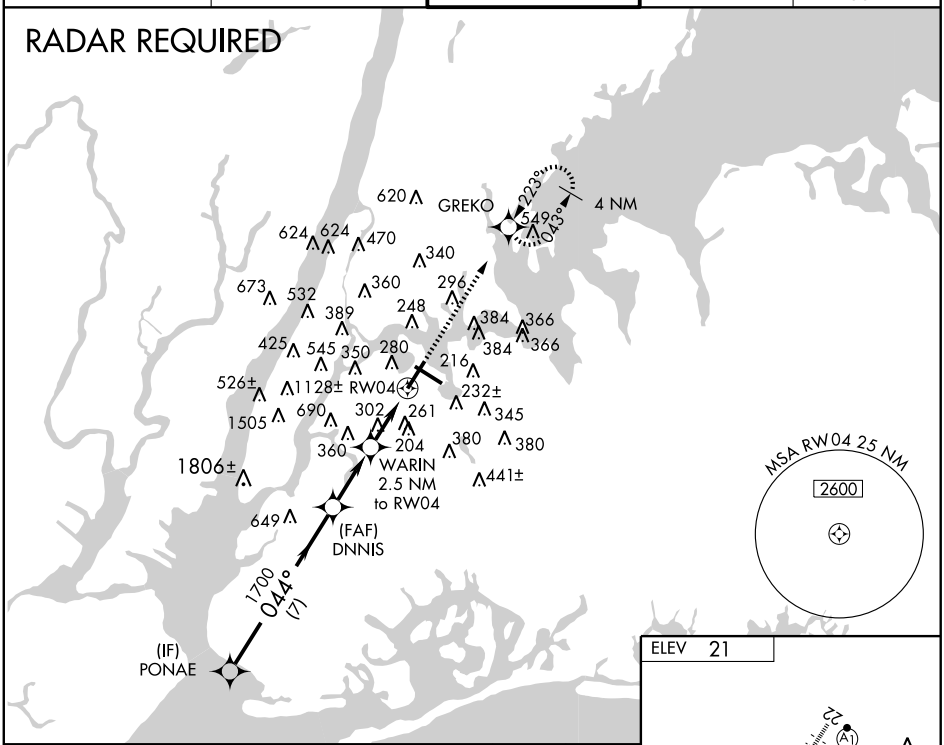
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

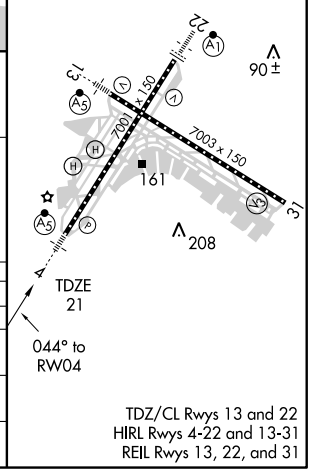
MALSR

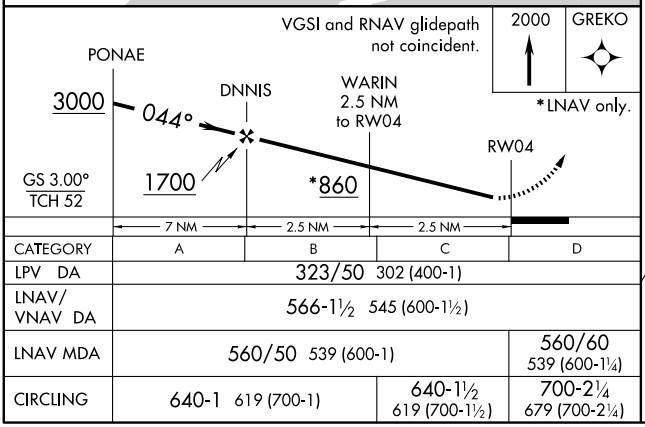
MISSED APPROACH: Climb to 2000 direct GREKO and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323/50 302 (400-1) | | | |
| LNAV/ VNAV DA | 566-1½ 545 (600-1½) | | | |
| LNAV MDA | 560/50 539 (600-1) | | | 560/60 539 (600-1¼) |
| CIRCLING | 640-1 619 (700-1) | | 640-1½ 619 (700-1½) | 700-2¼ 679 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 70318 | 224° | TDZE | 12 |
| W22A | | Apt Elev | 21 |

# RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

When VGSI inoperative, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

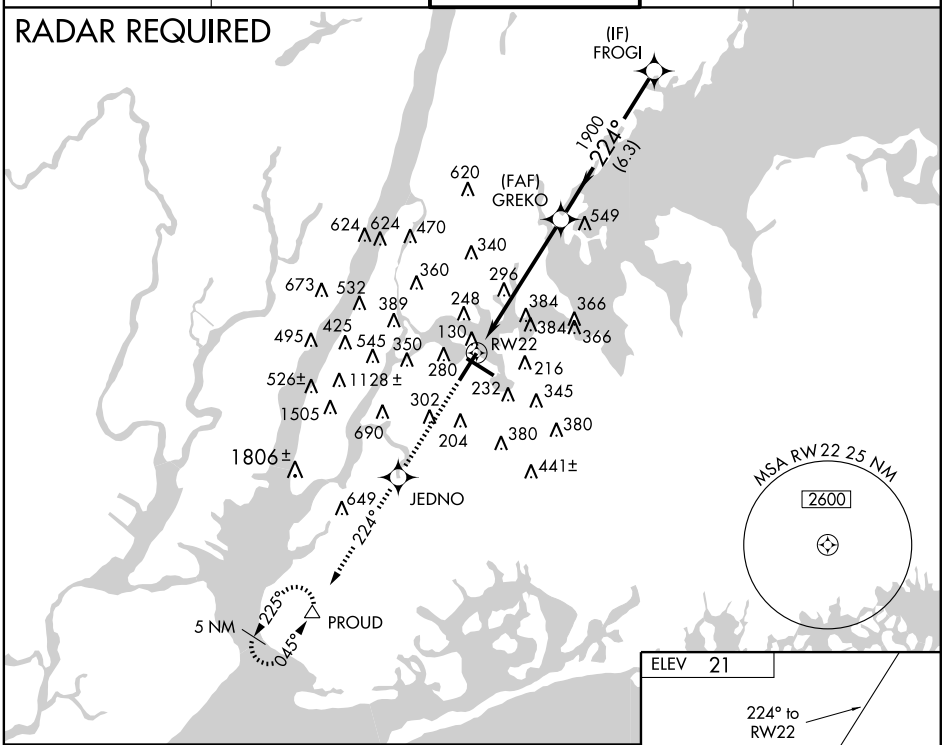
ALSF-1

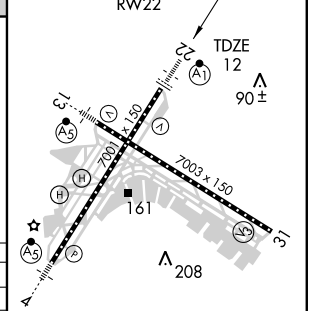
MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

| ATIS ARR | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP | | | | |
| 125.95 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |
| 127.05 | | | | |



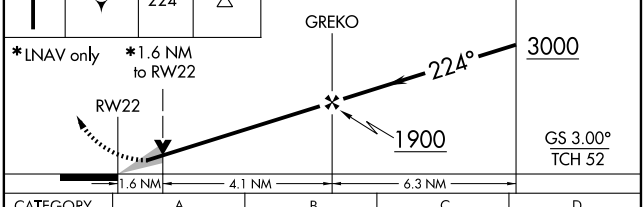
RADAR REQUIRED




| 2700 | JEDNO | tr 224° | PROUD |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264/24 250 (300-½) | | | |
| LNAV/ VNAV DA | 527/60 515 (500-1¼) | | | |
| LNAV MDA | 580/24 568 (600-½) | | 580/50 568 (600-1) | 580/60 568 (600-1¼) |
| CIRCLING | 640-1 619 (700-1) | | 640-1¾ 619 (700-1¾) | 700-2¼ 679 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 044° | TDZE | 21 |
| | Apt Elev | 21 |

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

NA

MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |

RADAR REQUIRED

GREKO 4 NM 043°

044° (6.8)

RW04

044° (5)

(FAF) DNNIS

1700 045° (9.3)

(IF) TICKL

MSA RW04 25 NM 2600

(IAF) GRITY 3000 085° (10.8)

3000 045° (3.5) RENUE

3000 056° (12)

(IAF) MINKS

TICKL 3000 045° 1700 DNNIS 044° 1700 RW04

GP 3.00° TCH 52

VGSI and RNAV glidepath not coincident.

2000 tr 044°

GREKO

9.3 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | | 337/50 | 316 (400-1) | |
| RNP 0.30 DA | | 474/50 | 453 (500-1) | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 21

7003 x 150

044° to RW04

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 224° | TDZE | 12 |
| | Apt Elev | 21 |

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30 * visibility to RVR 5000 and RNP 0.30 to RVR 6000.
* Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

| ATIS ARR | 125.95 | NEW YORK APP CON | | LA GUARDIA TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ATIS DEP | 127.05 | 120.8 | 263.0 | 118.7 | 263.0 | 121.7 | 263.0 | 135.2 |

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

1600 234° (5.3)

(FAF) KUZZZ

249° (2)

(0.8) PARGS

KYLIE

224° (2)

RW22

224° (5.3)

JEDNO

224° (5.8)

MSA RW 22 25 NM 2600

ELEV 21

224° to RW22

TDZE 12

2700 tr 224°

JEDNO tr 224°

PROUD

VGSI and RNAV glidepath not coincident.

KUZZZ 1600 3000

CASLE

PARGS 947

KYLIE 704

RW22

249° 234° 224°

1600

Procedure Turn NA

GP 3.00° TCH 52

2 NM | 0.8 NM | 2 NM | 5.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 313/24 | 301 (300-½) | | |
| RNP 0.30 DA | 393/40 | 381 (400-¾) | | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

# STBNZ ONE DEPARTURE (RNAV)

(STBNZ1.STBNZ) 10098

NEW YORK/ LA GUARDIA (LGA)

NEW YORK, NEW YORK

ATIS 127.05
CLNC DEL 135.2
GND CON 121.7 263.0
TOWER 118.7 263.0
NEW YORK DEP CON 120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing STBNZ.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on track 042° to TNNIS, then left turn on track 312° to STBNZ, thence ....

....Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (STBNZ1.BIGGY):
COATE TRANSITION (STBNZ1.COATE):
ELIOT TRANSITION (STBNZ1.ELIOT):
GAYEL TRANSITION (STBNZ1.GAYEL):
HAAYS TRANSITION (STBNZ1.HAAYS):
LANNA TRANSITION (STBNZ1.LANNA):
NEION TRANSITION (STBNZ1.NEION):
PARKE TRANSITION (STBNZ1.PARKE):

GAYEL
HAAYS
NEION
COATE
14000 *3900 332° (20)
14000 *3600 351° (22)
14000 *3900 310° (21)
14000 *2700 292° (24)
GRYDE
7000 *2200 308° (18)
STBNZ 7000
7000 *2100 277° (20)
BMACK
14000 *2600 275° (40)
ELIOT
7000 *2000 255° (22)
312° (7)
TNNIS 5000
JUTES 2500
Do not exceed 220 KIAS until passing JUTES.
042° (5)
14000 *2500 263° (39)
MUNNZ
134°
053°
SHIPP
WAVEY
DIXIE
WHITE
14000 *2200 263° (38)
PARKE
LANNA
14000 *2000 250° (39)
BIGGY
N

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

NOTE: Chart not to scale.

(STBNZ1.STBNZ) 10098
STBNZ ONE DEPARTURE (RNAV)
SL-289 (FAA)
NEW YORK/ LA GUARDIA (LGA)
NEW YORK, NEW YORK

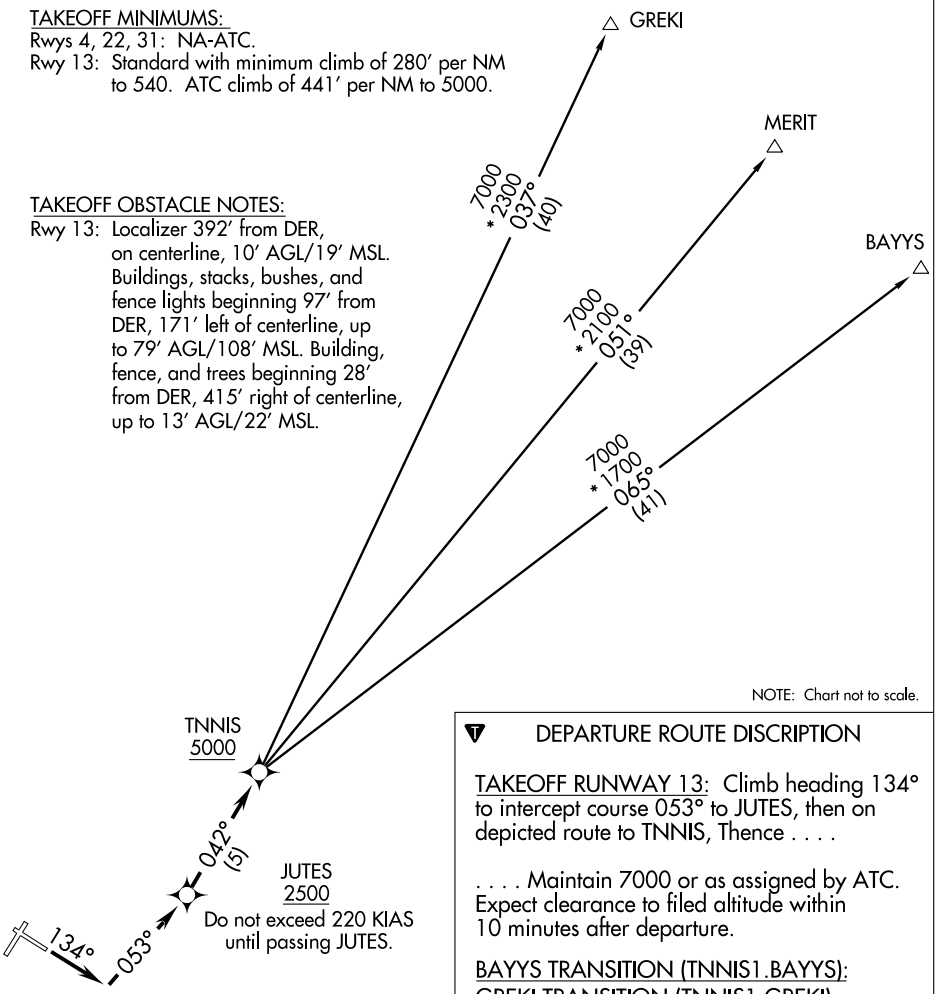
# TNNIS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on depicted route to TNNIS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TNNIS1.BAYYS):
GREKI TRANSITION (TNNIS1.GREKI):
MERIT TRANSITION (TNNIS1.MERIT):

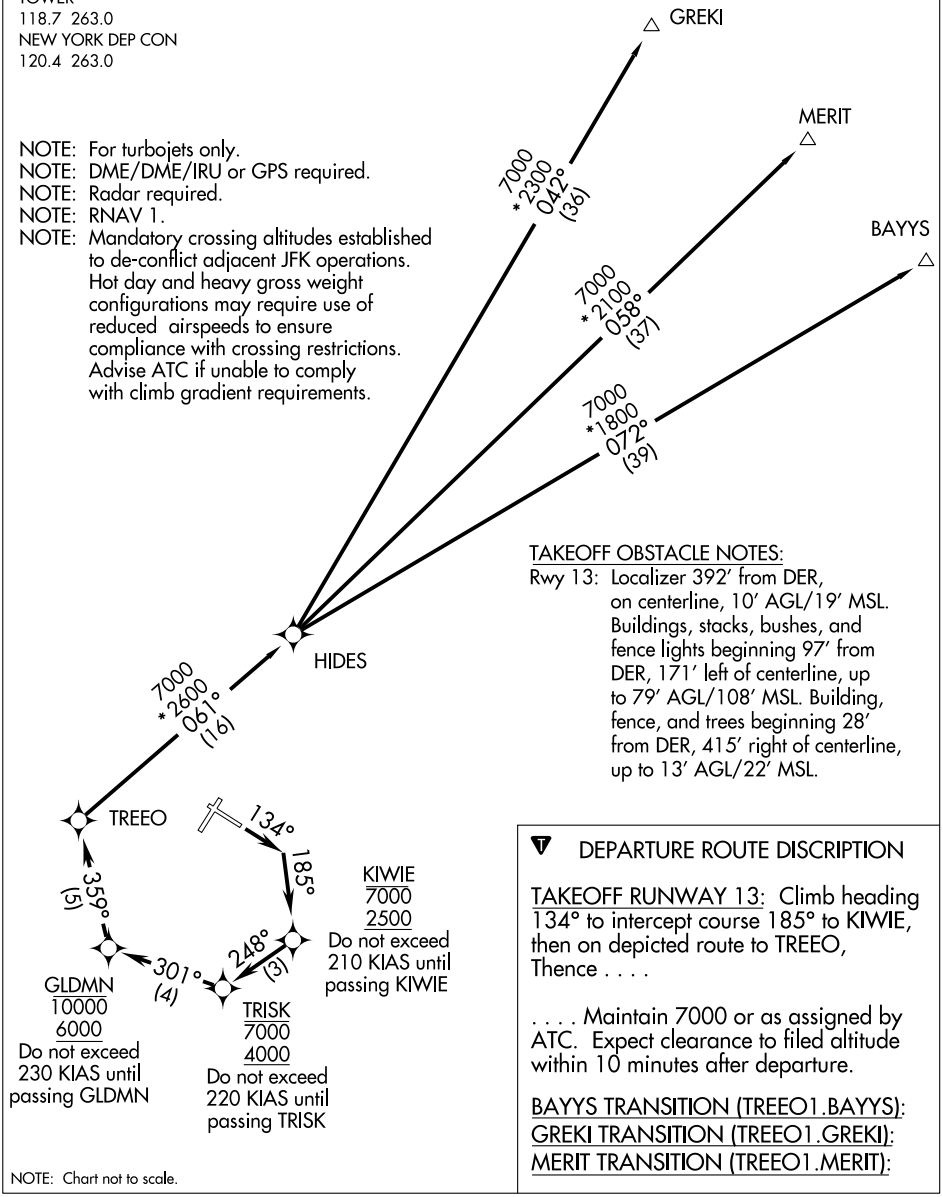

NE-2, 26 AUG 2010 to 23 SEP 2010

# TREEO ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562' per NM to 2500. ATC climb of 494' per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.




TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):


NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 232° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

# VOR/DME-G

## NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

| ATIS ARR | ATIS DEP | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |



NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED

10 NM

R-052

WEZUL INT LGA 9.8

R-302

117.7 DPK Chan 124

232° (6)

1500

MATIZ INT LGA 3.8

(MAHCA) LGA 1

LA GUARDIA 113.1 LGA Chan 78

KENNEDY 115.9 JFK Chan 106

R-225

R-003

R-281

PROUD LGA 11

225° 21.0K 045°

MSA LGA 25 NM

190° 2800 2000 010°

ELEV 22

232° to LGA VOR/DME

7003 x 150

7000 x 150

161

208

90 ±

900 hdg 232°

2700 LGA R-225

PROUD

WEZUL INT LGA 9.8

MATIZ INT LGA 3.8

3000

232°

1500

VOR/DME (MAHCA) LGA 1

1 NM 2.8 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1¼ 618 (700-1¼) | | 640-1¾ 618 (700-1¾) | 700-2¼ 678 (700-2¼) |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 132° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

# VOR/DME-H

## NEW YORK/LA GUARDIA (LGA)

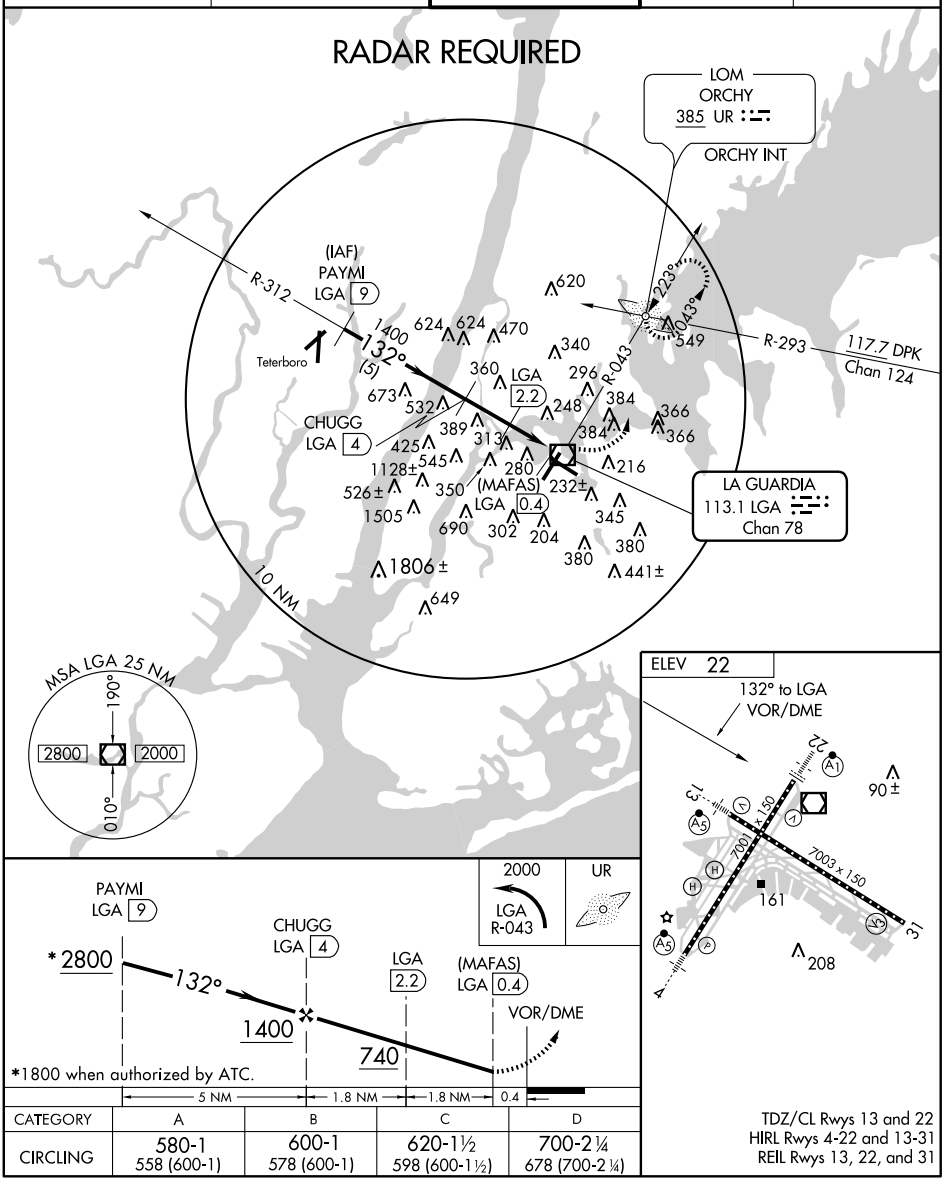
MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |



NE-2, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1<br>558 (600-1) | 600-1<br>578 (600-1) | 620-1½<br>598 (600-1½) | 700-2¼<br>678 (700-2¼) |

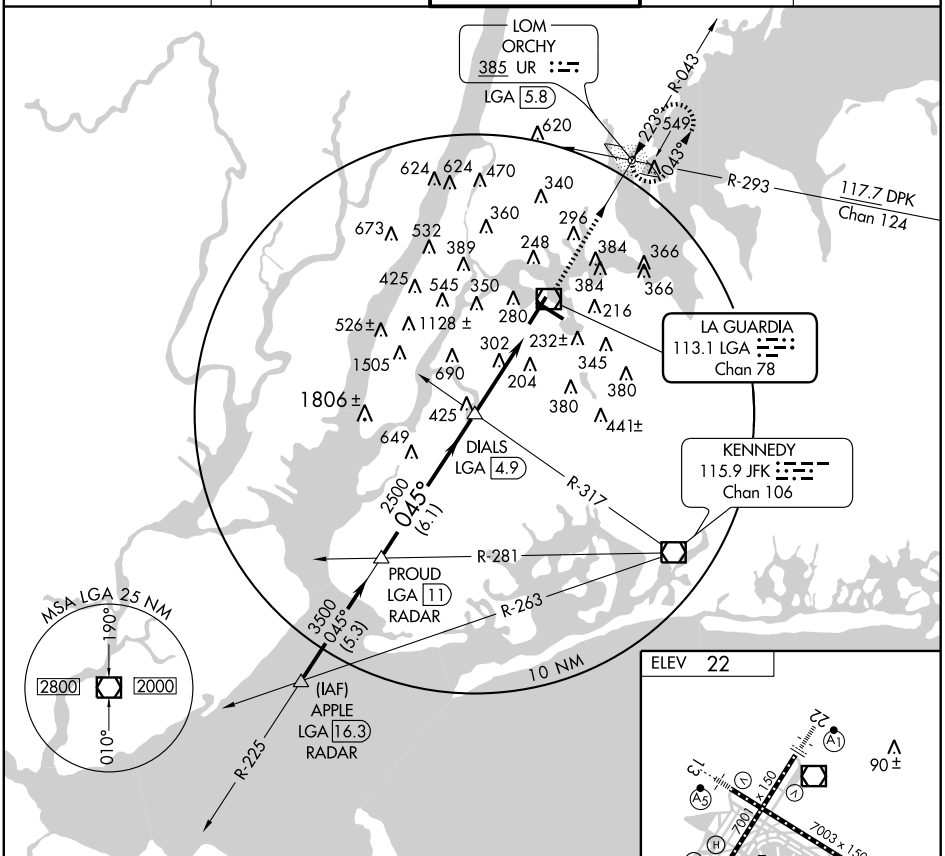
TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

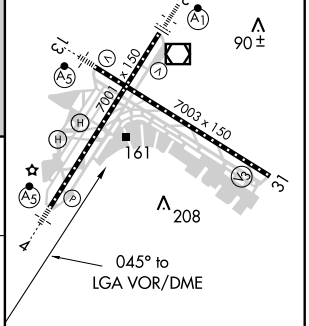
| VOR/DME LGA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.1 | 045° | TDZE | N/A |
| Chan 78 | | Apt Elev | 22 |

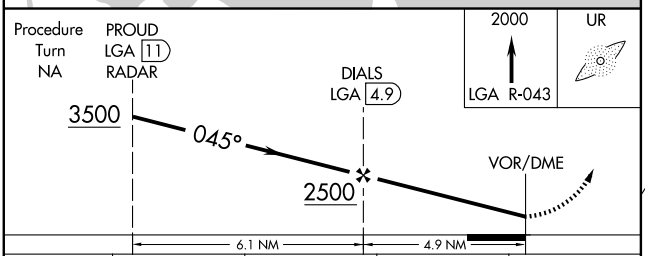
# VOR-F
## NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

| ATIS ARR 125.95 | NEW YORK APP CON | LA GUARDIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1¼ 978 (1000-1¼) | 1000-1½ 978 (1000-1½) | 1000-3 978 (1000-3) | |

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LGA 113.1 Chan 78 | APP CRS 046° | Rwy Idg 7001 TDZE 22 Apt Elev 22 |
|---|---|---|

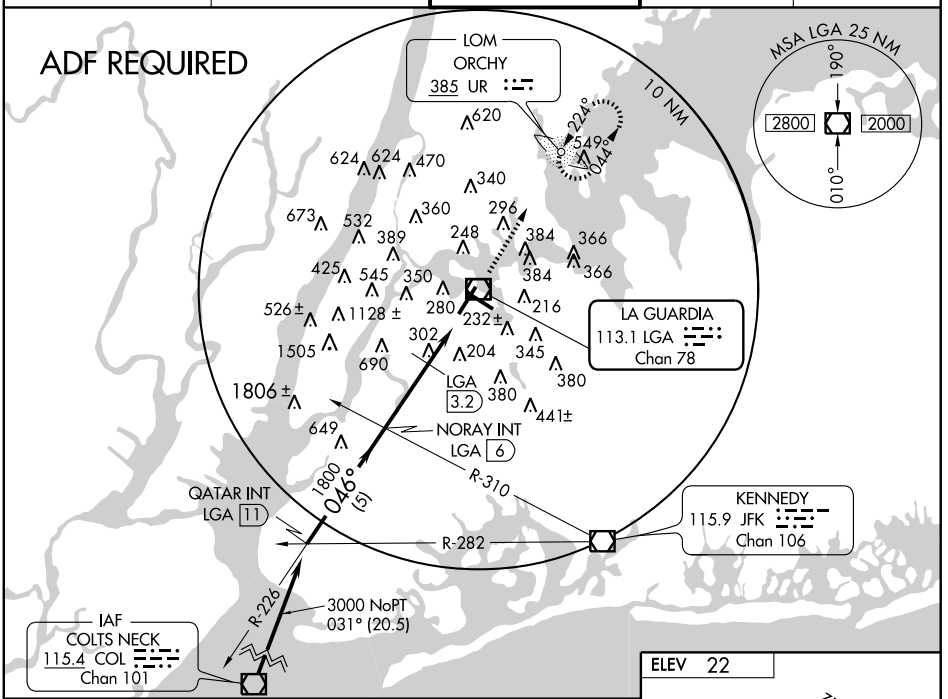
# VOR RWY 4

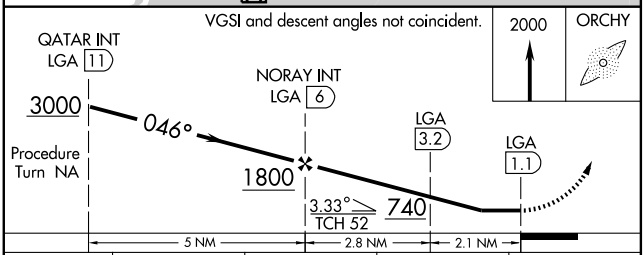
NEW YORK/LA GUARDIA (LGA)

Inoperative table does not apply to Cats A and B. MALSR

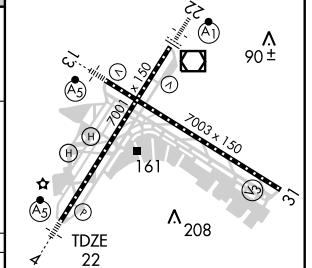
MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

| ATIS ARR 125.95 ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LA GUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 740/50 718 (800-1) | | 740-1½ 718 (800-1½) | 740-1¾ 718 (800-1¾) |
| CIRCLING | 740-1 718 (800-1) | | 740-2 718 (800-2) | 740-2¼ 718 (800-2¼) |
| DME MINIMUMS | | | | |
| S-4 | 560/50 538 (600-1) | | | 560/60 538 (600-1¼) |
| CIRCLING | 580-1 558 (600-1) | 600-1 578 (600-1) | 620-1½ 598 (600-1½) | 700-2¼ 678 (700-2¼) |




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM



NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK




NE-2, 26 AUG 2010 to 23 SEP 2010

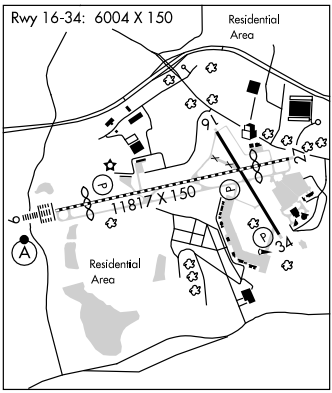
NE-2, 26 AUG 2010 to 23 SEP 2010

## NEWBURGH

### STEWART INTL (SWF) 3 NW UTC−5(−4DT) N41°30.25′ W74°06.29′ NEW YORK

491 B S4 **FUEL** 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index C H–10I, 12J, L–33B, 34I

NOTAM FILE SWF IAP, AD




**RWY 09–27:** H11817X150 (ASPH–GRVD) S–85, D–175, 2S–175, 2D–350,2D/2D2–775 HIRL CL

**RWY 09:** ALSF2. TDZL. PAPI(P4L)—GA 3.0°TCH 66′. Thld dsplcd 2000′. Fence. 0.4% down.

**RWY 27:** REIL. PAPI(P4L)—GA 3.0°; TCH 55′. Thld dsplcd 2000′. Tree.

**RWY 16–34:** H6004X150 (ASPH–GRVD) S–120, D–190, 2S–175, 2D–350. 2D/2D2–800 MIRL 0.6% up NW

**RWY 16:** REIL. Trees.

**RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 09:** TORA–11818 TODA–11818 ASDA–10818 LDA–8818
**RWY 16:** TORA–6006 TODA–6006 ASDA–6006 LDA–6006
**RWY 27:** TORA–11818 TODA–11818 ASDA–11818 LDA–9818
**RWY 34:** TORA–6006 TODA–6006 ASDA–5606 LDA–5606

**AIRPORT REMARKS:** Attended continuously. Be Aware—Extensive glider activity 8 miles E of HUO VORTAC in a 5-mile radius. Dutchess County arpt located 3.3 NM SW. of Kingston VORTAC; do not mistake for Stewart Intl. Birds and deer on and invof arpt. Noise abatement procedures in effect ctc arpt mgr 914–564–7200. TPA for piston acft 1500(1009), jet acft 2500(2009), rotorcraft 1200(709). Avoid Orange Co. Arpt, lctd 7 NM WNW during VFR apchs. Rgt tfc on Rwys 16 and 27 may be used for noise abatement. Twy B clsd to acft over 10,000 pounds. Twy H restricted to acft with wingspan 140′ or less. Twys G and B in poor condition—cracked and spalled. 8′ lgtd chain link parking lot fence 175′ west of Twy C centerline between terminal building and Building 118. Twy C between Twy B and Twy F not visible from twr. Twy C restricted to acft with wingspan greater than 125′ between Hangar B and Building 118. Acft with wingspan 172′ or more require vehicle escort for all Twy C ops south of terminal apron. Call arpt ops 845–564–7200 ext 228. No jet training 0300–1200Z‡. Rwy 09 touchdown, midfield, and rollout rwy visual range avbl. Rwy 09 midfield and rollout rwy visual range OTS indef. Rwy 09 sequence flashers OTS indef. Twy L, Twy M, Twy N edge lgts OTS indef. Compass calibration pad located on the Twy G runup apron. Twy G clsd southwest of compass rose. User fee charged to all intl flights. Fee for acft over 10,000 lbs. Flight Notification Service (ADCUS) available.

**COMMUNICATIONS: ATIS** 124.575 (845) 567–9311. **UNICOM** 122.95

Ⓡ **NEW YORK APP/DEP CON** 132.75

**TOWER** 121.0 **GND CON** 121.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 245° 16.0 NM to fld. 580/12W. **HIWAS.**

**NEELY NDB (MHW/LOM)** 335 SW N41°29.15′ W74°13.68′ 093° 5.7 NM to fld.

**ILS** 110.1 I–SWF Rwy 09. Class IIE. LOM NEELY NDB. BC unusable.

**ILS/DME** 109.95 I–JKH Chan 36Y Rwy 27. Class IB.

**HELIPAD H1:** H40X40 (ASPH)

**HELIPAD REMARKS:** Helipad located intersection Twy B and Twy C east of Twy C.

## NEWFANE

### HOLLANDS INTL FLD (85N) 3 SW UTC−5(−4DT) N43°16.00′ W78°46.07′ DETROIT

360 NOTAM FILE BUF

**RWY NE–SW:** 2875X75 (TURF)

**RWY NE:** Trees. **RWY SW:** Trees.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Parachute club uses arpt during Apr–Nov.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

### NEW YORK N40°47.72′ W73°06.01′ NEW YORK

**FSS** (ISP) L–33B, 34I

**RCO** 122.6 122.2 (ISLIP RADIO)

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

# COPTER ILS or LOC RWY 9

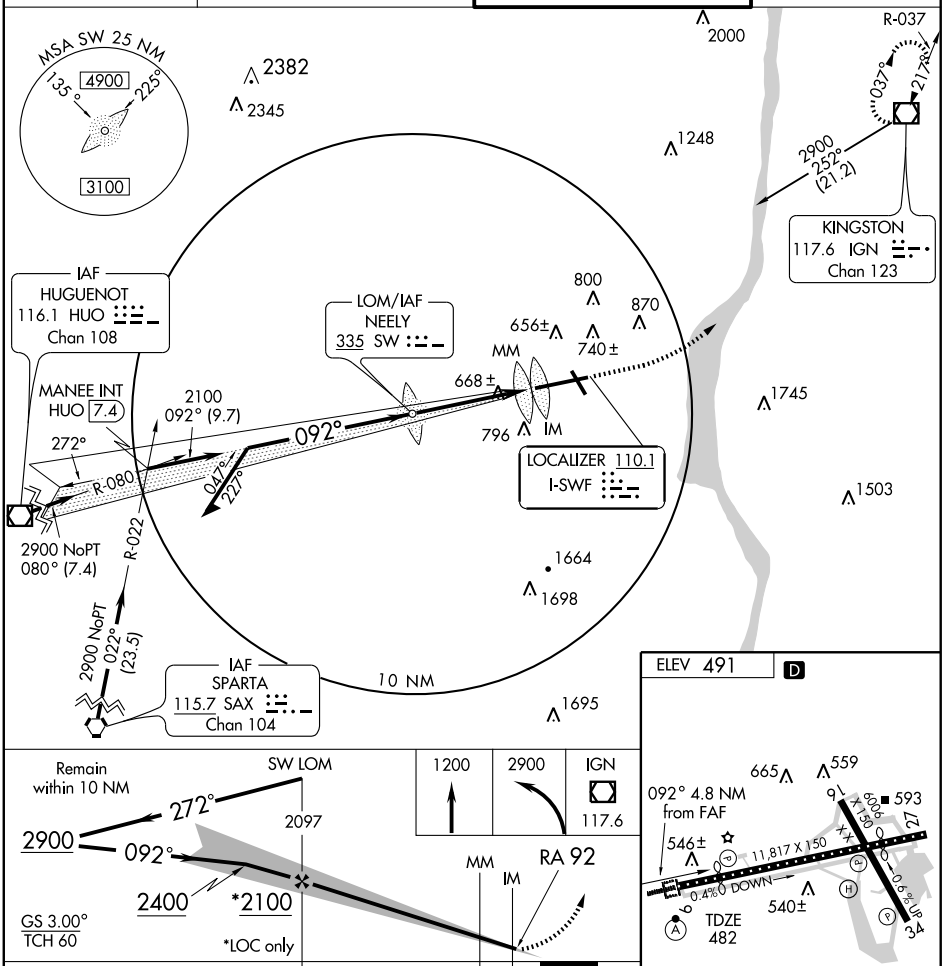
NEWBURGH/STEWART INTL (SWF)

Altimeter Required.

ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |










| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 9 | 582/12<br>100 RA 92 | NA | | |
| H-LOC 9 | 920/12<br>438 (500-¼) | NA | | |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

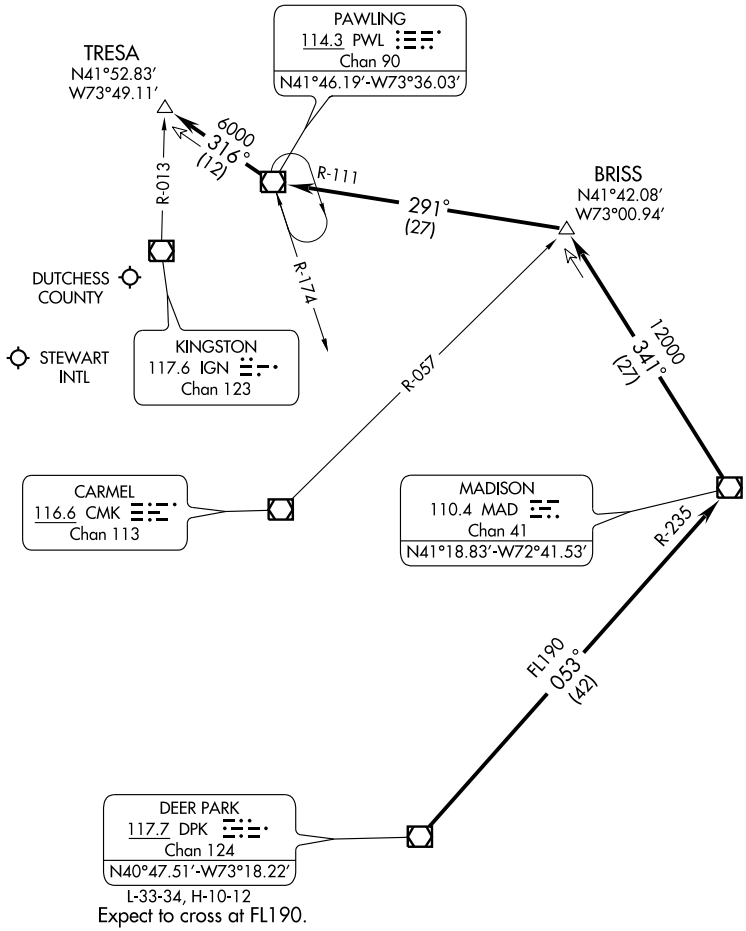
## COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 6:24 | 4:48 | 3:50 | 3:12 | 2:45 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75




L-33-34, H-10-12

Expect to cross at FL190.

NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

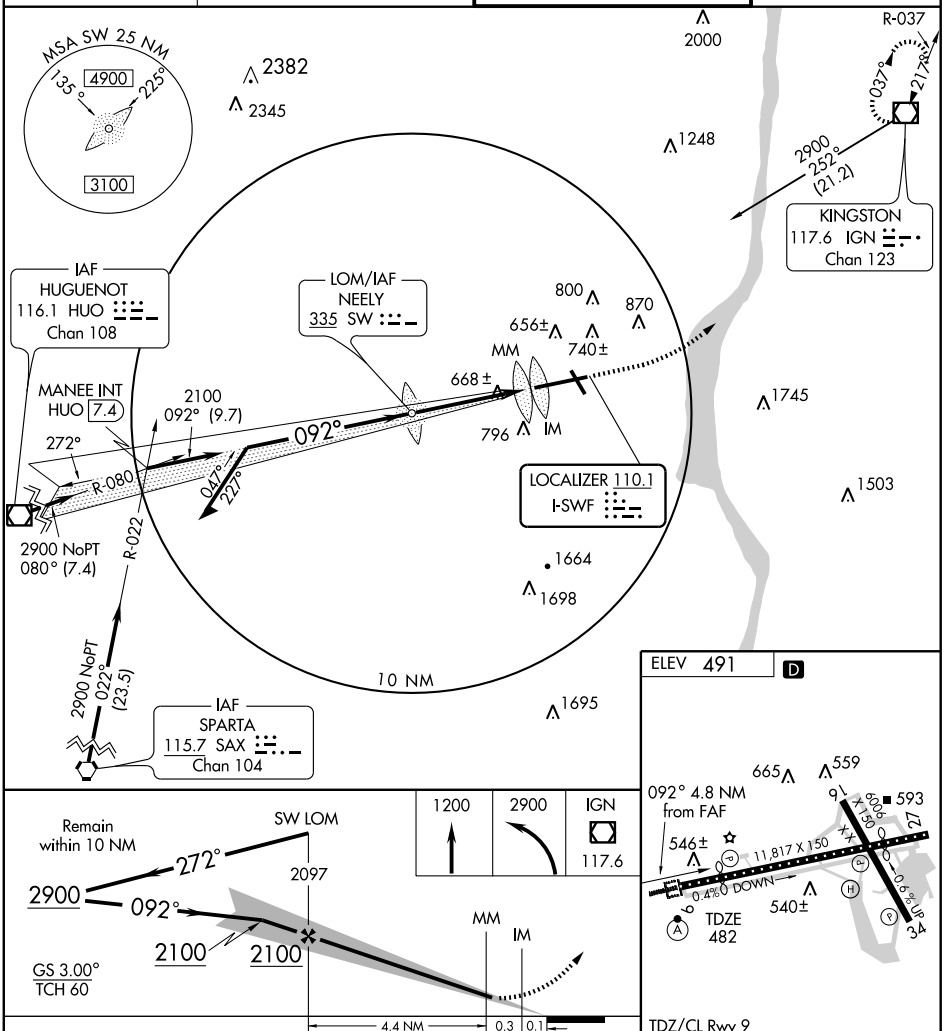
# ILS or LOC RWY 9

NEWBURGH/STEWART INTL (SWF)

ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 682/18 200 (200-½) | | | |
| S-LOC 9 | 920/24 438 (500-½) | | 920/40 438 (500-¾) | 920/50 438 (500-1) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JKH | APP CRS | Rwy Idg 9818 |
|---|---|---|
| 109.95 | 272° | TDZE 467 |
| Chan 36 (Y) | | Apt Elev 491 |

# ILS or LOC RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

ALTERNATE MISSED APCH FIX
R-272 092° 272°
NEELY
335 SW

2000
1248
R-037
037° 217°
IAF
KINGSTON
117.6 IGN
Chan 123
R-229
3000
204° (7.5)
LOCALIZER 109.95
I-JKH
Chan 36 (Y)
LOM
NEELY
335 SW
800
740±
870
656±
566±
POPOW INT
I-JKH 7.8
629
2500
092°
272° (4.9)
(IF)
MOLNE INT
I-JKH 12.7
R-204
R-334
R-323
755
796
1745
1503
MSA IGN 25 NM
190°
100°
280°
010°
4400
3700
3500
2800
1664
1698
10 NM
CARMEL
116.6 CMK
Chan 113

ELEV 491 D

272° 6.1 NM from FAF
665
559
593
546±
11,817 X 150
TDZE 467
0.4% DOWN
0.6% UP
540±
9
27
34

| 1600 | 3000 | IGN |
|---|---|---|

POPOW INT I-JKH 7.8
MOLNE INT I-JKH 12.7
Procedure Turn NA
2500
I-JKH 1.7
272°
3000
2500
GS 3.00°
TCH 55
6.1 NM
4.9 NM

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 717-1 250 (300-1) | | | |
| S-LOC 27 | 840-1 373 (400-1) | | | 840-1¼ 373 (400-1¼) |
| CIRCLING | 1060-1 569 (600-1) | | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-SWF | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

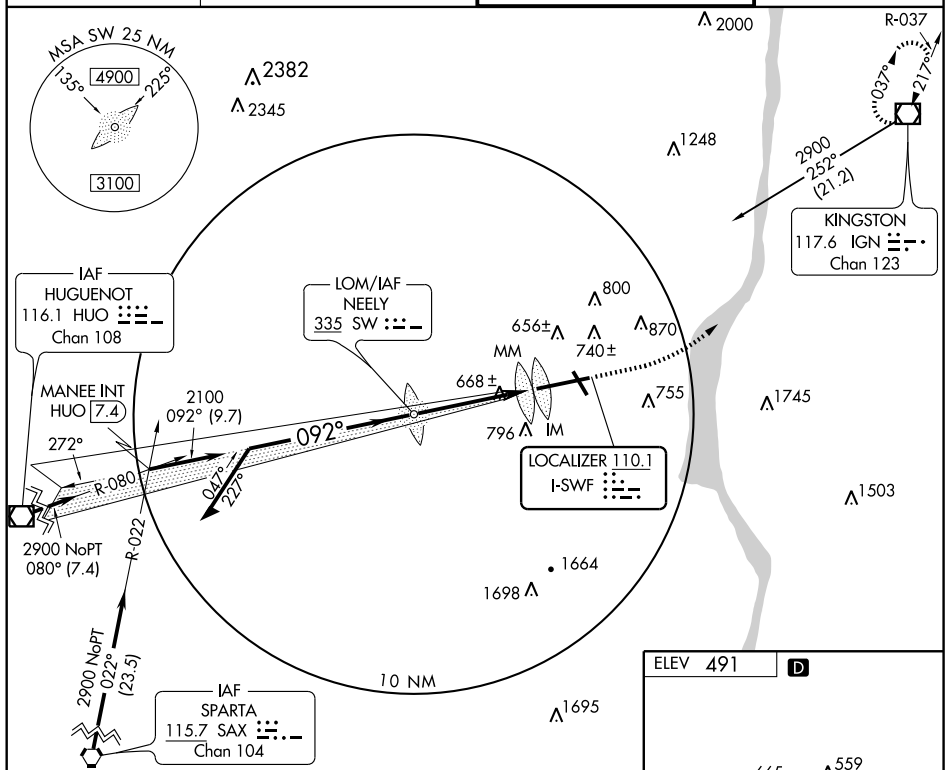
# ILS RWY 9 (CAT II)

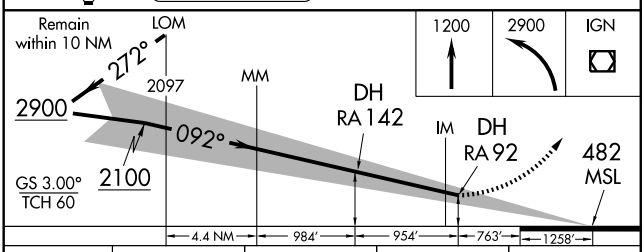
## NEWBURGH/STEWART INTL (SWF)

ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

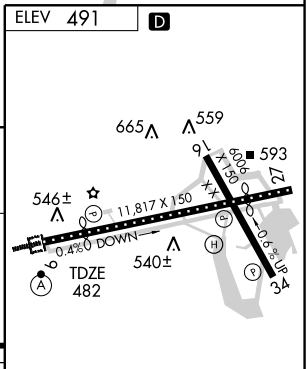
| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | RA 142/16 150 DA 632 | | | |
| S-ILS 9 | RA 92/12 100 DA 582 | | | |

**CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8818 |
|---|---|---|---|
| Ch 62818 | 092° | TDZE | 481 |
| W09A | | Apt Elev | 491 |

# RNAV (GPS) RWY 9

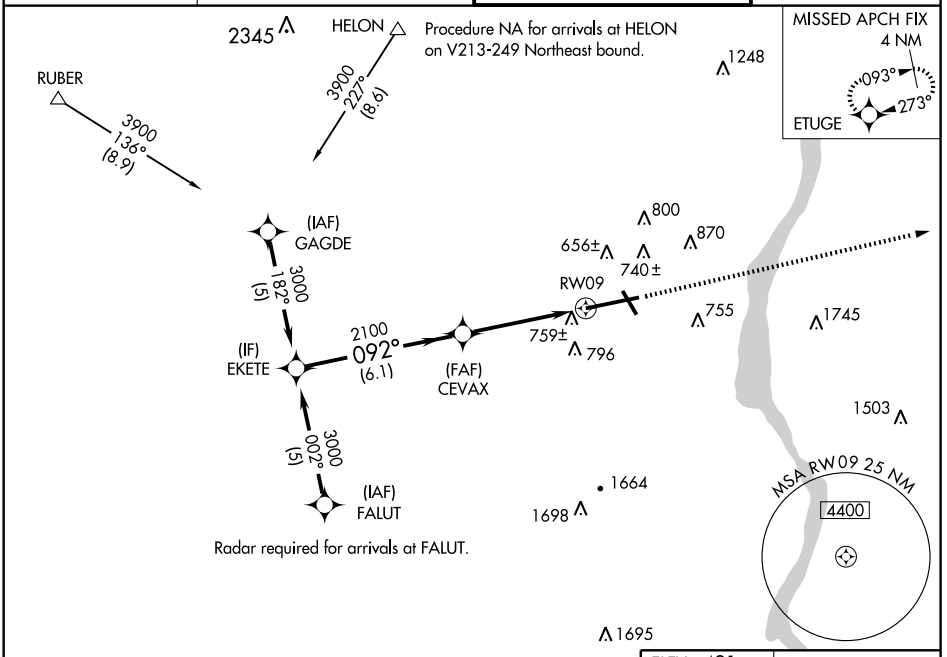
NEWBURGH/STEWART INTL (SWF)

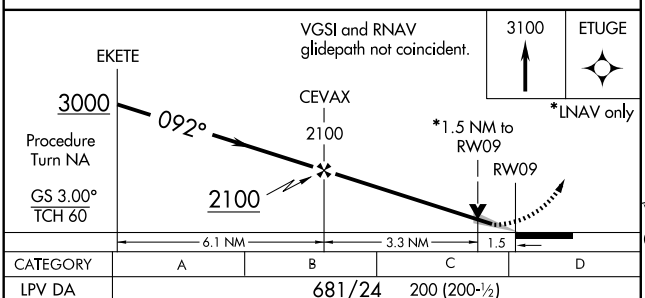
Circling to Rwy 16 NA at night. Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

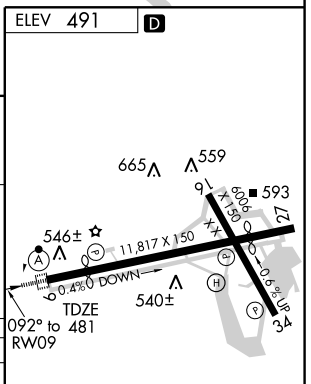
MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 681/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 1097-2 | 616 (700-2) | |
| LNAV MDA | 1020/24 | 539 (600-½) | 1020/50 539 (600-1) | 1020/60 539 (600-1¼) |
| CIRCLING | 1060-1 | 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 163° | TDZE | 471 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 16

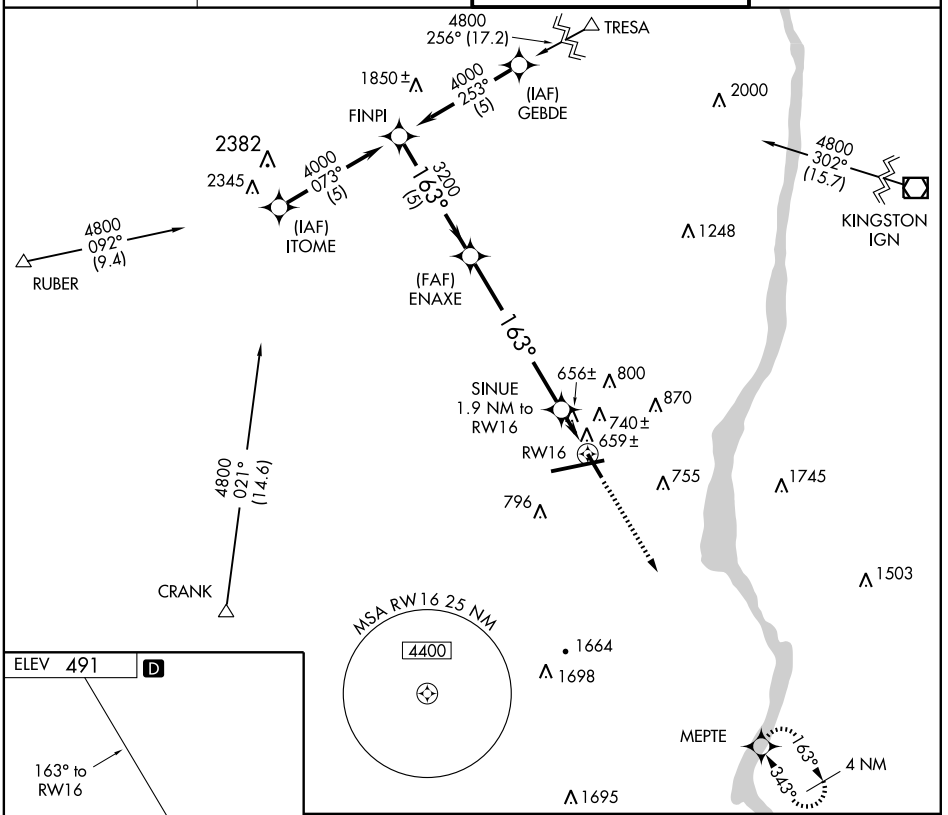
## NEWBURGH/STEWART INTL (SWF)

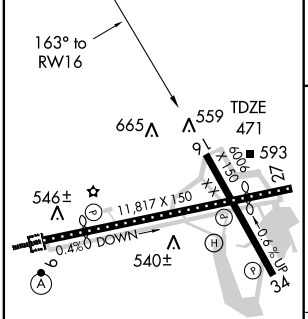
NA

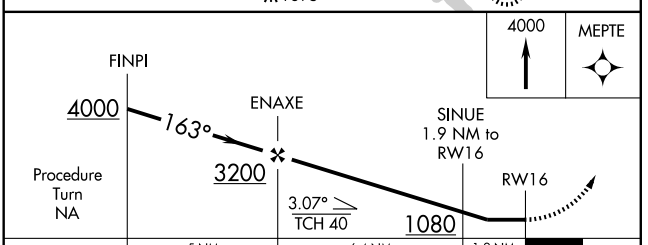
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MEPTE WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 449 (500-1) | | 920-1¼ 449 (500-1¼) | 920-1½ 449 (500-1½) |
| CIRCLING | 1040-1 549 (600-1) | | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9818 |
|---|---|---|
| 272° | TDZE | 467 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

Procedure NA for arrivals at WEETS on V483 Northwest bound and V205 Westbond and on PWL VOR/DME airway radials 216 CW 250.

WEETS 2000 4000 145° (20.7)

PAWLING PWL 4000 247° (14.1)

(IAF) GOKRE 3000 183° (5)

(IF) ETUGE 3000 003° (5)

(FAF) POPOW 2500 273° (6.1)

RW27 272°

Radar required for arrivals at FOROR.

(IAF) FOROR

MISSED APCH FIX EKETE 092° 272° 4 NM

MSA RW 27 25 NM 4400

ELEV 491 D

272° to RW27

TDZE 467

RW27 6000 X 150 0 0.6% UP

11,817 X 150 0 0.4% DOWN

34

| 3000 | EKETE |
|---|---|

ETUGE 3000 Procedure Turn NA

POPOW 2500

RW27 272° 273° 2500

GS 3.00° TCH 55

6.1 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1046-2 579 (600-2) | | | |
| LNAV MDA | 1000-1 533 (600-1) | | 1000-1½ 533 (600-1½) | 1000-1¾ 533 (600-1¾) |
| CIRCLING | 1060-1 569 (600-1) | | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5606 |
|---|---|---|
| 343° | TDZE | 462 |
| | Apt Elev | 491 |

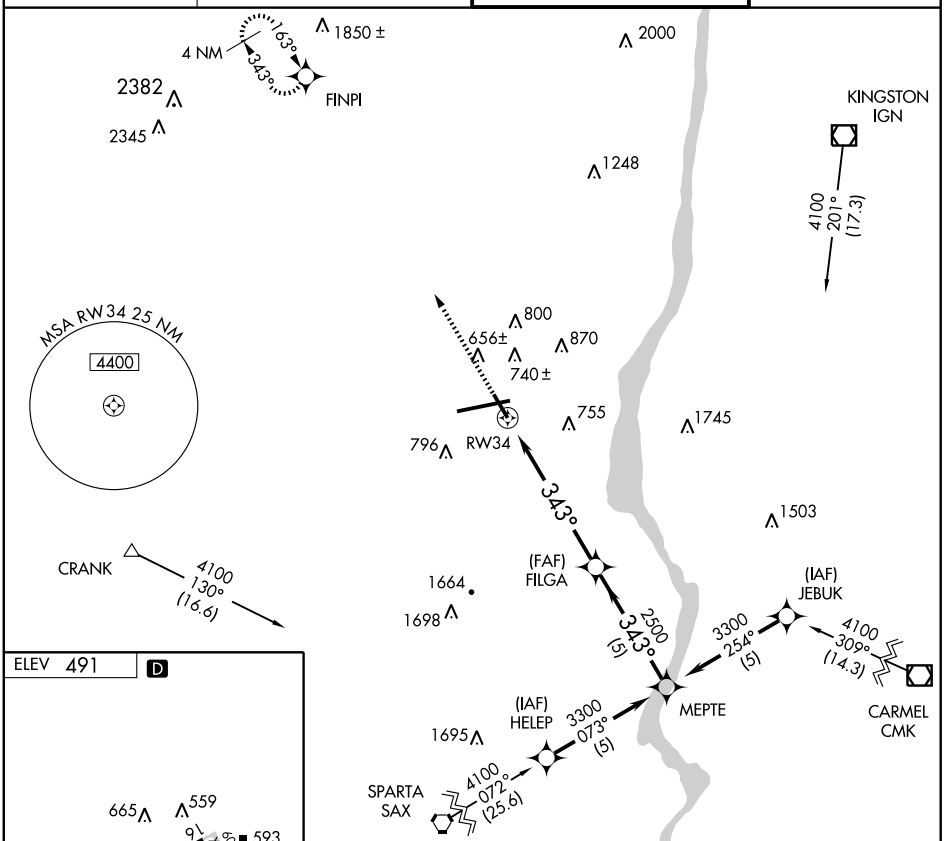
# RNAV (GPS) RWY 34

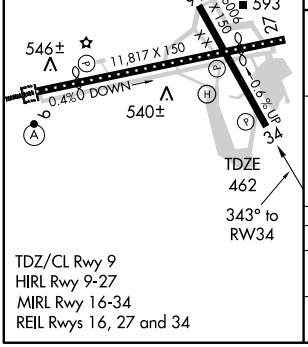
NEWBURGH/STEWART INTL (SWF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

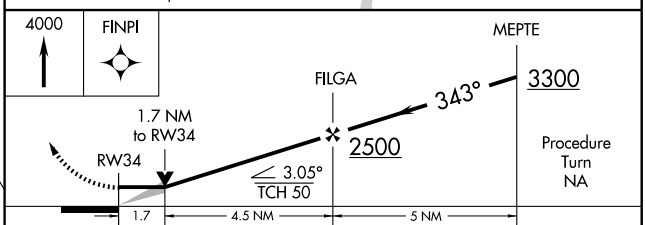
MISSED APPROACH: Climb to 4000 direct FINPI WP and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 558 (600-1) | | 1020-1½ 558 (600-1½) | 1020-1¾ 558 (600-1¾) |
| CIRCLING | 1040-1 549 (600-1) | 1060-1 569 (600-1) | 1100-1¾ 609 (700-1¾) | 1100-2 609 (700-2) |

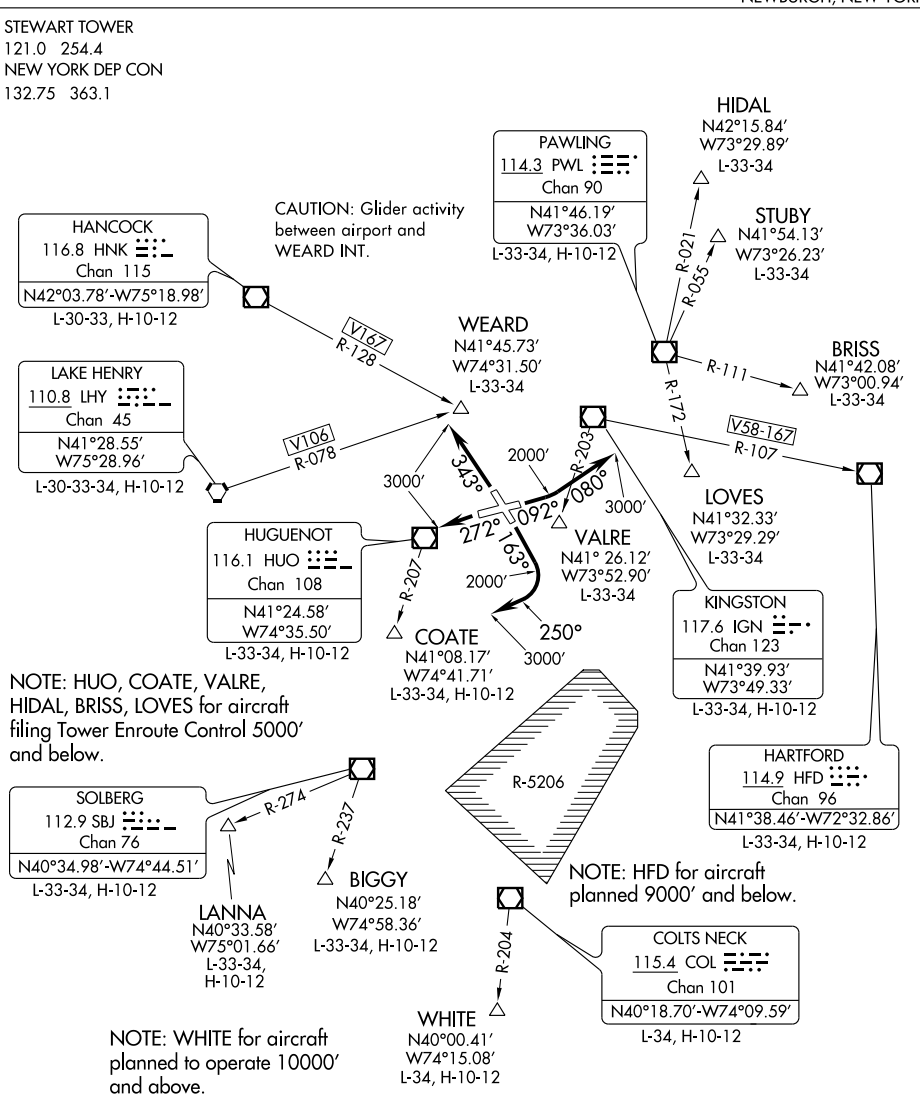


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
SULLIVAN COUNTY INTL
ORANGE COUNTY
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
R-314
43
(17)
RAGER
N41°34.10'
W74°54.77'
Expect clearance
to cross at 5,000 feet.
26
(8)
HAWLY
N41°32.39'
W75°05.43'
R-354
STILLWATER
109.6 STW
Chan 33
NOTE: This STAR applicable to non-jet
aircraft landing SWF/SWF Sats.
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to
cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect
RADAR vectors to final approach course after RUBER Int.

# STEWART FIVE DEPARTURE

SL-450 (FAA)




NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

| VOR/DME IGN | APP CRS | Rwy Idg 9818 |
|---|---|---|
| 117.6 | 244° | TDZE 467 |
| Chan 123 | | Apt Elev 491 |

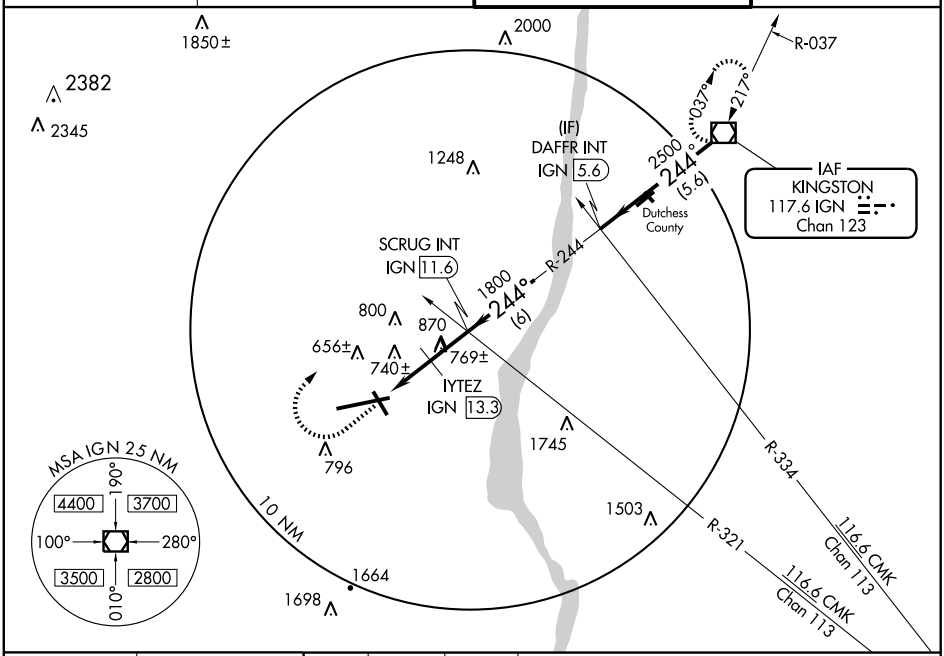
# VOR RWY 27

NEWBURGH/STEWART INTL (SWF)

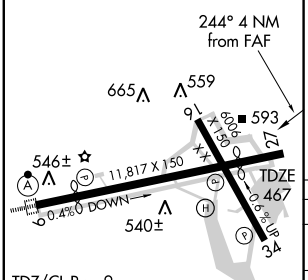
Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

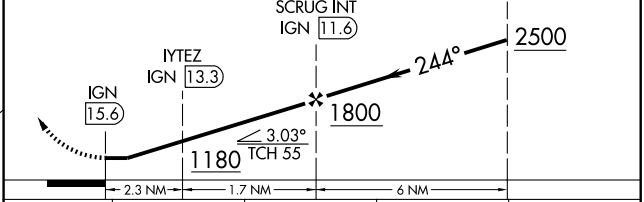



ELEV 491 D




TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1180-1 713 (700-1) | | 1180-2 713 (700-2) | 1180-2¼ 713 (700-2¼) |
| CIRCLING | 1180-1 689 (700-1) | | 1180-2 689 (700-2) | 1180-2¼ 689 (700-2¼) |
| IYTEZ FIX MINIMUMS | | | | |
| S-27 | 1020-1 553 (600-1) | | 1020-1½ 553 (600-1½) | 1020-1¾ 553 (600-1¾) |
| CIRCLING | 1060-1 569 (600-1) | | 1100-1¾ 609 (700-1¾) | 1120-2 629 (700-2) |



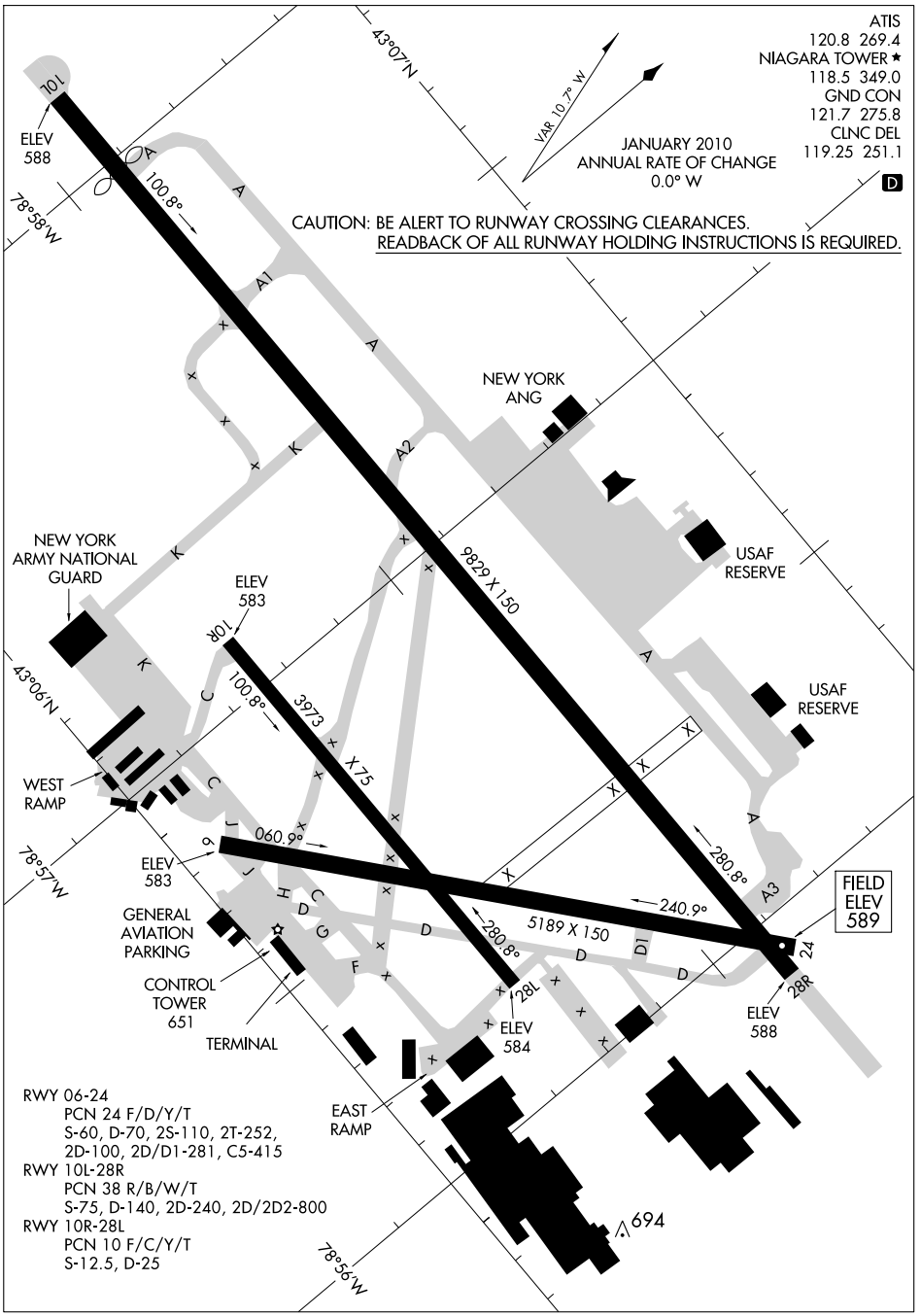
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)
NIAGARA FALLS, NEW YORK





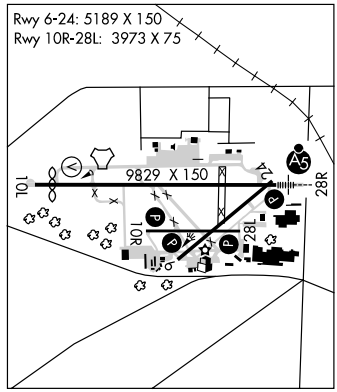

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NIAGARA FALLS, NEW YORK
NIAGARA FALLS INTL (IAG)

10210

**NIAGARA FALLS INTL** (IAG)(KIAG) CIV/MIL/AFRC/ANG 4 E UTC−5(−4DT) N43°06.44′ W78°56.77′ **DETROIT**
589 B S2 **FUEL** 100LL, JET A LRA ARFF Index—See Remarks **H–10H, 11B, L–31E**
NOTAM FILE IAG **IAP, DIAP, AD**




**RWY 10L–28R:** H9829X150 (ASPH–CONC–GRVD) S–75, D–140, 2D–240, 2D/2D2–800 PCN 38 R/B/W/T
HIRL
**RWY 10L:** VASI(V4L)—GA 3.0° TCH 53′. Thld dsplcd 700′. Tree.
**RWY 28R:** MALSR. Tree.
**RWY 06–24:** H5189X150 (ASPH) S–60, D–70, 2S–110, 2T–252, 2D–100, 2D–145, 2D/D1–281, C5–415
PCN 24 F/D/Y/T MIRL
**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 48′. Tree.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.
**RWY 10R–28L:** H3973X75 (ASPH) S–12.5, D–25
PCN 10 F/C/Y/T MIRL
**RWY 10R:** REIL. PAPI(P2L)—GA 3.3°TCH 31′. Tree.
**RWY 28L:** REIL. PAPI(P2L)—GA 3.1° TCH 30′. Stack.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 06:** | TORA–5189 | TODA–5189 | ASDA–5189 | LDA–5189 |
| **RWY 10L:** | TORA–9829 | TODA–10829 | ASDA–9829 | LDA–9129 |
| **RWY 10R:** | TORA–3973 | TODA–3973 | ASDA–3973 | LDA–3973 |
| **RWY 24:** | TORA–5189 | TODA–5189 | ASDA–5189 | LDA–5189 |
| **RWY 28L:** | TORA–3973 | TODA–3973 | ASDA–3973 | LDA–3973 |
| **RWY 28R:** | TORA–9829 | TODA–10529 | ASDA–9129 | LDA–9129 |

**MILITARY SERVICE: JASU** 2(A/M32A–86) 1(AM32A–60) 1(MA–1A) **FUEL** J8(Mil) A, A+ (Niagara Falls Aviation doing business as Tech Aviation, C716–298–9307.) **FLUID** SP LOX
**OIL** O–148(Mil)

**AIRPORT REMARKS:** Attended continuously. CAUTION: Heavy concentrations of gulls, blackbirds, starlings up to 5000′ AGL on and invof arpt. Class I, ARFF Index B. ARFF Index E equipment coverage provided. Acft with seating capacity in excess of 30 passenger authorized only use of Rwy 10L–28R. Extensive aircraft activity operating invof US/Canadian falls all altitudes. Night vision device ops periodically conducted in the arpt tfc area. Military assault landing zone and basic markings with aiming points Rwy 06. Military assault landing zone and basic markings with aiming points Rwy 24. Rwy 28 rollout end of rwy—last 900′ not grvd. Twy E clsd indef from Rwy 10L–28R to Rwy 06–24. Twy E restricted to 12,500 pounds or less. Twy E pavement spalling between Twy C and Twy D. Twy E clsd permanently btn Twy C and Twy D. When twr clsd ACTIVATE MALSR Rwy 28R HIRL 10L–28R, MIRL Rwy 06–24, MIRL Rwy 10R–28L, REIL and PAPI Rwy 06, Rwy 24, Rwy 10R, and Rwy 28L and twy lgts—CTAF. SSALR Rwy 28R preset med ints. Ldg fee. Parking fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Recommended VFR Flight Procedures.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** All military acft opr rstd during Bird Watch Condition Moderate (tkf and ldg permission only when dep/arr route avoids identified bird activity, no local IFR/VFR tfc pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc Comd Post for current Bird Watch Condition. **CSTMS/AG/IMG** Avbl for all Mil with 72 hr prior notice. Crew, passenger, cargo origin, destination and pre–cleared information rqr 1 hr prior ldg. Ctc 914th OSF, SSI/OSA DSN 238–2176, C717–236–2176, fax DSN 238–2380, C716–236–2380 for rstd information and rqr ppr. **MISC** Local mission acft have priority for de–icing; full acft de–icing for C–17 and C–5 acft not avbl. All military acft only minimal classified materials avbl, aircrews should arrive with appropriate amount to complete their mission. For current Mil Rwy Condition Reading (RCR) call or ctc 914 AW comdpost, 914 AW base ops, or 107 ANG comd post. **AFRC** PPR ctc Base OPS DSN 238–2176 during normal duty hrs Mon–Fri 1215–2100Z‡ except holidays, and Unit Training Assembly (UTA). Base OPS svc Sun 1230–2130Z‡, Mon–Fri 1200–0400Z‡ (except Federal holidays), clsd Sat except 914 AW UTA. Minimum altitude over Niagara Falls scenic falls is 3500′. No fleet svc avbl. **ANG** PPR, ctc 107th Comd Post DSN 238–3470 during normal duty hrs weekdays 1200–2130Z‡, except holidays.

**WEATHER DATA SOURCES:** ASOS (C 716) 297–6984.

**COMMUNICATIONS: CTAF:** 118.5 **ATIS** 120.8 269.4 **UNICOM** 122.95 **PTD** (HORSESHOE) 371.25
Ⓡ **BUFFALO APP DEP/CON** 126.5 317.6
**TOWER** 118.5 349.0 (1200–0400Z‡) **GND CON** 121.7 257.8 **CLNC DEL** 119.25 251.1
**914 AG COMD POST** (CARBONATE) 340.025 **ANG OPS** (FUZZY) 261.9

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**BUFFALO (H) VOR/DME** 116.4 BUF Chan 111 N42°55.74′ W78°38.78′ 317° 17 NM to fld. 730/8W.
**(T) TACAN** Chan 47 IAG (111.0) N43°06.75′ W78°57.61′ at fld. 600/10°W.
**KATHI NDB (LOM)** 329 IA N43°06.54′ W78°50.30′ 279° 4.7 NM to fld. Unmonitored when twr clsd.
**ILS** 110.1 I–IAG Rwy 28R. Class IE. LOM KATHI NDB. Unmonitored when twr clsd.

**NORTH BUFFALO SUBURBAN** (See LOCKPORT)

# ILS 1 RWY 28R

NIAGARA FALLS INTL (KIAG)

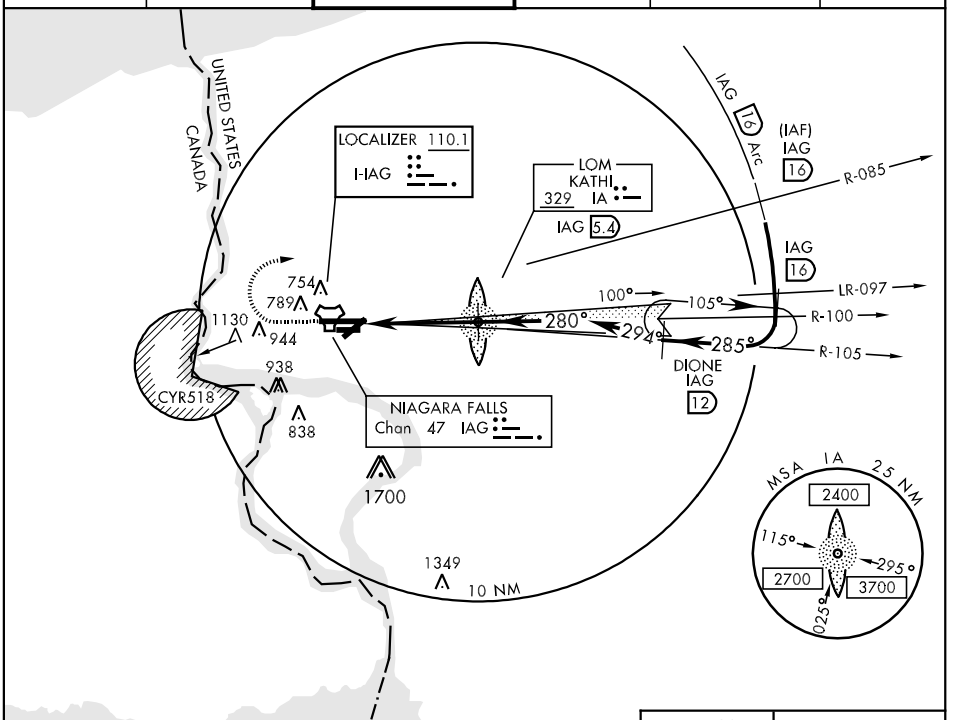
| LOC I-IAG | APP CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 110.1 | 280° | 9129 | 588 | 590 |

AL-614 [USAF]

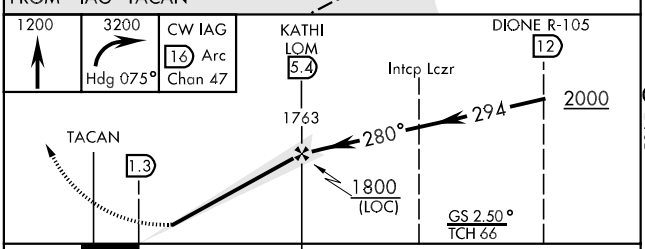
MALSR

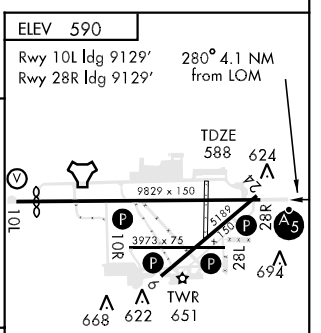
MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




EMERG SAFE ALT 100 NM 5000
FROM "IAG" TACAN




REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 788/24 | 200 | | (200-½) |
| S-LOC 28R | 900/24 | 312 | (400-½) | 900/40 312 (400-¾) |
| CIRCLING | 1100-1 510 | (600-1) | 1100-1½ 510 (600-1½) | 1360-2½ 770 (800-2½) |

LOC FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



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# ILS or LOC RWY 28R

NIAGARA FALLS INTL (IAG)

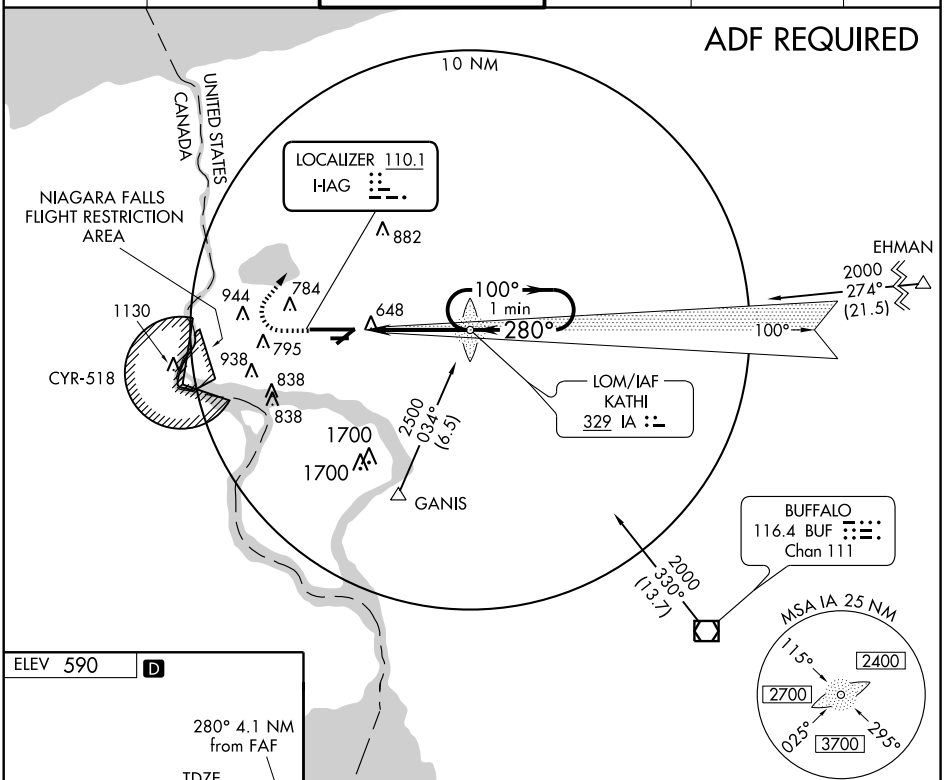
| LOC I-IAG | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| 110.1 | 280° | TDZE | 588 |
| | | Apt Elev | 590 |

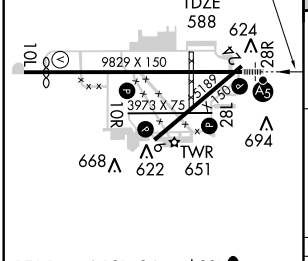
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |

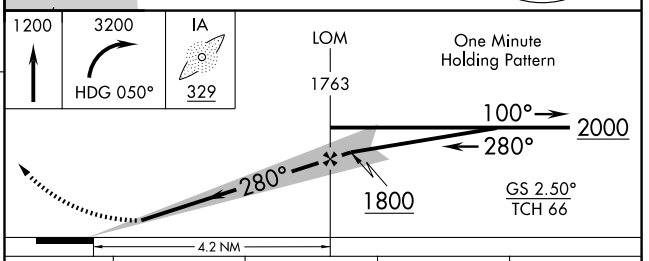
ADF REQUIRED




REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 788/24 200 (200-½) | | | |
| S-LOC 28R | 900/24 312 (400-½) | | | 900/40 312 (400-¾) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |



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| LOM IA | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| 329 | 280° | TDZE | 588 |
| | | Apt Elev | 590 |

# NDB or GPS RWY 28R

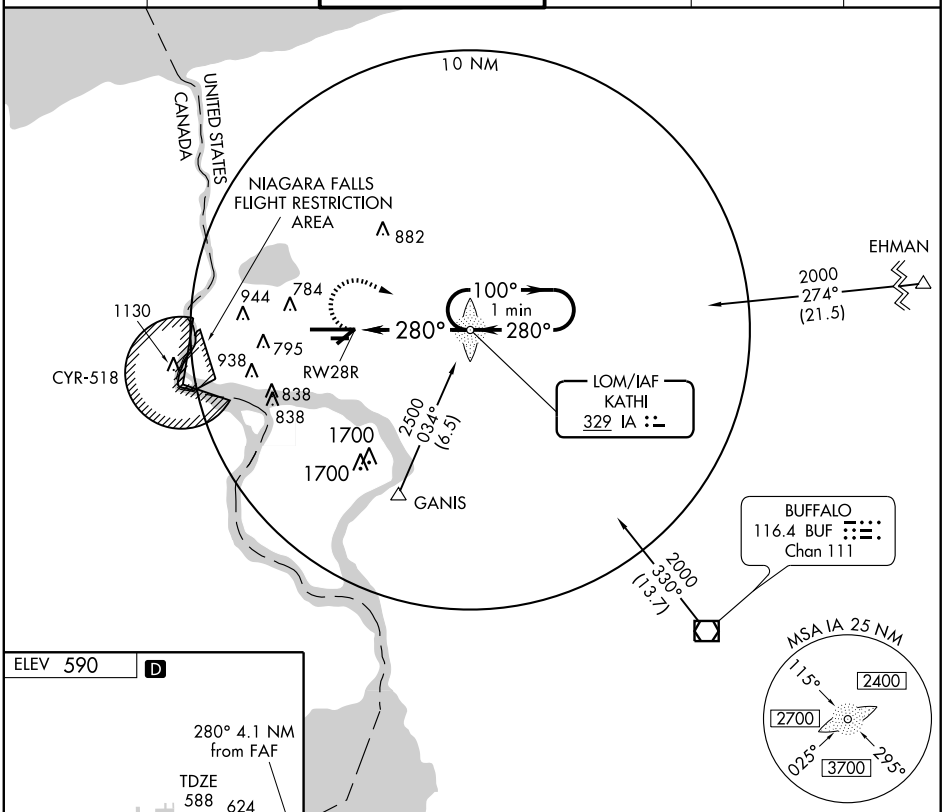
NIAGARA FALLS INTL (IAG)

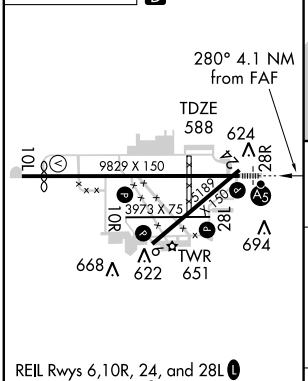
NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

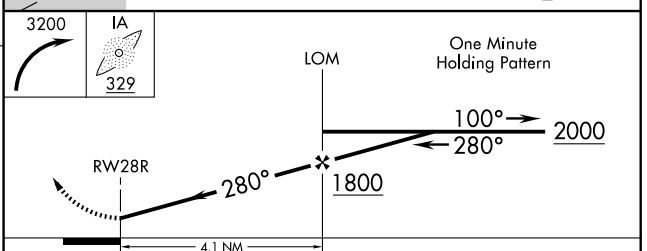
| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28R | 1000/40 412 (500-¾) | | | 1000/50 412 (500-1) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |



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# RNAV (GPS) RWY 10L

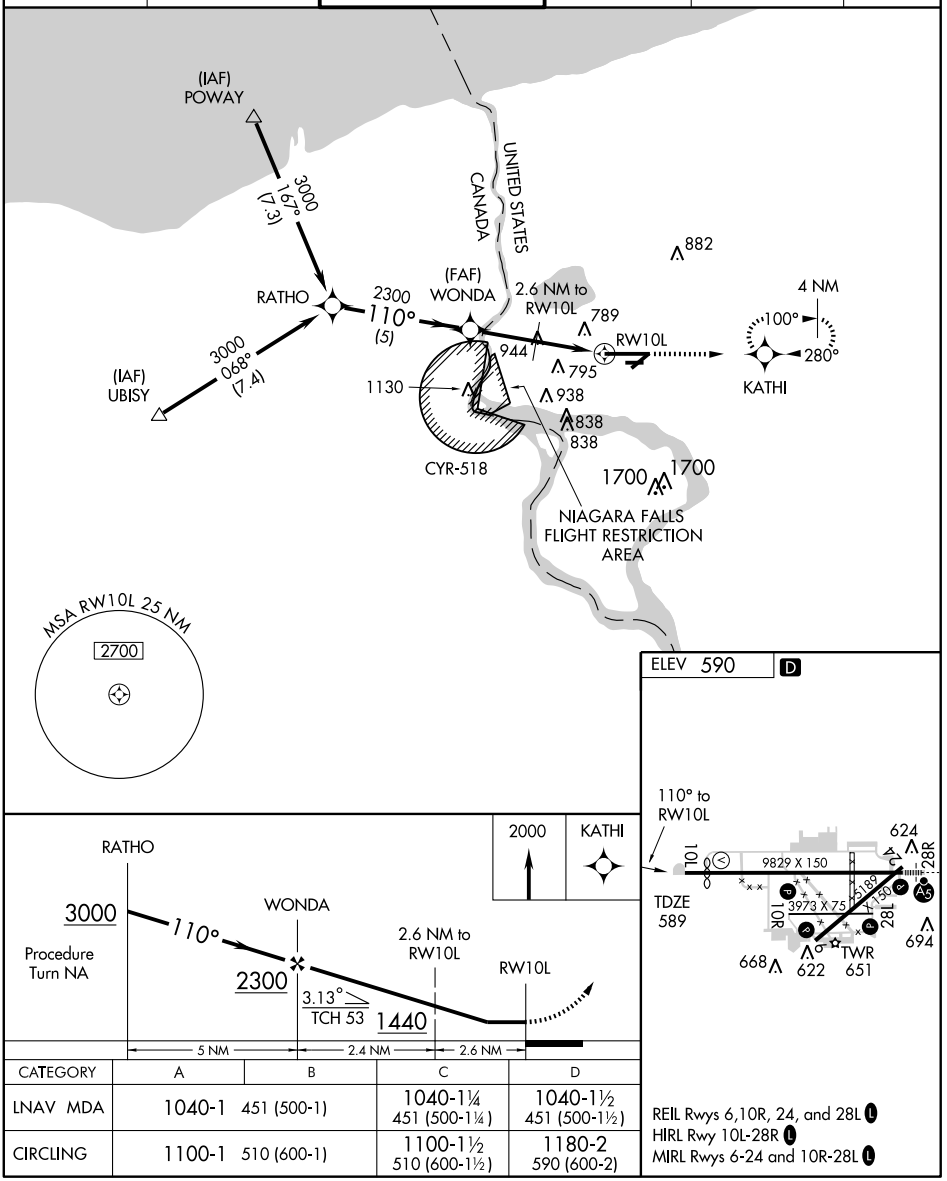
NIAGARA FALLS INTL (IAG)

| APP CRS | Rwy Idg | 9129 |
|---|---|---|
| 110° | TDZE | 589 |
| | Apt Elev | 590 |

GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 451 (500-1) | | 1040-1¼ 451 (500-1¼) | 1040-1½ 451 (500-1½) |
| CIRCLING | 1100-1 510 (600-1) | | 1100-1½ 510 (600-1½) | 1180-2 590 (600-2) |

REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



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# TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

| TACAN IAG Chan 47 | APCH CRS 286° | Rwy ldg 9129 TDZE 588 Arpt Elev 589 |
|---|---|---|

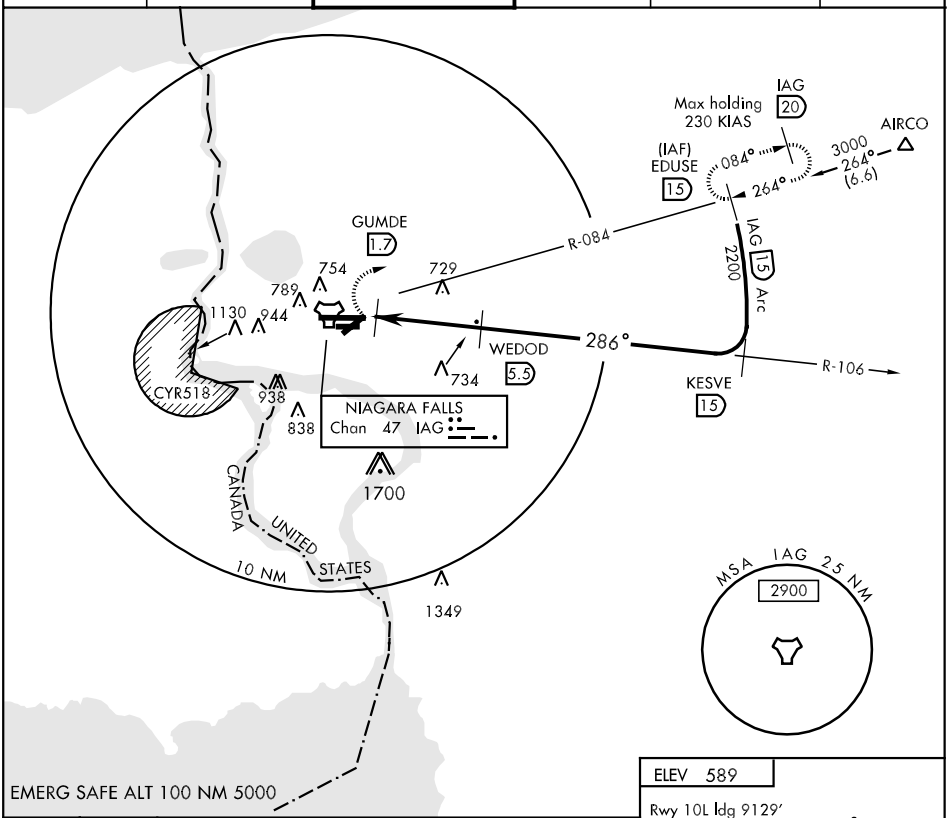
AL-614 [USAF]

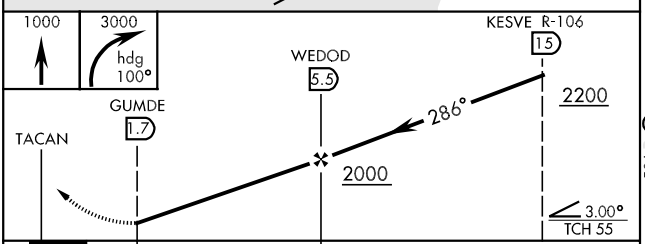
▼ * When MALSR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

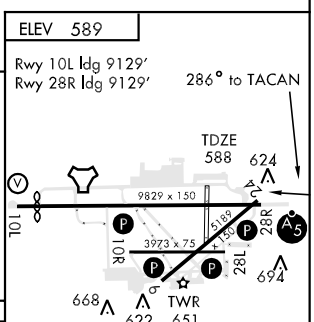
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 121.7 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-28R * | 980/24 392 (400-½) | | | 980/50 392 (400-1) | |
| CIRCLING ** | 1100-1 511 (600-1) | | 1100-1½ 511(600- 1½) | 1360-2½ 771(800-2½) | 1360-2¾ 771(800-2¾) |

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



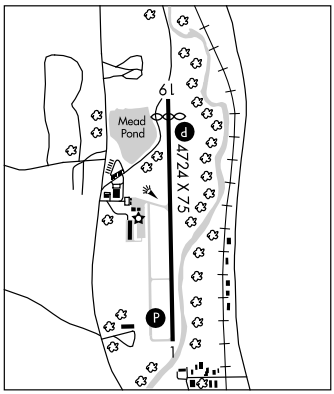
43°06'N-78° 57'W



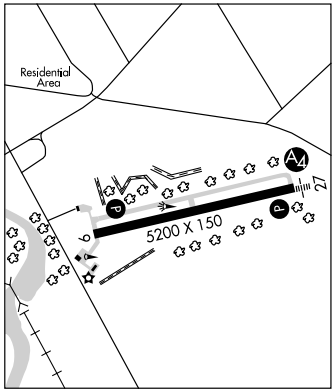

NE-2, 26 AUG 2010 to 23 SEP 2010

## NORWICH

**LT. WARREN EATON** (OIC) 2 N UTC−5(−4DT) N42°33.99′ W75°31.45′ **NEW YORK**
1025 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OIC **L–32F**
**RWY 01–19:** H4724X75 (ASPH–GRVD) S–30 HIRL 0.3% up N **IAP**
**RWY 01:** REIL. PAPI(P2L)—GA 4.0° TCH 40′.
**RWY 19:** REIL. PAPI(P2L)—GA 3.00° TCH 38′. Thld displaced 440′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 01:** TORA–4724 TODA–4724 ASDA–4390 LDA–4205
**RWY 19:** TORA–4724 TODA–4724 ASDA–4539 LDA–4205
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1300–2100Z‡. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01–19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie–down fee.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (607) 336–8583.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ROCKDALE RCO** 122.1R 112.6T (BUFFALO RADIO)
**BOSTON CENTER APP/DEP CON** 133.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**ROCKDALE (L) VOR/DME** 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 307° 14 NM to fld. 2032/11W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**OGDENSBURG INTL** (OGS) 2 SE UTC−5(−4DT) N44°40.91′ W75°27.93′ **MONTREAL**
297 B **FUEL** 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS **H–11C, 12J, L–32G**
**RWY 09–27:** H5200X150 (ASPH–GRVD) S–44, D–50, 2D–77 HIRL **IAP**
**RWY 09:** PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**RWY 27:** MALS. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. For attendant after 2130Z‡ call 315–393–1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09–27, MALS Rwy 27, VASI Rwys 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–393–4721. Ldg fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** AWOS–3 118.525 (315) 393–8982.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**OGDENSBURG RCO** 122.4 (BURLINGTON RADIO)
**BOSTON CENTER APP/DEP CON** 135.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.
**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.86′ W74°43.36′ 261° 34.7 NM to fld. 200/14W. **HIWAS.**
**OGIVE NDB (LOM)** 358 OG N44°42.09′ W75°21.18′ 269° 5.0 NM to fld. Unmonitored.
**ILS/DME** 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.




**OGIVE** N44°42.09′ W75°21.18′ NOTAM FILE OGS.
**NDB (LOM)** 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

**OLCOTT–NEWFANE** (D8Ø) 2 SW UTC−5(−4DT) N43°19.25′ W78°43.74′ **DETROIT**
315 B S4 **FUEL** 80, 100LL, MOGAS NOTAM FILE BUF
**RWY 06–24:** 2408X30 (TURF–GRVL) LIRL
**RWY 06:** Trees. **RWY 24:** Brush.
**RWY 09–27:** 2500X60 (TURF)
**RWY 09:** Trees. **RWY 27:** Building.
**AIRPORT REMARKS:** Attended dalgt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt. P–line off end of Rwys 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06–24 has loose aggregate. ACTIVATE LIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

# RNAV (GPS) RWY 1

## NORWICH / LT. WARREN EATON (OIC)

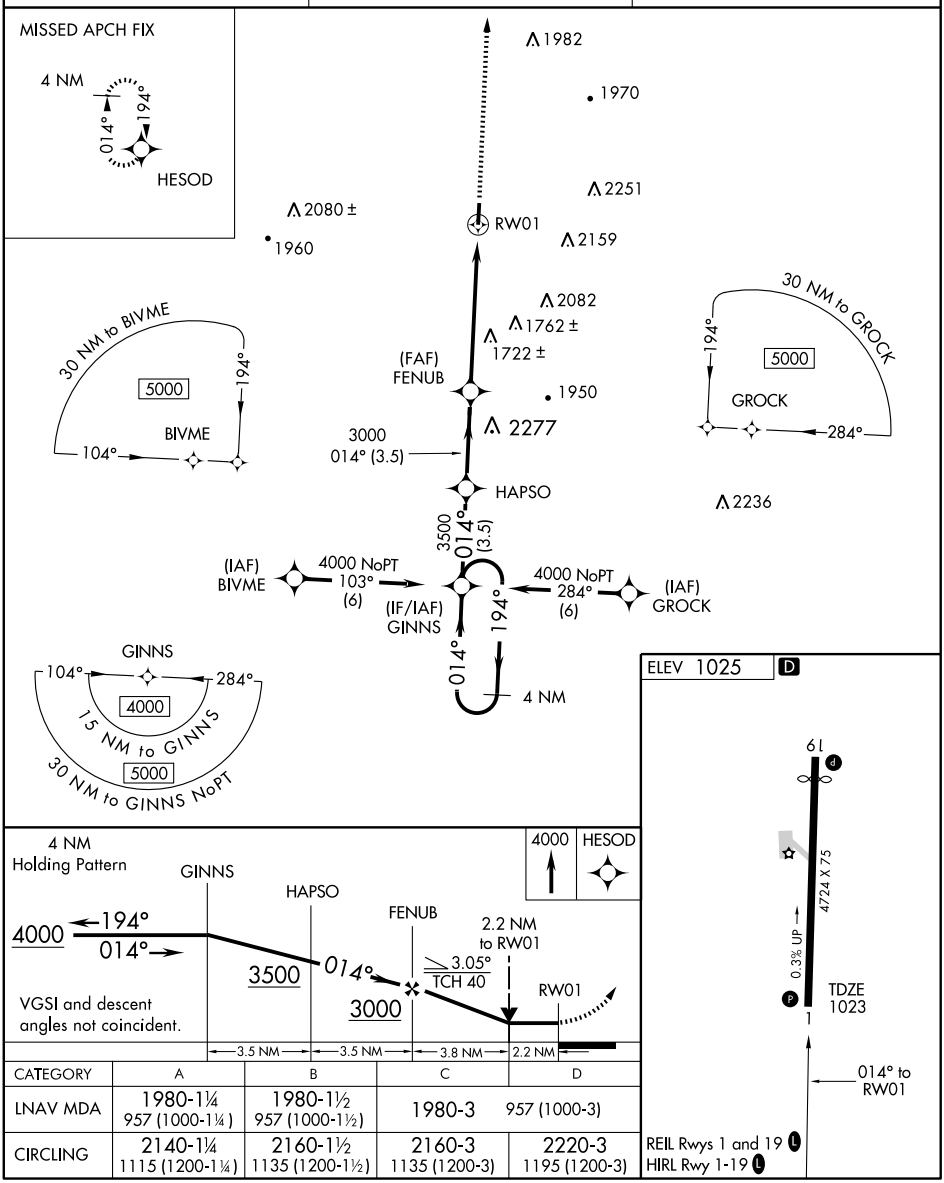
| APP CRS | Rwy Idg | 4205 |
|---|---|---|
| 014° | TDZE | 1023 |
| | Apt Elev | 1025 |

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1¼ 957 (1000-1¼) | 1980-1½ 957 (1000-1½) | 1980-3 | 957 (1000-3) |
| CIRCLING | 2140-1¼ 1115 (1200-1¼) | 2160-1½ 1135 (1200-1½) | 2160-3 1135 (1200-3) | 2220-3 1195 (1200-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4205 |
|---|---|---|
| 194° | TDZE | 1025 |
| | Apt Elev | 1025 |

# RNAV (GPS) RWY 19

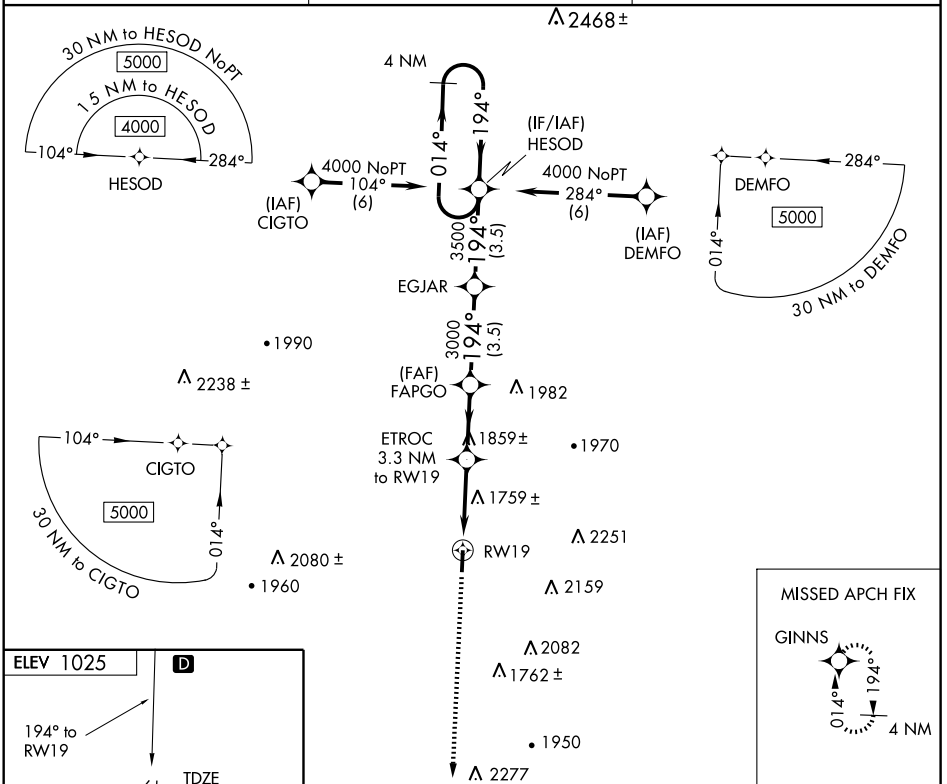
NORWICH / LT. WARREN EATON (OIC)

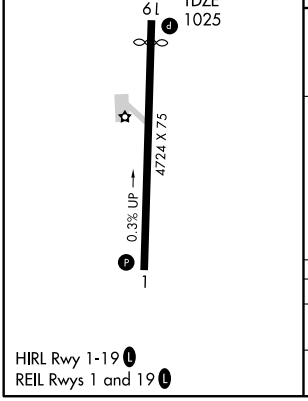
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
Cat D straight-in minima NA when using Binghamton altimeter setting.

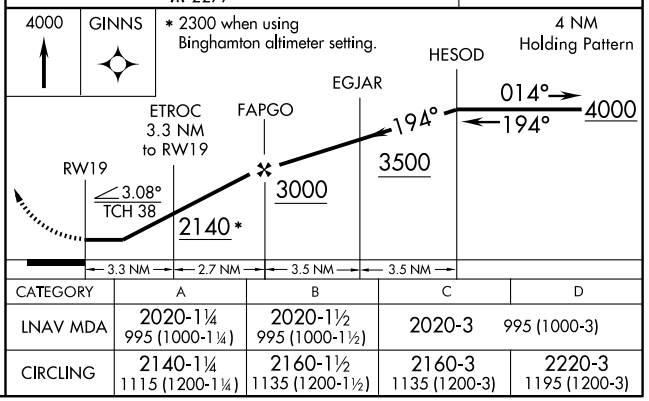
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2020-1¼<br>995 (1000-1¼) | 2020-1½<br>995 (1000-1½) | 2020-3 | 995 (1000-3) |
| CIRCLING | 2140-1¼<br>1115 (1200-1¼) | 2160-1½<br>1135 (1200-1½) | 2160-3<br>1135 (1200-3) | 2220-3<br>1195 (1200-3) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME RKA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 Chan 73 | 307° | TDZE | N/A |
| | | Apt Elev | 1025 |

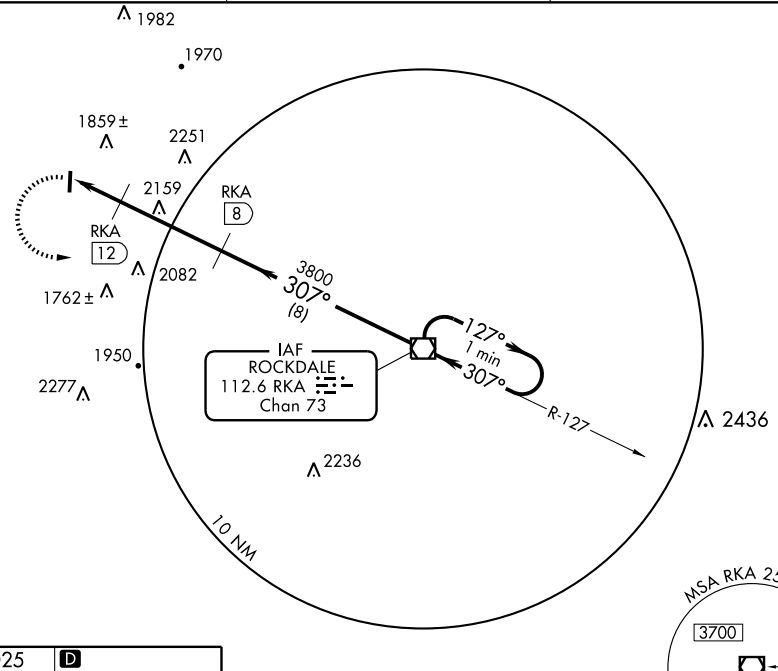
# VOR/DME-A

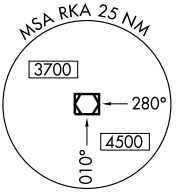
## NORWICH / LT. WARREN EATON (OIC)

T NA — If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |



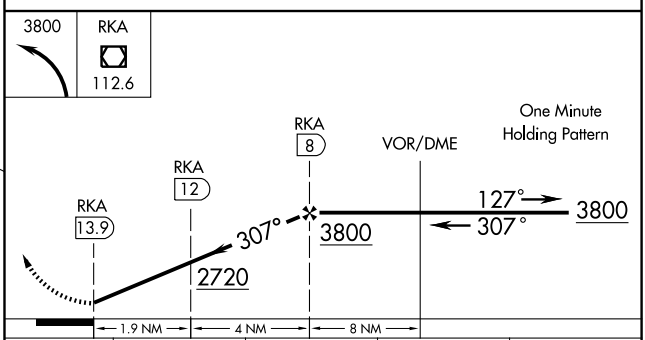




ELEV 1025 D




307° 5.9 NM from FAF

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2140-1¼ 1115 (1200-1¼) | 2160-1½ 1135 (1200-1½) | 2160-3 1135 (1200-3) | 2220-3 1195 (1200-3) |

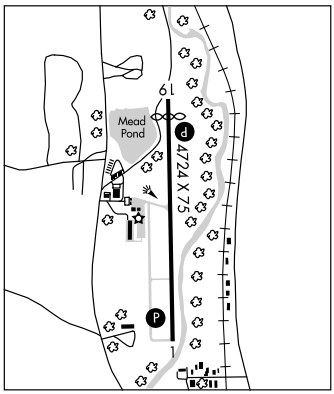
HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



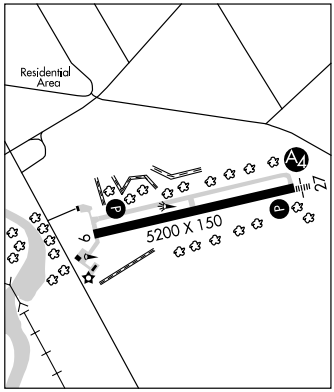
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## NORWICH

**LT. WARREN EATON** (OIC) 2 N UTC−5(−4DT) N42°33.99′ W75°31.45′ **NEW YORK**
1025 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OIC **L–32F**
**RWY 01–19:** H4724X75 (ASPH–GRVD) S–30 HIRL 0.3% up N **IAP**
**RWY 01:** REIL. PAPI(P2L)—GA 4.0° TCH 40′.
**RWY 19:** REIL. PAPI(P2L)—GA 3.00° TCH 38′. Thld displaced 440′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 01:** TORA–4724 TODA–4724 ASDA–4390 LDA–4205
**RWY 19:** TORA–4724 TODA–4724 ASDA–4539 LDA–4205
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat–Sun 1300–2100Z‡. CLOSED Christmas. Geese and deer on and invof arpt. Rwy 19 has 15 ft dropoff 30 ft from thld on west side. Rwy safety areas have depressions in surface. PAPI Rwy 01 unusable. PAPI Rwy 19 unusable 5° left of centerline. ACTIVATE HIRL Rwy 01–19, PAPI and REIL Rwy 01 and Rwy 19—CTAF. South parallel twy not lgtd. Overnight tie–down fee.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (607) 336–8583.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ROCKDALE RCO** 122.1R 112.6T (BUFFALO RADIO)
**BOSTON CENTER APP/DEP CON** 133.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**ROCKDALE (L) VOR/DME** 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 307° 14 NM to fld. 2032/11W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**OGDENSBURG INTL** (OGS) 2 SE UTC−5(−4DT) N44°40.91′ W75°27.93′ **MONTREAL**
297 B **FUEL** 80, 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE OGS **H–11C, 12J, L–32G**
**RWY 09–27:** H5200X150 (ASPH–GRVD) S–44, D–50, 2D–77 HIRL **IAP**
**RWY 09:** PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**RWY 27:** MALS. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. For attendant after 2130Z‡ call 315–393–1022. Self service 100LL avbl 24 hrs daily. Birds and deer on or invof arpt. ACTIVATE HIRL Rwy 09–27, MALS Rwy 27, VASI Rwys 09 and 27, and twy lgts—CTAF. PPR 24 hours for air carrier ops with more than 30 passenger seats; call arpt manager 315–393–4721. Ldg fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** AWOS–3 118.525 (315) 393–8982.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**OGDENSBURG RCO** 122.4 (BURLINGTON RADIO)
**BOSTON CENTER APP/DEP CON** 135.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.
**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.86′ W74°43.36′ 261° 34.7 NM to fld. 200/14W. **HIWAS.**
**OGIVE NDB (LOM)** 358 OG N44°42.09′ W75°21.18′ 269° 5.0 NM to fld. Unmonitored.
**ILS/DME** 110.7 I–OGS Chan 44 Rwy 27. LOM OGIVE NDB. LOC only. LOC and LOM unmonitored.




**OGIVE** N44°42.09′ W75°21.18′ NOTAM FILE OGS.
**NDB (LOM)** 358 OG 269° 5.0 NM to Ogdensburg Intl. Unmonitored.

**OLCOTT–NEWFANE** (D8Ø) 2 SW UTC−5(−4DT) N43°19.25′ W78°43.74′ **DETROIT**
315 B S4 **FUEL** 80, 100LL, MOGAS NOTAM FILE BUF
**RWY 06–24:** 2408X30 (TURF–GRVL) LIRL
**RWY 06:** Trees. **RWY 24:** Brush.
**RWY 09–27:** 2500X60 (TURF)
**RWY 09:** Trees. **RWY 27:** Building.
**AIRPORT REMARKS:** Attended dalgt hours. Arpt CLOSED indef. Ultralight activities on arpt. Deer on and invof arpt. P–line off end of Rwys 24 and 27; +35 ft high as close as 250 ft from rwy end on centerline. Rwy 06–24 has loose aggregate. ACTIVATE LIRL Rwy 06–24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

| LOC/DME I-OGS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 110.7 | 269° | TDZE | 297 |
| Chan 44 | | Apt Elev | 297 |

# LOC RWY 27

## OGDENSBURG INTL (OGS)

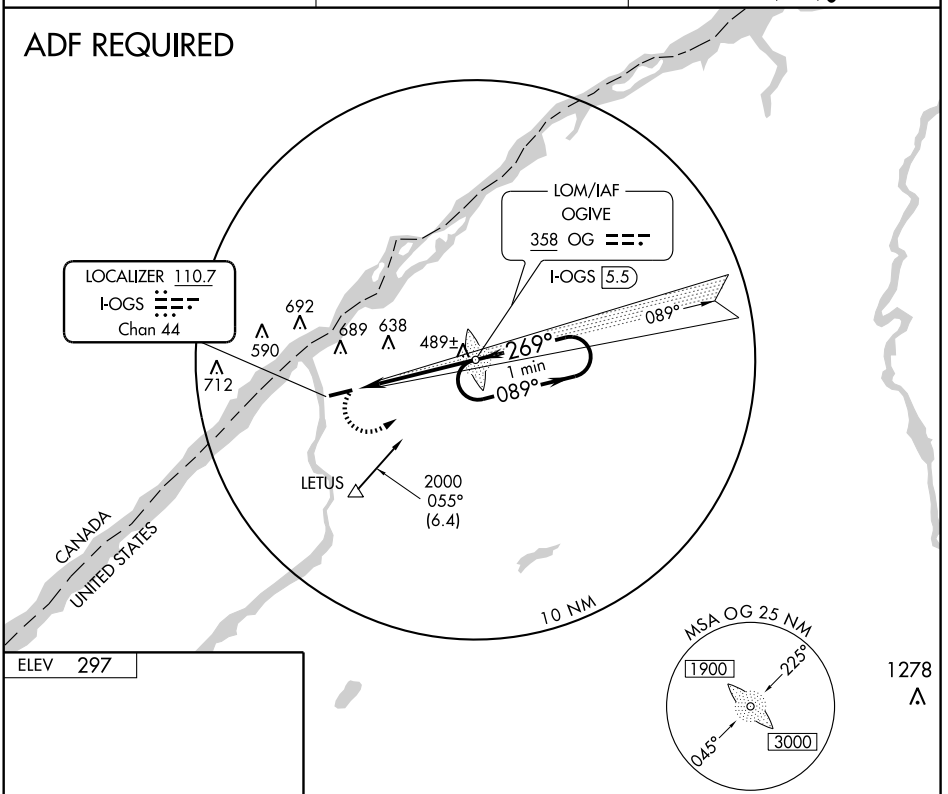
Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

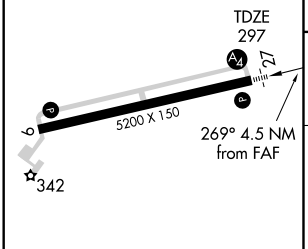
NA

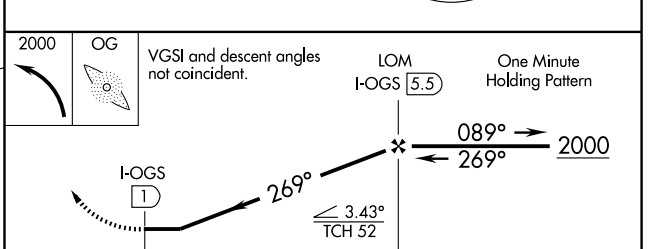
MALS

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) L |




HIRL Rwy 9-27 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 740-1 443 (500-1) | | 740-1¼ 443 (500-1¼) | 740-1½ 443 (500-1½) |
| CIRCLING | 740-1 443 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 269° | TDZE | 297 |
| | Apt Elev | 297 |

# RNAV (GPS) RWY 27

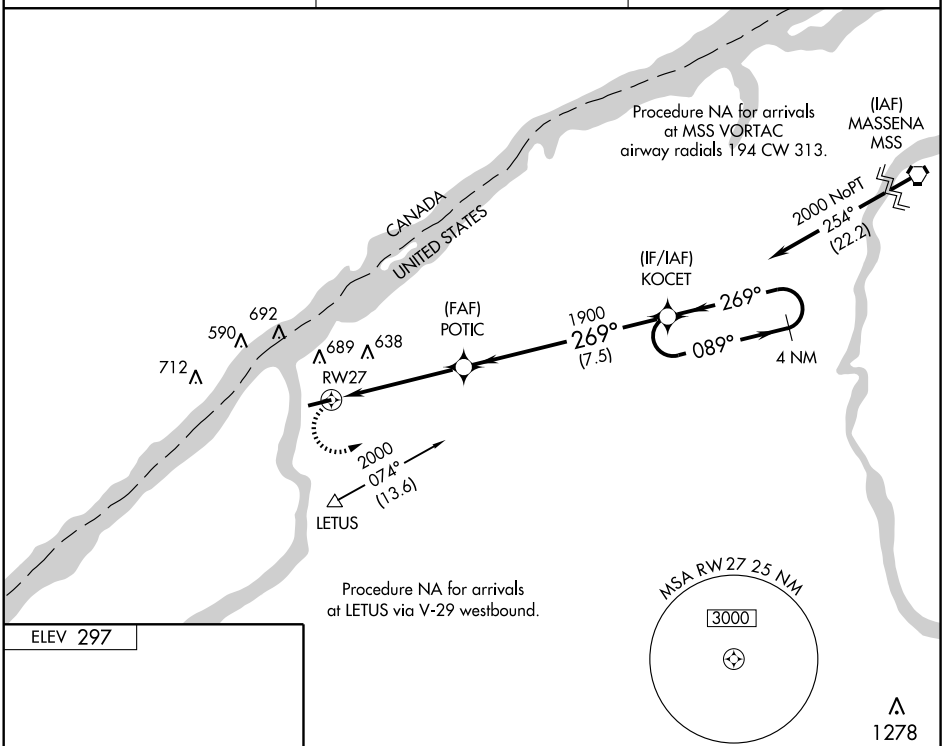
## OGDENSBURG INTL (OGS)

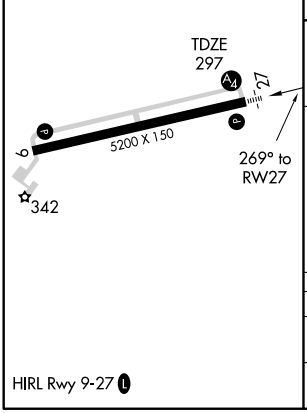
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

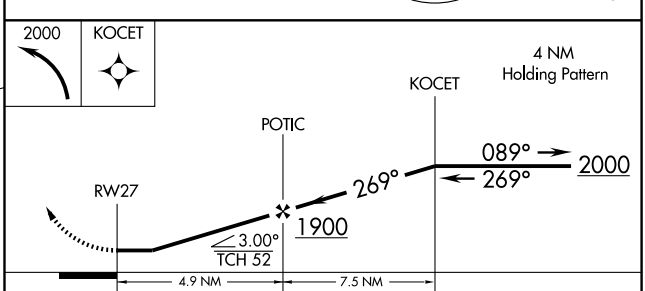
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780 - 1 483 (500-1) | | 780-1¼ 483 (500-1¼) | 780-1½ 483 (500-1½) |
| CIRCLING | 780-1 483 (500-1) | 1000-1 703 (800-1) | 1000-2 703 (800-2) | 1000-2¼ 703 (800-2¼) |

HIRL Rwy 9-27 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**OLEAN** N42°17.01′ W78°20.10′ NOTAM FILE OLE. DETROIT

**NDB (MHW)** 360 LYS 222° 3.0 NM to Cattaraugus Co–Olean. NDB unusable byd 15 NM. SHUTDOWN. L–30I

# OLEAN

## CATTARAUGUS COUNTY–OLEAN (OLE) 10 N UTC−5(−4DT) N42°14.48′ W78°22.28′ DETROIT

2135 B **FUEL** 100LL, JET A NOTAM FILE OLE L–30I

**RWY 04–22:** H4800X100 (ASPH–GRVD) S–45, D–50, 2D–46 HIRL 0.4% up SW IAP

**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 100′. Trees.

**RWY 22:** REIL. PAPI(P4L) TCH 40′. Thld dsplcd 200′. Tree.

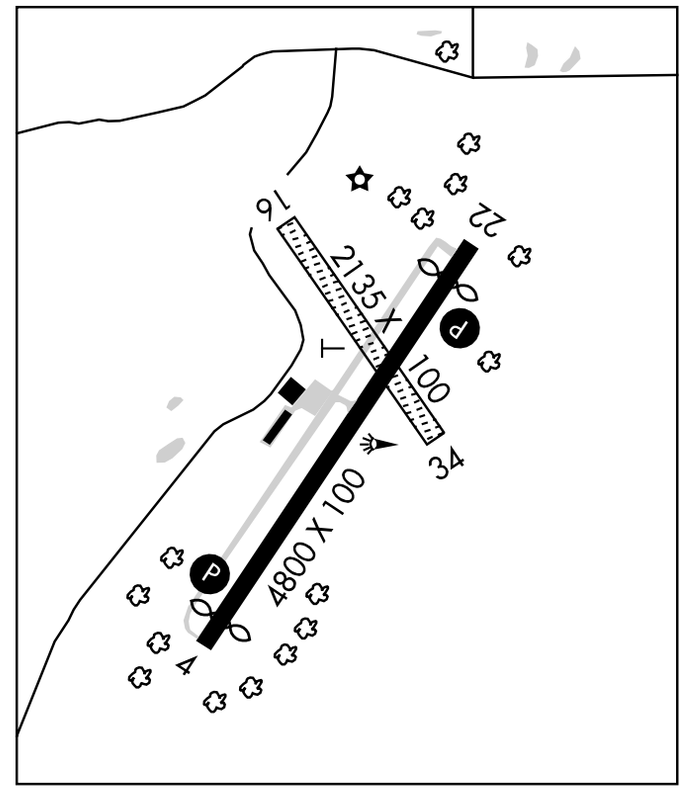
**RWY 16–34:** 2135X100 (TURF) 0.8% up NW

**RWY 16:** Tree. **RWY 34:** Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 04:** TORA–4800 TODA–4800 ASDA–4600 LDA–4500

**RWY 22:** TORA–4800 TODA–4800 ASDA–4700 LDA–4500




**AIRPORT REMARKS:** Attended 1300–2100Z‡. Arpt CLOSED holidays. Deer on and invof arpt. Terrain drops off on all rwy ends. Rwy 04 250′x250′ safety area. Rwy 22 225′ wide x 110′ safety area. Rwy 16–34 has reflective edge and thld markings. Rwy 16–34 CLOSED winter months; soft in spring. ACTIVATE HIRL Rwy 04–22 and REIL and PAPI Rwys 04 and 22—CTAF. Snow plowing and braking action and field condition reports not avbl when arpt is not attended.

**WEATHER DATA SOURCES:** AWOS–3 118.375 (716) 557–2001.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**CLEVELAND CENTER APP/DEP CON** 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**WELLSVILLE (L) VORTAC** 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 302° 19 NM to fld. 2296/09W.

**OLEAN NDB (MHW)** 360 LYS N42°17.01′ W78°20.10′ 222° 3.0 NM to fld. NOTAM FILE OLE. NDB unusable byd 15 NM. SHUTDOWN.

**ILS** 109.3 I–OLE Rwy 22. LOC only.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

## GIERMEK EXECUTIVE (8G3) 2 SE UTC−5(−4DT) N42°04.12′ W78°24.27′ DETROIT

1420 NOTAM FILE BUF

**RWY 10–28:** 3150X80 (TURF)

**RWY 10:** Trees. **RWY 28:** Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 2200–0100Z‡, Sat–Sun 1300–2100Z‡. Deer crossing evenings. Rwy not snow plowed. Call 716–307–8966 or 716–307–3581 for conditions. Rwy 10–28 1–2′ deep depression/rut located 50′ from beginning of Rwy 10 rgt of centerline across rwy. Rwy 10–28 width varies 80–100′. Rwy 10–28 edges marked with white cones. Arpt CLOSED nights.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

| LOC I-OLE | APP CRS | Rwy Idg | 4600 |
|---|---|---|---|
| 109.3 | 223° | TDZE | 2132 |
| | | Apt Elev | 2135 |

# LOC RWY 22

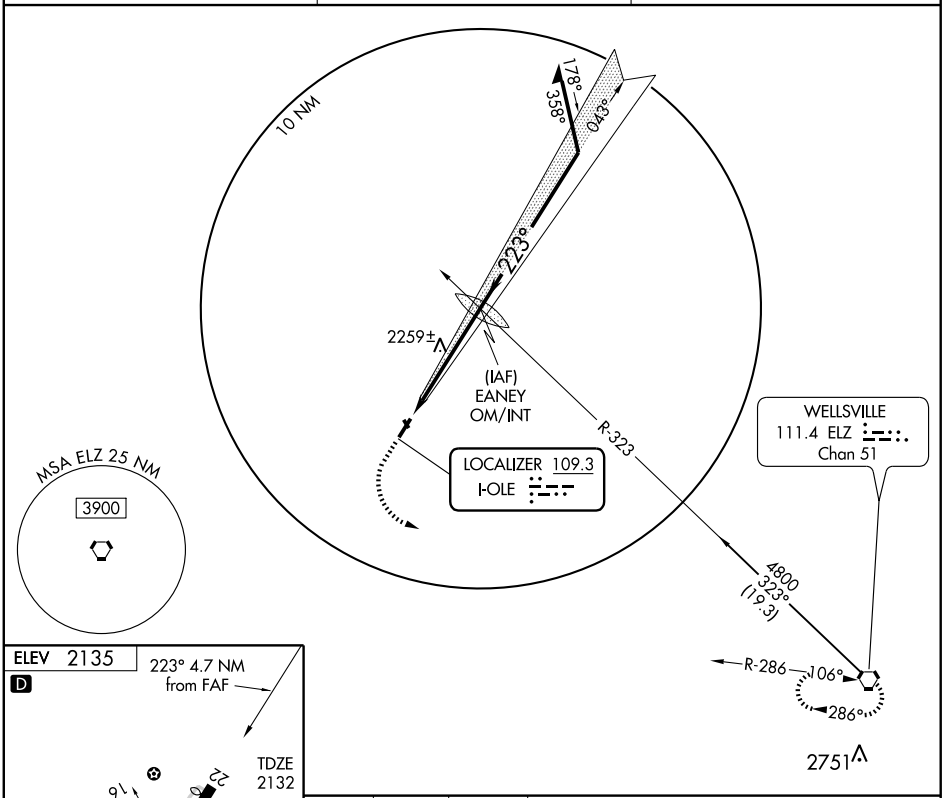
## OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

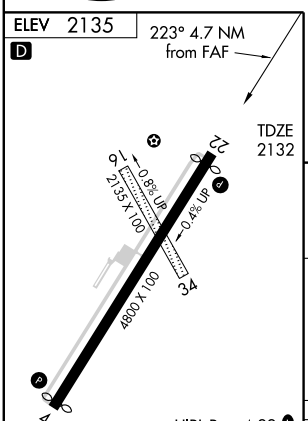
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

NA

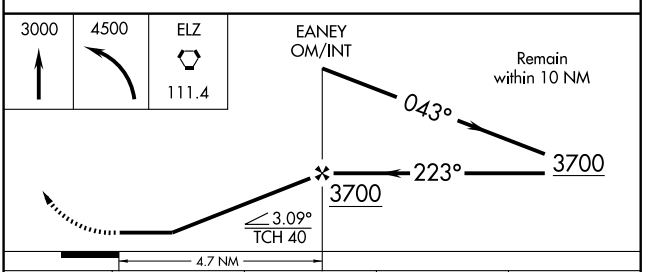
MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2520-1 388 (400-1) | | | 2520-1¼ 388 (400-1¼) |
| CIRCLING | 2620-1 485 (500-1) | | 2620-1½ 485 (500-1½) | 2700-2 565 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4700 |
|---|---|---|---|
| CH 53401 | 043° | TDZE | 2132 |
| W04A | | Apt Elev | 2135 |

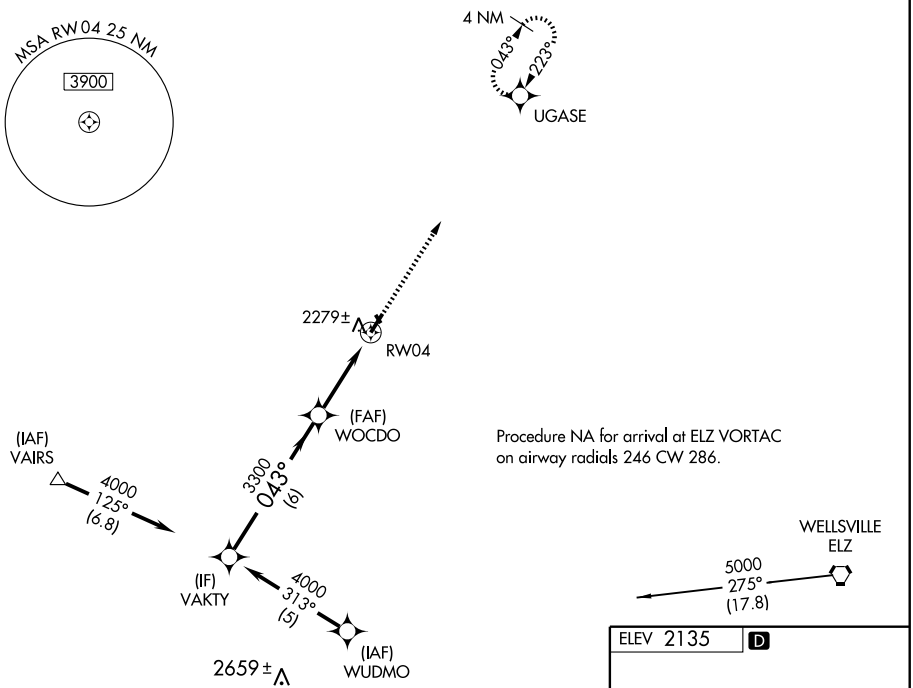
# RNAV (GPS) RWY 4

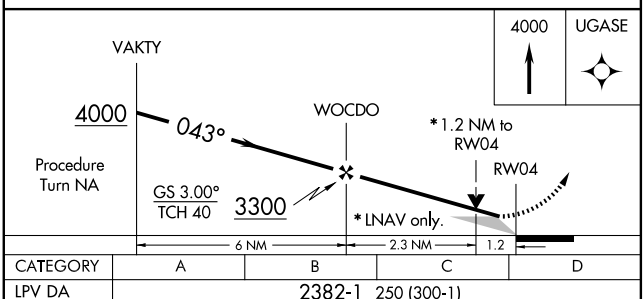
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

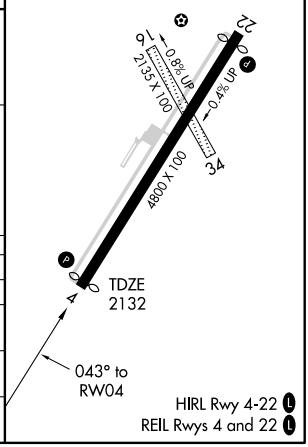
MISSED APPROACH: Climb to 4000 direct UGASE and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2549-1½ 417 (500-1½) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4600 |
|---|---|---|---|
| CH 99401 | 223° | TDZE | 2132 |
| W22A | | Apt Elev | 2135 |

# RNAV (GPS) RWY 22

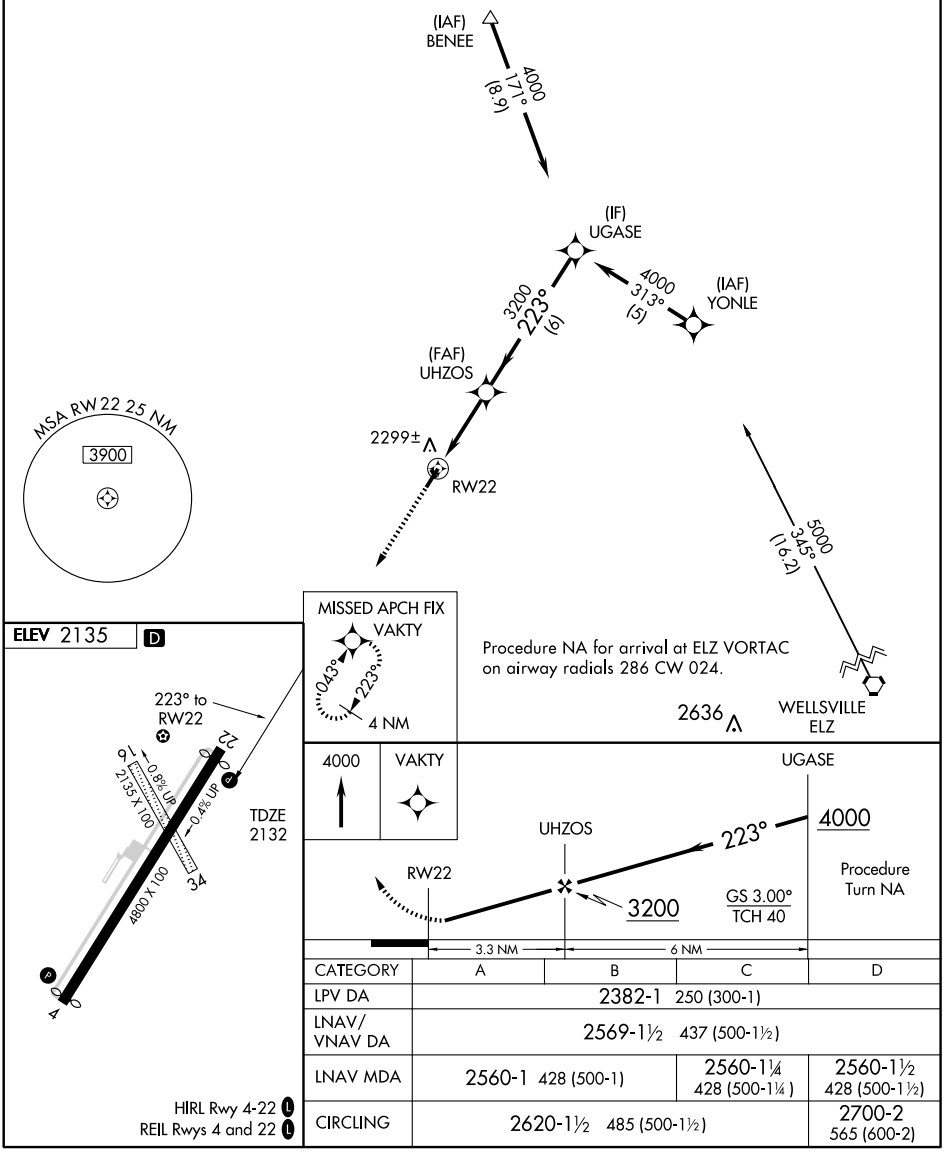
## OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

T
A NA
W

DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.850 | 122.8 (CTAF) L |



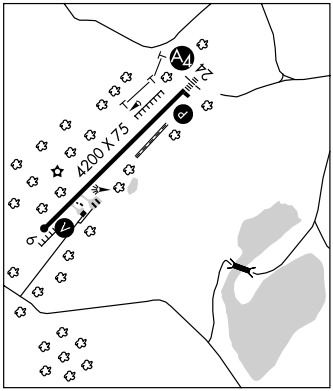

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2569-1½ 437 (500-1½) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | 2560-1½ 428 (500-1½) |
| CIRCLING | 2620-1½ 485 (500-1½) | | | 2700-2 565 (600-2) |

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**ONEONTA MUNI** (N66) 3 N UTC−5(−4DT) N42°31.49′ W75°03.87′ NEW YORK
1763 B S4 **FUEL** 100LL, JET A NOTAM FILE BUF L–32G, 33A
**RWY 06–24:** H4200X75 (ASPH) S–12 MIRL 0.3% up SW IAP
**RWY 06:** REIL. VASI(V4R)—GA 3.0° TCH 55′. Tree.
**RWY 24:** MALS. REIL. PAPI(P2L). Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Bcn twr partially obscured by trees. Rwy 24 REIL OTS indef. ACTIVATE REIL Rwy 06–24, VASI Rwy 06, PAPI Rwy 24, and MALS Rwy 24–122.8. MIRL Rwy 06–24 opr SS–SR.
**WEATHER DATA SOURCES:** AWOS–3 119.575 (607) 643–0253.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ROCKDALE RCO** 122.1R 112.6T (BUFFALO RADIO)
**BOSTON CENTER APP/DEP CON** 133.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.
**ROCKDALE (L) VOR/DME** 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 077° 8.5 NM to fld. 2032/11W.
**KRING NDB (LOM)** 279 0Z N42°35.08′ W74°59.18′ 236° 5.0 NM to fld.
**ILS** 108.9 I–0ZX Rwy 24 LOM KRING NDB. LOC only. LOC unusable 0.6 NM inbound to thld.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**ORANGE CO** (See MONTGOMERY)

**ORCHY** N40°51.98′ W73°48.21′ NOTAM FILE LGA.
**NDB (LOM)** 385 UR 222° 6.2 NM to La Guardia. Unusable 140°–210° beyond 11 NM.

**OSWEGO CO** (See FULTON)

**OTIMS** N41°26.71′ W74°17.47′ NOTAM FILE ISP.
**NDB (LOM)** 353 MG 031° 4.1 NM to Orange Co.

**OVID** (D82) 2 SE UTC−5(−4DT) N42°39.29′ W76°47.78′ NEW YORK
1062 NOTAM FILE BUF
**RWY 01R–19L:** 2800X40 (ASPH–GRVL)
**RWY 01R:** Trees. **RWY 19L:** Trees.
**RWY 01L–19R:** 2200X60 (TURF)
**RWY 01L:** Trees. **RWY 19R:** Trees.
**AIRPORT REMARKS:** Attended Apr–Nov dawn–dusk, Dec–Mar call arpt manager at 607–869–5601. Parachute Jumping. Arpt CLOSED to transient acft 1 Dec–1 May (yearly). Turf Rwy 19R thld begins 470′ byd paved Rwy 19L thld. Rwy 01L–19R soft and wet Mar–Jun. Use Rwy 19L for calm wind ldgs. Rwy 19L slopes uphill.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**PAWLING** N41°46.19′ W73°36.03′ NOTAM FILE ISP. NEW YORK
**(L) VORW/DME** 114.3 PWL Chan 90 246° 27.1 NM to Stewart Intl. 1250/12W. H–10I, L–33B, 34I

| LOC I-OZX | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 108.9 | 237° | TDZE | 1758 |
| | | Apt Elev | 1763 |

# LOC RWY 24
## ONEONTA MUNI (N66)

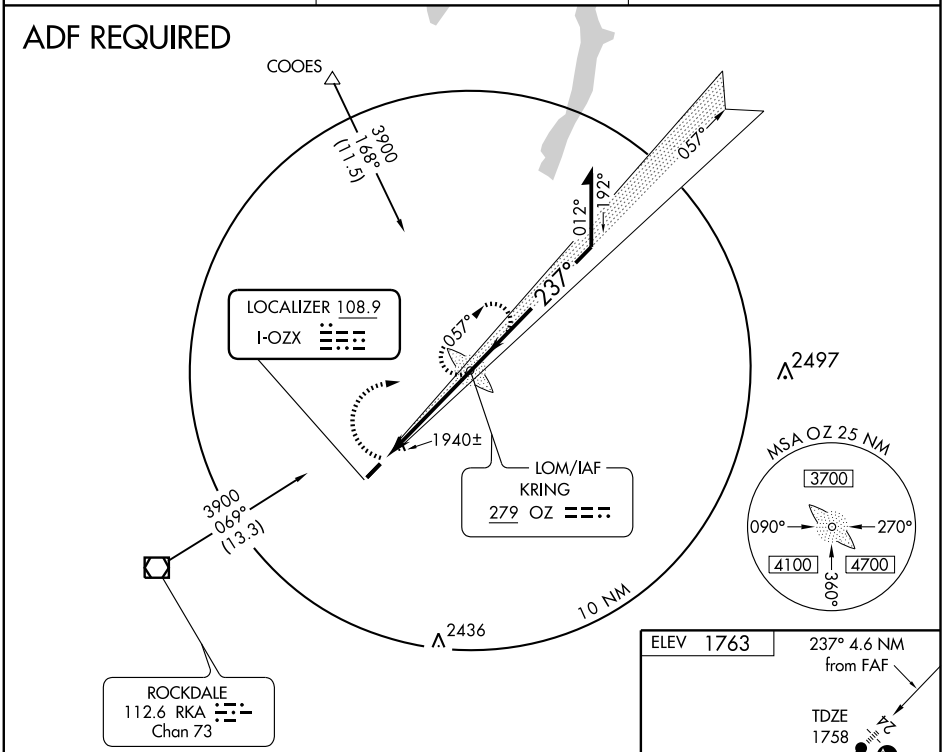
T NA — When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

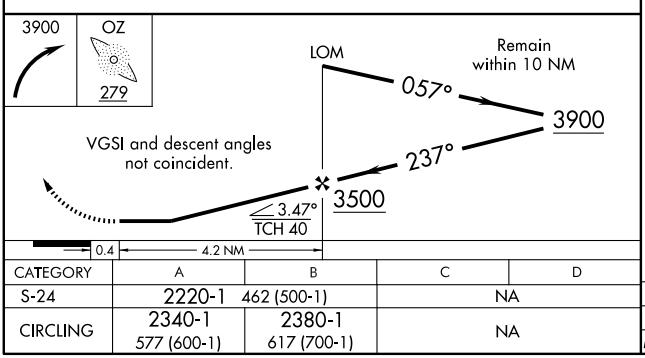
MALS

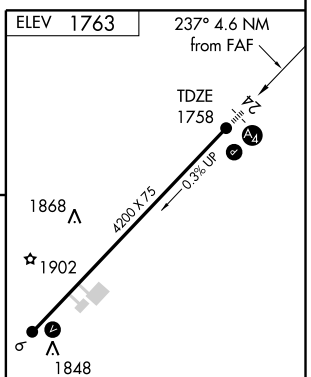
MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |

## ADF REQUIRED




MIRL Rwy 6-24
REIL Rwys 6 and 24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2220-1 462 (500-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 86309 | 057° | TDZE | 1763 |
| W06A | | Apt Elev | 1763 |

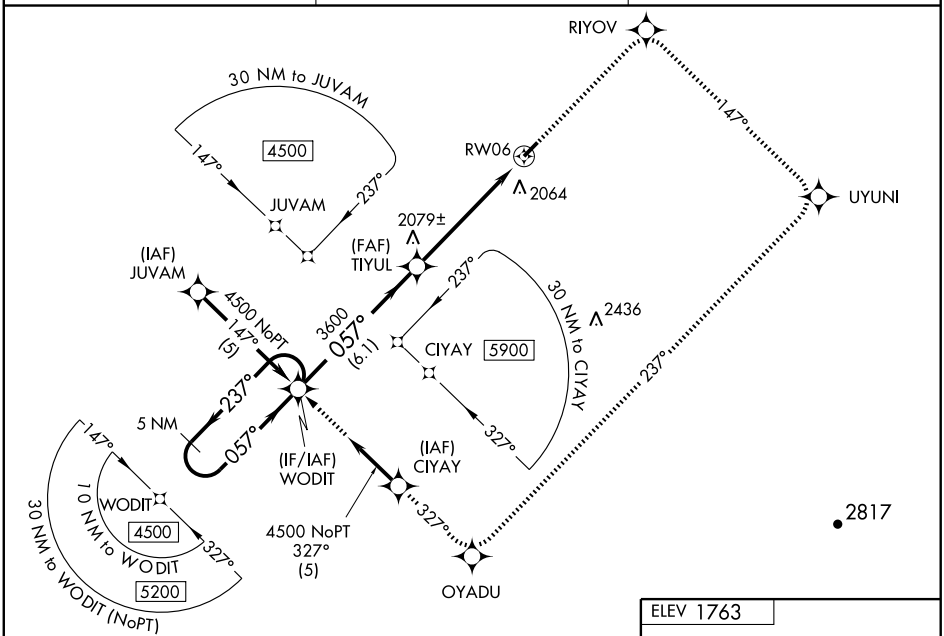
# RNAV (GPS) RWY 6

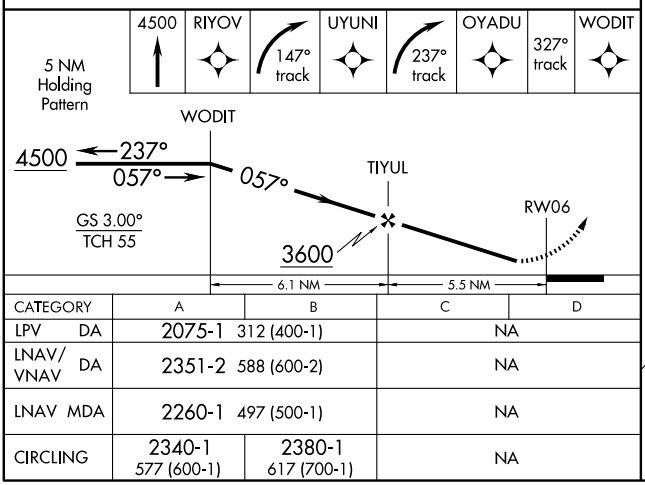
## ONEONTA MUNI (N66)

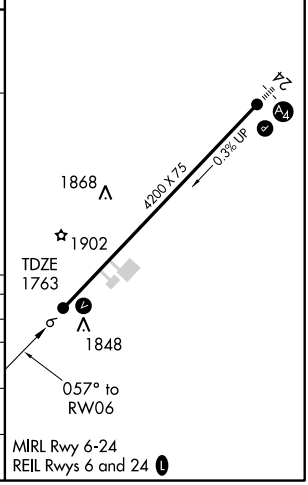
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2075-1 312 (400-1) | | NA | |
| LNAV/VNAV DA | 2351-2 588 (600-2) | | NA | |
| LNAV MDA | 2260-1 497 (500-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

ONEONTA, NEW YORK

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 70409 | 237° | TDZE | 1758 |
| W24A | | Apt Elev | 1763 |

# RNAV (GPS) RWY 24

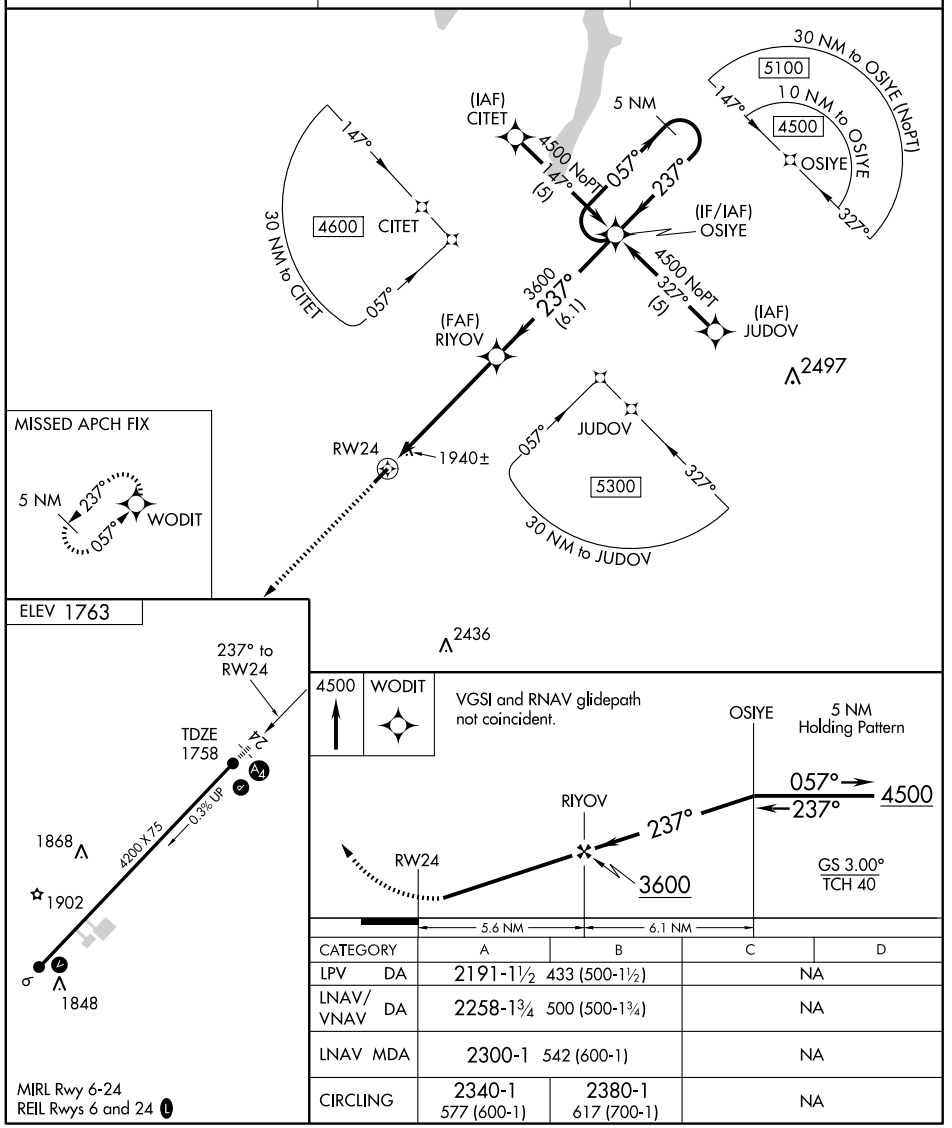
ONEONTA MUNI (N66)

T
NA When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2191-1½ 433 (500-1½) | | NA | |
| LNAV/VNAV DA | 2258-1¾ 500 (500-1¾) | | NA | |
| LNAV MDA | 2300-1 542 (600-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |

MIRL Rwy 6-24
REIL Rwys 6 and 24 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME RKA | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 112.6 | 078° | TDZE | 1763 |
| Chan 73 | | Apt Elev | 1763 |

# VOR RWY 6

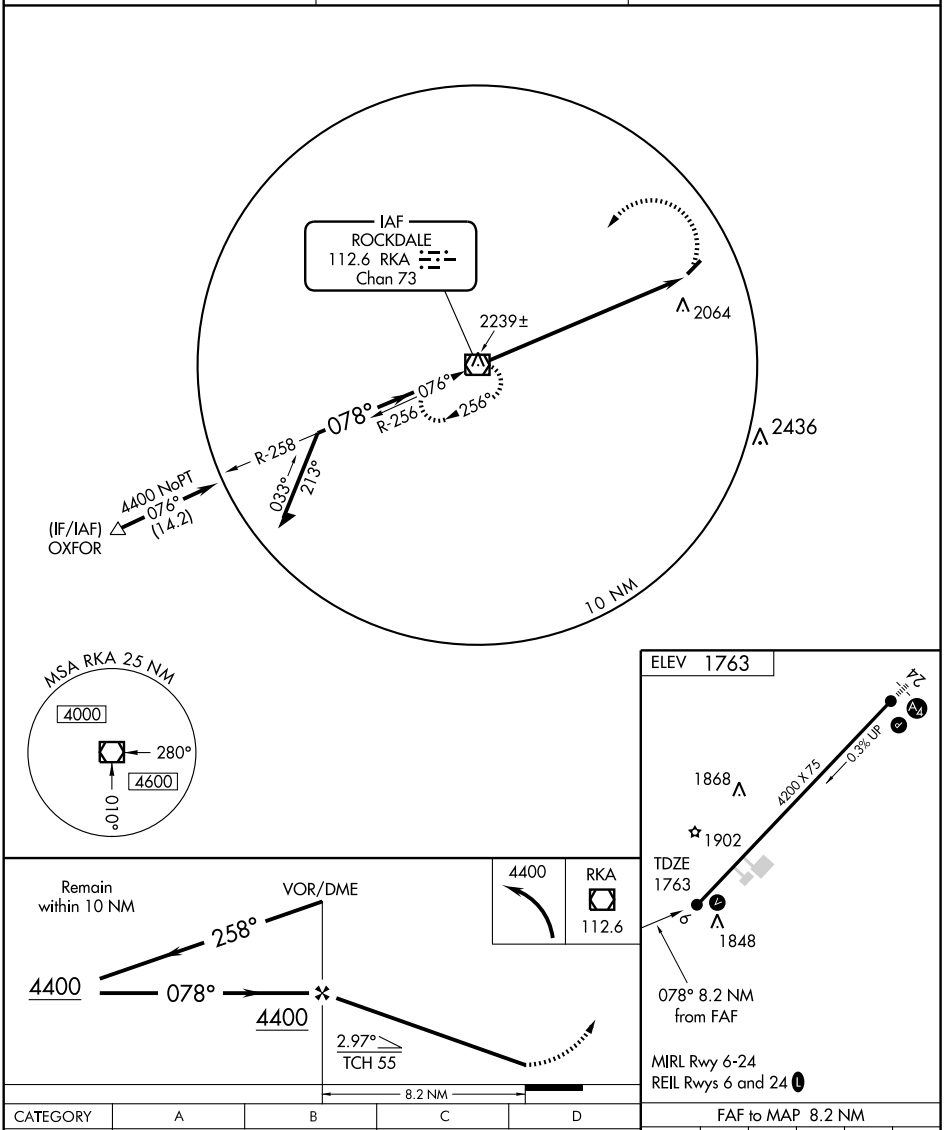
## ONEONTA MUNI (N66)

When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 4400 direct RKA VOR/DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 2440-1 | 677 (700-1) | NA | |
| CIRCLING | 2440-1 | 677 (700-1) | NA | |

| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## PENN YAN (PEO) 1 S UTC−5(−4DT) N42°38.23′ W77°03.17′

DETROIT
H–11C, 12J, L–30J, 32F
IAP

990 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE PEO

**RWY 01–19:** H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 1.3% up S

**RWY 01:** REIL. PAPI(P2L). **RWY 19:** REIL. PAPI(P2L).

**RWY 10–28:** H3561X50 (ASPH) S–12 LIRL 1.6% up E

**RWY 10:** Thld dsplcd 361′. Road.

**RWY 28:** Thld dsplcd 384′. Berm.

**AIRPORT REMARKS:** Attended Mon–Fri 1200–0500Z‡, Sat and Sun on call. ACTIVATE MIRL Rwy 01–19—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.175 (315) 536–4102.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **ELMIRA APP/DEP CON** 124.3 (1100–0500Z‡)

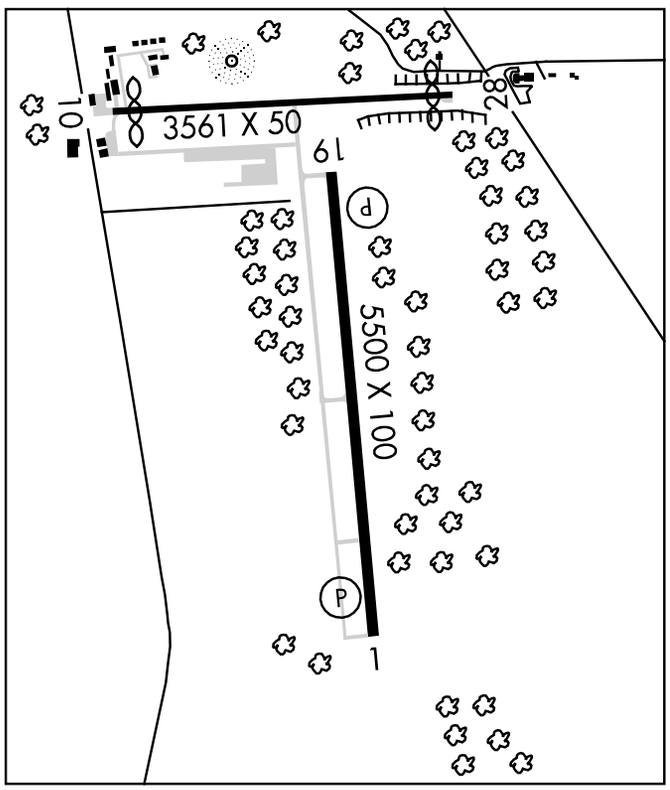
**CLEVELAND CENTER APP/DEP CON** 127.475 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.

**ITHACA (L) VOR/DME** 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 298° 27.6 NM to fld. 1102/10W.

**NDB (MHW)** 260 PYA N42°38.64′ W77°03.37′ at fld. NOTAM FILE PEO. Unmonitored.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## PERRY–WARSAW (Ø1G) 3 NW UTC−5(−4DT) N42°44.48′ W78°03.13′

DETROIT
L–30I, 31E, 32F

1558 B S4 **FUEL** 100LL TPA—2349(791) NOTAM FILE BUF

**RWY 10–28:** H3472X60 (ASPH) MIRL

**RWY 10:** REIL. Brush. **RWY 28:** REIL. Thld dsplcd 338′. Tree.

**RWY 04–22:** 1830X60 (TURF)

**AIRPORT REMARKS:** Attended irregularly. Fuel avbl 24 hrs self serve and credit card only. First 700 ft Rwy 10 slopes uphill. Rwy 28 200 ft from thld has 8 ft dropoff both sides. Rwy 04 safety area drops off 100′ before rwy beginning, at 125′ left and right of centerline. Rwy 04–22 soft and wet during Mar–Jun. Rwy 04–22 safety area has variations in surface/depressions. Rwy 22 36′ + trees penetrate primary surface on right side 80′ past rwy beginning, 120′ from centerline. Rwy 04 52′ + trees penetrate primary surface on right side 265′ past rwy beginning, 108′ from centerline. ACTIVATE MIRL Rwy 10–28 and REIL Rwys 10 and 28—CTAF. Parallel twy unlgtd. Turf Rwy 04–22 may be unusable during months Oct–May; call 716–237–9938 for condition.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**GENESEO (L) VOR/DME** 108.2 GEE Chan 19 N42°50.06′ W77°43.97′ 258° 15.2 NM to fld. 990/09W.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

## PHILMONT N42°15.19′ W73°43.40′ NOTAM FILE BTV.

NEW YORK
L–33B, 34I

**NDB (MHW)** 272 PFH 027° 2.4 NM to Columbia Co.

## PINE HILL (See ALBION)

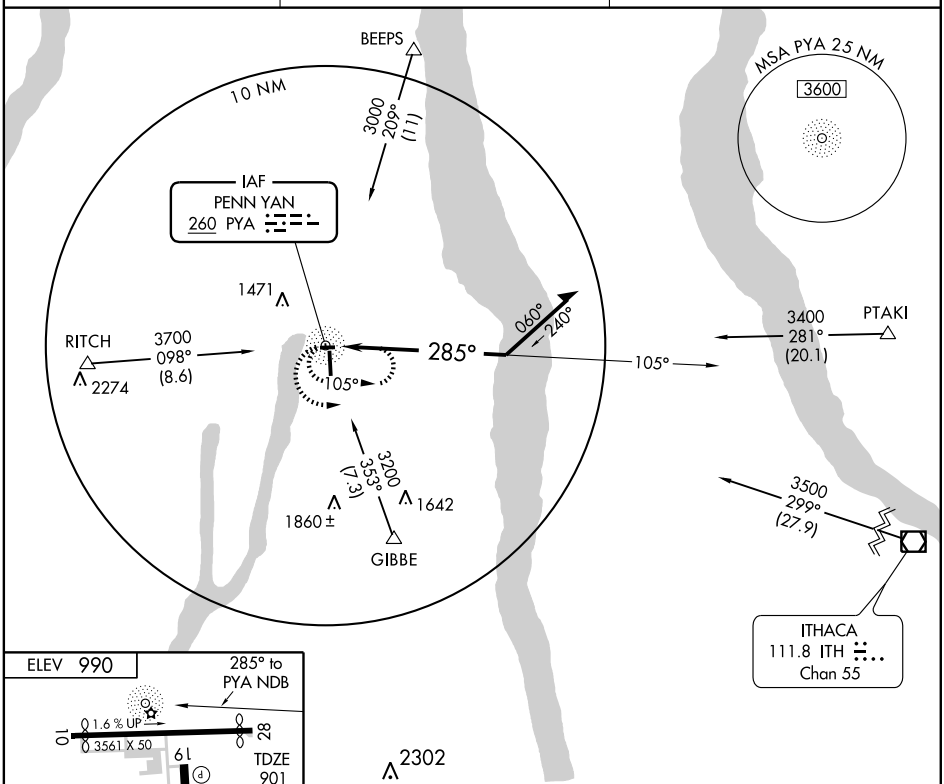
| NDB PYA | APP CRS | Rwy ldg | 3177 |
|---|---|---|---|
| 260 | 285° | TDZE | 901 |
| | | Apt Elev | 990 |

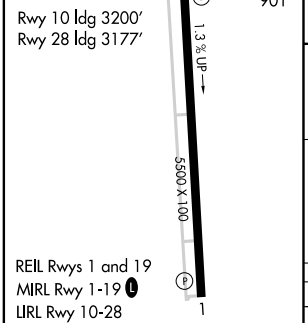
# NDB RWY 28
PENN YAN (PEO)

NA

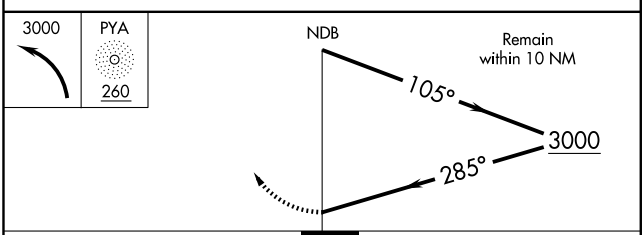
MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

| ASOS | ELMIRA APP CON★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1600-1 | 699 (700-1) | 1600-2 699 (700-2) | 1600-2¼ 699 (700-2¼) |
| CIRCLING | 1600-1 | 610 (700-1) | 1680-2 690 (700-2) | 1780-2½ 790 (800-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| CH 99507 | 009° | TDZE | 990 |
| W01A | | Apt Elev | 990 |

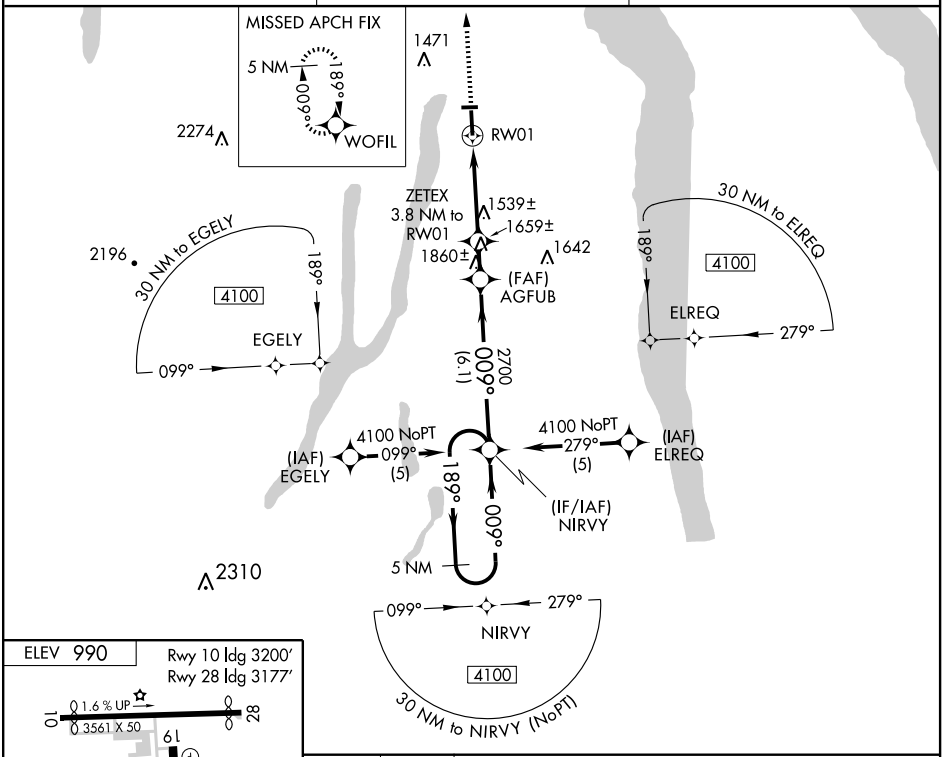
# RNAV (GPS) RWY 1

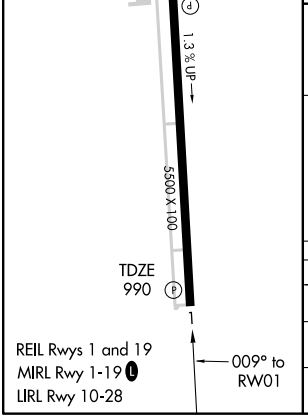
PENN YAN (PEO)

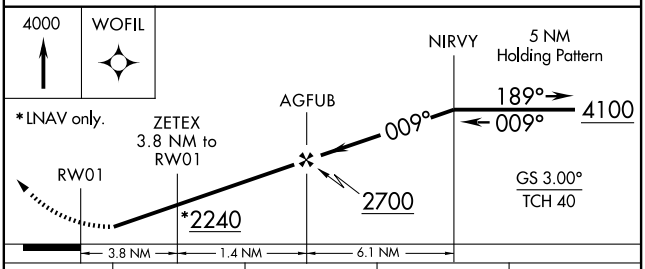
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue cimb in hold to 4000.

| ASOS | ELMIRA APP CON★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1360-1¼ 370 (400-1¼) | | | |
| LNAV MDA | 1800-1 810 (900-1) | 1800-1¼ 810 (900-1¼) | 1800-2¼ 810 (900-2¼) | 1800-2½ 810 (900-2½) |
| CIRCLING | 1800-1 810 (900-1) | 1800-1¼ 810 (900-1¼) | 1800-2¼ 810 (900-2¼) | 1800-2½ 810 (900-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 19

PENN YAN (PEO)

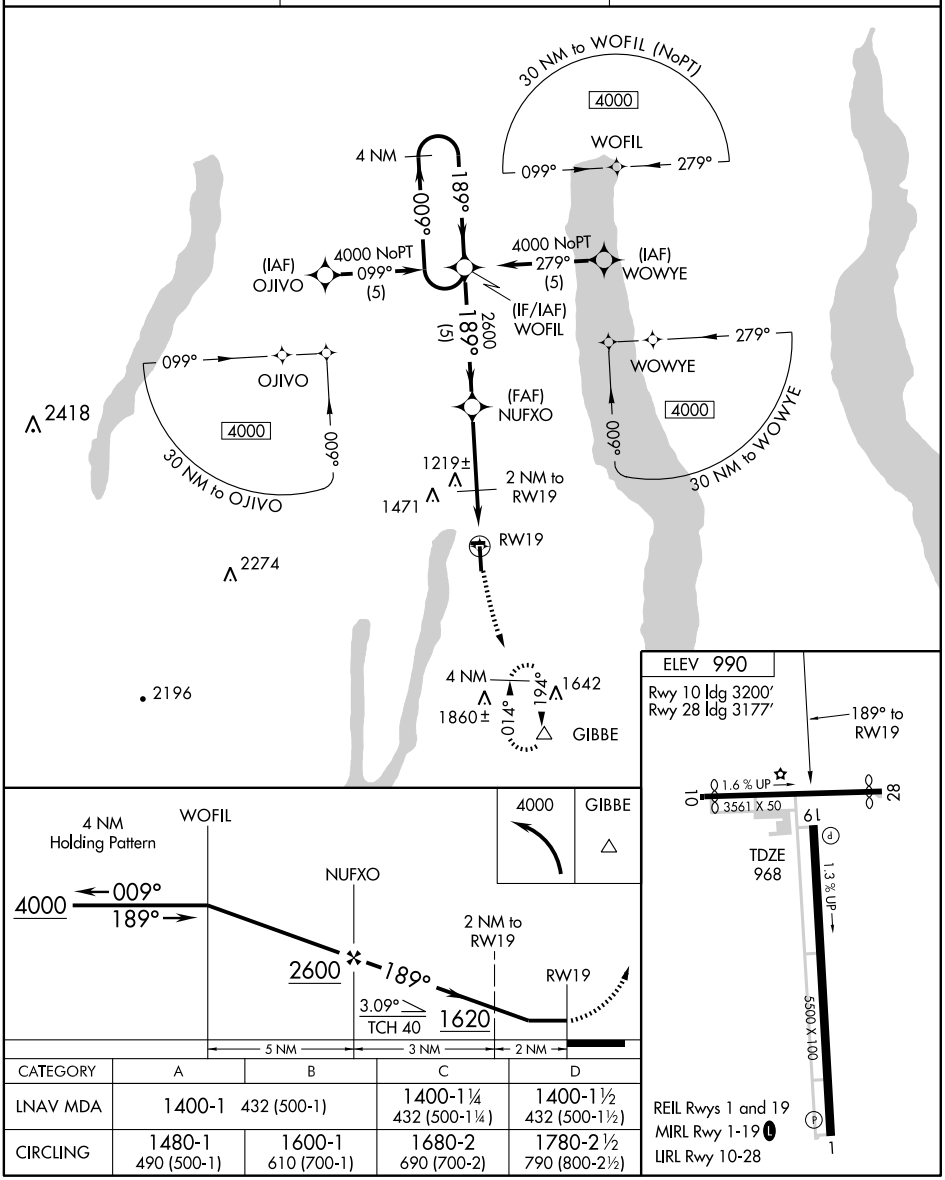
| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 189° | TDZE | 968 |
| | Apt Elev | 990 |

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

| ASOS | ELMIRA APP CON ★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 432 (500-1) | | 1400-1¼ 432 (500-1¼) | 1400-1½ 432 (500-1½) |
| CIRCLING | 1480-1 490 (500-1) | 1600-1 610 (700-1) | 1680-2 690 (700-2) | 1780-2½ 790 (800-2½) |

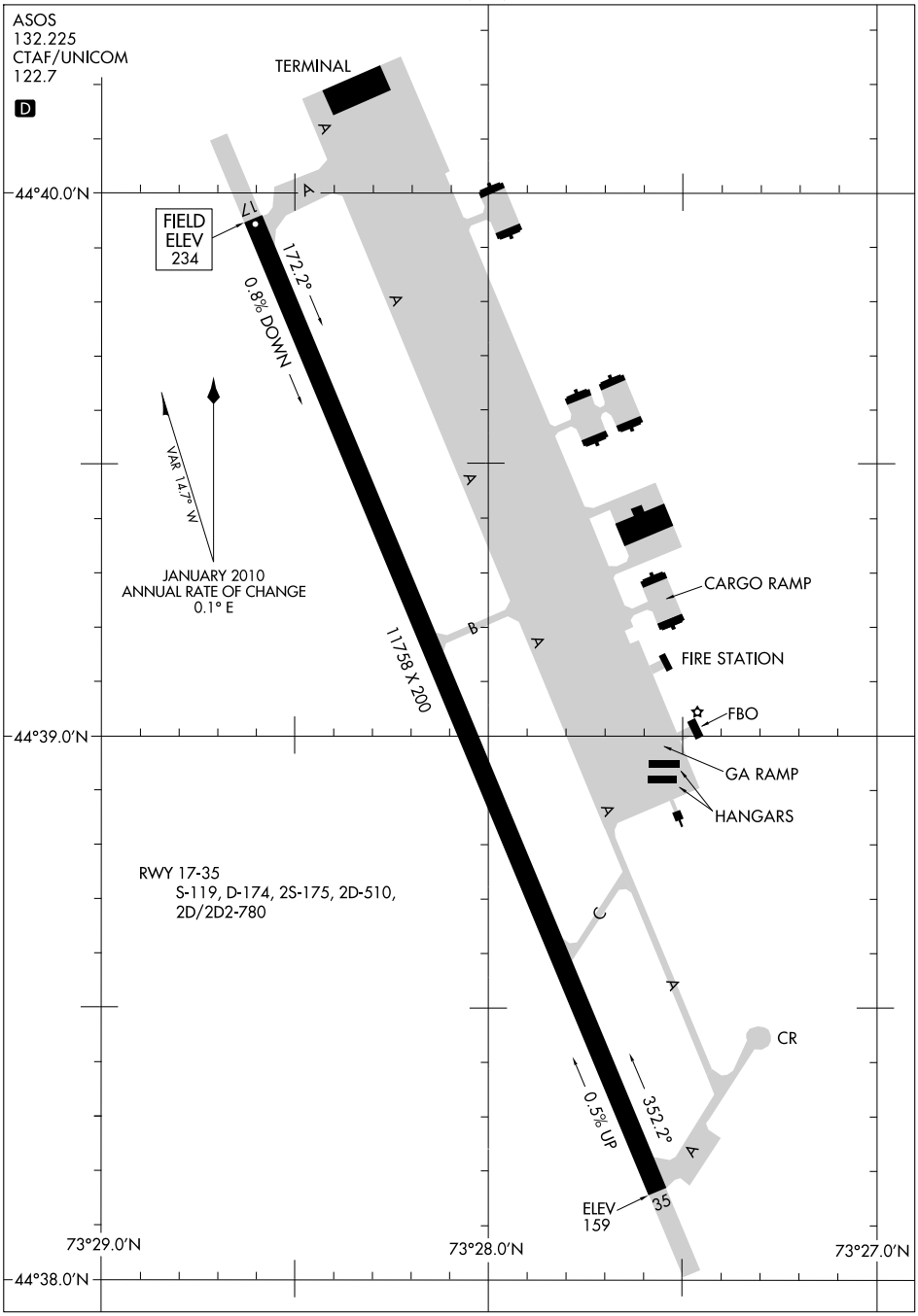


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK

AL-729 (FAA)



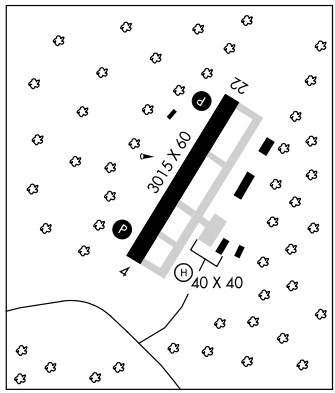



NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

PLATTSBURGH, NEW YORK
PLATTSBURGH INTL (PBG)

**PISECO** (KØ9) 1 N UTC−5(−4DT) N43°27.20′ W74°31.06′ NEW YORK
1703 **FUEL** 100LL NOTAM FILE BUF L–32G
**RWY 04–22:** H3015X60 (ASPH) S–8 MIRL
**RWY 04:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Rgt tfc. Road.
**RWY 22:** REIL. PAPI(P2R). Trees.
**AIRPORT REMARKS:** Attended May–Oct, Fri–Sun 1400–2200Z‡. Airport unattended Nov–Apr. Large birds, deer, bears occasionally invof rwy during summer months. Expect turbulence and downdrafts during periods of strong crosswinds. Area not maintained for ski equipped acft. Rwy 04–22 may be unusable due to snow accumulation Nov–Apr. Check NOTAMS or call 518–548–3415/6459/8794 for airfield conditions. Acft departing Rwy 22 are requested to maintain rwy heading until past Island checkpoint, prior to making left turn. Acft arriving maintain rgt downwind heading until past Island checkpoint. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 and helipad perimeter lgts—CTAF. Rwy lgts (electric eye over-ride).
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**UTICA RCO** 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE UCA.
**UTICA (L) VORTAC** 111.2 UCA Chan 49 N43°01.59′ W75°09.87′ 060° 38.2 NM to fld. 1420/12W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**HELIPAD H1:** H40X40 (ASPH)
**HELIPAD H1:** LDIN.
**HELIPORT REMARKS:** Helipad H1 perimeter lgts

**PLATEAU SKY RANCH** (See EDINBURG)

**PLATTSBURGH** N44°41.10′ W73°31.36′ NOTAM FILE PBG. MONTREAL
**(H) VORTAC** 116.9 PLB Chan 116 at Clinton Co. 343/15W. H–11C, 12K, L–32G
VOR portion unusable:
261°–024° blo 6000′
DME unusable:
261°–024° byd 33 NM blo 7000′
**RCO** 122.1R 116.9T (BURLINGTON RADIO)

**PLATTSBURGH INTL** (PBG) 3 S UTC−5(−4DT) N44°39.06′ W73°28.09′ MONTREAL
234 B S1 **FUEL** 100LL, JET A TPA—2034(1800) ARFF Index—See Remarks H–11C, 12K, L–32G
NOTAM FILE PBG IAP, AD
**RWY 17–35:** H11758X200 (CONC–GRVD) S–119, D–174, 2S–175, 2D–510, 2D/2D2–780 HIRL
**RWY 17:** ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc. 0.8% down.
**RWY 35:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Tree. 0.5% up.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 17:** TORA–11758 TODA–11758 ASDA–11758 LDA–11758
**RWY 35:** TORA–11758 TODA–11758 ASDA–11758 LDA–11758
**AIRPORT REMARKS:** Attended 1030–0230Z‡. Fld/rwy condition not avbl during unattended periods. During periods of snow removal ops Nov 1–May 1 acft ctc 122.7 or 518–565–4015/4016 15 min prior to ldg. Class I, ARFF Index B PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats. Call arpt manager at 518–565–4794. ARFF index D coverage avbl upon request, ctc arpt manager. Acft arriving or departing PBG must announce intentions on CTAF. Expect downdrafts and turbulence during periods of strong cross winds. Rwy 17 sequence flashing lgts OTS indef. ACTIVATE HIRL Rwy 17–35, ALSF1 Rwy 17, MALSR Rwy 35 REIL Rwy 17, and twy lgts—CTAF. Landing fee. No landing fee for government acft.
**WEATHER DATA SOURCES:** ASOS 132.225 (518) 324–5539.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (1045–0500Z‡) **CLNC DEL** 121.85
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBG.
**(H) VORTAC** 116.9 PLB Chan 116 N44°41.10′ W73°31.36′ 146° 3.1 NM to fld. 343/15W.
**ILS/DME** 109.7 I–FQV Chan 34 Rwy 35. Class IE.

**PLAZZ** N42°52.43′ W78°48.99′ NOTAM FILE BUF. DETROIT
**NDB (LOM)** 204 GB 052°5.5 NM to Buffalo Niagara Intl. L–31E

| VORTAC PLB 116.9 Chan 116 | APCH CRS 332° | Rwy ldg 11,759 TDZE 177 Arpt Elev 235 |
|---|---|---|

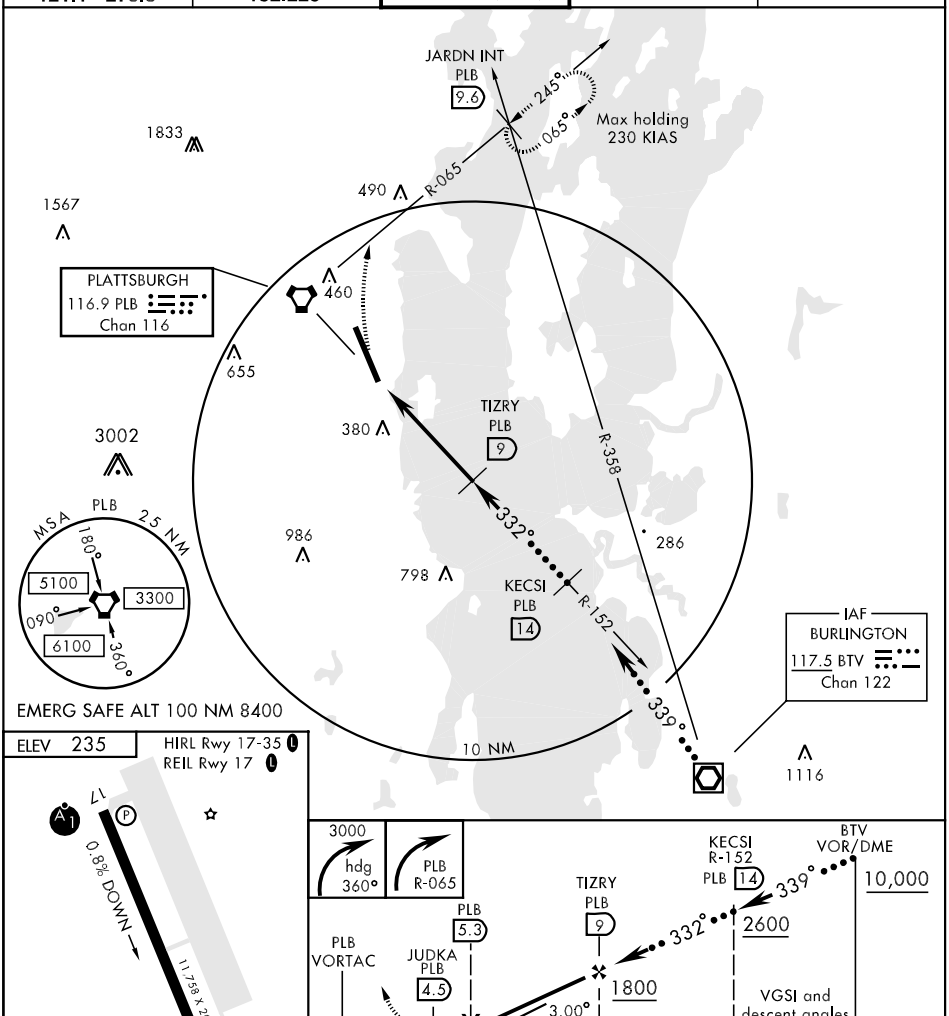
JAL-729 [USAF] PLATTSBURGH INTL (PBG)

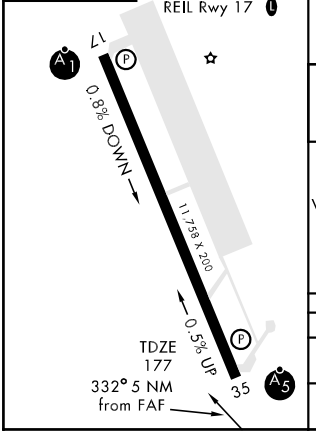
Use Clinton County altimeter setting.

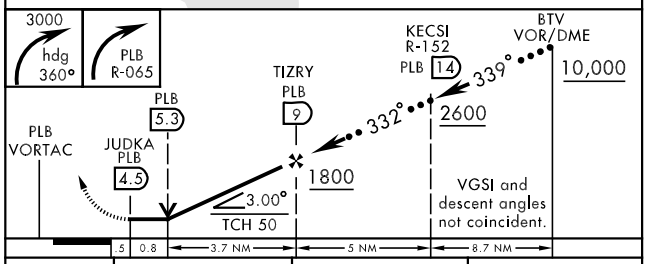
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

| BURLINGTON ★ APP CON 121.1 278.8 | CLINTON COUNTY ASOS 132.225 | UNICOM 122.7 (CTAF) | CLNC DEL 121.85 | 122.975 (L) |
|---|---|---|---|---|




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35 | 640-1¼ 463 (500-1¼) | 640-1½ 463 (500-1½) | 640-1¾ 463 (500-1¾) |
| CIRCLING | 720-1½ 485 (500-1½) | 800-2 565 (600-2) | 960-2½ 725 (800-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-FQV | APP CRS | Rwy Idg | 11758 |
|---|---|---|---|
| 109.7 | 352° | TDZE | 177 |
| Chan 34 | | Apt Elev | 234 |

# ILS or LOC/DME RWY 35

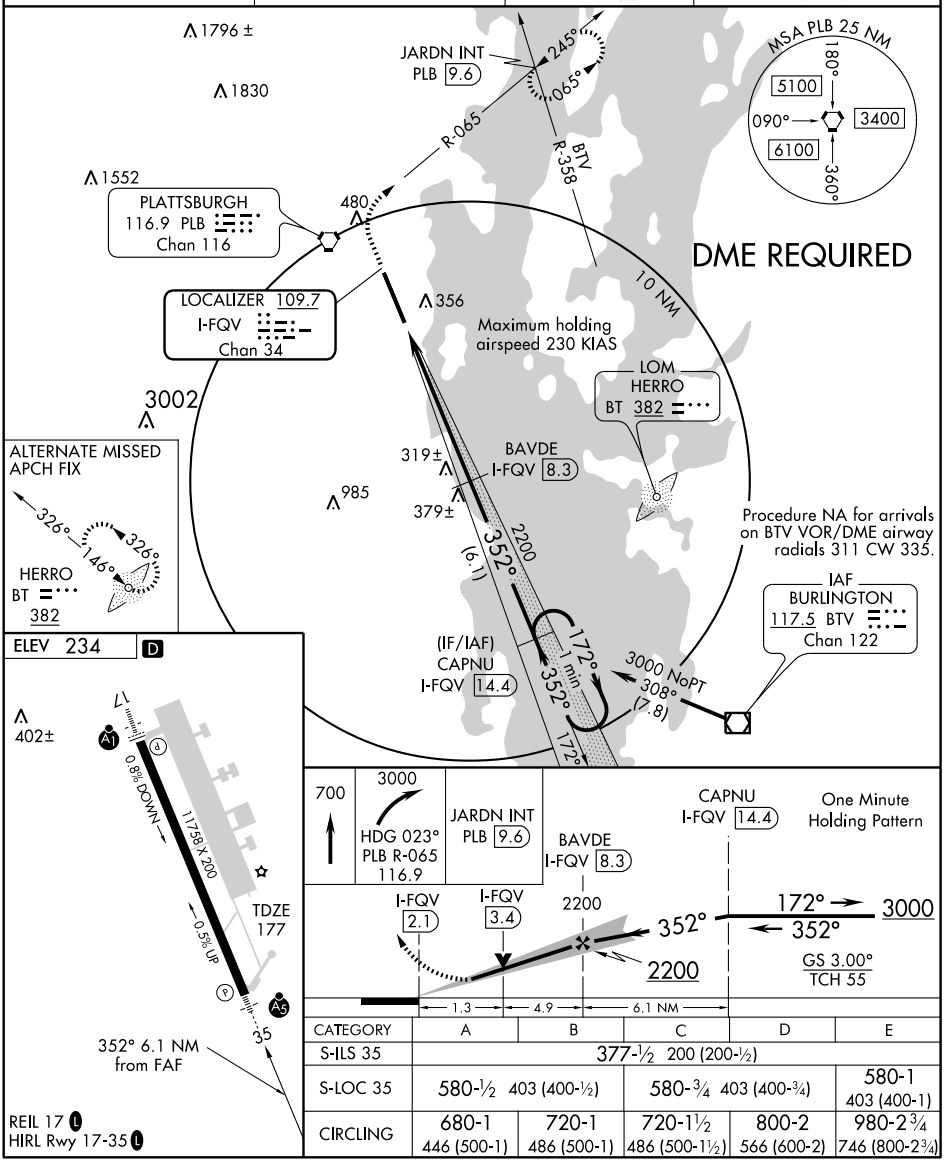
PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 377-½ 200 (200-½) | | | | |
| S-LOC 35 | 580-½ 403 (400-½) | | 580-¾ 403 (400-¾) | | 580-1 403 (400-1) |
| CIRCLING | 680-1 446 (500-1) | 720-1 486 (500-1) | 720-1½ 486 (500-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11758 |
|---|---|---|---|
| CH 40402 | 172° | TDZE | 234 |
| W17A | | Apt Elev | 234 |

# RNAV (GPS) RWY 17

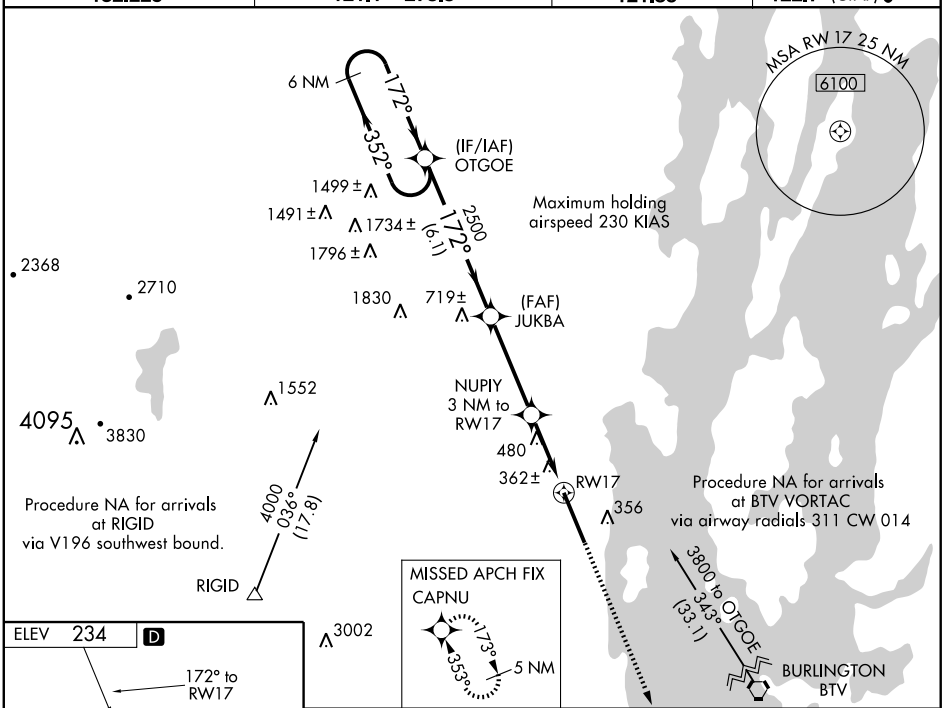
PLATTSBURGH INTL (PBG)

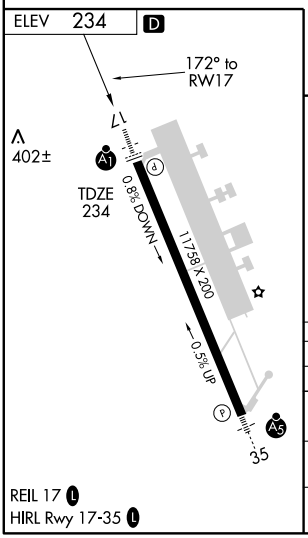
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

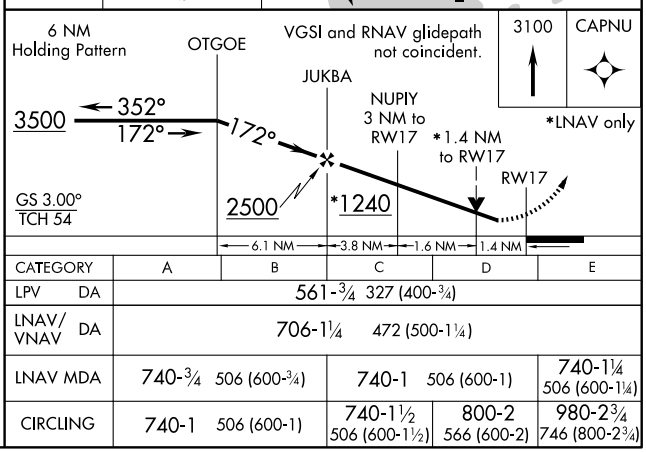
ALSF-1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 561-¾ 327 (400-¾) | | | | |
| LNAV/VNAV DA | 706-1¼ 472 (500-1¼) | | | | |
| LNAV MDA | 740-¾ 506 (600-¾) | | 740-1 506 (600-1) | | 740-1¼ 506 (600-1¼) |
| CIRCLING | 740-1 506 (600-1) | | 740-1½ 506 (600-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11758 |
|---|---|---|---|
| CH 78003 | 353° | TDZE | 177 |
| W35A | | Apt Elev | 234 |

# RNAV (GPS) RWY 35

## PLATTSBURGH INTL (PBG)

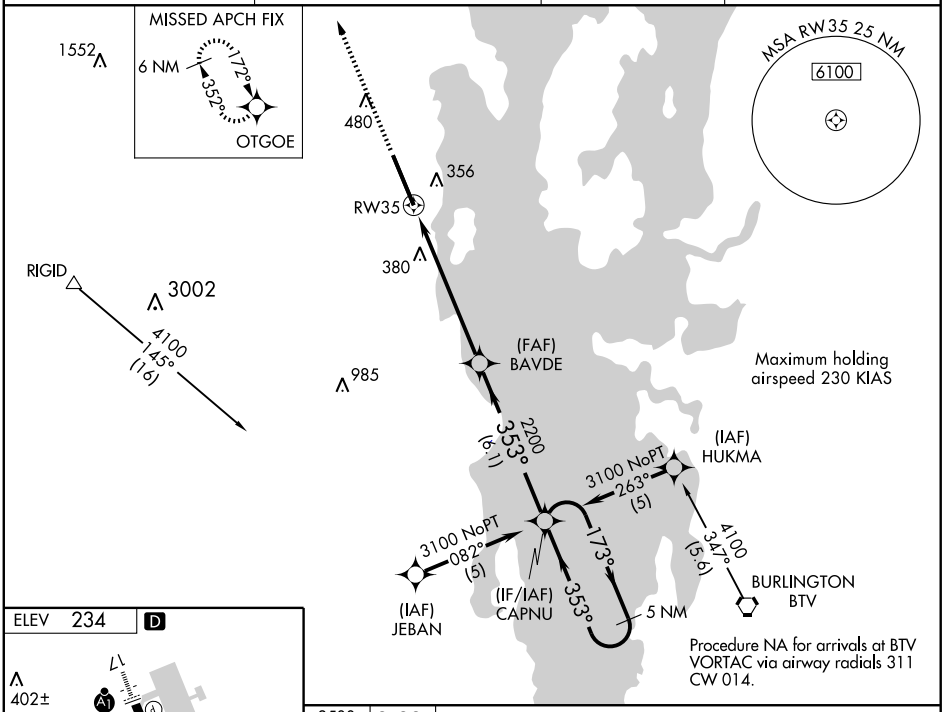
T
A NA
W

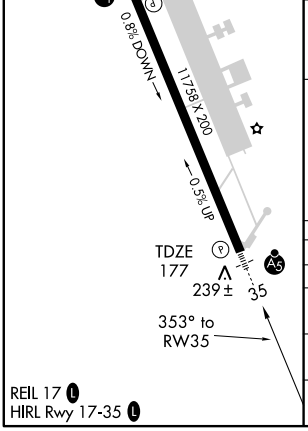
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

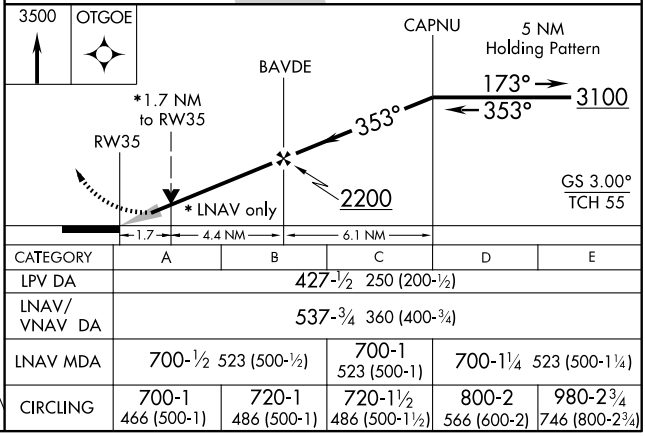
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

| ASOS | BURLINGTON APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 132.225 | 121.1 | 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 427-½ 250 (200-½) | | | | |
| LNAV/ VNAV DA | 537-¾ 360 (400-¾) | | | | |
| LNAV MDA | 700-½ 523 (500-½) | | 700-1 523 (500-1) | 700-1¼ 523 (500-1¼) | |
| CIRCLING | 700-1 466 (500-1) | 720-1 486 (500-1) | 720-1½ 486 (500-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |


NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC PLB 116.9 Chan 116 | APP CRS 332° | Rwy Idg 11758 TDZE 177 Apt Elev 235 |
|---|---|---|

# VOR/DME RWY 35

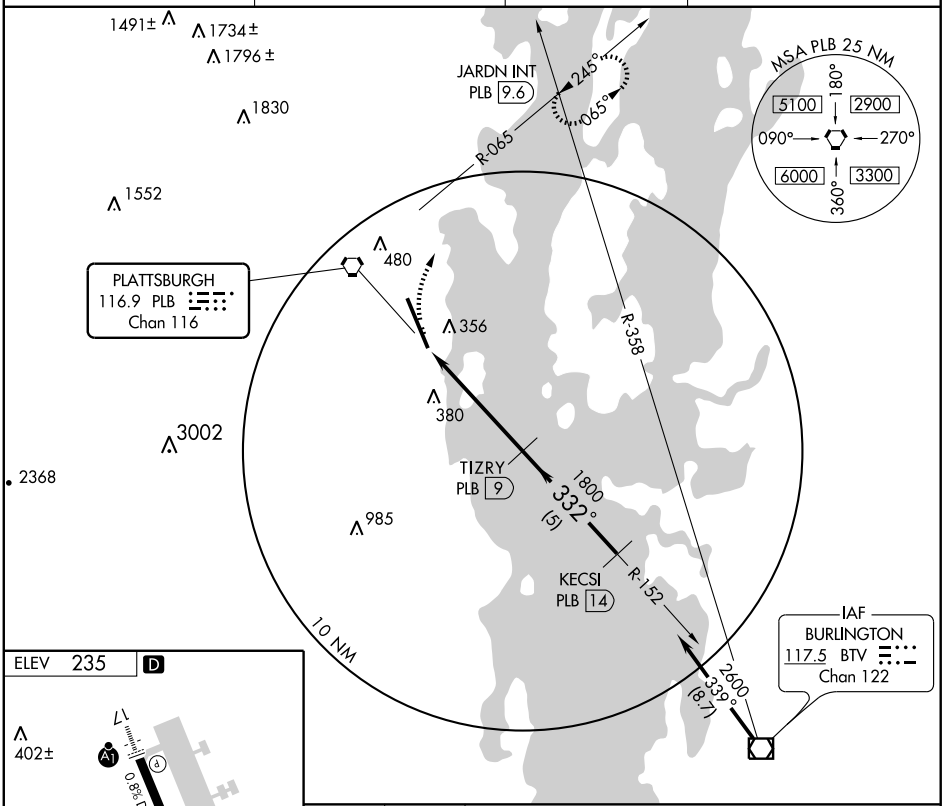
PLATTSBURGH INTL (PBG)

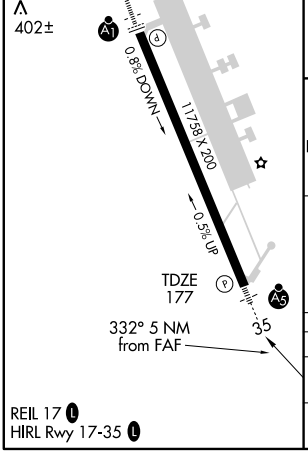
T NA — When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALSR

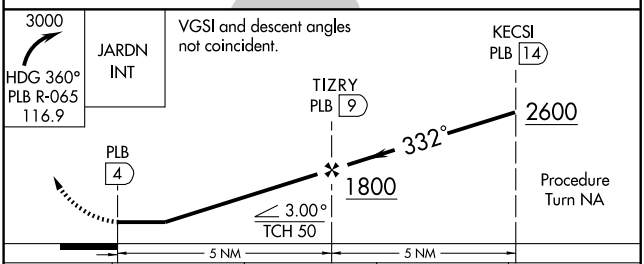
MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

| ASOS 132.225 | BURLINGTON APP CON ★ 121.1 278.8 | CLNC DEL 121.85 | UNICOM 122.7 (CTAF) L |
|---|---|---|---|




REIL 17 L
HIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 640-1 | 463 (500-1) | 640-1¼ 463 (500-1¼) | 640-1½ 463 (500-1½) |
| CIRCLING | 700-1 | 465 (500-1) | 720-1½ 485 (500-1½) | 800-2 565 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## PORT WASHINGTON

**SANDS POINT SPB** (7N3) 2 NW UTC−5(−4DT) N40°50.26′ W73°42.97′ — NEW YORK COPTER

00 NOTAM FILE ISP

**WATERWAY 01–19:** 6000X300 (WATER)

**WATERWAY 12–30:** 6000X300 (WATER)

**SEAPLANE REMARKS:** Attended 1330Z‡–dusk. Numerous +60′ sailboats and masts.

**COMMUNICATIONS: CTAF** 122.9

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**POTSDAM MUNI (DAMON FLD)** (PTD) 2 E UTC−5(−4DT) N44°40.60′ W74°56.91′ — MONTREAL L–32G IAP

474 B S4 **FUEL** 100LL TPA—1274(800) NOTAM FILE PTD

**RWY 06–24:** H3705X60 (ASPH) S–30 MIRL

**RWY 06:** REIL. PAPI(P2L)–GA 3.0° TCH 45′. Tree. **RWY 24:** REIL. PAPI(P2L)–GA 3.0° TCH 45′. Tree.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self–serve. Rwy condition not monitored, recommend visual inspection prior to use. Deer on and invof arpt. Expect flt training ops invof arpt. Noise abatement procedures in effect, call arpt manager for details at 315–268–1000. ACTIVATE MIRL Rwy 06–24; REIL Rwys 06 and 24; PAPI Rwys 06 and 24, and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.325 (315) 265–6106.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**BOSTON CENTER APP/DEP CON** 135.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSS.

**MASSENA (H) VORTACW** 114.1 MSS Chan 88 N44°54.86′ W74°43.36′ 228° 17.2 NM to fld. 200/14W. HIWAS.

**NDB (MHW)** 400 PTD N44°43.40′ W74°52.96′ 239° 4 NM to fld. NOTAM FILE BTV.

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**POUGHKEEPSIE** N41°37.60′ W73°53.03′ — NEW YORK L–33B, 34I

**RCO** 122.2 122.4 (NEW YORK RADIO)

| NDB PTD | APP CRS | Rwy Idg | 3705 |
|---|---|---|---|
| 400 | 235° | TDZE | 474 |
| | | Apt Elev | 474 |

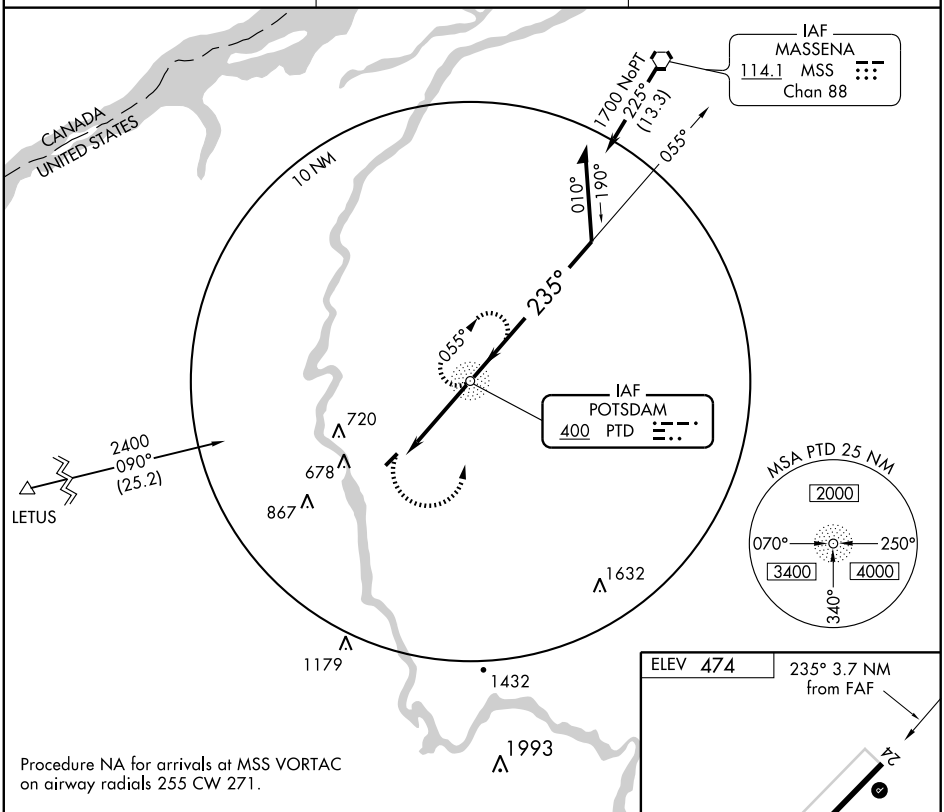
# NDB RWY 24

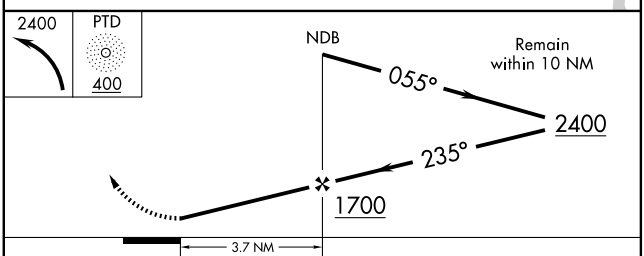
## POTSDAM MUNI (DAMON FIELD) (PTD)

T
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

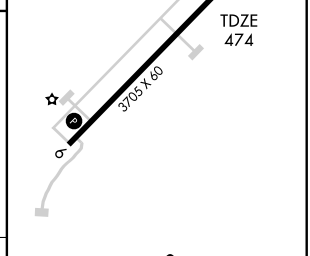
MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.325 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 920-1 446 (500-1) | | 920-1¼ 446 (500-1¼) | NA |
| CIRCLING | 920-1 446 (500-1) | 1040-1 566 (600-1) | 1040-1½ 566 (600-1½) | NA |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



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| APP CRS | Rwy Idg | 3705 |
|---|---|---|
| 238° | TDZE | 474 |
| | Apt Elev | 474 |

# RNAV (GPS) RWY 24

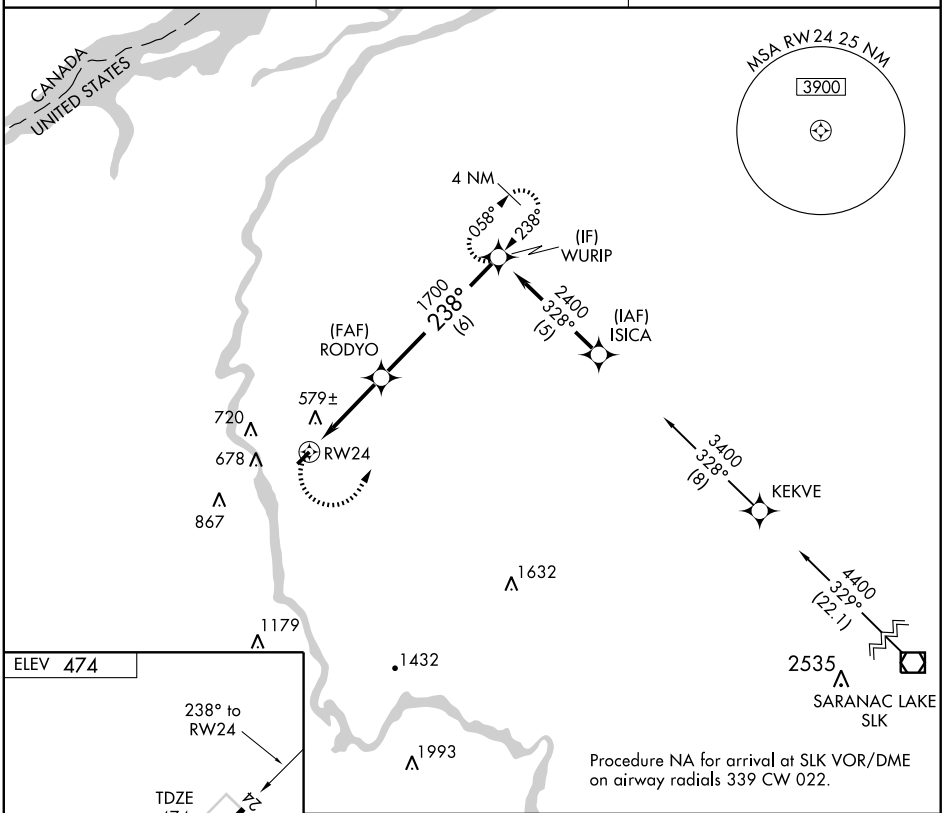
## POTSDAM MUNI (DAMON FIELD) (PTD)

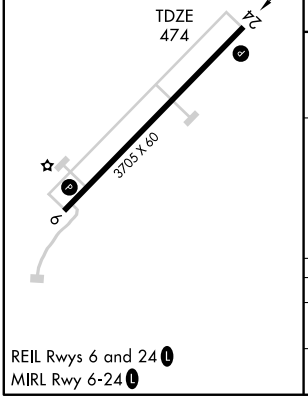
V
A NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

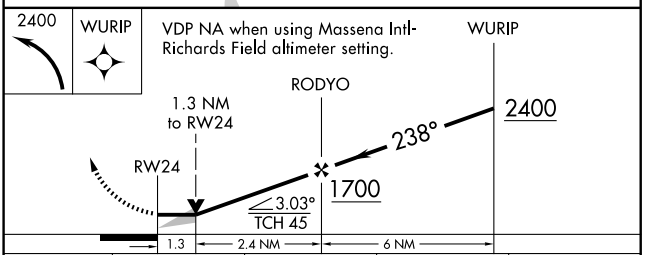
MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.325 | 135.25 377.1 | 122.8 (CTAF) L |



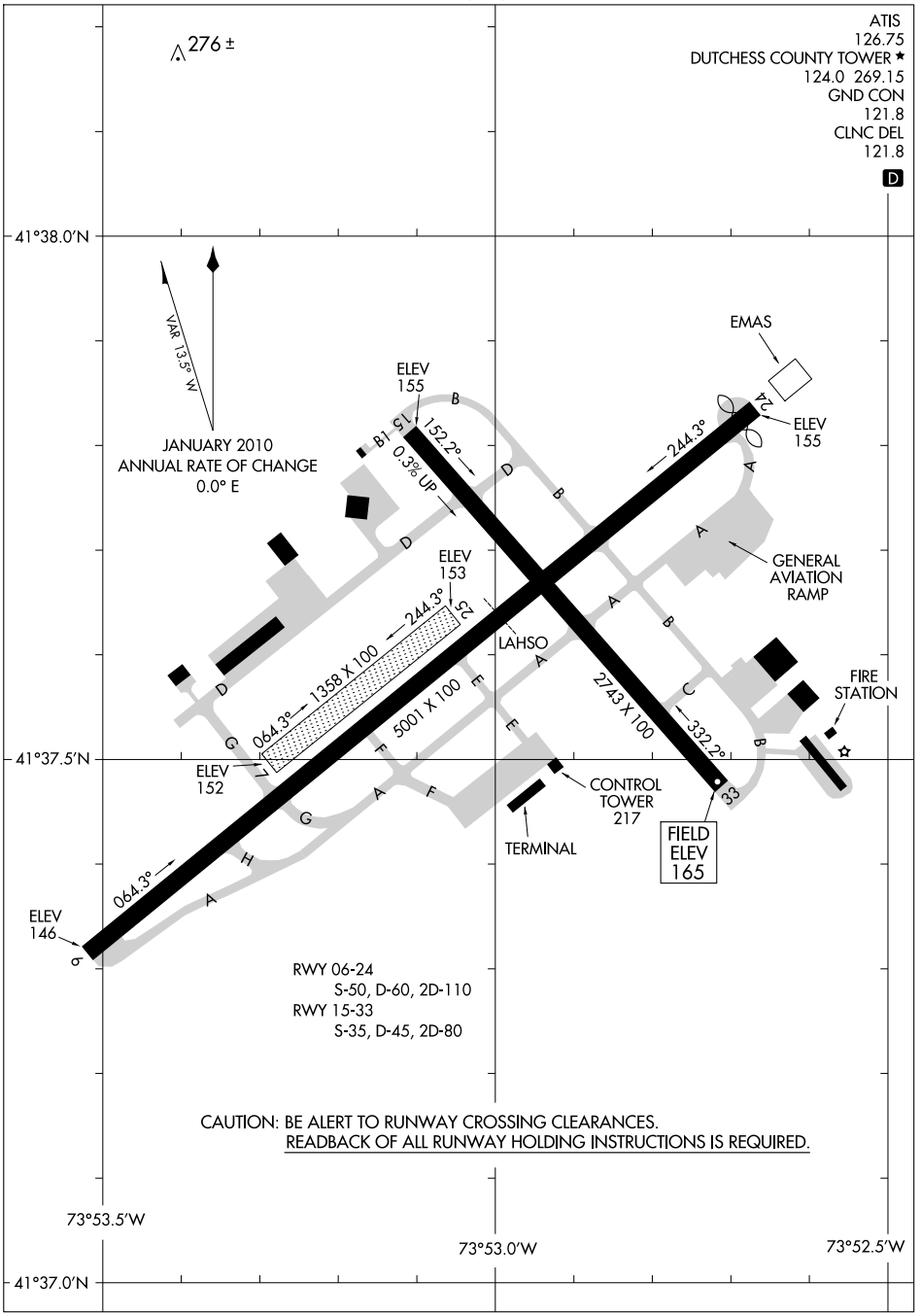

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 406 (500-1) | | 880-1¼ 406 (500-1¼) | NA |
| CIRCLING | 880-1 406 (500-1) | 1040-1 566 (600-1) | 1040-1½ 566 (600-1½) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

## POUGHKEEPSIE

**DUTCHESS CO** (POU) 4 S UTC−5(−4DT) N41°37.59′ W73°53.05′ **NEW YORK**

165 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks. **H–10I, 12J, L–33B, 34I**

NOTAM FILE POU **IAP, AD**

**RWY 06–24:** H5001X100 (ASPH–GRVD) S–50, D–60, 2D–110 HIRL

**RWY 06:** MALSR. PAPI(P4L)—GA 3.00° TCH 57. Tree.

**RWY 24:** REIL. PAPI(P4L)—GA 3.25° TCH 57. Thld dsplcd 113′. Tree.

**RWY 15–33:** H2743X100 (ASPH–CONC) S–35, D–45, 2D–80 MIRL

0.3% up SE

**RWY 15:** Trees.

**RWY 33:** REIL. VASI(V4L)—GA 3.75° TCH 64′. Trees.

**RWY 07–25:** 1358X100 (TURF–DIRT)

**RWY 25:** Antenna.

**LAND AND HOLD SHORT OPERATIONS**

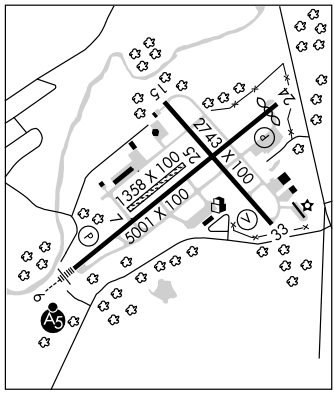
| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 06 | 15–33 | 3150 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 06:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–5001 |
| **RWY 07:** | TORA–1358 | TODA–1358 | ASDA–1358 | LDA–1358 |
| **RWY 15:** | TORA–2743 | TODA–2743 | ASDA–2743 | LDA–2743 |
| **RWY 24:** | TORA–5001 | TODA–5001 | ASDA–5001 | LDA–4888 |
| **RWY 25:** | TORA–1358 | TODA–1358 | ASDA–1358 | LDA–1358 |
| **RWY 33:** | TORA–2743 | TODA–2743 | ASDA–2743 | LDA–2743 |

**ARRESTING GEAR/SYSTEM**

**RWY 06:** EMAS




**AIRPORT REMARKS:** Attended 1200–0230Z‡. For after hrs fuel svcs, ctc business office during business hrs at 845–463–6000. Rwy 15–33 CLOSED to air carrier acft. Rwy 07–25 CLOSED ngts and during instrument meteorological conditions and from Nov 1–Apr 15. Rwy 07–25 restricted to acft less than 12,500 lbs. Deer and birds on and invof arpt. No touch and go ldg and no practice instrument apch for acft over 12,500 lbs between 0400–1200Z‡. 50 ft drop 100 ft from Rwy 06 thld. Noise abatement procedures in effect. TPA—1199(1034) small acft 1999(1834) large acft. Rwy 33 use of VASI restricted to category A acft only. Class IV, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 845–463–6000. Index B coverage is provided. Twy B–1, ''G'' T–hanger taxilane, and ''J'' T–hanger taxilane clsd to air carrier acft. Ground soft in tie down areas. Rwy 07 edges marked with reflectors. When twr clsd ACTIVATE HIRL Rwy 06–24, REILS Rwy 24, MALSR Rwy 06—CTAF. Ldg fee for multi–engine acft.

**WEATHER DATA SOURCES:** ASOS 126.75 (845) 462–0648. LAWRS

**COMMUNICATIONS: CTAF** 124.0 **ATIS** 126.75 **UNICOM** 122.95

**POUGHKEEPSIE RCO** 122.2 122.4 (NEW YORK RADIO)

Ⓡ **NEW YORK APP/DEP CON** 132.75

**TOWER** 124.0 (15 May–14 Sep 1200–0300Z‡, 15 Sep–14 May 1200–0200Z‡) **GND CON** 121.8 **CLNC DEL** 121.8

**AIRSPACE: CLASS D** svc 15 May–14 Sep 1200–0300Z‡, 15 Sep–14 May 1200–0200Z‡, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 242° 3.6 NM to fld. 580/12W. **HIWAS.**

**ILS** 111.3 I–POU Rwy 06. Class IT. LOC/GS unmonitored Sep 15–May 14 0200–1200Z‡ and May 15–Sep 14 0300–1200Z‡.

**PRATT'S EASTERN DIVIDE** (See SHERMAN)

## QUAKER STREET

**KNOX** (N65) 1SE UTC−5(−4DT) N42°43.77′ W74°09.84′ **NEW YORK**

1130 S4 TPA—1930(800) NOTAM FILE BTV

**RWY 09–27:** 2750X60 (TURF)

**RWY 09:** Tree. **RWY 27:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. For svcs call 518–895–8140. Phone 518–895–8140 for fld conditions. Parachute Jumping. Rwy 27 has 400′ by 26′ mowed overrun/runup area at slight angle to rwy centerline. Rwy 27 thld unmarked.

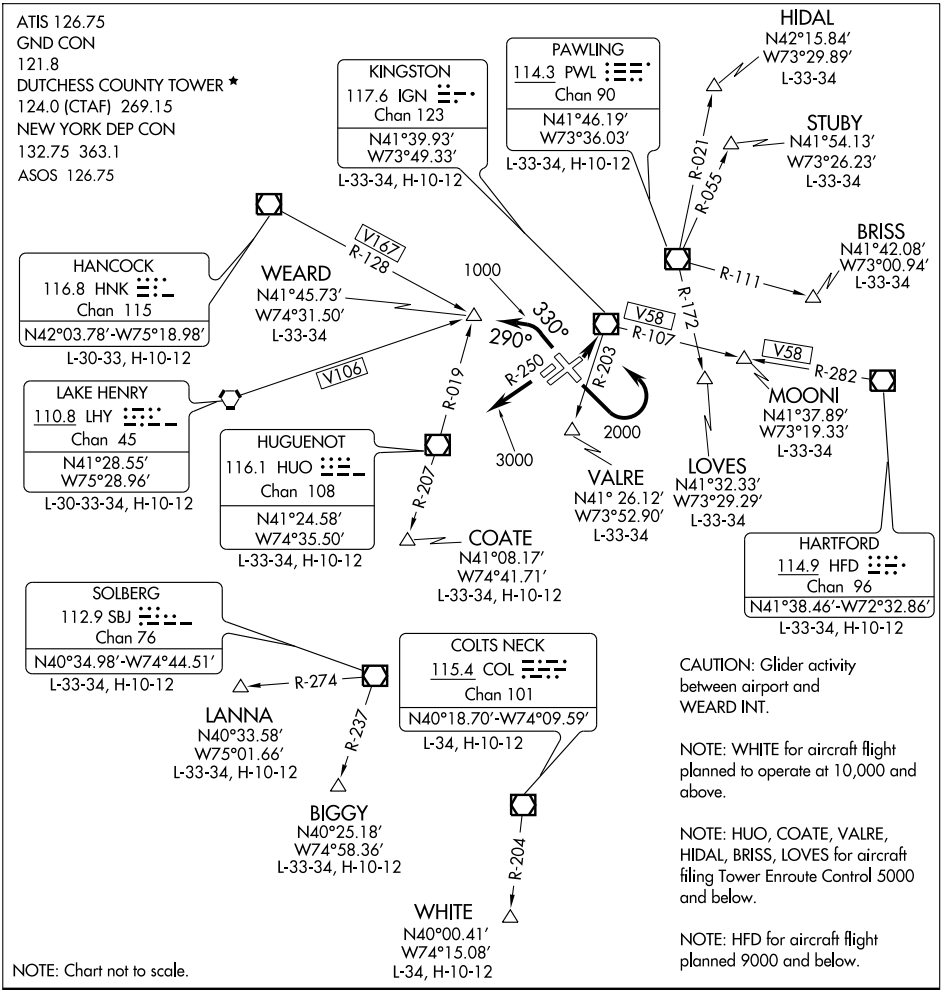
**COMMUNICATIONS: CTAF** 122.9

**RANDALL** (See MIDDLETOWN)

# DUTCHESS FOUR DEPARTURE

SL-286 (FAA)



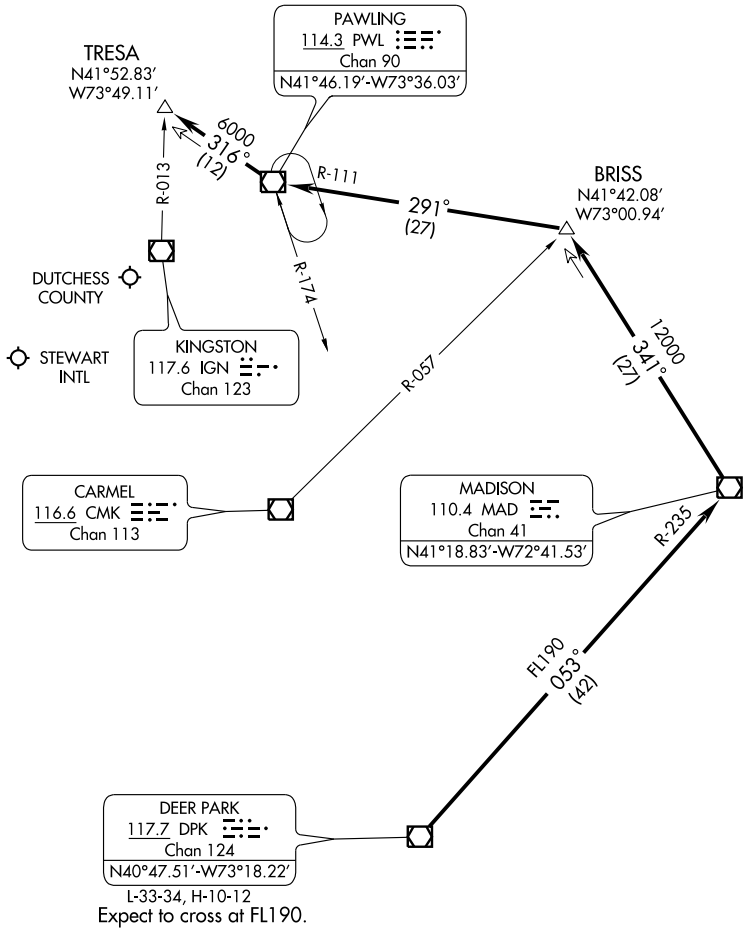



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .
TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .
. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.


NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75




L-33-34, H-10-12

Expect to cross at FL190.

NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-POU | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.3 | 063° | TDZE | 156 |
| | | Apt Elev | 165 |

# ILS or LOC RWY 6

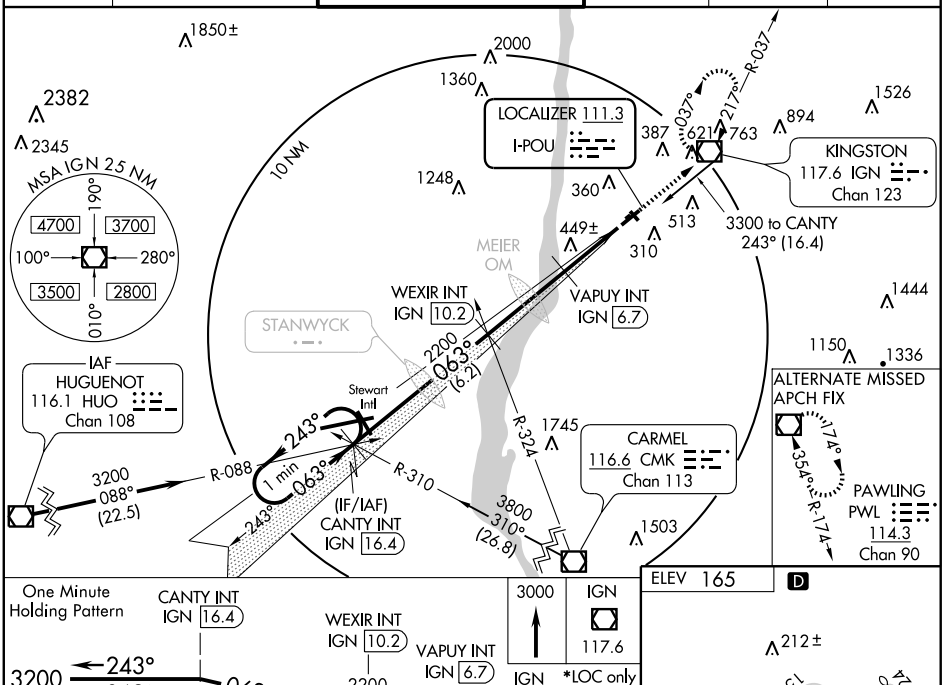
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

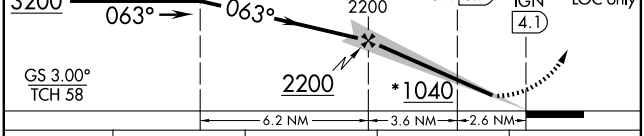
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

MALSR

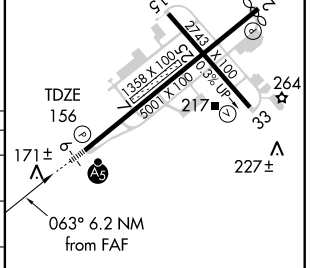
MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 469-1 313 (400-1) | | | |
| S-LOC 6 | 1040-1 884 (900-1) | | 1040-2¼ 884 (900-2¼) | 1040-2½ 884 (900-2½) |
| CIRCLING | 1040-1¼ 875 (900-1¼) | | 1040-2¾ 875 (900-2¾) | 1040-3 875 (900-3) |
| VAPUY FIX MINIMUMS** | | | | |
| S-LOC 6 | 640-1 484 (500-1) | | | |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-2) | 840-2¼ 675 (700-2¼) |




MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **42910** | **063°** | Rwy Idg | **5001** |
| **W06A** | | TDZE | **156** |
| | | Apt Elev | **165** |

# RNAV (GPS) RWY 6

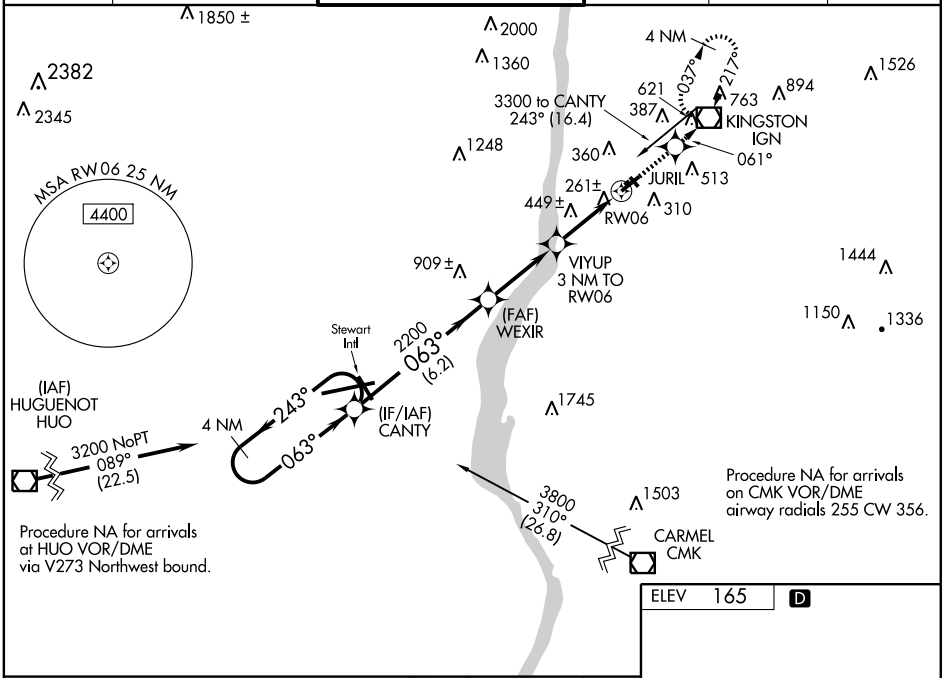
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

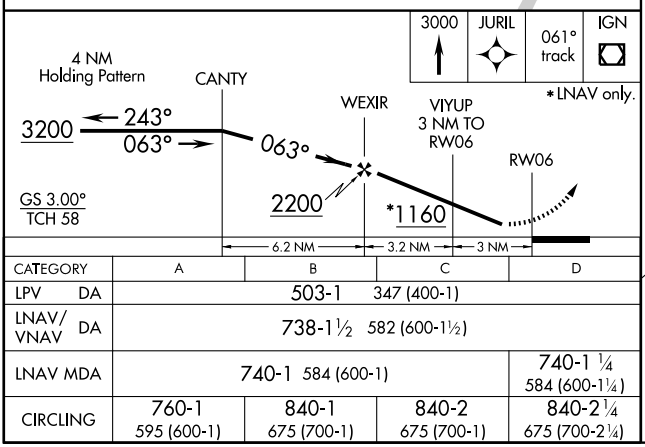
▼ Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

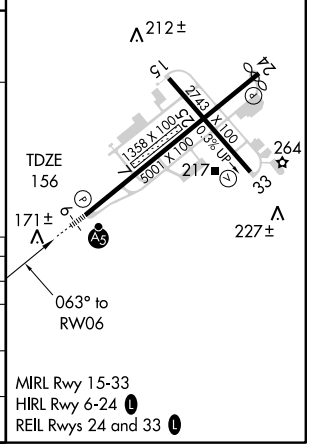
▲ MALSR A5

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| **126.75** | **132.75 363.1** | **124.0** (CTAF) L **269.15** | **121.8** | **121.8** | **122.95** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503-1 347 (400-1) | | | |
| LNAV/VNAV DA | 738-1½ 582 (600-1½) | | | |
| LNAV MDA | 740-1 584 (600-1) | | | 740-1 ¼ 584 (600-1¼) |
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-1) | 840-2 ¼ 675 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L


NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4888 |
|---|---|---|
| 243° | TDZE | 157 |
| | Apt Elev | 165 |

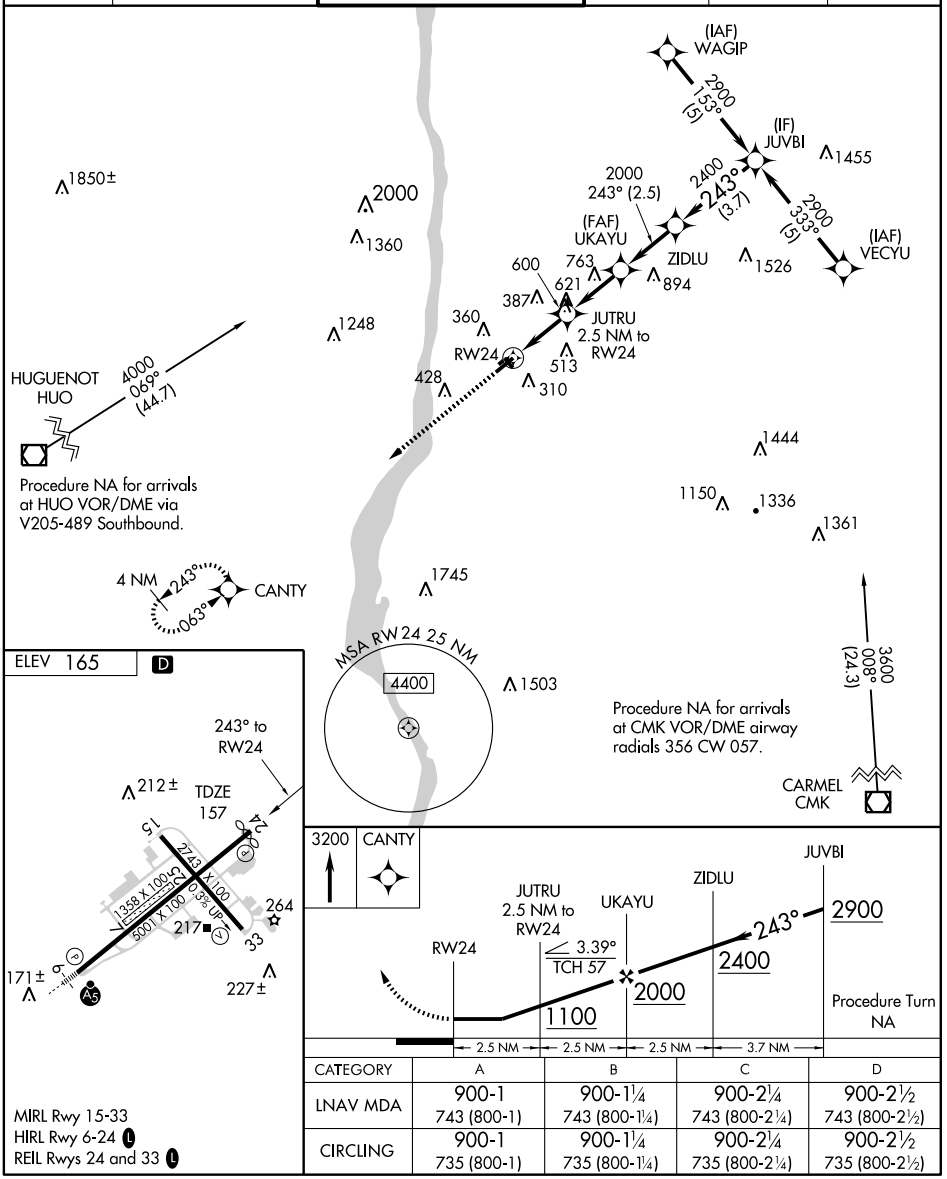
# RNAV (GPS) RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1<br>743 (800-1) | 900-1¼<br>743 (800-1¼) | 900-2¼<br>743 (800-2¼) | 900-2½<br>743 (800-2½) |
| CIRCLING | 900-1<br>735 (800-1) | 900-1¼<br>735 (800-1¼) | 900-2¼<br>735 (800-2¼) | 900-2½<br>735 (800-2½) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NEW YORK APP CON 132.75 363.1
STEWART INTL ATIS 124.575
SULLIVAN COUNTY INTL AWOS-3 134.025
ORANGE COUNTY ASOS 119.275
DUTCHESS COUNTY ATIS 126.75
DUTCHESS COUNTY
STEWART INTL
SULLIVAN COUNTY INTL
ORANGE COUNTY
RUBER
N41°37.53'
W74°33.06'
R-019
HUGUENOT
116.1 HUO
Chan 108
R-314
43
(17)
RAGER
N41°34.10'
W74°54.77'
Expect clearance
to cross at 5,000 feet.
26
(8)
HAWLY
N41°32.39'
W75°05.43'
R-354
STILLWATER
109.6 STW
Chan 33
NOTE: This STAR applicable to non-jet
aircraft landing SWF/SWF Sats.
088°
(18)
LAKE HENRY
110.8 LHY
Chan 45
N41°28.55' - W75°28.96'
L-30-33-34, H-10-12
Expect clearance to
cross at 10,000 feet.
WILKES-BARRE
111.6 LVZ
Chan 53
BINGHAMPTON
112.2 CFB
Chan 59
R-122
ELMIRA
109.65 ULW
Chan 33 (Y)
WILLIAMSPORT
114.4 FQM
Chan 91
NOTE: Chart not to scale.
. . . . From over LHY VORTAC via LHY R-088 to RUBER Int. Expect
RADAR vectors to final approach course after RUBER Int.

| VOR/DME IGN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 242° | TDZE | N/A |
| Chan 123 | | Apt Elev | 165 |

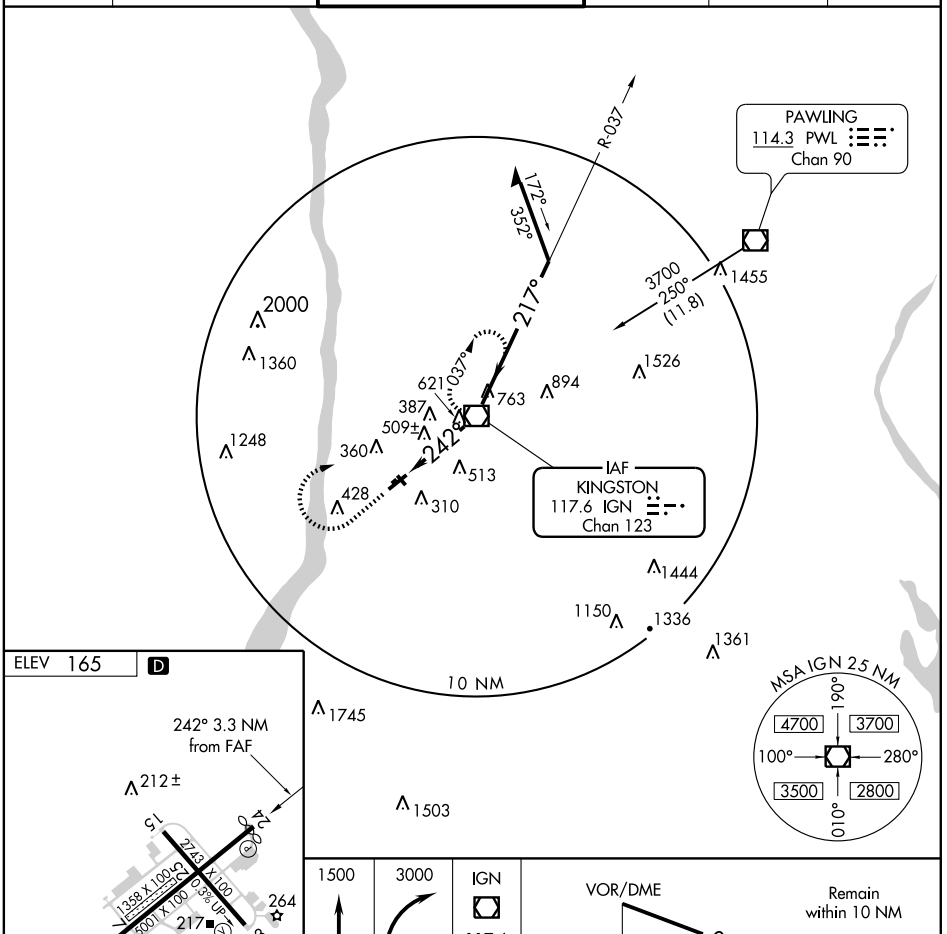
# VOR-A

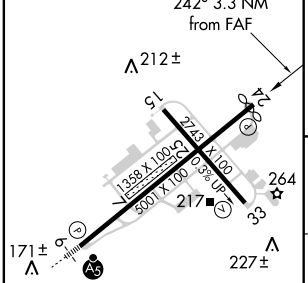
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |

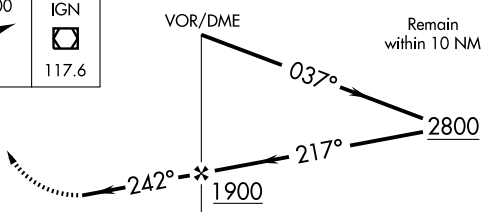



MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

| 1500 | 3000 | IGN |
|---|---|---|
| | | 117.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1 595 (600-1) | 840-1 675 (700-1) | 840-2 675 (700-2) | 840-2¼ 675 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME IGN | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 117.6 | 062° | TDZE | 156 |
| Chan 123 | | Apt Elev | 165 |

# VOR/DME RWY 6

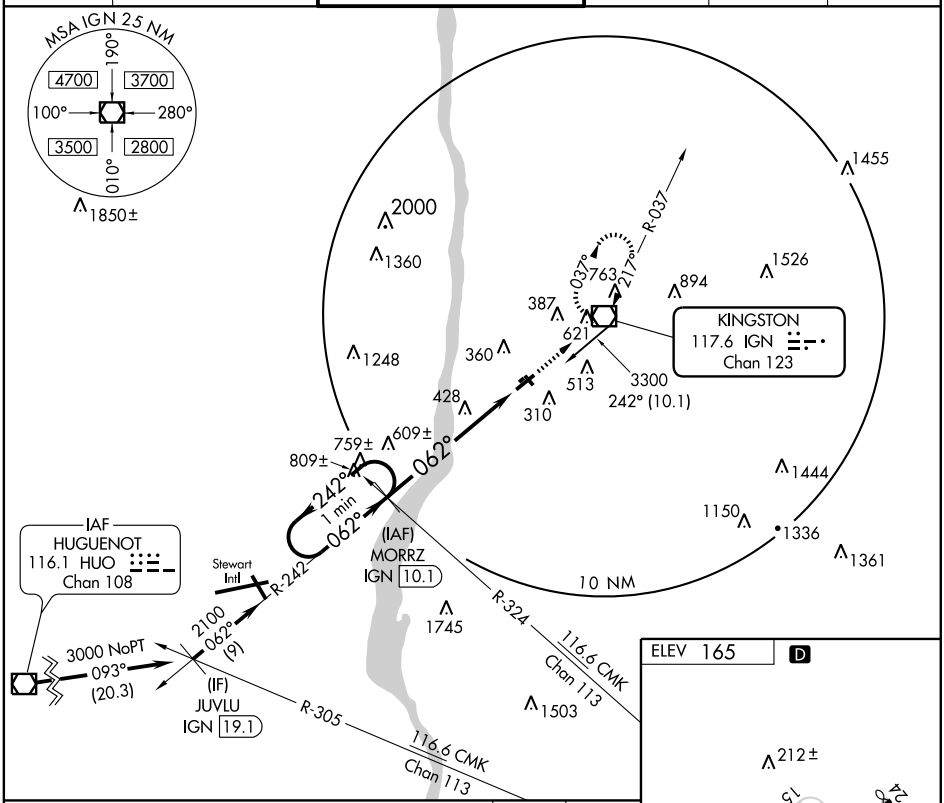
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

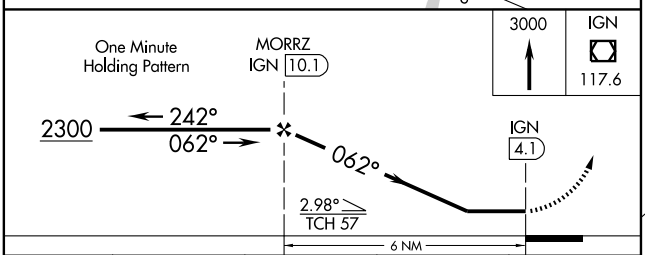
T A Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

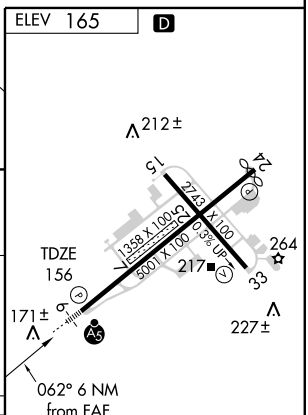
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 860-1 704 (700-1) | | 860-1½ 704 (700-1½) | 860-1¾ 704 (700-1¾) |
| CIRCLING | 860-1 695 (700-1) | | 860-2 695 (700-2) | 860-2¼ 695 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME IGN | APP CRS | Rwy Idg | 4888 |
|---|---|---|---|
| 117.6 | 242° | TDZE | 157 |
| Chan 123 | | Apt Elev | 165 |

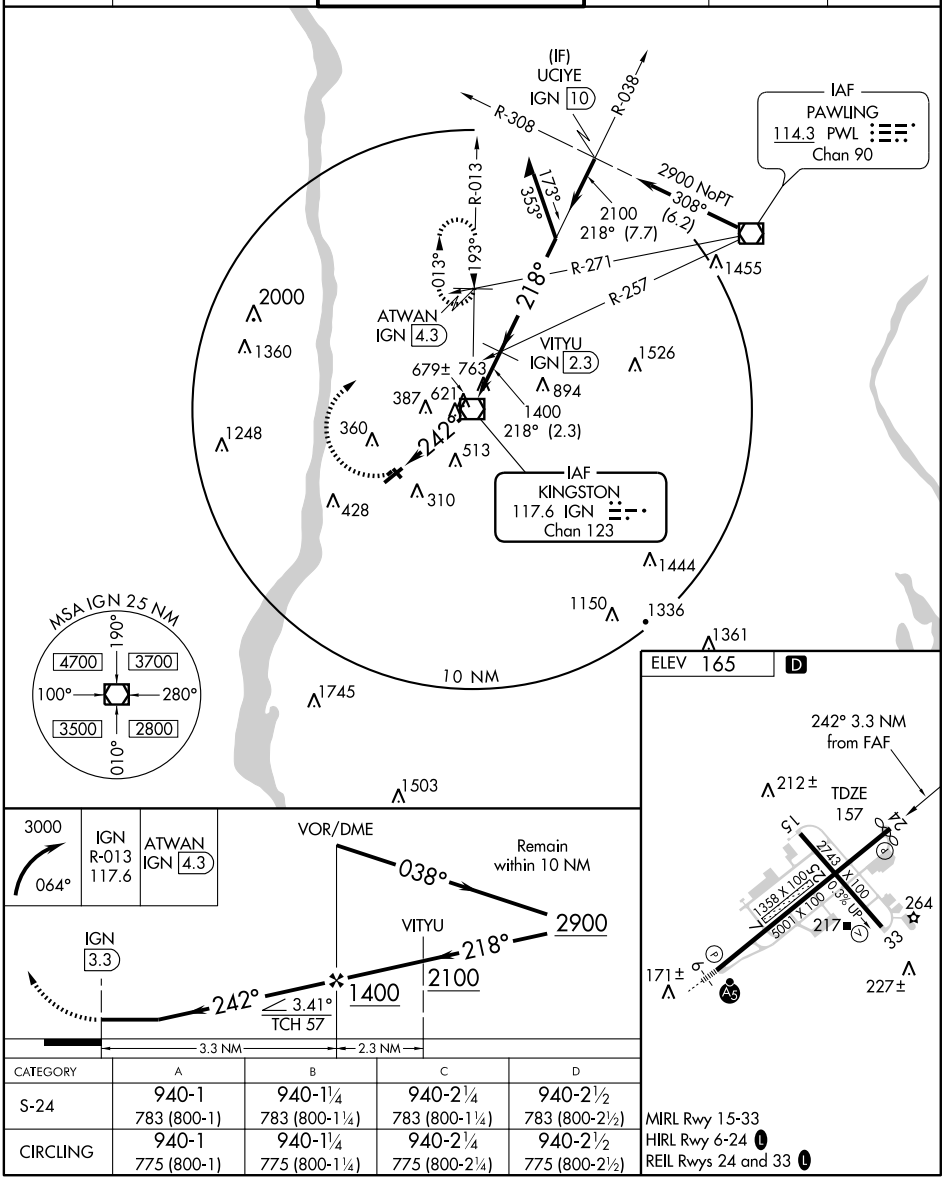
# VOR/DME RWY 24

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 940-1<br>783 (800-1) | 940-1¼<br>783 (800-1¼) | 940-2¼<br>783 (800-1¼) | 940-2½<br>783 (800-2½) |
| CIRCLING | 940-1<br>775 (800-1) | 940-1¼<br>775 (800-1¼) | 940-2¼<br>775 (800-2¼) | 940-2½<br>775 (800-2½) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**RANDOLPH** (D85) 2 W UTC−5(−4DT) N42°09.25′ W79°00.99′ **DETROIT**

1665 NOTAM FILE BUF

**RWY 08–26:** 2495X80 (TURF)

**RWY 08:** Brush. **RWY 26:** Brush.

**AIRPORT REMARKS:** Attended irregularly. Deer on and invof arpt occasionally at dusk and early morning. + 15′ brush along south edge of rwy, 50–60′ from centerline. Rwy 08 has + 44′ tree, 20′ from rwy end, 75′ right of centerline, + 63′ tree, 135′ from rwy end, 115′ right of centerline, + 63′ trees, 520′ from rwy end, 125′ right of centerline. Rwy 26 has + 82′ trees, 760′ from rwy end, across rwy centerline. Limited visibility down runway, cannot see aircraft on rwy end from opposite rwy end.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** CLNC DEL thru Flight Services 1–888–766–8267.

## RED HOOK

**SKY PARK** (46N) 2 E UTC−5(−4DT) N41°59.08′ W73°50.16′ **NEW YORK**

323 TPA–1523(1200) NOTAM FILE ISP **L–33B, 34I**

**RWY 01–19:** H2664X30 (ASPH) S–30 0.3% up S **IAP**

**RWY 01:** Trees. **RWY 19:** Trees.

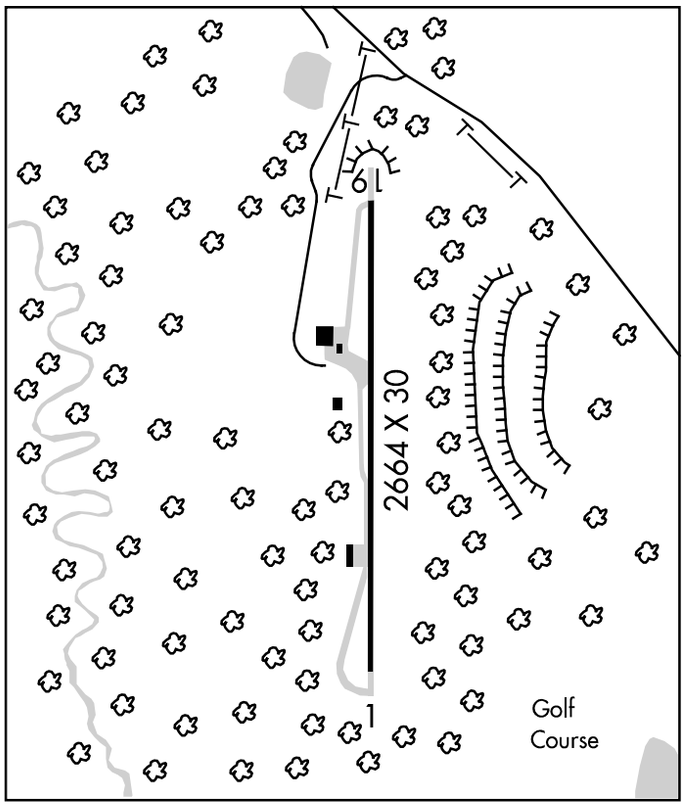
**AIRPORT REMARKS:** Unattended. Call at least three (3) hours prior minimum for PPR at 845–352–3924. Rwy safety areas have dropoffs and rough terrain. Rwy 01–19 pavement has small potholes and loose aggregate. Parallel twy constructed of dirt and grvl. Trees within 20′ of centerline east of parallel twy south of midpoint. Parking fee weekends during air show at Rhinebeck.

**COMMUNICATIONS: CTAF** 122.9

Ⓡ **NEW YORK APP/DEP CON** 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 010°19.1 NM to fld. 580/12W. **HIWAS.**




**RENSSELAER CO** (See TROY)

**REPUBLIC** (See FARMINGDALE)

**ROCHESTER** N43°07.08′ W77°40.37′ NOTAM FILE ROC. **DETROIT**

**(L) VOR/DME** 110.0 ROC Chan 37 at Greater Rochester Intl. 549/12W. **H–10H, 11C, 12J, L–31E, 32F**

**RCO** 122.6 (BUFFALO RADIO)

| VOR/DME IGN | APP CRS | Rwy Idg | 2664 |
|---|---|---|---|
| 117.6 | 010° | TDZE | 323 |
| Chan 123 | | Apt Elev | 323 |

# VOR or GPS RWY 1

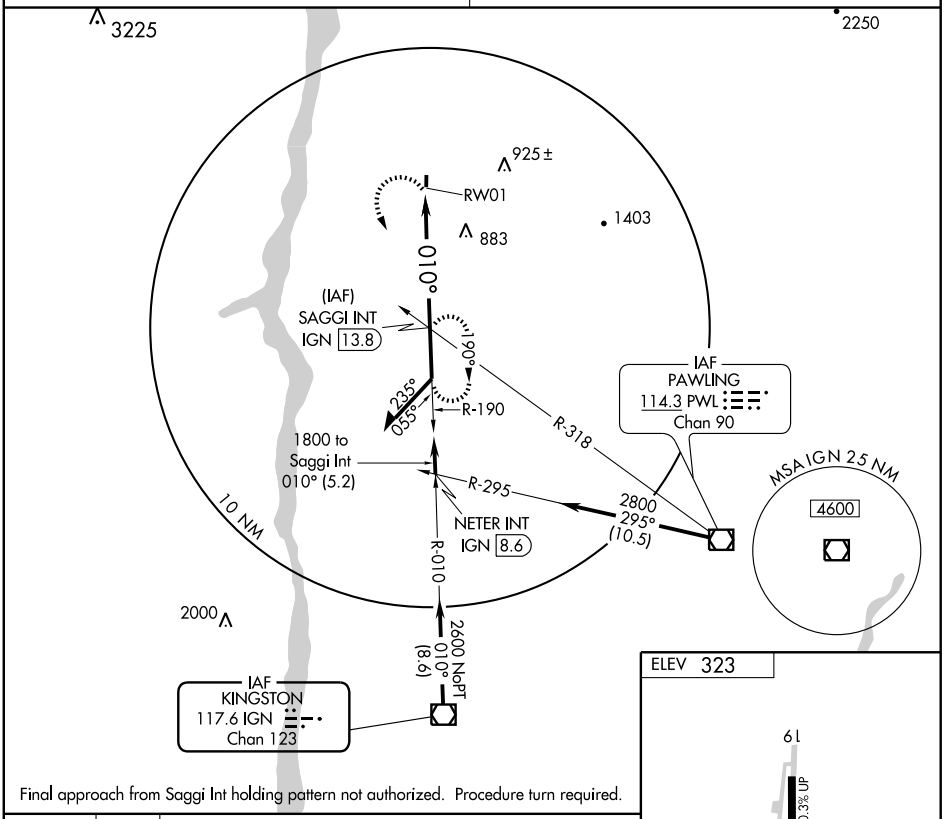
RED HOOK / SKY PARK (46N)

NA

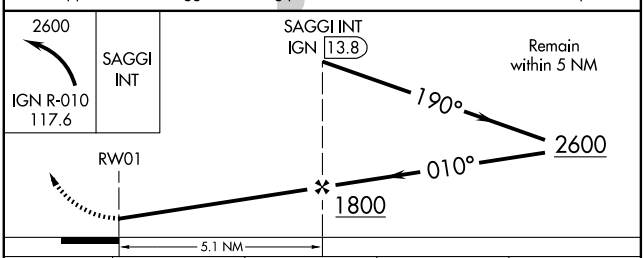
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

| NEW YORK APP CON | CTAF |
|---|---|
| 132.75 363.1 | 122.9 |

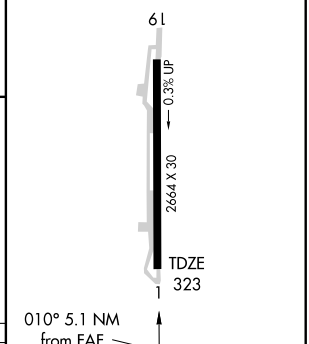



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1340-1¼<br>1017 (1100-1¼) | NA | | |
| CIRCLING | 1340-1¼<br>1017 (1100-1¼) | NA | | |

ELEV 323




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

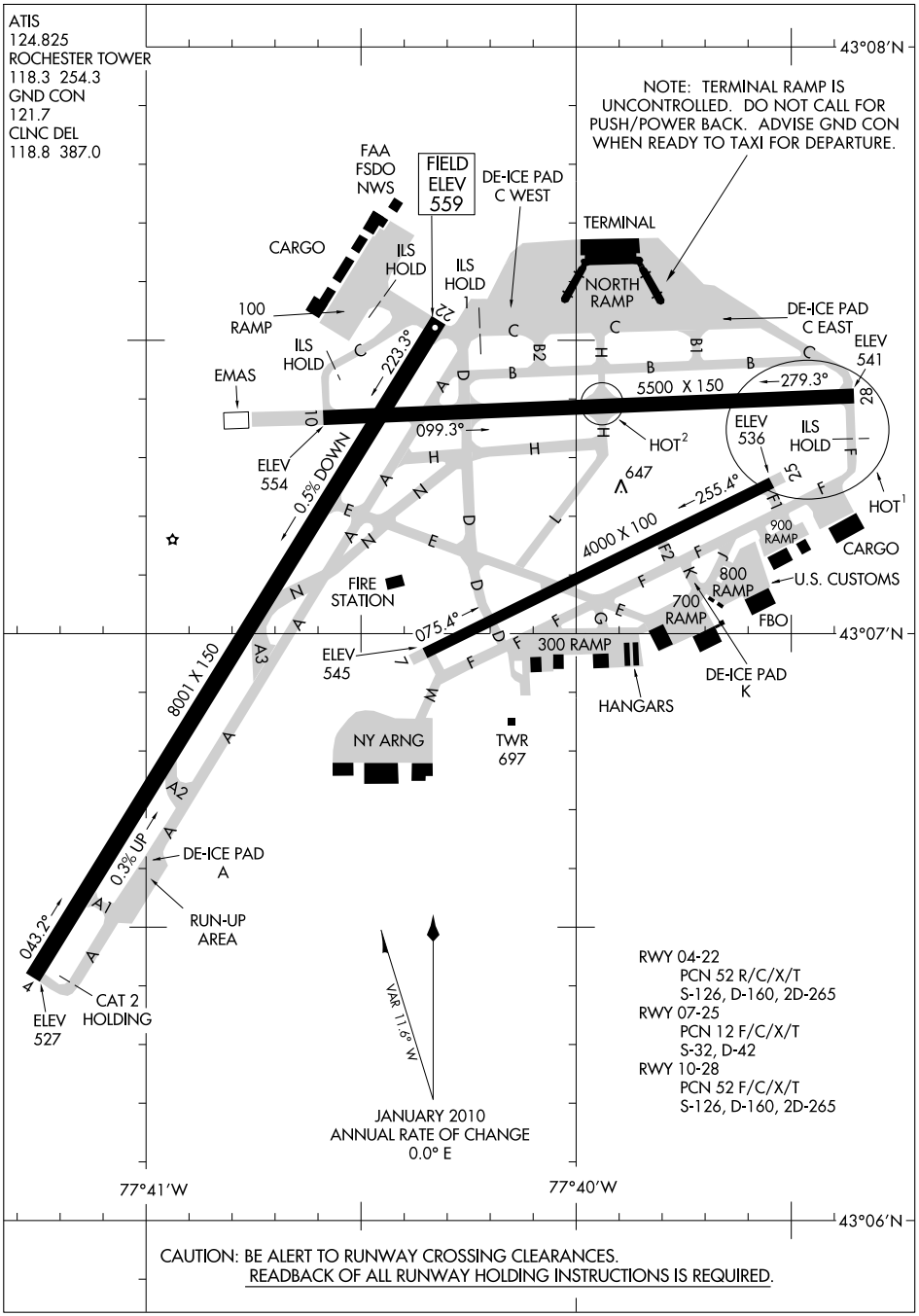


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

ROCHESTER/GREATER ROCHESTER INTL (ROC)
AL-351 (FAA)
ROCHESTER, NEW YORK






NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

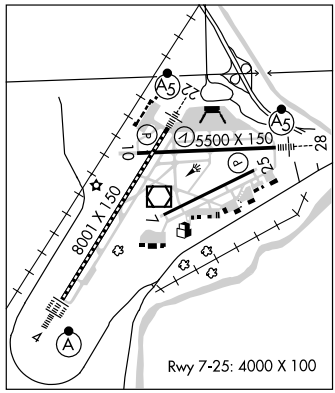
ROCHESTER, NEW YORK
ROCHESTER/GREATER ROCHESTER INTL (ROC)

10210

## ROCHESTER

**GREATER ROCHESTER INTL** (ROC) 3 SW UTC−5(−4DT) N43°07.13′ W77°40.34′ **DETROIT**
559 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks AOE **H–10H, 11C, 12J, L–31E, 32F**
Class I, ARFF Index C NOTAM FILE ROC **IAP, AD**

**RWY 04–22:** H8001X150 (ASPH–GRVD) S–126, D–160, 2D–265 PCN 52 R/C/X/T HIRL CL
**RWY 04:** ALSF2. TDZL. Trees. 0.3% up.
**RWY 22:** MALSR. VASI (V4L)—GA 3.0°TCH 52′. Tree. Rgt tfc. 0.5% down.
**RWY 10–28:** H5500X150 (ASPH–GRVD) S–126, D–160, 2D–265 PCN 52 F/C/X/T HIRL
**RWY 10:** REIL. PAPI(P4L)—GA 3.0° TCH 54′. Trees. Rgt tfc.
**RWY 28:** MALSR. Fence.
**RWY 07–25:** H4000X100 (ASPH) S–32, D–42 PCN 12 F/C/X/T MIRL
**RWY 07:** REIL. Pole. Rgt tfc.
**RWY 25:** REIL. PAPI(P4R)—GA 3.0° TCH 40′. Tree.
**ARRESTING GEAR/SYSTEM**
**RWY 28:** EMAS




**AIRPORT REMARKS:** Attended continuously. J8 avbl for DoD acft. Birds, deer and coyote on and invof arpt. Rwy 07–25 CLOSED to jet acft. Be alert during ldg/tkf Rwy 25 and Rwy 28 thlds in close proximity to each other. No practice apchs or maintenance engine run–ups between 0400–1100Z‡. +80′ obstruction lgtd twr 1250′ west of Rwy 04–22 centerline 1000′ south of extended centerline Rwy 10–28. Multiple unshielded lgts in final apch area Rwy 28. Twy A from Twy E to Rwy 28 clsd to acft with wingspan greater than 170′. Twy A2 clsd to heavy acft. Twy L clsd to acft greater than 60,000 lbs. gross takeoff weight. Twy F from Twy J to Rwy 07 clsd to acft with wingspan greater than 100′. TPA—1400(841) small acft, 2000(1441) large acft/turbine. Rwy 07 REIL and Rwy 25 REIL controlled by twr but not monitored. Rwy 10 REIL controlled by tower but not monitored. Flight Notification Service (ADCUS) avbl.
**WEATHER DATA SOURCES:** ASOS 124.825 (585) 235–7322. WSP.
**COMMUNICATIONS: ATIS** 124.825 **UNICOM** 122.95
**ROCHESTER RCO** 122.6 (BUFFALO RADIO)
Ⓡ **APP CON** 119.55 (330°–160°) 123.7 (161°–329°) Ⓡ **DEP CON** 119.55 (330°–160°) 123.7 (161°–329°) 127.325
**TOWER** 118.3 **GND CON** 121.7 **CLNC DEL** 118.8 **PRE–TAXI CLNC** 118.8
**AIRSPACE: CLASS C** svc continuous, ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.
**ROCHESTER (L) VOR/DME** 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ at fld. 549/12W.
**AVON NDB (MHW)** 344 AVN N43°00.60′ W77°46.16′ 042° 7.8 NM to fld.
**BREIT NDB (LOM)** 400 RO N43°07.59′ W77°33.24′ 275° 5.2 NM to fld.
**ILS** 110.7 I–MCU Rwy 04. Class IIE.
**ILS** 110.7 I–MWD Rwy 22. Class IB. Middle Marker and Outer Marker unmonitored.
**ILS** 109.5 I–ROC Rwy 28. Class IT. LOM BREIT NDB.

**ROCKDALE** N42°27.98′ W75°14.35′ NOTAM FILE BUF. **NEW YORK**
**(L) VOR/DME** 112.6 RKA Chan 73 230°12.6 NM to Sidney Muni. 2032/11W. **H–10I, 11C, 12J, L–32F, 33A**
**RCO** 122.1R 112.6T (BUFFALO RADIO)

| LOC I-MCU | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

GENESEO 108.2 GEE Chan 19

ALTERNATE MISSED APCH FIX

153° 333° R-153

LOCALIZER 110.7 I-MCU

10 NM

1135 1000 836 695 1030± 757 671 IM MM 631± 935 684 677 780 820 1096° 276° R-096

LOM BREIT 400 RO

ROC 5.3

GEE R-033

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8)

R-008

(IF) FEPUG INT ROC 13.3

R-331

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

2600 331° (7.3)

224°

MSA ROC 25 NM

2600

090° 270°

3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559

641 655 643 611 628 647 617 697

5500 X 150

8001 X 150

4000 X 100

0.3% DOWN

0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

MIRL Rwy 7-25

HIRL Rwys 10-28 and 4-22

FEPUG INT ROC 13.3

WORIS INT ROC 5.3

1100 3000 HDG 135° ROC R-096 110.0 RO 400

2600 044° 2000 ROC 0.9 MM IM

Procedure Turn NA

GS 3.00° TCH 56

2000

8 NM 4 NM 0.2 0.2

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 735/18 200 (200-½) | | | |
| S-LOC 4 | 920/24 385 (400-½) | | | 920/40 385 (400-¾) |
| CIRCLING | 1060-1 501 (600-1) | | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-MWD | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 222° | TDZE | 559 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

T When R-5203 active hold in lieu not authorized.
A *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

DME OR RADAR REQUIRED

R-5203

MSA ROC 25 NM
2500
090° 270°
3600

10 NM

042° 1 min 222° 042°

(IF/IAF) KECKE ROC 12.4 RADAR

2500 222° (6.3)

MAPES OM ROC 6 RADAR

3000 to KECKE 043° (12.4)

1135 838 695 686 1000 757 1030± MM 780 677 820 684 935

LOCALIZER 110.7 I-MWD

ALTERNATE MISSED APCH FIX
AVON
AVN
344
041° 221°

AVON
344 AVN

ROCHESTER
110.0 ROC
Chan 37

MISSED APCH FIX
1238
GENESEO
GEE
108.2
Chan 19
153° 333° R-153

ELEV 559
222° 5.6 NM from FAF
641 655 643
TDZE 559
611 628 647 617 697
5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.3% UP
22 10 28 25

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwys 7-25
HIRL Rwys 10-28 and 4-22

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

1000 4000 GEE

MAPES OM ROC 6 RADAR
KECKE ROC 12.4 RADAR
One Minute Holding Pattern

2427 MM 222° 2500 042° 222° 2500

GS 3.00°
TCH 50

0.5 5.1 NM 6.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | *759/24 200 (200-½) | | | |
| S-LOC 22 | 1000/24 441 (500-½) | | 1000/40 441 (500-¾) | 1000/50 441 (500-1) |
| CIRCLING | 1060-1 501 (600-1) | | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-ROC | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 109.5 | 278° | TDZE | 548 |
| | | Apt Elev | 559 |

# ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
143°
323°
R-143
GENESEO
108.2 GEE
Chan 19

10 NM

LOCALIZER 109.5
I-ROC

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(IF)
BILAW INT
ROC 13.4
RADAR

(ZEXOX)

BREIT LOM

1135
836
695
1000
1030±
757
671
677
780
935
684
820
2100
278°
098°
(8)
ROC
R-098

MONCK
ROC 10
GEE 16.1
R-268
088°
268°

SUUSA INT
ROC 5.4
RADAR

(IAF)
LORTH
ROC 15.6

ROCHESTER
110.0 ROC
Chan 37

R-034
R-051
1238

Procedure NA for arrivals at LORTH via V2 Eastbound.

R-343
108.2 GEE
Chan 19

MSA ROC 25 NM
2600
090°
270°
3600

ELEV 559
641
655
643
611
628
TDZE
548
5500 X 150
647
4000 X 100
8001 X 150
0.5% DOWN
0.3% UP
697
617
278° 4.7 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwys 7-25
HIRL Rwys 10-28 and 4-22

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

2000
3000
MONCK
HDG 230°
ROC R-268
110.0

BILAW INT
ROC 13.4
RADAR

SUUSA INT
ROC 5.4
RADAR
2100

ROC
0.8

278°
2300
Procedure Turn NA
GS 3.00°
TCH 57

4.7 NM
8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 798/50 250 (300-1) | | | |
| S-LOC 28 | 1280/50 732 (800-1) | | 1280-1½ 732 (800-1½) | 1280-1¾ 732 (800-1¾) |
| CIRCLING | 1280-1 721 (800-1) | | 1280-2 721 (800-2) | 1280-2¼ 721 (800-2¼) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-MCU | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

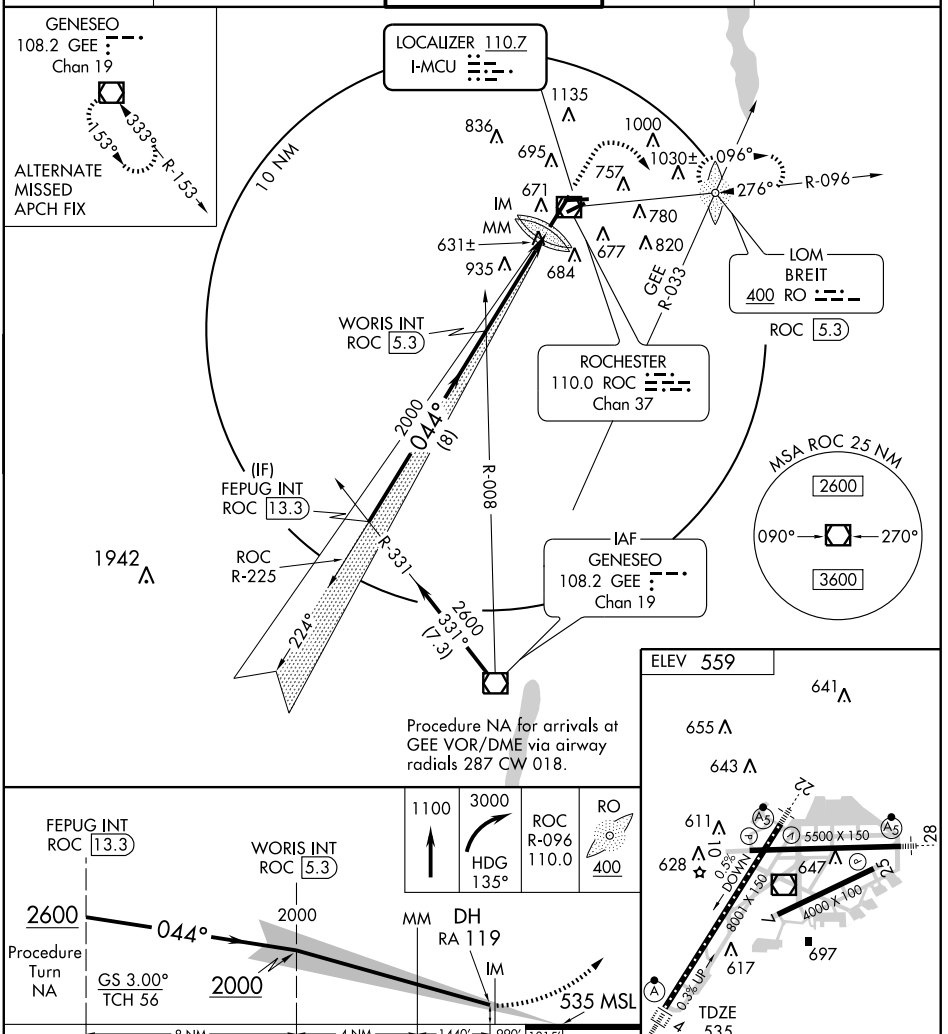
# ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 119/12 100 DA 635 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 45611 W04A | APP CRS 042° | Rwy Idg 8001<br>TDZE 535<br>Apt Elev 559 |
|---|---|---|

# RNAV (GPS) RWY 4

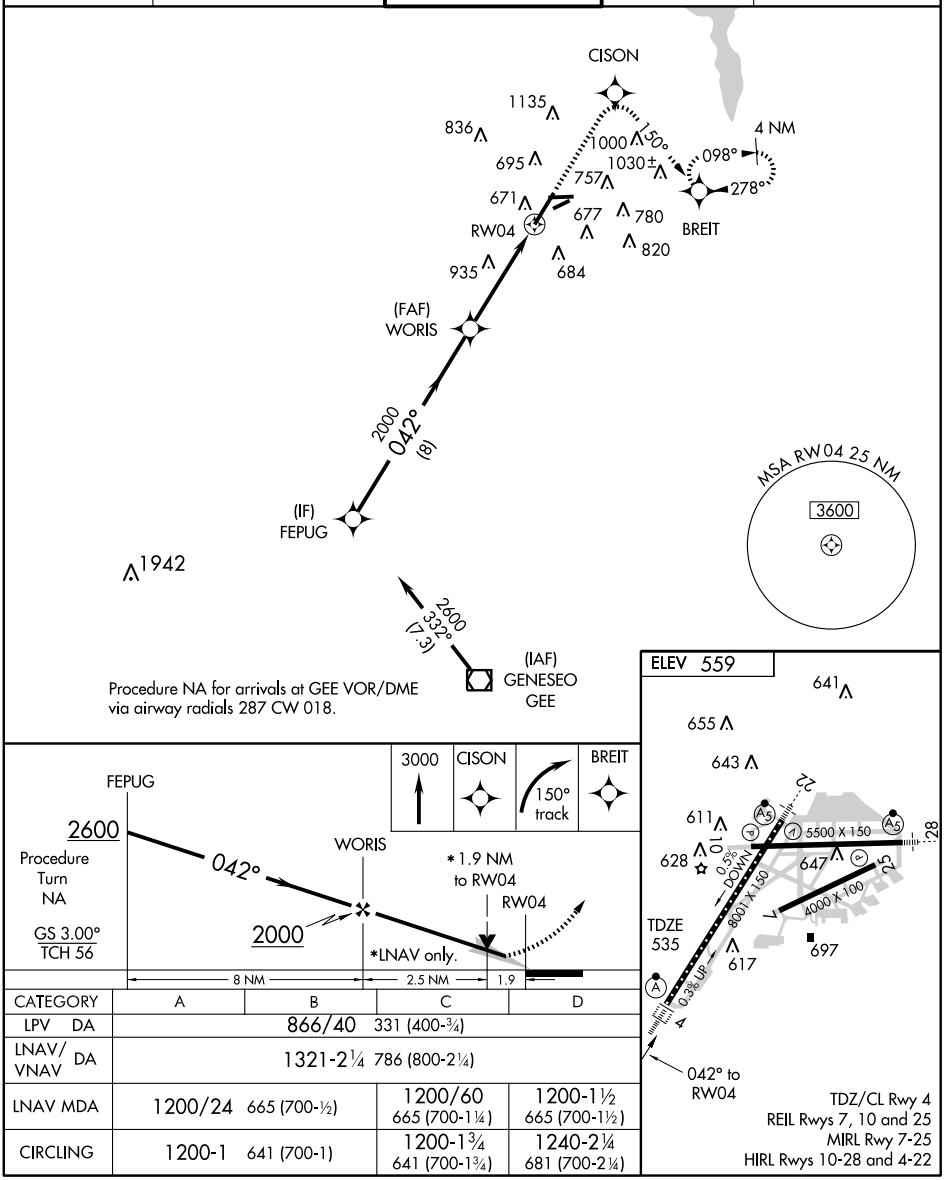
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866/40 331 (400-¾) | | | |
| LNAV/VNAV DA | 1321-2¼ 786 (800-2¼) | | | |
| LNAV MDA | 1200/24 665 (700-½) | | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) |
| CIRCLING | 1200-1 641 (700-1) | | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 074° | TDZE | 549 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 7

ROCHESTER / GREATER ROCHESTER INTL (ROC)

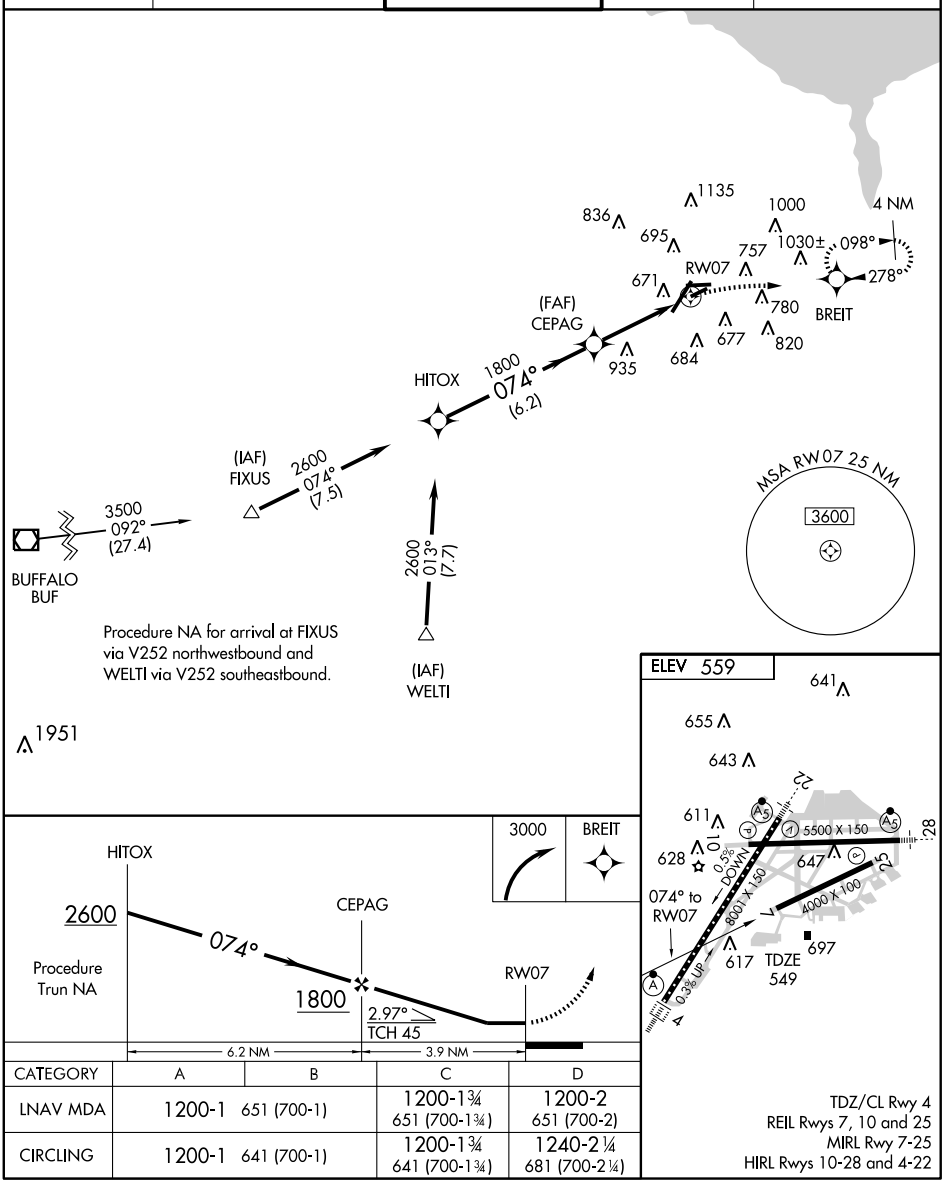
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 651 (700-1) | 1200-1¾ 651 (700-1¾) | 1200-2 651 (700-2) |
| CIRCLING | 1200-1 | 641 (700-1) | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 098° | TDZE | 556 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 10

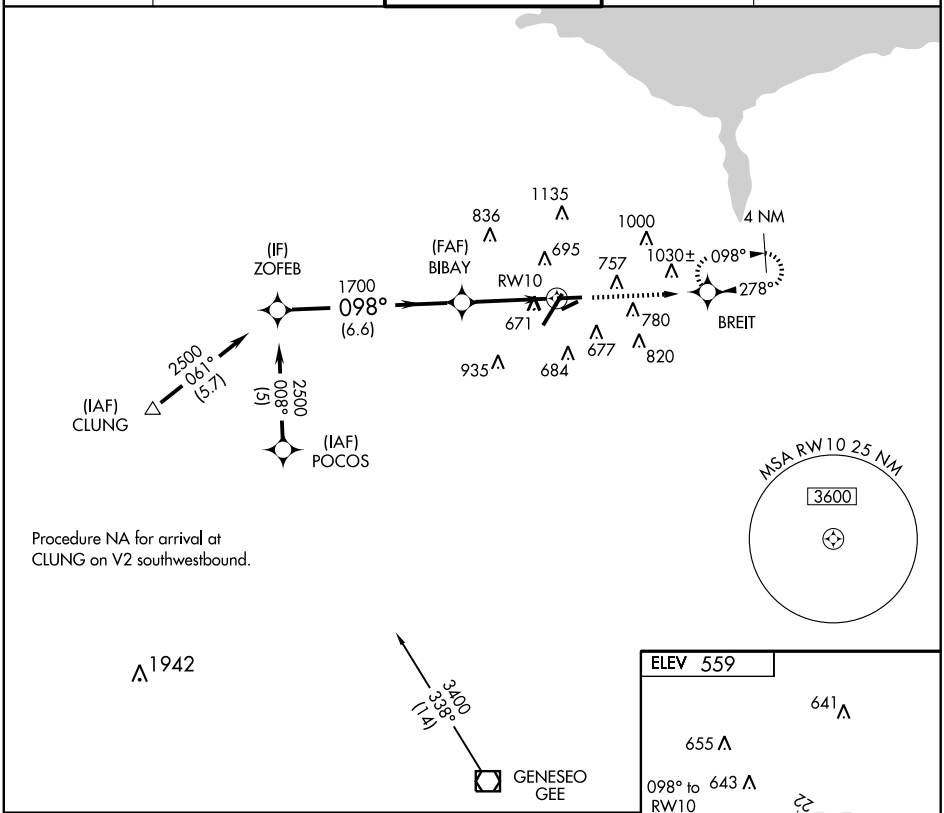
ROCHESTER / GREATER ROCHESTER INTL (ROC)

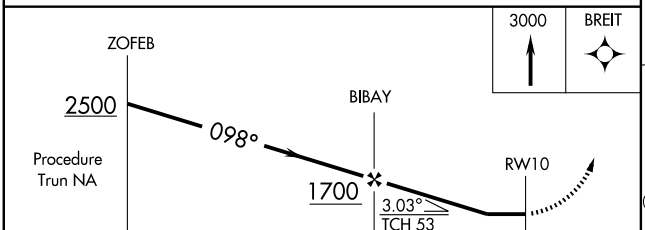
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

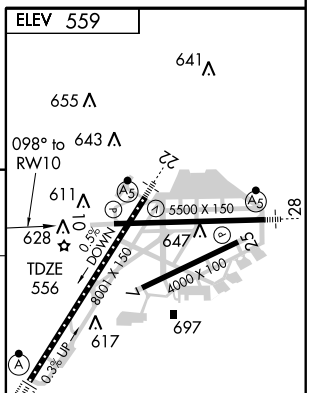
NA

MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 404 (500-1) | 960-1¼ | 404 (500-1¼) |
| CIRCLING | 1060-1 | 501 (600-1) | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 73016 | 222° | TDZE | 559 |
| W22A | | Apt Elev | 559 |

# RNAV (GPS) RWY 22

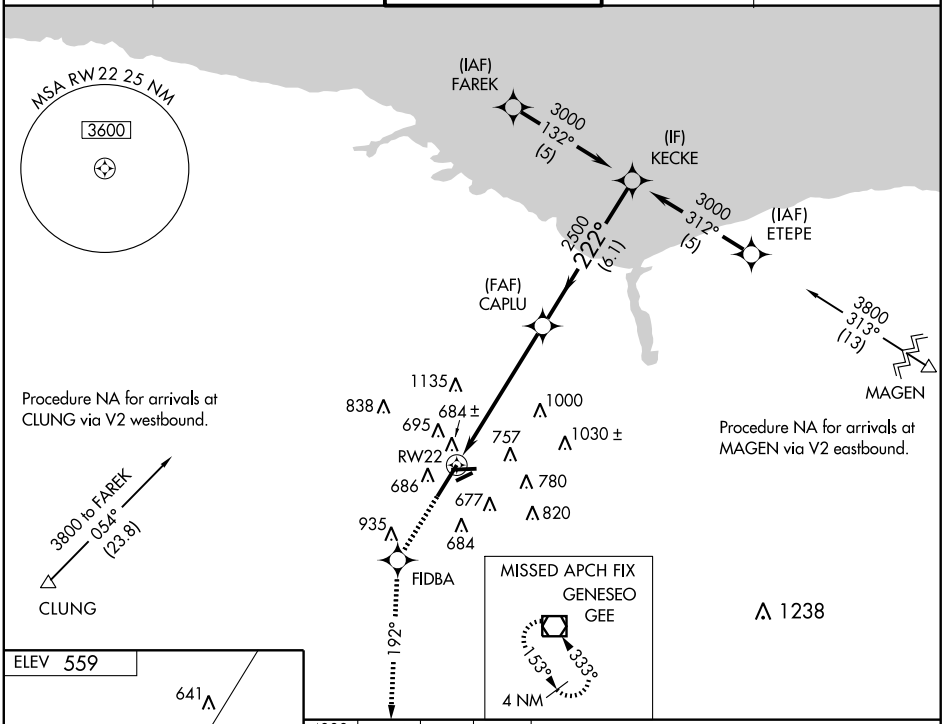
ROCHESTER / GREATER ROCHESTER INTL (ROC)

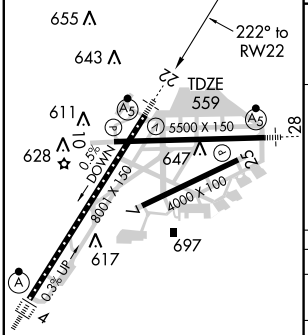
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct FIDBA and on track 192° to GEE VOR/DME and hold.

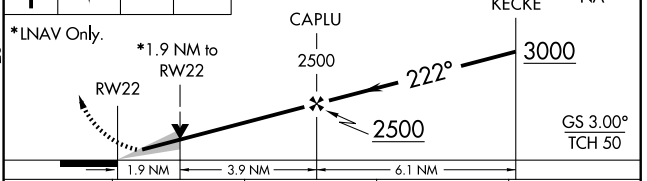
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| 4000 | FIDBA | tr 192° | GEE |
|---|---|---|---|

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 759/24 200 (200-½) | | | |
| LNAV/VNAV DA | 999/50 440 (500-1) | | | |
| LNAV MDA | 1220/24 661 (700-½) | | 1220/60 661 (700-1¼) | 1220-1½ 661 (700-1½) |
| CIRCLING | 1220-1 661 (700-1) | | 1220-1¾ 661 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 254° | TDZE | 549 |
| | Apt Elev | 559 |

# RNAV (GPS) RWY 25

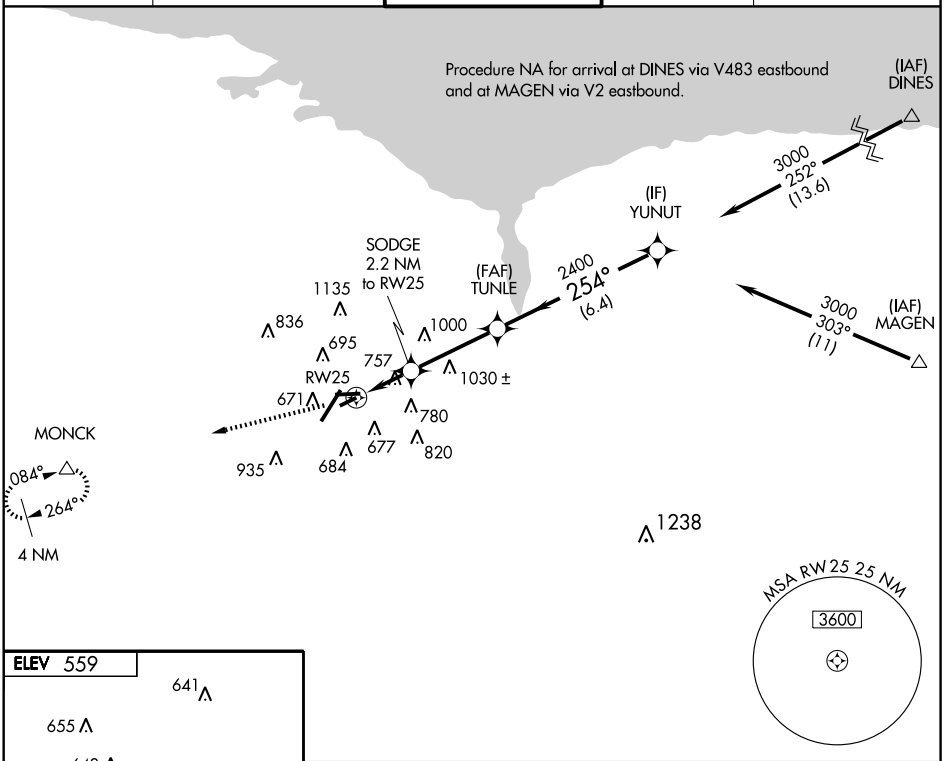
ROCHESTER / GREATER ROCHESTER INTL (ROC)

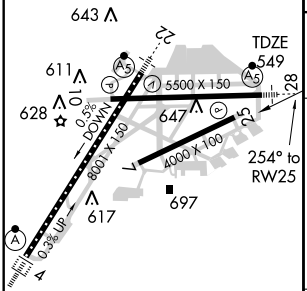
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

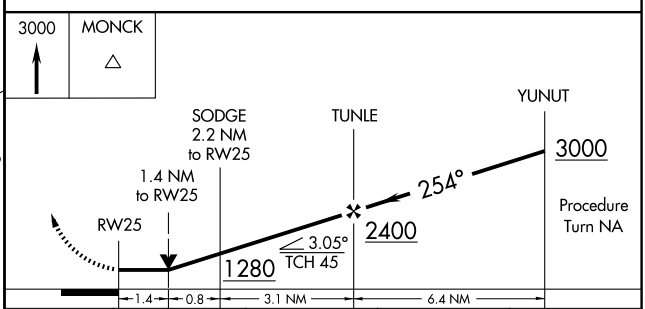
NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 471 (500-1) | 1020-1¼ 471 (500-1¼) | 1020-1½ 471 (500-1½) |
| CIRCLING | 1060-1 | 501 (600-1) | 1060-1½ 501 (600-1½) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 86411 | 278° | TDZE | 548 |
| W28A | | Apt Elev | 559 |

# RNAV (GPS) RWY 28

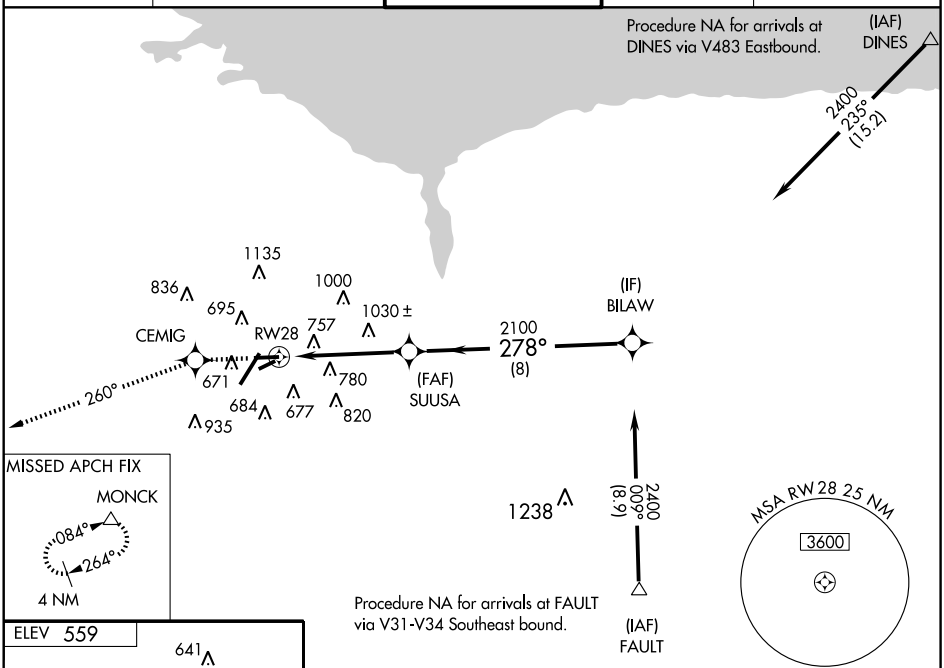
ROCHESTER / GREATER ROCHESTER INTL (ROC)

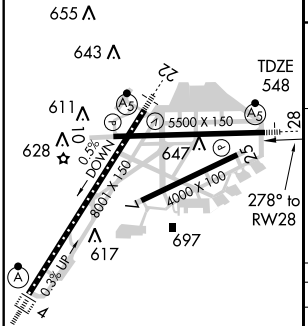
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

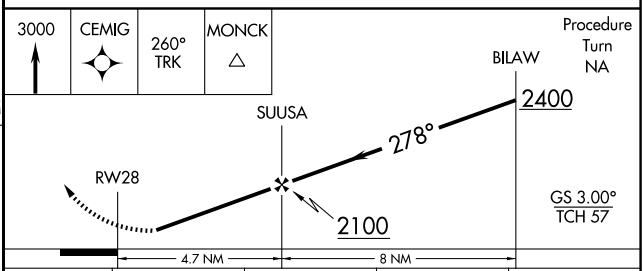
MALSR

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 839/50 | 291 (300-1) | | |
| LNAV VNAV DA | 1056/60 | 508 (500-1¼) | | |
| LNAV MDA | 1340/50 | 792 (800-1) | 1340-1¾ 792 (800-1¾) | 1340-2 792 (800-2) |
| CIRCLING | 1340-1 781 (800-1) | 1340-1¼ 781 (800-1¼) | 1340-2¼ 781 (800-2¼) | 1340-2½ 781 (800-2½) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22


NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ROC | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.0 | 052° | TDZE | 535 |
| Chan 37 | | Apt Elev | 559 |

# VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

ROCHESTER
110.0 ROC
Chan 37

10 NM

3400
096° (10.8)

1135
836
1000
695
757
671
1030±
780
677
820
684
935

(IAF)
TIPAE
ROC 10.8

096°
276°
R-096

PAPAW
ROC 4.8

JUDAS
ROC 0.9

LOM
BREIT
400 RO

(IF)
COMAN INT
ROC 10.8

1800
052°
(6.1)

3400
052° (2.8)

GEE
R-326

R-343

3400
ROC 10.8 Arc

MSA ROC 25 NM
2600
090°
270°
3600

(IAF)
ELROY
ROC 13.7

1942

ROC
R-232

3400
320°
(9)

GENESEO
108.2 GEE
Chan 19

ELEV 559
641
655
643
611
628
647
617
697
535
TDZE
5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.5% UP
22
28
10
04
TDZE
052° to ROC VOR/DME

COMAN INT
ROC 10.8

3400
052°
Procedure Turn NA

PAPAW
ROC 4.8

ROC
2.9

JUDAS
ROC 0.9

VOR/DME

1800
3.00°
TCH 55

6.1 NM
1.9 NM
1.9 NM

| 3000 | hdg 060° | ROC R-096 | RO 400 |
|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1200/40 | 665 (700-¾) | 1200/60 665 (700-1¼) | 1200-1½ 665 (700-1½) |
| CIRCLING | 1200-1 | 641 (700-1) | 1200-1¾ 641 (700-1¾) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ROC | APP CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 110.0 | 052° | TDZE | 535 |
| Chan 37 | | Apt Elev | 559 |

# VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 387.0 |

ALTERNATE MISSED APCH FIX
095°
275° R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090° 270°
3600

1135 836 695 1000 1030± 096° 757 671 R-096 276° 677 780 820 935 684

LOM
BREIT
400 RO
ROC 5.3

IAF
ROCHESTER
110.0 ROC
Chan 37

10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19

1942

ELEV 559
641 655 643 611 628 647 617 697

10 0.5% DOWN
5500 X 150
8001 X 150
4000 X 100
0.3% UP
TDZE
535

052° to
ROC VOR/DME

Remain within 10 NM
VOR/DME
232°
052°
2600

| 3000 | ROC | RO |
|---|---|---|
| 130° | R-096 | 400 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1240/40 | 705 (700-¾) | 1240-1½ 705 (700-1½) | 1240-1¾ 705 (700-1¾) |
| CIRCLING | 1240-1 | 681 (700-1) | 1240-2 681 (700-2) | 1240-2¼ 681 (700-2¼) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 26 AUG 2010 to 23 SEP 2010

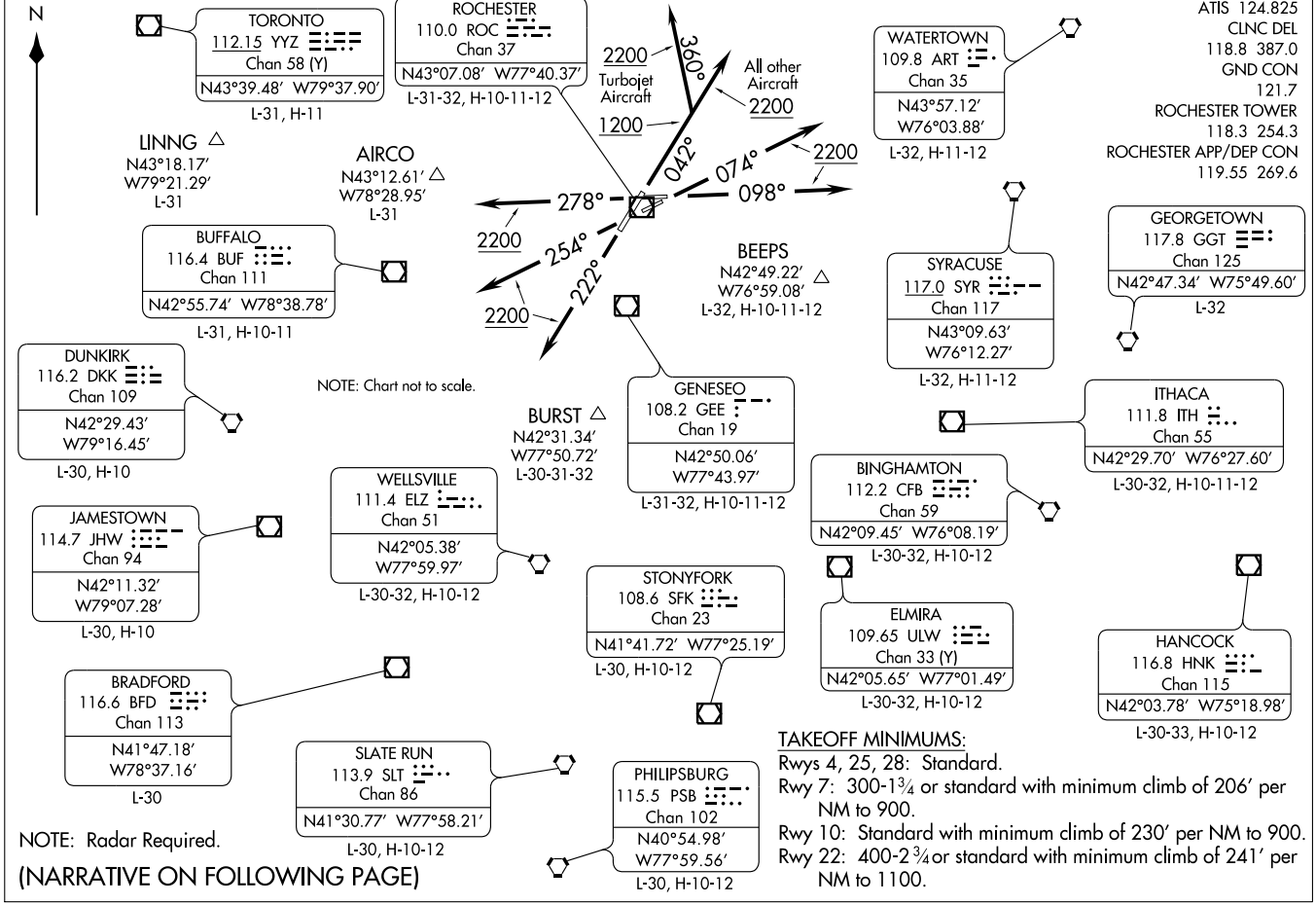
NE-2, 26 AUG 2010 to 23 SEP 2010

# XEROX ONE DEPARTURE

(XEROX1.XEROX) 10210

ROCHESTER, NEW YORK

ROCHESTER/GREATER ROCHESTER INTL (ROC)




XEROX ONE DEPARTURE
(XEROX1.XEROX) 10210
ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK

SL-351 (FAA)

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft climb heading 042° to 1200, then via heading 360° to 2200 or assigned ATC altitude. Thence . . . .
All other aircraft climb heading 042° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 7: Climb heading 074° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 10: Climb heading 098° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 22: Climb heading 222° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 25: Climb heading 254° to 2200 or assigned ATC altitude. Thence . . . .
TAKEOFF RUNWAY 28: Climb heading 278° to 2200 or assigned ATC altitude. Thence . . . .

. . . . Expect radar vectors to intercept file/assigned route or enroute fix or navaid. Maintain 10000 or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 4: Tower 1806′ from DER, 816′ right of centerline, 60′ AGL/611′ MSL.
Tree 2081′ from DER, 531′ left of centerline, 53′ AGL/612′ MSL.
Tower 2.25 NM from DER, 1.43 NM left of centerline, 600′ AGL/1135′ MSL.

Rwy 7: Multiple trees beginning 2732′ from DER, 426′ left of centerline, 78′ AGL/622′ MSL.
Flag pole on dome 1.4 NM from DER, 1139′ right of centerline, 213′ AGL/757′ MSL.

Rwy 10: Flag pole on dome 1.2 NM from DER, 1546′ left of centerline, 213′ AGL/757′ MSL.
Multiple trees 741′ from DER, 355′ left of centerline, 83′ AGL/617′ MSL.
Fence 313′ from DER, 407′ left of centerline, 18′ AGL/552′ MSL.

Rwy 22: Obstruction light on tower 2.2 NM from DER, 3550′ right of centerline, 412′ AGL/935′ MSL.
Tree 3026′ from DER, 935′ left of centerline, 102′ AGL/621′ MSL.
Tree 1997′ from DER, 832′ right of centerline, 68′ AGL/587′ MSL.

Rwy 25: Tower and multiple poles beginning 1523′ from DER, 330′ left of centerline, 85′ AGL/617′ MSL.

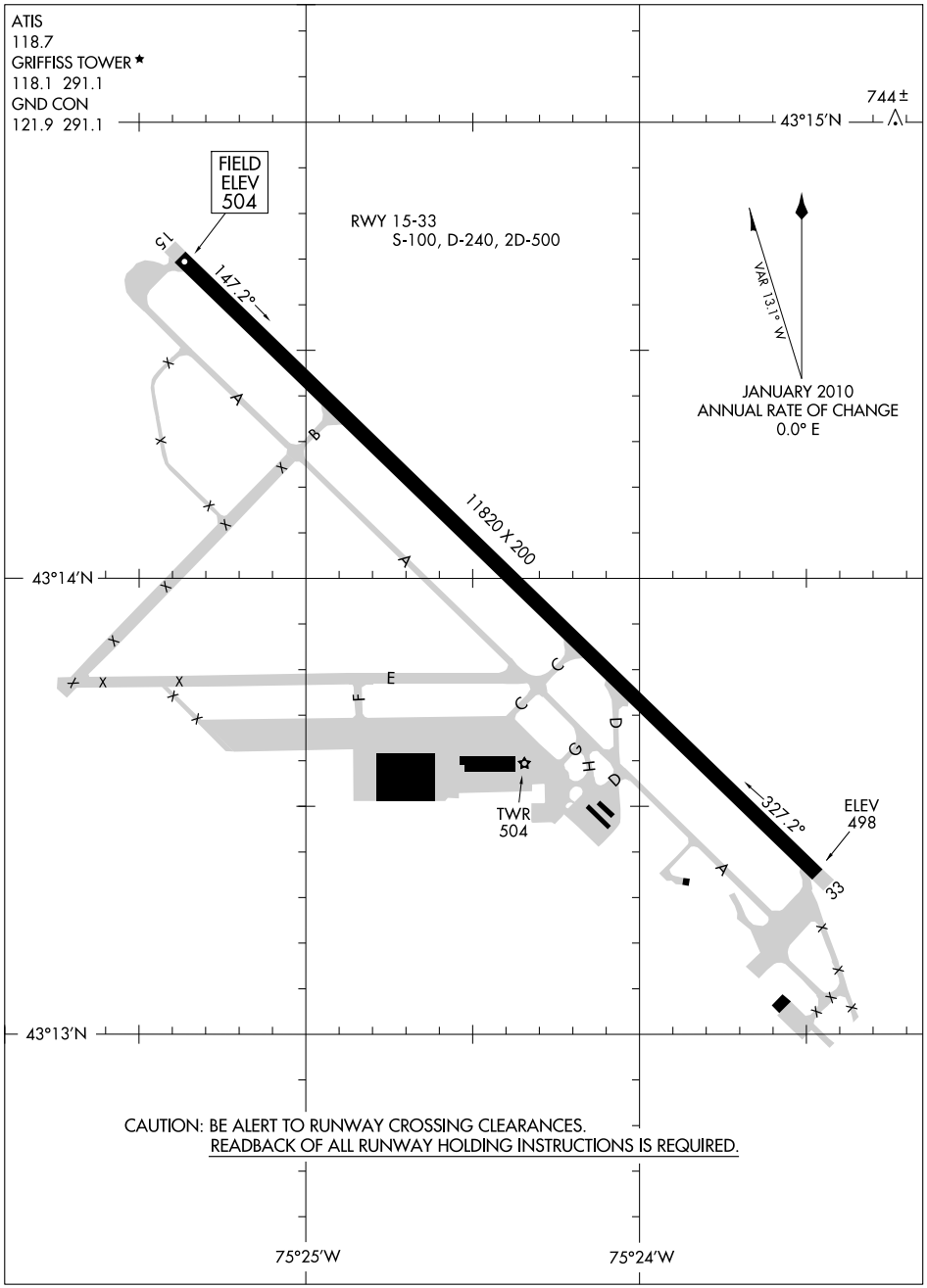
Rwy 28: Railroad 627′ from DER, 539′ right of centerline, 23′ AGL/574′ MSL.
Multiple trees beginning 1188′ from DER, 112′ right of centerline, 88′ AGL/632′ MSL.
Multiple trees and towers beginning 1540′ from DER, 148′ left of centerline, 87′ AGL/626′ MSL.

# AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK






NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

ROME, NEW YORK
ROME/GRIFFISS INTL (RME)

10210

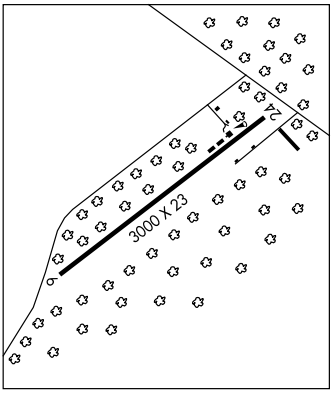
## ROME

### BECKS GROVE (K16) 8 NW UTC−5(−4DT) N43°15.05′ W75°36.26′ NEW YORK L–32F

450 NOTAM FILE BUF

**RWY 06–24:** H3000X23 (ASPH) S–12 LIRL (NSTD)

**RWY 06:** Trees/brush. **RWY 24:** Road.




**AIRPORT REMARKS:** Attended Mon–Fri dalgt hours. Large birds (turkeys) and deer on and invof Rwy 06–24. Rwy 24 has +29′ brush 490′ from thld, 11′ right. Center 23′ of rwy is paved for full length and 90′ width is avbl between rwy lgts for tkof and ldg. Note that bldg, bushes are 45–55′ north of centerline at 675′ from Rwy 24 thld. NSTD LIRL Rwy 06–24 200′ spacing; first lgt rwy end 06 100′ from pavement end. First lgt rwy end 24 75′ from pavement end; removed from late Oct–mid Apr due to plowing. Rwy lgts are 34′ from rwy pavement edge and mark edge of 90′ usable width. First three rwy lgts each end are red for night apch assistance and end of rwy warning, entire rwy length is usable for start of tkf run and end of ldg roll–out. For NSTD LIRL Rwy 06–24 call 315–337–3367.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

### GRIFFISS INTL (RME) 1 W UTC−5(−4DT) N43°14.03′ W75°24.42′ NEW YORK H–11C, 12J, L–32F IAP, AD

504 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class IV, ARFF Index A

NOTAM FILE RME

**RWY 15–33:** H11820X200 (CONC–GRVD) S–100, D–240, 2D–500 PCN 71 R/B/W/T HIRL

**RWY 33:** MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Migratory Bird Alert Aug–Nov and Apr–May. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 315–356–0575. Index B coverage is provided for air carrier ops with more than 30 passenger seats. Index C coverage is avbl upon request call arpt manager 315–356–0575. Rwy 15–33 50′wide paved shoulders. Rwy 33 designated calm wind rwy. TPA—2004(1500) piston acft, 2504 (2000) turbine acft. Portions of apron not visible from twr. When twr clsd, ACTIVATE HIRL Rwy 15–33, MALSR Rwy 33, and twy lgts —CTAF.

**WEATHER DATA SOURCES:** ASOS (315) 334–4360.

**COMMUNICATIONS: CTAF** 118.1 **ATIS** 118.7 **UNICOM** 122.95

Ⓡ **APP/DEP CON** 120.925

**TOWER** 118.1 (1200–0200Z‡) **GND CON** 121.9

**AIRSPACE : CLASS D** svc 1200–0200Z‡, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE UCA.

**UTICA (L) VORTAC** 111.2 UCA Chan 49 N43°01.59′ W75°09.87′ 331° 16.4 NM to fld. 1420/12W.

**ILS** 109.1 I–FQY Rwy 15.

**ILS/DME** 110.1 I–RME Chan 38 Rwy 33. Class IT. LOC unusable byd 6.0 NM from thld abv 4200′. LOC unusable within thld abv 4200′.

### ROUND LAKE (W57) 2 E UTC−5(−4DT) N42°55.75′ W73°46.22′ NEW YORK

175 NOTAM FILE BTV

**RWY 14–32:** 2028X76 (TURF)

**RWY 14:** Trees.

**RWY 32:** Trees.

**AIRPORT REMARKS:** Attended on call. Deer on and invof arpt. Arpt CLOSED to itinerant acft Nov–Apr. Rwy 14–32 as 80 ft trees rgt and left of centerline in primary surface. Rwy 14–32 soft during spring (Mar–Jun). Military helicopters and ultralight acft use rwy.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

• • • •

| LOC/DME I-RME | APP CRS | Rwy Idg 11820 |
|---|---|---|
| 110.1 | 327° | TDZE 498 |
| Chan 38 | | Apt Elev 504 |

# ILS or LOC RWY 33

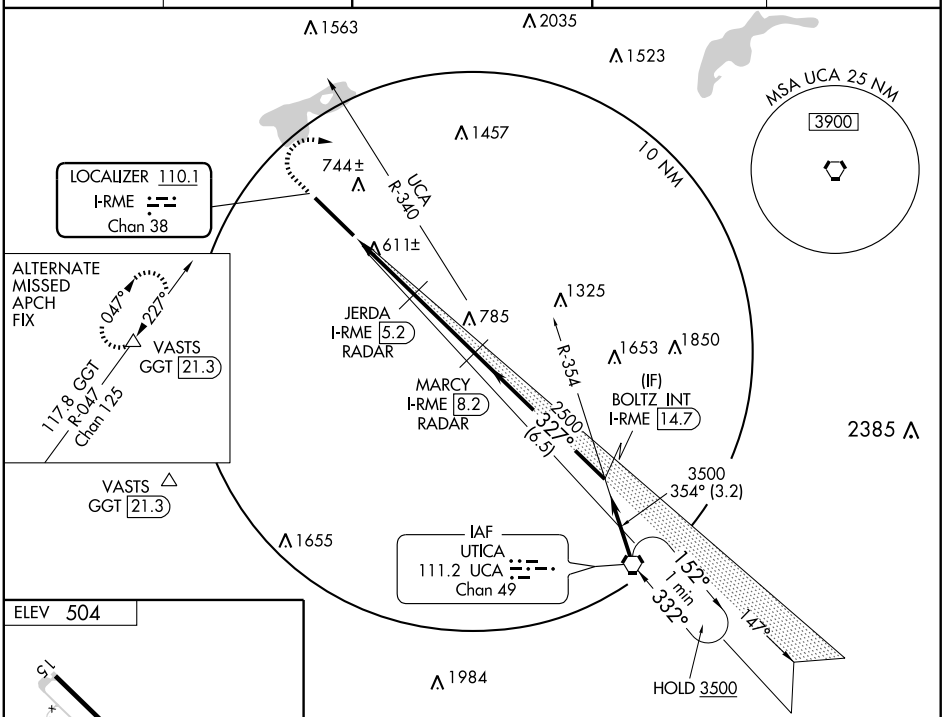
ROME/GRIFFISS INTL (RME)

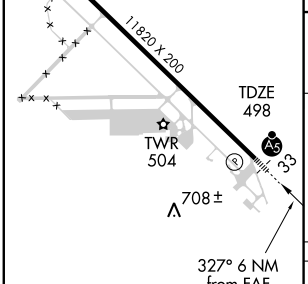
Circling NA west of Rwy 15-33. DME or Radar required. When local altimeter setting not received, use Syracuse altimeter setting and increase S-ILS 33 DA to 783. Increase all MDA 100 feet and increase S-LOC 33 Cats C/D visibility ¼ mile. Increase Circling Cat C visibility ¼ mile, Cat D ¼ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase S-ILS 33 all Cats visibility to 1. VDP NA when using Syracuse altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 via UCA VORTAC R-340 to UCA VORTAC and hold.

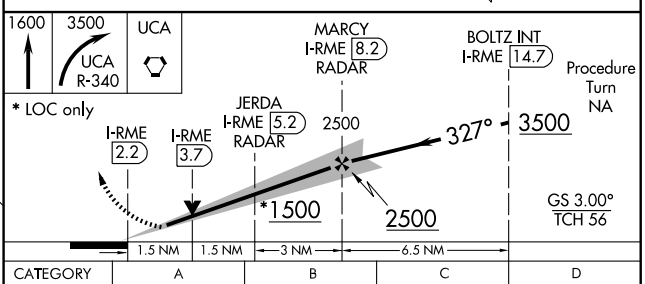
| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 (CTAF) L 291.1 | 121.9 291.1 | 122.95 |




HIRL Rwy 15-33 L

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 698-½ 200 (200-½) | | | |
| S-LOC 33 | 1040-½ 542 (600-½) | | 1040-1 542 (600-1) | 1040-1¼ 542 (600-1¼) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11820 |
|---|---|---|---|
| CH 82206 | 147° | TDZE | 504 |
| W15A | | Apt Elev | 504 |

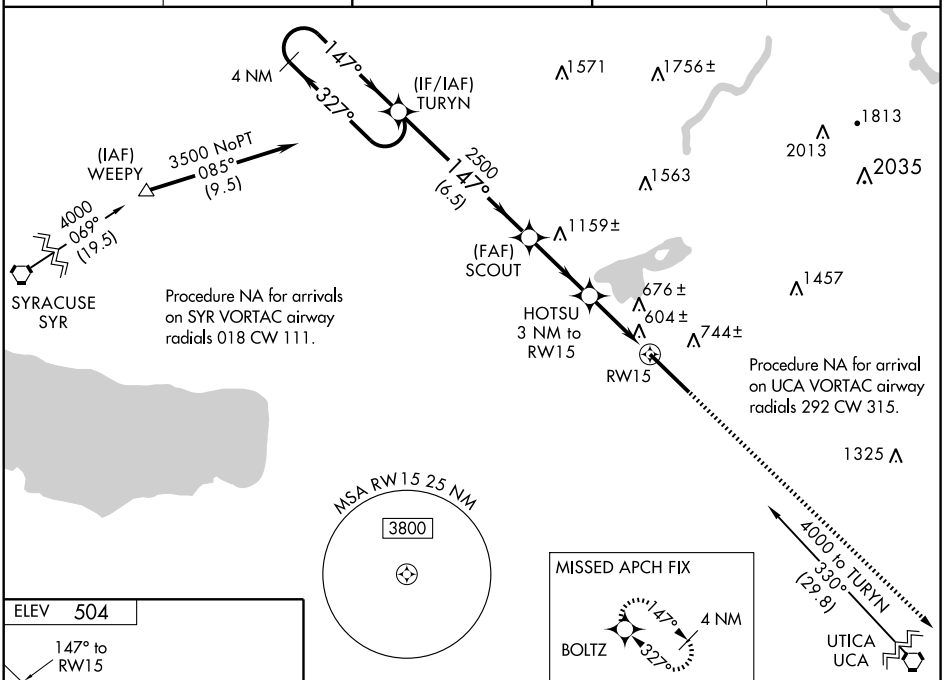
# RNAV (GPS) RWY 15

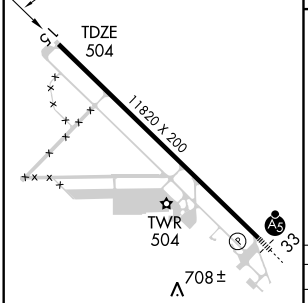
ROME/GRIFFISS INTL (RME)

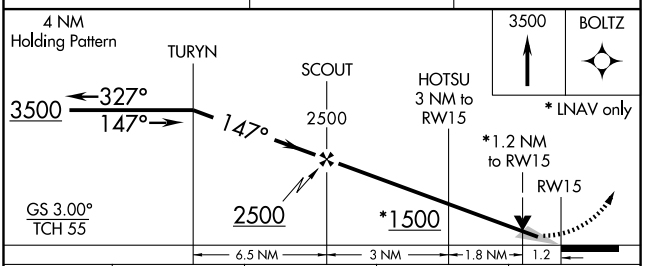
Circling NA West of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 (CTAF) L 291.1 | 121.9 291.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 704-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1052-2 548 (600-2) | | | |
| LNAV MDA | 940-1 436 (500-1) | | 940-1¼ 436 (500-1¼) | 940-1½ 436 (500-1½) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |

HIRL Rwy 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11820 |
|---|---|---|---|
| CH 42906 | 327° | TDZE | 498 |
| W33A | | Apt Elev | 504 |

# RNAV (GPS) RWY 33

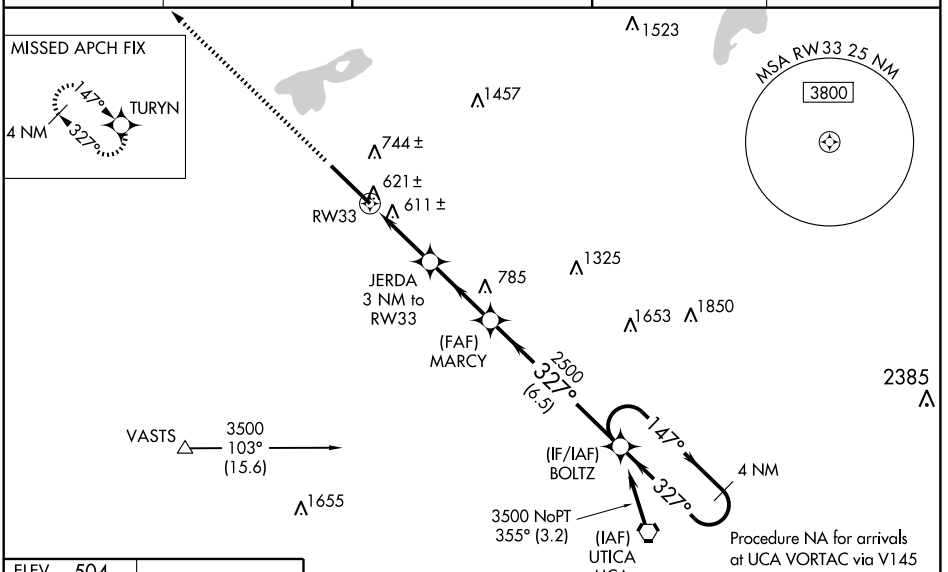
ROME/GRIFFISS INTL (RME)

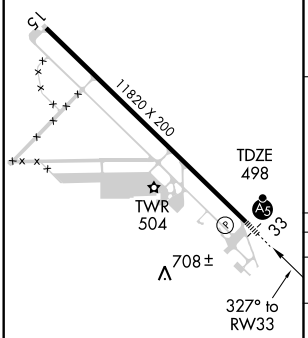
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat B visibility ¼ mile; Circling Cats C/D visibility ½ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility all Cats ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

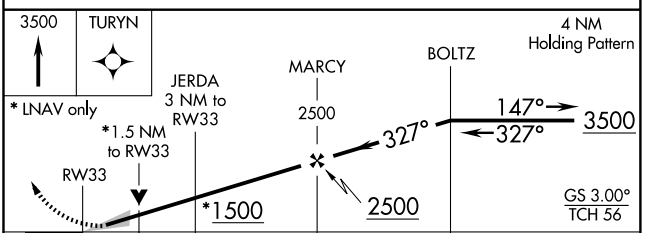
MALSR

MISSED APPROACH: Climb to 3500 direct TURYN and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 (CTAF) L 291.1 | 121.9 291.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 698-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1011-1¼ 513 (600-1¼) | | | |
| LNAV MDA | 1040-½ 542 (600-½) | | 1040-1 542 (600-1) | 1040-1¼ 542 (600-1¼) |
| CIRCLING | 1120-1 616 (700-1) | 1160-1 656 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC UCA | APP CRS | Rwy Idg 11,820 |
|---|---|---|
| 111.2 | 151° | TDZE 504 |
| Chan 49 | | Apt Elev 504 |

# VOR/DME RWY 15

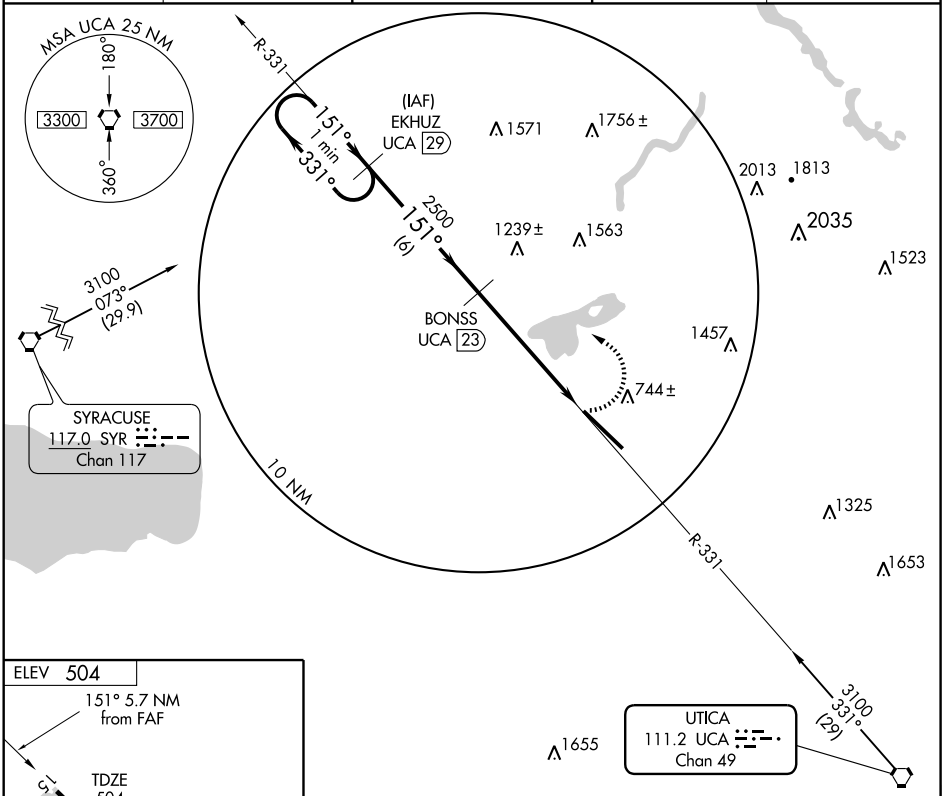
ROME/GRIFFISS INTL (RME)

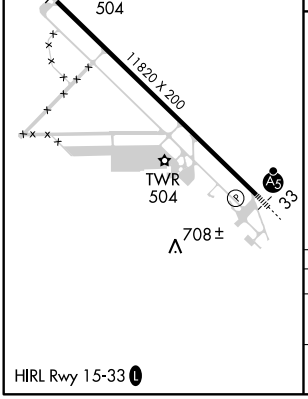
NA

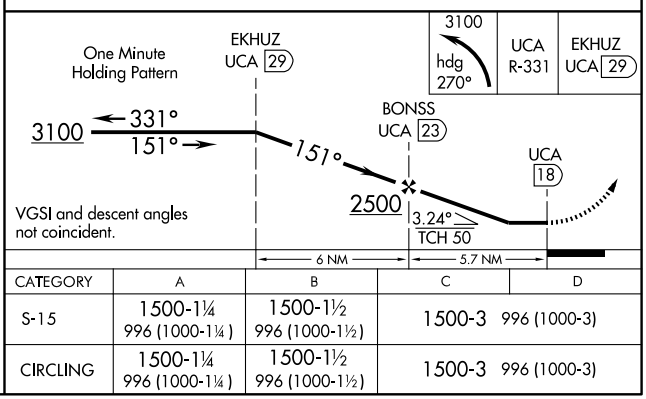
Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 (CTAF) 291.1 | 121.9 291.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1500-1¼ 996 (1000-1¼) | 1500-1½ 996 (1000-1½) | 1500-3 | 996 (1000-3) |
| CIRCLING | 1500-1¼ 996 (1000-1¼) | 1500-1½ 996 (1000-1½) | 1500-3 | 996 (1000-3) |

HIRL Rwy 15-33



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC UCA | APP CRS | Rwy Idg | 11,820 |
|---|---|---|---|
| 111.2 | 332° | TDZE | 499 |
| Chan 49 | | Apt Elev | 504 |

# VOR/DME RWY 33

ROME/GRIFFISS INTL (RME)

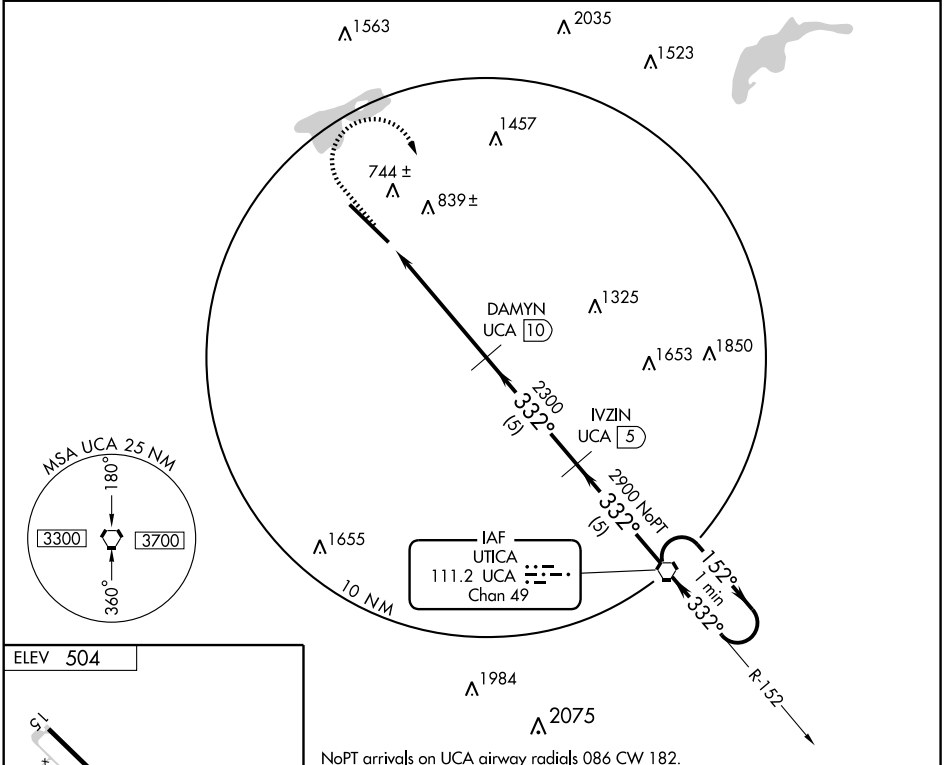
NA

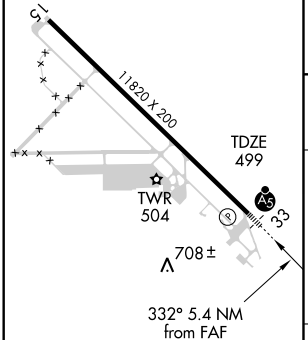
Circling NA west of Rwy 15-33.

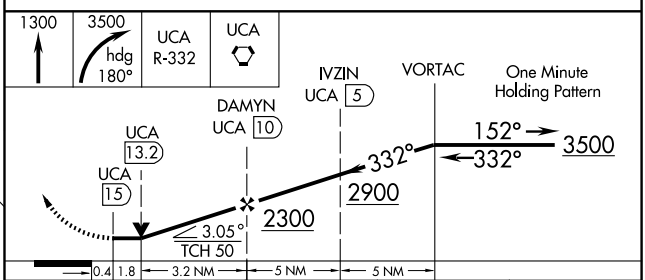
MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

| ATIS | GRIFFISS APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 120.925 269.5 | 118.1 (CTAF) L 291.1 | 121.9 291.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1240-½<br>741 (800-½) | 1240-¾<br>741 (800-¾) | 1240-1¾<br>741 (800-1¾) | 1240-2<br>741 (800-2) |
| CIRCLING | 1240-1<br>736 (800-1) | 1240-1¼<br>736 (800-1¼) | 1240-2¼<br>736 (800-2¼) | 1260-2½<br>756 (800-2½) |

HIRL Rwy 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

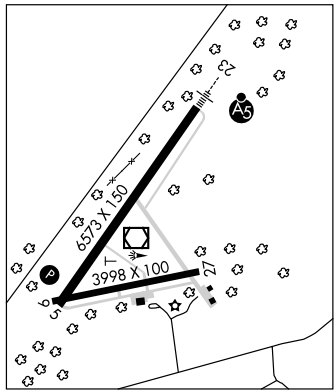
**ROYALTON** (See GASPORT)

**SANDS PONT SPB** (See PORT WASHINGTON)

**SARANAC LAKE** N44°23.07′ W74°12.27′ NOTAM FILE SLK. MONTREAL
**(L) VOR/DME** 109.2 SLK Chan 29 at Adirondack Rgnl. 1650/14W. L–32G
VOR portion unusable:
252°–037° byd 15 NM blo 10,000′
038°–058° byd 15 NM blo 5000′
038°–058° byd 24 NM blo 10,000′
059°–100° byd 15 NM blo 10,000′
DME portion unusable all radials byd 38 NM blo 5000′
**RCO** 122.1R 109.2T (BURLINGTON RADIO)

## SARANAC LAKE

**ADIRONDACK RGNL** (SLK) 4 NW UTC−5(−4DT) N44°23.12′ W74°12.37′ MONTREAL
1663 B S8 **FUEL** 100LL, JET A ARFF Index–See Remarks. NOTAM FILE SLK H–11C, 12K, L–32G
**RWY 05–23:** H6573X150 (ASPH–GRVD) S–40, D–73, 2S–92, 2D–115 HIRL 0.4% up NE IAP
**RWY 05:** PAPI(P4L)—GA 3.0° TCH 50′. Trees.
**RWY 23:** MALSR. Trees.
**RWY 09–27:** H3998X100 (ASPH) S–40, D–73, 2S–92, 2D–115
MIRL
**RWY 09:** Trees. **RWY 27:** Trees.




**RUNWAY DECLARED DISTANCE INFORMATION:**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–6573 | TODA–6573 | ASDA–6573 | LDA–6573 |
| **RWY 09:** | TORA–3998 | TODA–3998 | ASDA–3998 | LDA–3998 |
| **RWY 23:** | TORA–6573 | TODA–6573 | ASDA–6333 | LDA–6333 |
| **RWY 27:** | TORA–3998 | TODA–3998 | ASDA–3998 | LDA–3998 |

**AIRPORT REMARKS:** Attended 1100–0200Z‡. For arpt attendant after hours call 518–637–7329. Class II, ARFF Index A. PPR 48 hr before for unscheduled acft ops with more than 30 passenger seats call arpt manager 518–891–4600 ext 106. Index B coverage is provided. Twy B unavbl to acft with wingspan 79′ and abv. Above ground twy edge lgts adjacent to Twy B tie down apron area. Rwy 09 NSTD markings, thld markings 400′ from rwy end. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 09–27, MALSR Rwy 23, PAPI Rwy 05 and twy lgts—CTAF. Landing fee.
**WEATHER DATA SOURCES:** ASOS 124.175 (518) 891–6696.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**SARANAC LAKE RCO** 122.1R 109.2T (BURLINGTON RADIO)
**BOSTON CENTER APP/DEP CON** 120.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SLK.
**SARANAC LAKE (L) VOR/DME** 109.2 SLK Chan 29 N44°23.07′ W74°12.27′ at fld. 1650/14W.
**BRIEL NDB (LOM)** 395 SL N44°28.61′ W74°07.45′ 227° 6.5 NM to fld.
**ILS** 108.9 I–SLK Rwy 23. Class IA. LOM BRIEL NDB. Unmonitored.

**SARATOGA CO** (See SARATOGA SPRINGS)

| LOC I-SLK | APP CRS | | |
|---|---|---|---|
| 108.9 | 229° | Rwy Idg | 6333 |
| | | TDZE | 1663 |
| | | Apt Elev | 1663 |

# ILS RWY 23

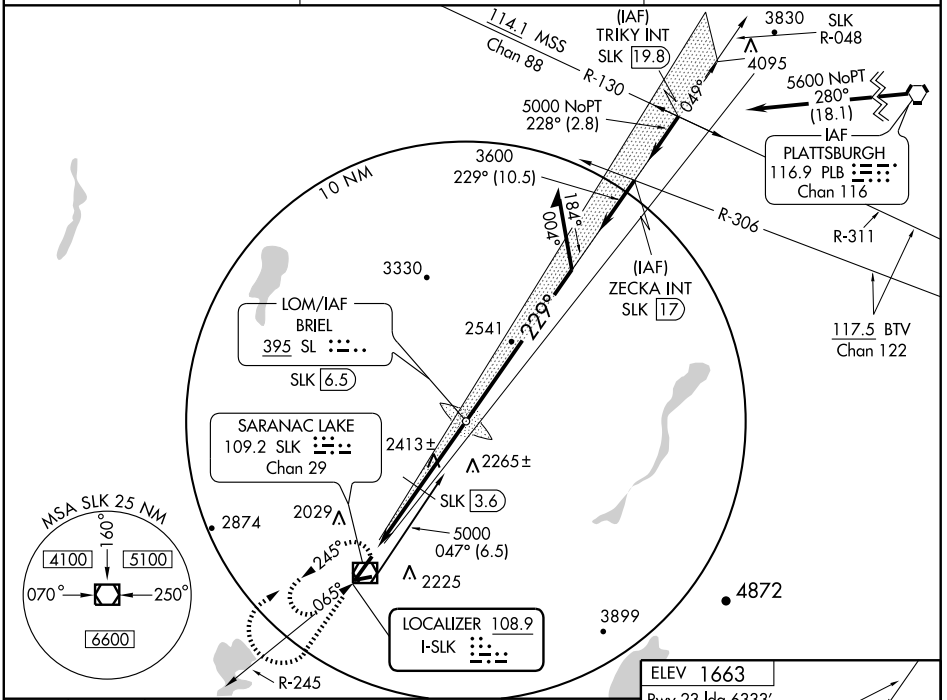
## SARANAC LAKE / ADIRONDACK RGNL (SLK)

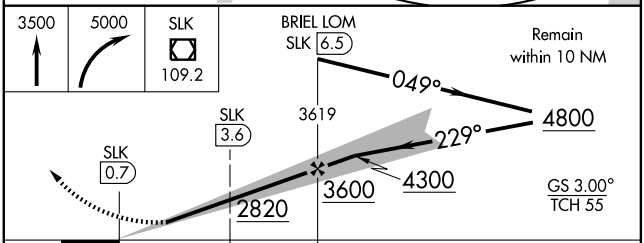
NA — Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

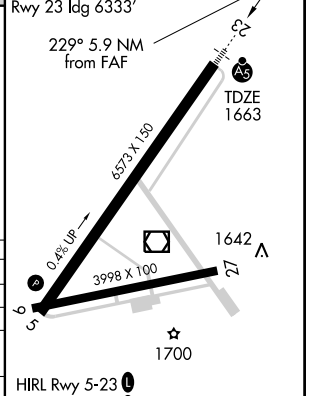
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1863-½ 200 (200-½) | | | |
| S-LOC 23 | 2820-1¼ 1157 (1200-1¼) | | 2820-2½ 1157 (1200-2½) | |
| CIRCLING | 2820-1¼ 1157 (1200-1¼) | 2820-1½ 1157 (1200-1½) | 2820-3 1157 (1200-3) | |
| DME MINIMUMS | | | | |
| S-LOC 23 | 2260-½ 597 (600-½) | | 2260-1 597 (600-1) | 2260-1¼ 597 (600-1¼) |
| CIRCLING | 2700-1 1037 (1100-1) | 2820-1½ 1157 (1200-1½) | 2820-3 1157 (1200-3) | |

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |


NE-2, 26 AUG 2010 to 23 SEP 2010

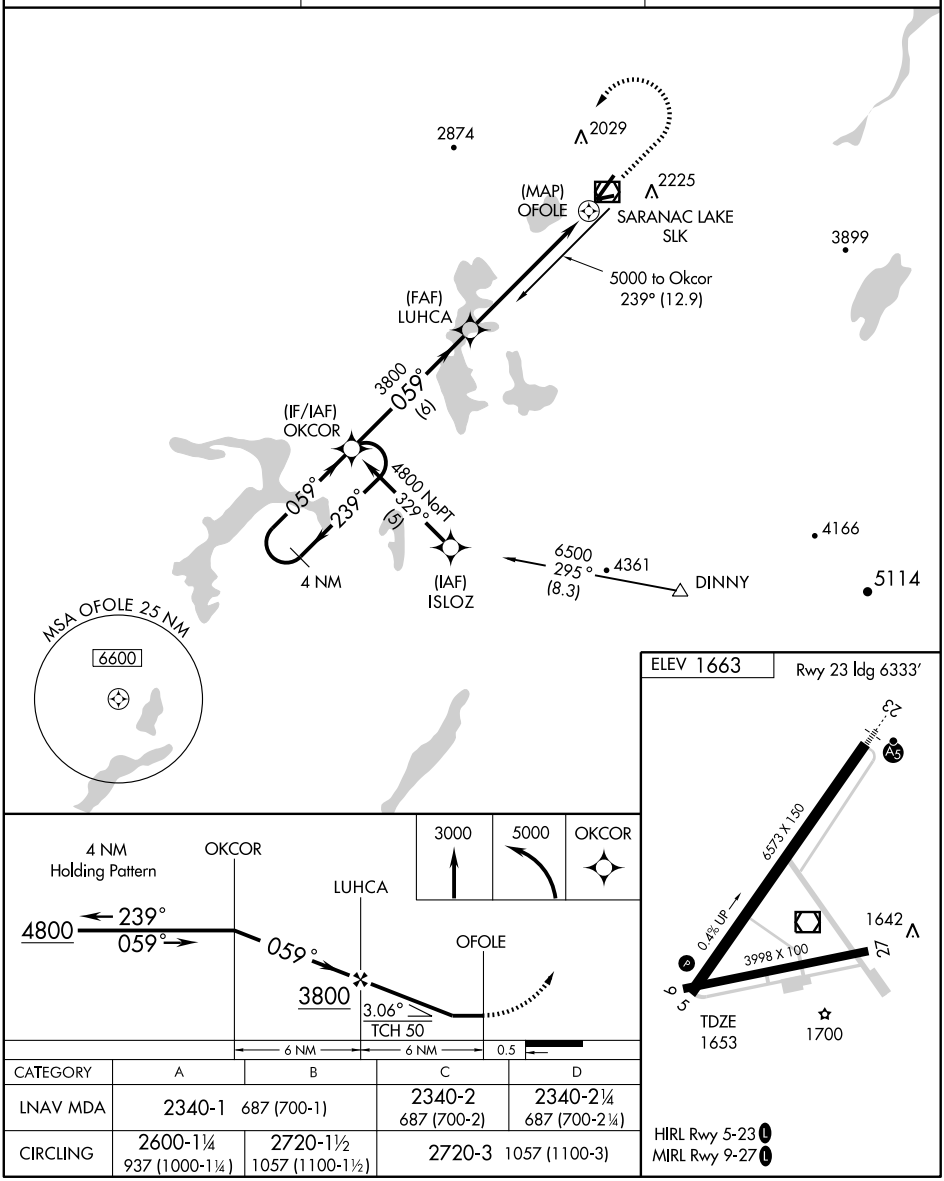
| APP CRS | | |
|---|---|---|
| 059° | Rwy Idg | 6573 |
| | TDZE | 1653 |
| | Apt Elev | 1663 |

# RNAV (GPS) RWY 5

SARANAC LAKE / ADIRONDACK RGNL (SLK)

| | |
|---|---|
| GPS or RNP-0.3 required.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold. |

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2340-1 687 (700-1) | | 2340-2 687 (700-2) | 2340-2¼ 687 (700-2¼) |
| CIRCLING | 2600-1¼ 937 (1000-1¼) | 2720-1½ 1057 (1100-1½) | 2720-3 1057 (1100-3) | |

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

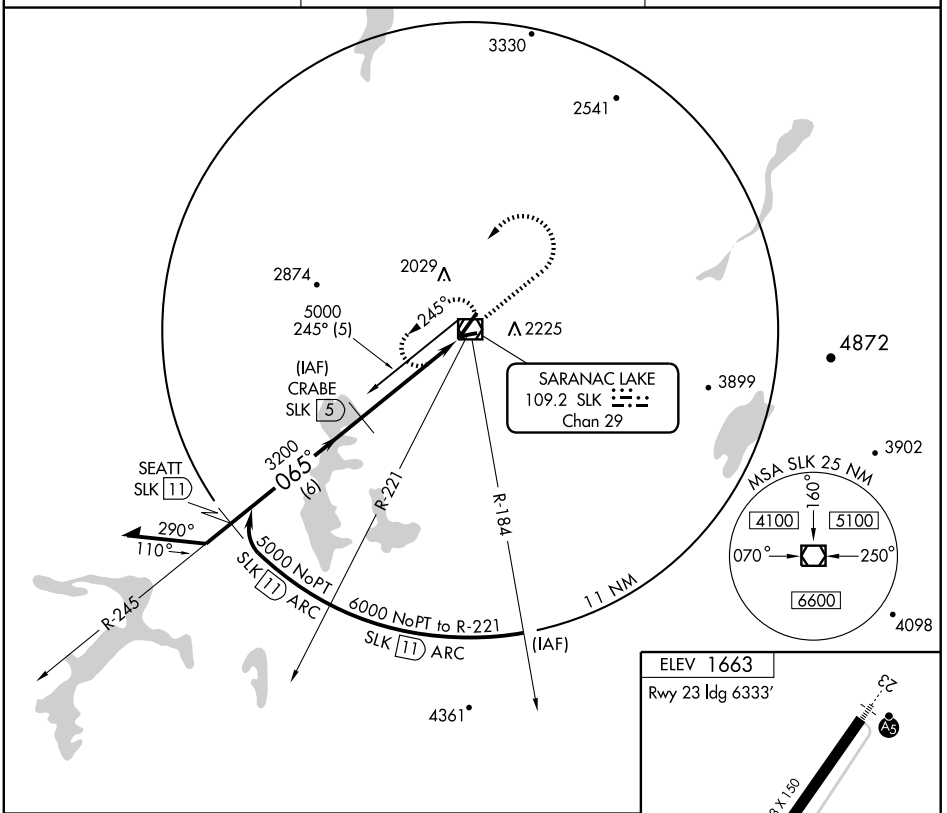
| VOR/DME SLK | APP CRS | Rwy Idg | 6573 |
|---|---|---|---|
| 109.2 | 065° | TDZE | 1653 |
| Chan 29 | | Apt Elev | 1663 |

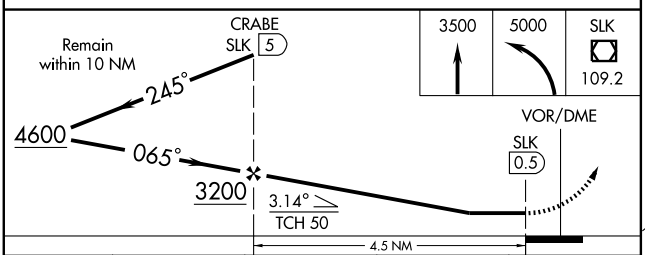
# VOR/DME RWY 5

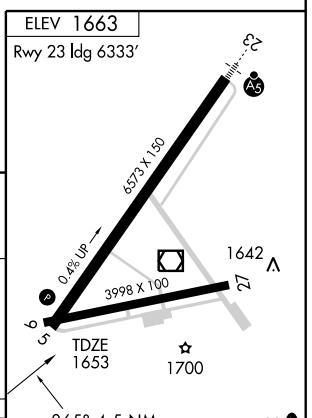
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 2460-1<br>807 (800-1) | 2460-1¼<br>807 (800-1¼) | 2460-2¼<br>807 (800-2¼) | 2460-2½<br>807 (800-2½) |
| CIRCLING | 2600-1¼<br>937 (1000-1¼) | 2720-1½<br>1057 (1100-1½) | 2720-3 1057 (1100-3) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

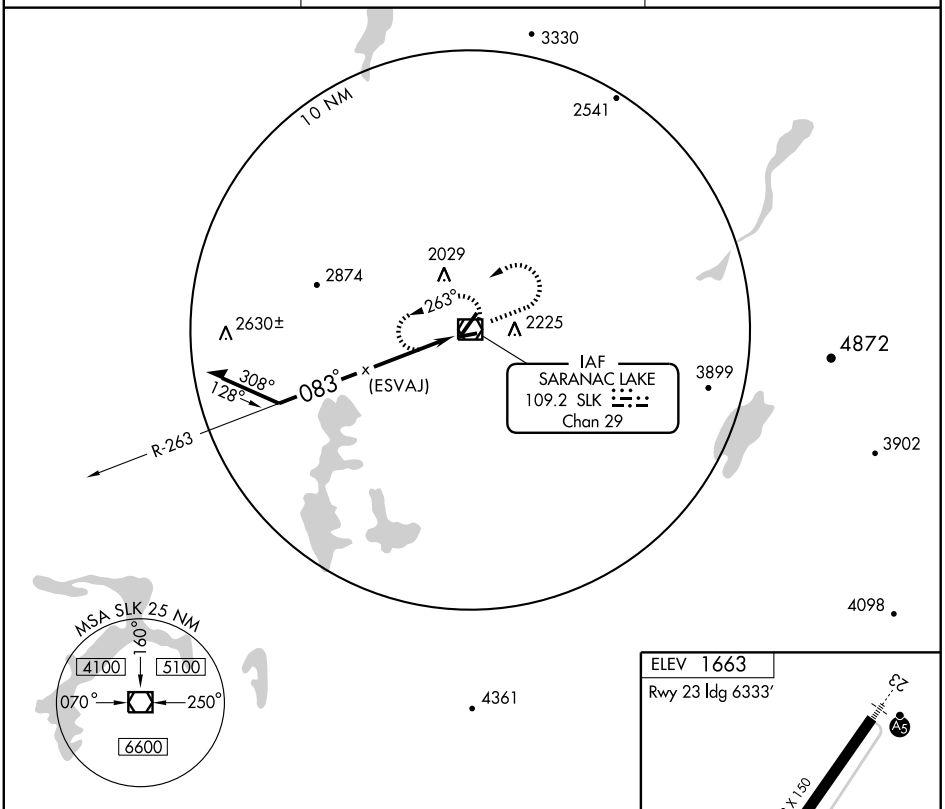
| VOR/DME SLK | APP CRS | Rwy Idg 3998 |
|---|---|---|
| 109.2 | 083° | TDZE 1643 |
| Chan 29 | | Apt Elev 1663 |

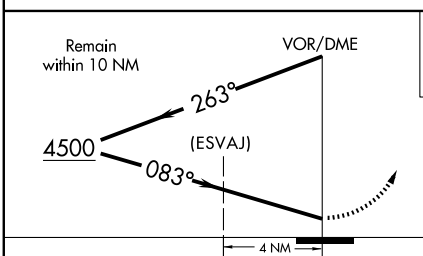
# VOR or GPS RWY 9

SARANAC LAKE / ADIRONDACK RGNL (SLK)

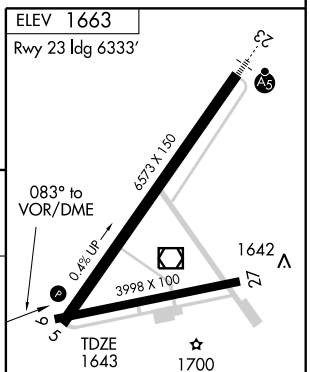
MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| 3500 | 5000 | SLK |
|---|---|---|
| | | 109.2 |




HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 3000-1¼ 1357 (1400-1¼) | 3000-1½ 1357 (1400-1½) | 3000-3 1357 (1400-3) | |
| CIRCLING | 3000-1¼ 1337 (1400-1¼) | 3000-1½ 1337 (1400-1½) | 3000-3 1337 (1400-3) | |

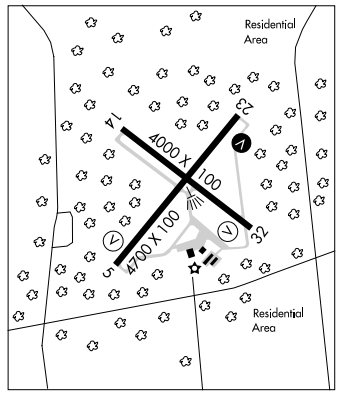
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

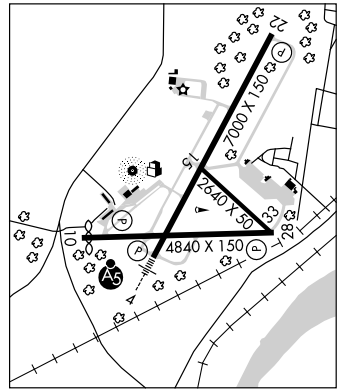
## SARATOGA SPRINGS

**SARATOGA CO** (5B2) 3 SW UTC−5(−4DT) N43°03.04′ W73°51.70′ **NEW YORK**
434 B S4 **FUEL** 100LL, JET A OX 4 TPA—1201(767) LRA NOTAM FILE 5B2 **L–32G**
**RWY 05–23:** H4700X100 (ASPH–CONC–GRVD) S–30 MIRL **IAP**
**RWY 05:** REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.
**RWY 23:** REIL. VASI(V4L)—GA 3.0°TCH 45′. Trees.
**RWY 14–32:** H4000X100 (ASPH–CONC) S–30 MIRL
**RWY 14:** Trees.
**RWY 32:** REIL. VASI(V4L)—GA 3.0°TCH 46.6′. Trees.
**AIRPORT REMARKS:** Attended 1230Z‡–dusk. Albany ANG helicopters do touch and go ldg ops usually during dalgt hours. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05–23, VASI Rwy 23, REIL Rwy 23 and twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.025 (518) 884–9289
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ALBANY APP/DEP CON** 118.05 **GCO** 118.125 (ALBANY CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 293° 23.0 NM to fld. 1490/14W. **HIWAS.**




## SCHENECTADY

**SCHENECTADY CO** (SCH) 3 N UTC−5(−4DT) N42°51.15′ W73°55.73′ **NEW YORK**
378 B S6 **FUEL** 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH **H–11C, 12J, L–32G**
**RWY 04–22:** H7000X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 HIRL 0.9% up NE **IAP, AD**
**RWY 04:** MALSR. PAPI(P2L)—GA 3.0°TCH 55′. Tree.
**RWY 22:** PAPI(P2L)—GA 3.0°TCH 50′. Tree.
**RWY 10–28:** H4840X150(ASPH–GRVD) S–55, D–134, 2S–170, 2D–218, 2D/D1–430, 2D/2D2–541, C5–559 MIRL
**RWY 10:** PAPI(P2L)—GA 4.0°TCH 50′. Thld dsplcd 200′. Tree.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0°TCH 50′. Tree.
**RWY 15–33:** H2640X50 (ASPH) 2S–175 0.6% up NW
**RWY 15:** Pole. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended 1230–0330Z‡. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and invof arpt. Rwy 15–33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15–33 avbl during dalgt VFR conditions only. Rwy 15–33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330–1200Z‡. No field or braking action reports available between 0330Z‡ and 1230Z‡ daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 10–28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.
**WEATHER DATA SOURCES:** AWOS–3 119.275 (518) 399–6586.
**COMMUNICATIONS: CTAF** 121.3 **UNICOM** 122.975
Ⓡ **ALBANY APP/DEP CON** 118.05
**TOWER** 121.3 (1230–0330Z‡) **GND CON** 121.9
**AIRSPACE: CLASS D** svc 1230–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF ctc TOWER
**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 332°8.4 NM to fld. 275/13W.
**HAWKY NDB (LOM)** 219 AL N42°49.04′ W73°48.51′ 305° 5.7 NM to fld. Unusable 160°–210° byd 10 NM.
**HUNTER NDB (MHW)** 356 HEU N42°51.18′ W73°56.06′ at fld. NOTAM FILE SCH.
**ILS** 109.7 I–SCH Rwy 04. Class IT.
**COMM/NAV/WEATHER REMARKS:** UNICOM use 130.55 for svc from FBO.



| APP CRS | | |
|---|---|---|
| 052° | Rwy Idg | 4700 |
| | TDZE | 434 |
| | Apt Elev | 434 |

# RNAV (GPS) RWY 5

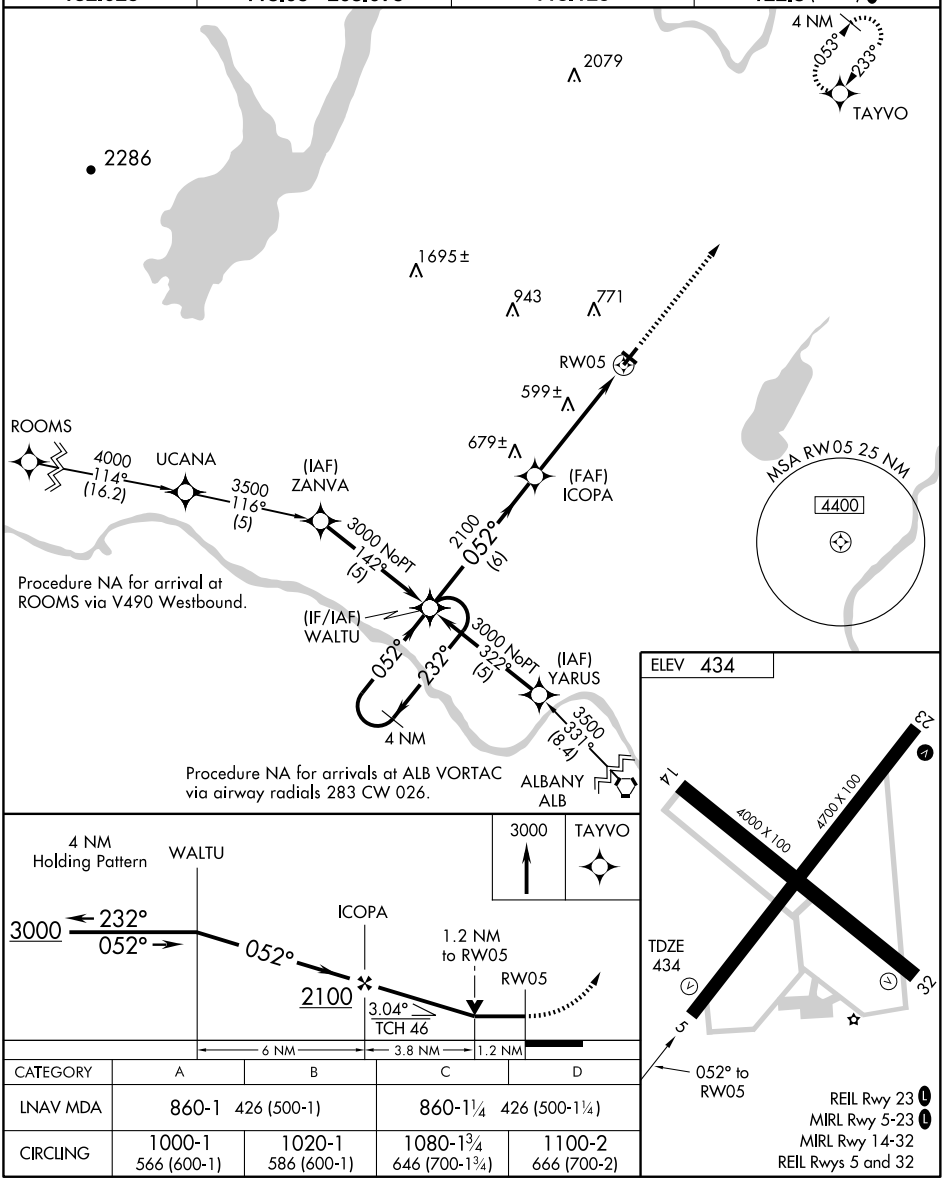
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 426 (500-1) | | 860-1¼ 426 (500-1¼) | |
| CIRCLING | 1000-1 566 (600-1) | 1020-1 586 (600-1) | 1080-1¾ 646 (700-1¾) | 1100-2 666 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4700 |
|---|---|---|---|
| CH 56611 | 233° | TDZE | 431 |
| W23A | | Apt Elev | 434 |

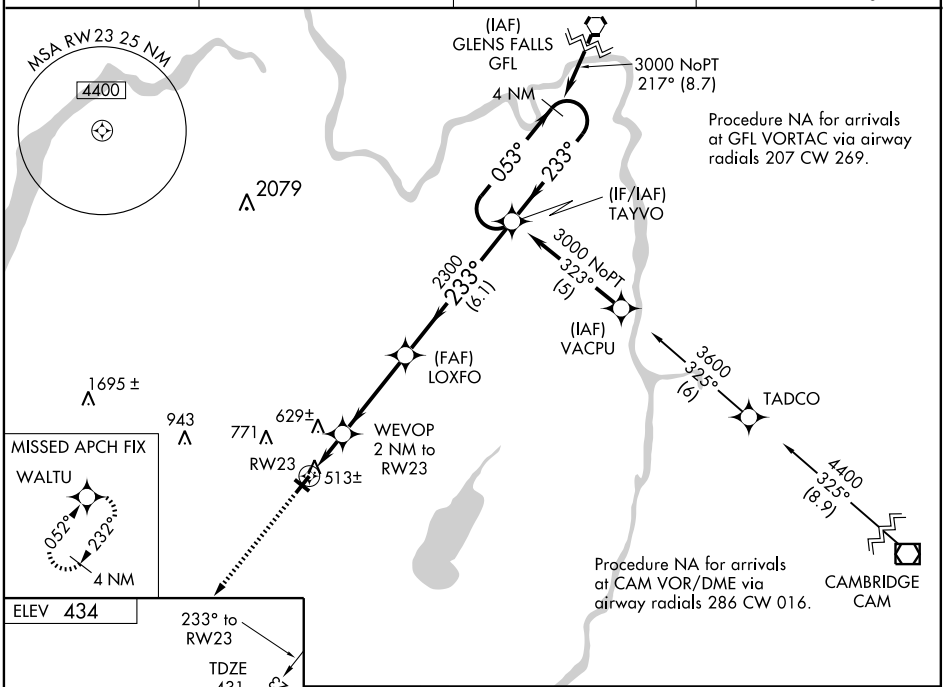
# RNAV (GPS) RWY 23

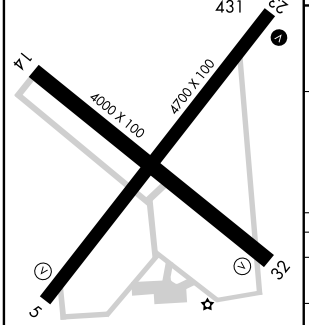
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

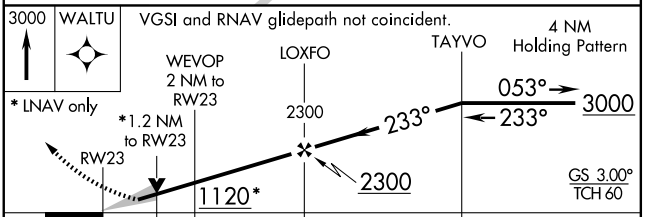
MISSED APPROACH: Climb to 3000 direct WALTU and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) L |




REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 745-1 314 (400-1) | | | |
| LNAV/VNAV DA | 1046-2¼ 615 (700-2¼) | | | |
| LNAV MDA | 860-1 429 (500-1) | | 860-1¼ 429 (500-1¼) | 860-1½ 429 (500-1½) |
| CIRCLING | 1000-1 566 (600-1) | 1020-1 586 (600-1) | 1080-1¾ 646 (700-1¾) | 1100-2 666 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CAM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.0 | 113° | TDZE | N/A |
| Chan 97 | | Apt Elev | 434 |

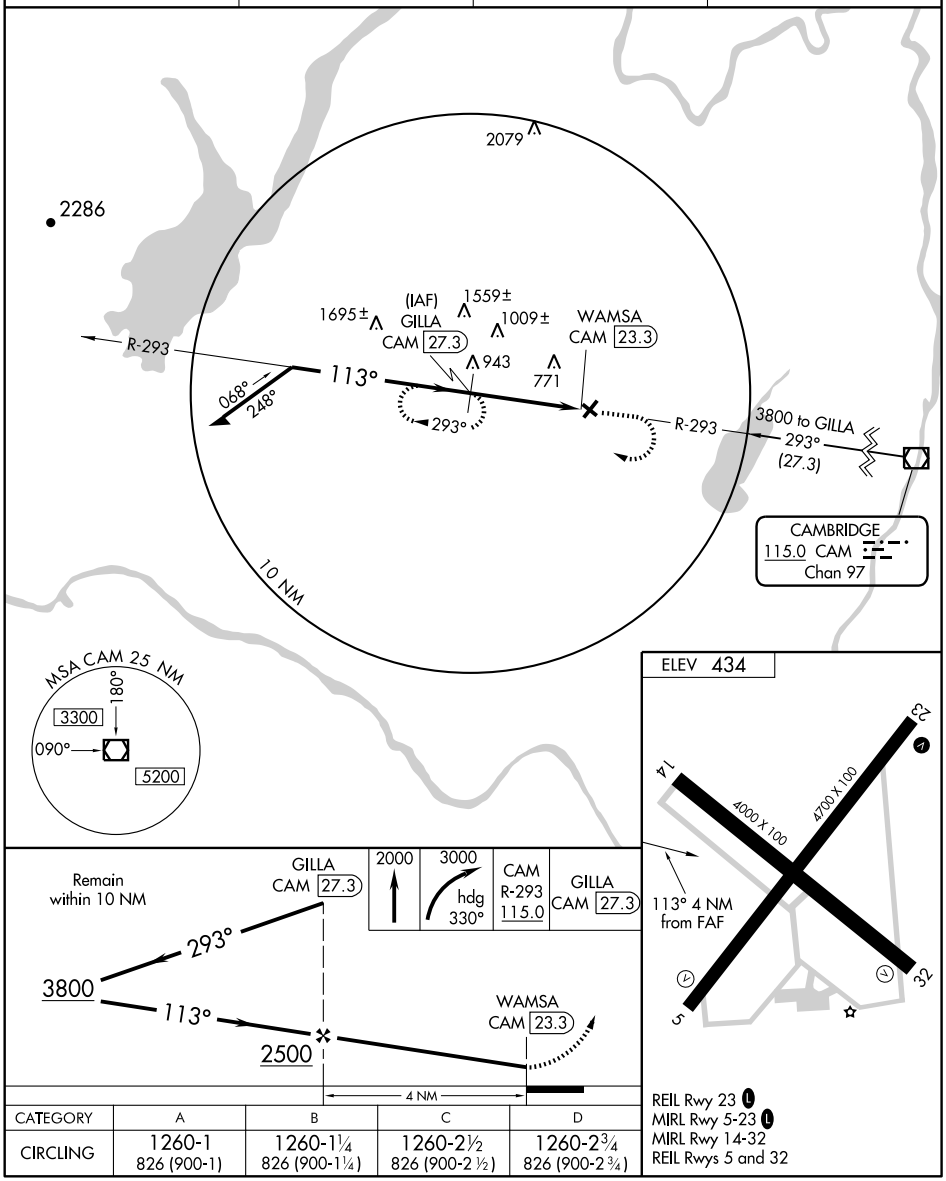
# VOR/DME-A

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

**TAKEOFF MINIMUMS:** NA — When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>826 (900-1) | 1260-1¼<br>826 (900-1¼) | 1260-2½<br>826 (900-2½) | 1260-2¾<br>826 (900-2¾) |

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32



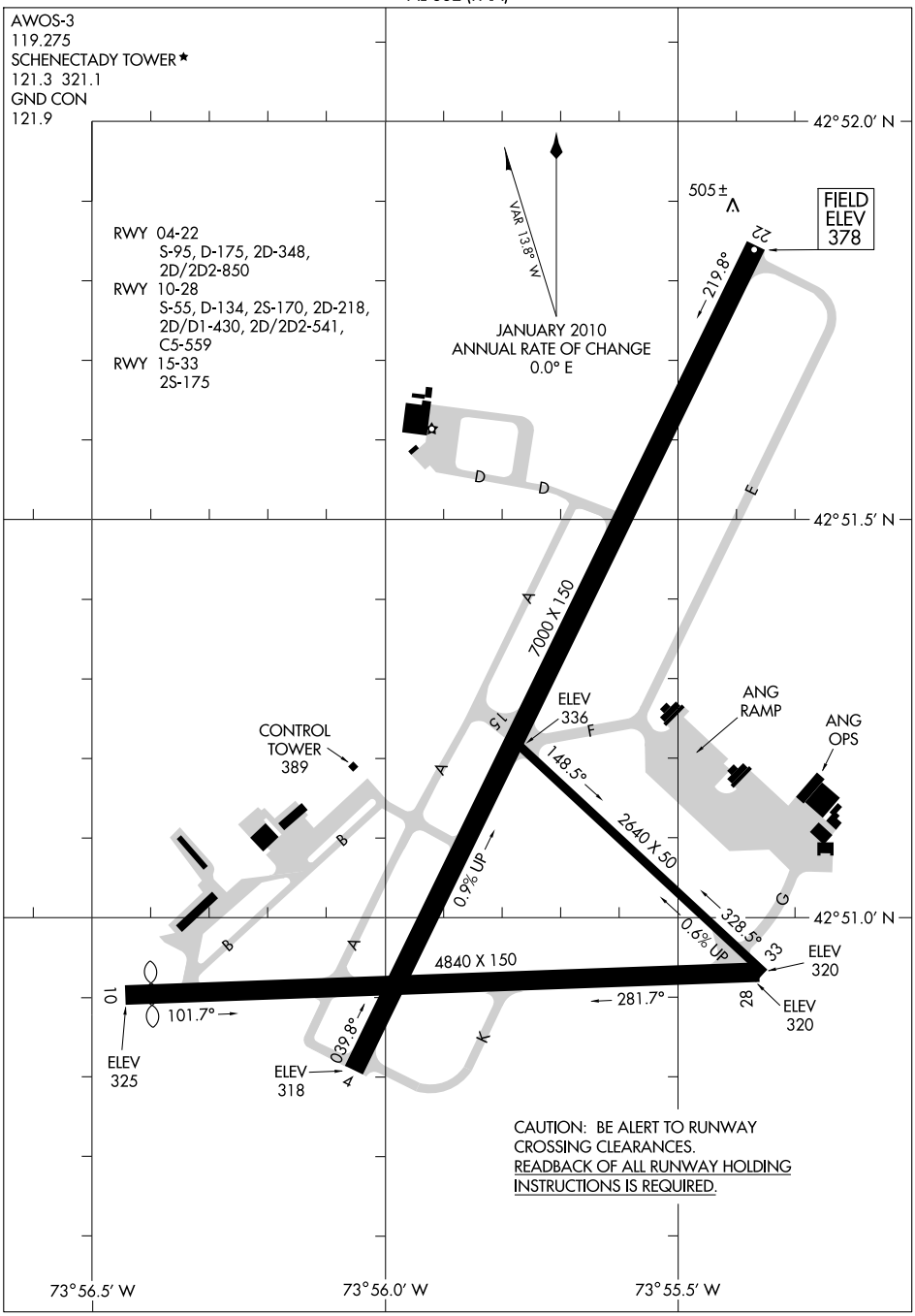
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK

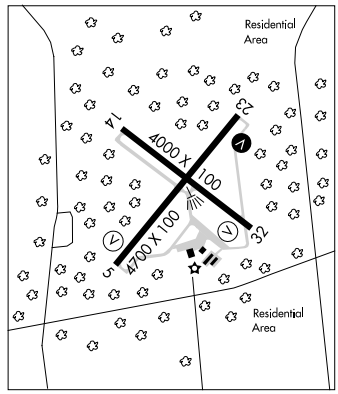





NE-2, 26 AUG 2010 to 23 SEP 2010

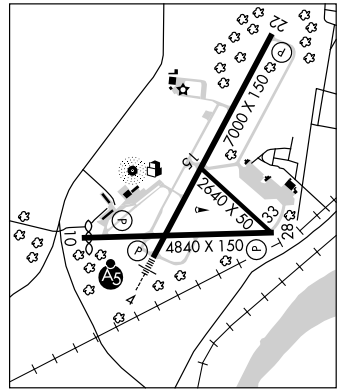
## SARATOGA SPRINGS

**SARATOGA CO** (5B2) 3 SW UTC−5(−4DT) N43°03.04′ W73°51.70′ **NEW YORK**
434 B S4 **FUEL** 100LL, JET A OX 4 TPA—1201(767) LRA NOTAM FILE 5B2 **L–32G**
**RWY 05–23:** H4700X100 (ASPH–CONC–GRVD) S–30 MIRL **IAP**
**RWY 05:** REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.
**RWY 23:** REIL. VASI(V4L)—GA 3.0°TCH 45′. Trees.
**RWY 14–32:** H4000X100 (ASPH–CONC) S–30 MIRL
**RWY 14:** Trees.
**RWY 32:** REIL. VASI(V4L)—GA 3.0°TCH 46.6′. Trees.
**AIRPORT REMARKS:** Attended 1230Z‡–dusk. Albany ANG helicopters do touch and go ldg ops usually during dalgt hours. Glider activity on weekends and occasionally weekdays with extensive pre–launch and after ldg gnd ops on shoulders of rwy in use. Year round federally and state protected habitat for Karner Blue Butterfly, unauthorized off–pavement ops prohibited. VASI clearance plane obstruction exists on Rwy 32 due to tree height. ACTIVATE MIRL Rwy 05–23, VASI Rwy 23, REIL Rwy 23 and twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.025 (518) 884–9289
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ALBANY APP/DEP CON** 118.05 **GCO** 118.125 (ALBANY CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 293° 23.0 NM to fld. 1490/14W. **HIWAS.**




## SCHENECTADY

**SCHENECTADY CO** (SCH) 3 N UTC−5(−4DT) N42°51.15′ W73°55.73′ **NEW YORK**
378 B S6 **FUEL** 100LL, JET A, J8 OX 2 LRA NOTAM FILE SCH **H–11C, 12J, L–32G**
**RWY 04–22:** H7000X150 (ASPH–GRVD) S–95, D–175, 2D–348, 2D/2D2–850 HIRL 0.9% up NE **IAP, AD**
**RWY 04:** MALSR. PAPI(P2L)—GA 3.0°TCH 55′. Tree.
**RWY 22:** PAPI(P2L)—GA 3.0°TCH 50′. Tree.
**RWY 10–28:** H4840X150(ASPH–GRVD) S–55, D–134, 2S–170, 2D–218, 2D/D1–430, 2D/2D2–541, C5–559 MIRL
**RWY 10:** PAPI(P2L)—GA 4.0°TCH 50′. Thld dsplcd 200′. Tree.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0°TCH 50′. Tree.
**RWY 15–33:** H2640X50 (ASPH) 2S–175 0.6% up NW
**RWY 15:** Pole. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended 1230–0330Z‡. +60 ft dropoff 150 ft from Rwy 28 end. Birds on and invof arpt. Rwy 15–33 cracks on rwy with weeds in cracks. Rwy 33 arrowheads ahead of thld bar painted white. Rwy 15 avbl for tkf, Rwy 33 avbl for ldg. Rwy 15–33 avbl during dalgt VFR conditions only. Rwy 15–33 CLOSED to acft 12,500 pounds and over. Fee for acft requesting twr svc 0330–1200Z‡. No field or braking action reports available between 0330Z‡ and 1230Z‡ daily. Rwy 04 Rwy Alignment indicator lights (RAIL portion) of MALSR OTS indef. When twr clsd, ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 10–28 and MALSR Rwy 04—121.3. Flight Notification Service (ADCUS) avbl.
**WEATHER DATA SOURCES:** AWOS–3 119.275 (518) 399–6586.
**COMMUNICATIONS: CTAF** 121.3 **UNICOM** 122.975
Ⓡ **ALBANY APP/DEP CON** 118.05
**TOWER** 121.3 (1230–0330Z‡) **GND CON** 121.9
**AIRSPACE: CLASS D** svc 1230–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALB. VHF/DF ctc TOWER
**ALBANY (L) VORTAC** 115.3 ALB Chan 100 N42°44.84′ W73°48.19′ 332°8.4 NM to fld. 275/13W.
**HAWKY NDB (LOM)** 219 AL N42°49.04′ W73°48.51′ 305° 5.7 NM to fld. Unusable 160°–210° byd 10 NM.
**HUNTER NDB (MHW)** 356 HEU N42°51.18′ W73°56.06′ at fld. NOTAM FILE SCH.
**ILS** 109.7 I–SCH Rwy 04. Class IT.
**COMM/NAV/WEATHER REMARKS:** UNICOM use 130.55 for svc from FBO.



| APP CRS | Rwy Idg | 7000 |
|---|---|---|
| 226° | TDZE | 378 |
| | Apt Elev | 378 |

# GPS RWY 22
## SCHENECTADY COUNTY (SCH)

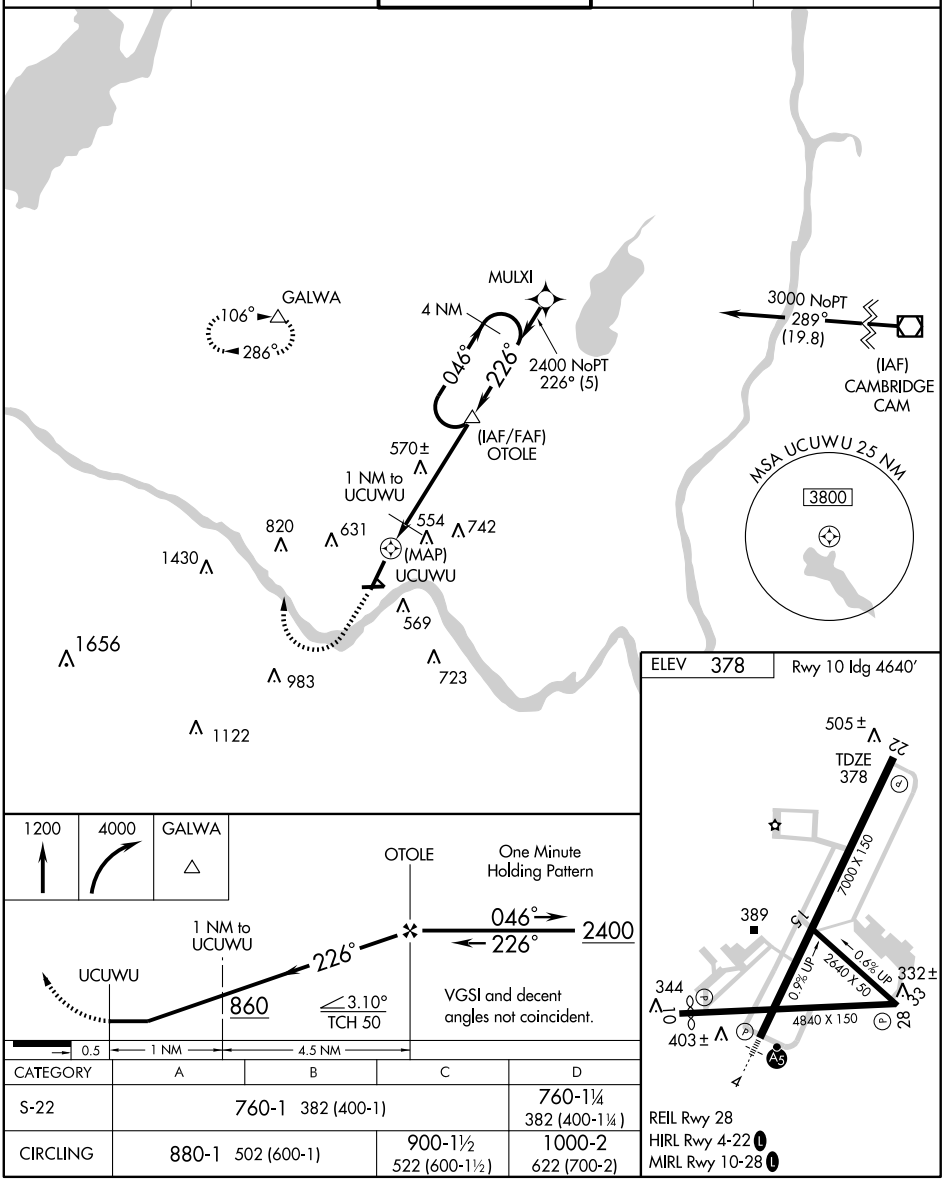
NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |



NE-2, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 760-1 382 (400-1) | | | 760-1¼ 382 (400-1¼) |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

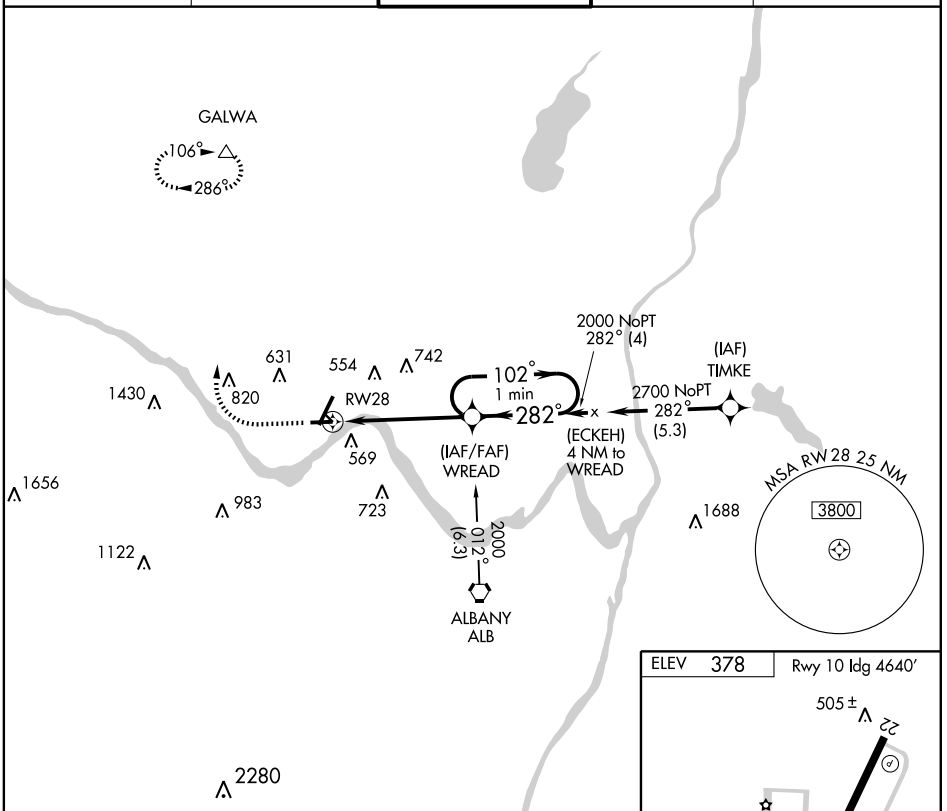
| APP CRS | Rwy Idg | 4840 |
|---|---|---|
| 282° | TDZE | 323 |
| | Apt Elev | 378 |

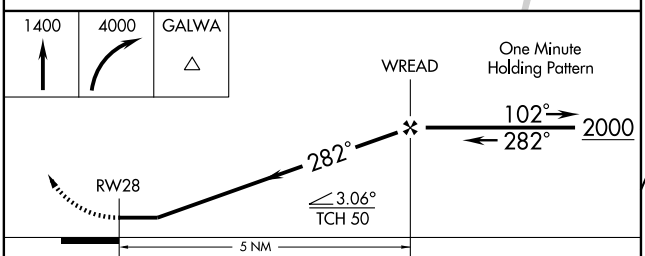
# GPS RWY 28
## SCHENECTADY COUNTY (SCH)

NA

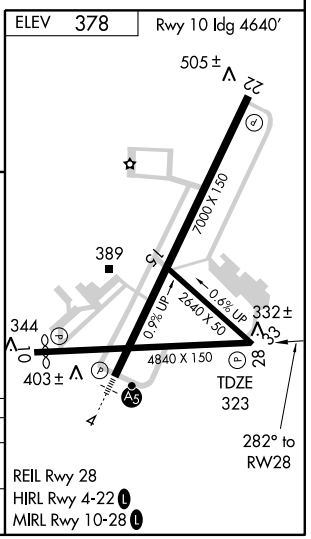
MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 | 457 (500-1) | 780-1¼ 457 (500-1¼) | 780-1½ 457 (500-1½) |
| CIRCLING | 880-1 | 502 (600-1) | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC I-SCH | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 109.7 | 040° | TDZE | 338 |
| | | Apt Elev | 378 |

# ILS RWY 4
## SCHENECTADY COUNTY (SCH)

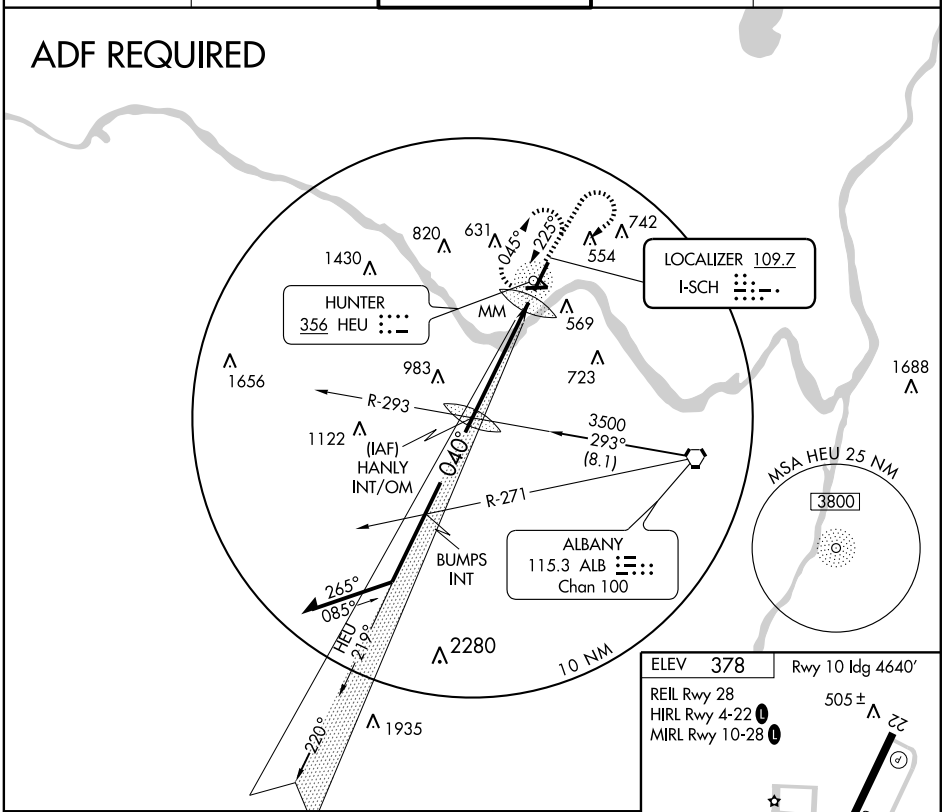
Inoperative table does not apply to S-LOC 4 CAT C.

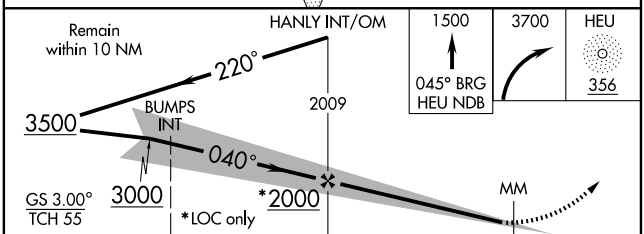
MALSR

MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

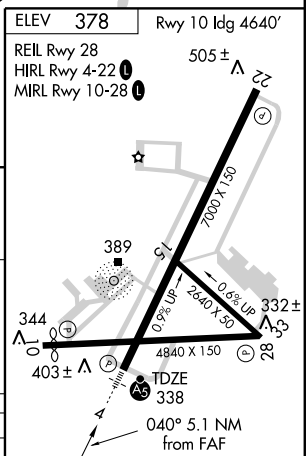
| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |

ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 555-¾ 217 (200-¾) | | | |
| S-LOC 4 | 740-¾ 402 (400-¾) | | 740-1¼ 402 (400-1¼) | |
| CIRCLING | 880-1 502 (600-1) | | 900-1½ 522 (600-1½) | 1000-2 622 (700-2) |




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

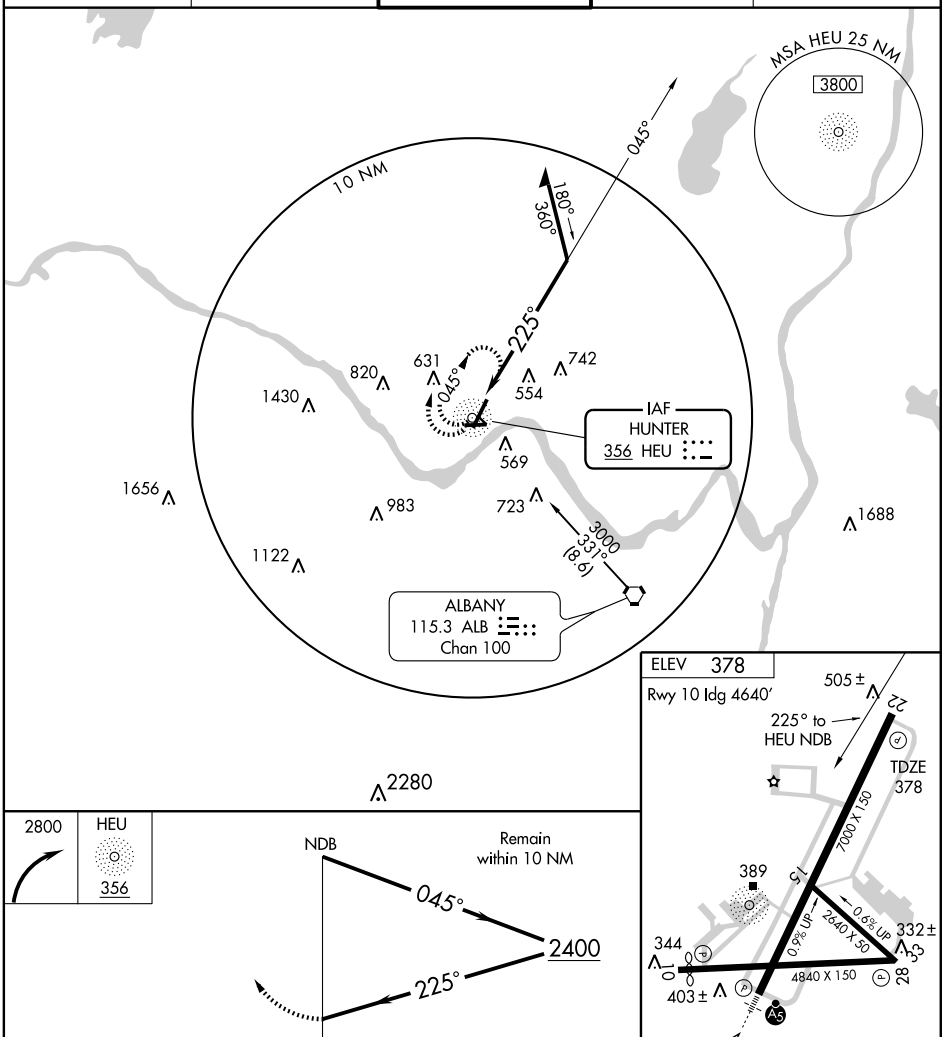
| NDB HEU 356 | APP CRS 225° | Rwy Idg 7000<br>TDZE 378<br>Apt Elev 378 |
|---|---|---|

# NDB RWY 22

SCHENECTADY COUNTY (SCH)

MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.975 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 980-1 602 (700-1) | | 980-1¾ 602 (700-1¾) | 980-2 602 (700-2) |
| CIRCLING | 980-1 602 (700-1) | | 980-1¾ 602 (700-1¾) | 1000-2 622 (700-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

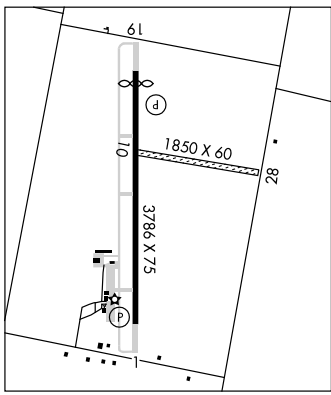
**SCHROON LAKE** (4B7) 2 N UTC−5(−4DT) N43°51.75′ W73°44.56′ **NEW YORK**
830 NOTAM FILE BTV **L–32G**
**RWY 16–34:** H3000X60 (ASPH) S–13
**RWY 16:** Thld dsplcd 100′. Road. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended dalgt hrs. Debris from adjacent land fill is occasionally blown onto and across rwy. Trees at end Rwy 34 penetrate apch slope, trees penetrate transition surfaces both sides, rock ledge penetrates transition surface rgt side. Recommend ldg Rwy 16, tkf Rwy 34.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GFL.
**GLENS FALLS (L) VORTAC** 110.2 GFL Chan 39 N43°20.50′ W73°36.71′ 004°31.8 NM to fld. 319/14W.

## SCHUYLERVILLE

**GARNSEYS** (BØ4) 1 S UTC−5(−4DT) N43°04.50′ W73°34.97′ **NEW YORK**
100 NOTAM FILE BTV
**RWY 02–20:** 2600X103 (TURF)
**RWY 02:** Tree. **RWY 20:** Road.
**AIRPORT REMARKS:** Attended May–Sep dalgt hours. Arpt open dalgt hours only. Numerous buildings in apch to Rwy 20. Tiedowns located immediately north of driveway adjacent to Rwy 20 end.
**COMMUNICATIONS: CTAF** 122.9
90
**WATERWAY 02–20:** 9999X750 (WATER)

## SENECA FALLS

**FINGER LAKES RGNL** (ØG7) 2 SE UTC−5(−4DT) N42°53.01′ W76°46.87′ **NEW YORK**
492 B S4 **FUEL** 100LL, JET A NOTAM FILE ITH **L–32F**
**RWY 01–19:** H3786X75 (ASPH) S–12.5 MIRL **IAP**
**RWY 01:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.
**RWY 19:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
**RWY 10–28:** 1850X60 (TURF) 1.2% up W
**RWY 10:** Trees. **RWY 28:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡. Sat–Sun 1300–2000Z‡. Rwy 01 REIL OTS indef. PAPI Rwy 01 OTS indef. REIL Rwy 19 OTS indef. PAPI Rwy 19 OTS indef. ACTIVATE MIRL Rwy 01–19, and REIL Rwy 01 and Rwy 19—CTAF. Ldg fee. Fifteen dollar fee for jets and turbo props.
**WEATHER DATA SOURCES:** AWOS–3 120.0 (315) 568–5362.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **SYRACUSE APP CON** 126.125 (E–NE)
Ⓡ **ELMIRA APP CON** 124.3 (SW–SE) (1100–0500Z‡)
Ⓡ **NEW YORK CENTER APP CON** 133.35 (SW–SE) (0500–1100Z‡)
Ⓡ **ROCHESTER APP CON** 119.55 (W–NW)
Ⓡ **SYRACUSE DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ITH.
**ITHACA (L) VOR/DME** 111.8 ITH Chan 55 N42°29.70′ W76°27.60′ 339°27.3 NM to fld. 1102/10W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




## SHARON SPRINGS

**SHARON** (K31) 2 SE UTC−5(−4DT) N42°46.70′ W74°34.66′ **NEW YORK**
1508 TPA—2500(992) NOTAM FILE BUF
**RWY 13–31:** 2570X120 (TURF) LIRL (NSTD)
**RWY 13:** Thld dsplcd 200′. Trees. **RWY 31:** Tree.
**AIRPORT REMARKS:** Attended irregularly. P-line parallel on SW side of runway. Rwy 13 thld dsplcd ngt ops only. ACTIVATE LIRL Rwy 13–31—CTAF. Rwy 13–31 first 200 ft SE end unlgtd.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

| APP CRS | Rwy Idg | 3786 |
|---|---|---|
| 007° | TDZE | 492 |
| | Apt Elev | 492 |

# RNAV (GPS) RWY 1

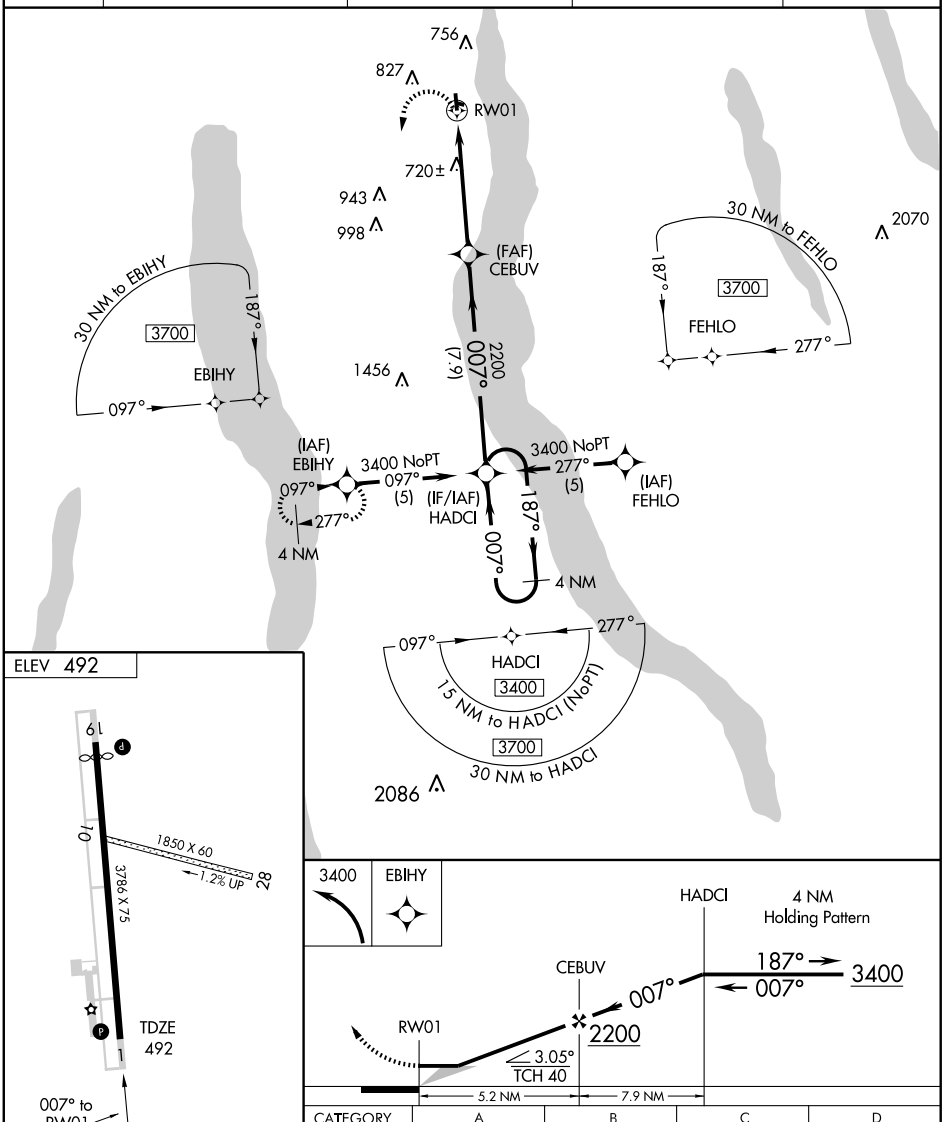
SENECA FALLS / FINGER LAKES RGNL (ØG7)

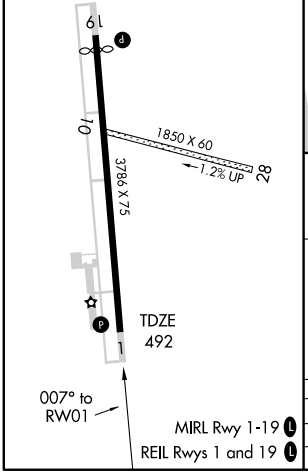
NA

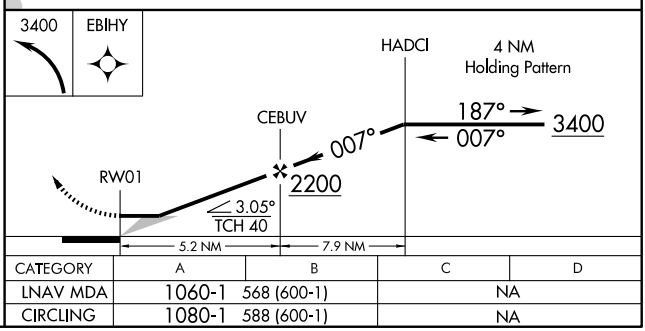
When local altimeter setting not received, use Syracuse Hancock altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

| AWOS-3 | SYRACUSE APP CON | ROCHESTER APP CON | ELMIRA APP CON ★ | UNICOM |
|---|---|---|---|---|
| 120.0 | 126.125 269.125 (E-NE) | 119.55 269.6 (W-NW) | 124.3 257.8 (SW-SE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 568 (600-1) | NA | |
| CIRCLING | 1080-1 | 588 (600-1) | NA | |

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

## SHERMAN

**PRATT'S EASTERN DIVIDE** (D88) 4 W UTC−5(−4DT) N42°09.00′ W79°41.15′ **DETROIT**

1640 NOTAM FILE BUF

**RWY 08–26:** 2600X75 (TURF)

**RWY 08:** Tree.

**RWY 26:** Trees.

**AIRPORT REMARKS:** Attended irregularly. Ultralgt on and invof arpt.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

## SHIRLEY

**BROOKHAVEN** (HWV) 1 N UTC−5(−4DT) N40°49.32′ W72°52.02′ **NEW YORK**

81 B S4 **FUEL** 100LL TPA—1081(1000) NOTAM FILE HWV **COPTER**

**RWY 15–33:** H4222X150 (ASPH–CONC) S–52, D–70, 2S–89, 2D–120 MIRL **L–33B, 34I**

**RWY 15:** REIL. VASI(V4L)—GA 3.0°TCH 43′. Trees. **IAP**

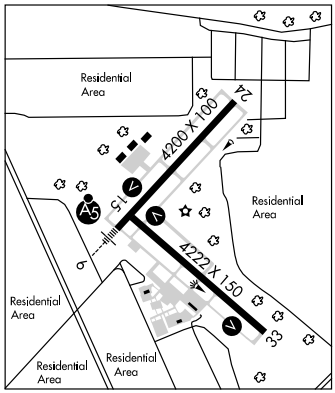
**RWY 33:** REIL. VASI(V4L)—GA 3.0°TCH 46′. Trees.

**RWY 06–24:** H4200X100 (ASPH) S–32, D–56, 2D–93 MIRL 0.3% up NE

**RWY 06:** REIL. MALSR. VASI(V4L)—GA 3.0°TCH 47′. Trees.

**RWY 24:** REIL. Trees.

**AIRPORT REMARKS:** Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z‡ and 2300Z‡. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06—CTAF. Ldg fee.




**WEATHER DATA SOURCES:** ASOS 119.625 (631) 399–7095.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**CALVERTON (L) VORW/DME** 117.2 CCC Chan 119 N40°55.78′ W72°47.93′ 219° 7.2 NM to fld. 86/13W.

**ILS** 108.95 I–HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100′. LOC unusable within thld abv 1000′. GS unmonitored.

**SIDNEY MUNI** (N23) 1 W UTC−5(−4DT) N42°18.15′ W75°24.96′ **NEW YORK**

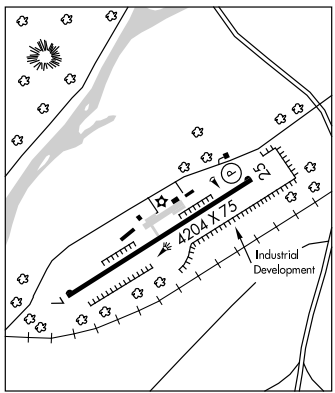
1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF **L–30K, 32F, 33A**

**RWY 07–25:** H4204X75 (ASPH) S–25, D–45 MIRL **IAP**

**RWY 07:** REIL. Tree.

**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 42′. Stack. Rgt tfc.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. For attendant other times call 607–561–2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 118.275 (607) 561–2333.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**HANCOCK RCO** 122.1R 116.8T (BUFFALO RADIO)

**ROCKDALE RCO** 122.1R 112.6T (BUFFALO RADIO)

Ⓡ **BOSTON CENTER APP/DEP CON** 133.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**ROCKDALE (L) VOR/DME** 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 230° 12.6 NM to fld. 2032/11W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

# ILS RWY 6

SHIRLEY / BROOKHAVEN (HWV)

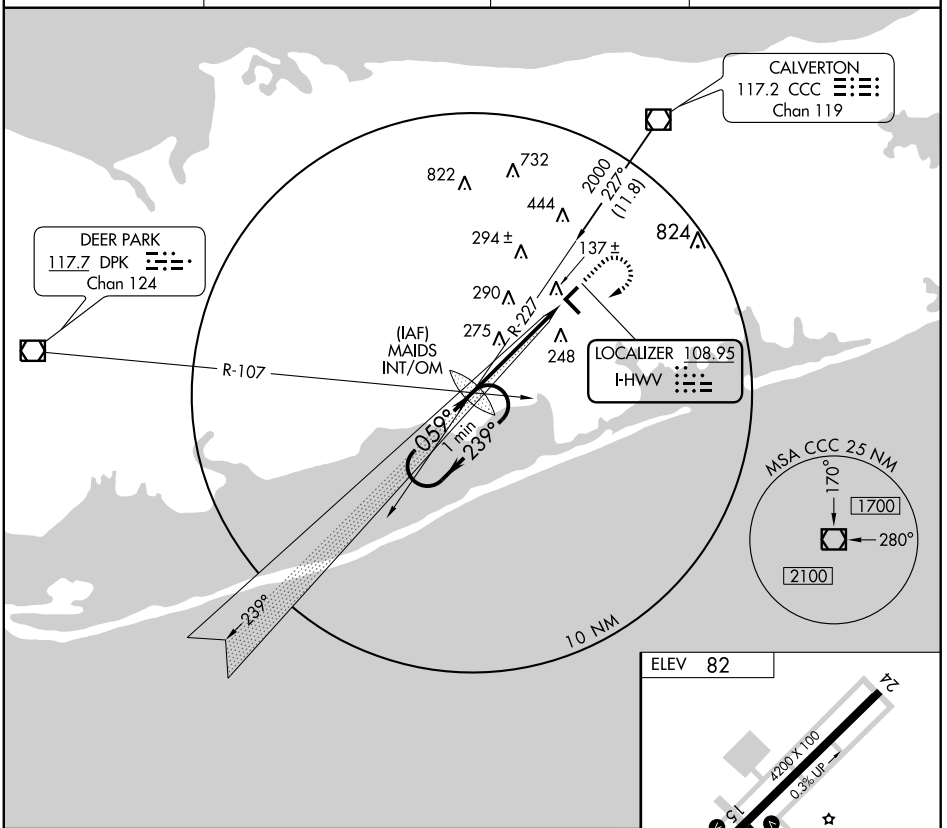
| LOC I-HWV | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 108.95 | 059° | TDZE | 81 |
| | | Apt Elev | 82 |

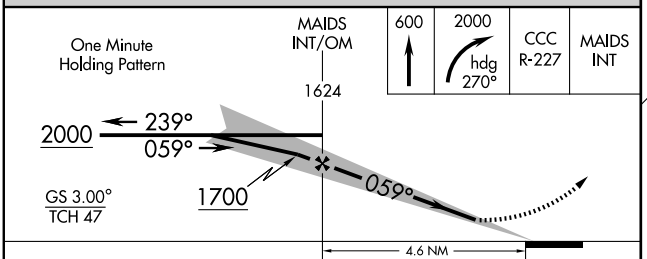
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

MALSR

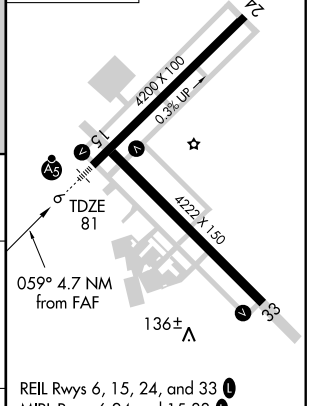
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS INT and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 309-½ | 228 (300-½) | NA | |
| S-LOC 6 | 560-½ | 479 (500-½) | NA | |
| CIRCLING | 600-1 | 518 (600-1) | NA | |




REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 059° | TDZE | 77 |
| | Apt Elev | 81 |

# RNAV (GPS) RWY 6

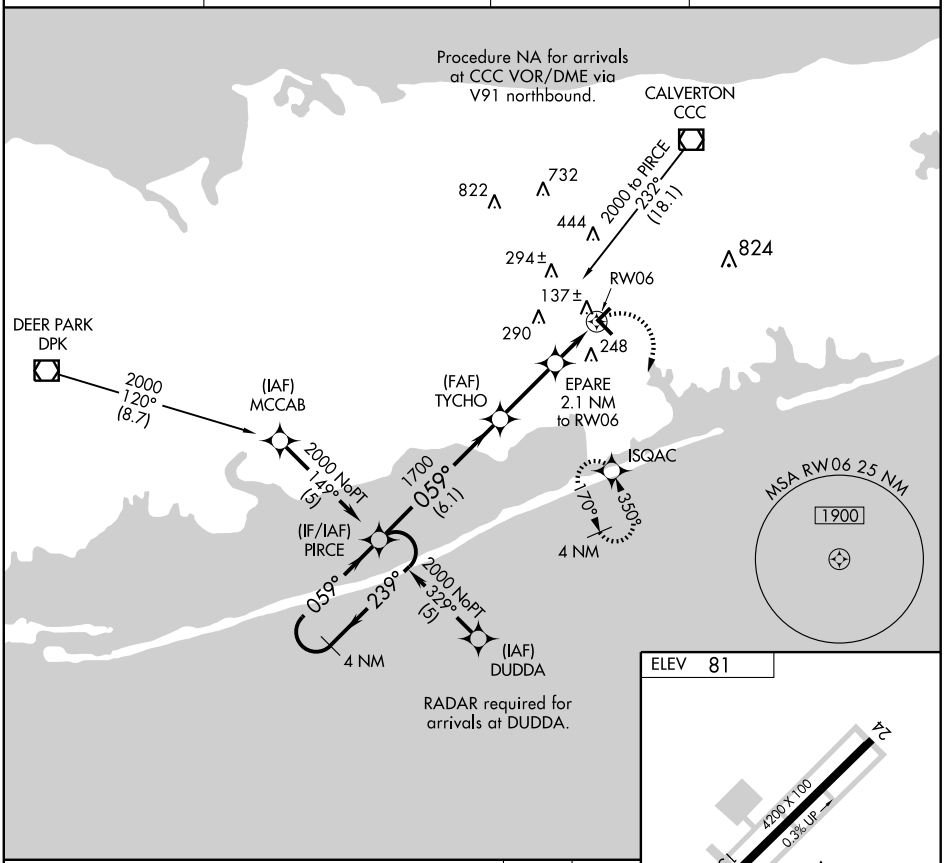
SHIRLEY / BROOKHAVEN (HWV)

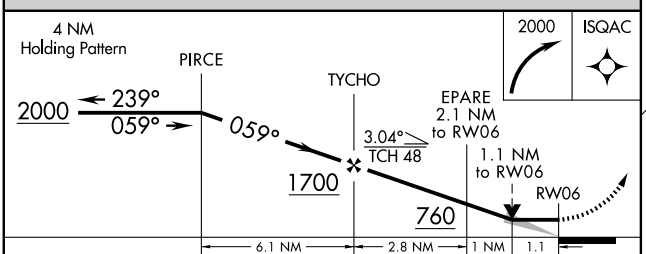
If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

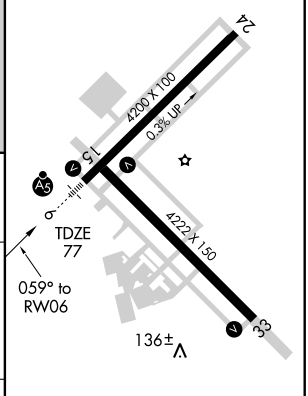
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-½ 403 (400-½) | | NA | |
| CIRCLING | 560-1 479 (500-1) | | NA | |




REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4222 |
|---|---|---|---|
| CH 90402 | 149° | TDZE | 70 |
| W15A | | Apt Elev | 81 |

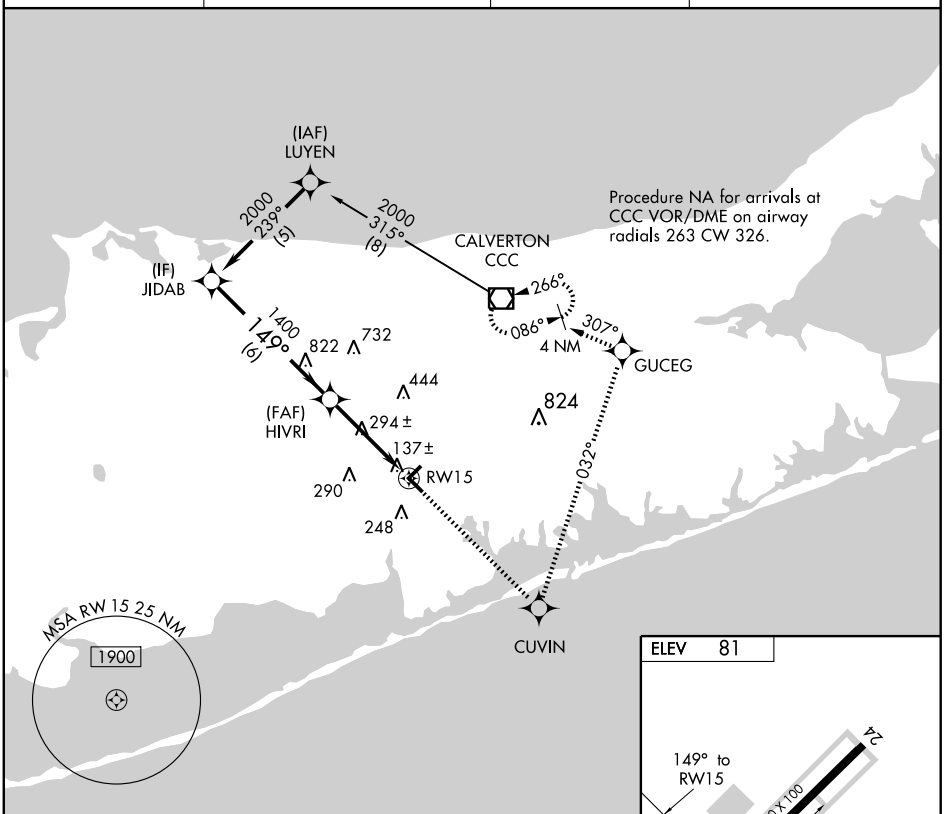
# RNAV (GPS) RWY 15

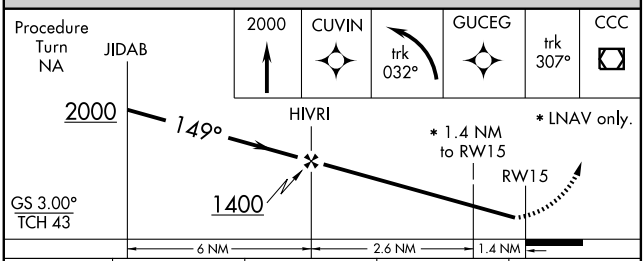
SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

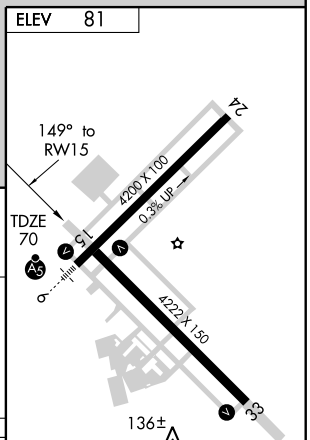
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 392-1¼ | 322 (400-1¼) | NA | |
| LNAV MDA | 560-1 | 490 (500-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |




REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4222 |
|---|---|---|---|
| CH 40412 | 329° | TDZE | 67 |
| W33A | | Apt Elev | 81 |

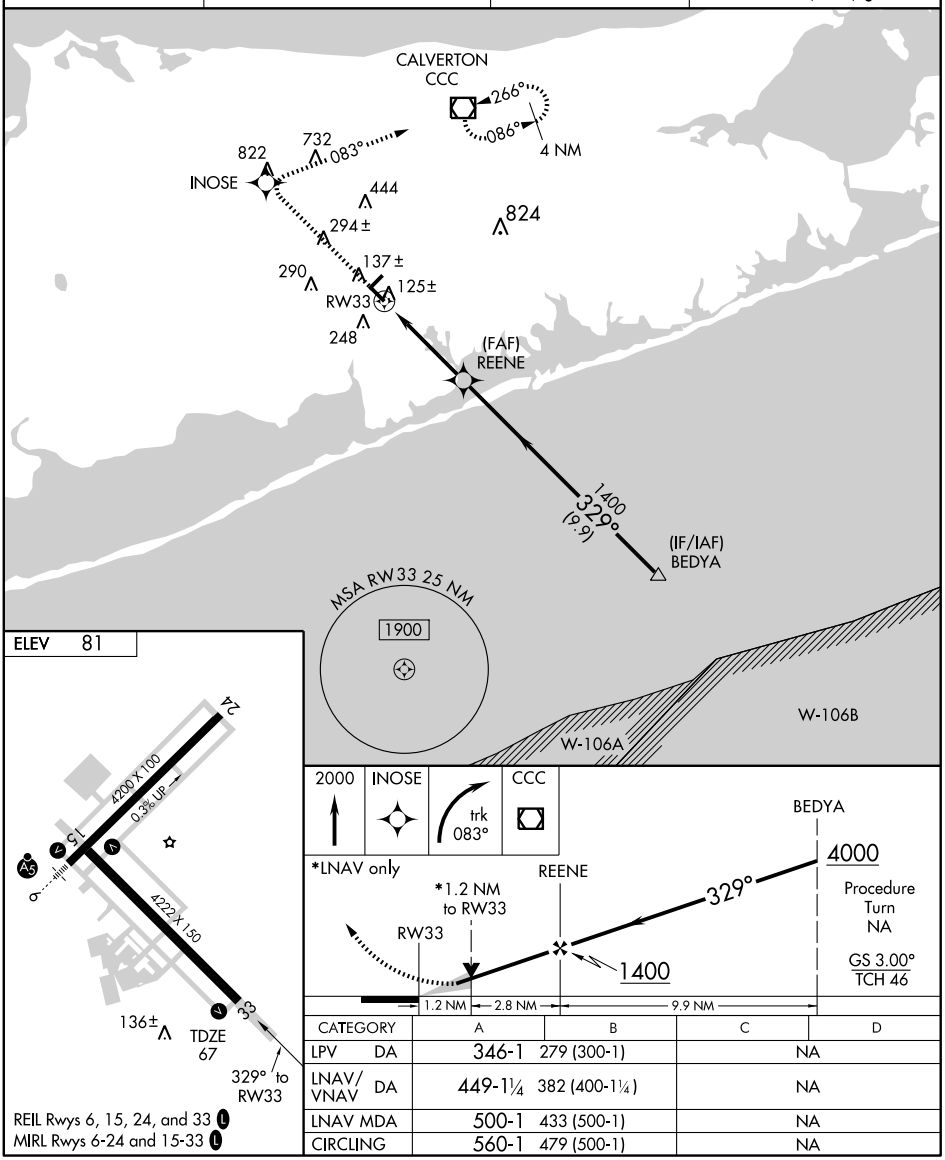
# RNAV (GPS) RWY 33

SHIRLEY / BROOKHAVEN (HWV)

Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 346-1 | 279 (300-1) | NA | |
| LNAV/VNAV DA | 449-1¼ | 382 (400-1¼) | NA | |
| LNAV MDA | 500-1 | 433 (500-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 239° | TDZE | 81 |
| | Apt Elev | 81 |

# RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |



BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

(IF) ARDIS

1700 239° (5.1)

2000 329° (5)

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

822 732 (FAF) WEENG 444 824 213± 294± 290 137± (MAP) KOYEN 248

MSA KOYEN 25 NM 1900

YINTU 149°

ISQAC 170° 350° 4 NM

ELEV 81

TDZE 81

4200 X 100 0.3% UP

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

| 2000 | YINTU | trk 149° | ISQAC |
|---|---|---|---|

Procedure Turn NA

KOYEN WEENG ARDIS 2000 239° 1700 3.04° TCH 45

0.5 4.4 NM 5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 399 (400-1) | NA | |
| CIRCLING | 560-1 | 479 (500-1) | NA | |



NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 56601 | 239° | TDZE | 81 |
| W24A | | Apt Elev | 81 |

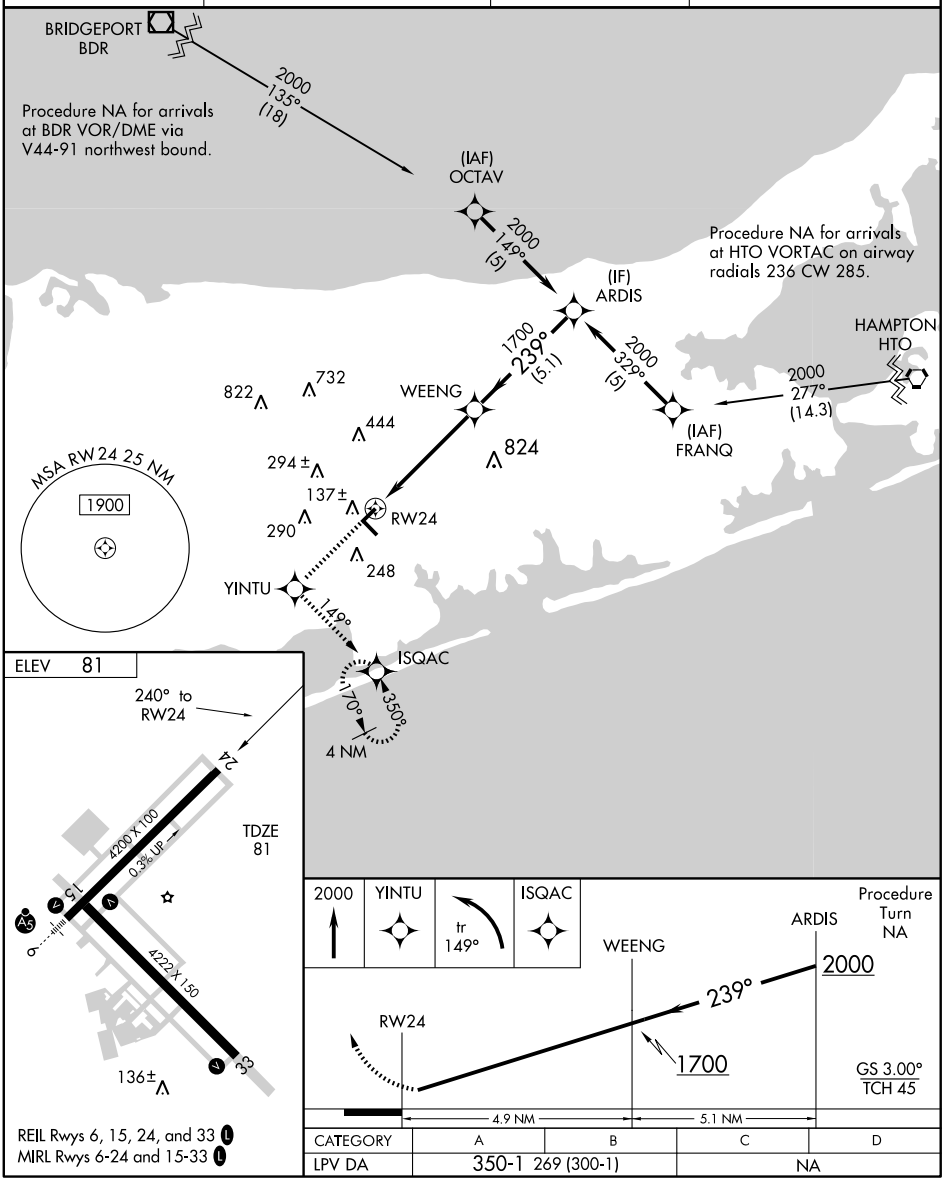
# RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 350-1 269 (300-1) | | NA | |

NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CCC | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 117.2 | 042° | TDZE | 77 |
| Chan 119 | | Apt Elev | 81 |

# VOR RWY 6

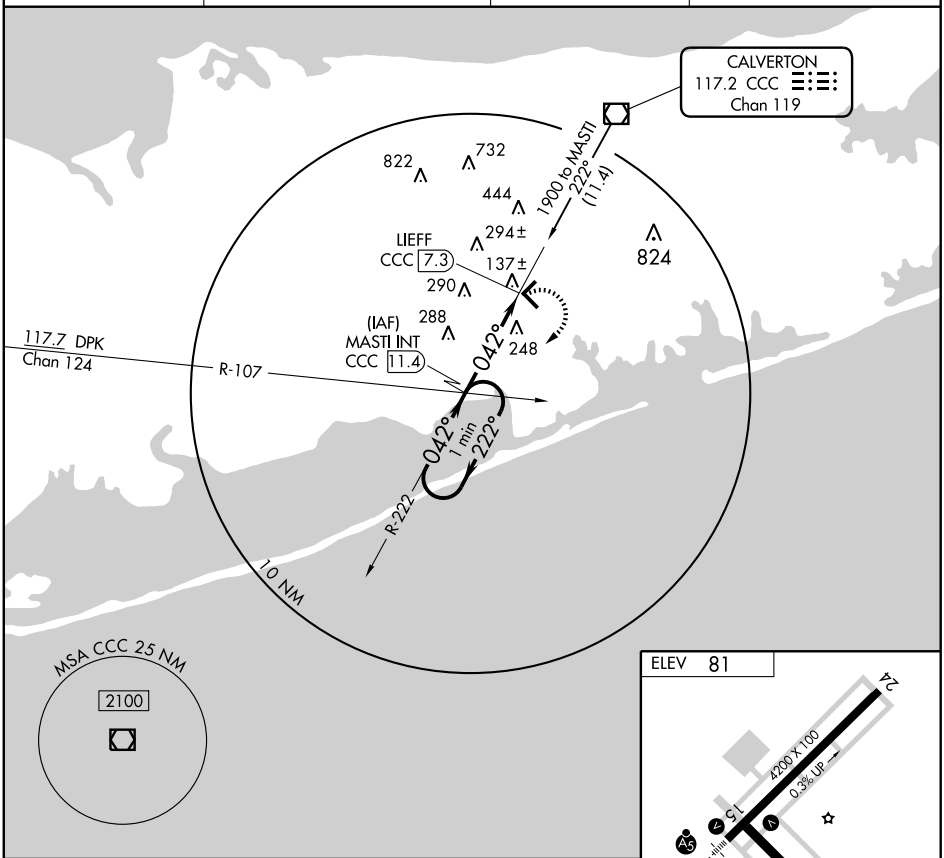
SHIRLEY / BROOKHAVEN (HWV)

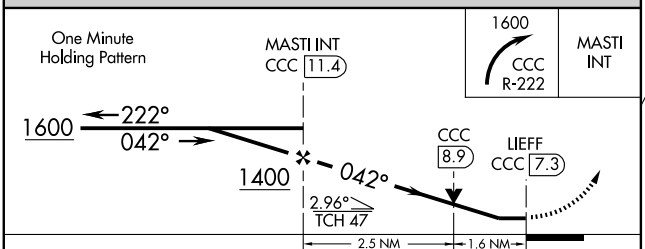
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

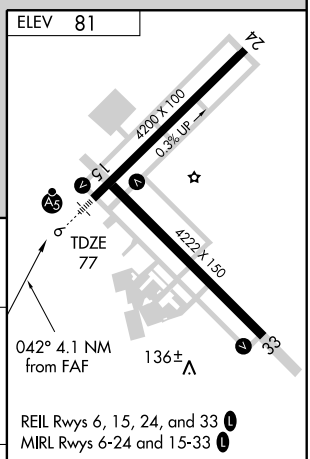
MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 118.0 343.75 | 133.2 | 122.8 (CTAF) L |




REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 620-1 | 543 (600-1) | NA | |
| CIRCLING | 620-1 | 539 (600-1) | NA | |

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## SHERMAN

**PRATT'S EASTERN DIVIDE** (D88) 4 W UTC−5(−4DT) N42°09.00′ W79°41.15′ **DETROIT**

1640 NOTAM FILE BUF

**RWY 08–26:** 2600X75 (TURF)

**RWY 08:** Tree.

**RWY 26:** Trees.

**AIRPORT REMARKS:** Attended irregularly. Ultralgt on and invof arpt.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

## SHIRLEY

**BROOKHAVEN** (HWV) 1 N UTC−5(−4DT) N40°49.32′ W72°52.02′ **NEW YORK**

81 B S4 **FUEL** 100LL TPA—1081(1000) NOTAM FILE HWV **COPTER**

**RWY 15–33:** H4222X150 (ASPH–CONC) S–52, D–70, 2S–89, 2D–120 MIRL **L–33B, 34I**

**RWY 15:** REIL. VASI(V4L)—GA 3.0°TCH 43′. Trees. **IAP**

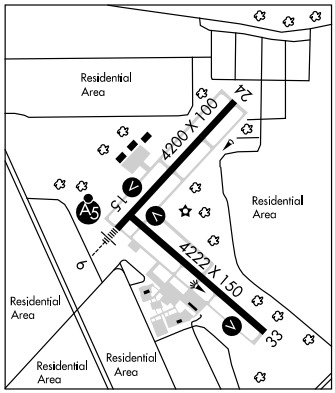
**RWY 33:** REIL. VASI(V4L)—GA 3.0°TCH 46′. Trees.

**RWY 06–24:** H4200X100 (ASPH) S–32, D–56, 2D–93 MIRL 0.3% up NE

**RWY 06:** REIL. MALSR. VASI(V4L)—GA 3.0°TCH 47′. Trees.

**RWY 24:** REIL. Trees.

**AIRPORT REMARKS:** Attended continuously. Deer all areas of airport especially at night. Glider operations daylight hours. Pilots be aware when conducting practice ILS apchs: extensive light acft training on and invof arpt all hrs. Gliders use rgt tfc pattern for Rwy 24 and Rwy 33; gliders use left tfc pattern for Rwy 06 and Rwy 15. Upper air observation balloons launched 3 miles N of arpt 1100Z‡ and 2300Z‡. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; VASI Rwy 06, Rwy 15 and Rwy 33; REIL Rwy 06, Rwy 24, Rwy 15 and Rwy 33; MALSR Rwy 06—CTAF. Ldg fee.




**WEATHER DATA SOURCES:** ASOS 119.625 (631) 399–7095.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **NEW YORK CENTER APP/DEP CON** 118.0 **CLNC DEL** 133.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**CALVERTON (L) VORW/DME** 117.2 CCC Chan 119 N40°55.78′ W72°47.93′ 219° 7.2 NM to fld. 86/13W.

**ILS** 108.95 I–HWV Rwy 06. LOC unusable byd 4.6 NM from thld abv 2100′. LOC unusable within thld abv 1000′. GS unmonitored.

**SIDNEY MUNI** (N23) 1 W UTC−5(−4DT) N42°18.15′ W75°24.96′ **NEW YORK**

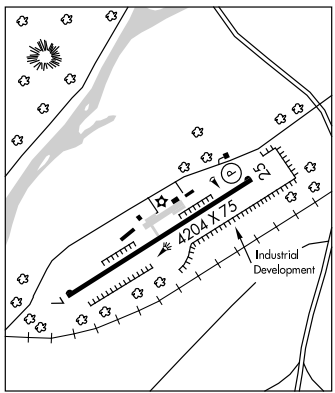
1027 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE BUF **L–30K, 32F, 33A**

**RWY 07–25:** H4204X75 (ASPH) S–25, D–45 MIRL **IAP**

**RWY 07:** REIL. Tree.

**RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 42′. Stack. Rgt tfc.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. For attendant other times call 607–561–2346. Numerous hills surround arpt up to 800 ft above arpt elevation. High tension lines 1 NM from apch end Rwy 07. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 118.275 (607) 561–2333.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**HANCOCK RCO** 122.1R 116.8T (BUFFALO RADIO)

**ROCKDALE RCO** 122.1R 112.6T (BUFFALO RADIO)

Ⓡ **BOSTON CENTER APP/DEP CON** 133.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**ROCKDALE (L) VOR/DME** 112.6 RKA Chan 73 N42°27.98′ W75°14.35′ 230° 12.6 NM to fld. 2032/11W.

**COMM/NAV/WEATHER REMARKS:** CInc del thru Flight Services 1–888–766–8267.

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 071° | TDZE | 1027 |
| | Apt Elev | 1027 |

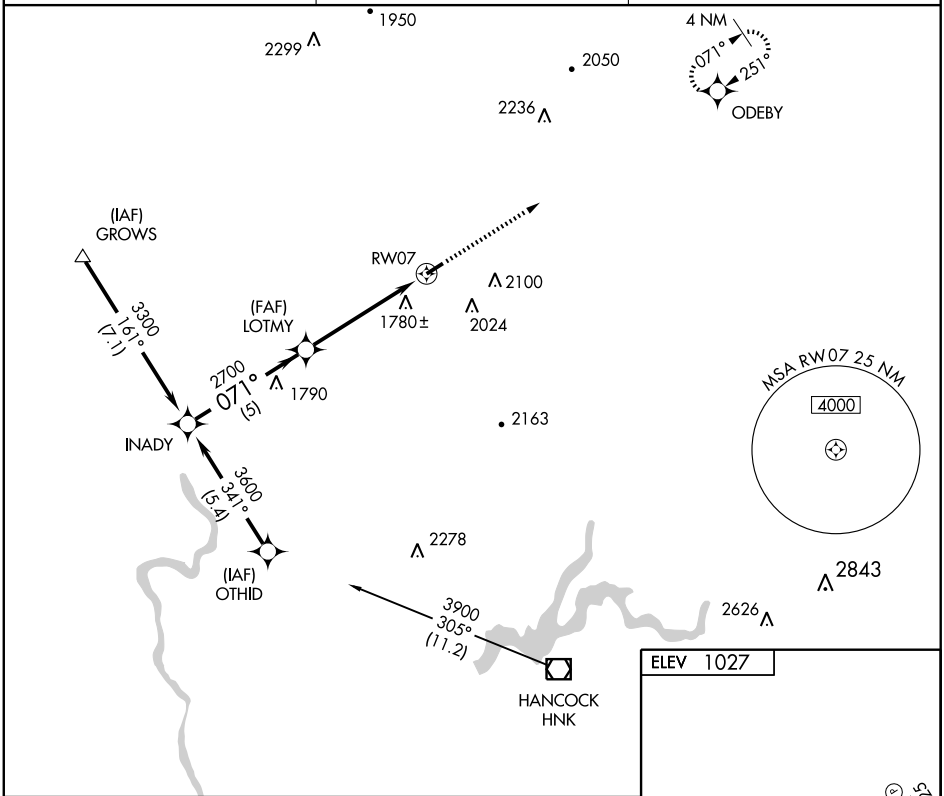
# RNAV (GPS) RWY 7

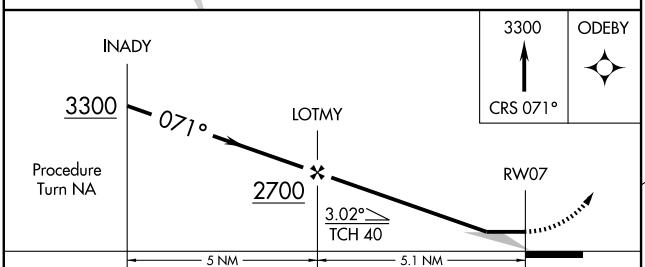
SIDNEY MUNI (N23)

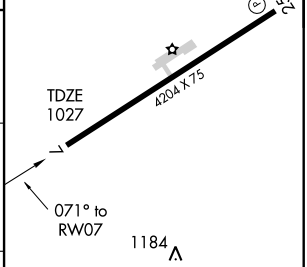
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2040-1¼<br>1013 (1100-1¼) | 2040-1½<br>1013 (1100-1½) | 2040-3<br>1013 (1100-3) | NA |
| CIRCLING | 2120-1¼<br>1093 (1100-1¼) | 2140-1½<br>1113 (1200-1½) | 2180-3<br>1153 (1200-3) | NA |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 251° | TDZE | 1027 |
| | Apt Elev | 1027 |

# RNAV (GPS) RWY 25

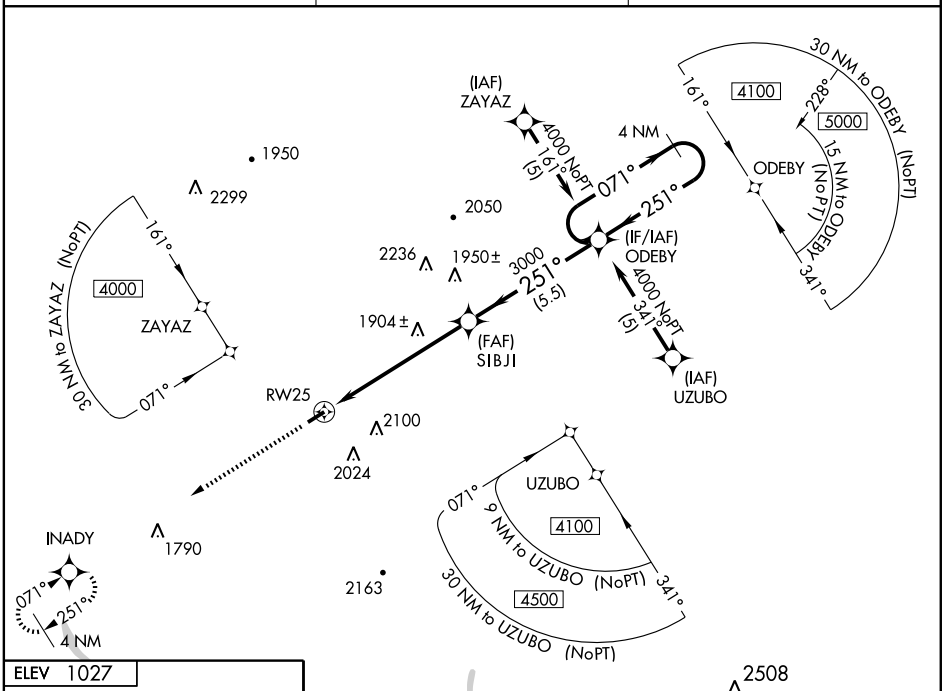
SIDNEY MUNI (N23)

Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

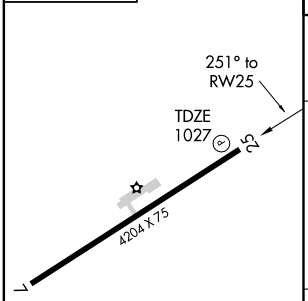
NA

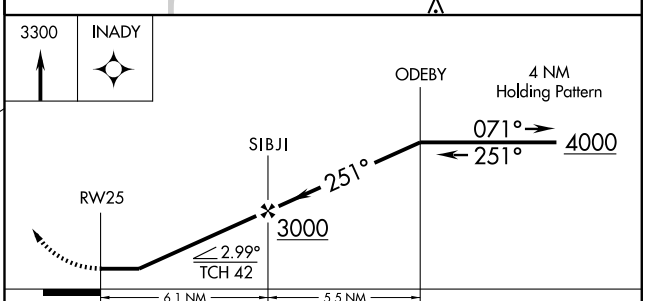
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




ELEV 1027




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA |
| CIRCLING | 2320-1¼ 1293 (1300-1¼) | 2320-1½ 1293 (1300-1½) | 2320-3 1293 (1300-3) | NA |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

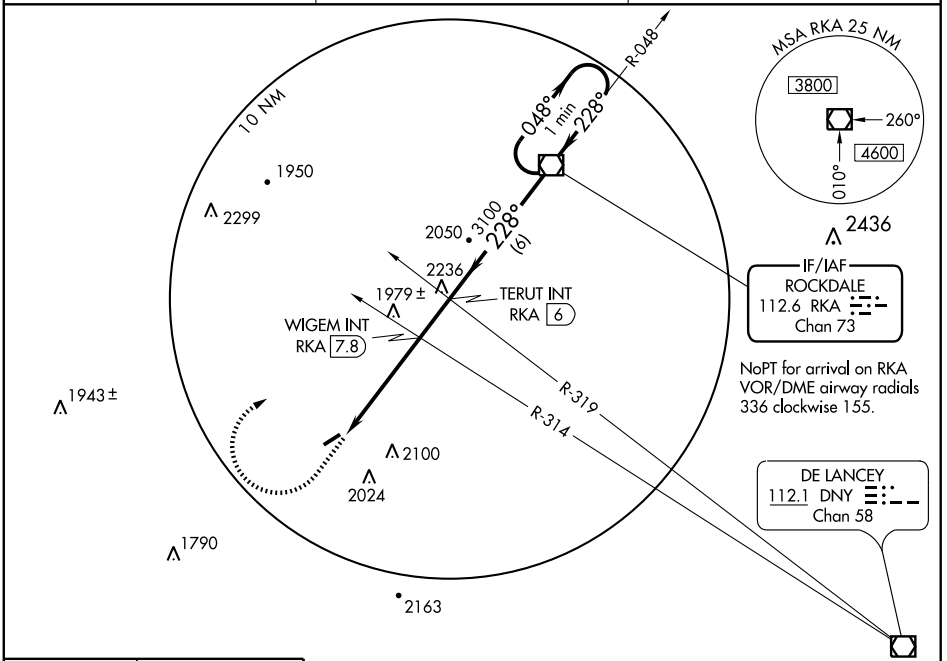
| VOR/DME RKA | APP CRS | Rwy Idg | 4204 |
|---|---|---|---|
| 112.6 | 228° | TDZE | 1027 |
| Chan 73 | | Apt Elev | 1027 |

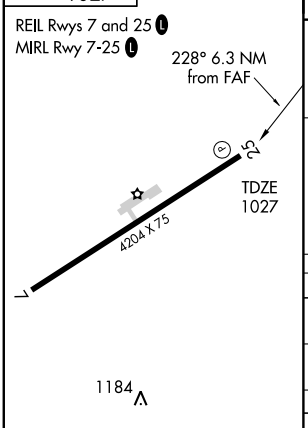
# VOR RWY 25
## SIDNEY MUNI (N23)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

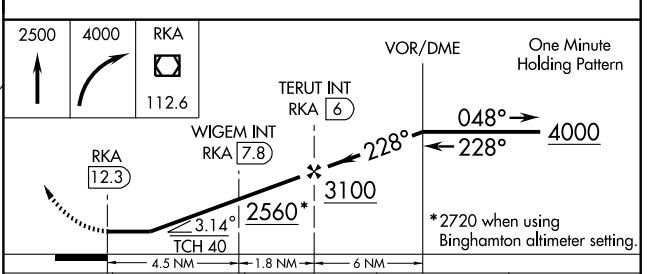
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

| BOSTON CENTER | UNICOM | AWOS-3 |
|---|---|---|
| 133.25 279.5 | 122.8 (CTAF) L | 118.275 |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

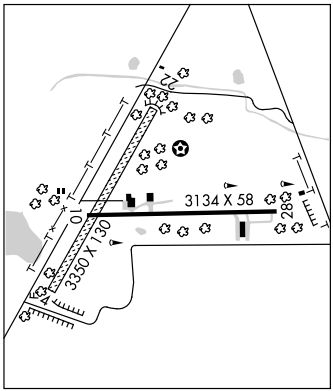



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2560-1¼<br>1533 (1600-1¼) | 2560-1½<br>1533 (1600-1½) | 2560-3<br>1533 (1600-3) | NA |
| CIRCLING | 2560-1¼<br>1533 (1600-1¼) | 2560-1½<br>1533 (1600-1½) | 2560-3<br>1533 (1600-3) | NA |
| WIGEM FIX MINIMUMS | | | | |
| S-25 | 2300-1¼<br>1273 (1300-1¼) | 2300-1½<br>1273 (1300-1½) | 2300-3<br>1273 (1300-3) | NA |
| CIRCLING | 2300-1¼<br>1273 (1300-1¼) | 2300-1½<br>1273 (1300-1½) | 2300-3<br>1273 (1300-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**SKANEATELES AERO DROME** (6B9) 2 SW UTC−5(−4DT) N42°54.84′ W76°26.45′ **NEW YORK**
1038 B **FUEL** 100LL TPA—1838(800) NOTAM FILE BUF **L–32F**
**RWY 04–22:** 3350X130 (TURF) **IAP**
**RWY 04:** Trees. **RWY 22:** Trees.
**RWY 10–28:** H3134X58 (ASPH) S–9 MIRL (NSTD) 0.4% up W
**RWY 10:** Trees. **RWY 28:** Treeline.
**AIRPORT REMARKS:** Attended Oct–April Mon–Sat 1300–2200Z‡, May–Sept Mon–Sat 1300–2300Z‡. Fuel avbl 24 hr self service credit card. Rwy 10–28 loose aggregate, potholes, eroded areas. Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04–22 avbl 15 May to 15 Oct. ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF. Rotating bcn OTS indef. Rwy 10–28 NSTD MIRL; lgts are 38 ft from pavement edge; no thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3′ fence 20′ from thld on both sides, +15′ road 30′ from thld on both sides and 4′ fence 80′ from thld on both sides. Rwy 04–22 and 10–28 have variations in rwy surface.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **SYRACUSE APP/DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 226°18 NM to fld. 420/11W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**SKY ACRES** (See MILLBROOK)

**SKY PARK** (See RED HOOK)

**SMITE** N42°06.28′ W75°53.47′ NOTAM FILE BGM.
**NDB (LOM)** 332 BG 340° 7.4 NM to Greater Binghamton/Edwin A Link Fld.

**SOUTH ALBANY** (See SOUTH BETHLEHEM)

## SOUTH BETHLEHEM

**SOUTH ALBANY** (4BØ) 2 N UTC−5(−4DT) N42°33.64′ W73°50.04′ **NEW YORK**
196 **FUEL** 100LL TPA—996(800) NOTAM FILE BTV **L–32G, 33B, 34I**
**RWY 01–19:** H2854X60 (ASPH) LIRL 0.4% up N **IAP**
**RWY 01:** Thld dsplcd 150′. Brush. **RWY 19:** VASI(NSTD). Thld dsplcd 124′. Road.
**AIRPORT REMARKS:** Attended Nov–Mar 1300–2100Z‡, Apr–Oct 1100–0200Z‡. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ALBANY APP/DEP CON** 118.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 234° 33.8 NM to fld. 1490/14W.

| VORTAC SYR 117.0 Chan 117 | APP CRS 226° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1038 |
|---|---|---|

# VOR or GPS-A

## SKANEATELES AERO DROME (6B9)

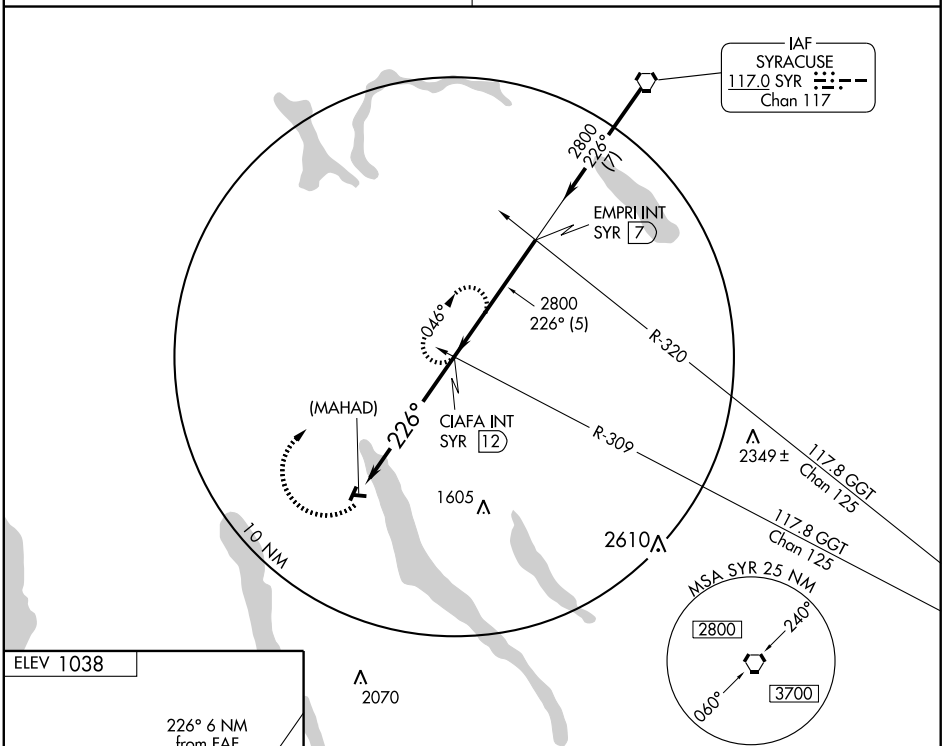
NA

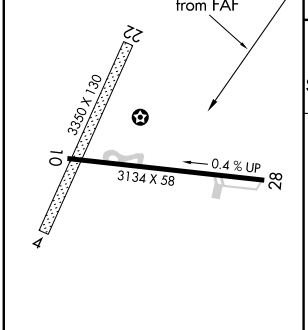
Use Syracuse altimeter setting.
Two 55′ poles 70′ either side centerline 900′ from AER 28.

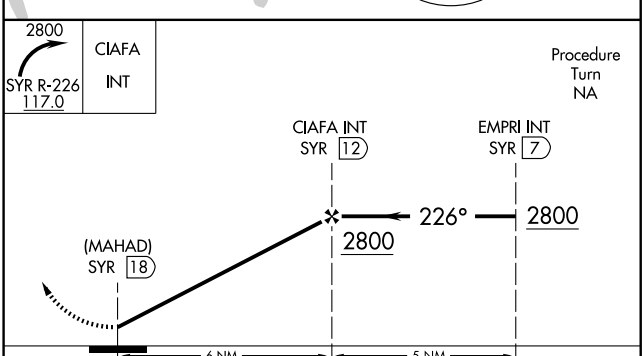
MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.

SYRACUSE APP CON
**126.125 269.125**

UNICOM
**122.8** (CTAF) L




MIRL Rwy 10-28 L ★

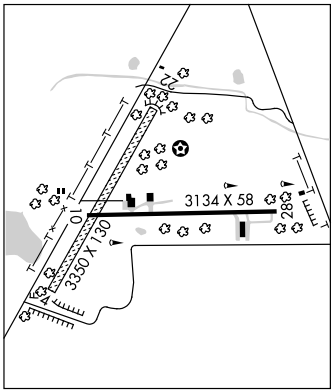
| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1660-1 | 622 (700-1) | 1720-2<br>682 (700-2) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**SKANEATELES AERO DROME** (6B9) 2 SW UTC−5(−4DT) N42°54.84′ W76°26.45′ **NEW YORK**
1038 B **FUEL** 100LL TPA—1838(800) NOTAM FILE BUF **L–32F**
**RWY 04–22:** 3350X130 (TURF) **IAP**
**RWY 04:** Trees. **RWY 22:** Trees.
**RWY 10–28:** H3134X58 (ASPH) S–9 MIRL (NSTD) 0.4% up W
**RWY 10:** Trees. **RWY 28:** Treeline.
**AIRPORT REMARKS:** Attended Oct–April Mon–Sat 1300–2200Z‡, May–Sept Mon–Sat 1300–2300Z‡. Fuel avbl 24 hr self service credit card. Rwy 10–28 loose aggregate, potholes, eroded areas. Two 55 ft power poles 70 ft either side centerline 700 ft from apch end Rwy 28. Rwy 04–22 avbl 15 May to 15 Oct. ACTIVATE MIRL Rwy 10–28 and rotating bcn—CTAF. Rotating bcn OTS indef. Rwy 10–28 NSTD MIRL; lgts are 38 ft from pavement edge; no thld lgts. Rwy 28 has 4 lgts out and 2 lgts very dim. One thld lgt is rotated 90° (red/green lens). Arpt light OTS indef. Rwy 10 has +3′ fence 20′ from thld on both sides, +15′ road 30′ from thld on both sides and 4′ fence 80′ from thld on both sides. Rwy 04–22 and 10–28 have variations in rwy surface.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **SYRACUSE APP/DEP CON** 126.125
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 226°18 NM to fld. 420/11W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**SKY ACRES** (See MILLBROOK)

**SKY PARK** (See RED HOOK)

**SMITE** N42°06.28′ W75°53.47′ NOTAM FILE BGM.
**NDB (LOM)** 332 BG 340° 7.4 NM to Greater Binghamton/Edwin A Link Fld.

**SOUTH ALBANY** (See SOUTH BETHLEHEM)

## SOUTH BETHLEHEM

**SOUTH ALBANY** (4BØ) 2 N UTC−5(−4DT) N42°33.64′ W73°50.04′ **NEW YORK**
196 **FUEL** 100LL TPA—996(800) NOTAM FILE BTV **L–32G, 33B, 34I**
**RWY 01–19:** H2854X60 (ASPH) LIRL 0.4% up N **IAP**
**RWY 01:** Thld dsplcd 150′. Brush. **RWY 19:** VASI(NSTD). Thld dsplcd 124′. Road.
**AIRPORT REMARKS:** Attended Nov–Mar 1300–2100Z‡, Apr–Oct 1100–0200Z‡. Fuel avbl 24 hrs self service credit card only. Arpt CLOSED to acft over 12,500 pounds. Birds on and invof arpt. ACTIVATE LIRL Rwy 01–19 and windsock—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ALBANY APP/DEP CON** 118.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 234° 33.8 NM to fld. 1490/14W.

| APP CRS | Rwy Idg | 2704 |
|---|---|---|
| 008° | TDZE | 196 |
| | Apt Elev | 196 |

# RNAV (GPS) RWY 1

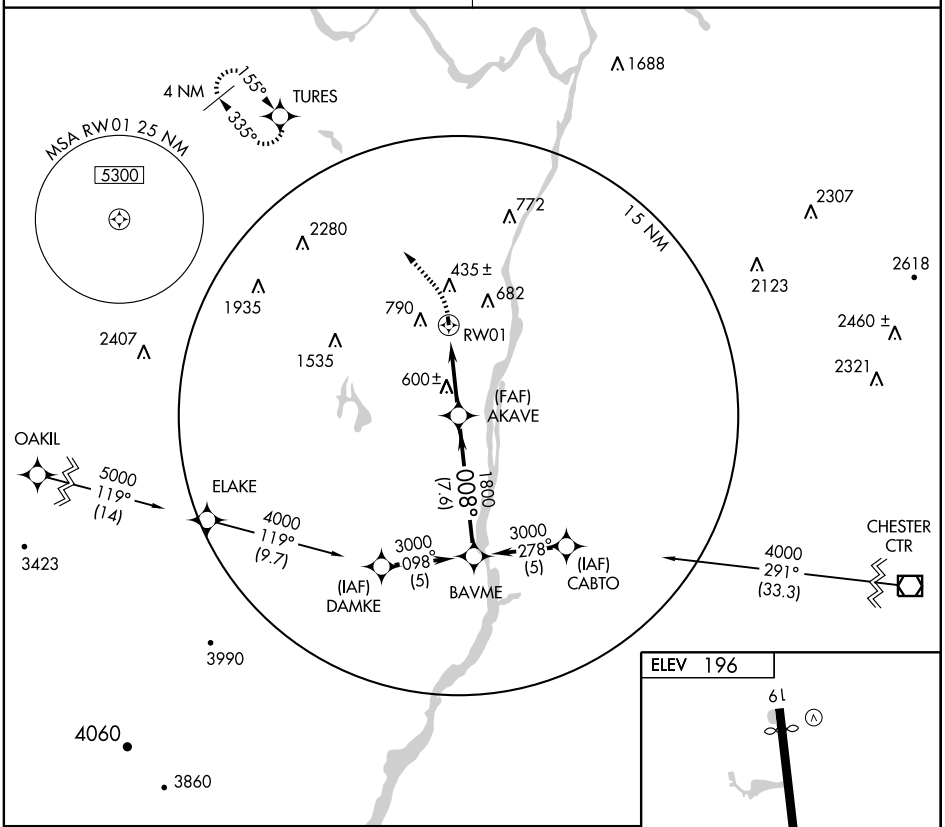
## SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

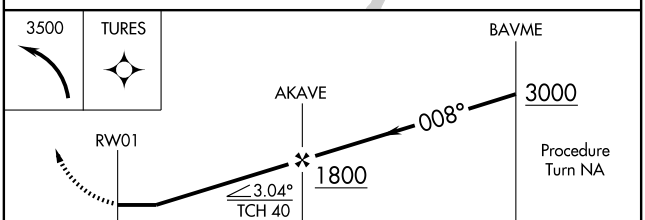
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

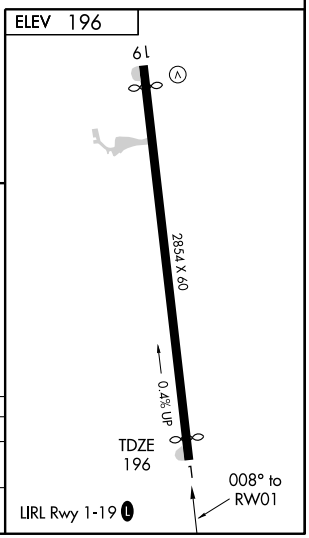
ALBANY APP CON
**118.05 263.075**

UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1<br>764 (800-1) | 960-1¼<br>764 (800-1¼) | NA | |
| CIRCLING | 960-1<br>764 (800-1) | 1040-1¼<br>844 (900-1¼) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2730 |
|---|---|---|
| 188° | TDZE | 196 |
| | Apt Elev | 196 |

# RNAV (GPS) RWY 19

## SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

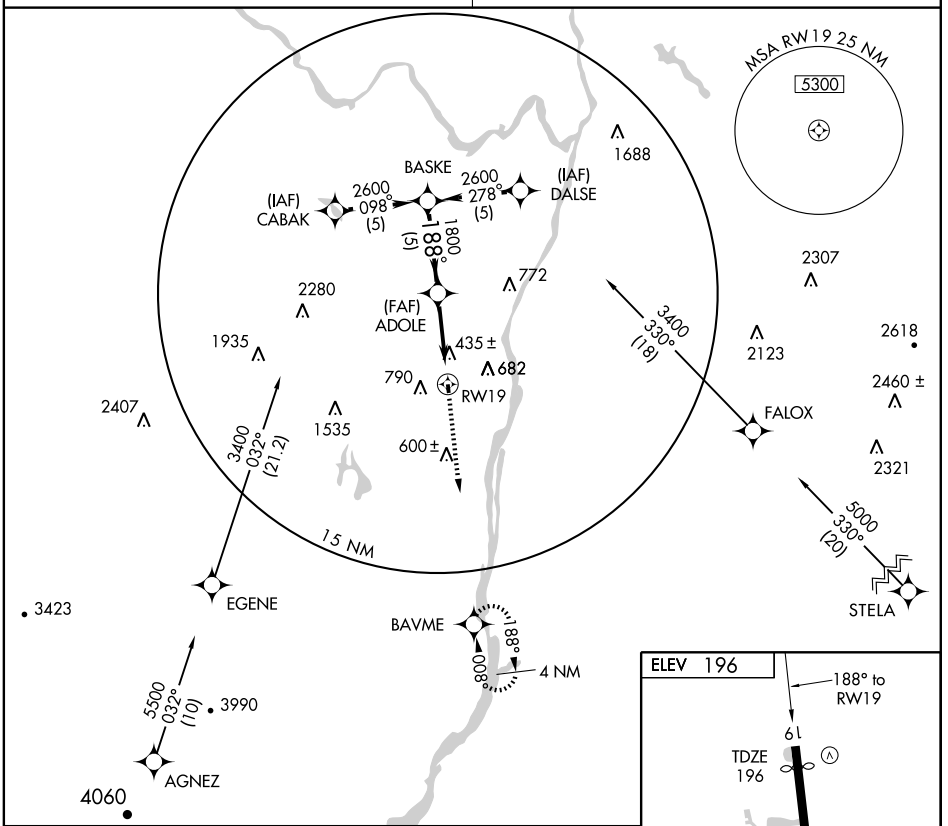
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

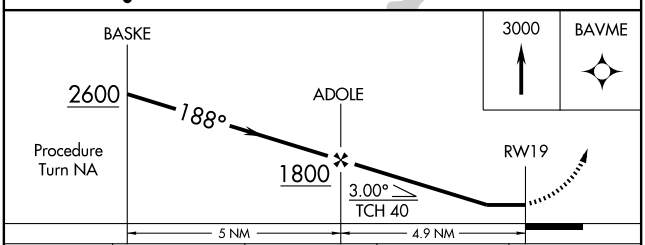
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

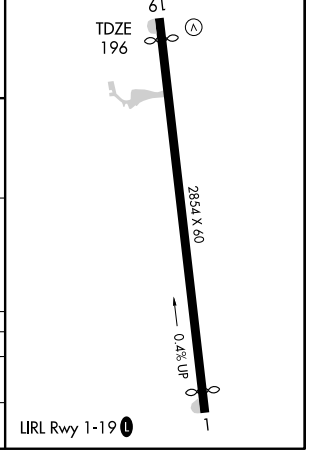
ALBANY APP CON
**118.05 263.075**

UNICOM
**123.0** (CTAF) L



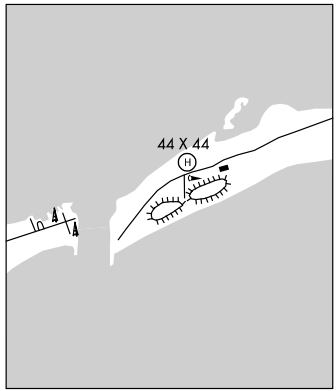

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 544 (600-1) | | NA | |
| CIRCLING | 840-1 644 (700-1) | 1040-1¼ 844 (900-1¼) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**SOUTHAMPTON HELIPORT** (87N) 4 SW UTC−5(−4DT) N40°50.84′ W72°27.84′ **NEW YORK**
5 NOTAM FILE ISP **COPTER**
**HELIPAD H1:** H44X44 (ASPH) **L–33C, 34I**
**HELIPORT REMARKS:** Attended continuously. Noise sensitive area due to houses nearby. No idling or waiting on helipad permitted. **IAP**
**COMMUNICATIONS: CTAF** 122.9
**NEW YORK APP/DEP CON** 125.975
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**HAMPTON (H) VORTAC** 113.6 HTO Chan 83 N40° 55.14′ W72° 19.00′ 250° 8.0 NM to fld. 22/13W. **HIWAS.**




**SPADARO** (See EAST MORICHES)

**SPENCERPORT AIRPARK** (D91) 2 S UTC−5(−4DT) N43°10.17′ W77°49.10′ **DETROIT**
614 NOTAM FILE BUF
**RWY E–W:** 2450X90 (TURF) LIRL (NSTD)
**RWY E:** Trees. **RWY W:** Trees.
**AIRPORT REMARKS:** Attended irregularly. Rwy lgts opr dusk–0200Z‡. Rwy E–W soft in winter. For rwy conditions call 585–338–7676 or 585–352–1930. Rwy E–W NSTD LIRL; only 4 thld lgts each rwy end; 1 red; 3 clear; no green thld lgts; spacing varies.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**SQUIR** N40°54.27′ W72°33.39′ NOTAM FILE FOK.
**NDB (LOM)** 400 FO 236° 5 NM to Francis S Gabreski. LOM unmonitored. Unusable 251°–280° byd 7 NM, 281°–250° byd 10 NM.

## STAATSBURG

**AIRHAVEN** (Ø9N) 3 SE UTC−5(−4DT) N41°49.96′ W73°52.56′ **NEW YORK**
450 S4 NOTAM FILE ISP
**RWY 02–20:** 1863X75 (TURF)
**RWY 02:** Tree. **RWY 20:** Trees.
**AIRPORT REMARKS:** Unattended. Rwy not plowed in winter. Rwy 02–20 2 ft pvc reflective markers, blue markers at thld, all others along edges are white. Steep grades and drop–offs located in Rwy 02 safety area.
**COMMUNICATIONS: CTAF** 122.9

**STEWART INTL** (See NEWBURGH)

# COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 190° | Surface Elev | 39 |
| | Apt Elev | 5 |

NA

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

| WESTHAMPTON BEACH ASOS | NEW YORK APP CON | CTAF |
|---|---|---|
| 119.925 | 125.975 | 122.9 |

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM
190°
010°
Limit final and missed approach maximum airspeed to 70 KIAS.

(IF/IAF)
TIDUE

CALVERTON
CCC
1700
096°
(14.9)

1700
190° (3)

1800
304°
(7.6)
HAMPTON
HTO

(FAF)
STAYS

265

824

Proceed visually from CRANN or conduct the specified missed approach.

(MAP)
CRANN
190°
0.9 NM
420

SEE INSET

5 NM
056°
236°
BEADS

MSA CRANN 25 NM
1900

(MAP)
CRANN
190°
0.9 NM
Southampton
Heliport
ELEV 5
H
44 x 44
1.2 NM

ELEV 5
190° 0.9 NM
from MAP
Surface
Elevation 39
H
44 X 44

2000
BEADS

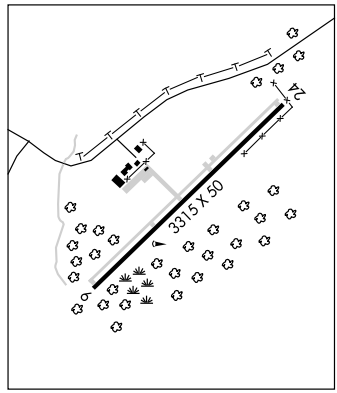
4 NM
Holding Pattern
TIDUE
STAYS
1700
010°
190°
190°
1700
CRANN
190°
0.9 NM
6.00°
HVR HT 5
3 NM
3 NM

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-190° | 560-1<br>521 (600-1) | NA | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**STORMVILLE** (N69) 1 NE UTC−5(−4DT) N41°34.61′ W73°43.97′ **NEW YORK**
358 NOTAM FILE ISP **L–33B, 34I**
**RWY 06–24:** H3315X50 (ASPH) S–25 0.8% up NE **IAP**
**RWY 06:** Trees. **RWY 24:** Trees.
**AIRPORT REMARKS:** Unattended. Geese on and invof rwy Aug–Oct. Rwy 06–24 wide cracks and weeds on rwy. Rwy 06–24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06–24 markings faded and difficult to see from ground.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 155° 6.7 NM to fld. 580/12W. **HIWAS.**



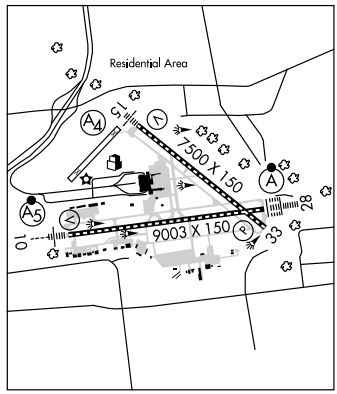

**SUFFOLK CO** N40°50.27′ W72°37.91′ NOTAM FILE FOK. **NEW YORK**
**(T) TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. **L–33B, 34I**
No NOTAM MP Mon 1600–2000Z‡.

**SULLIVAN CO** (See MONTICELLO)

## SYRACUSE

**SYRACUSE HANCOCK INTL** (SYR) 4 NE UTC−5(−4DT) N43°06.67′ W76°06.38′ **NEW YORK**
421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–11C, 12J, L–32F**
NOTAM FILE SYR **IAP, AD**
**RWY 10–28:** H9003X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 121 F/B/W/T HIRL CL
**RWY 10:** MALSR. VASI(V4L)—GA 3.0°TCH 55′. Trees.
**RWY 28:** ALSF2. TDZL. Trees. 0.3% up.
**RWY 15–33:** H7500X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 143 F/B/W/T HIRL CL
**RWY 15:** MALS. VASI(V4L)—GA 3.0°TCH 53′. Tree.
**RWY 33:** PAPI(P4L)—GA 3.0° TCH 50′. Tree.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 10 | 15–33 | 7700 |
| RWY 15 | 10–28 | 6000 |




**AIRPORT REMARKS:** Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z‡. No transient acft parking on main terminal ramp. Deer/coyote/birds on and invof arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon–Sat 1300–2200Z‡. Arrivals outside of these hours must make arrangements during regular work hours; call 315–455–2271. Noise abatement procedures in effect.
**WEATHER DATA SOURCES:** ASOS (315) 455–3444. **HIWAS** 117.0 SYR. WSP.
**COMMUNICATIONS: ATIS** 124.225 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 134.275 (279°–099°) 126.125 (100°–278°)
**TOWER** 120.3 **GND CON** 121.7 **CLNC DEL** 125.05
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**(H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 135° 5.2 NM to fld. 420/11W. **HIWAS.**
DME unusable byd 35 NM blo 4000′
**ILS/DME** 109.9 I–MRZ Chan 36 Rwy 10. Class 1A.
**ILS/DME** 109.9 I–SYR Chan 36 Rwy 28. Class 1E.
**COMM/NAV/WEATHER REMARKS:** Field condition reports recording avbl call 315–455–3444.

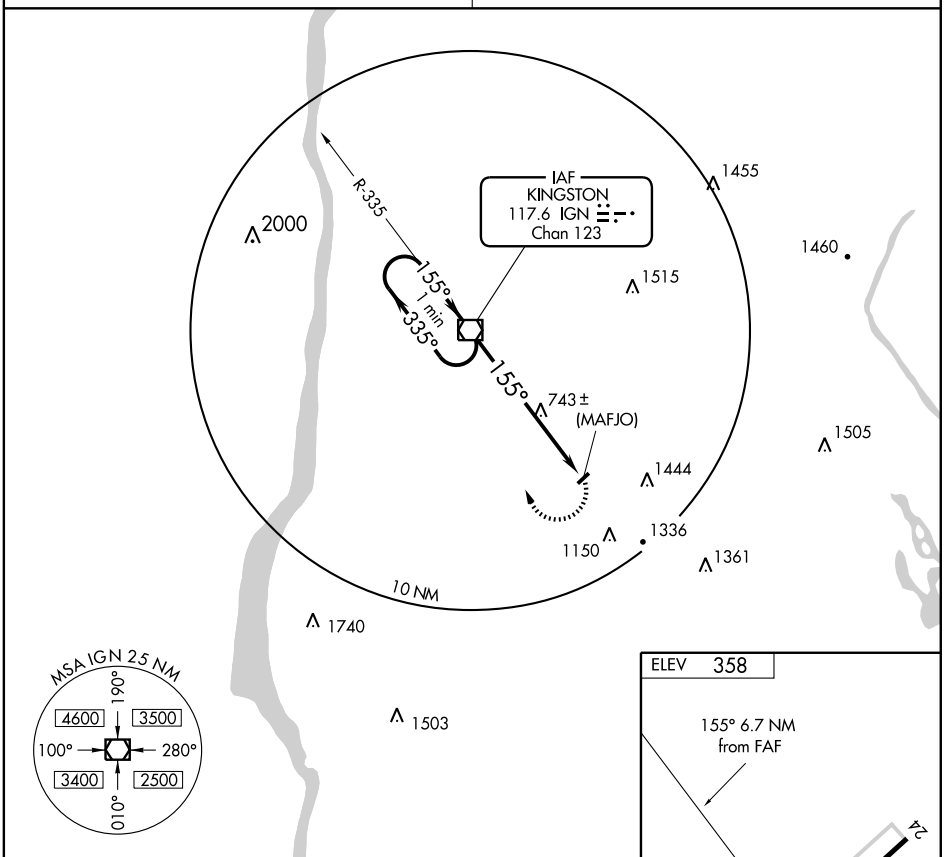
| VOR/DME IGN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 155° | TDZE | N/A |
| Chan 123 | | Apt Elev | 358 |

# VOR or GPS-A
STORMVILLE (N69)

Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
NA Procedure not authorized at night.

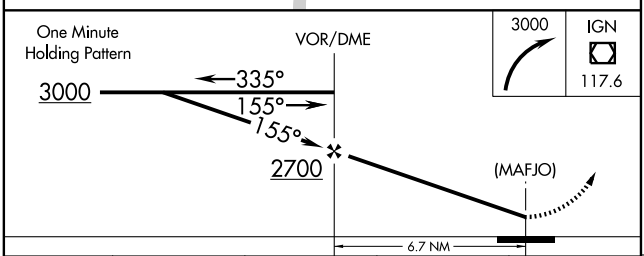
MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

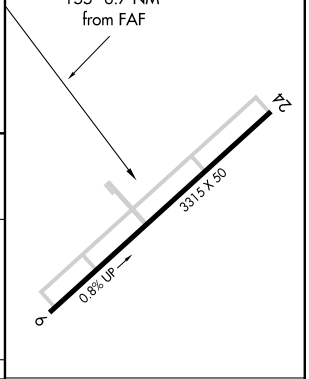
| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-3<br>1502 (1600-3) | NA | | |

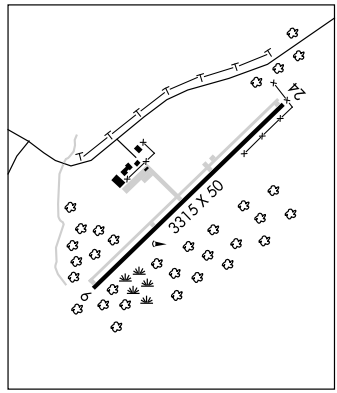
| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**STORMVILLE** (N69) 1 NE UTC−5(−4DT) N41°34.61′ W73°43.97′ **NEW YORK**
358 NOTAM FILE ISP **L–33B, 34I**
**RWY 06–24:** H3315X50 (ASPH) S–25 0.8% up NE **IAP**
**RWY 06:** Trees. **RWY 24:** Trees.
**AIRPORT REMARKS:** Unattended. Geese on and invof rwy Aug–Oct. Rwy 06–24 wide cracks and weeds on rwy. Rwy 06–24 not plowed. Various materials may be next to rwy ends after flea markets. Rwy 06–24 markings faded and difficult to see from ground.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 155° 6.7 NM to fld. 580/12W. **HIWAS.**



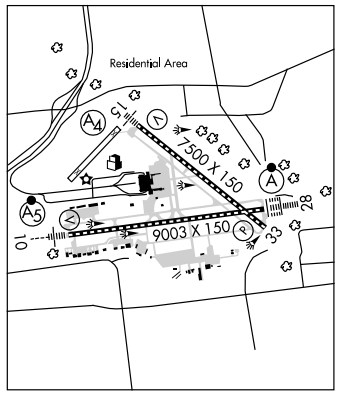

**SUFFOLK CO** N40°50.27′ W72°37.91′ NOTAM FILE FOK. **NEW YORK**
**(T) TACAN** Chan 47 FOK (111.0) at Francis S Gabreski. 50/13W. Unmonitored when twr closed. **L–33B, 34I**
No NOTAM MP Mon 1600–2000Z‡.

**SULLIVAN CO** (See MONTICELLO)

## SYRACUSE

**SYRACUSE HANCOCK INTL** (SYR) 4 NE UTC−5(−4DT) N43°06.67′ W76°06.38′ **NEW YORK**
421 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–11C, 12J, L–32F**
NOTAM FILE SYR **IAP, AD**
**RWY 10–28:** H9003X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 121 F/B/W/T HIRL CL
**RWY 10:** MALSR. VASI(V4L)—GA 3.0°TCH 55′. Trees.
**RWY 28:** ALSF2. TDZL. Trees. 0.3% up.
**RWY 15–33:** H7500X150 (ASPH–GRVD) S–115, D–156, 2D–257
PCN 143 F/B/W/T HIRL CL
**RWY 15:** MALS. VASI(V4L)—GA 3.0°TCH 53′. Tree.
**RWY 33:** PAPI(P4L)—GA 3.0° TCH 50′. Tree.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 10 | 15–33 | 7700 |
| RWY 15 | 10–28 | 6000 |




**AIRPORT REMARKS:** Attended continuously. No charter operations through passenger terminal building without prior permission. No jet engine maintenance runs abv idle between 0400–1100Z‡. No transient acft parking on main terminal ramp. Deer/coyote/birds on and invof arpt. Rwy 10 RVR touchdown, midpoint and rollout avbl. Rwy 28 RVR touchdown, midpoint and rollout avbl. Rwy 33 RVR touchdown avbl. Rwy 28 touchdown RVR also used for Rwy 33. Direct custom notification is required. Hours of notification are Mon–Sat 1300–2200Z‡. Arrivals outside of these hours must make arrangements during regular work hours; call 315–455–2271. Noise abatement procedures in effect.
**WEATHER DATA SOURCES:** ASOS (315) 455–3444. **HIWAS** 117.0 SYR. WSP.
**COMMUNICATIONS: ATIS** 124.225 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 134.275 (279°–099°) 126.125 (100°–278°)
**TOWER** 120.3 **GND CON** 121.7 **CLNC DEL** 125.05
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**(H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 135° 5.2 NM to fld. 420/11W. **HIWAS.**
DME unusable byd 35 NM blo 4000′
**ILS/DME** 109.9 I–MRZ Chan 36 Rwy 10. Class 1A.
**ILS/DME** 109.9 I–SYR Chan 36 Rwy 28. Class 1E.
**COMM/NAV/WEATHER REMARKS:** Field condition reports recording avbl call 315–455–3444.

| LOC/DME I-MRZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 100° | TDZE | 421 |
| Chan 36 | | Apt Elev | 421 |

# ILS or LOC RWY 10

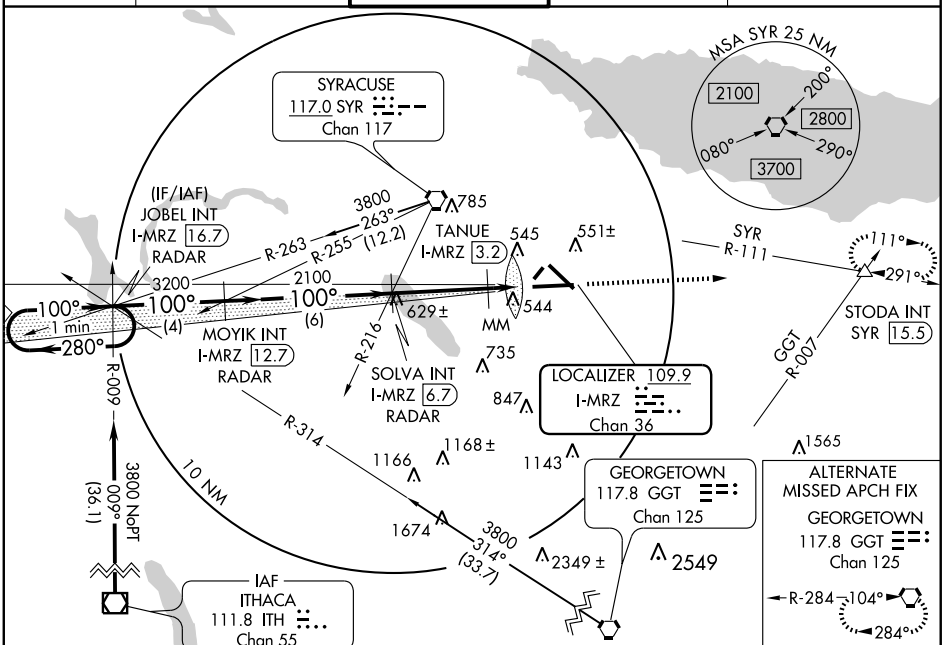
## SYRACUSE HANCOCK INTL (SYR)

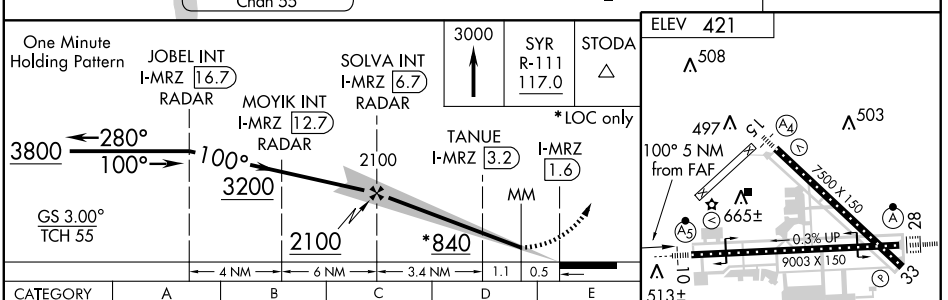
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |







TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10 | **621/24 200 (200-½) | | | | |
| S-LOC 10 | 840/24 419 (500-½) | | 840/40 419 (500-¾) | | 840/50 419 (500-1) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |
| TANUE FIX MINIMUMS | | | | | |
| S-LOC 10 | 780/24 359 (400-½) | | | 780/40 359 (400-¾) | |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS RWY 28

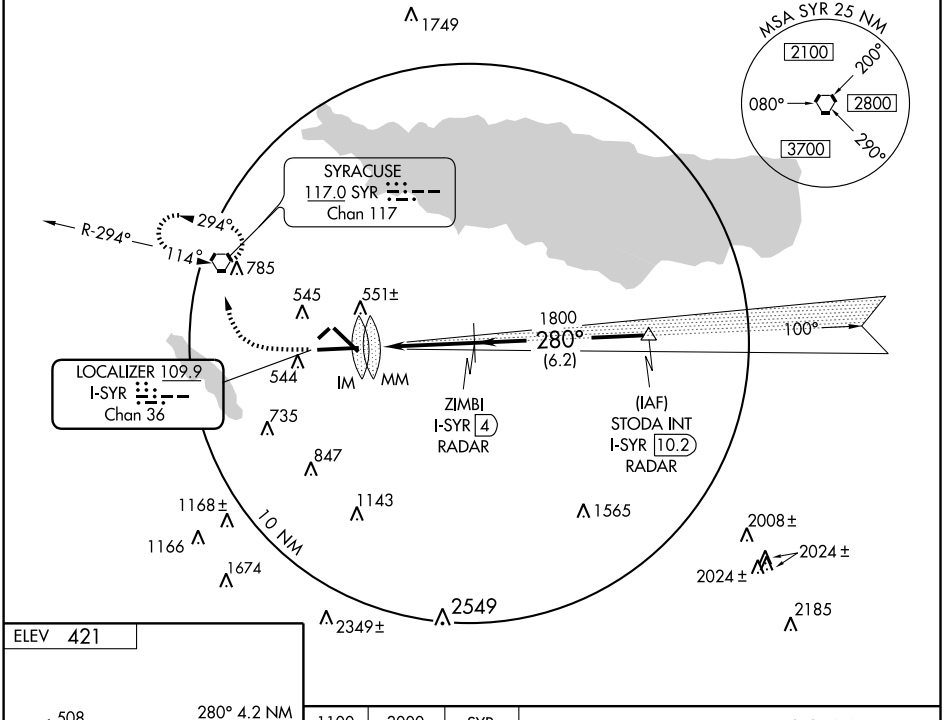
## SYRACUSE HANCOCK INTL (SYR)

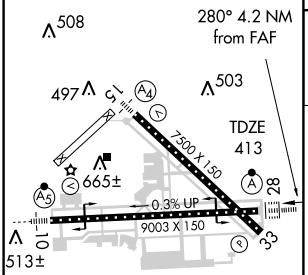
▼ * RADAR or DME REQUIRED

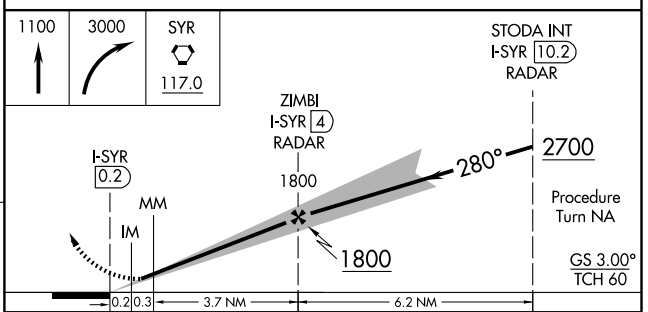
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 613/18 200 (200-½) | | | |
| S-LOC 28 * | 800/24 387 (400-½) | | | 800/40 387 (400-¾) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS RWY 28 (CAT II)

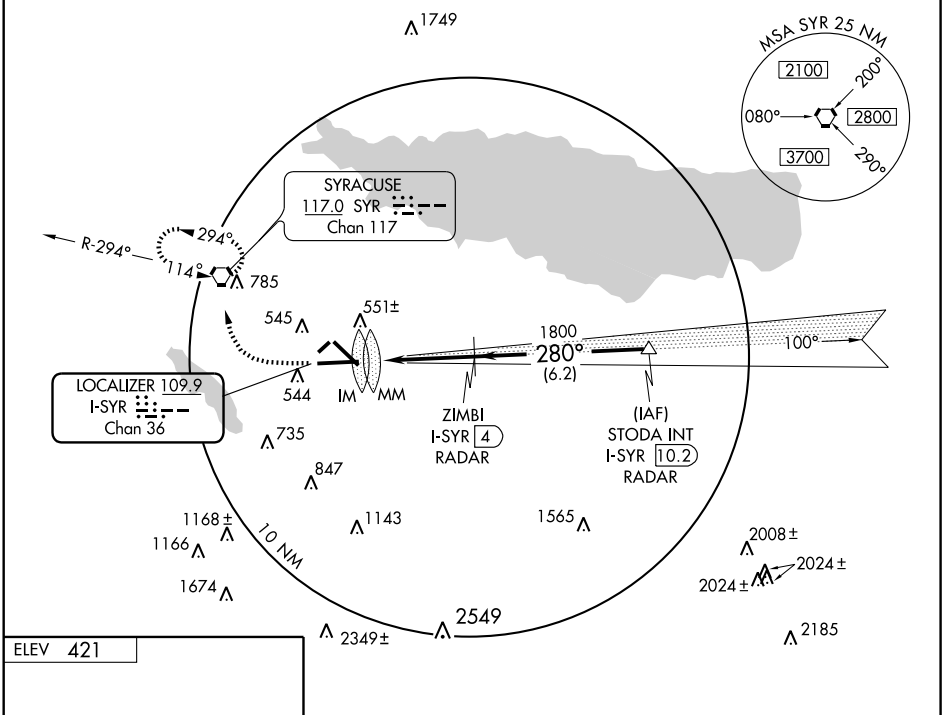
## SYRACUSE HANCOCK INTL (SYR)

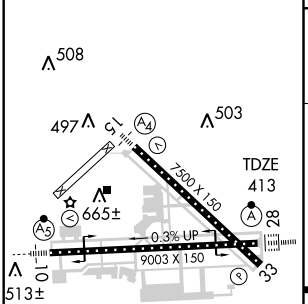
ALSF-2

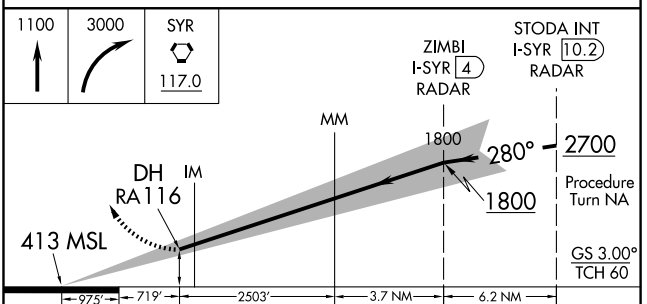
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | RA 116/12 100 DA 513 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 40017 | 100° | TDZE | 421 |
| W10A | | Apt Elev | 421 |

# RNAV (GPS) RWY 10

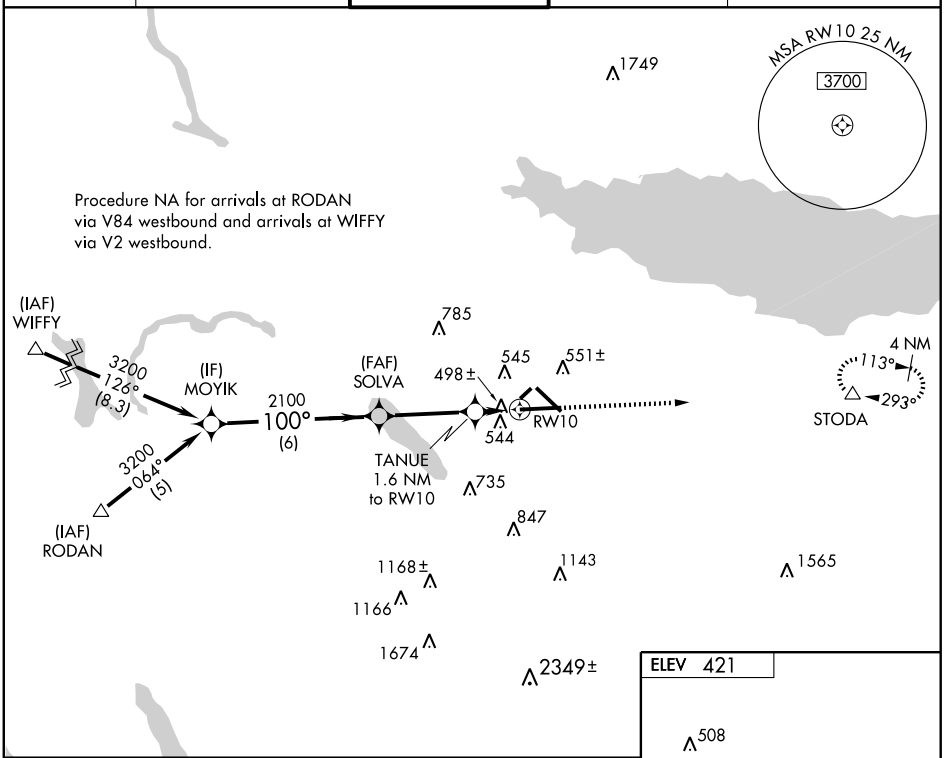
## SYRACUSE HANCOCK INTL (SYR)

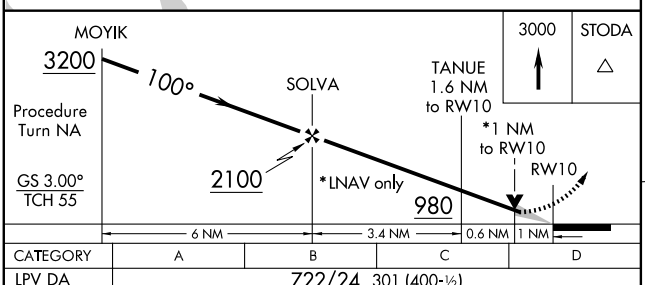
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

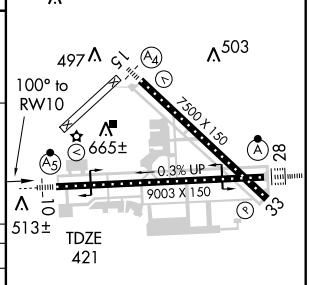
MISSED APPROACH: Climb to 3000 direct STODA and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 722/24 301 (400-½) | | | |
| LNAV/VNAV DA | 823/50 402 (500-1) | | | |
| LNAV MDA | 800/24 379 (400-½) | | | 800/50 379 (400-1) |
| CIRCLING | 880-1½ 459 (500-1½) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 50117 | 147° | TDZE | 417 |
| W15A | | Apt Elev | 421 |

# RNAV (GPS) RWY 15

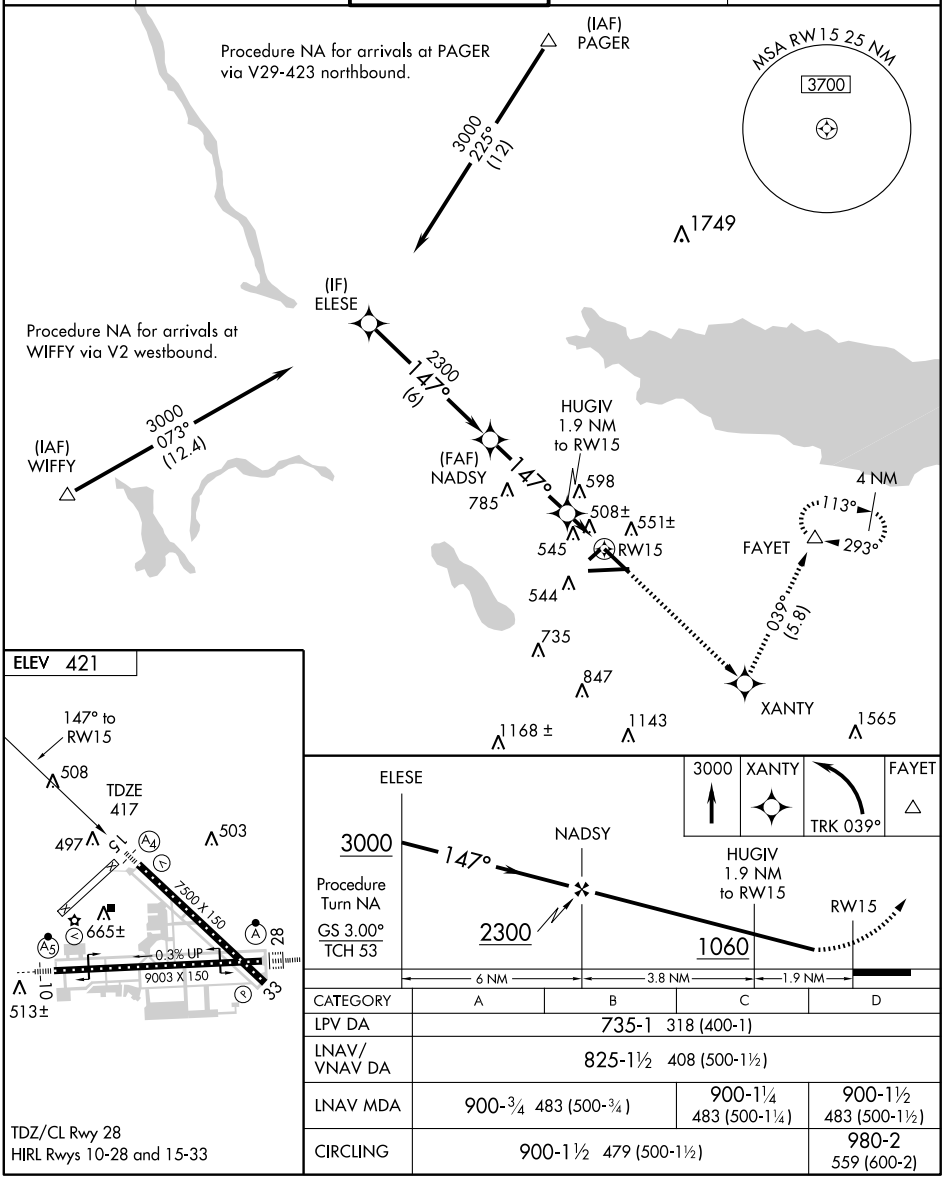
## SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |







TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 735-1 318 (400-1) | | | |
| LNAV/VNAV DA | 825-1½ 408 (500-1½) | | | |
| LNAV MDA | 900-¾ 483 (500-¾) | | 900-1¼ 483 (500-1¼) | 900-1½ 483 (500-1½) |
| CIRCLING | 900-1½ 479 (500-1½) | | | 980-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 45517 | 281° | TDZE | 413 |
| W28A | | Apt Elev | 421 |

# RNAV (GPS) RWY 28

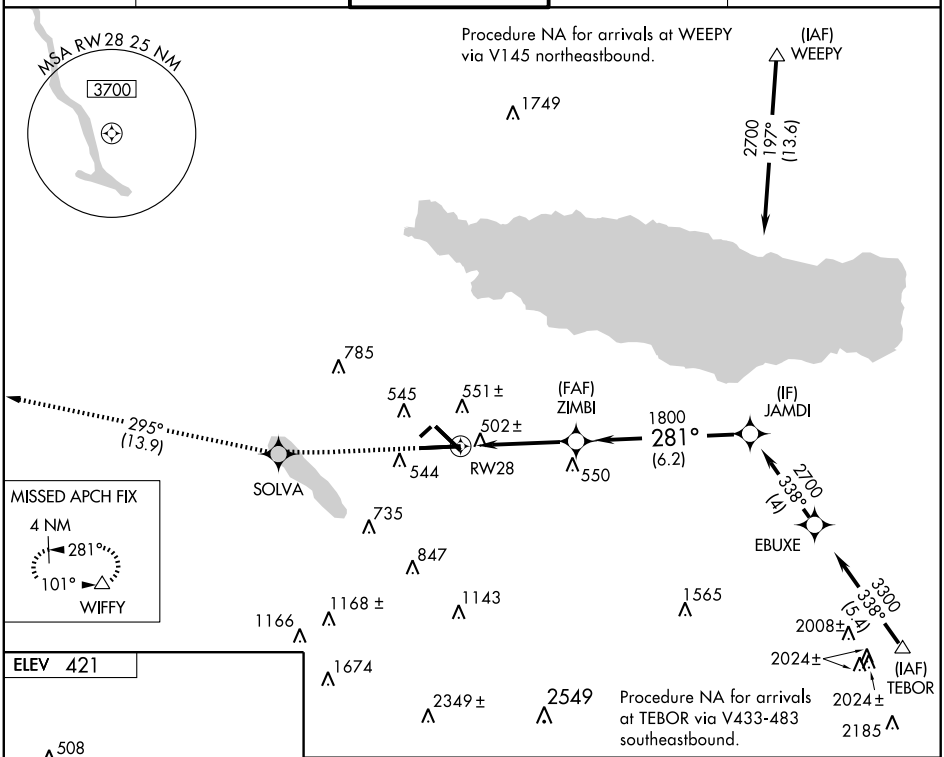
## SYRACUSE HANCOCK INTL (SYR)

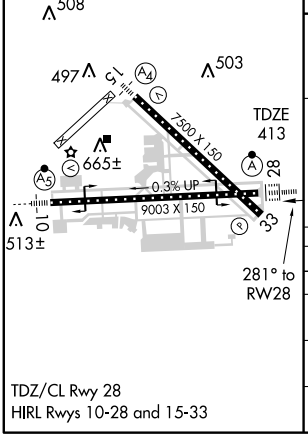
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

ALSF-2

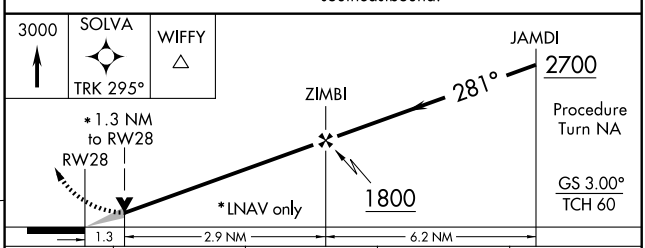
MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 740/40 327 (400-¾) | | | |
| LNAV/VNAV DA | 775/40 362 (400-¾) | | | |
| LNAV MDA | 860/24 447 (500-½) | | 860/40 447 (500-¾) | 860/50 447 (500-1) |
| CIRCLING | 880-1¼ 459 (500-1¼) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |




NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 81823 | 327° | TDZE | 409 |
| W33A | | Apt Elev | 421 |

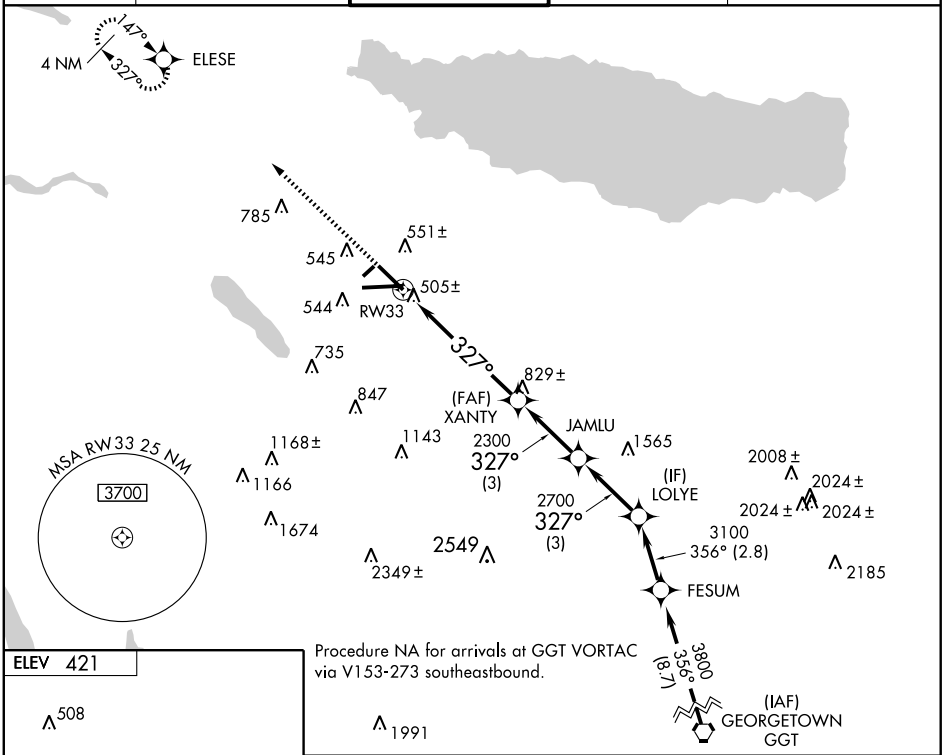
# RNAV (GPS) RWY 33

## SYRACUSE HANCOCK INTL (SYR)

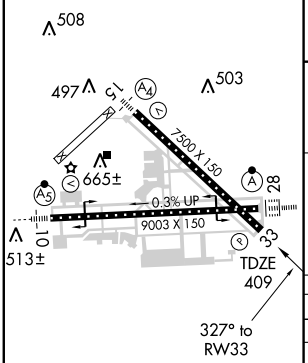
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ELESE and hold.

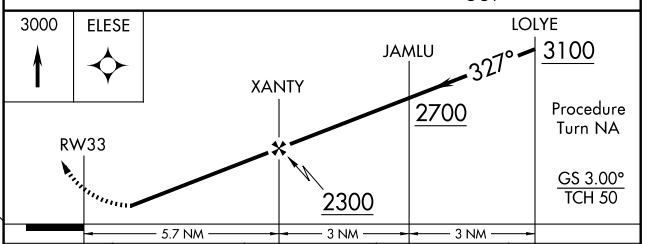
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 734/60 325 (400-1¼) | | | |
| LNAV/ VNAV DA | 874-1¾ 465 (500-1¾) | | | |
| LNAV MDA | 880/50 471 (500-1) | | 880/60 471 (500-1¼) | 880-1½ 471 (500-1½) |
| CIRCLING | 880-1¾ 459 (500-1¾) | | 900-1¾ 479 (500-1¾) | 980-2 559 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC SYR 117.0 Chan 117 | APP CRS 314° | Rwy Idg 7500 TDZE 409 Apt Elev 421 |
|---|---|---|

# VOR or TACAN RWY 33

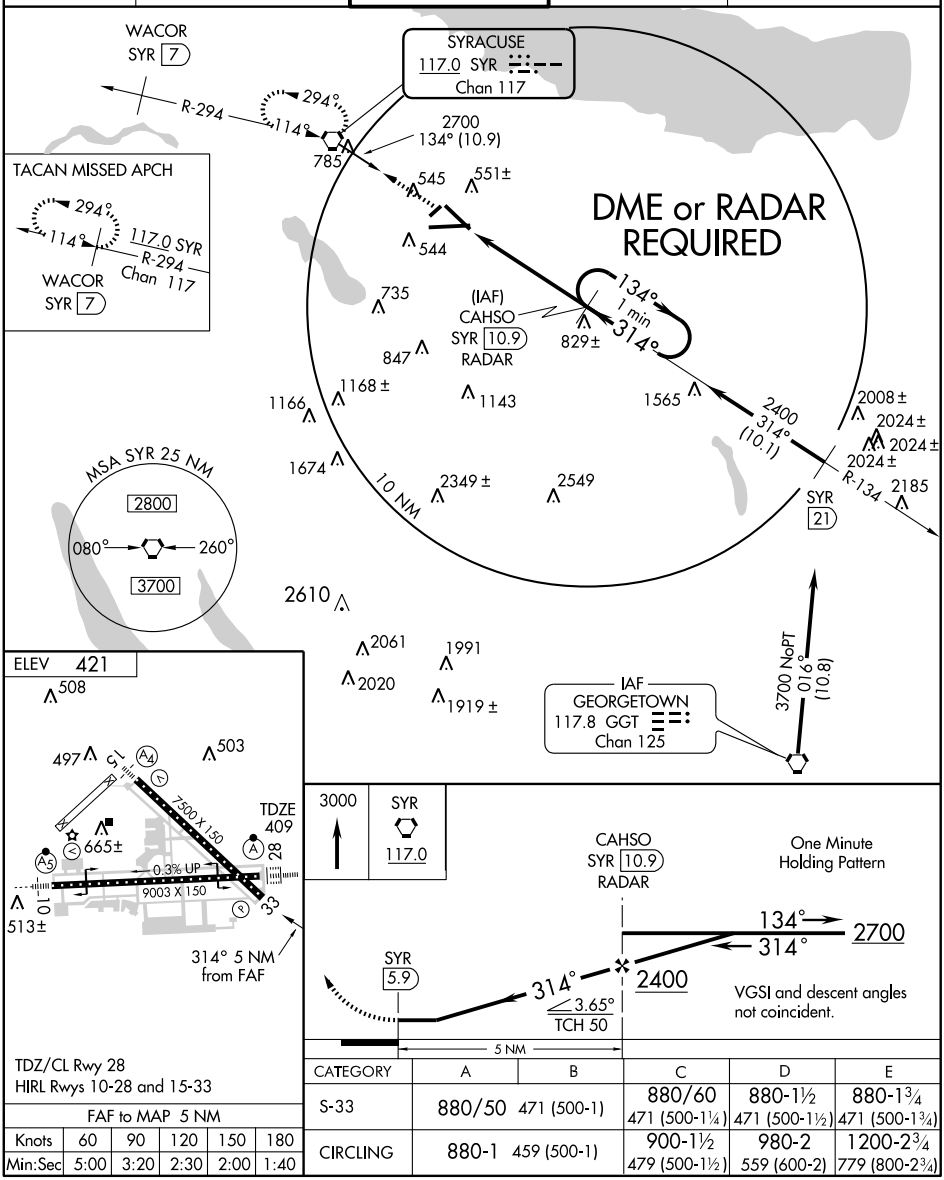
SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |



NE-2, 26 AUG 2010 to 23 SEP 2010




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 880/50 | 471 (500-1) | 880/60 471 (500-1¼) | 880-1½ 471 (500-1½) | 880-1¾ 471 (500-1¾) |
| CIRCLING | 880-1 | 459 (500-1) | 900-1½ 479 (500-1½) | 980-2 559 (600-2) | 1200-2¾ 779 (800-2¾) |

| VORTAC SYR 117.0 Chan 117 | APP CRS 131° | Rwy Idg 7500 TDZE 417 Apt Elev 421 |
|---|---|---|

# VOR RWY 15

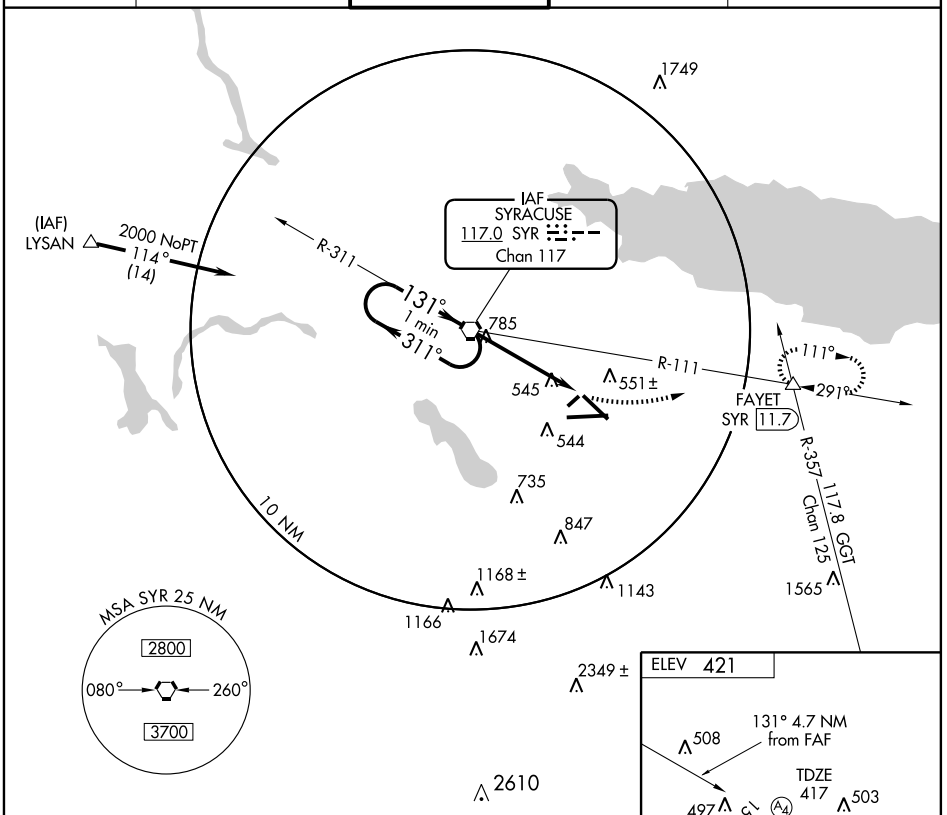
## SYRACUSE HANCOCK INTL (SYR)

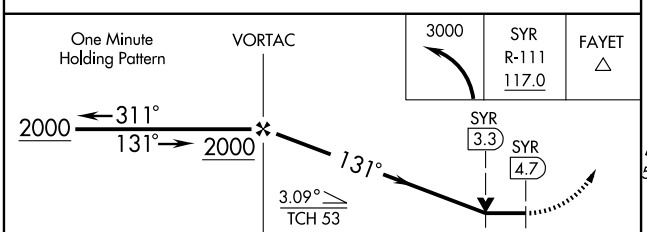
Inoperative table does not apply to S-15 CAT C and D.

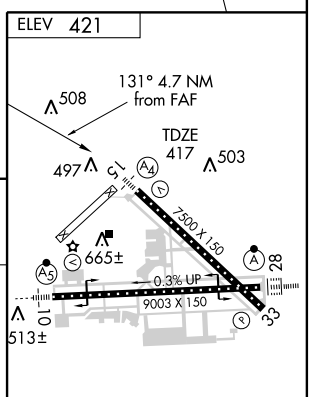
MALS A4

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 134.275 279.6 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 880-¾ 463 (500-¾) | | 880-1¼ 463 (500-1¼) | 880-1½ 463 (500-1½) |
| CIRCLING | 880-1 459 (500-1) | | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.7 NM

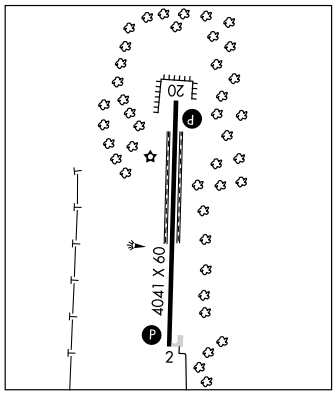
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**SYRACUSE SUBURBAN ARPT** (6NK) 13 N UTC−5(−4DT) N43°16.03′ W76°10.77′ NEW YORK
400
**RWY 16–34:** H2500X60 (ASPH)
**RWY 16:** REIL. PAPI(P2L) **RWY 34:** REIL. PAPI(P2R). Trees.
**AIRPORT REMARKS:** Attended on call, ctc arpt manager 315–469–7317.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 N43°09.63′ W76°12.27′ 021° 6.5 NM to fld. 420/11W. DME unusable byd 35 NM blo 4000′. **HIWAS**

**TICONDEROGA MUNI** (4B6) 2 NE UTC−5(−4DT) N43°52.64′ W73°24.79′ NEW YORK
273 B S2 NOTAM FILE BTV L–32G
**RWY 02–20:** H4041X60 (ASPH) MIRL IAP
**RWY 02:** REIL. PAPI(P2L). Trees.
**RWY 20:** REIL. PAPI(P2L). Trees. Rgt tfc.
**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02 and 20, REIL Rwys 02 and 20—CTAF. Rwy 02 PAPI OTS indef. Rwy 20 PAPI OTS indef. REIL Rwy 02 OTS indef. REIL Rwy 20 OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**BURLINGTON (L) VORW/DME** 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 213° 32.7 NM to fld. 420/15W. **HIWAS.**




**TRI–CITIES** (See ENDICOTT)

## TROY

**RENSSELAER CO** (5B7) 6 SE UTC−5(−4DT) N42°41.45′ W73°34.77′ NEW YORK
440 **FUEL** 100LL TPA—1500(1060) NOTAM FILE BTV
**RWY 18–36:** H2670X50 (ASPH) S–8
**RWY 18:** Trees. **RWY 36:** Trees.
**AIRPORT REMARKS:** Unattended. Deer and birds on and invof arpt. Surrounding terrain slopes down to rwy; due to higher surrounding terrain recommend use of the following procedures: Dep Rwy 36—Use best angle of climb speed until well clear of residential area north of Rwy 36; Arrivals Rwy 18—maintain sufficient altitude on final so as to avoid low altitude and/or high power over residential area which underlies final apch to Rwy 18. Dep Rwy 18 and arrivals Rwy 36—use normal procedures. Rwy 18–36 pavement cracked, loose rocks and vegetation. Rwy 18 first 40′ overgrown with grass. Rwy 18 markings not visible. Transient acft call 518–279–1394 for field conditions prior to arrival.
**COMMUNICATIONS: CTAF/UNICOM** 122.7

**UTICA** N43°01.59′ W75°09.87′ NOTAM FILE UCA. NEW YORK
**(L) VORTAC** 111.2 UCA Chan 49 331° 16.4 NM to Griffiss Intl. 1420/12W. L–32G
**RCO** 122.65 122.2 122.1R 111.2T (BUFFALO RADIO)

## UTICA/FRANKFORT

**FRANKFORT–HIGHLAND** (6B4) UTC–5(−4DT) N43°01.26′ W75°10.23′ NEW YORK
1325 **FUEL** 100LL NOTAM FILE BUF
**RWY 13–31:** H2550X30 (ASPH) S–12 LIRL(NSTD)
**RWY 13:** Thld dsplcd 75′. Trees. **RWY 31:** Trees.
**AIRPORT REMARKS:** Unattended. Self–serve fuel. Model plane club opr on arpt. 5′ wide hole on right side pavement edge Rwy 13, 803′ from AER. Rwy 31 has 120 ft dropoff 310 ft from thld on both sides. LIRL Rwy 13–31 not avbl to transient acft. Rwy 13–31 NSTD LIRL; lgts are 40 ft from rwy edge. Arpt located 5 miles SE Utica. Rwy 13–31 grass ldg area each side of ASPH inside lgts: not maintained winter months; snow plowing; braking action and field condition reports not avbl. Rwy 13–31 markings are NSTD size and painted white.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

| APP CRS | Rwy Idg | 4041 |
|---|---|---|
| 017° | TDZE | 273 |
| | Apt Elev | 274 |

# RNAV (GPS) RWY 2

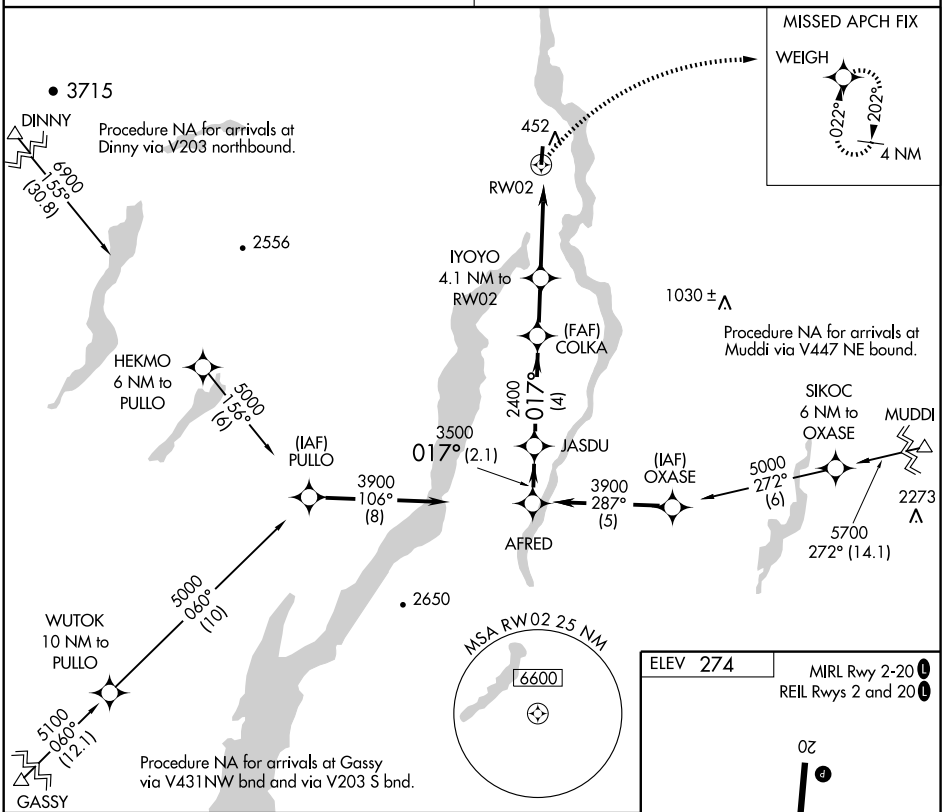
TICONDEROGA MUNI (4B6)

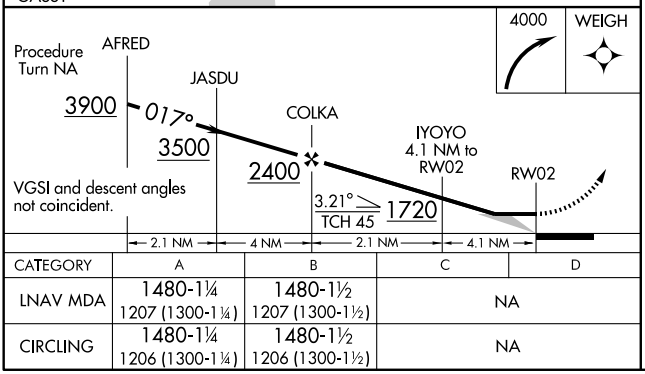
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

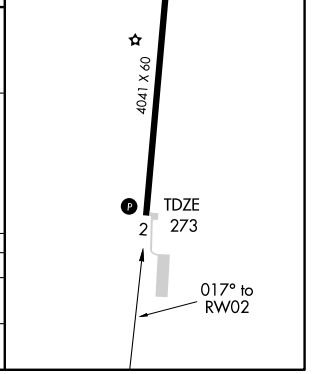
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1¼ 1207 (1300-1¼) | 1480-1½ 1207 (1300-1½) | NA | |
| CIRCLING | 1480-1¼ 1206 (1300-1¼) | 1480-1½ 1206 (1300-1½) | NA | |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 20

TICONDEROGA MUNI (4B6)

| APP CRS | Rwy Idg | 4041 |
|---|---|---|
| 197° | TDZE | 273 |
| | Apt Elev | 274 |

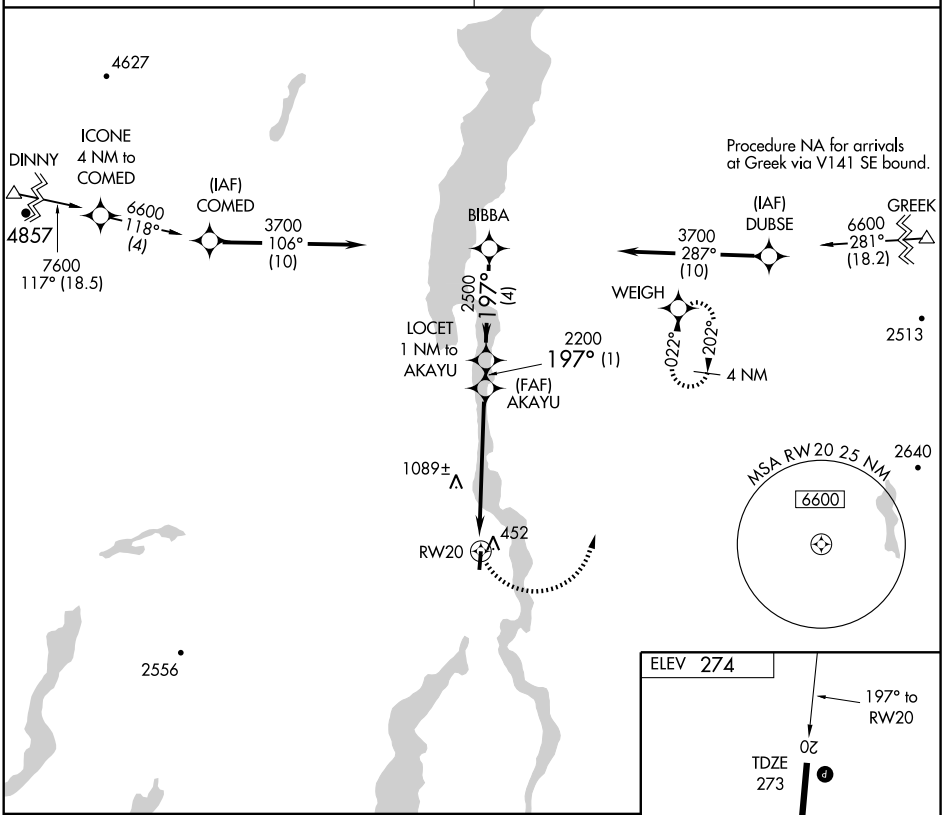
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

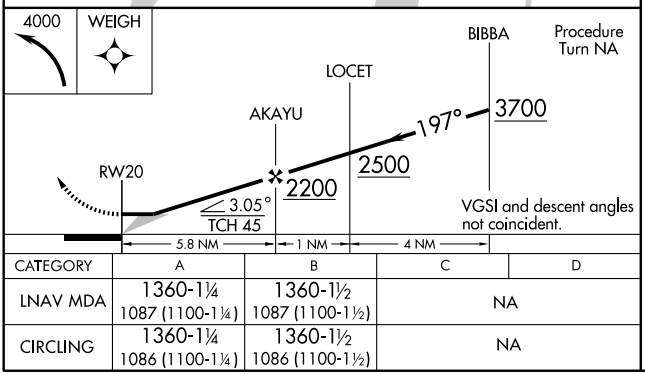
NA

MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

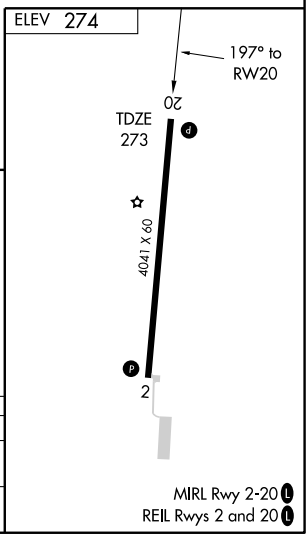
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L



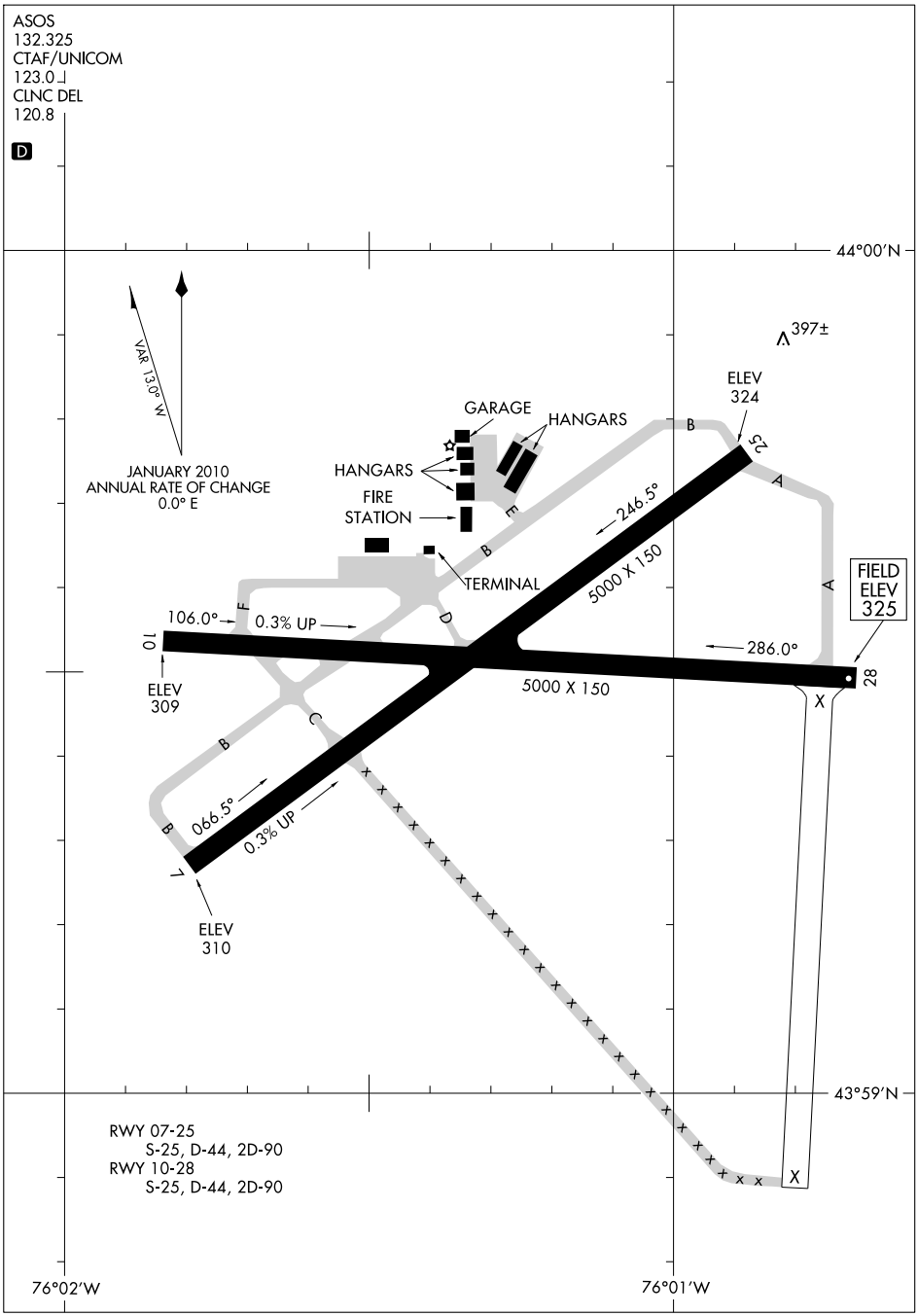




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1¼ 1087 (1100-1¼) | 1360-1½ 1087 (1100-1½) | NA | |
| CIRCLING | 1360-1¼ 1086 (1100-1¼) | 1360-1½ 1086 (1100-1½) | NA | |





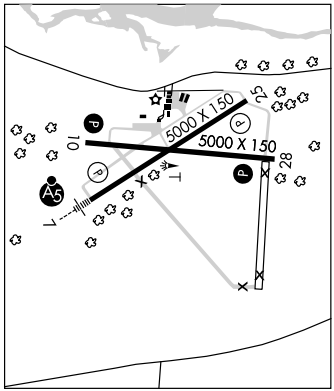

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010





NE-2, 26 AUG 2010 to 23 SEP 2010

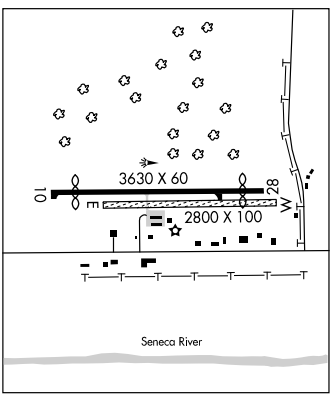
**WATERTOWN INTL** (ART) 5 W UTC−5(−4DT) N43°59.52′ W76°01.31′ **NEW YORK**
325 B S4 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART **H–11C, 12J, L–32F**
**RWY 07–25:** H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90 HIRL 0.3% up NE **IAP, AD**
**RWY 07:** MALSR. PAPI(P4L)—GA 3.0°TCH 46′. Trees.
**RWY 25:** PAPI(P4L)—GA 3.0°TCH 54′. Trees.
**RWY 10–28:** H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90
MIRL 0.3% up E
**RWY 10:** PAPI(P4L)—GA 3.0° TCH 46′. Trees.
**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 07:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 10:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 25:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 28:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. For fuel and service call 315–639–3783 or after hrs call 315–629–3765 or 315–646–1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315–639–3809 or after 2130Z‡ call 315–783–7568. Twy C clsd Oct–Apr. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALSR Rwy 07, PAPI Rwys 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF. Ldg fee for acft over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315–482–2261.




**WEATHER DATA SOURCES:** ASOS 132.325 (315) 639–4002.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.1R 109.8T (BURLINGTON RADIO)
**RCO** 122.3 122.2 (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 128.25 **CLNC DEL** 120.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ART.
**(L) VORTAC** 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 050° 3.0 NM to fld. 370/12W.
**ILS** 111.1 I–ART Rwy 07. Class ID.

## WEEDSPORT

**WHITFORDS** (B16) 2 NE UTC−5(−4DT) N43°04.82′ W76°32.30′ **NEW YORK**
400 B **FUEL** 100LL, MOGAS TPA—1200(800) NOTAM FILE BUF **L–32F**
**RWY 10–28:** H3630X60 (ASPH) MIRL **IAP**
**RWY 10:** Thld dsplcd 430′. Trees.
**RWY 28:** Thld dsplcd 350′. Trees.
**RWY E–W:** 2800X100 (TURF)
**RWY E:** Hill. **RWY W:** Trees.
**AIRPORT REMARKS:** Attended dalgt hours. 87 octane also avbl. Rwy E–W CLOSED Nov 1–May 15. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 10–28—122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z‡ call 315–834–9059.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **SYRACUSE APP/DEP CON** 134.275
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 43°09.63′ W76°12.27′ 263° 15.4 NM to fld. 420/11W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.



| LOC I-ART | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.1 | 065° | TDZE | 319 |
| | | Apt Elev | 325 |

# ILS or LOC RWY 7
## WATERTOWN INTL (ART)

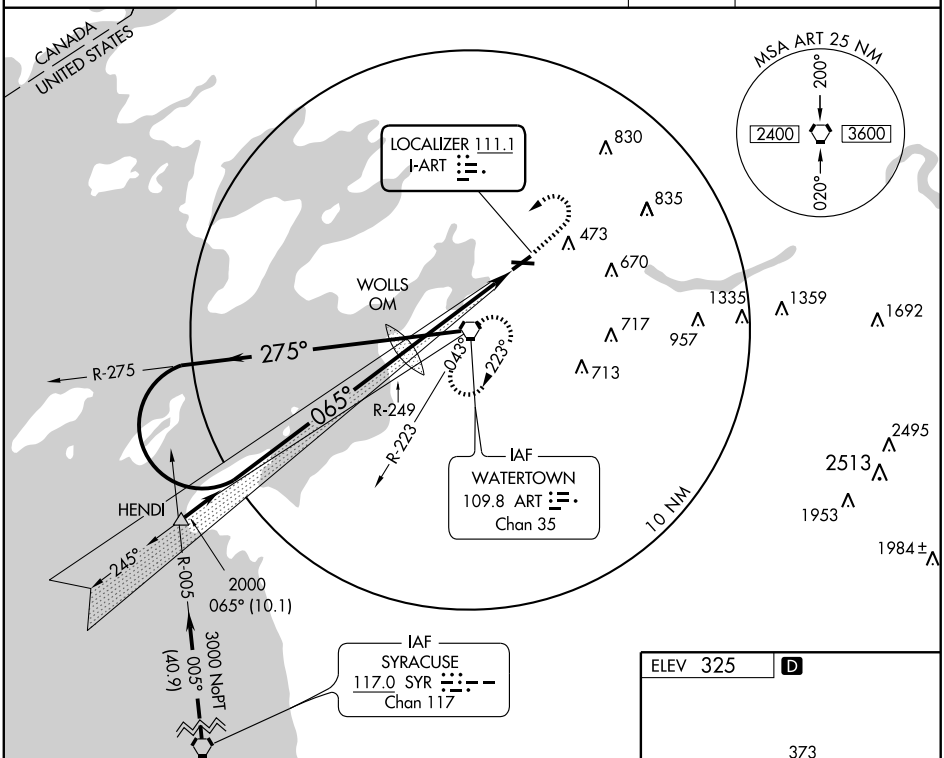
Circling NA at night to Rwy 10.

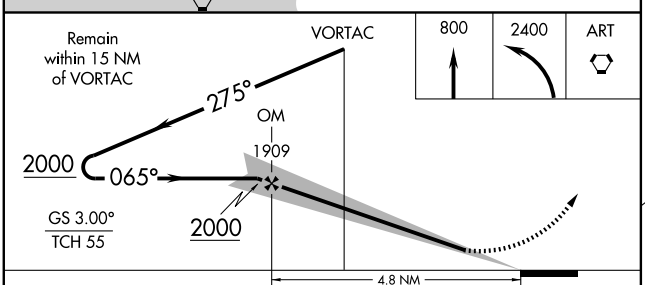
MALSR

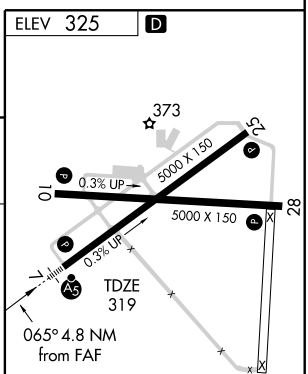
MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 519-½ 200 (200-½) | | | |
| S-LOC 7 | 760-½ 411 (500-½) | | 760-¾ 411 (500-¾) | 760-1 441 (500-1) |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1¾ 635 (700-1¾) | 1000-2¼ 675 (700-2¼) |

REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 82510 W07A | APP CRS 065° | Rwy Idg 5000<br>TDZE 319<br>Apt Elev 325 |
|---|---|---|

# RNAV (GPS) RWY 7

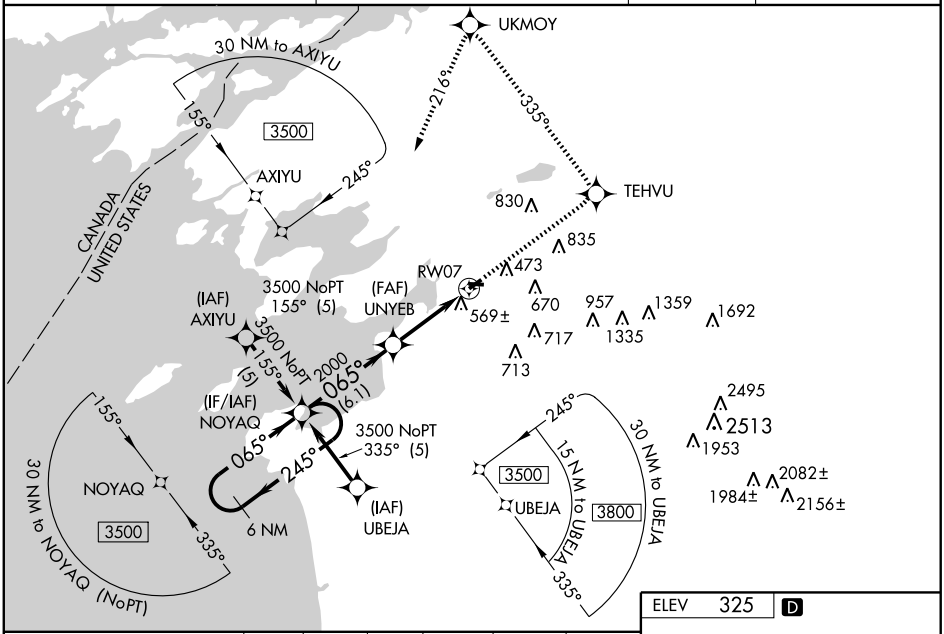
WATERTOWN INTL (ART)

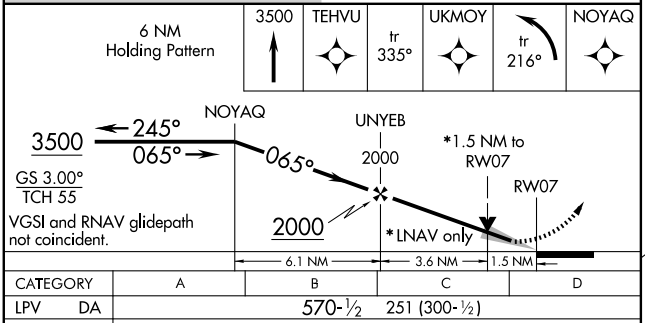
Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

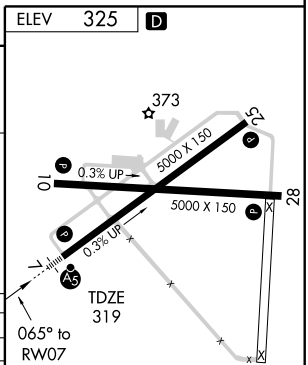
MALSR

MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 570-½ | 251 (300-½) | | |
| LNAV/VNAV DA | 903-1½ | 584 (600-1½) | | |
| LNAV MDA | 820-½ | 501 (500-½) | 820-1 | 501 (500-1) |
| CIRCLING | 960-1 | 635 (700-1) | 960-1¾<br>635 (700-1¾) | 1000-2¼<br>675 (700-2¼) |

REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L


NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC ART | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.8 | 043° | TDZE | 319 |
| Chan 35 | | Apt Elev | 325 |

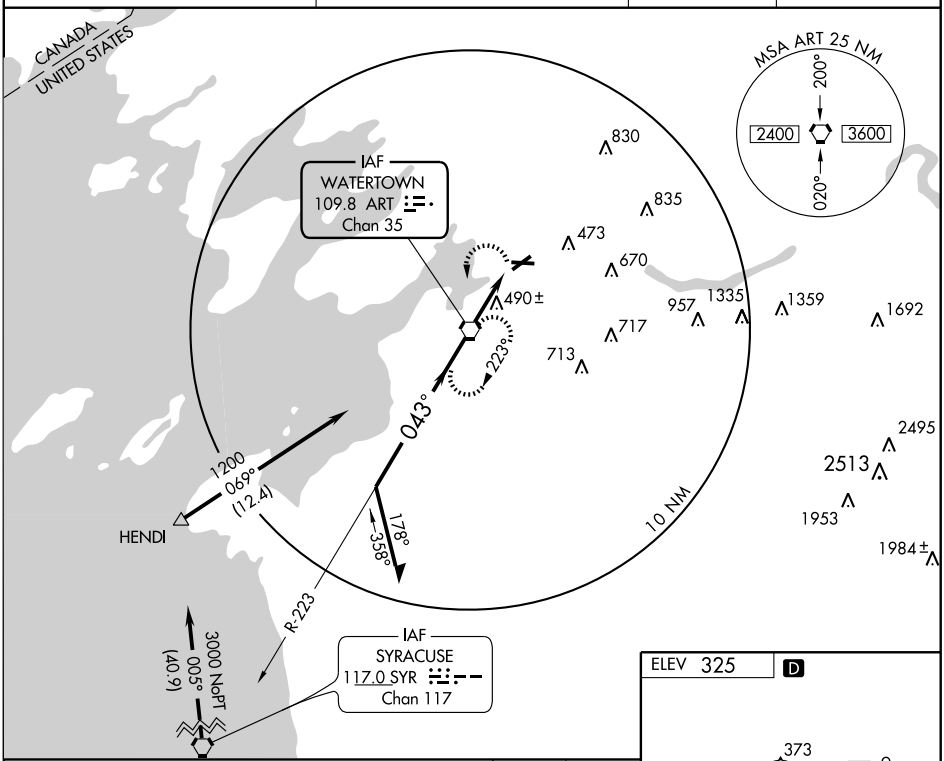
# VOR RWY 7
## WATERTOWN INTL (ART)

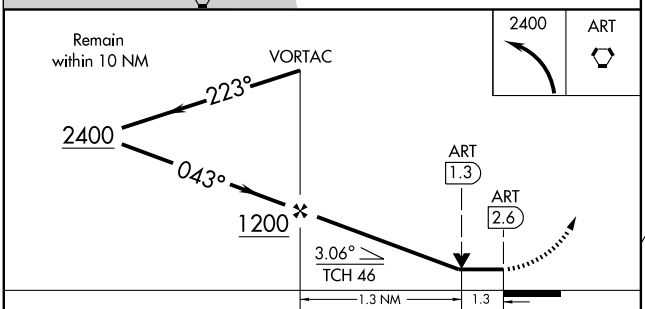
Circling NA at night to Rwy 10. Inoperative table does not apply.

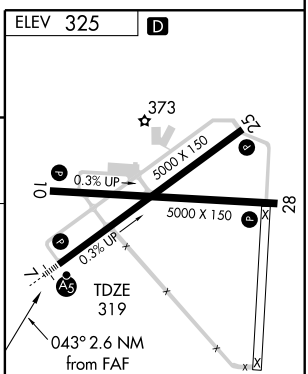
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

| ASOS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.325 | 128.25 257.6 | 120.8 | 123.0 (CTAF) L |




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

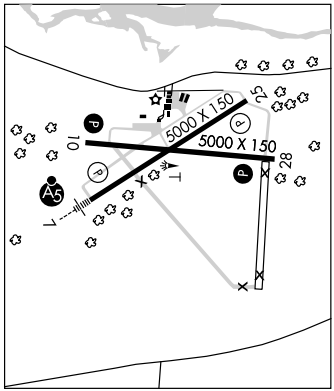
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 840-1 521 (600-1) | | 840-1½ 521 (600-1½) | NA |
| CIRCLING | 940-1 615 (700-1) | 960-1 635 (700-1) | 960-1¾ 635 (700-1¾) | NA |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

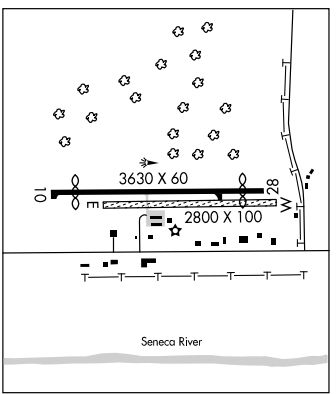
**WATERTOWN INTL** (ART) 5 W UTC−5(−4DT) N43°59.52′ W76°01.31′ **NEW YORK**
325 B S4 **FUEL** 100LL, JET A AOE Class II, ARFF Index A NOTAM FILE ART **H–11C, 12J, L–32F**
**RWY 07–25:** H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90 HIRL 0.3% up NE **IAP, AD**
**RWY 07:** MALSR. PAPI(P4L)—GA 3.0°TCH 46′. Trees.
**RWY 25:** PAPI(P4L)—GA 3.0°TCH 54′. Trees.
**RWY 10–28:** H5000X150 (ASPH–GRVD) S–25, D–44, 2D–90
MIRL 0.3% up E
**RWY 10:** PAPI(P4L)—GA 3.0° TCH 46′. Trees.
**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 07:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 10:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 25:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 28:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. For fuel and service call 315–639–3783 or after hrs call 315–629–3765 or 315–646–1627. Deer and birds on and invof arpt. PPR 2 hours for air carrier ops with more than 30 passenger seats call assistant manager 315–639–3809 or after 2130Z‡ call 315–783–7568. Twy C clsd Oct–Apr. ACTIVATE HIRL Rwy 07–25, MIRL Rwy 10–28, MALSR Rwy 07, PAPI Rwys 10 and Rwy 28, REIL Rwy 28 and twy lgts—CTAF. Ldg fee for acft over 6000 lbs gross weight. 2 hours advance notice to U.S. Customs by pilot required, call 315–482–2261.




**WEATHER DATA SOURCES:** ASOS 132.325 (315) 639–4002.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.1R 109.8T (BURLINGTON RADIO)
**RCO** 122.3 122.2 (BURLINGTON RADIO)
Ⓡ **WHEELER–SACK APP/DEP CON** 128.25 **CLNC DEL** 120.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ART.
**(L) VORTAC** 109.8 ART Chan 35 N43°57.12′ W76°03.88′ 050° 3.0 NM to fld. 370/12W.
**ILS** 111.1 I–ART Rwy 07. Class ID.

## WEEDSPORT

**WHITFORDS** (B16) 2 NE UTC−5(−4DT) N43°04.82′ W76°32.30′ **NEW YORK**
400 B **FUEL** 100LL, MOGAS TPA—1200(800) NOTAM FILE BUF **L–32F**
**RWY 10–28:** H3630X60 (ASPH) MIRL **IAP**
**RWY 10:** Thld dsplcd 430′. Trees.
**RWY 28:** Thld dsplcd 350′. Trees.
**RWY E–W:** 2800X100 (TURF)
**RWY E:** Hill. **RWY W:** Trees.
**AIRPORT REMARKS:** Attended dalgt hours. 87 octane also avbl. Rwy E–W CLOSED Nov 1–May 15. Ultralgts on and invof arpt. ACTIVATE MIRL Rwy 10–28—122.7. Rotating bcn OTS indef. For rotating bcn after 0400Z‡ call 315–834–9059.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **SYRACUSE APP/DEP CON** 134.275
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYR.
**SYRACUSE (H) VORTACW** 117.0 SYR Chan 117 43°09.63′ W76°12.27′ 263° 15.4 NM to fld. 420/11W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.



| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 099° | TDZE | 400 |
| | Apt Elev | 400 |

# RNAV (GPS) RWY 10

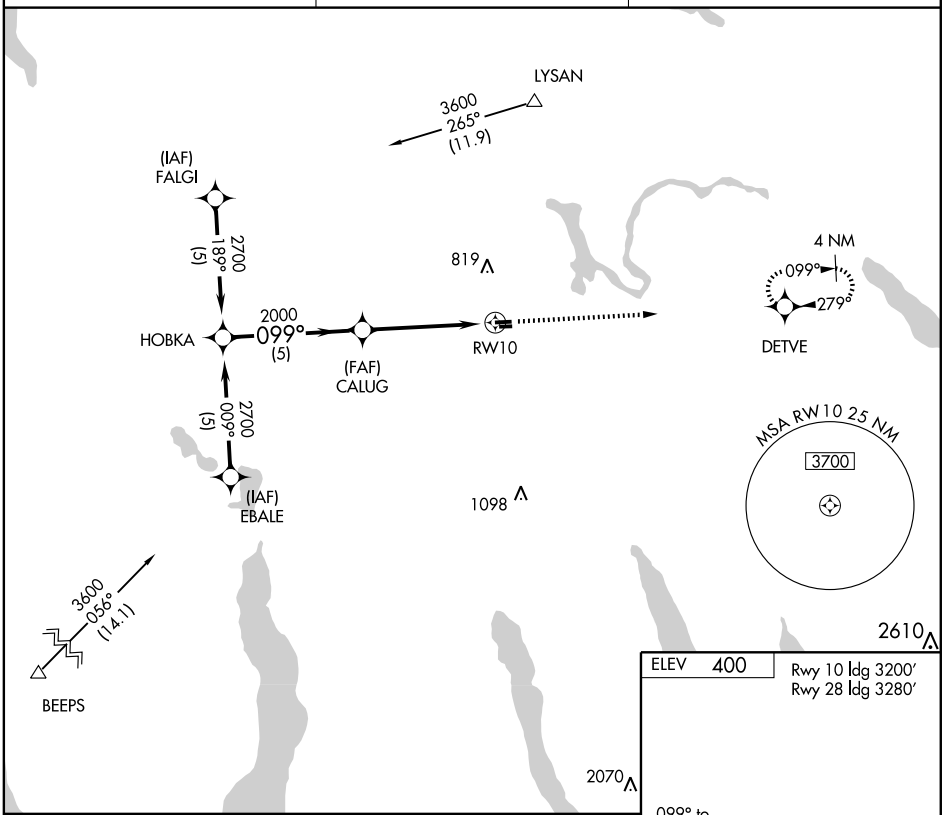
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 620 (700-1) | | NA | |
| CIRCLING | 1020-1 620 (700-1) | 1060-1 660 (700-1) | NA | |

MIRL Rwy 10-28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 28

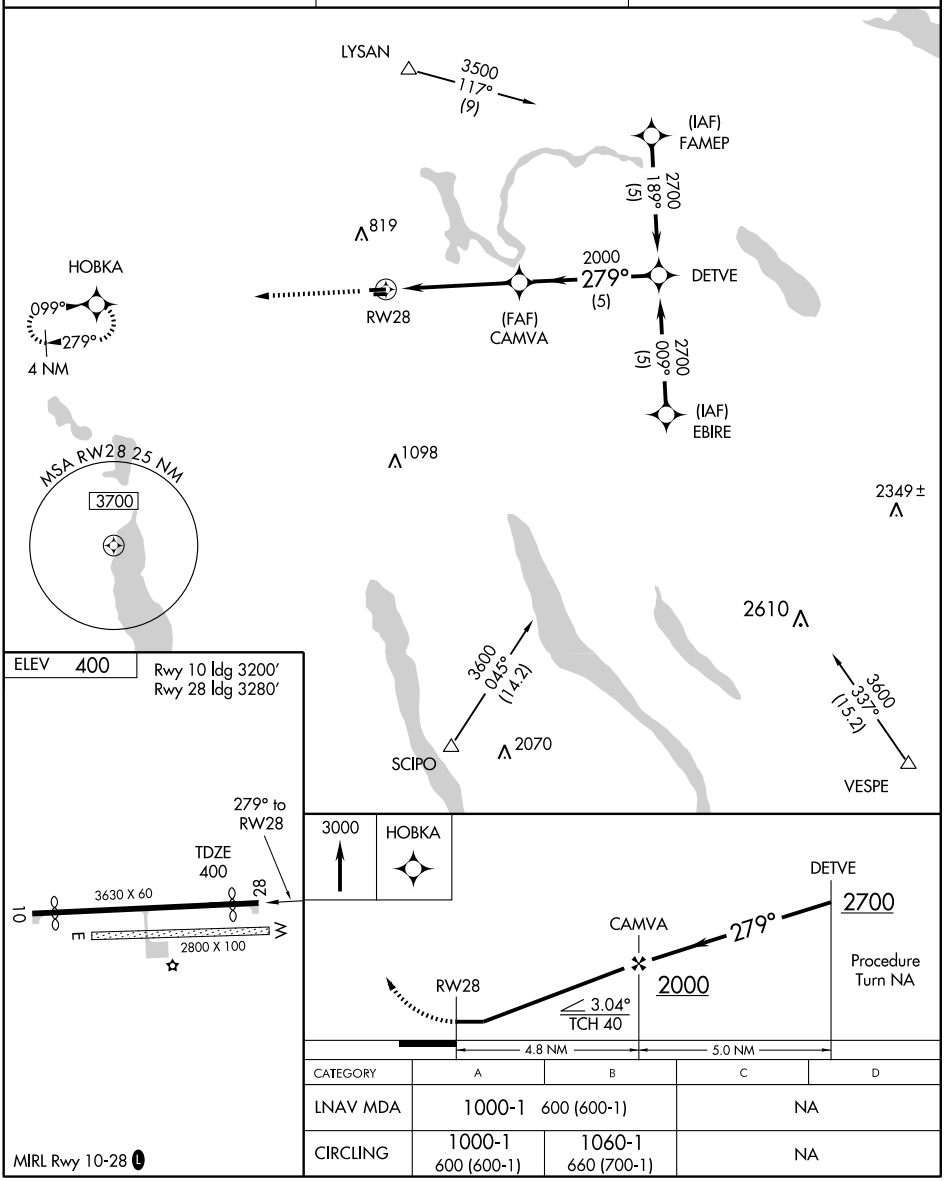
WEEDSPORT/ WHITFORDS (B16)

| APP CRS | Rwy Idg | 3280 |
|---|---|---|
| 279° | TDZE | 400 |
| | Apt Elev | 400 |

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 600 (600-1) | | NA | |
| CIRCLING | 1000-1 600 (600-1) | 1060-1 660 (700-1) | NA | |

MIRL Rwy 10-28 L



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| VORTAC SYR 117.0 Chan 117 | APP CRS 263° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 400 |
|---|---|---|

# VOR-A

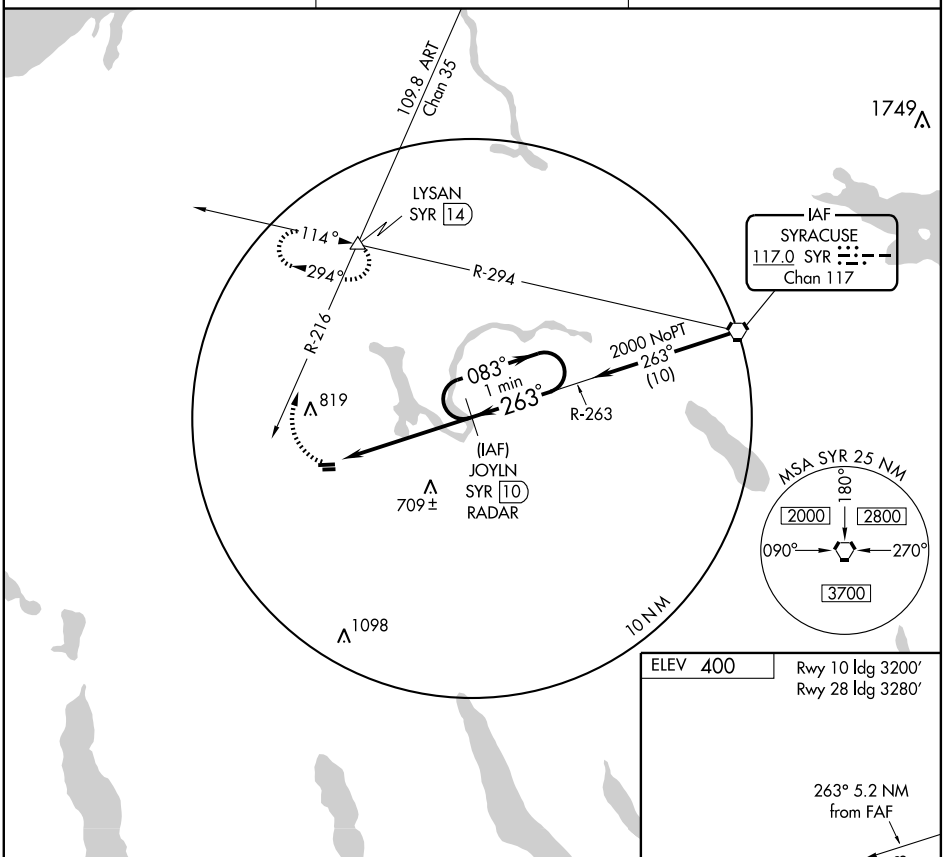
WEEDSPORT/WHITFORDS (B16)

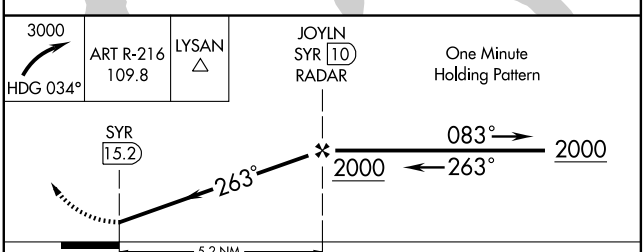
NA

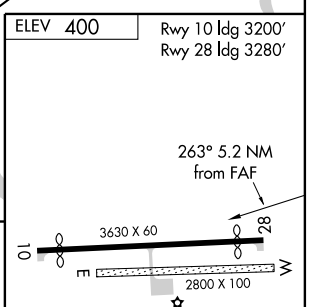
Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 134.275 279.6 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1 | 700 (700-1) | NA | |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

## WELLSVILLE MUNI ARPT, TARANTINE FLD (ELZ) 2 SW UTC−5(−4DT)

N42°06.57′ W77°59.40′

2124 B S4 **FUEL** 100LL, JET A NOTAM FILE ELZ

**RWY 10–28:** H5302X100 (ASPH–GRVD) S–25, D–45 HIRL

0.4% up W

**RWY 10:** REIL. VASI(V4L). Thld dsplcd 400′. Trees.

**RWY 28:** MALS. VASI(V4L)—GA 3.0°TCH 49′.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 10:** TORA–5300 TODA–6300 ASDA–5300 LDA–4900

**RWY 28:** TORA–5300 TODA–6300 ASDA–4900 LDA–4900

**AIRPORT REMARKS:** Attended Mon–Fri 1200–2300Z‡, Sat–Sun 1400–2200Z‡. ACTIVATE HIRL Rwy 10–28; REIL Rwy 10 and MALS Rwy 28 and VASI Rwy 10 and Rwy 28—CTAF. Landing fee.

**WEATHER DATA SOURCES:** ASOS 119.275 (585) 593–0203.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**WELLSVILLE RCO** 122.1R 111.4T (BUFFALO RADIO)

**CLEVELAND CENTER APP/DEP CON** 124.325

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**(L) VORTAC** 111.4 ELZ Chan 51 N42°05.38′ W77°59.97′ 029° 1.3 NM to fld. 2296/09W.

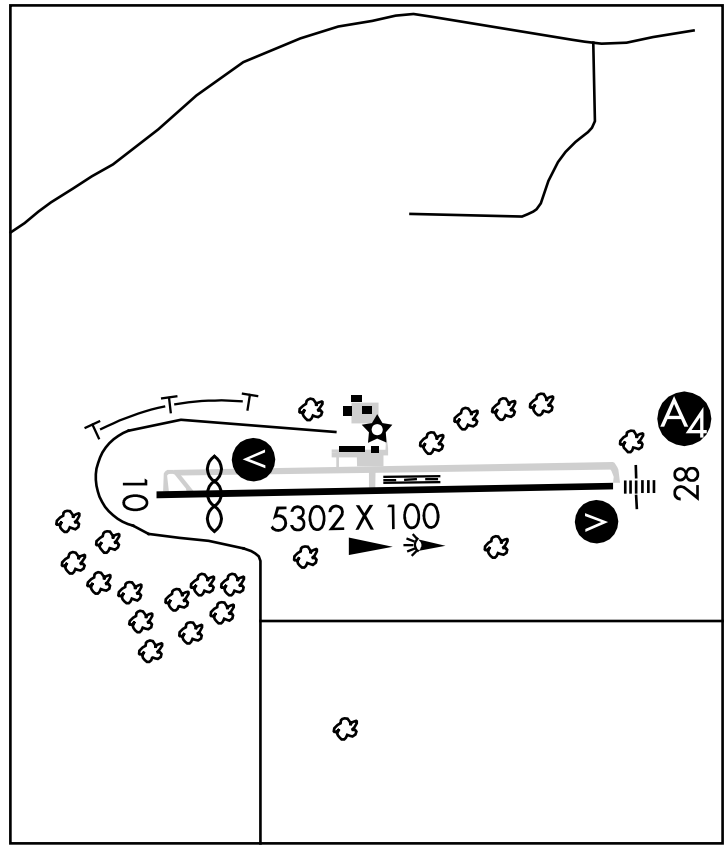
**ILS** 110.5 I–ELZ Rwy 28. LOC only.

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.

**DETROIT**

**H–10H, 12I, L–30I, 32F**

**IAP**




## WESTCHESTER CO (See WHITE PLAINS)

| LOC I-ELZ | APP CRS | Rwy Idg | 4900 |
|---|---|---|---|
| 110.5 | 278° | TDZE | 2111 |
| | | Apt Elev | 2124 |

# LOC/DME RWY 28

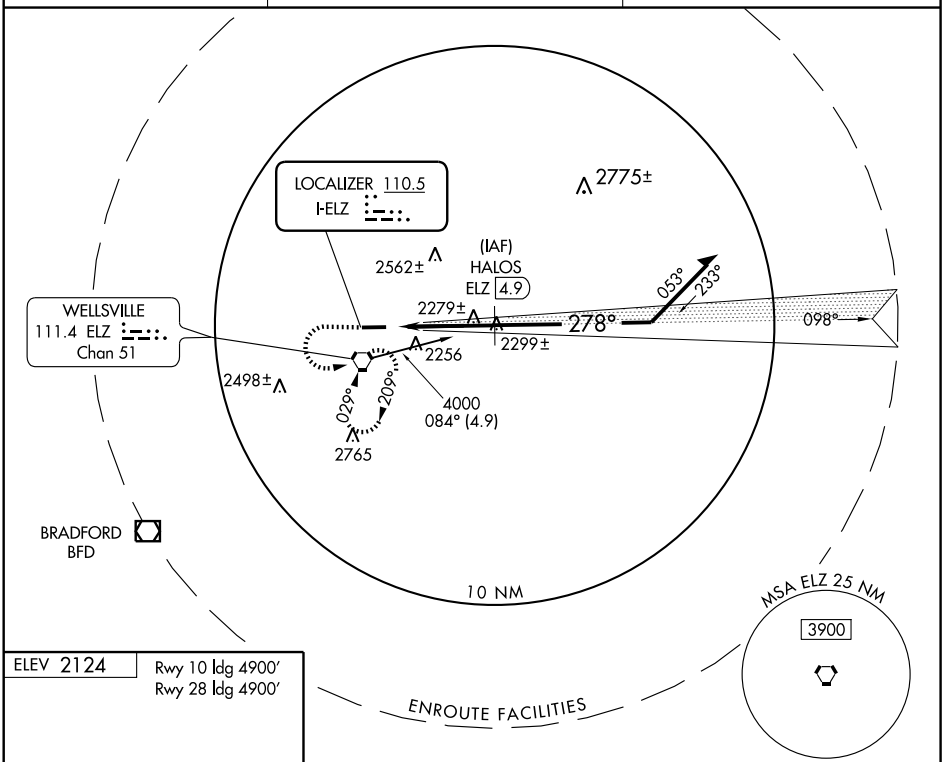
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

▼ NA — Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

MALS

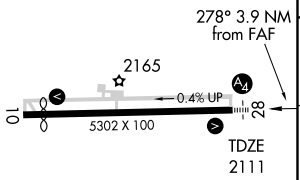
MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

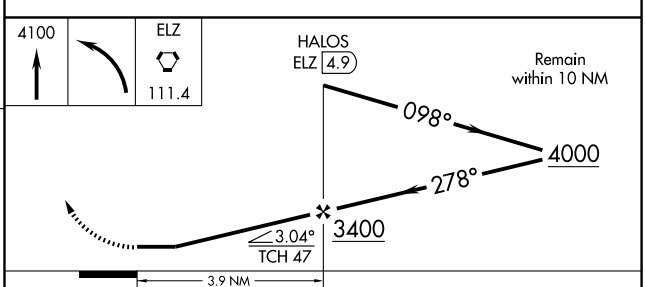
| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




ELEV 2124

Rwy 10 ldg 4900′
Rwy 28 ldg 4900′




REIL Rwy 10 L
HIRL Rwy 10-28 L

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2540-1 | 429 (500-1) | 2540-1¼ 429 (500-1¼) | 2540-1½ 429 (500-1½) |
| CIRCLING | 2700-1 | 576 (600-1) | 2700-1½ 576 (600-1½) | 2700-2 576 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 4900 |
|---|---|---|---|
| CH 87002 | 097° | TDZE | 2124 |
| W10A | | Apt Elev | 2124 |

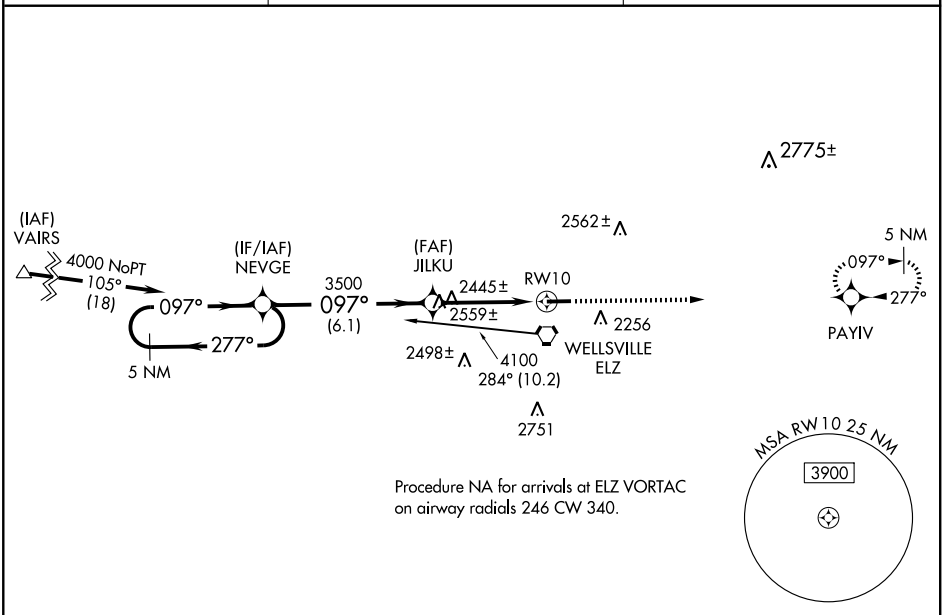
# RNAV (GPS) RWY 10

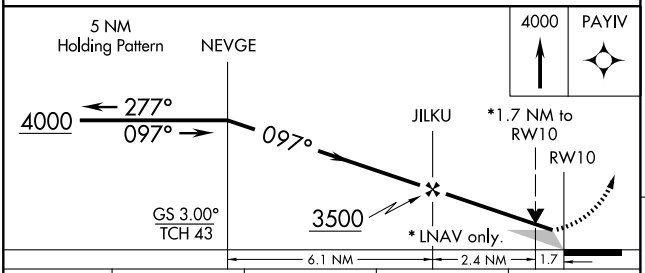
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

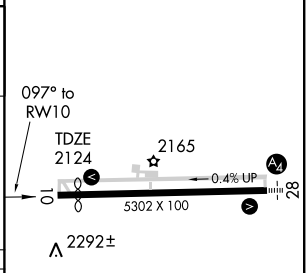
MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2415-1 291 (300-1) | | | |
| LNAV/VNAV DA | 2596-1¾ 472 (500-1¾) | | | |
| LNAV MDA | 2700-1 576 (600-1) | | 2700-1½ 576 (600-1½) | 2700-1¾ 576 (600-1¾) |
| CIRCLING | 2700-1¾ 576 (600-1¾) | | | 2700-2 576 (600-2) |






NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4900 |
|---|---|---|---|
| CH 49102 | 277° | TDZE | 2111 |
| W28A | | Apt Elev | 2124 |

# RNAV (GPS) RWY 28

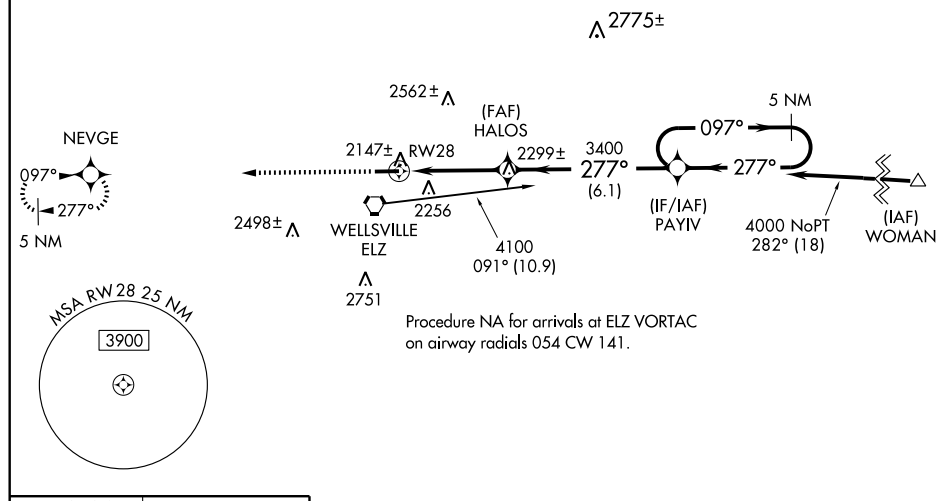
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |

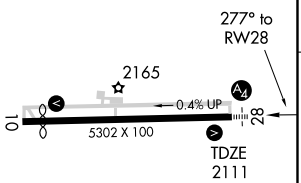



NE-2, 26 AUG 2010 to 23 SEP 2010

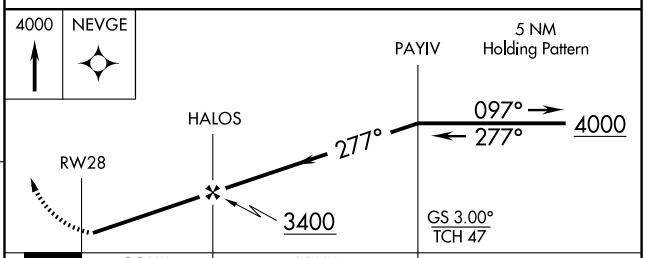
NE-2, 26 AUG 2010 to 23 SEP 2010

ELEV 2124

Rwy 10 ldg 4900′
Rwy 28 ldg 4900′




REIL Rwy 10 L
HIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2361-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2582-1¾ 471 (500-1¾) | | | |
| LNAV MDA | 2560-1 449 (500-1) | | 2560-1¼ 449 (500-1¼) | 2560-1½ 449 (500-1½) |
| CIRCLING | 2700-1¾ 576 (600-1¾) | | | 2700-2 576 (600-2) |

| VORTAC ELZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 029° | TDZE | N/A |
| Chan 51 | | Apt Elev | 2124 |

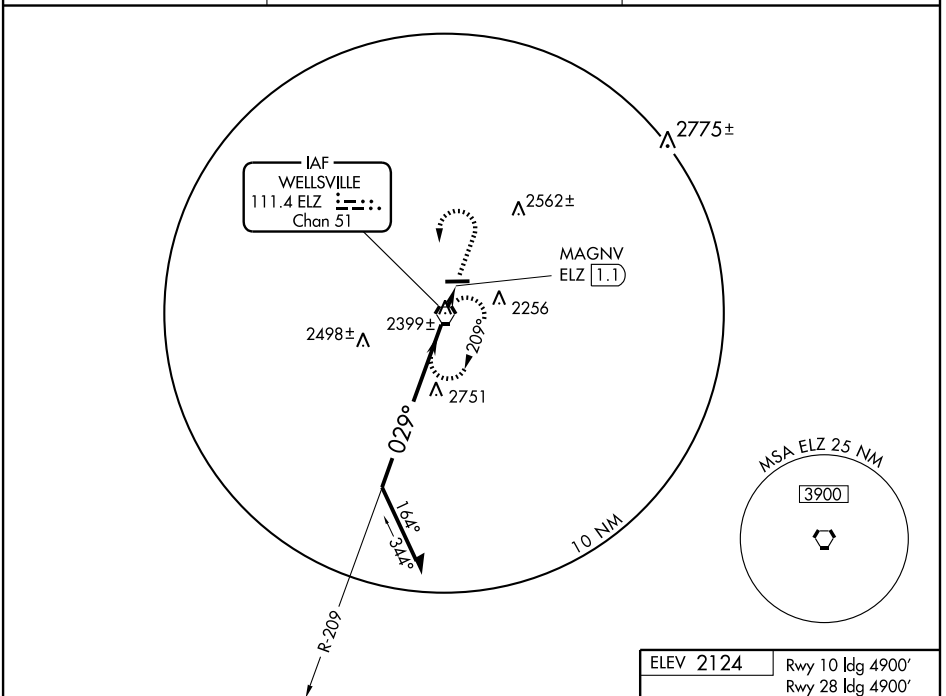
# VOR-A

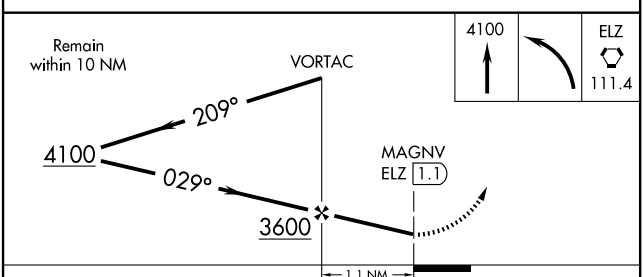
## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

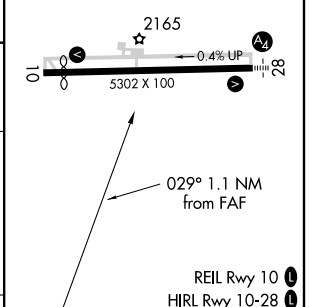
If local altimeter setting not received, use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.850 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3160-1¼ 1036 (1100-1¼) | 3160-1½ 1036 (1100-1½) | 3160-3 1036 (1100-3) | 3200-3 1076 (1100-3) |

| FAF to MAP 1.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

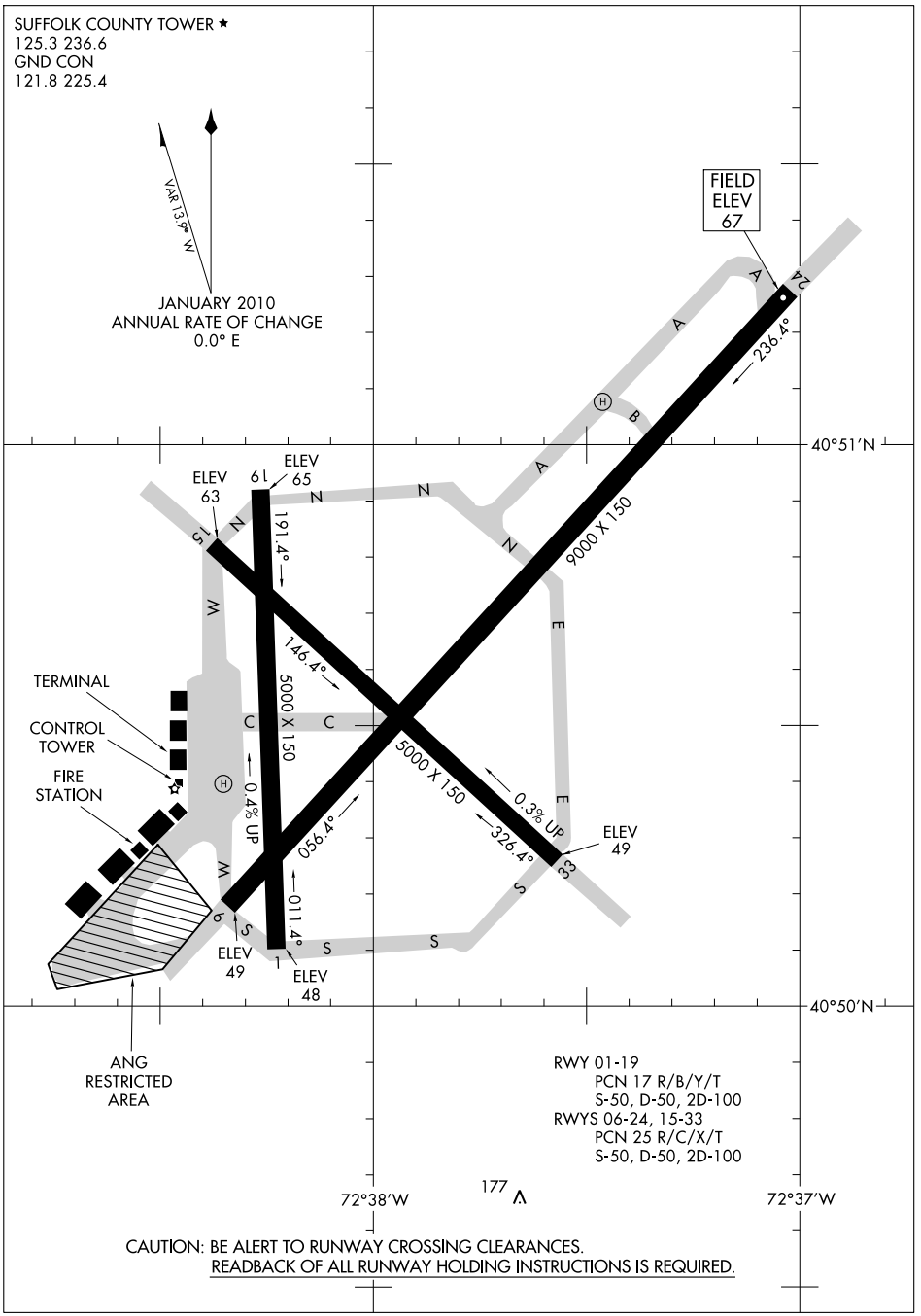


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA) WESTHAMPTON BEACH, NEW YORK






CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 26 AUG 2010 to 23 SEP 2010

## WESTHAMPTON BEACH

**FRANCIS S GABRESKI** (FOK) CIV/MIL/ANG 3 N UTC−5(−4DT) N40°50.62′ W72°37.91′ **NEW YORK**

67 B S4 **FUEL** 100LL, JET A TPA—1167(1100) LRA NOTAM FILE FOK **COPTER**

**RWY 06–24:** H9000X150 (ASPH–CONC) S–50, D–50, 2D–100 PCN 25 R/C/X/T HIRL **H–10I, 12J, L–33B, 34I**

**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 66′. Trees. **IAP, DIAP, AD**

**RWY 24:** MALSR. PAPI(P4L)—GA 3.0° TCH 85′. Trees. Rgt tfc.

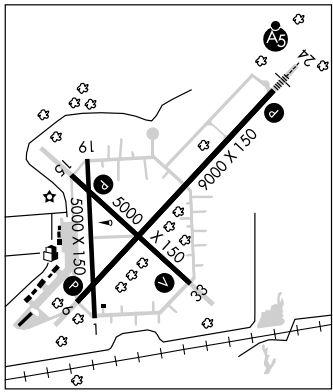
**RWY 15–33:** H5000X150 (ASPH) S–50, D–50, 2D–100
PCN 25 R/C/X/T MIRL 0.3% up NW

**RWY 15:** REIL. PAPI(P2L)—GA 3.0° TCH 67′. Trees.

**RWY 33:** REIL. VASI(V4L)—GA 3.0°TCH 57.3′. Rgt tfc.

**RWY 01–19:** H5000X150 (ASPH–CONC) S–50, D–50, 2D–100
PCN 17 R/B/Y/T 0.4% up N

**RWY 01:** Trees. **RWY 19:** Trees.




**MILITARY SERVICE: JASU** (A/M32A–86) 2(MA–1A) Avbl during ANG opr hr.
**FUEL** J8(Mil) (NC–100LL, A) Avbl during ANG opr hr.
**FLUID** SP De–Ice LOX **OIL** O–148–156(Mil) SOAP

**AIRPORT REMARKS:** Attended 1200–0400Z‡. Parachute Jumping. Extensive glider activity. Birds and deer on and invof arpt. Voluntary noise abatement procedures in effect, ctc arpt manager 631–852–8095. No 180° turns permitted on asphalt section of Rwy 06–24. All rwys limited by arpt operator to 50,000 lbs single and dual wheel and 100,000 lbs dual tandem wheel. Military parachute drops on fld and offshore from Shinnecock Inlet, 8 miles ESE of fld, 2000 ft AGL and blo. Rwy 15–33 military maximum effort ldg strip markings (3500X60) on rwy. Rwy 06–24 4000 ft ASPH overlay in center of rwy. When twr clsd ACTIVATE HIRL Rwy 06–24, MIRL Rwy 15–33, VASI Rwy 33, PAPI Rwy 06, Rwy 15 and Rwy 24, MALSR Rwy 24, REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. US Customs clearance svc avbl with prior notice 718–487–2691.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remarks. **CAUTION**–Birds and deer hazard. Parachute jumping exercises invof arpt. Extensive glider activity. **ANG** Radio ctl acft opr 0.5 NM north of Rwy 15 apch end SR–SS, ctc twr for advisory. PPR DSN 456–7362/4, C631–723–7362/4. PPR for use of helicopter transition pad. Opr 1230–2100Z‡. Crash facility, limited parking and tran svc during normal duty hr limited to C–130 and HH60 acft only. No svc other times. Advisory for tran aircrews—wingtip clnc waiver in effect on Guard C–130 ramp. Rwy clsd to acft AUW 100,000 lb except C130/emerg until further notice. **CSTMS/AG/IMG** Customs clnc svc avbl with prior notice. (JFK) 718–487–2691 (Military flights will coordinate through Base Operations 631–723–7362/7364). Mon–Fri minimum 24 hr prior notice, Sun and holidays before 2200Z‡ on regular business day preceding svc req date; maximum passengers 15.

**WEATHER DATA SOURCES:** ASOS 119.925 (631) 288–0588.

**COMMUNICATIONS: CTAF** 125.3 **UNICOM** 122.95

Ⓡ **NEW YORK APP/DEP CON** 125.975 343.75 343.65

**TOWER** 125.3 236.6 (1200–0400Z‡) **GND CON** 121.8 225.4

**ANG OPS** (RESCUE OPS) 287.5

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**CALVERTON (L) VORW/DME** 117.2 CCC Chan 119 N40°55.78′ W72°47.93′ 137° 9.2 NM to fld. 86/13W.

**SUFFOLK CO (T) TACAN** Chan 47 FOK (111.0) N40°50.27′ W72°37.91′ at fld. 50/13W. NOTAM FILE FOK. Unmonitored when twr clsd. No NOTAM MP Mon 1600–2000Z‡.

**SQUIR NDB (LOM)** 400 FO N40°54.27′ W72°33.39′ 236° 5 NM to fld. LOM unmonitored.
NDB unusable:
251°–280° byd 7 NM 281°–250° byd 10 NM.

**ILS** 111.7 I–FOK Rwy 24. LOM SQUIR NDB. Unmonitored when tower is closed. Middle marker unmonitored. LOM unmonitored.

## WEST 30TH ST HELIPORT (See NEW YORK)

| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

# COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

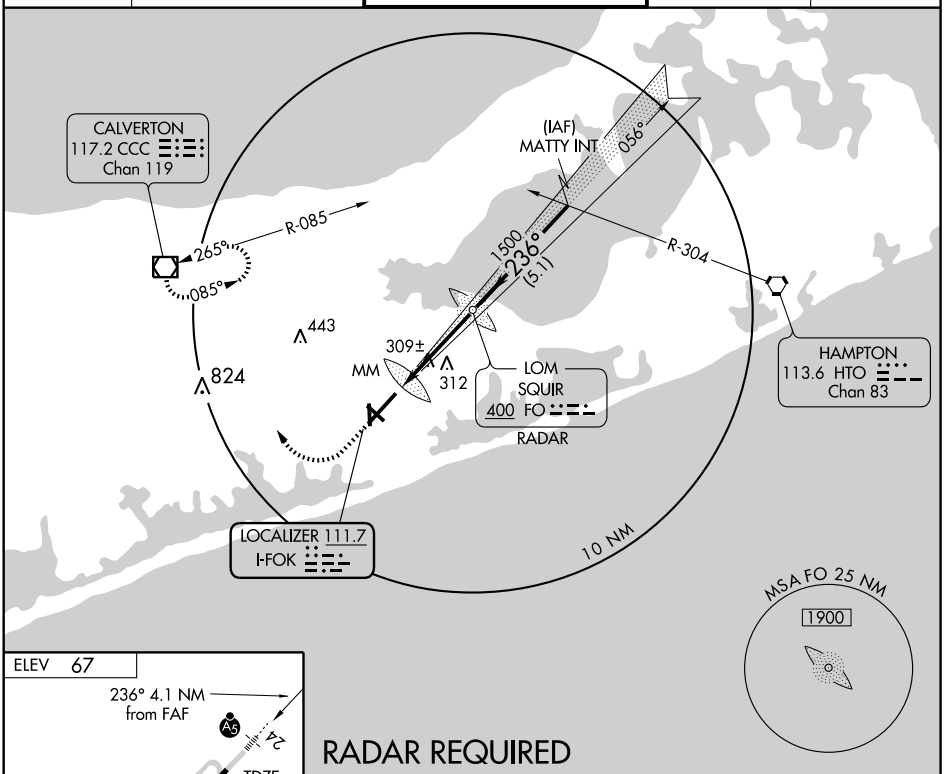
NA

If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

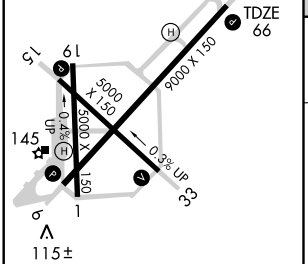
| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |






NE-2, 26 AUG 2010 to 23 SEP 2010

ELEV 67



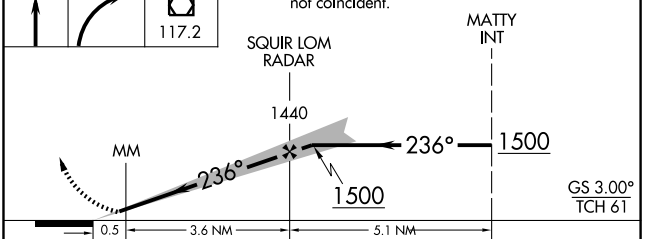

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:28 | 4:06 | 3:17 | 2:44 | 2:21 |

## RADAR REQUIRED

| 600 | 2000 | CCC 117.2 |
|---|---|---|

VGSI and ILS glidepath not coincident.




| CATEGORY | COPTER |
|---|---|
| H-ILS 24 | 266-¼<br>200 (200-¼) |
| H-LOC 24 | 560-¼<br>494 (500-¼) |

| LOC I-FOK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.7 | 236° | TDZE | 66 |
| | | Apt Elev | 67 |

# ILS or LOC RWY 24

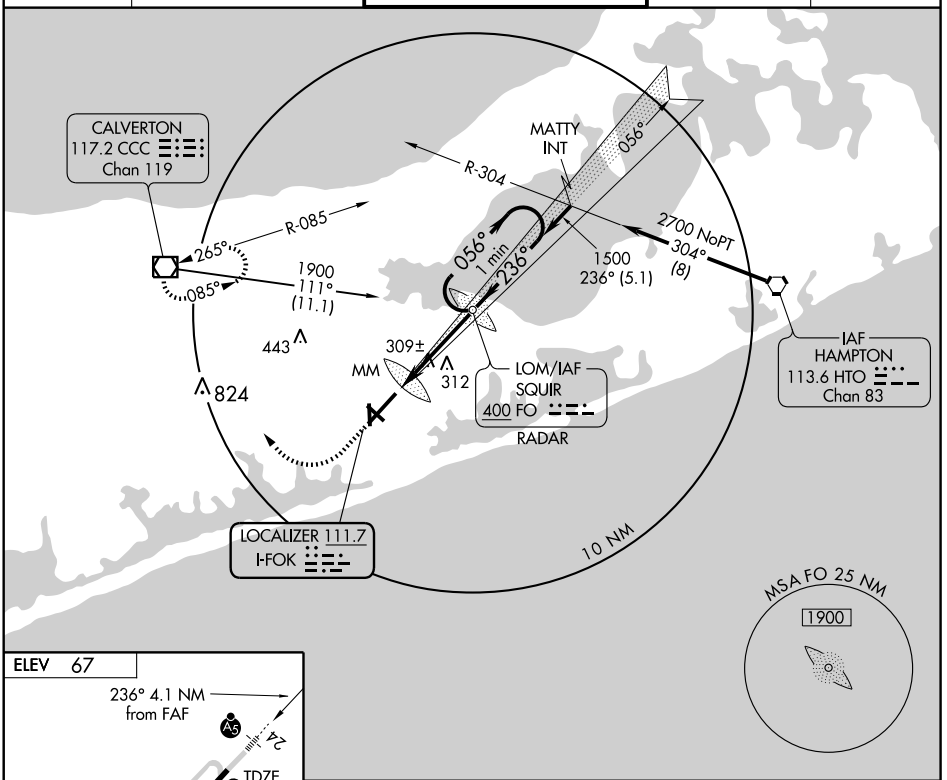
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

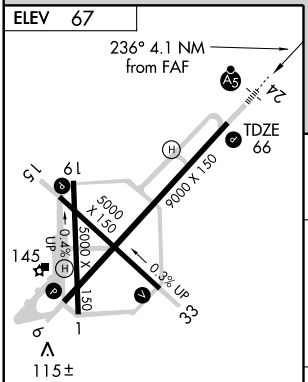
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

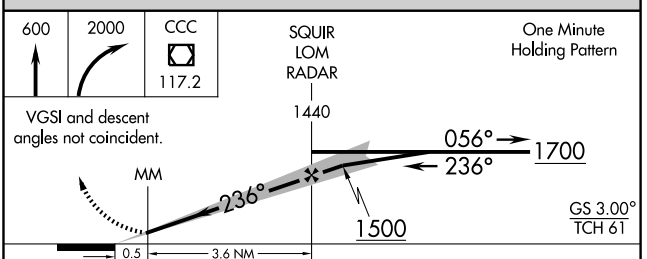
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 266-½ | 200 (200-½) | | |
| S-LOC 24 | 560-½ 494 (500-½) | | 560-¾ 494 (500-¾) | 560-1 494 (500-1) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |

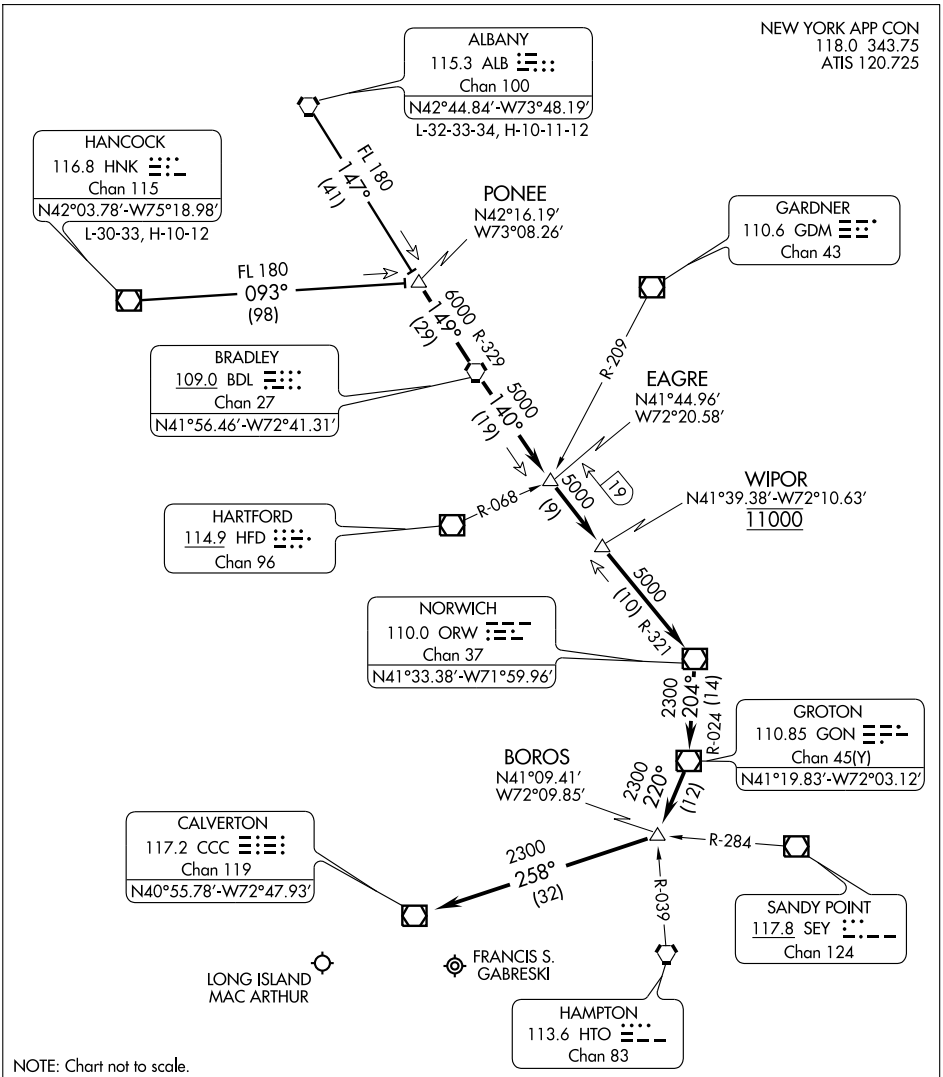


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# PONEE TWO ARRIVAL








NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

| WAAS CH 81822 W06A | APP CRS 055° | Rwy Idg 9000<br>TDZE 57<br>Apt Elev 67 |
|---|---|---|

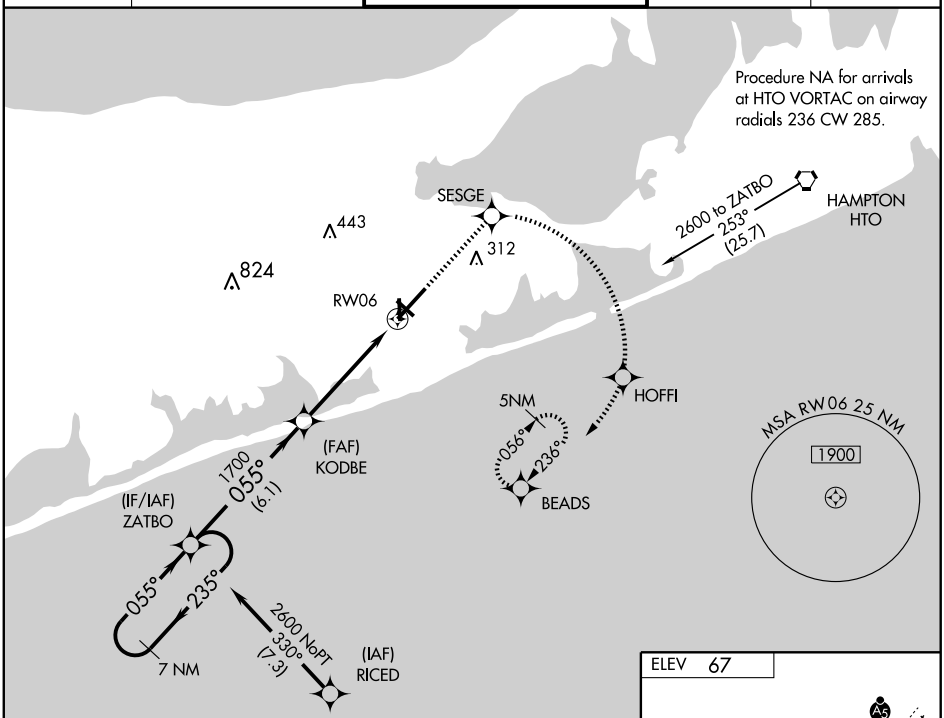
# RNAV (GPS) RWY 6

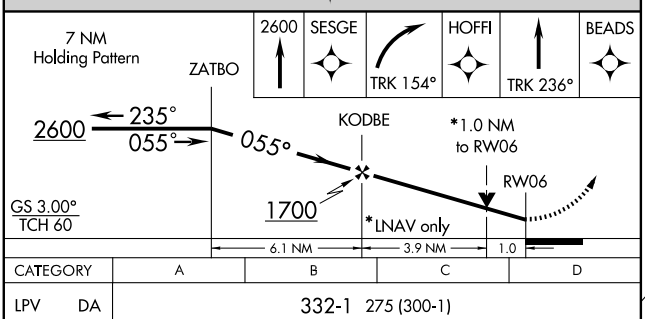
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

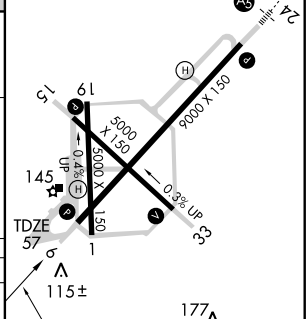
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 332-1 275 (300-1) | | | |
| LNAV/ VNAV DA | 415-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 440-1 383 (400-1) | | | 440-1¼ 383 (400-1¼) |
| CIRCLING | 600-1¼ 533 (600-1¼) | 640-1¼ 573 (600-1¼) | 640-1½ 573 (600-1½) | 640-2 573 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L




NE-2, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| CH 40009 | 236° | TDZE | 66 |
| W24A | | Apt Elev | 67 |

# RNAV (GPS) RWY 24

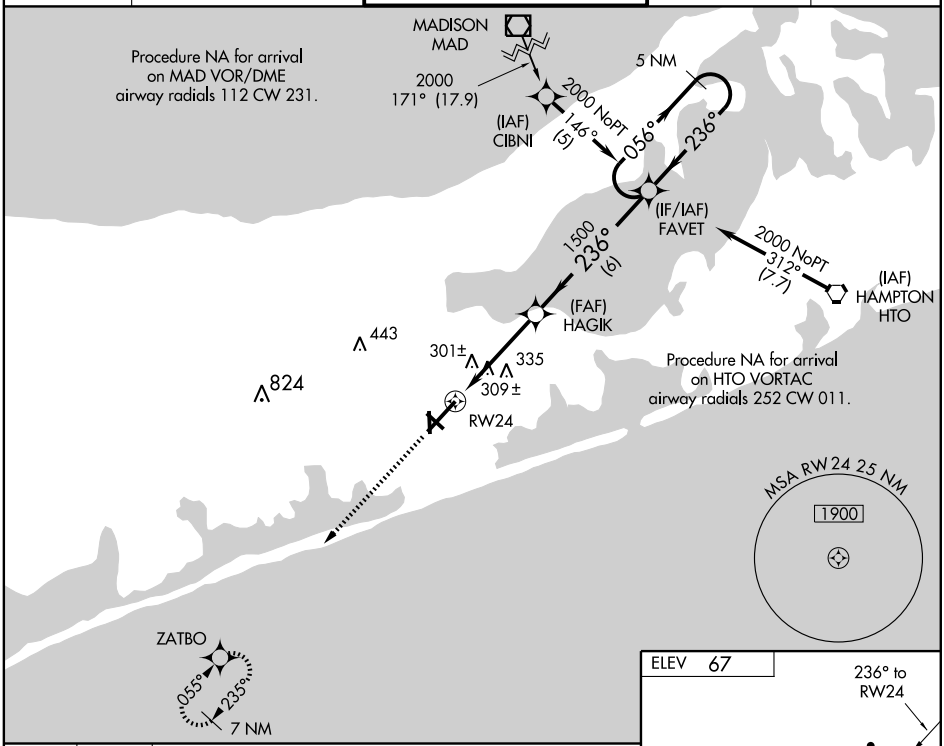
## WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

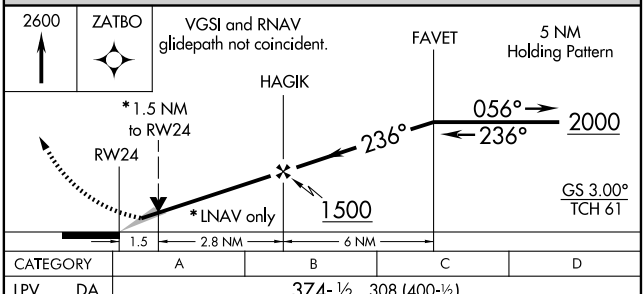
T A W If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

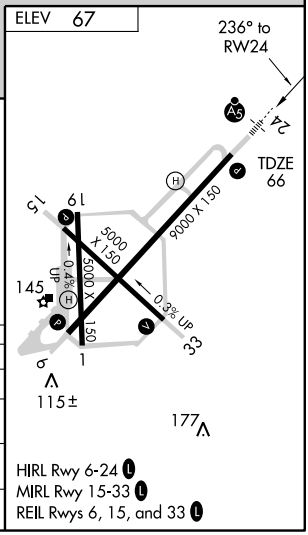
MALSR

MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 374-½ 308 (400-½) | | | |
| LNAV/ VNAV DA | 614-1½ 548 (600-1½) | | | |
| LNAV MDA | 600-½ 534 (600-½) | | 600-1 534 (600-1) | 600-1¼ 534 (600-1¼) |
| CIRCLING | 620-2 553 (600-2) | | | 640-2 573 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L




NE-2, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 6

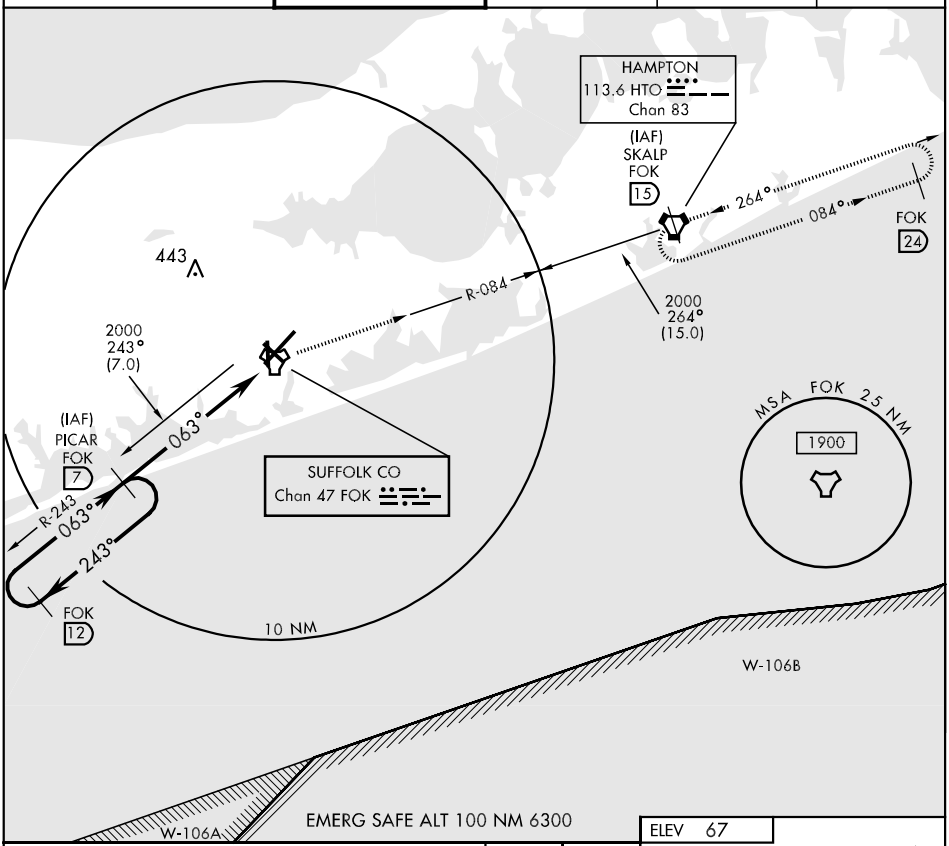
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

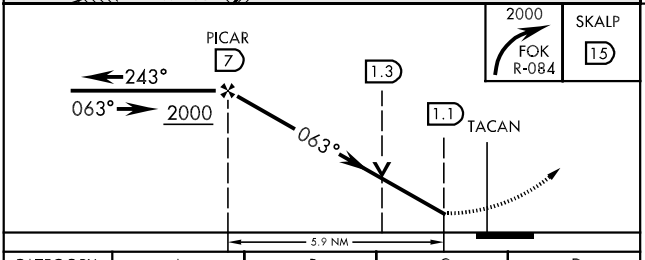
| FOK TACAN Chan 47 | APCH CRS 063° | Rwy ldg 9000<br>TDZE 57<br>Arpt Elev 67 | AL-996 [USAF] |
|---|---|---|---|

When control zone not effective, procedure not authorized.

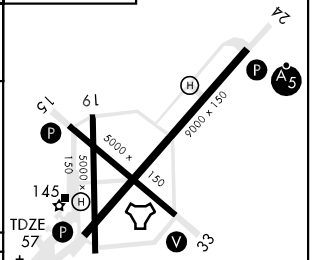
MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

| NEW YORK APP CON | SUFFOLK CO TOWER ★ | GND CON | UNICOM | ASOS |
|---|---|---|---|---|
| 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 | 119.925 |




ELEV 67




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 380-1 323 (400-1) | | | |
| CIRCLING | 600-1<br>533 (600-1) | 620-1<br>553 (600-1) | 620-1½<br>553 (600-1½) | 640-2<br>573 (600-2) |

063° to TACAN

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L



WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)
TACAN RWY 6

NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

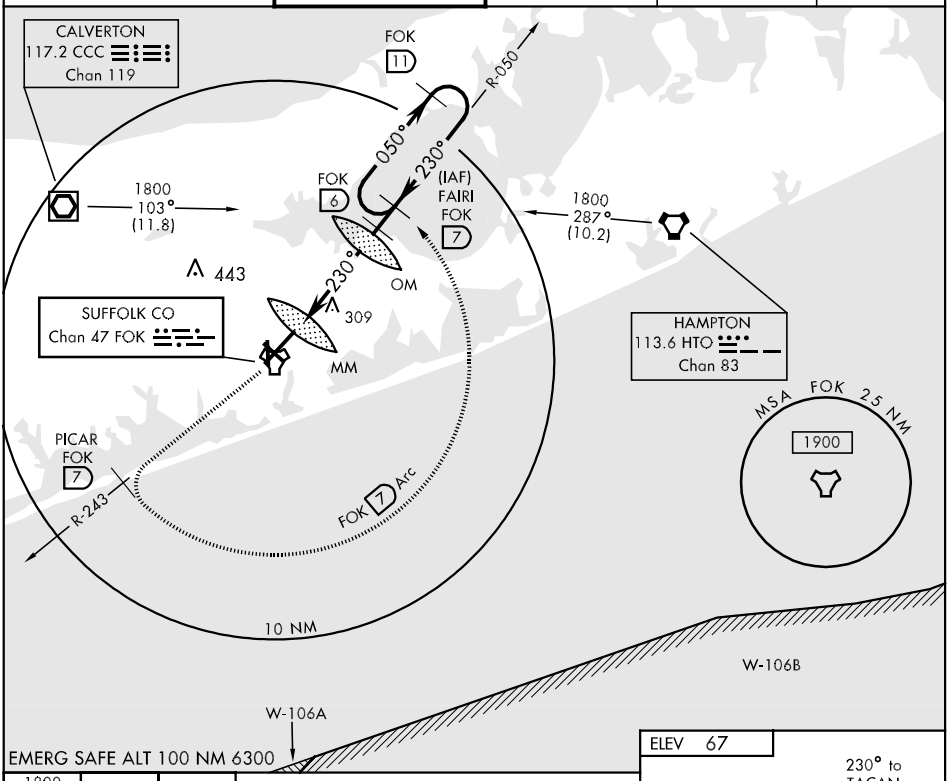
| FOK TACAN Chan 47 | APCH CRS 230° | Rwy ldg 9000 TDZE 66 Arpt Elev 67 | AL-996 [USAF] |
|---|---|---|---|

When control zone not effective, procedure not authorized.

MALSR

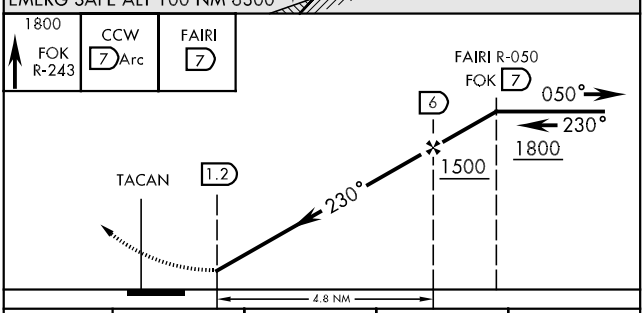
MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

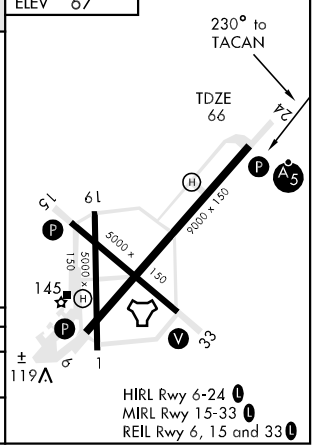
| NEW YORK APP CON | SUFFOLK CO TOWER ★ | GND CON | UNICOM | ASOS |
|---|---|---|---|---|
| 125.975 343.65 | 125.3 (CTAF) 236.6 | 121.8 225.4 | 122.95 | 119.925 |




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010



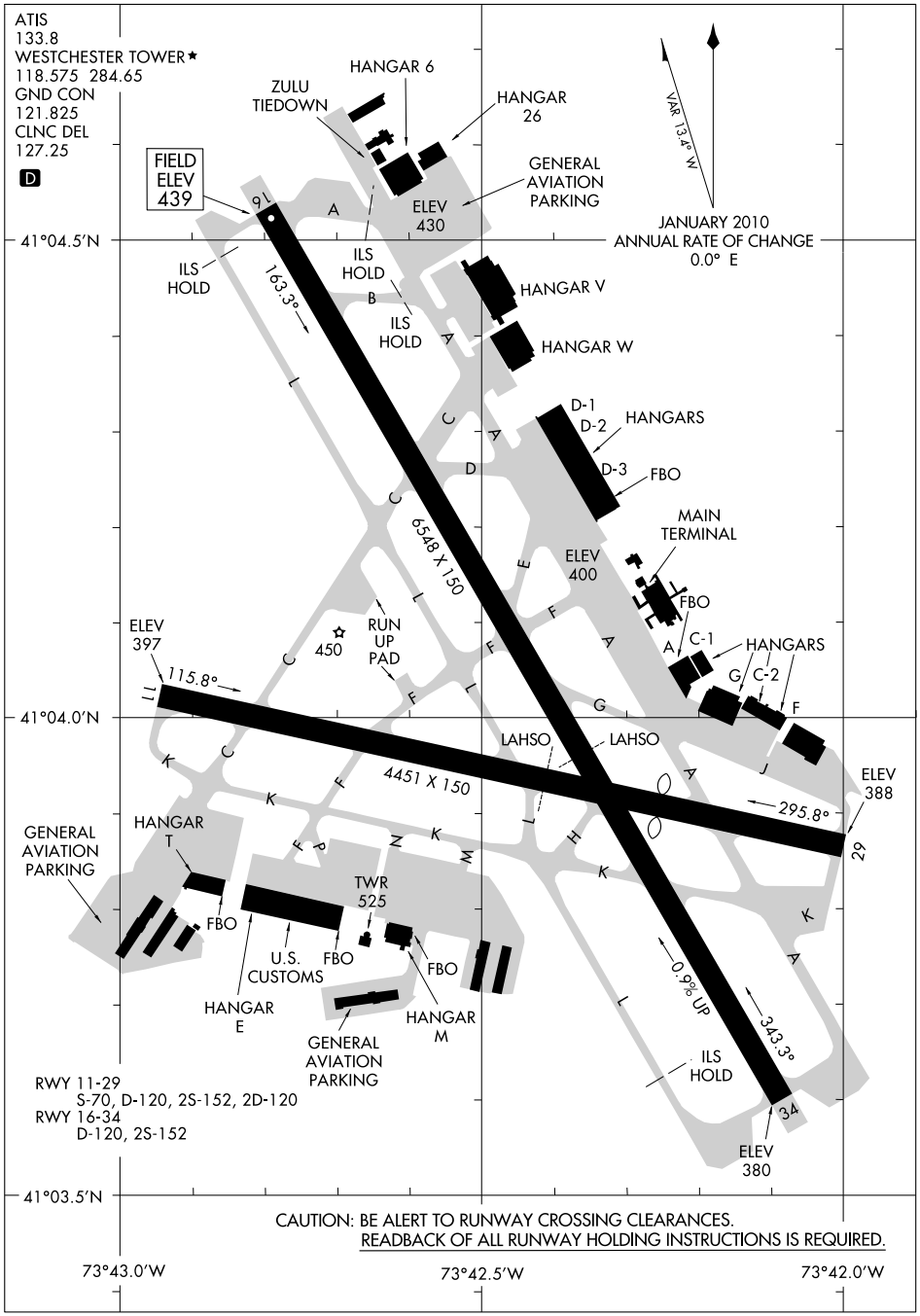

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-½ 534 (600-½) | | 600-1 534 (600-1) | 600-1¼ 534 (600-1¼) |
| CIRCLING | 600-1 533 (600-1) | 620-1 553 (600-1) | 620-1½ 553 (600-1½) | 640-2 573 (600-2) |



TACAN RWY 24
WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

# AIRPORT DIAGRAM

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
AL-651 (FAA)
WHITE PLAINS, NEW YORK




NE-2, 26 AUG 2010 to 23 SEP 2010

NE-2, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

WHITE PLAINS, NEW YORK
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

10210

## WHITE PLAINS

### WESTCHESTER CO (HPN) 3 NE UTC−5(−4DT) N41°04.02′ W73°42.45′ NEW YORK

439 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index B NOTAM FILE HPN **COPTER**

**RWY 16–34:** H6548X150 (ASPH–GRVD) D–120, 2S–152 HIRL CL 0.9% up NW **H–10I, 12J, L–33B, 34H**

**IAP, AD**

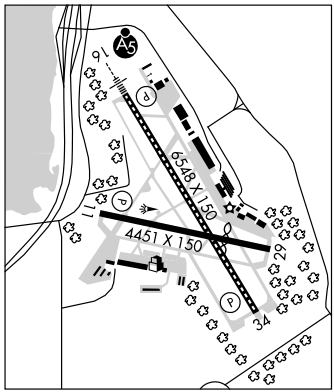
**RWY 16:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 72′.

**RWY 34:** REIL. PAPI(4PL)—GA 3.0° TCH 56′. Trees.

**RWY 11–29:** H4451X150 (ASPH–GRVD) S–70, D–120, 2S–152, 2D–120 MIRL

**RWY 11:** REIL. PAPI(P4L)—GA 3.0° TCH 52′. Trees.

**RWY 29:** Thld dsplcd 1287′. Trees.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 11 | 16–34 | 2500 |
| RWY 16 | 11–29 | 4000 |

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 11:** TORA–4451 TODA–4451 ASDA–4451 LDA–4451

**RWY 16:** TORA–6548 TODA–6548 ASDA–6548 LDA–6548

**RWY 29:** TORA–4451 TODA–4451 ASDA–4451 LDA–3164

**RWY 34:** TORA–6548 TODA–6548 ASDA–6548 LDA–6548

**AIRPORT REMARKS:** Attended continuously. Deer, birds and other wildlife on and invof arpt. PAEW adjacent south edge hanger 6 ramp. Equipment and materials staged adjacent to the southern edge of Hangar 6 ramp. Be alert: Ground equipment opr adjacent to the east side of Twy A between Twy G and Twy F. During warmer months PAEW adjacent to rwy and twy safety areas. Rwy 11–29 pavement condition, fair with numerous cracks. Noise abatement procedures in effect ctc arpt management 914–995–4861. Acft over 120,000 lbs gross ldg weight must have prior permission. Ctc arpt manager or designee 914–995–4856 with maximum gross tkf weight. Acft over 100,000 lbs must ctc arpt opr on 122.95 with actual tkf and ldg weights. Arpt opr avbl continuously on 122.95. When twr clsd ACTIVATE HIRL Rwy 16–34, MIRL Rwy 11–29, MALSR Rwy 16, REIL Rwy 11 and Rwy 34, and twy lgts—CTAF. PAPI Rwy 11 and Rwy 16 oper 24 hrs. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Westchester Co Noise Abatement Procedures.

**WEATHER DATA SOURCES:** ASOS (914) 288–0216.

**COMMUNICATIONS: CTAF** 118.575 **D–ATIS** 133.8 (914) 948–0130

**UNICOM** 122.95

Ⓡ **NEW YORK APP CON** 126.4 (1200–0400Z‡) 120.8(0400–1200Z‡) 124.65 Ⓡ**NEW YORK DEP CON** 120.55

**TOWER** 118.575 (1100–0400Z‡) **GND CON** 121.825 **CLNC DEL** 127.25 **PRE–TAXI CLNC** 127.25

**AIRSPACE: CLASS D** svc 1100–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.

**CARMEL (L) VORW/DME** 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 216° 14 NM to fld. 690/12W.

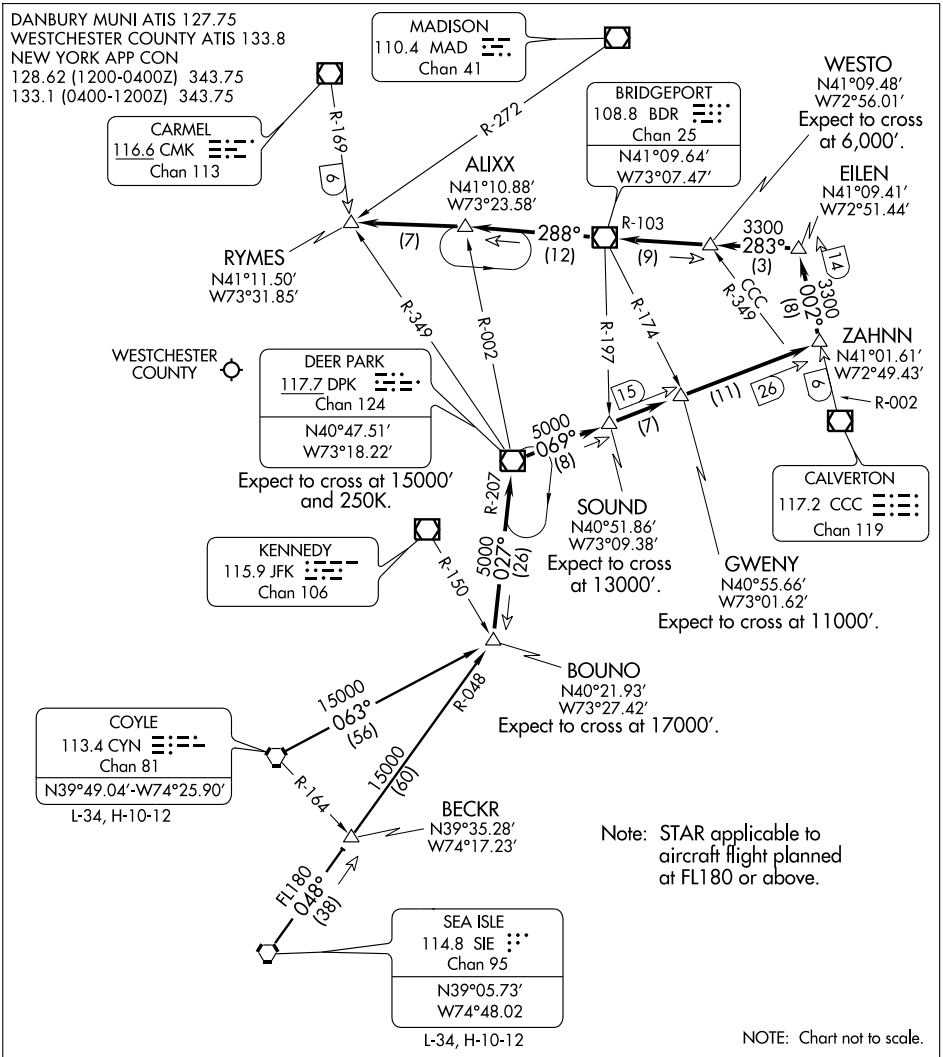
**HESTR NDB (LOM)** 281 HP N41°08.72′ W73°45.99′ 162° 5.4 NM to fld. NOTAM FILE HPN. Unusable beyond 11 NM. Unmonitored when tower clsd.

**ILS/DME** 109.7 I–HPN Chan 34 Rwy 16. Class IA. LOM HESTR NDB. HESTR NDB/LOM unusable beyond 11 NM. LOM unmonitored when twr clsd. LOC unusable byd 22° left of course. DME unusable byd 17 NM blo 2000′.

**ILS/DME** 109.7 I–OJZ Chan 34 Rwy 34. Class IA.

### WHITFORDS (See WEEDSPORT)

# BOUNO FOUR ARRIVAL




## ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HPN | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 162° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

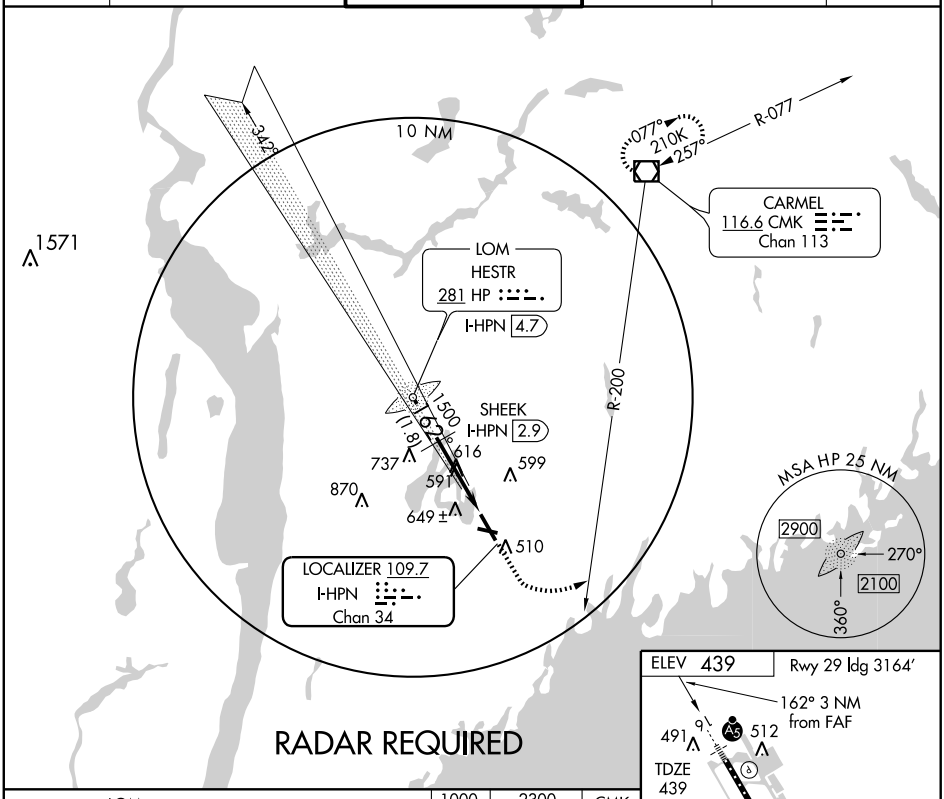
# COPTER ILS or LOC/DME RWY 16

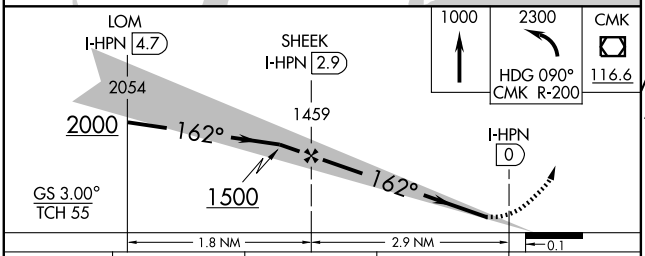
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

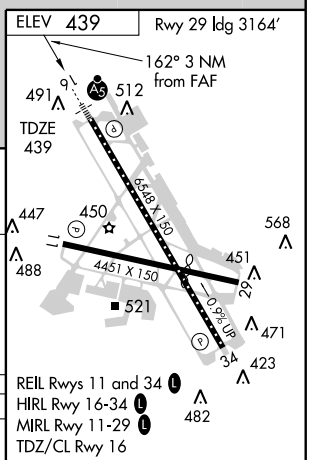
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 162° | 639/12 200 (200-¼) | NA | | |
| S-LOC 162° | 940/12 501 (600-¼) | NA | | |
| CIRCLING | NA | | | |

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HPN | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 162° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

# ILS or LOC RWY 16

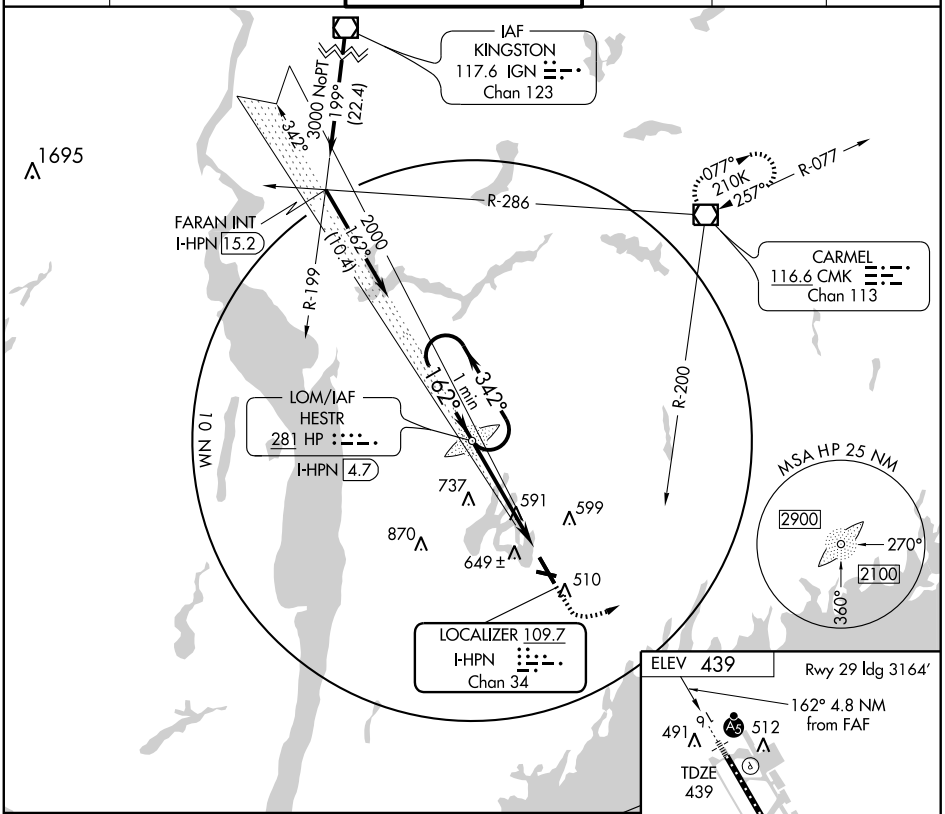
## WHITE PLAINS/WESTCHESTER COUNTY (HPN)

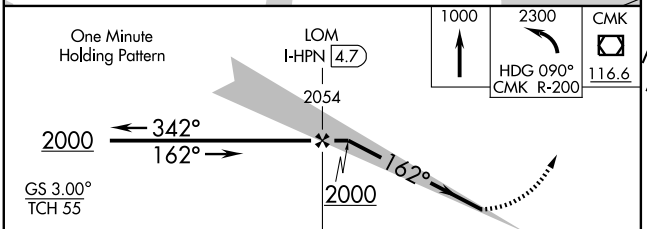
For inoperative MALSR, increase S-LOC 16 Cats A, B visibility to RVR 5000.

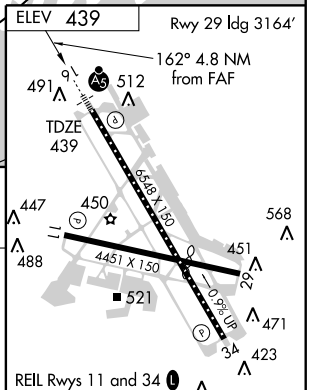
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 639/18 200 (200-½) | | | |
| S-LOC 16 | 940/24 501 (600-½) | | 940/50 501 (600-1) | |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-OJZ | APP CRS | Rwy Idg 6548 |
|---|---|---|
| 109.7 | 342° | TDZE 402 |
| Chan 34 | | Apt Elev 439 |

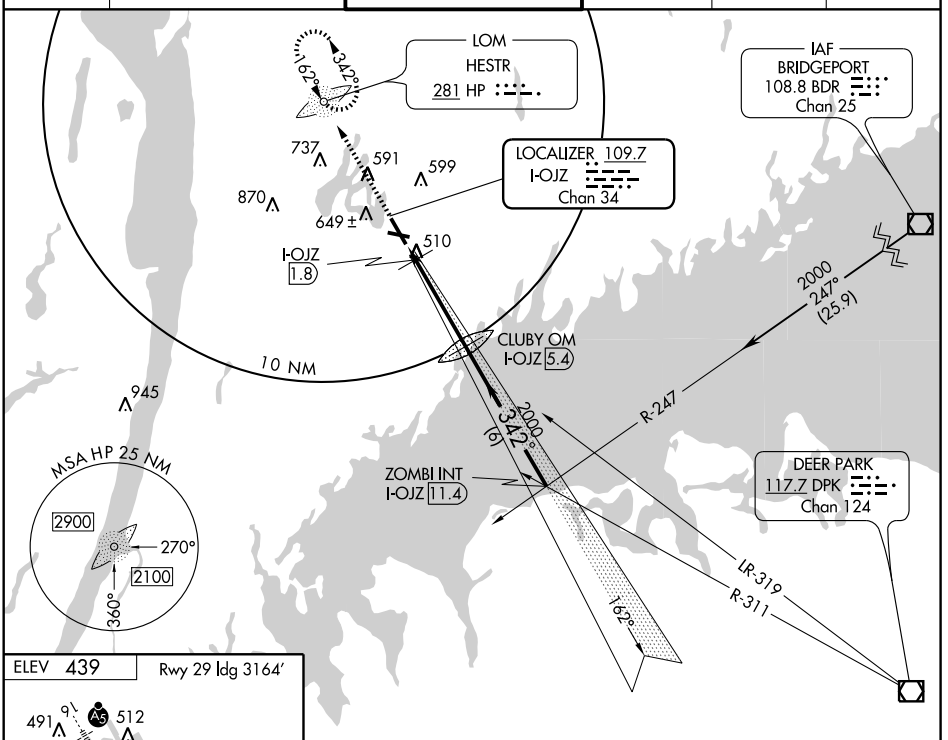
# ILS or LOC RWY 34

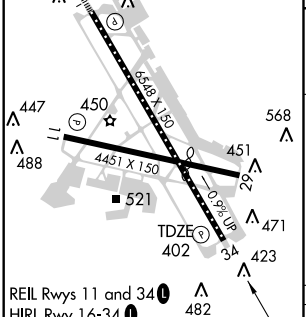
## WHITE PLAINS/WESTCHESTER COUNTY (HPN)

ADF Required.

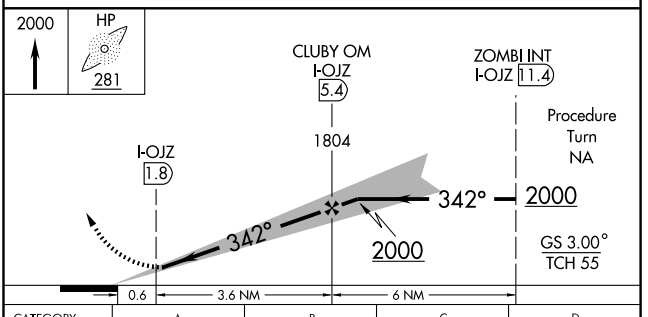
MISSED APPROACH: Climb to 2000 direct HP LOM and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 678/50 276 (300-1) | | | |
| S-LOC 34 | 760/50 358 (400-1) | | | 760/60 358 (400-1¼) |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 16

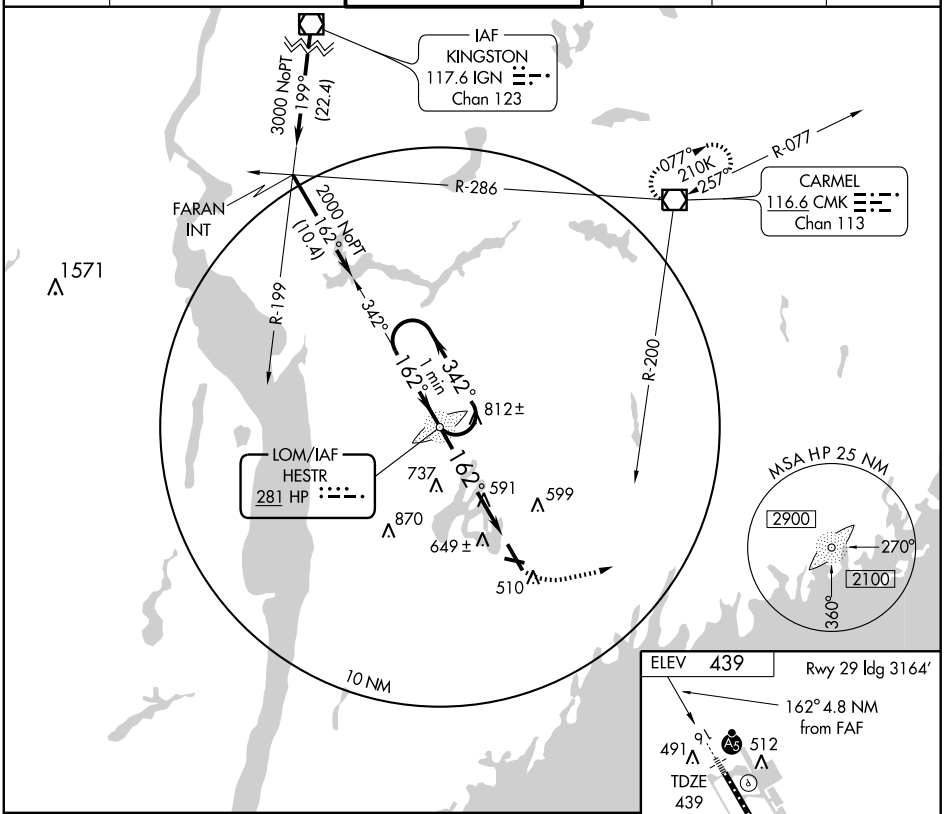
## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

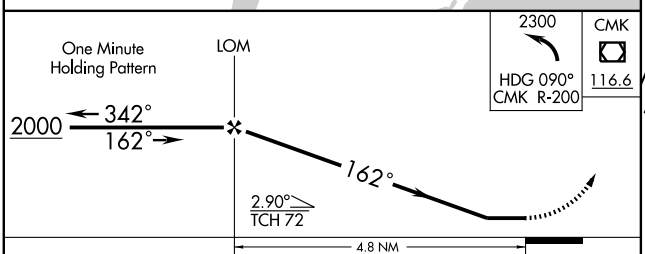
| LOM HP | APP CRS | Rwy Idg | 6548 |
|---|---|---|---|
| 281 | 162° | TDZE | 439 |
| | | Apt Elev | 439 |

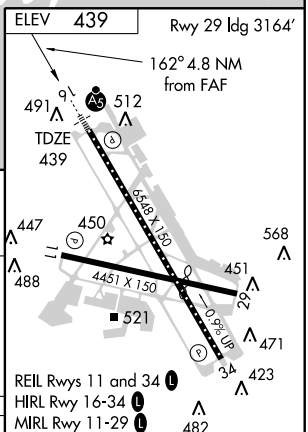
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1120/40 | 681 (700-¾) | 1120 - 1½<br>681 (700-1½) | 1120 - 2<br>681 (700-2) |
| CIRCLING | 1120 - 1 | 681 (700-1) | 1120 - 2<br>681 (700-2) | 1120 - 2¼<br>681 (700-2¼) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

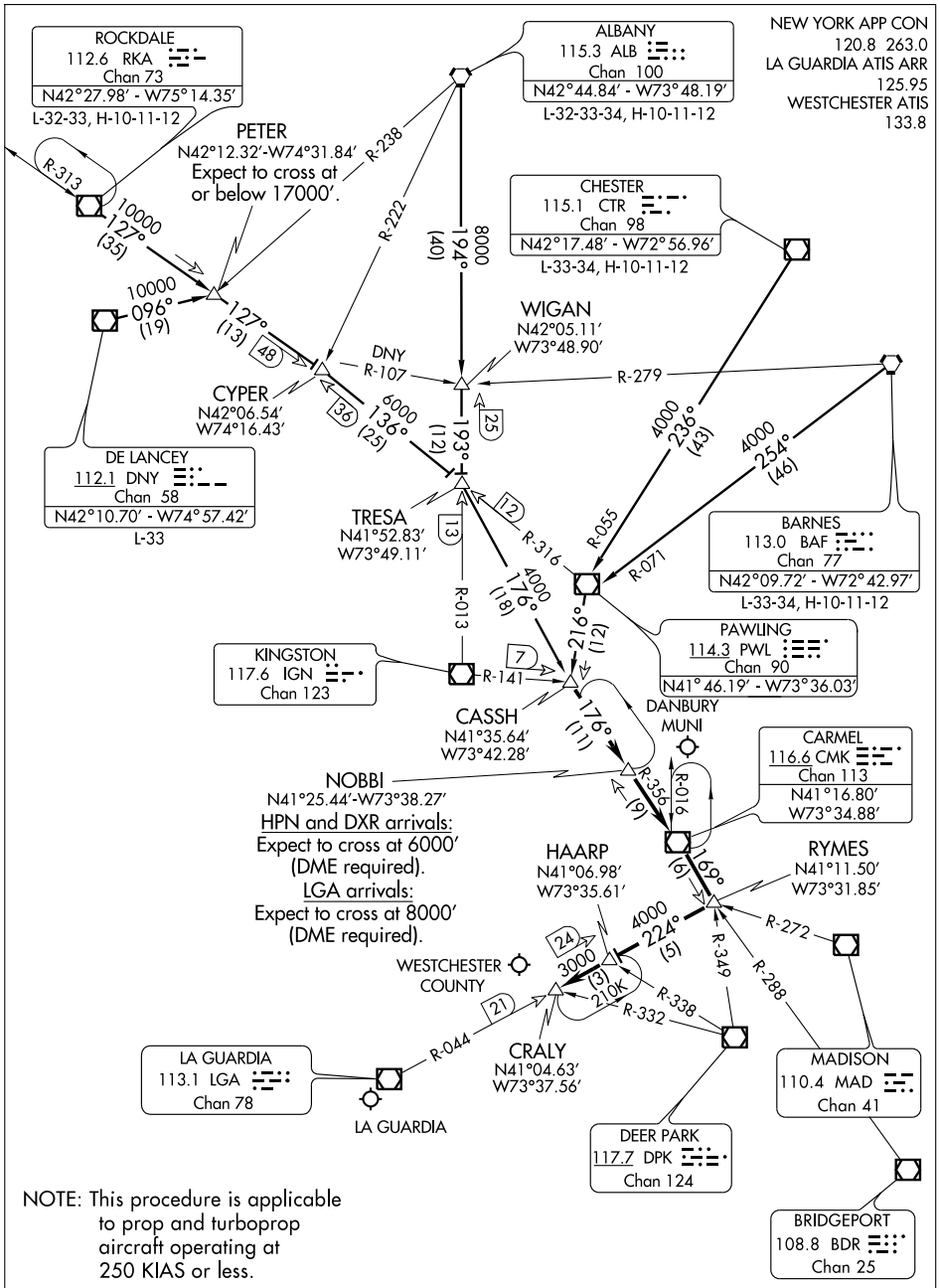


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK






NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOBBI FIVE ARRIVAL
NEW YORK, NEW YORK
(NOBBI.NOBBI5) 10154

NE-2, 26 AUG 2010 to 23 SEP 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

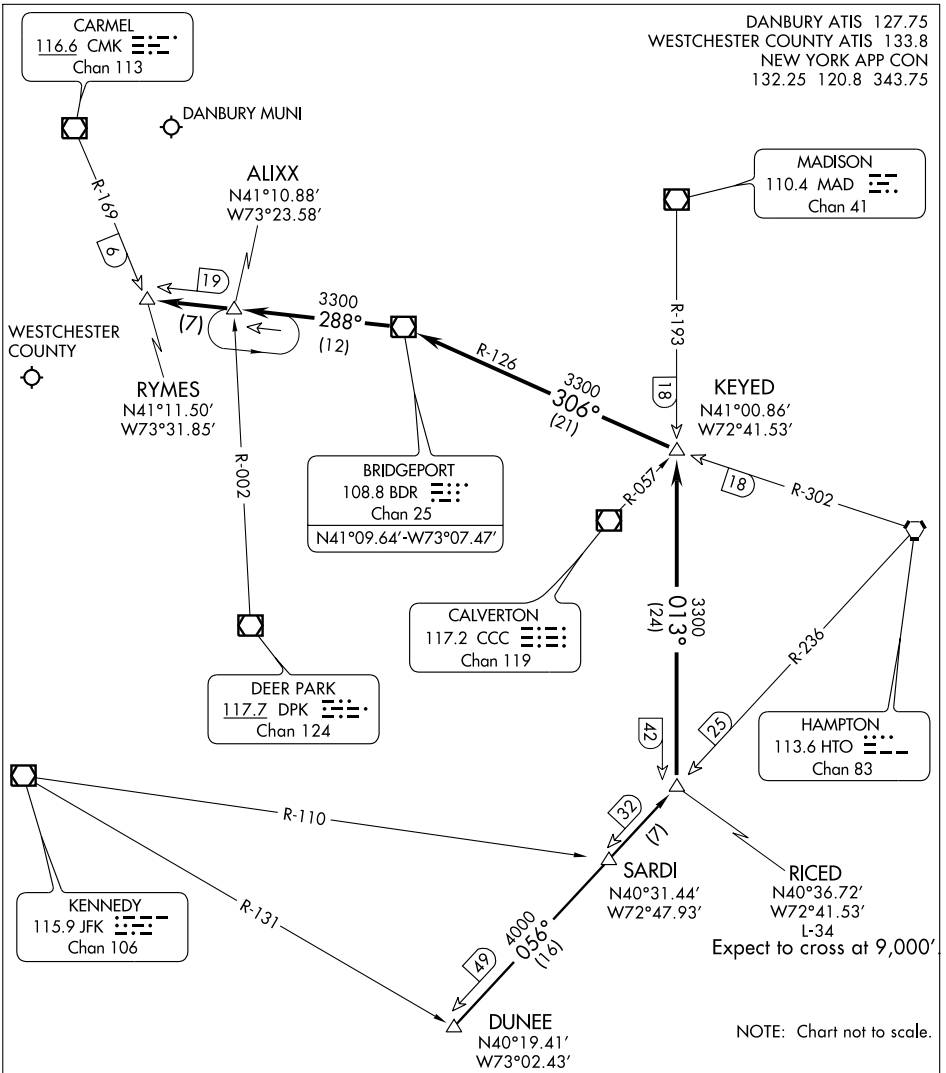
. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 26 AUG 2010 to 23 SEP 2010

# RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK






## ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6548 |
|---|---|---|
| 162° | TDZE | 439 |
| | Apt Elev | 439 |

# RNAV (GPS) RWY 16

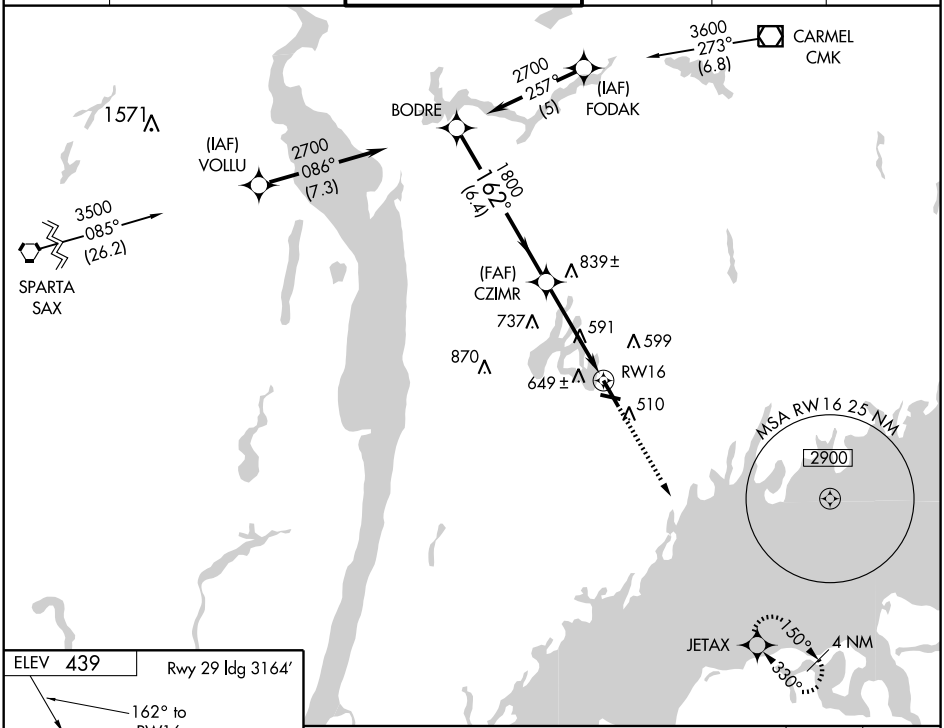
## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

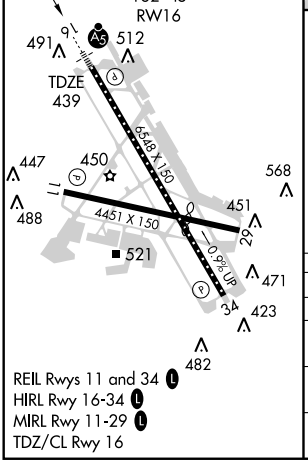
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat A/B.

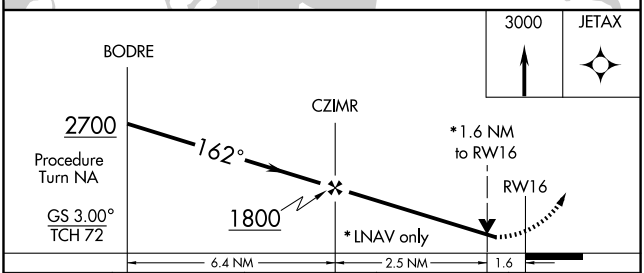
MALSR

MISSED APPROACH: Climb to 3000 direct JETAX WP and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 900/50 461 (500-1) | | | |
| LNAV MDA | 1020/50 581 (600-1) | | | 1020 /60 581 (600-1¼) |
| CIRCLING | 1020 - 1½ 581 (600-1½) | | | 1020 - 2 581 (600-2) |



NE-2, 26 AUG 2010 to 23 SEP 2010
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| WAAS | APP CRS | Rwy Idg | 6548 |
|---|---|---|---|
| CH 99410 | 342° | TDZE | 402 |
| W34A | | Apt Elev | 439 |

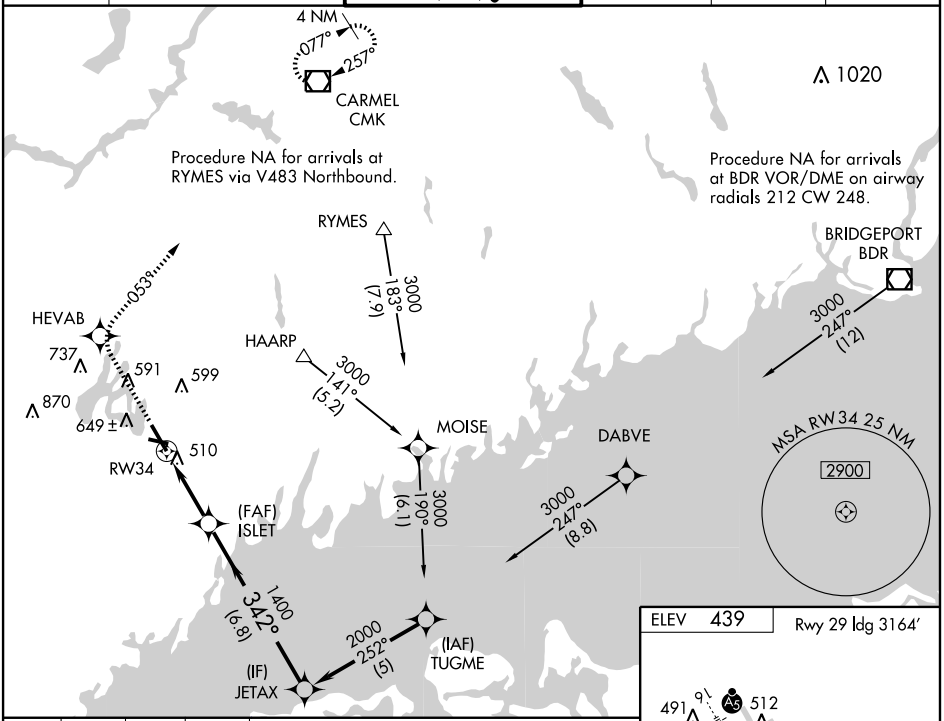
# RNAV (GPS) RWY 34

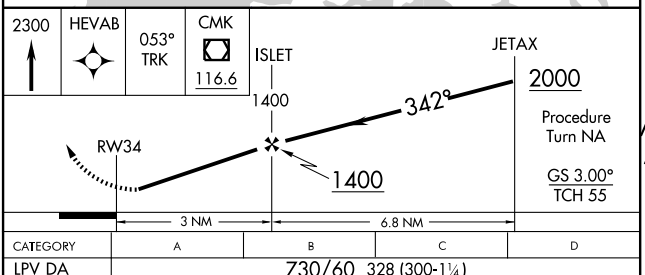
## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

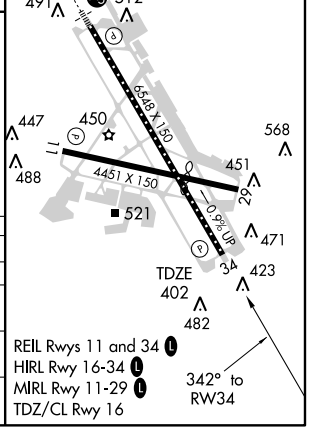
Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 730/60 328 (300-1¼) | | | |
| LNAV/VNAV DA | 781-1½ 379 (400-1½) | | | |
| LNAV MDA | 820/50 418 (400-1) | | 820/60 418 (400-1¼) | |
| CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1000-2 561 (600-2) |

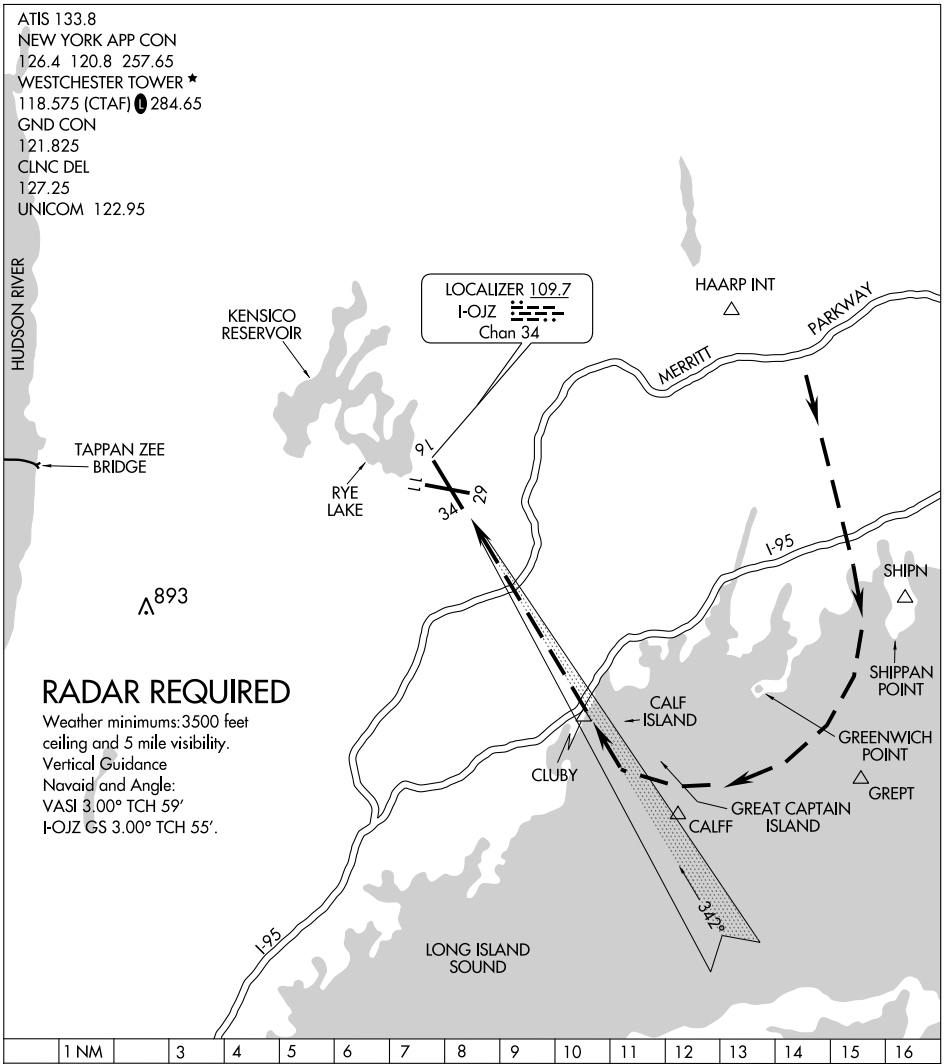


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# SOUND VISUAL RWY 34







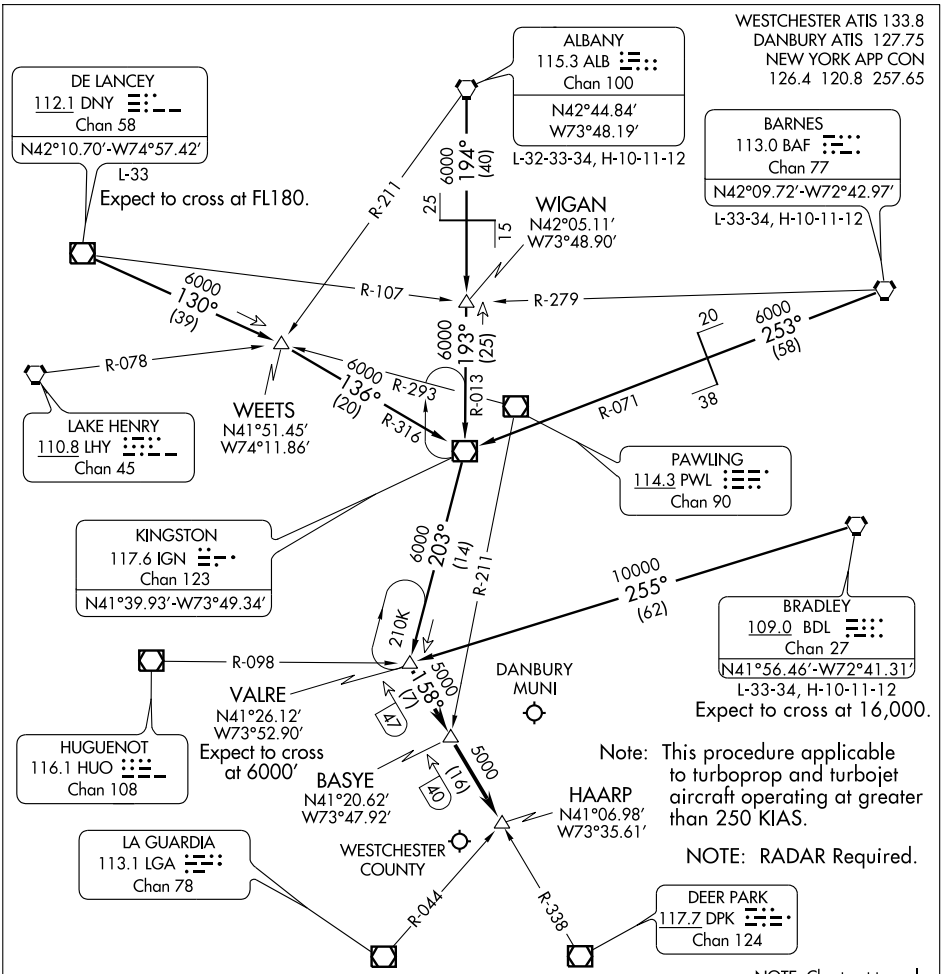

SOUND VISUAL RWY 34

When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.



NE-2, 26 AUG 2010 to 23 SEP 2010




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

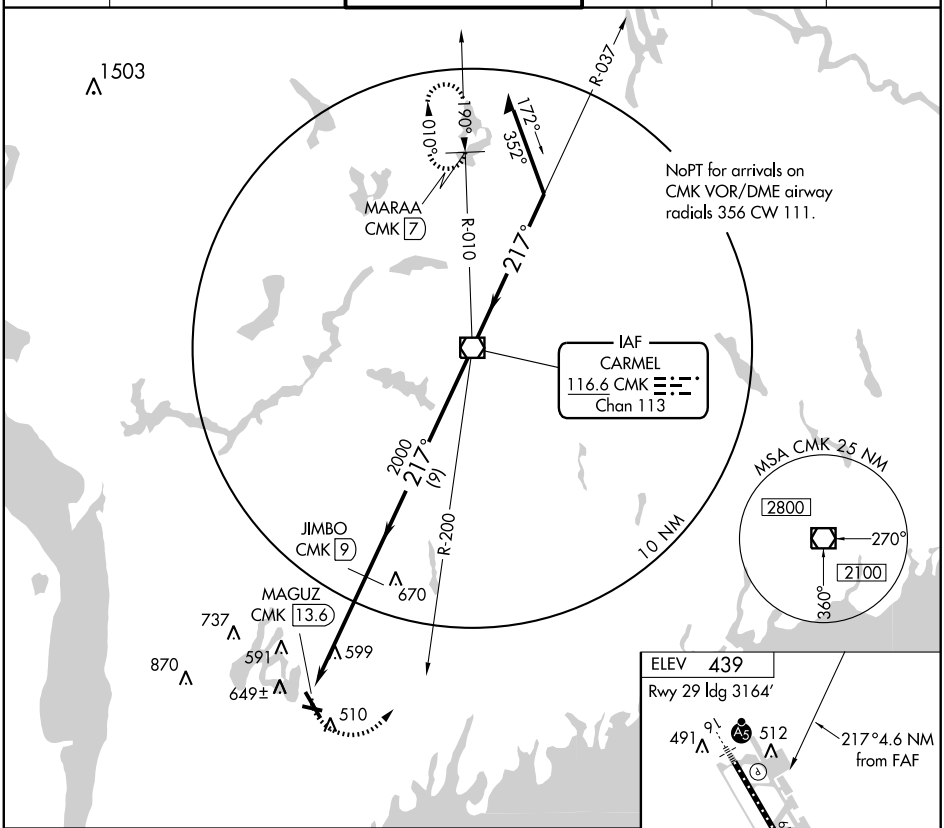
| VOR/DME CMK 116.6 Chan 113 | APP CRS 217° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 439 |
|---|---|---|

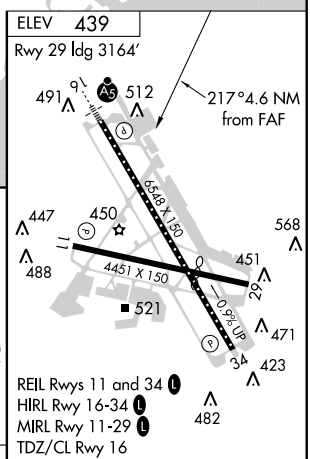
# VOR/DME-A

## WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

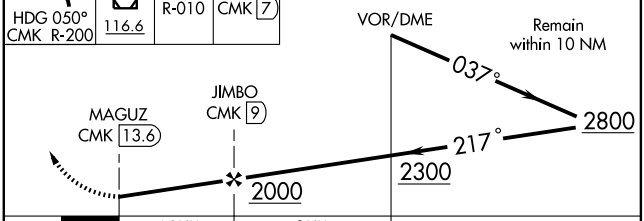
MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

| ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.8 | 126.4 120.8 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 122.95 |




| 2400 HDG 050° CMK R-200 | CMK 116.6 | CMK R-010 | MARAA CMK 7 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960 - 1 | 521 (600- 1) | 960 - 1½<br>521 (600- 1½) | 1000 - 2<br>561 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



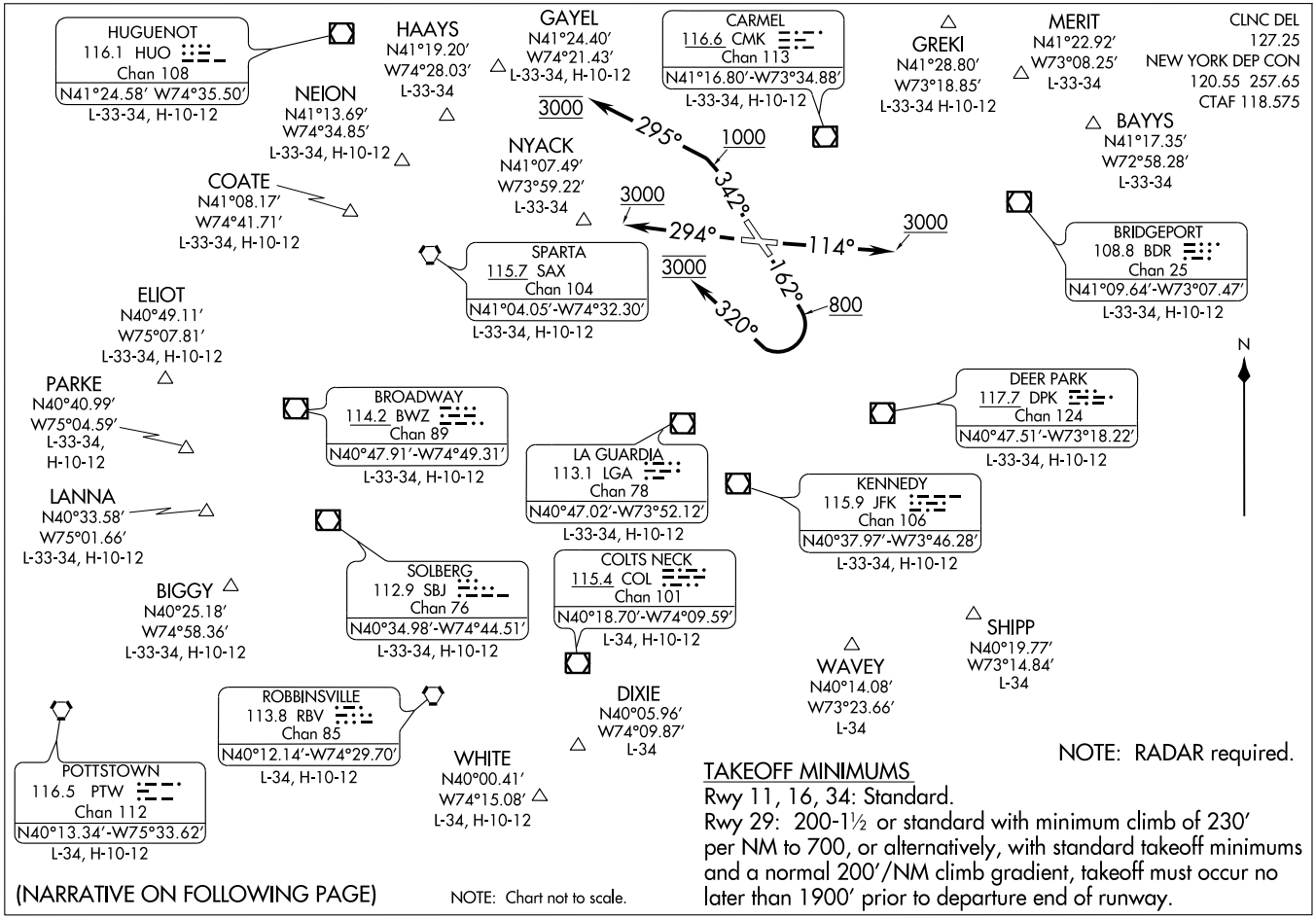
NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

# WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 10042

WHITE PLAINS, NEW YORK

WHITE PLAINS/WESTCHESTER COUNTY (HPN)




(HPN2.HPN) 10042

WESTCHESTER TWO DEPARTURE

SL-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

NE-2, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

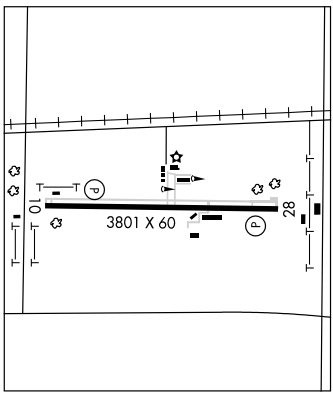
.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

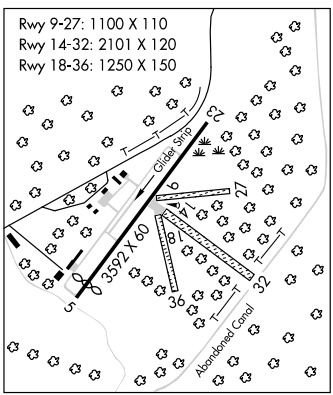
NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

**WILLIAMSON–SODUS** (SDC) 3 W UTC−5(−4DT) N43°14.08′ W77°07.17′ **DETROIT**
424 B S4 **FUEL** 100LL TPA—1100(675) NOTAM FILE BUF **L–31E, 32F**
**RWY 10–28:** H3801X60 (ASPH) S–12 MIRL **IAP**
**RWY 10:** PAPI(P2L)—GA 3.0° TCH 20′. Tree.
**RWY 28:** PAPI(P2L)—GA 3.0° TCH 20′. Pole.
**AIRPORT REMARKS:** Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.2 (315) 483–6171.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ROCHESTER APP/DEP CON** 119.55
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.
**ROCHESTER (L) VOR/DME** 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 086° 25.3 NM to fld. 549/12W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**WURTSBORO–SULLIVAN CO** (N82) 2 NE UTC−5(−4DT) N41°35.83′ W74°27.50′ **NEW YORK**
560 NOTAM FILE ISP **L–33A, 34H**
**RWY 05–23:** H3592X60 (ASPH) S–30 0.3% up SW **IAP**
**RWY 05:** Thld dsplcd 233′. Pole. **RWY 23:** Brush.
**RWY 14–32:** 2101X120 (TURF) 0.6% up NW
**RWY 14:** Ridge. **RWY 32:** Trees.
**RWY 18–36:** 1250X150 (TURF) 0.3% up N
**RWY 18:** Ridge. **RWY 36:** Trees.
**RWY 09–27:** 1100X110 (TURF) 0.7% up W
**RWY 09:** Tree. **RWY 27:** Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Winter months attended till dusk. Extensive glider activity. Tower elev 1690′ MSL 250′ AGL, Located 9000′ NE thld app Rwy 23. Deer on and in vicinity of arpt. +86′ tree 120′ out and 150′ right of Rwy 23 centerline.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 274° 28.9 NM to fld. 580/12W. **HIWAS.**



| WAAS | APP CRS | Rwy Idg | 3801 |
|---|---|---|---|
| CH 90507 | 100° | TDZE | 424 |
| W10A | | Apt Elev | 424 |

# RNAV (GPS) RWY 10

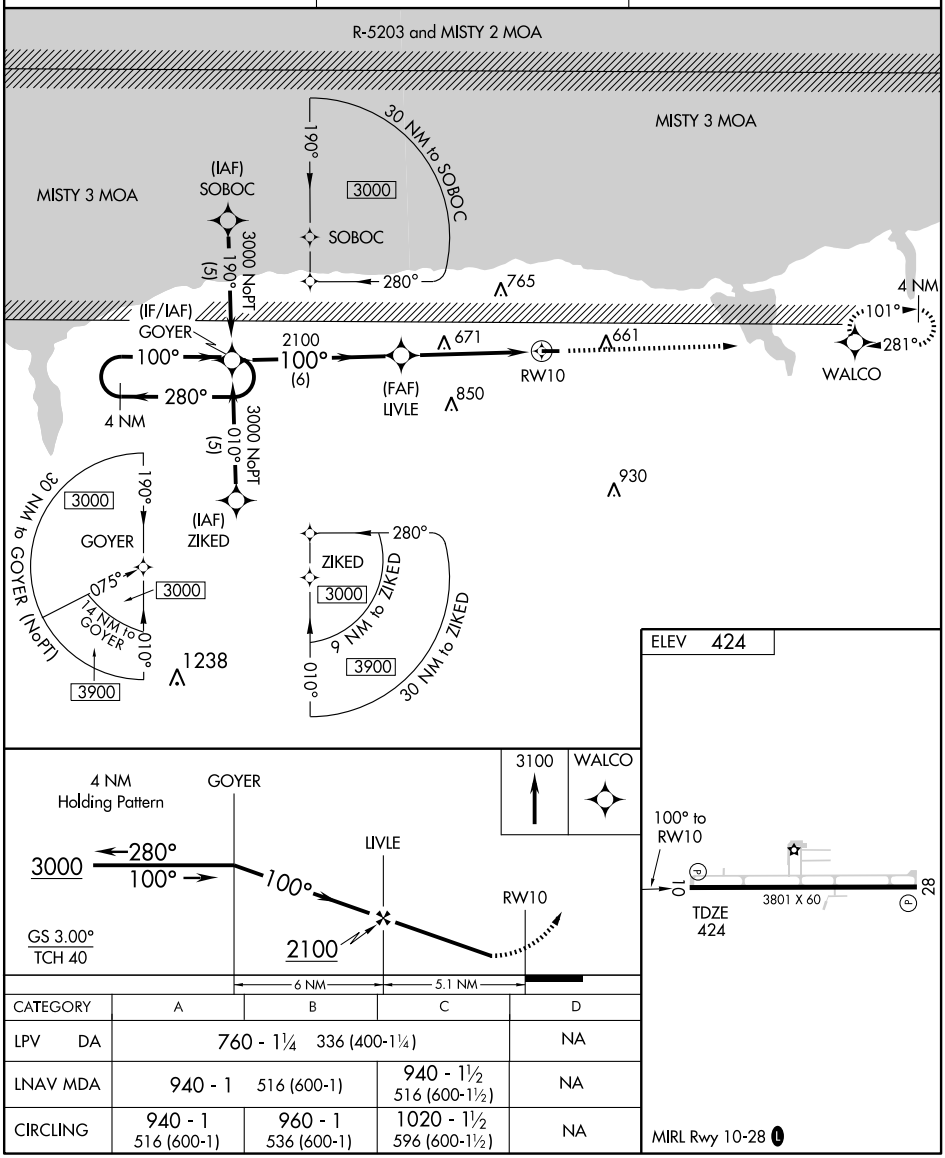
## WILLIAMSON-SODUS (SDC)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.2 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 760 - 1¼ 336 (400-1¼) | | | NA |
| LNAV MDA | 940 - 1 516 (600-1) | | 940 - 1½ 516 (600-1½) | NA |
| CIRCLING | 940 - 1 516 (600-1) | 960 - 1 536 (600-1) | 1020 - 1½ 596 (600-1½) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 28

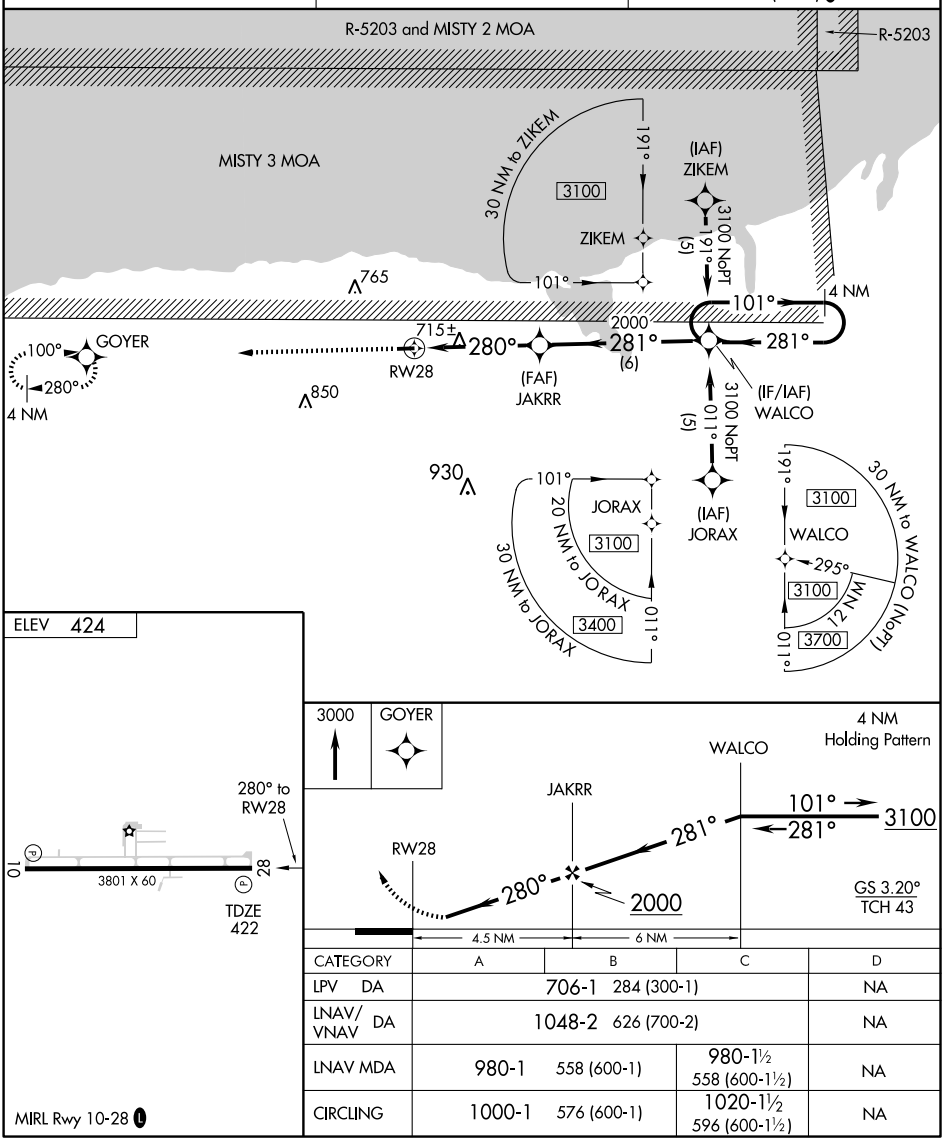
WILLIAMSON-SODUS (SDC)

| WAAS | APP CRS | Rwy Idg | 3801 |
|---|---|---|---|
| CH 78416 | 280° | TDZE | 422 |
| W28A | | Apt Elev | 424 |

Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.2 | 119.55 269.6 | 122.8 (CTAF) L |



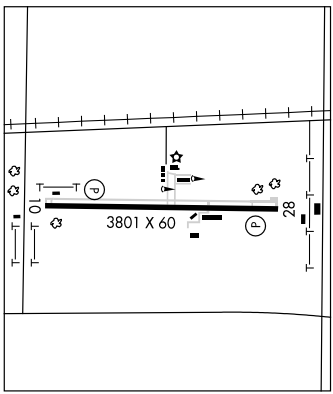

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 706-1 284 (300-1) | | | NA |
| LNAV/VNAV DA | 1048-2 626 (700-2) | | | NA |
| LNAV MDA | 980-1 558 (600-1) | | 980-1½ 558 (600-1½) | NA |
| CIRCLING | 1000-1 576 (600-1) | | 1020-1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 L

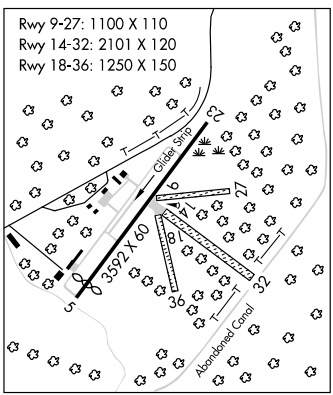


NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

**WILLIAMSON–SODUS** (SDC) 3 W UTC−5(−4DT) N43°14.08′ W77°07.17′ **DETROIT**
424 B S4 **FUEL** 100LL TPA—1100(675) NOTAM FILE BUF **L–31E, 32F**
**RWY 10–28:** H3801X60 (ASPH) S–12 MIRL **IAP**
**RWY 10:** PAPI(P2L)—GA 3.0° TCH 20′. Tree.
**RWY 28:** PAPI(P2L)—GA 3.0° TCH 20′. Pole.
**AIRPORT REMARKS:** Attended Mon–Fri 1330–2200Z‡. Credit card fuel avbl 24 hrs. Geese and deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.2 (315) 483–6171.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ROCHESTER APP/DEP CON** 119.55
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROC.
**ROCHESTER (L) VOR/DME** 110.0 ROC Chan 37 N43°07.08′ W77°40.37′ 086° 25.3 NM to fld. 549/12W.
**COMM/NAV/WEATHER REMARKS:** Clnc del thru Flight Services 1–888–766–8267.




**WURTSBORO–SULLIVAN CO** (N82) 2 NE UTC−5(−4DT) N41°35.83′ W74°27.50′ **NEW YORK**
560 NOTAM FILE ISP **L–33A, 34H**
**RWY 05–23:** H3592X60 (ASPH) S–30 0.3% up SW **IAP**
**RWY 05:** Thld dsplcd 233′. Pole. **RWY 23:** Brush.
**RWY 14–32:** 2101X120 (TURF) 0.6% up NW
**RWY 14:** Ridge. **RWY 32:** Trees.
**RWY 18–36:** 1250X150 (TURF) 0.3% up N
**RWY 18:** Ridge. **RWY 36:** Trees.
**RWY 09–27:** 1100X110 (TURF) 0.7% up W
**RWY 09:** Tree. **RWY 27:** Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Winter months attended till dusk. Extensive glider activity. Tower elev 1690′ MSL 250′ AGL, Located 9000′ NE thld app Rwy 23. Deer on and in vicinity of arpt. +86′ tree 120′ out and 150′ right of Rwy 23 centerline.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK APP/DEP CON** 132.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ISP.
**KINGSTON (L) VOR/DME** 117.6 IGN Chan 123 N41°39.93′ W73°49.33′ 274° 28.9 NM to fld. 580/12W. **HIWAS.**



| VOR/DME HUO 116.1 Chan 108 | APP CRS 039° | Rwy Idg 3359 TDZE 550 Apt Elev 560 |
|---|---|---|

# VOR/DME or GPS RWY 5

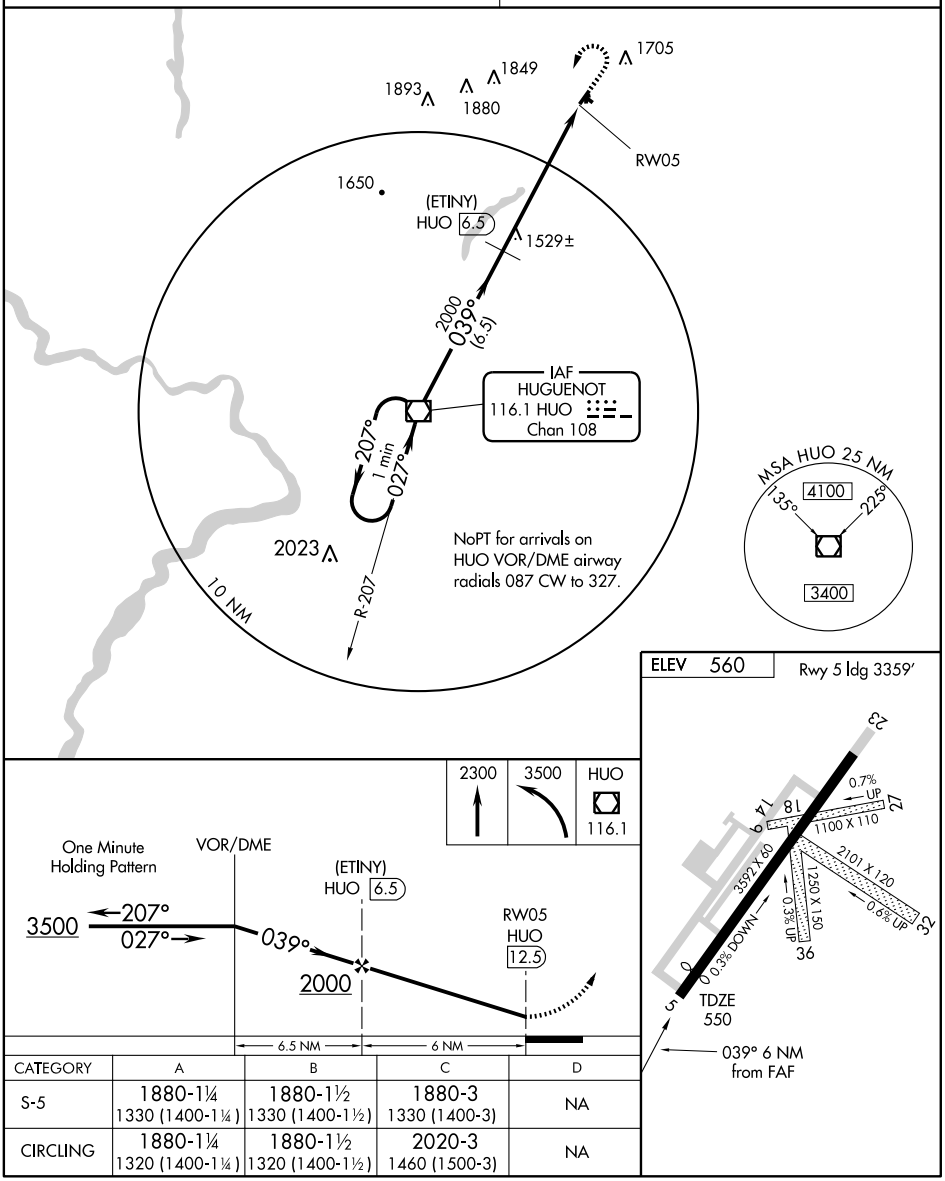
## WURTSBORO-SULLIVAN COUNTY (N82)

Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1880-1¼ 1330 (1400-1¼) | 1880-1½ 1330 (1400-1½) | 1880-3 1330 (1400-3) | NA |
| CIRCLING | 1880-1¼ 1320 (1400-1¼) | 1880-1½ 1320 (1400-1½) | 2020-3 1460 (1500-3) | NA |



NE-2, 26 AUG 2010 to 23 SEP 2010
NE-2, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ALLENTOWN, PA** | |
| LEHIGH VALLEY INTL | **ILS or LOC Rwy 13[1]** |
| | **RNAV (GPS) Rwy 31[2]** |
| | **VOR-A[3]** |

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

| | |
|---|---|
| **ALTOONA, PA** | |
| ALTOONA-BLAIR COUNTY | **ILS or LOC Rwy 21[1]** |
| | **RNAV (GPS) Rwy 3[2]** |
| | **RNAV (GPS) Y Rwy 21[3]** |
| | **VOR-A[4]** |

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

| | |
|---|---|
| **BECKLEY, WV** | |
| RALEIGH COUNTY MEMORIAL | **ILS or LOC Rwy 19[12]** |
| | **RNAV (GPS) Rwy 1[3]** |
| | **RNAV (GPS) Rwy 10[13]** |
| | **RNAV (GPS) Rwy 19[13]** |
| | **RNAV (GPS) Rwy 28[14]** |
| | **VOR Rwy 10[13]** |
| | **VOR Rwy 19[13]** |

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BLUEFIELD, WV** | |
| MERCER COUNTY | **ILS or LOC Rwy 23[1]** |
| | **RNAV (GPS) Rwy 5[2]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **VOR/DME Rwy 23[2]** |
| | **VOR Rwy 23[4]** |

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

| | |
|---|---|
| **BRADFORD, PA** | |
| BRADFORD RGNL | **VOR Rwy 14** |

Category C, 800-2½; Category D, 800-2¾.

| | |
|---|---|
| **BUTLER, PA** | |
| BUTLER COUNTY/K.W. SCHOLTER FIELD | **ILS or LOC Rwy 8** |
| | **RNAV (GPS) Rwy 8** |
| | **RNAV (GPS) Rwy 26** |

NA when local weather not available.

| | |
|---|---|
| **CHARLESTON, WV** | |
| YEAGER | **ILS or LOC Rwy 5[1]** |
| | **ILS or LOC Rwy 23[2]** |
| | **VOR-A[3]** |

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.


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NAME ALTERNATE MINIMUMS

**CLARKSBURG, WV**

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21**[12]
**RNAV (GPS) Rwy 3**[34]
**RNAV (GPS) Rwy 21**[34]
**VOR-A**[34]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

**COATESVILLE, PA**

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**

NA when local weather not available.

**DOYLESTOWN, PA**

DOYLESTOWN ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**

NA when local weather not available.

**DUBOIS, PA**

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
**VOR/DME Rwy 7**

NA when local weather not available.

**ELKINS, WV**

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
**RNAV (GPS)-A**[23]
**RNAV (GPS) Rwy 5**[24]
**RNAV (GPS) Rwy 14**[25]
**RNAV (GPS) Rwy 23**[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

**ERIE, PA**

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
**ILS or LOC/DME Rwy 24**[12]
**NDB Rwy 6**[2]
**NDB Rwy 24**[2]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR/DME Rwy 24**

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

**FRANKLIN, PA**

VENANGO RGNL ..... **ILS or LOC Rwy 21**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
**VOR Rwy 21**

NA when local weather not available.

**HARRISBURG, PA**

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
**RNAV (GPS) Rwy 8**[12]
**RNAV (GPS) Rwy 26**[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
**ILS or LOC Rwy 31**[2]
**RNAV (GPS) Rwy 13**[3]
**RNAV (GPS) Rwy 31**[4]
**VOR Rwy 31**[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

**HAZLETON, PA**

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**JOHNSTOWN, PA**

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
**VOR Rwy 5[2]**
**VOR Rwy 15[3]**

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**LANCASTER, PA**

LANCASTER ..... **ILS or LOC Rwy 8[123]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 26[24]**
**VOR/DME Rwy 31[24]**
**VOR/DME Rwy 8[2]**
**VOR/DME Rwy 26[24]**
**VOR Rwy 8[25]**
**VOR Rwy 31[4]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

**LATROBE, PA**

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
**NDB Rwy 23[14]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

**LEWISBURG, WV**

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR Rwy 4**
**VOR Rwy 22**

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**MARTINSBURG, WV**

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
**VOR-A**

NA when local weather not available.
Category E, 1600-3.

**MORGANTOWN, WV**

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
**RNAV (GPS) Y Rwy 18[13]**
**RNAV (GPS) Z Rwy 18[34]**
**RNAV (GPS) Rwy 36[13]**
**VOR -A[35]**

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

**MOUNT POCONO, PA**

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**MUIR AAF (KMUI)**

FORT INDIANTOWN GAP, PA ..... **NDB-A**
**RNAV (GPS) -B**
**COPTER NDB Y-289**
**COPTER NDB Z-289**
**COPTER RNAV (GPS) Rwy 25**

NA when control tower closed.

**PARKERSBURG, WV**

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 21**

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.


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NAME — ALTERNATE MINIMUMS

**PHILADELPHIA, PA**

NORTHEAST PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
**LOC BC Rwy 6[12]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 6[12]**
**VOR Rwy 24[12]**

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
**ILS PRM Rwy 27L[2]**
**ILS or LOC Rwy 9L[3]**
**ILS Rwy 9R[4]**
**ILS or LOC Rwy 17[3]**
**ILS Rwy 26[5]**
**ILS or LOC Rwy 27L[6]**
**ILS or LOC/DME Rwy 27R[7]**
**RNAV (GPS) Rwy 27R[8]**

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

**PITTSBURGH, PA**

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
**ILS or LOC Rwy 10R[1]**
**ILS or LOC Rwy 28L[1]**
**ILS or LOC Rwy 28R[1]**
**ILS or LOC Rwy 32[1]**
**RNAV (RNP) Z Rwy 10R[2]**

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

**POINT PLEASANT, WV**

MASON COUNTY ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

NAME — ALTERNATE MINIMUMS

**QUAKERTOWN, PA**

QUAKERTOWN ..... **NDB Rwy 29**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**READING, PA**

READING RGNL/CARL A. SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
**ILS or LOC Rwy 36[13]**
**NDB Rwy 36[23]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

**SELINSGROVE, PA**

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
**VOR-A**
NA when local weather not available.
Categories A, B, 1000-2.

**STATE COLLEGE, PA**

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR-B[1]**
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

**SUTTON, WV**

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

**WASHINGTON, PA**

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27[2]**
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

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| NAME | ALTERNATE MINIMUMS |
|---|---|
| **WHEELING, WV** | |
| WHEELING OHIO COUNTY | **ILS or LOC Rwy 3[1]** |
| | **RNAV (GPS) Rwy 3** |
| | **RNAV (GPS) Rwy 16** |
| | **RNAV (GPS) Rwy 21** |
| | **RNAV (GPS) Rwy 34** |
| | **VOR Rwy 21** |

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

| | |
|---|---|
| **WILKES-BARRE-SCRANTON, PA** | |
| WILKES-BARRE-SCRANTON INTL | **ILS or LOC/DME Rwy 4[1]** |
| | **ILS or LOC/DME Rwy 22[1]** |
| | **NDB or GPS-A[2]** |
| | **RNAV (GPS) Rwy 4[1]** |
| | **RNAV (GPS) Rwy 22[1]** |

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

| | |
|---|---|
| **YORK, PA** | |
| YORK | **RNAV (GPS) Rwy 17** |
| | **RNAV (GPS) Rwy 35** |

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

| | |
|---|---|
| **ZELIENOPLE, PA** | |
| ZELIENOPLE MUNI | **RNAV (GPS) Rwy 17** |
| | **RNAV (GPS) Rwy 35** |

NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

## HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

### TRI STATE/MILTON J. FERGUSON FIELD

**RADAR**-1 119.75 270.1

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 21 | | AB | **1260**-1 | 432 | (500-1) | C | **1260**-1¼ | 432 | (500-1¼) |
| | | | D | **1260**-1½ | 432 | (500-1½) | | | | |
| | 3 | | AB | **1240**-1 | 412 | (500-1) | CD | **1240**-1¼ | 412 | (500-1¼) |
| | 12 | | AB | **1340**/24 | 512 | (600-½) | C | **1340**/50 | 512 | (600-1) |
| | | | D | **1340**/60 | 512 | (600-1¼) | | | | |
| | 30 | | AB | **1300**-1 | 472 | (500-1) | C | **1300**-1¼ | 472 | (500-1¼) |
| | | | D | **1300**-1½ | 472 | (500-1½) | | | | |
| CIR | | | AB | **1340**-1 | 512 | (600-1) | C | **1340**-1½ | 512 | (600-1½) |
| | | | D | **1420**-2 | 592 | (600-2) | | | | |

When VGSI inop, straight-in/circling Rwy 3 NA at night.

---

## WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15[17] | 3.25°/60/893 | ABCDE | **524**-½ | 200 | (200-½) |
| | 33[2] | 3.0°/45/919 | AB | **558**-½ | 200 | (200-½) |
| | | | CDE | **558**-¾ | 200 | (200-¾) |
| PAR W/O GS | 15[38] | | ABCD | **720**-¾ | 396 | (400-¾) |
| | | | E | **720**-1 | 396 | (400-1) |
| | 33[4] | | ABCDE | **640**-1 | 282 | (300-1) |
| ASR | 33[5] | | ABC | **720**-¾ | 362 | (400-¾) |
| | | | DE | **720**-1 | 362 | (400-1) |
| | 15[68] | | ABC | **800**-¾ | 476 | (500-¾) |
| | | | D | **800**-1 | 476 | (500-1) |
| | | | E | **800**-1¼ | 476 | (500-1¼) |
| CIR ASR | All Rwy | | A | **800**-1 | 442 | (500-1) |
| | | | B | **960**-1 | 602 | (700-1) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |
| CIR PAR W/O GS | All Rwy | | A | **800**-1¼ | 442 | (500-1¼) |
| | | | B | **960**-1¼ | 602 | (700-1¼) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

## ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

## ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

### BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

### BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

### BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

### BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course. **Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

### BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

### BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

### BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

### BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

### BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

### BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

### CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.



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## CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

## CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

## CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

## CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

## CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

## COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

### COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

### CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

### CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

### DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

### DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

### EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

### EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

### EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

### ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

### ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

## FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

## FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

## FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

## GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

## GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

## HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

### HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)
AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

### HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

### HONESDALE, PA

CHERRY RIDGE (N30)
AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

### HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

### INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

### JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)
AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.


26 AUG 2010 to 23 SEP 2010

### LANCASTER, PA
LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

**Rwy 31,** 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

### LATROBE, PA
ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

### LEHIGHTON, PA
JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

### LEWISBURG, WV
GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

### LOCK HAVEN, PA
WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

### LOGAN, WV
**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

**Rwy 24,** climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

### MARTINSBURG, WV
EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

### MEADVILLE, PA
PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

### MIFFLINTOWN, PA
MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

### MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

### MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

### MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190°before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

### MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

### MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

### MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

### MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. . . . . 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

### MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

### NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

## PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

## PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

## PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

## PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

## PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** mulitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

## PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

## PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.



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## PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

## PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

## POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

## POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

## POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

**PUNXSUTAWNEY, PA**

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

**RAVENSWOOD, WV**

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**, **22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

**READING, PA**

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

**REEDSVILLE, PA**

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

**ST. MARYS, PA**

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

**SELINGSGROVE, PA**

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

**SEVEN SPRINGS BOROUGH, PA**

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

**SHAMOKIN, PA**

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

**SOMERSET, PA**
SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.
NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

**SPENCER, WV**
BOGGS FIELD (USW)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.
NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

**STATE COLLEGE, PA**
UNIVERSITY PARK
TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.
DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

**STERLING, PA**
SPRING HILL (70N)
AMDT 1 09323 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

**SUMMERSVILLE, WV**
SUMMERSVILLE
TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

**SUTTON, WV**
BRAXTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.
NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

**TITUSVILLE, PA**
TITUSVILLE
NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

**TOUGHKENAMON, PA**
NEW GARDEN
TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.
DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

**TOWANDA, PA**
BRADFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.
NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

### TOWER CITY, PA
BENDIGO (74N)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.
DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.
NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

### WASHINGTON, PA
WASHINGTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.
NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

### WAYNESBURG, PA
GREENE COUNTY (WAY)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.
NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

### WELLSBORO, PA
WELLSBORO JOHNSTON
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.
DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).
NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

### WEST CHESTER, PA
BRANDYWINE
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.
NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

### WHEELING, WV
WHEELING OHIO COUNTY
NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

### WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON INTL
TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.
NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.



26 AUG 2010 to 23 SEP 2010

## WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12,** 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27,** 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12,** climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27,** climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30,** climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65'AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12,** trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER,1837' left of centerline, 60' AGL/701' MSL. **Rwy 27,** trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30,** trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

## WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

## YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17,** climb on runway heading to 1000 feet before turning. **Rwy 35,** climb on runway heading to 800 feet before turning.

## ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

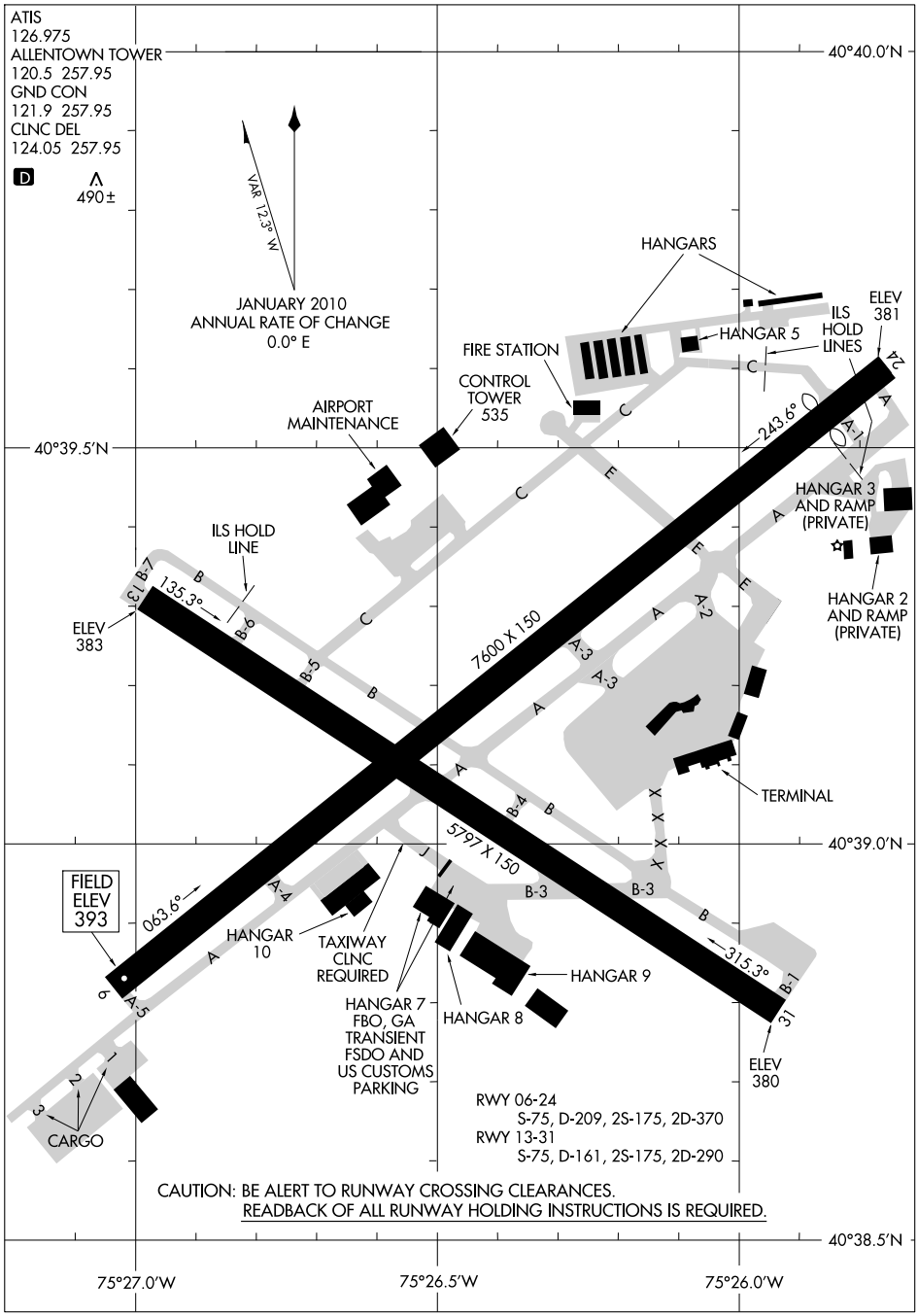
26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

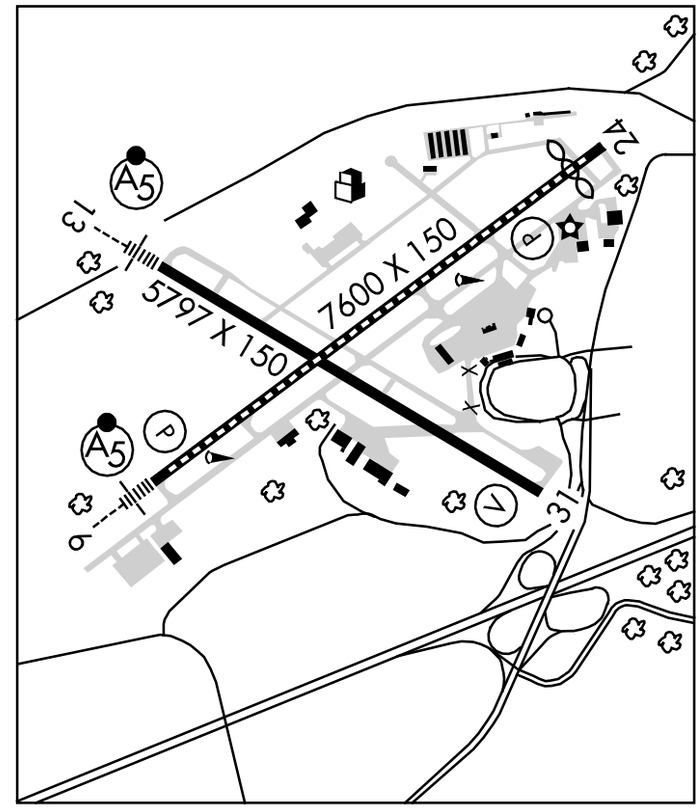
AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

10210

## LEHIGH VALLEY INTL (ABE) 3 NE UTC−5(−4DT) N40°39.14′ W75°26.42′

393 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks LRA
Class I, ARFF Index C NOTAM FILE ABE




**RWY 06–24:** H7600X150 (ASPH–GRVD) S–75, D–209, 2S–175, 2D–370 HIRL CL
**RWY 06:** MALSR. PAPI(P4L)—GA 3.0° TCH 48′.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 500′. Road.
**RWY 13–31:** H5797X150 (ASPH–GRVD) S–75, D–161, 2S–175, 2D–290 HIRL
**RWY 13:** MALSR.
**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 45′. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 06:** TORA–7600 TODA–7600 ASDA–7600 LDA–7600
**RWY 13:** TORA–5797 TODA–5797 ASDA–5797 LDA–5797
**RWY 24:** TORA–7600 TODA–7600 ASDA–7600 LDA–7100
**RWY 31:** TORA–5797 TODA–5797 ASDA–5797 LDA–5797

**AIRPORT REMARKS:** Attended continuously. Birds; groundhogs and deer on and invof arpt. Noise abatement procedures for turbojet powered acft in effect; preferential Rwy 06–24. Rwy 06 and 24 fly rwy heading until 2000 ft. Rwy 06, 13 and 24 departures be advised that departures are over a noise sensitive area. Rwy 31 turbojet departures turn rgt heading 360° until 2000 ft MSL. TPA—1400(1006) reciprocating props; 2000(1606) turbine powered acft. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Military acft plan to park and refuel on FBO apron W of Rwy 13–31 and S of Twy A. Twy C restricted to maximum acft weight 12,500 lbs. Twy B south of Twy B3 restricted to acft with wingspan 118′ or less. Twy E north of Rwy 06–24 in very poor condition with sections of broken pavement. Restricted to maximum acft weight 12,500 lbs. Twy J restricted to acft with wingspan 118′ or less. U.S. Customs user fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl—2 hours PPR.

**WEATHER DATA SOURCES:** ASOS (610) 266–3579.

**COMMUNICATIONS: ATIS** 126.975 **UNICOM** 122.95
**ALLENTOWN RCO** 122.1R 117.5T (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 118.2 (3000 and blo), 119.65 (above 3000 from north) 124.45 (above 3000 from south)
**TOWER** 120.5 **GND CON** 121.9 **CLNC DEL** 124.05

**AIRSPACE: CLASS C** svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.
**(L) VORTAC** 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 182° 4.5 NM to fld. 680/10W.
**LEEHI NDB (LOM)** 400 AB N40°35.15′ W75°32.97′ 061° 6.4 NM to fld.
**ILS** 110.7 I–ABE Rwy 06. LOM LEEHI NDB.
**ILS** 111.9 I–BXY Rwy 13. Class IC.
**ILS/DME** 108.55 I–GUW Chan 22(Y) Rwy 24. Class IE.

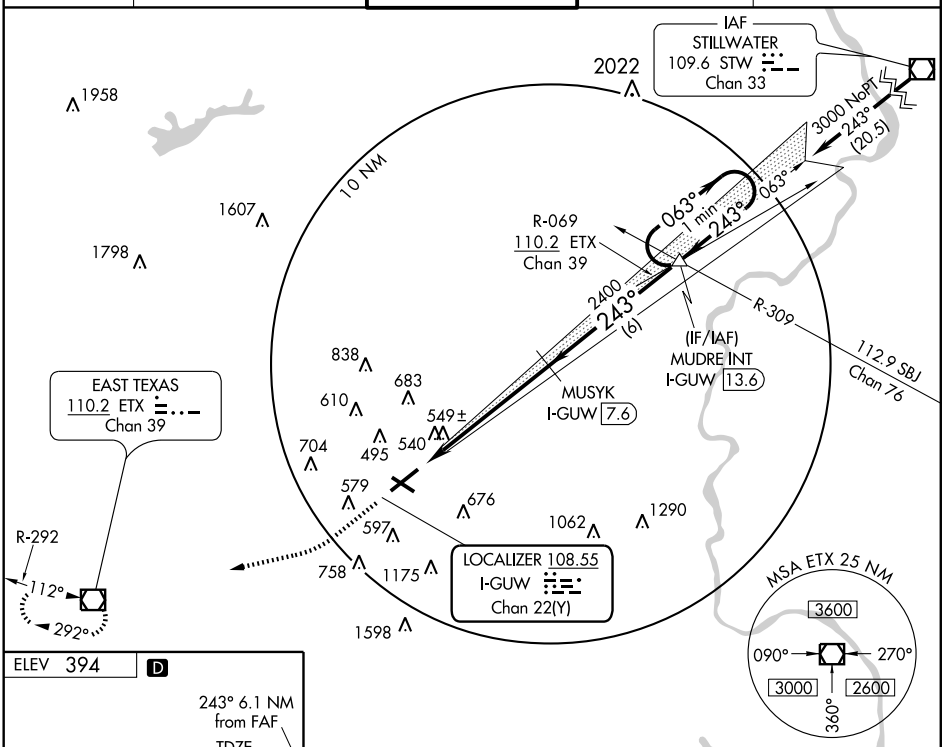
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| 108.55 | 243° | TDZE 386 |
| Chan 22 (Y) | | Apt Elev 394 |

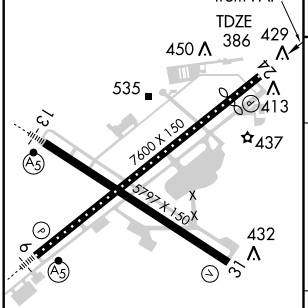
# ILS or LOC/DME RWY 24

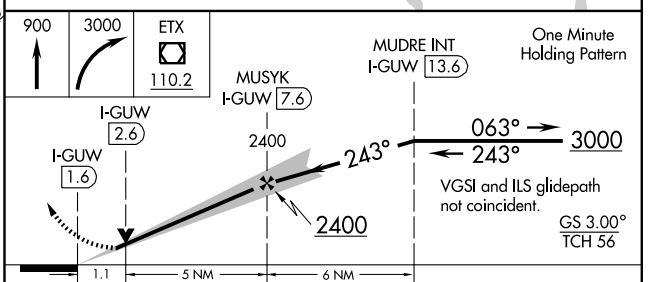
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 586/40 200 (200-¾) | | | |
| S-LOC 24 | 780/50 394 (400-1) | | | 780/60 394 (400-1¼) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-ABE | APP CRS | Rwy Idg | 7600 |
|---|---|---|---|
| 110.7 | 063° | TDZE | 394 |
| | | Apt Elev | 394 |

# ILS or LOC RWY 6

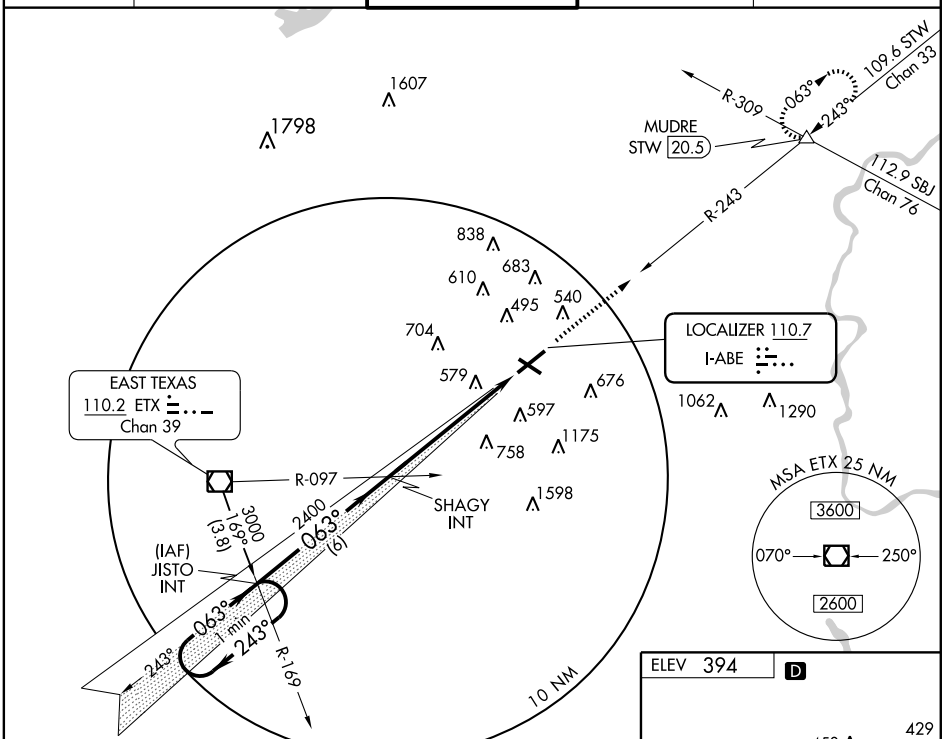
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

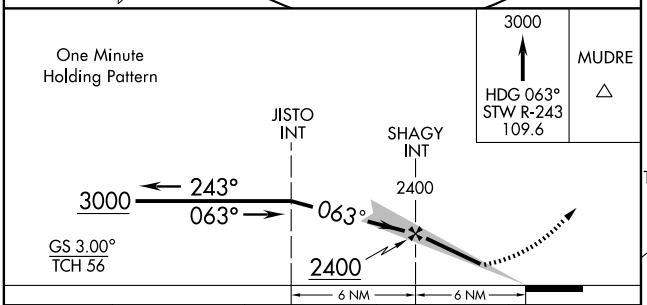
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

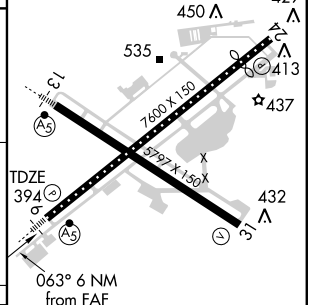
MALSR

MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | *594/24 200 (200-½) | | | |
| S-LOC 6 | 820/24 426 (500-½) | | 820/40 426 (500-¾) | |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-BXY | APP CRS | Rwy Idg | 5797 |
|---|---|---|---|
| 111.9 | 135° | TDZE | 387 |
| | | Apt Elev | 394 |

# ILS or LOC RWY 13

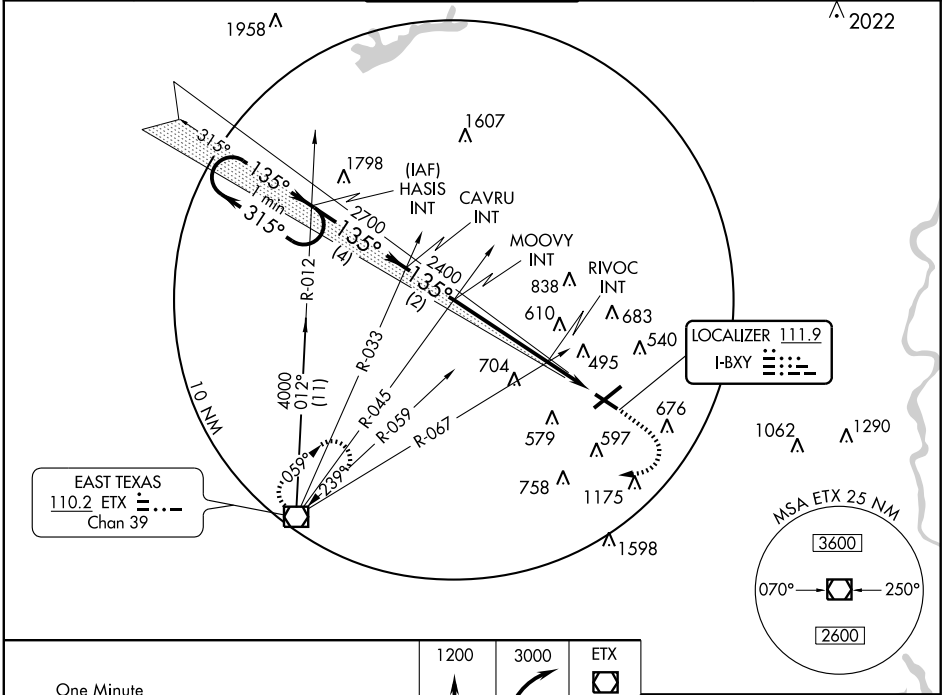
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

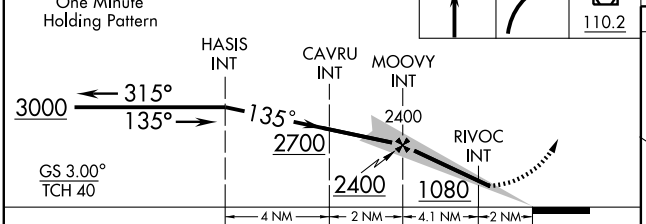
For inoperative MALSR increase RIVOC FIX MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

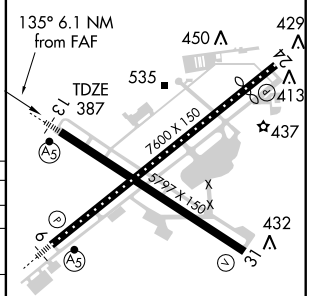
| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 587-½ 200 (200-½) | | | |
| S-LOC 13 | 1080-½ 693 (700-½) | | 1080-1½ 693 (700-1½) | 1080-1¾ 693 (700-1¾) |
| CIRCLING | 1080-1 686 (700-1) | | 1080-2 686 (700-2) | 1080-2¼ 686 (700-2¼) |
| RIVOC FIX MINIMUMS | | | | |
| S-LOC 13 | 720-½ 333 (400-½) | | | 720-¾ 333 (400-¾) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

ELEV 394 D




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7100 |
|---|---|---|
| 243° | TDZE | 386 |
| | Apt Elev | 394 |

# RNAV (GPS) RWY 24

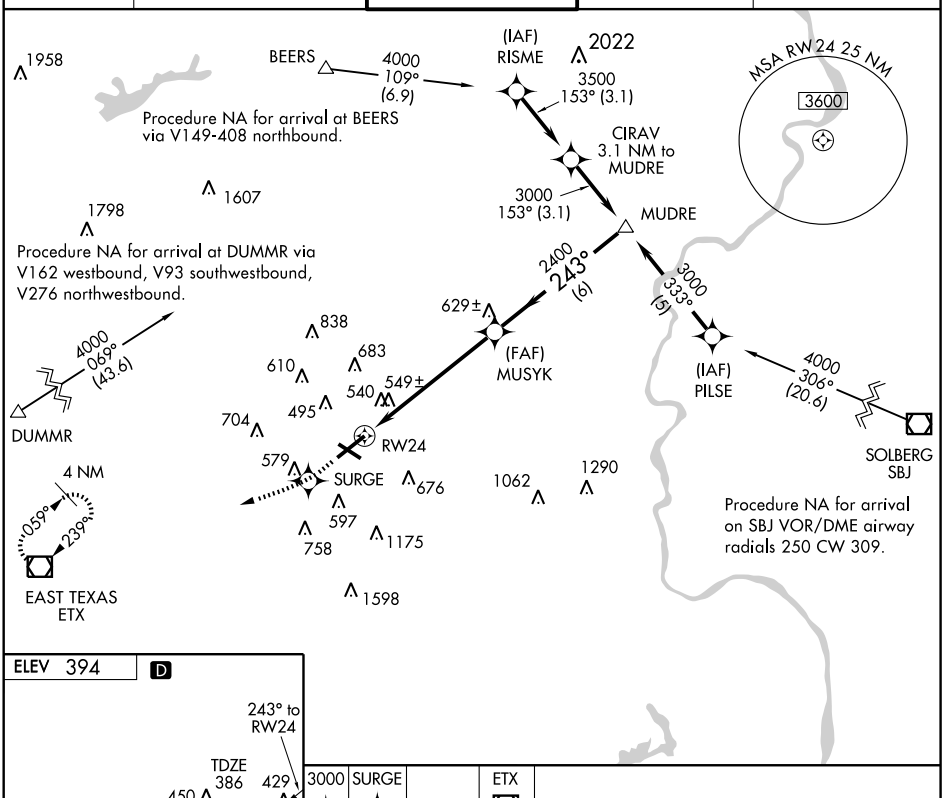
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

NA

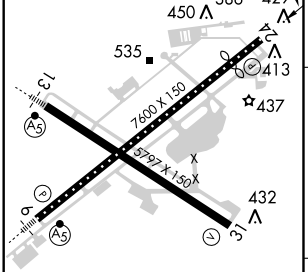
MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

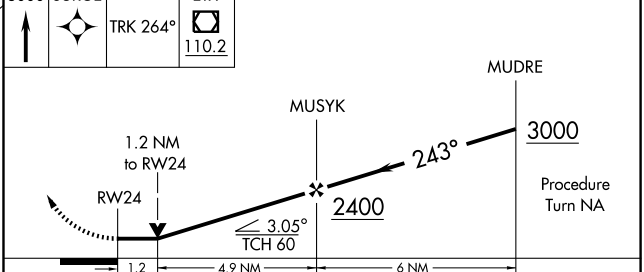
| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820/50 434 (500-1) | | 820/60 434 (500-1¼) | 820-1½ 434 (500-1½) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

| WAAS | APP CRS | Rwy Idg | 5797 |
|---|---|---|---|
| Ch 82499 | 315° | TDZE | 384 |
| W31A | | Apt Elev | 393 |

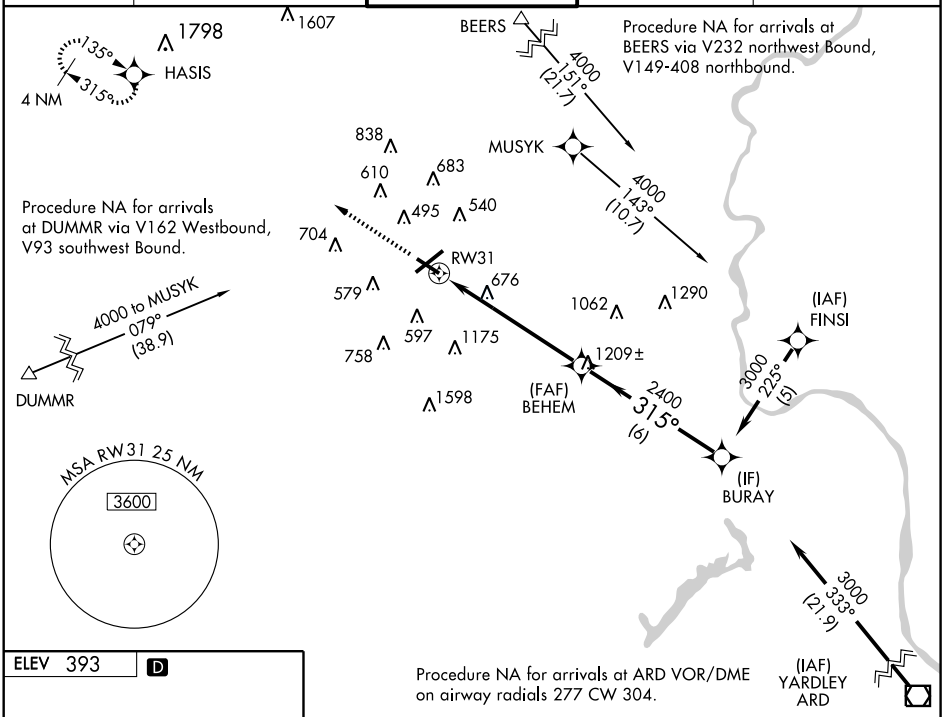
# RNAV (GPS) RWY 31

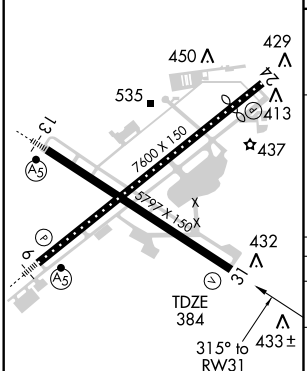
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

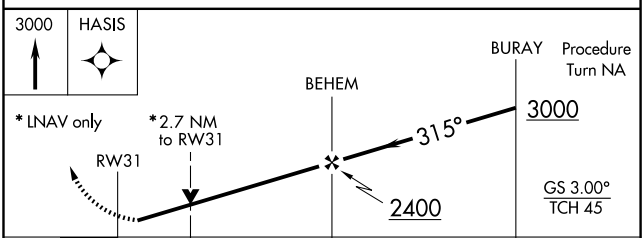
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3000 direct HASIS and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 641-1 257 (300-1) | | | |
| LNAV/VNAV DA | 743-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 1280-1¼ 896 (900-1¼) | | 1280-2¾ 896 (900-2¾) | 1280-3 896 (900-3) |
| CIRCLING | 1280-1¼ 887 (900-1¼) | | 1280-2¾ 887 (900-2¾) | 1280-3 887 (900-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7600 |
|---|---|---|
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

# RNAV (GPS) Y RWY 6

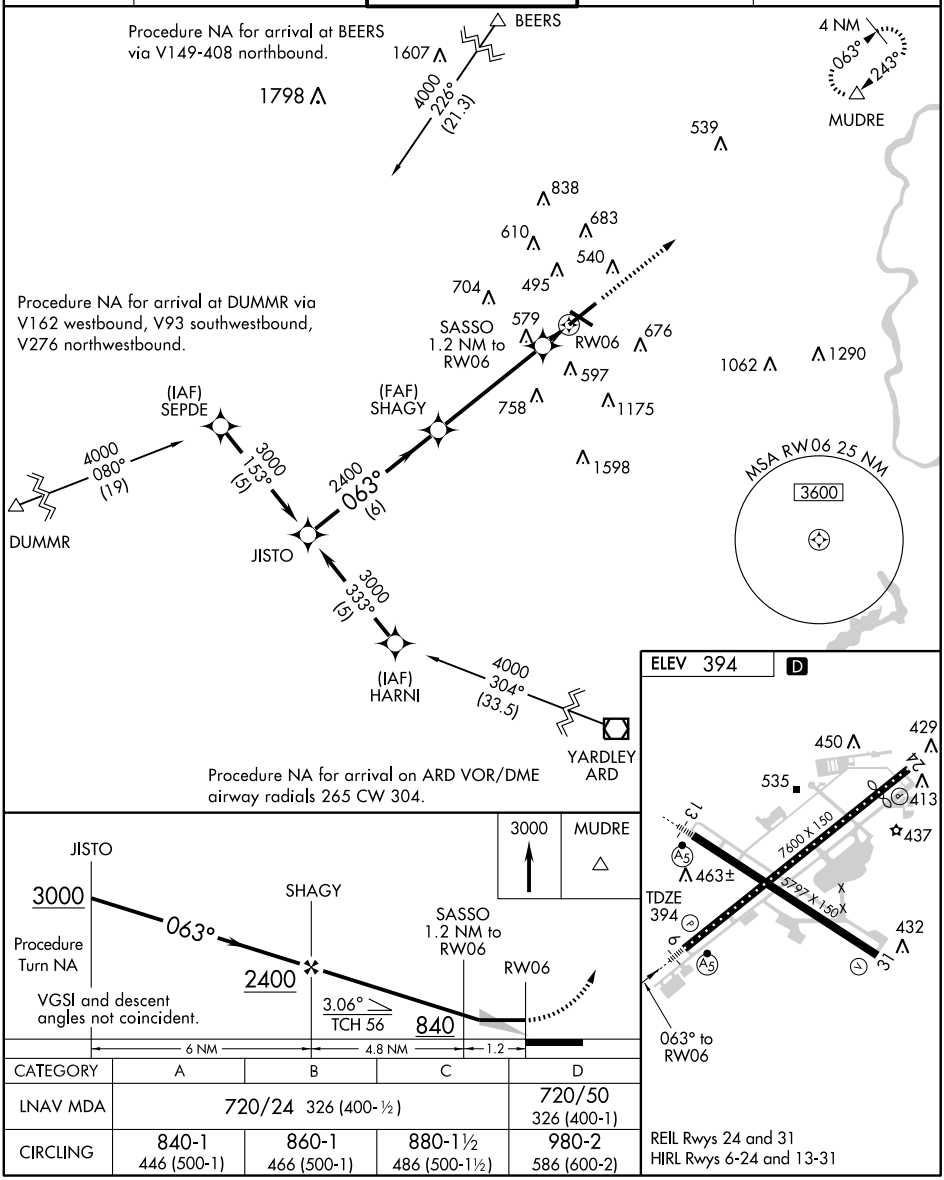
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV CAT D.

MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720/24 326 (400-½) | | | 720/50 326 (400-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5797 |
|---|---|---|
| 135° | TDZE | 387 |
| | Apt Elev | 394 |

# RNAV (GPS) Y RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

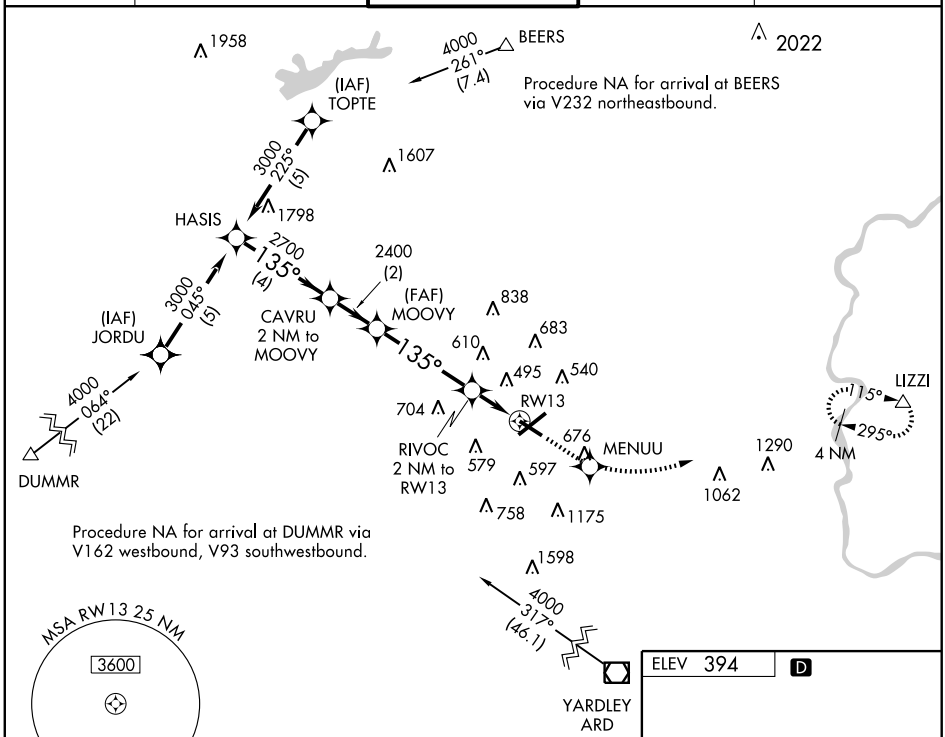
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

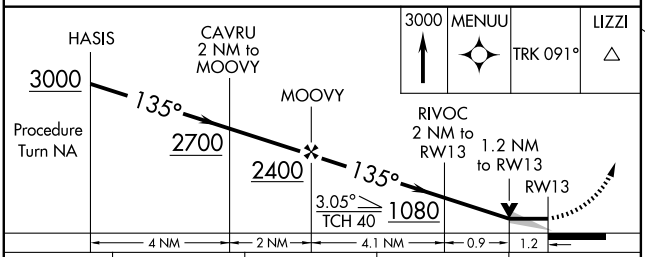
NA

MALSR

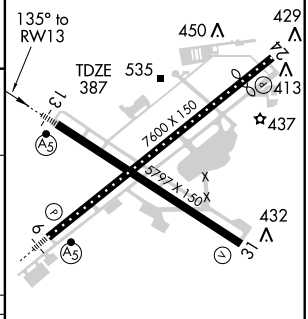
MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-½ 413 (500-½) | | 800-¾ 413 (500-¾) | 800-1 413 (500-1) |
| CIRCLING | 840-1 446 (500-1) | 860-1 466 (500-1) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) Z RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

| APP CRS | Rwy Idg | 7600 |
|---|---|---|
| 063° | TDZE | 394 |
| | Apt Elev | 394 |

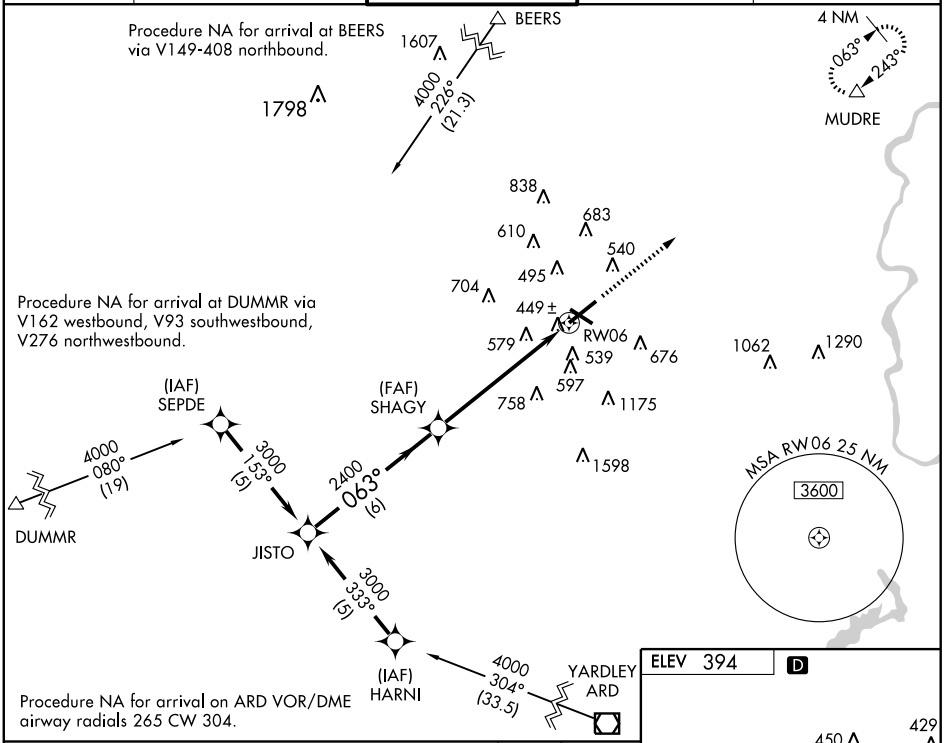
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

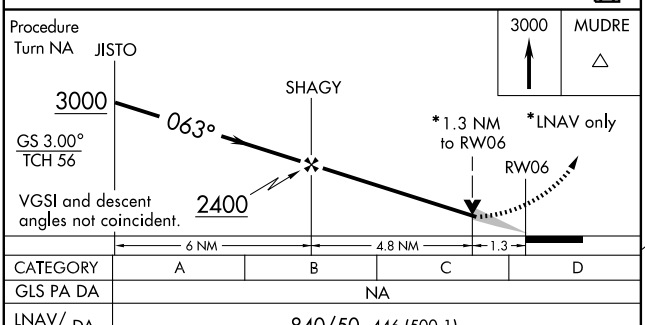
NA

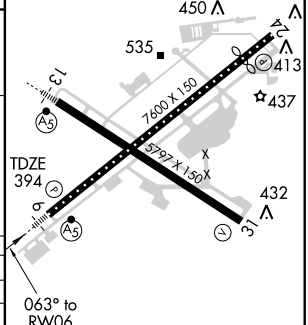
MALSR

MISSED APPROACH: Climb to 3000 direct MUDRE WP and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 840/50 446 (500-1) | | | |
| LNAV MDA | 840/24 446 (500-½) | | 840/40 446 (500-¾) | 840/50 446 (500-1) |
| CIRCLING | 840-1½ 446 (500-1½) | 860-1½ 466 (500-1½) | 880-1½ 486 (500-1½) | 980-2 586 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5797 |
|---|---|---|
| 135° | TDZE | 387 |
| | Apt Elev | 394 |

# RNAV (GPS) Z RWY 13

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

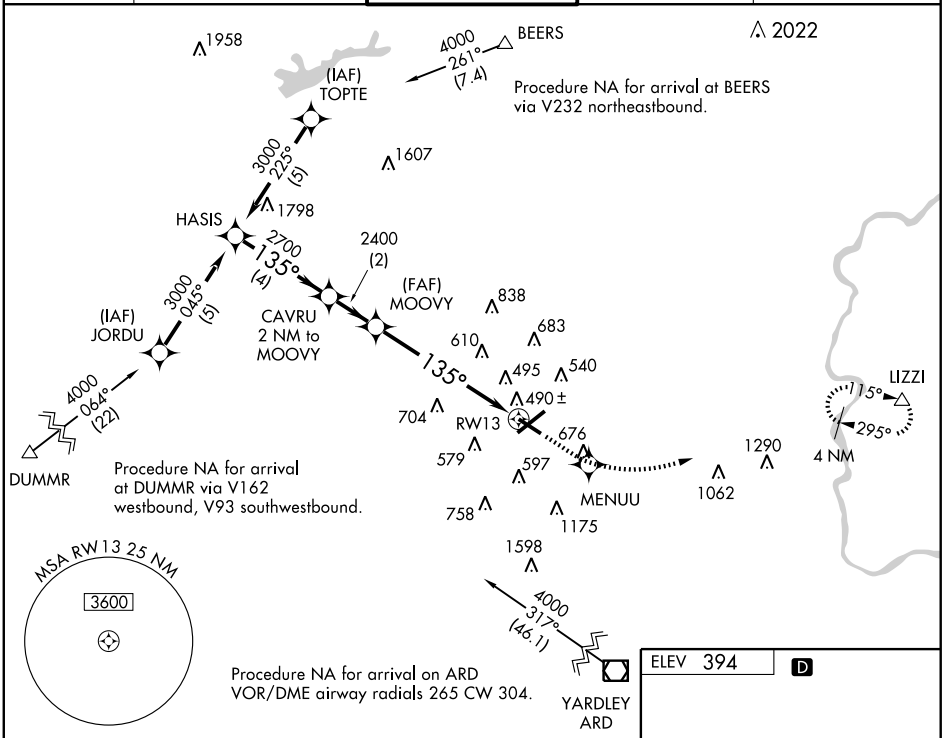
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F)

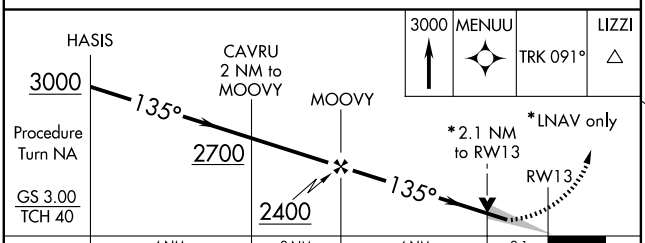
NA

MALSR

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

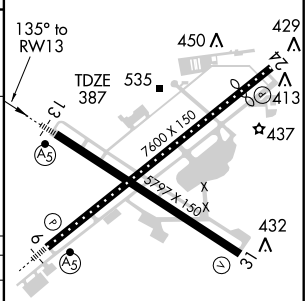
| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 800-1 413 (500-1) | | | |
| LNAV MDA | 1080-½ 693 (700-½) | | 1080-1½ 693 (700-1½) | 1080-1¾ 693 (700-1¾) |
| CIRCLING | 1080-1½ 686 (700-1½) | | 1080-2 686 (700-2) | 1080-2¼ 686 (700-2¼) |

ELEV 394 D




REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC FJC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.5 | 182° | TDZE | N/A |
| Chan 122 | | Apt Elev | 393 |

# TACAN-C

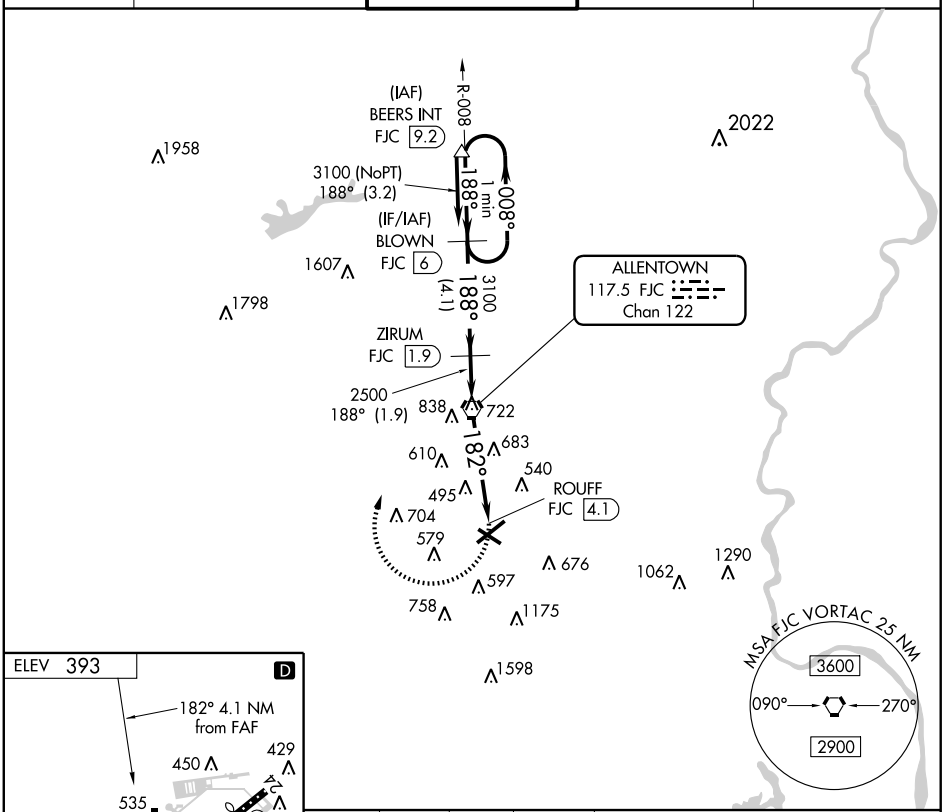
## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

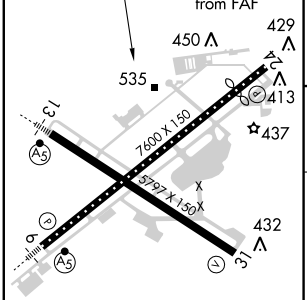
If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

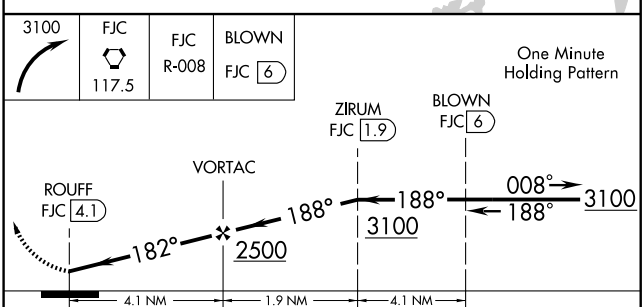
NA

MISSED APPROACH: Climbing right turn to 3100 direct FJC VORTAC then via FJC R-008 to BLOWN/6 DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 547 (600-1) | | 940-1½ 547 (600-1½) | 980-2 587 (600-2) |

REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC FJC 117.5 Chan 122 | APP CRS 182° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 393 |
|---|---|---|

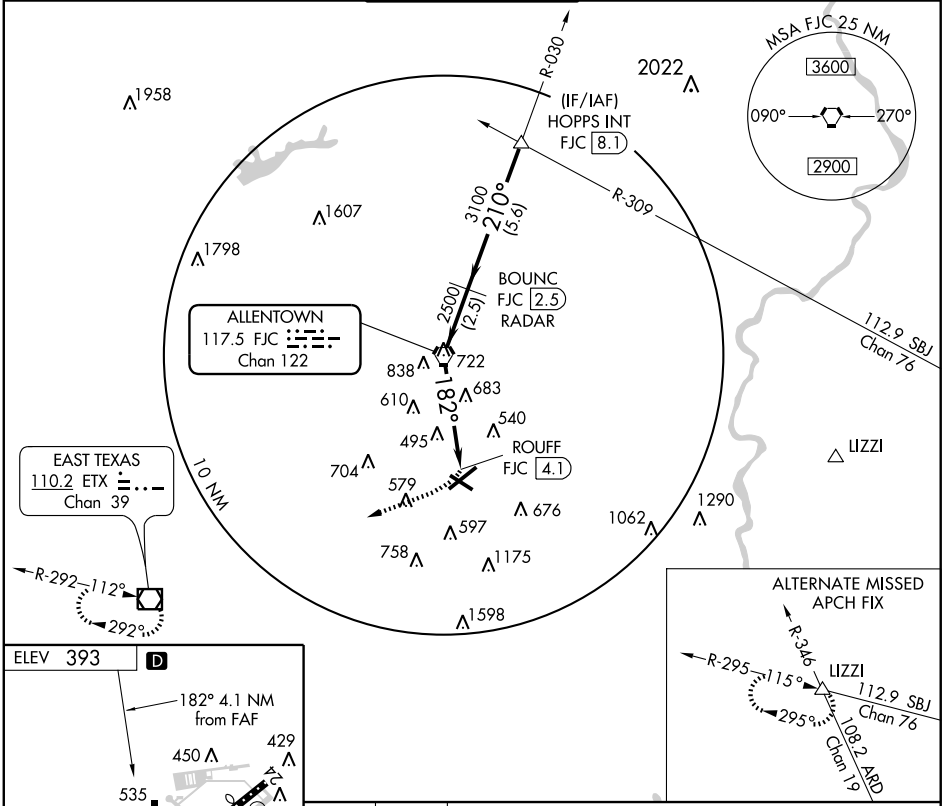
# VOR-A

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

▼ DME or RADAR required.
▲ If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

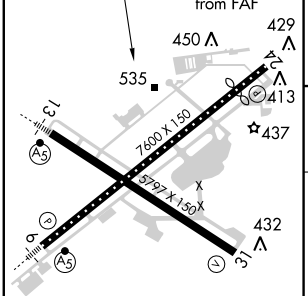
MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

| ATIS | ALLENTOWN APP CON | ALLENTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.975 | 119.65 397.9 | 120.5 257.95 | 121.9 257.95 | 124.05 257.95 |

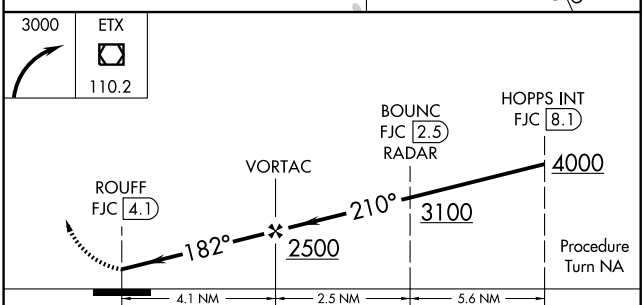









REIL Rwys 24 and 31
HIRL Rwys 6-24 and 13-31




| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 547 (600-1) | | 940-1½ 547 (600-1½) | 980-2 587 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**ALBERT** (See PHILIPSBURG)

**ALLEGHENY CO** (See PITTSBURGH)

**ALLENTOWN** N40°43.60′ W75°27.29′ NOTAM FILE ABE. NEW YORK

**(L) VORTAC** 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl. 680/10W. H–10I, L–30K, 33A, 34G

DME portion unusable 061°–299° byd 30 NM blo 4000′; 300°–060° byd 26 NM blo 4500′.

VOR portion unusable:

021°–189° byd 10 NM
190°–260° byd 24 NM
190°–260° blo 9000′
261°–319° byd 9 NM blo 4000′
320°–339°
340°–349° byd 24 NM
340°–349° blo 4000′
350°–020° byd 33 NM blo 4000′
350°–020° blo 3500′

**RCO** 122.1R 117.5T (WILLIAMSPORT RADIO)

# ALLENTOWN

**ALLENTOWN QUEEN CITY MUNI** (XLL) 2 SW UTC−5(−4DT) N40°34.22′ W75°29.30′ NEW YORK

399 B S2 **FUEL** 100LL, JET A TPA—1599(1200) NOTAM FILE IPT L–30K, 33A, 34G

**RWY 07–25:** H3949X75 (ASPH–GRVD) S–12 MIRL IAP

**RWY 07:** REIL. PAPI(P4L)—GA 3.0°. Trees.

**RWY 25:** REIL. PAPI(P4L)—GA 3.5°. Trees.

**RWY 15–33:** H3159X75 (ASPH) S–12 MIRL 0.4% up SE

**RWY 15:** Tree.

**AIRPORT REMARKS:** Attended 1200–2300Z‡. For svc after hrs ctc 610–266–6000. Deer, groundhogs, birds on and invof arpt. Noise abatement procedures in effect, for details call arpt management at 610–791–5193. ACTIVATE MIRL Rwy 07–25 and Rwy 15–33, REIL Rwy 07 and Rwy 25—CTAF. Landing fee.

**WEATHER DATA SOURCES:** AWOS–3 127.875 (610) 791–5463.

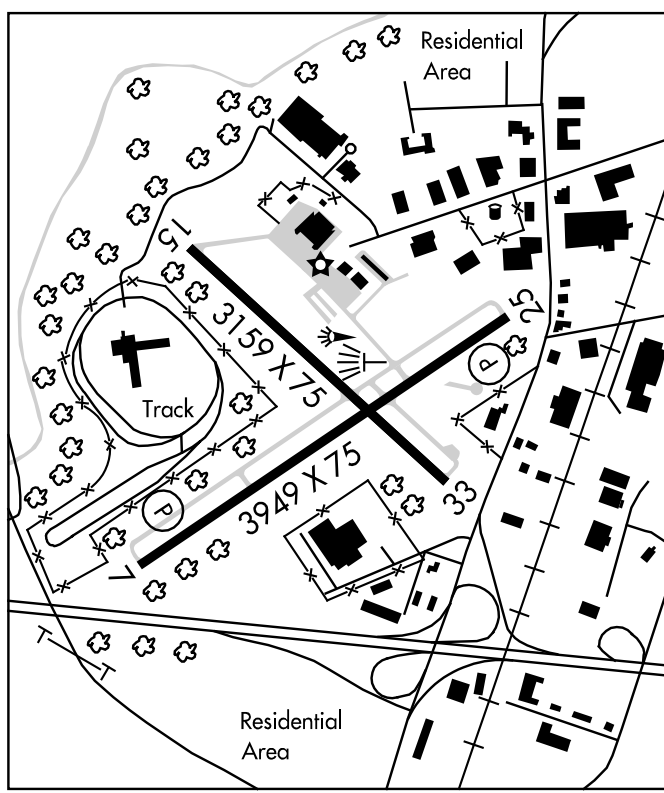
**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **APP/DEP CON** 118.2 (3000 and blo) 119.65 (above 3000 from north) 124.45 (above 3000 from south)

**CLNC DEL** 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 103° 9 NM to fld. 742/09W.



# RNAV (GPS) RWY 7

## ALLENTOWN-QUEEN CITY MUNI (XLL)

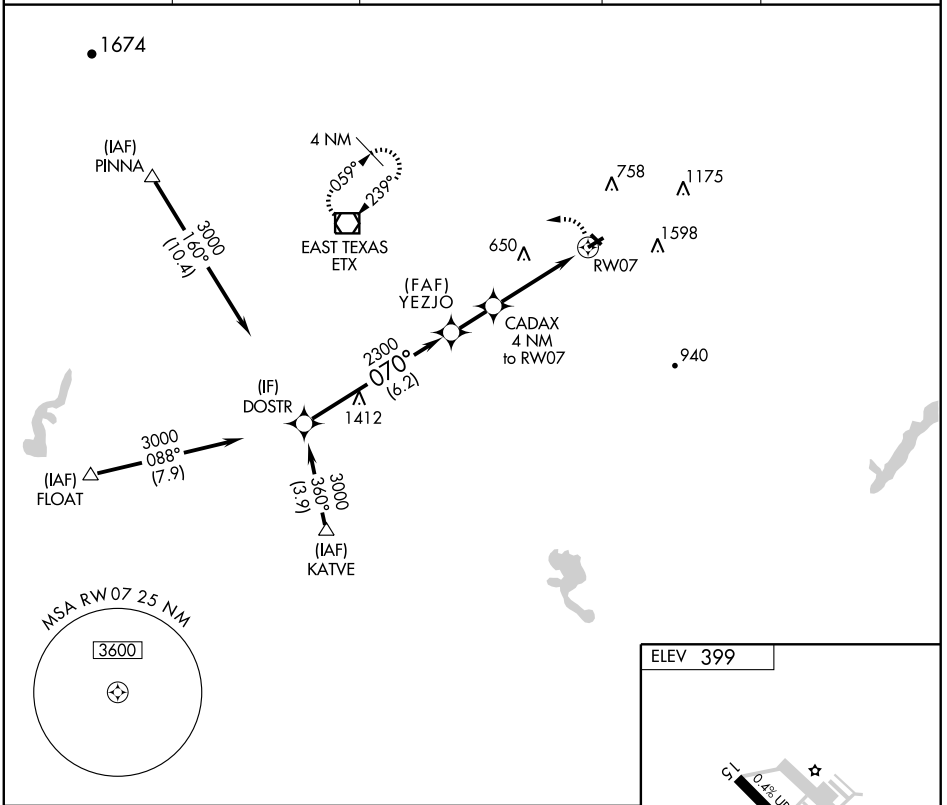
| APP CRS | Rwy Idg | 3949 |
|---|---|---|
| 070° | TDZE | 390 |
| | Apt Elev | 399 |

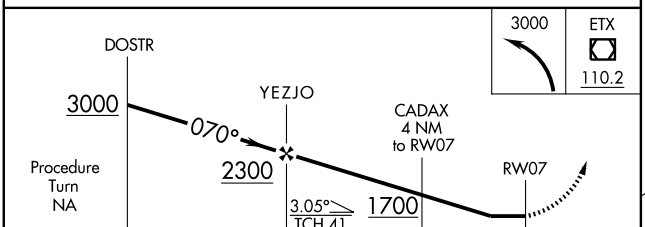
Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.
Circling NA south of Rwys 7 and 25.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

| AWOS-3 | LEHIGH VALLEY ASOS | ALLENTOWN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 127.875 | 126.975 | 119.65 397.9 | 118.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 530 (600-1) | | 920-1½ 530 (600-1½) | NA |
| CIRCLING | 920-1 521 (600-1) | 940-1 541 (600-1) | 940-1½ 541 (600-1½) | NA |




MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ETX 110.2 Chan 39 | APP CRS 103° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 399 |
|---|---|---|

# VOR-B

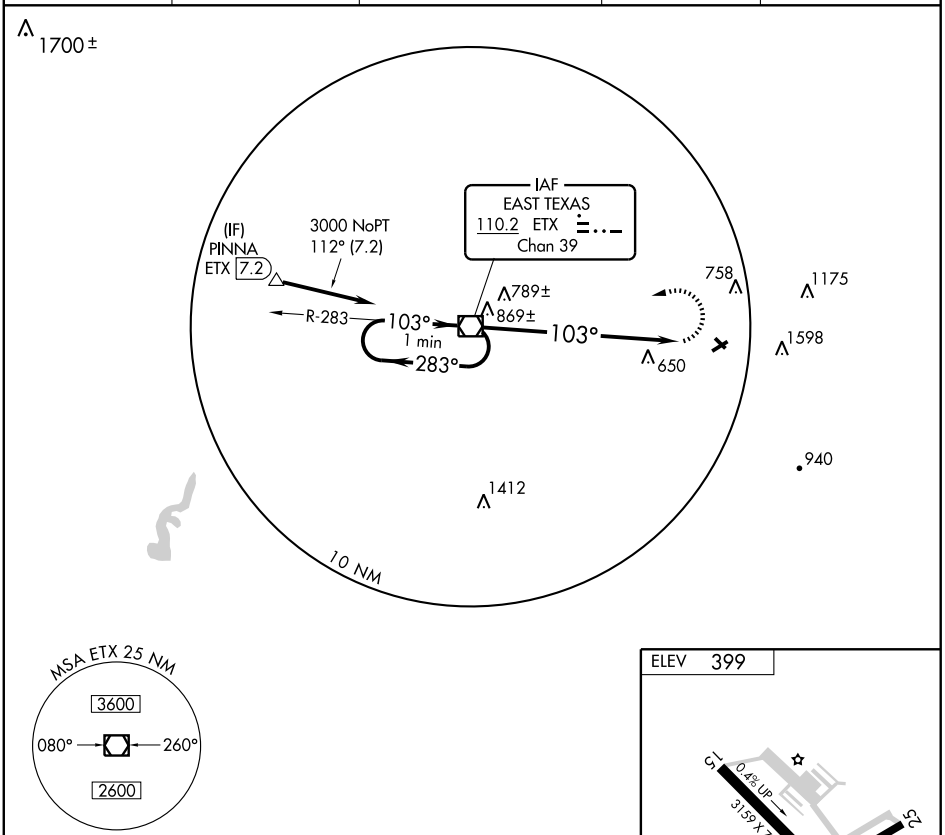
## ALLENTOWN-QUEEN CITY MUNI (XLL)

Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile. Circling NA south of Rwys 7 and 25.

NA

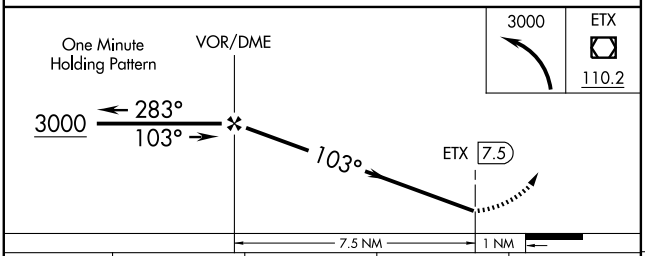
MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

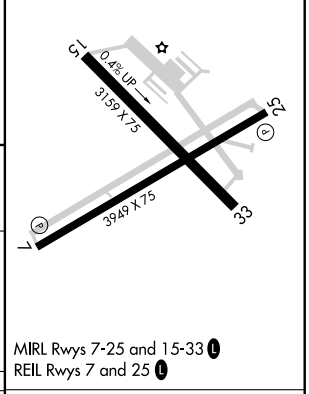
| AWOS-3 | LEHIGH VALLEY ASOS | ALLENTOWN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 127.875 | 126.975 | 119.65 397.9 | 118.9 | 122.7 (CTAF) L |










MIRL Rwys 7-25 and 15-33 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1½ 801 (900-1½) | | 1200-2¼ 801 (900-2¼) | NA |

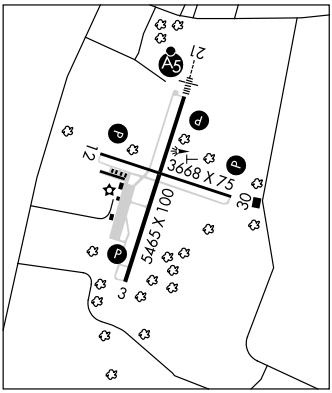
| FAF to MAP 7.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |




NE-4, 26 AUG 2010 to 23 SEP 2010

## ALTOONA

**ALTOONA–BLAIR CO** (AOO) 12 S UTC−5(−4DT) N40°17.78′ W78°19.20′ **DETROIT**
1503 B S4 **FUEL** 100LL, JET A 0X 1, 3 Class I, ARFF Index A NOTAM FILE AOO **H–10H, 12I, L–29D, A**
**RWY 03–21:** H5465X100 (ASPH–GRVD) S–16, D–44 HIRL 0.6% up S **IAP**
**RWY 03:** REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
**RWY 21:** MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Trees.
**RWY 12–30:** H3668X75 (ASPH) S–11.5, D–33 MIRL
**RWY 12:** REIL. PAPI(P4L)—GA 3.0° TCH 55′. Tree.
**RWY 30:** REIL. PAPI(P4R)—GA 4.0° TCH 54′. Tree.




**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 03:** TORA–5465 TODA–5465 ASDA–5465 LDA–5465
**RWY 12:** TORA–3668 TODA–3668 ASDA–3668 LDA–3668
**RWY 21:** TORA–5465 TODA–5465 ASDA–5465 LDA–5465
**RWY 30:** TORA–3668 TODA–3668 ASDA–3668 LDA–3668
**AIRPORT REMARKS:** Attended 1000–0130Z‡. PAEW adjacent all rwys and twys 1100–0200Z‡ (annually) 1 May through 31 Oct except safety areas will remain clear during air carrier ops. Preferred runway is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM North of airport. Specialized acft (ultralgt, homebuilt, etc) ctc arpt manager 814–793–3872 or UNICOM prior to ldg. PPR 24 hours for unscheduled air carrier and non-air carrier ops with more than 30 passenger seats call arpt manager 814–793–3872. HIRL Rwy 03–21 and MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE PAPI Rwy 12, Rwy 30, Rwy 03 and Rwy 21, MALSR Rwy 21 and REIL Rwy 03, Rwy 12 and Rwy 30—CTAF.
**WEATHER DATA SOURCES:** ASOS 127.125 (814) 793–9655.
**COMMUNICATIONS: CTAF** 123.6 **UNICOM** 123.0
**RCO** 123.6 122.65 122.2 122.1R (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 121.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**JOHNSTOWN (L) VORTAC** 113.0 JST Chan 77 N40°19.00′ W78°50.05′ 099° 23.6 NM to fld. 2280/06W. NOTAM FILE JST.
**(T) VOR** 108.8 AOO N40°19.53′ W78°18.22′ 210° 1.9 NM to fld.
VOR unusable 070°–125° 235°–260° 290°–350°
**ILS** 111.1 I–AOO Rwy 21. Class IE. LOC unusable byd 25° right of course.
**COMM/NAV/WEATHER REMARKS:** Ctc Altoona Radio for remote airport advisory service on 123.6.

**AMBLER** N40°07.56′ W75°17.11′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 275 ING 064° 1.2 NM to Wings Fld. OTS indef. **L–34G**

**ARNOLD PALMER RGNL** (See LATROBE)

## BALLY

**BUTTER VALLEY GOLF PORT** (7N8) 1 E UTC−5(−4DT) N40°23.89′ W75°33.86′ **NEW YORK**
500 S2 NOTAM FILE IPT
**RWY 16–34:** 2420X85 (ASPH–TURF)
**RWY 16:** Thld dsplcd 205′. Road. **RWY 34:** Thld dsplcd 150′. Road.
**AIRPORT REMARKS:** Attended daylight hours. Rwy 16–34 lies in middle of golf course. Trees and substantial terrain elevation changes within 125′ of each rwy edge. Rwy 16–34 1535X24 ASPH at south end; remainder turf. Rwy 16 end marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**BANDEL** (See EIGHTY FOUR)

**BARTY** N41°16.61′ W75°46.54′ NOTAM FILE AVP. **NEW YORK**
**NDB (LOM)** 257 AV 044° 4.4 NM to Wilkes–Barre/Scranton Intl. Unusable byd 10 NM.

**BAUBLITZ COMMERCIAL** (See BROGUE)

**BEAVER CO** (See BEAVER FALLS)

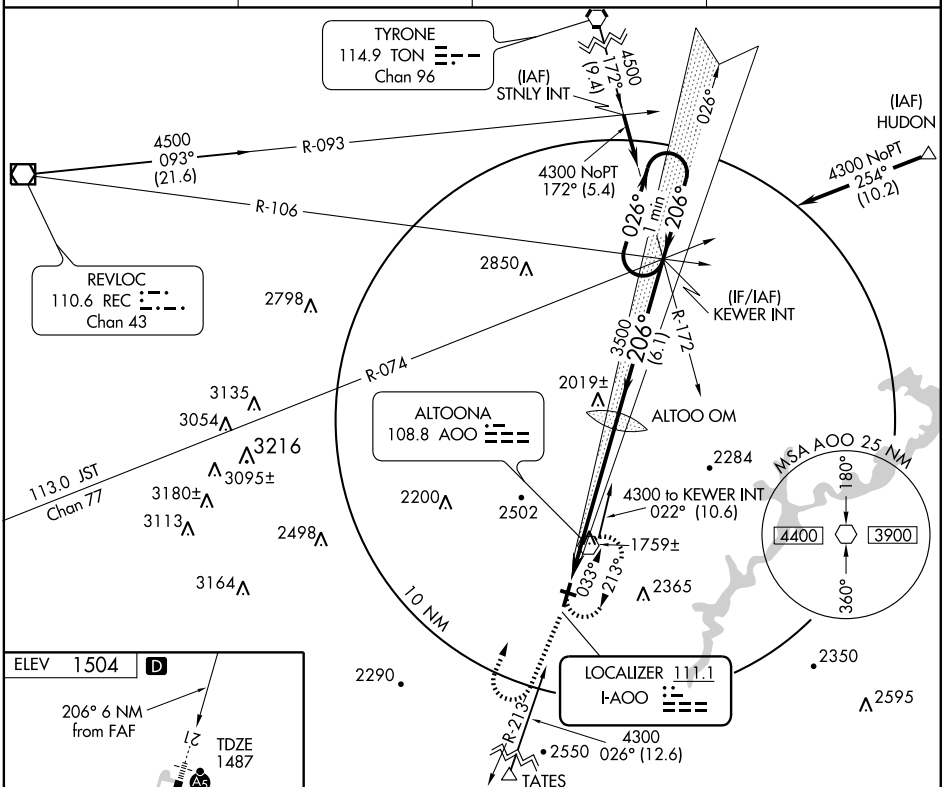
| LOC I-AOO | APP CRS | Rwy Idg | 5465 |
|---|---|---|---|
| 111.1 | 206° | TDZE | 1487 |
| | | Apt Elev | 1504 |

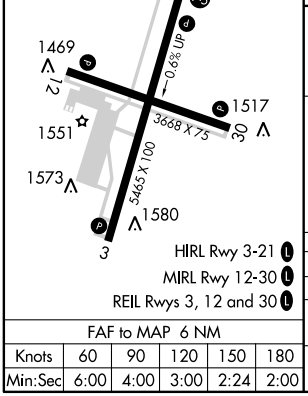
# ILS or LOC RWY 21
## ALTOONA-BLAIR COUNTY (AOO)

MALSR

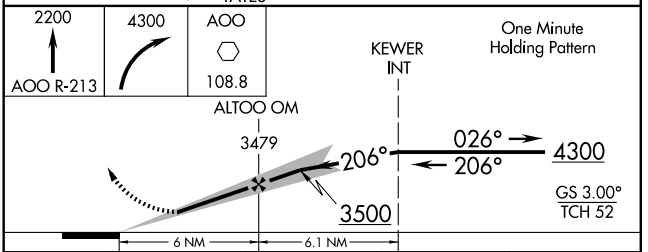
MISSED APPROACH: Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1687-½ 200 (200-½) | | | |
| S-LOC 21 | 2020-½ 533 (600-½) | | 2020-1 533 (600-1) | 2020-1¼ 533 (600-1¼) |
| CIRCLING | 2020-1 516 (600-1) | 2060-1 556 (600-1) | 2060-1½ 556 (600-1½) | 2520-3 1016 (1100-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5465 |
|---|---|---|
| 041° | TDZE | 1504 |
| | Apt Elev | 1504 |

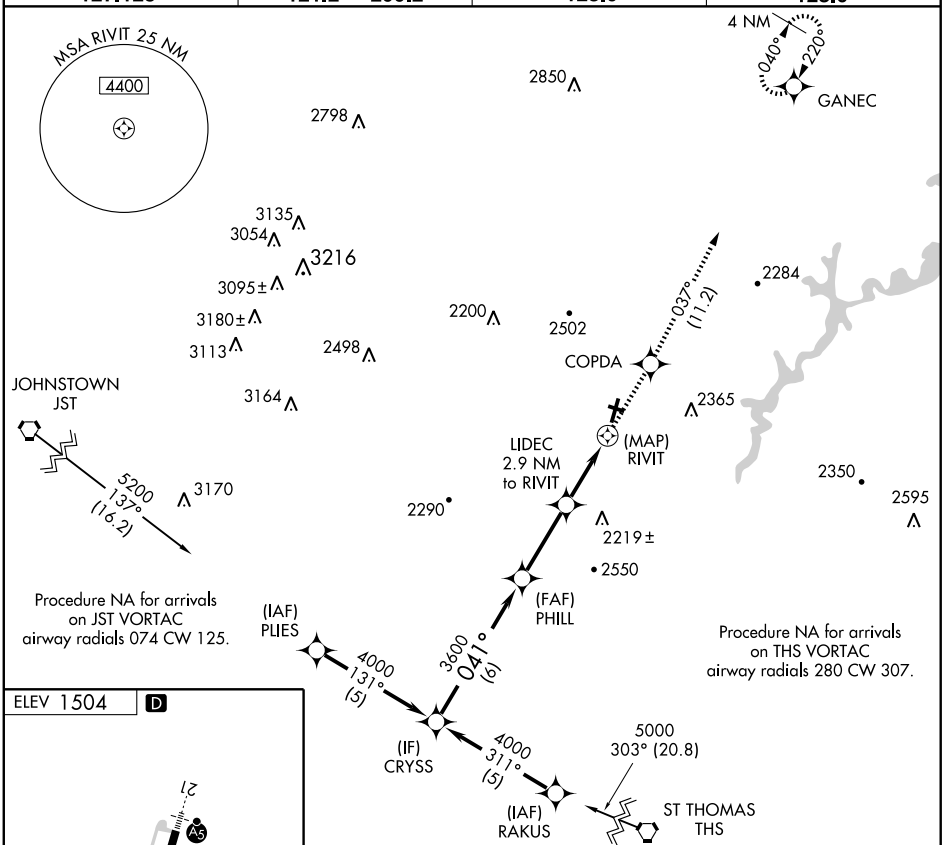
# RNAV (GPS) RWY 3

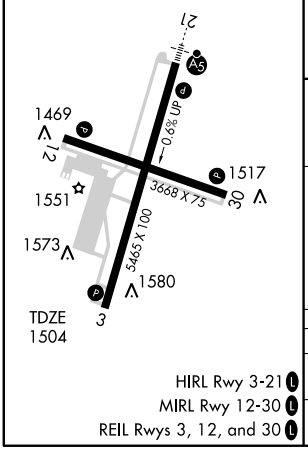
## ALTOONA-BLAIR COUNTY (AOO)

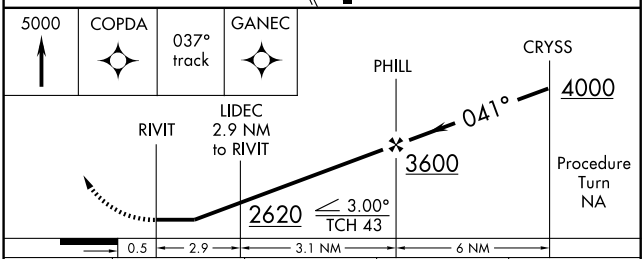
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2340-1<br>836 (900-1) | 2340-1¼<br>836 (900-1¼) | 2340-2½<br>836 (900-2½) | 2340-2¾<br>836 (900-2¾) |
| CIRCLING | 2340-1<br>836 (900-1) | 2340-1¼<br>836 (900-1¼) | 2340-2½<br>836 (900-2½) | 2620-3<br>1116 (1200-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5465 |
|---|---|---|
| 220° | TDZE | 1487 |
| | Apt Elev | 1504 |

# RNAV (GPS) Y RWY 21

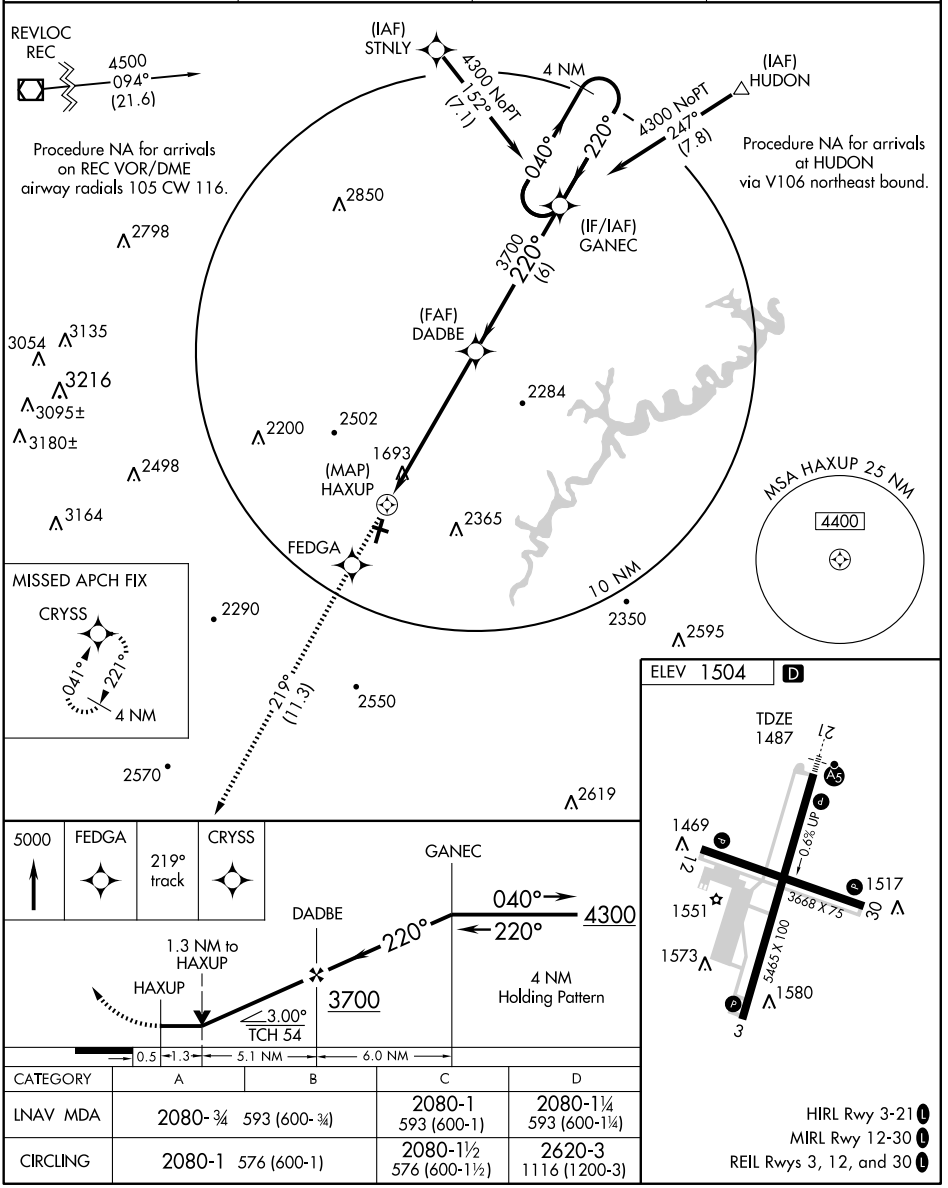
## ALTOONA-BLAIR COUNTY (AOO)

DME/DME RNP-0.3 NA. Circling to Rwy 30 NA at night. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 5000 direct FEDGA and via 219° track to CRYSS and hold, continue climb-in-hold to 5000.

| ASOS | CLEVELAND CENTER | | ALTOONA RADIO | CTAF |
|---|---|---|---|---|
| 127.125 | 121.2 | 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2080- ¾ 593 (600- ¾) | | 2080-1 593 (600-1) | 2080-1¼ 593 (600-1¼) |
| CIRCLING | 2080-1 576 (600-1) | | 2080-1½ 576 (600-1½) | 2620-3 1116 (1200-3) |

HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 90105 W21A | APP CRS 206° | Rwy Idg 5465 | TDZE 1487 | Apt Elev 1504 |
|---|---|---|---|---|

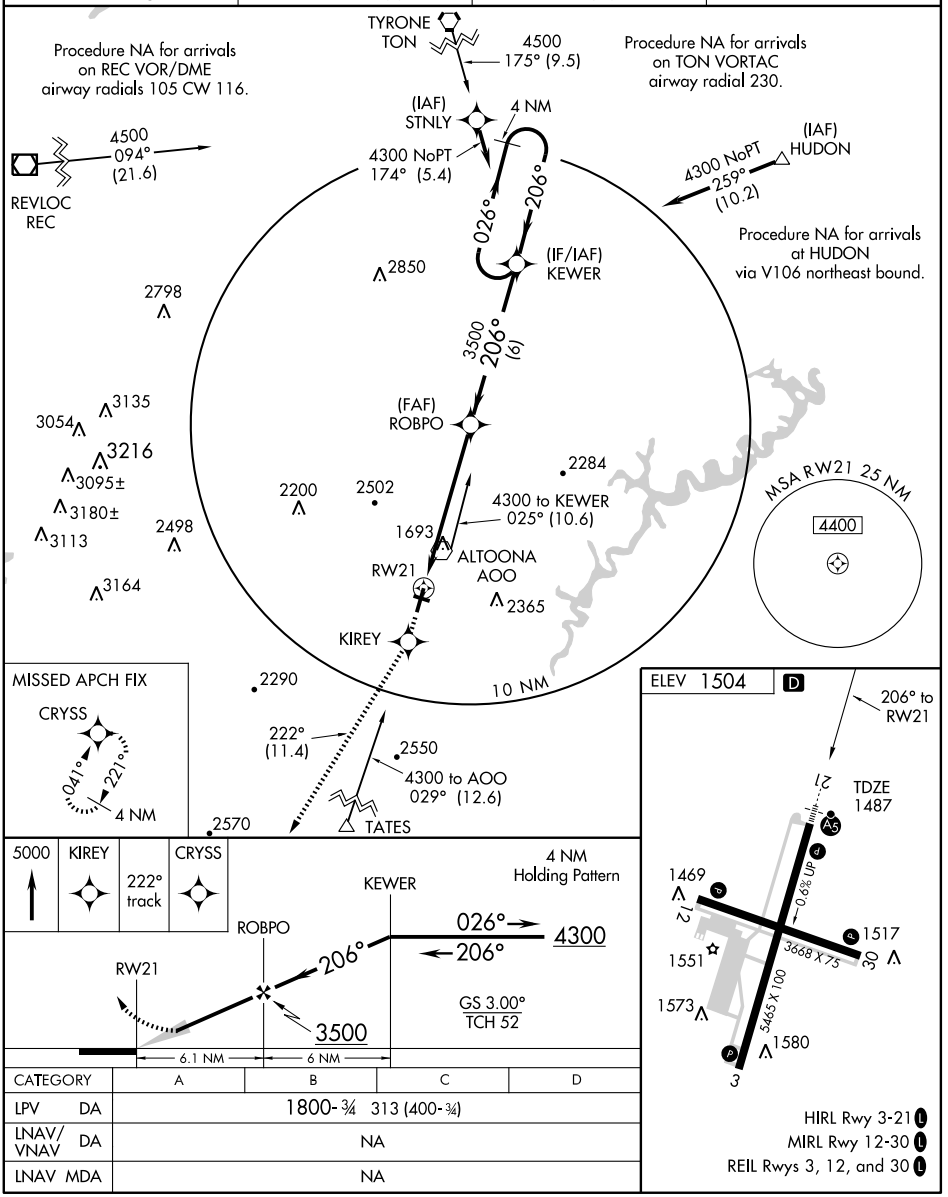
# RNAV (GPS) Z RWY 21
## ALTOONA-BLAIR COUNTY (AOO)

NA — DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat A-D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

| ASOS | CLEVELAND CENTER | | ALTOONA RADIO | CTAF |
|---|---|---|---|---|
| 127.125 | 121.2 | 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1800-¾ 313 (400-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | NA | | | |

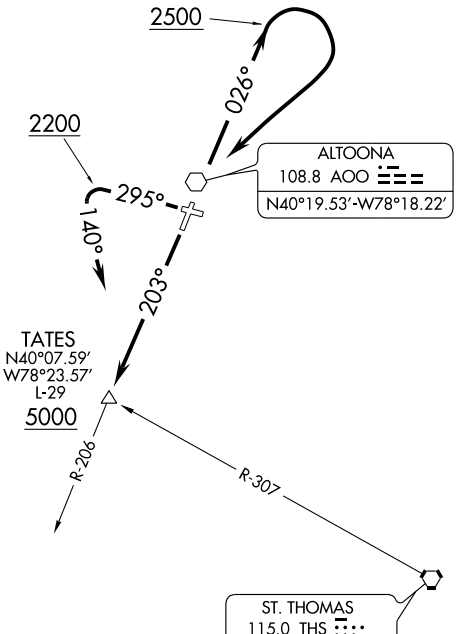
HIRL Rwy 3-21 L
MIRL Rwy 12-30 L
REIL Rwys 3, 12, and 30 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# TATES THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6




TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD.
Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.
Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.
Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.
Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.
Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....
TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

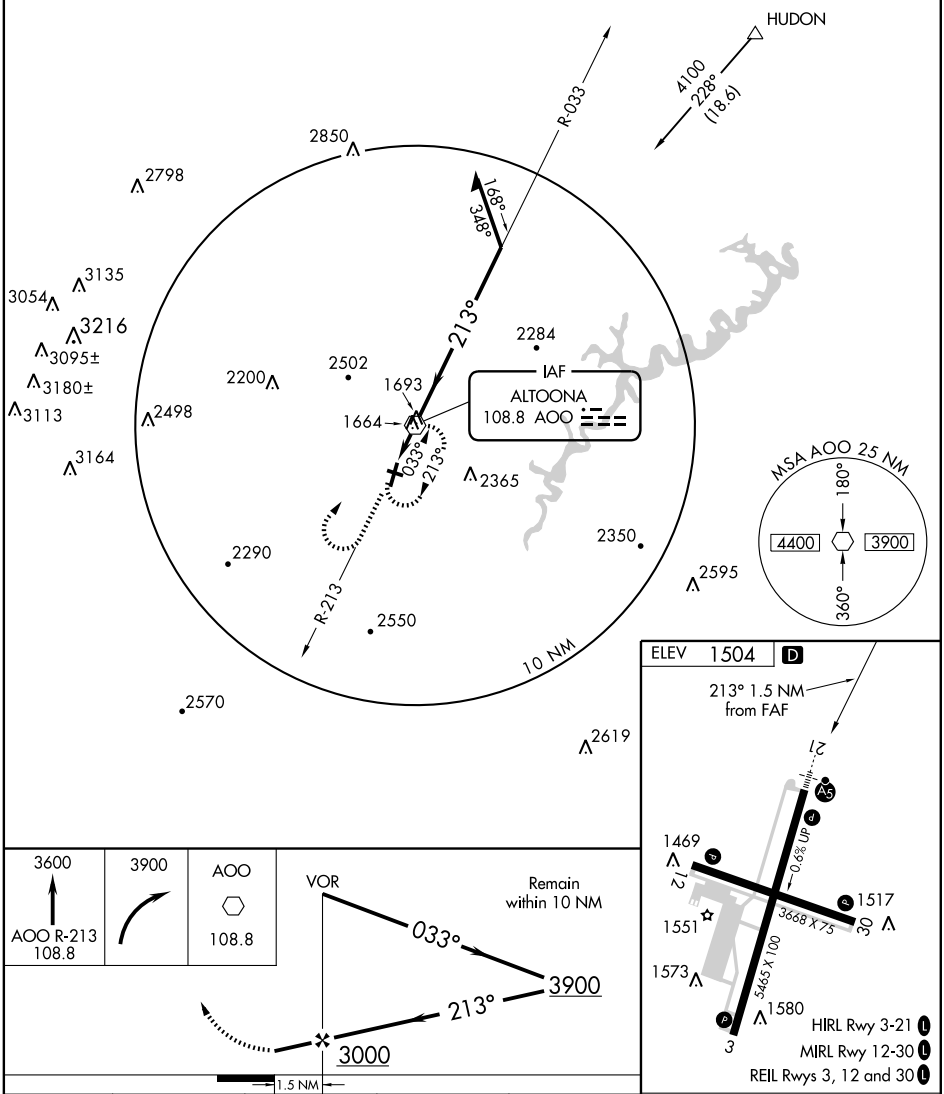

NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR AOO 108.8 | APP CRS 213° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1504 |
|---|---|---|

# VOR-A
## ALTOONA-BLAIR COUNTY (AOO)

MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.

| ASOS | CLEVELAND CENTER | ALTOONA RADIO | CTAF |
|---|---|---|---|
| 127.125 | 121.2 299.2 | 123.6 | 123.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2420-1¼ 916 (1000-1¼) | | 2420-2¾ 916 (1000-2¾) | 2620-3 1116 (1200-3) |

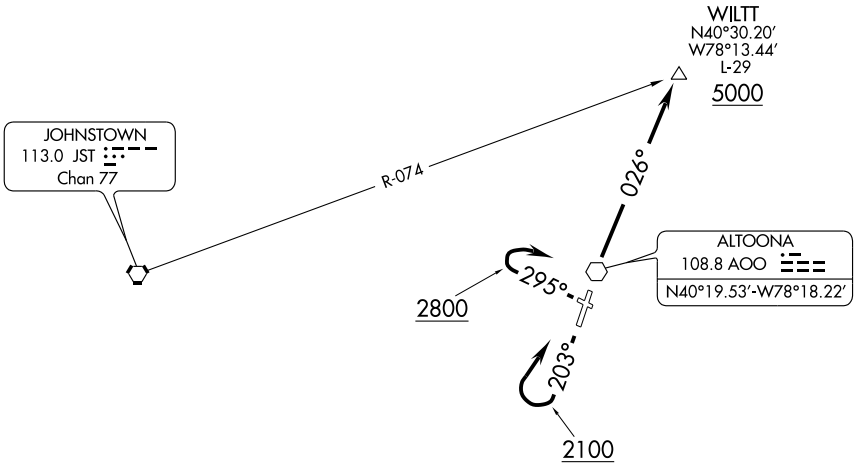
| FAF to MAP 1.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# WILTT THREE DEPARTURE

CLEVELAND CENTER
121.2 299.2
CTAF 123.0
ASOS 127.125
ALTOONA RADIO
123.6




TAKE-OFF MINIMUMS:
Rwy 12, NA - Obstacles.
Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).
Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.
Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

TAKE-OFF OBSTACLES:
Rwy 3: Numerous trees 1537′ from DER, 904′ left of centerline, 100′ AGL/1554′ MSL.
Numerous trees 5759′ from DER, 1600′ right of centerline, 100′ AGL/1642′ MSL.
Rwy 21: Numerous trees 2541′ from DER, 369′ left of centerline, 100′ AGL/1583′ MSL.
Numerous trees 1080′ from DER, 511′ right of centerline, 100′ AGL/1550′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....
TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILLT INT....

....Cross WILLT INT at or above 5000. Then via (assigned route).

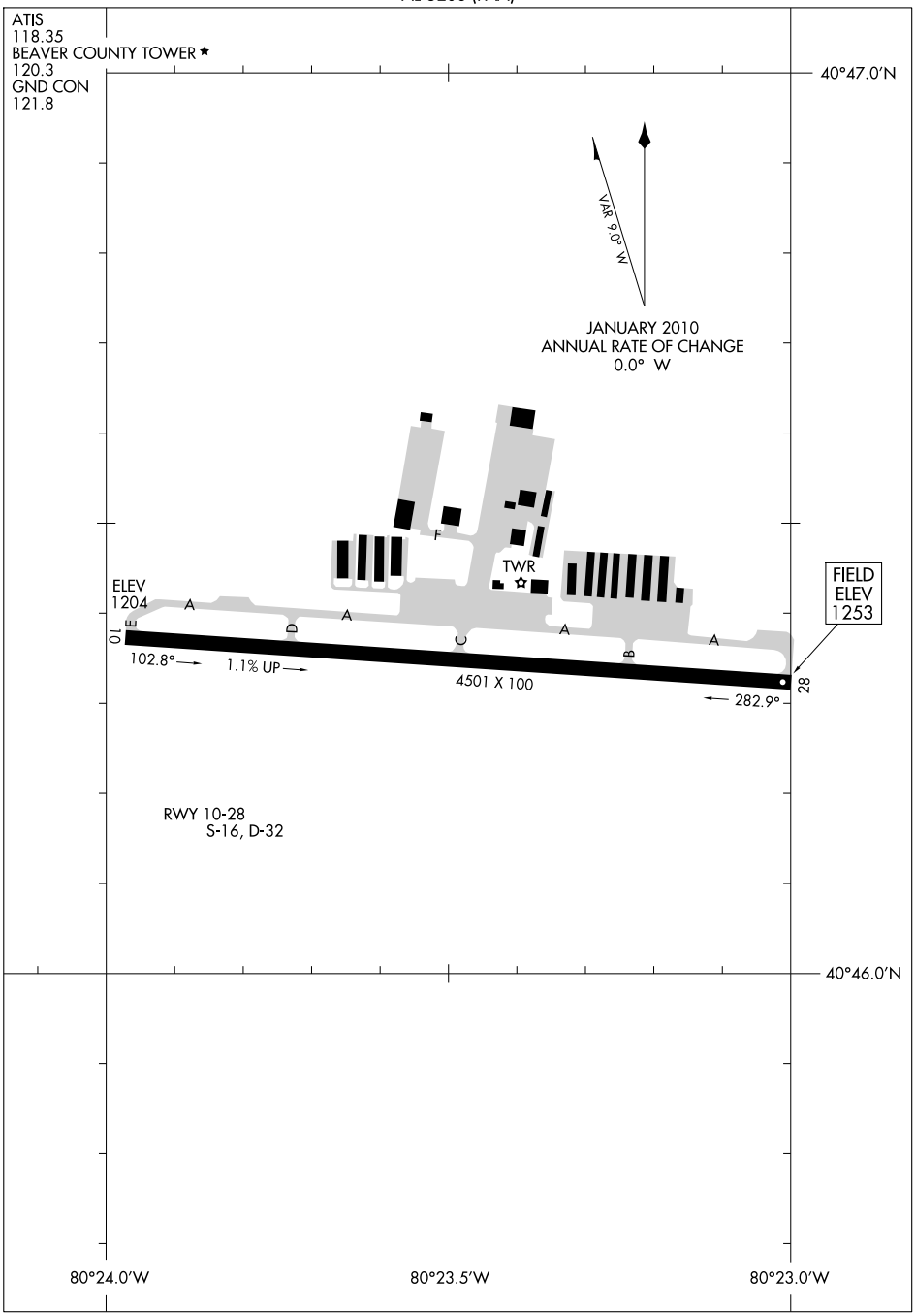


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5206 (FAA)

BEAVER FALLS/ BEAVER COUNTY (BVI)
BEAVER FALLS, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

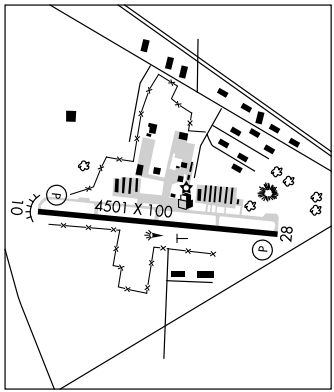
AIRPORT DIAGRAM

BEAVER FALLS, PENNSYLVANIA
BEAVER FALLS/BEAVER COUNTY (BVI)

10210

## BEAVER FALLS

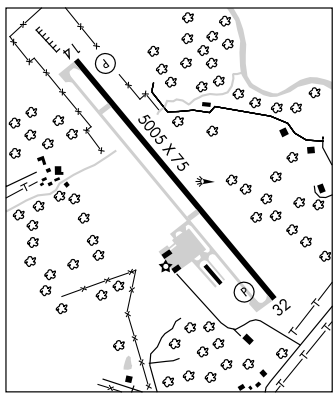
**BEAVER CO** (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ **DETROIT**
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–29C**
**RWY 10–28:** H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E **IAP**
**RWY 10:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**RWY 28:** PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.



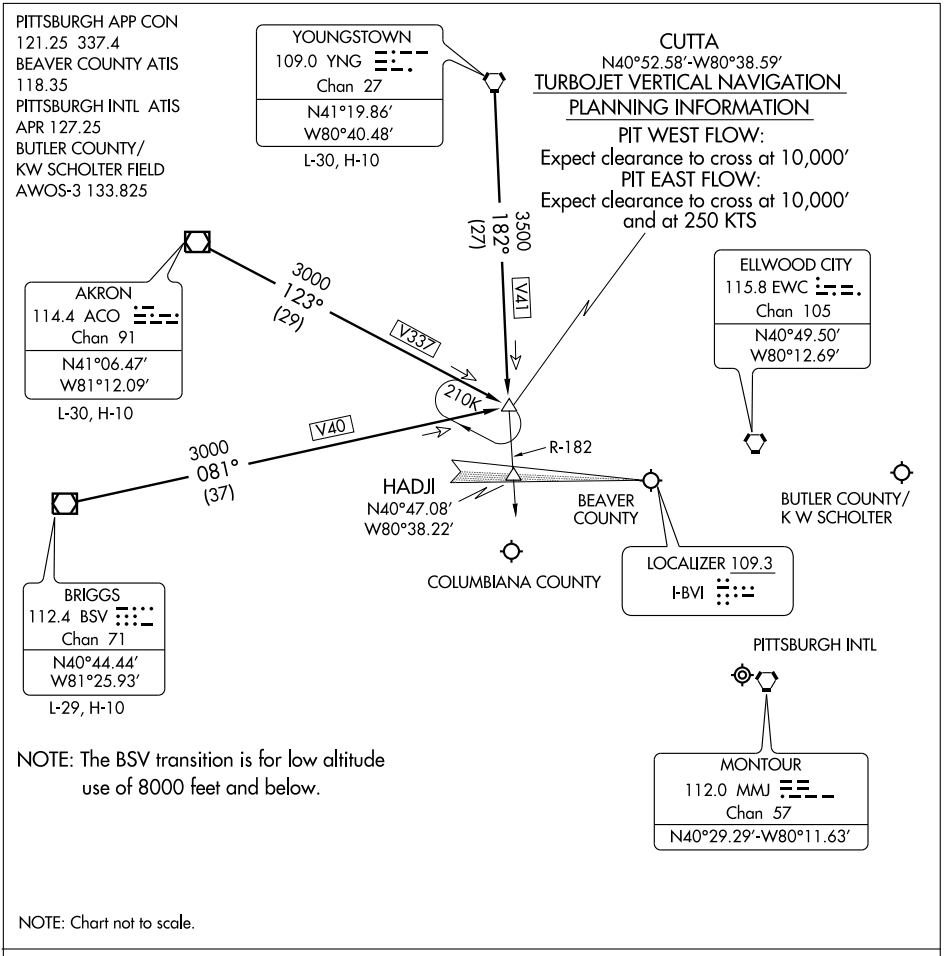

**AIRPORT REMARKS:** Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
**COMMUNICATIONS: CTAF** 120.3 **ATIS** 118.35
**ELWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
**TOWER** 120.3 (1200–0200Z‡) **GND CON** 121.8
**CLNC DEL** 124.85 (when twr clsd)
**AIRSPACE: CLASS D** svc 1200–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
**ILS** 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

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**BEDFORD CO** (HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ **WASHINGTON**
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO **H–10H, 12I, L–29D**
**RWY 14–32:** H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL **IAP**
**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Ground. Rgt tfc.
**RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 50′.




**AIRPORT REMARKS:** Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
**WEATHER DATA SOURCES:** AWOS–3 123.675 (814) 623–2936.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.




AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

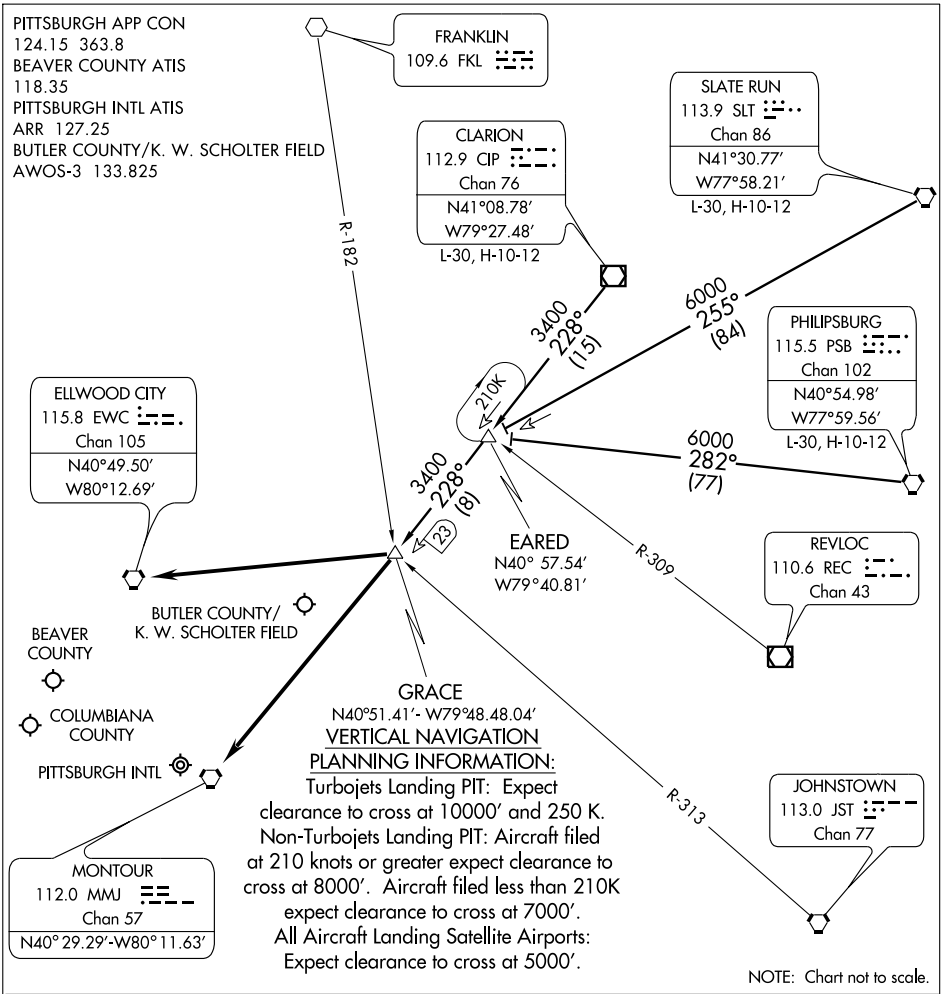
BTP and 02G direct EWC


NE-4, 26 AUG 2010 to 23 SEP 2010

# GRACE THREE ARRIVAL








## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.



NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-BVI | APP CRS | Rwy Idg | 4501 |
|---|---|---|---|
| 109.3 | 101° | TDZE | 1238 |
| | | Apt Elev | 1253 |

# LOC RWY 10

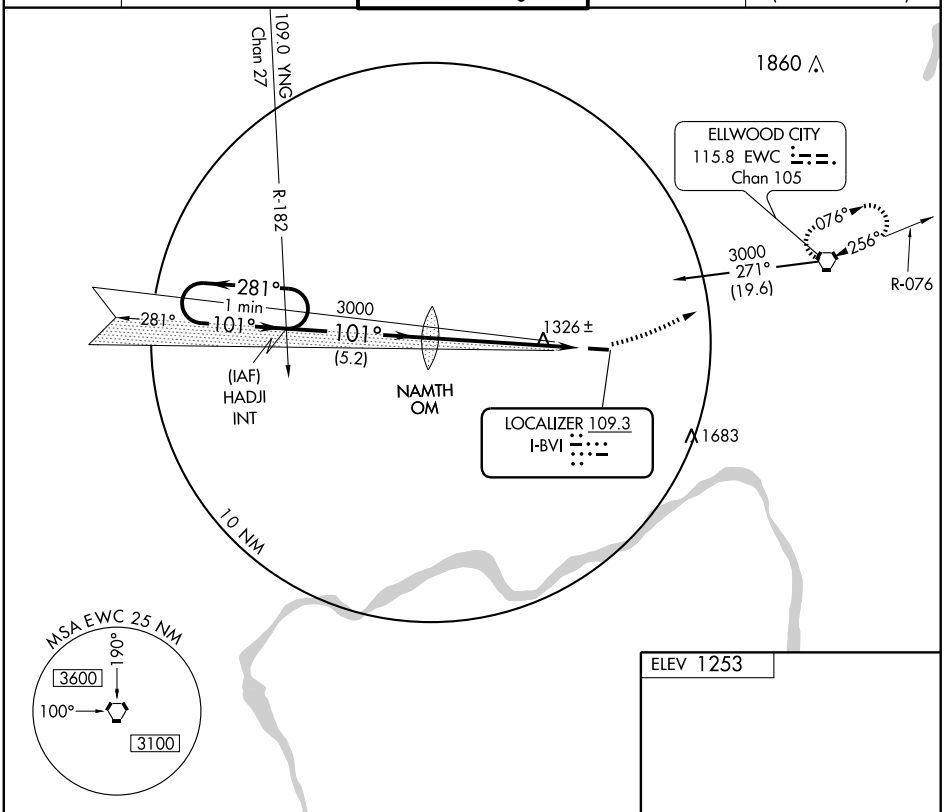
BEAVER FALLS/BEAVER COUNTY (BVI)

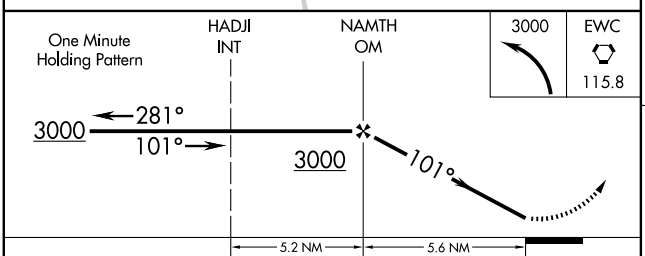
When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

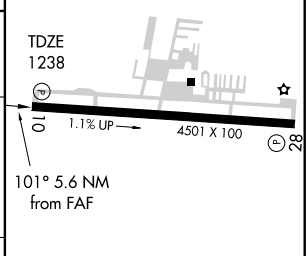
NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | BEAVER COUNTY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.35 | 124.75 338.2 | 120.3 (CTAF) L | 121.8 | 124.85 (when tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1580-1 342 (400-1) | | | 1580-1¼ 342 (400-1¼) |
| CIRCLING | 1720-1 467 (500-1) | | 1720-1½ 467 (500-1½) | 1820-2 567 (600-2) |

MIRL Rwy 10-28 L

REIL Rwy 10 and 28 L

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC EWC | APP CRS | Rwy Idg | 4501 |
|---|---|---|---|
| 115.8 | 256° | TDZE | 1253 |
| Chan 105 | | Apt Elev | 1253 |

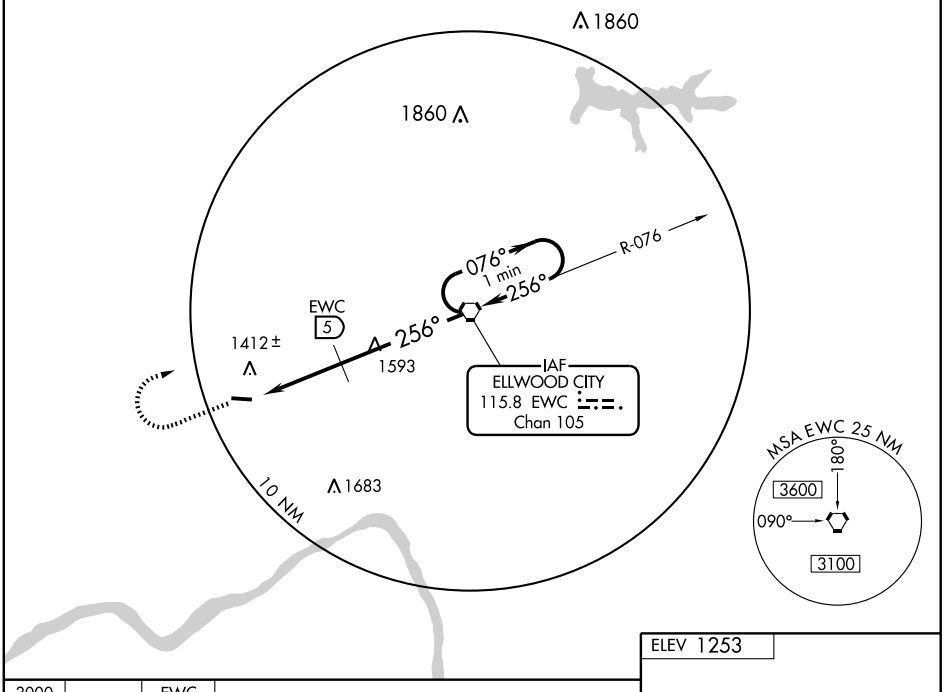
# VOR or GPS RWY 28

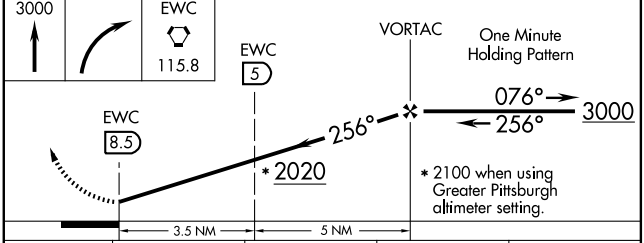
BEAVER FALLS /BEAVER COUNTY (BVI)

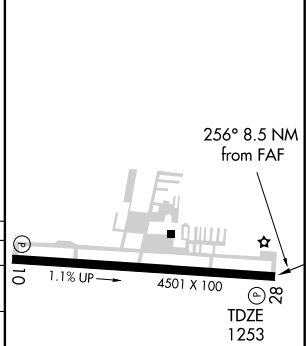
When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | BEAVER COUNTY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.35 | 124.75 338.2 | 120.3 (CTAF) L | 121.8 | 124.85 (when tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2020-1<br>767 (800-1) | 2020-1¼<br>767 (800-1¼) | 2020-2¼<br>767 (800-2¼) | 2020-2½<br>767 (800-2½) |
| CIRCLING | 2020-1<br>767 (800-1) | 2020-1¼<br>767 (800-1¼) | 2020-2¼<br>767 (800-2¼) | 2020-2½<br>767 (800-2½) |
| | DME MINIMUMS | | | |
| S-28 | 1680-1 427 (500-1) | | 1680-1¼<br>427 (500-1¼) | 1680-1½<br>427 (500-1½) |
| CIRCLING | 1720-1 467 (500-1) | | 1720-1½<br>467 (500-1½) | 1820-2<br>567 (600-2) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

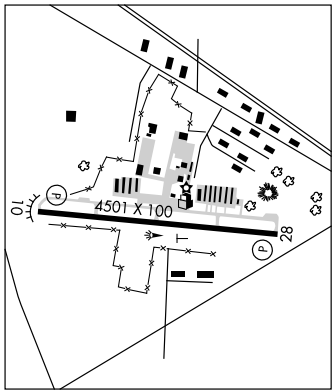
| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## BEAVER FALLS

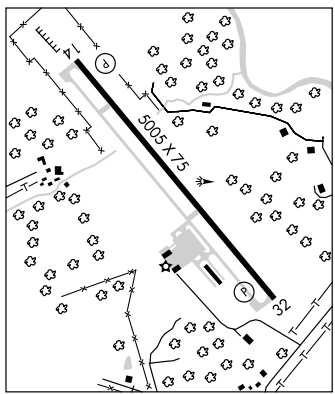
**BEAVER CO** (BVI) 3 NW UTC−5(−4DT) N40°46.35′ W80°23.49′ **DETROIT**
1253 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–29C**
**RWY 10–28:** H4501X100 (ASPH–GRVD) S–16, D–32 MIRL 1.1% up E **IAP**
**RWY 10:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**RWY 28:** PAPI(P4L)—GA 3.0° TCH 40′. REIL. Trees.




**AIRPORT REMARKS:** Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2200Z‡. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon–Fri 1300–2100Z‡ for details at 724–847–4662. When twr clsd MIRL Rwy 10–28 and twy lgts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.
**COMMUNICATIONS: CTAF** 120.3 **ATIS** 118.35
**ELWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
**TOWER** 120.3 (1200–0200Z‡) **GND CON** 121.8
**CLNC DEL** 124.85 (when twr clsd)
**AIRSPACE: CLASS D** svc 1200–0200Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 257° 8.8 NM to fld. 1227/08W.
**ILS** 109.3 I–BVI Rwy 10. LOC only. LOC unmonitored when twr closed.
**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

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**BEDFORD CO** (HMZ) 4 N UTC−5(−4DT) N40°05.17′ W78°30.81′ **WASHINGTON**
1162 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE AOO **H–10H, 12I, L–29D**
**RWY 14–32:** H5005X75 (ASPH) S–38, D–60, 2D–100 MIRL **IAP**
**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Ground. Rgt tfc.
**RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 50′.




**AIRPORT REMARKS:** Attended 1200–2300Z‡. For svcs after hrs call 814–623–1862. High terrain (mountain ridges) southeast of arpt lgtd with red obstruction lgts. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.
**WEATHER DATA SOURCES:** AWOS–3 123.675 (814) 623–2936.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 297° 27.5 NM to fld. 2340/07W.

| WAAS | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| CH 72916 | 137° | TDZE | 1157 |
| W14A | | Apt Elev | 1162 |

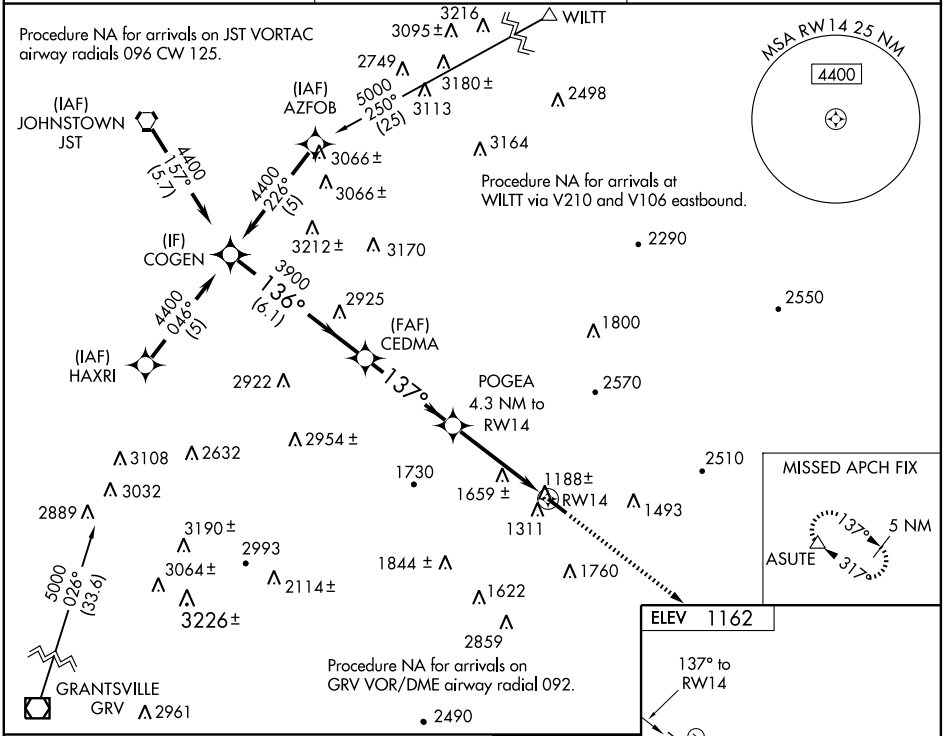
# RNAV (GPS) RWY 14

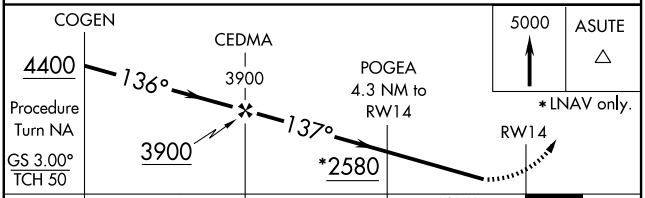
BEDFORD COUNTY (HMZ)

T NA Baro-VNAV NA when using Altoona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47° C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat A and C visibility ¼ mile and Cat D ½ mile and Circling Cat A visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1678-1¾ | 521 (600-1¾) | | |
| LNAV/VNAV DA | 2149-4 | 992 (1000-4) | | |
| LNAV MDA | 1960-1 803 (800-1) | 1960-1¼ 803 (800-1¼) | 1960-2¼ 803 (800-2¼) | 1960-2½ 803 (800-2½) |
| CIRCLING | 1960-1 798 (800-1) | 1960-1¼ 798 (800-1¼) | 1960-2¼ 798 (800-2¼) | 2120-3 958 (1000-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 317° | TDZE | 1162 |
| | Apt Elev | 1162 |

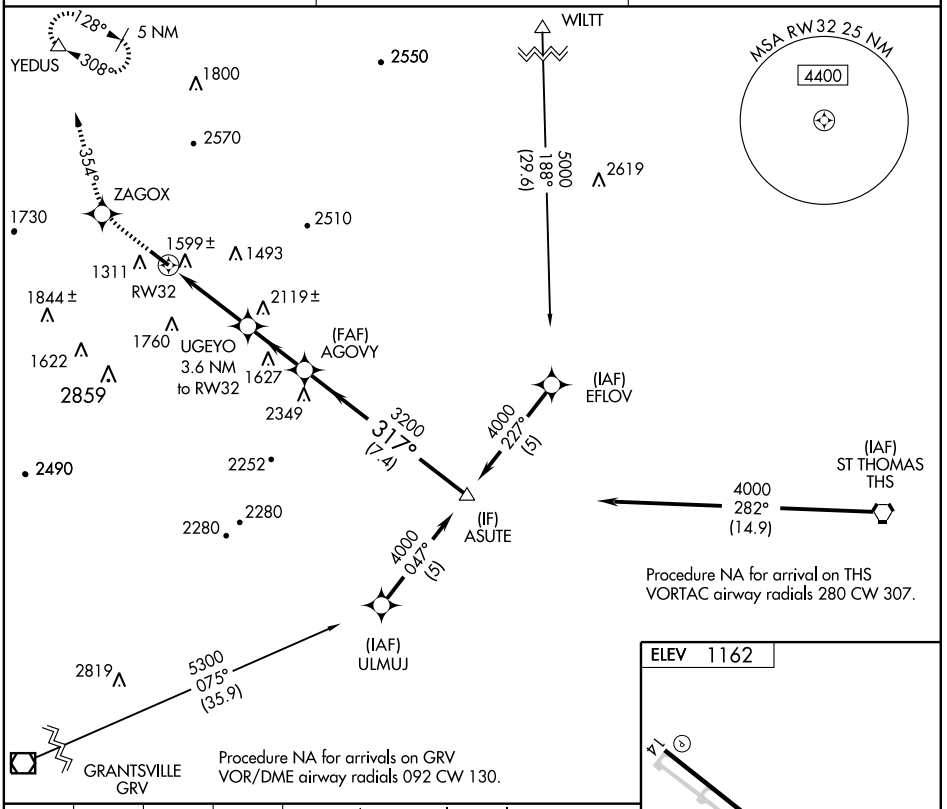
# RNAV (GPS) RWY 32

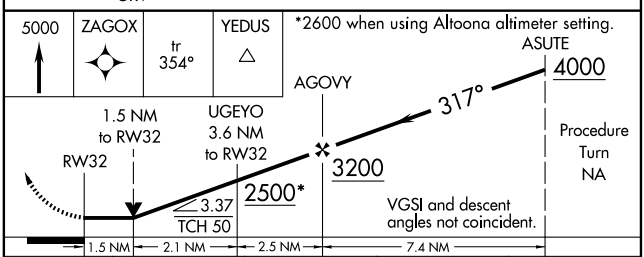
## BEDFORD COUNTY (HMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LNAV Cat B and C visibility ¼ mile and Circling Cat C visibility ½ mile. LNAV Cat D minima NA when using Altoona altimeter setting.

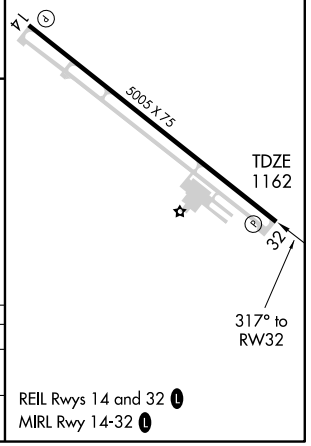
MISSED APPROACH: Climb to 5000 direct ZAGOX and via track 354° to YEDUS and hold, continue climb-in-hold to 5000.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 698 (700-1) | 1860-2 698 (700-2) | 1860-2¼ 698 (700-2¼) |
| CIRCLING | 1900-1 738 (800-1) | 1960-1¼ 798 (800-1¼) | 1960-2¼ 798 (800-2¼) | 2120-3 958 (1000-3) |




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC THS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.0 | 296° | TDZE | N/A |
| Chan 97 | | Apt Elev | 1163 |

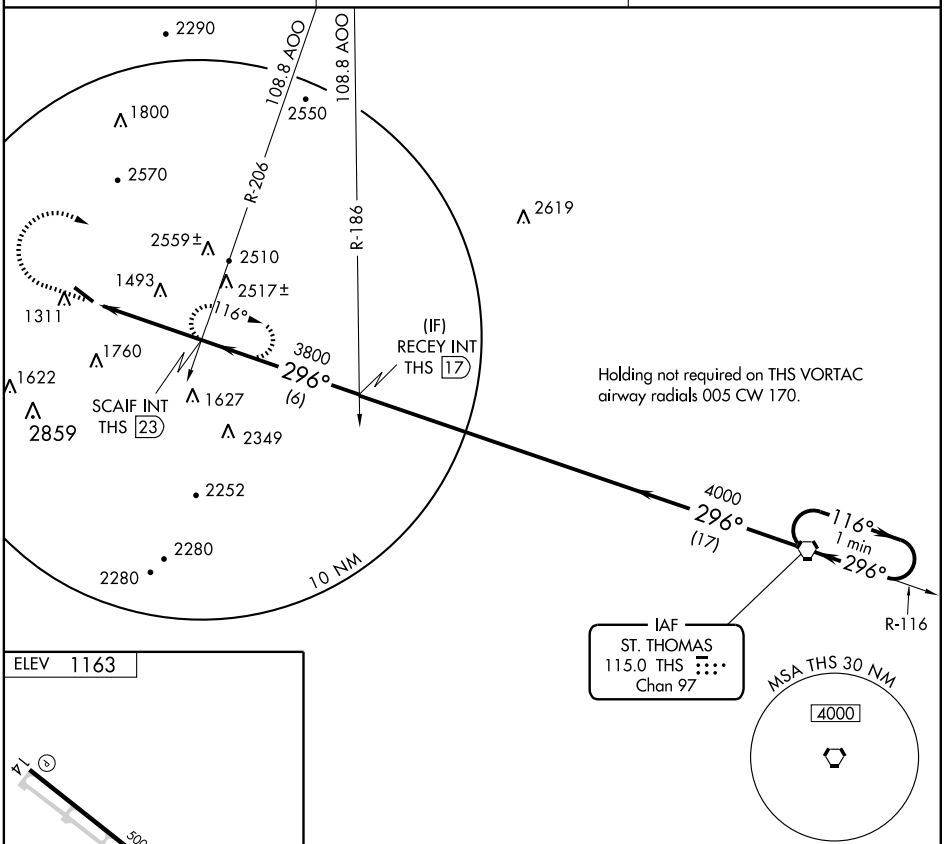
# VOR-A
## BEDFORD COUNTY (HMZ)

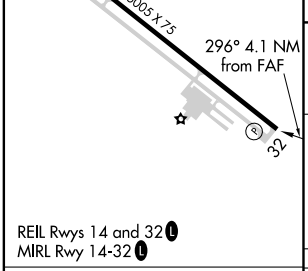
When local altimeter setting not received, use Altoona altimeter setting and increase MDA 100 feet.

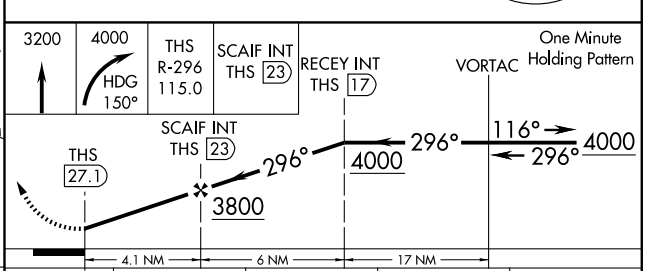
NA

MISSED APPROACH: Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/ 23 DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 123.675 | 124.4 327.1 | 122.7 (CTAF) L |



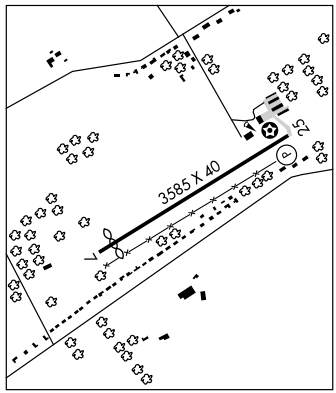

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2580-1¼ 1417 (1500-1¼) | 2580-1½ 1417 (1500-1½) | 2580-3 1417 (1500-3) | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**BELLEFONTE** (N96) 3 SW UTC−5(−4DT) N40°53.13′ W77°48.98′ **DETROIT**
1071 B S4 **FUEL** 100LL, JET A TPA—2100(1029) NOTAM FILE AOO **L–30I**
**RWY 07–25:** H3585X40 (ASPH) LIRL (NSTD) **IAP**
**RWY 07:** Thld dsplcd 238′. Tree.
**RWY 25:** PAPI (P2L)—GA 3.5° TCH 40°. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–dusk. For svc after hrs ctc 814–355–7407 or 814–883–7646. Ultralights on and invof arpt. All helicopters required to use fixed wing tfc pattern. Heavy glider activity during dalgt hrs, all altitudes within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Rwy 07 dsplcd thld unlgtd.
ACTIVATE rotating bcn and LIRL Rwy 07–25—122.7. Rwy 07–25 NSTD LIRL, edge lgts more than 10 ft outward from pavement edge, standard thld lgts. Rwy 07–25 first 30′ on Rwy end 25 not lgtd.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**TYRONE (L) VORTAC** 114.9 TON Chan 96 N40°44.11′ W78°19.88′ 076° 25.1 NM to Fld. 2630/07W.




**BELLGROVE** N40°26.16′ W76°33.18′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 328 BZJ at Muir AAF. (Fort Indiantown Gap) **L–30J, 34G, A**

**BELTZVILLE** (See LEHIGHTON)

**BENDIGO** (See TOWER CITY)

**BENJE** N40°22.53′ W79°16.30′ NOTAM FILE LBE. **DETROIT**
**NDB (MHW)** 382 BHU 233° 8.5 NW to Arnold Palmer Rgnl. **L–29C**

## BENSALEM

**TOTAL RF HELIPORT** (ØØA) 1 E UTC−5(4−4DT) N40°04.25′ W74°56.02′ **NEW YORK**
11 S2 NOTAM FILE IPT
**HELIPAD H1:** H80X80 (ASPH) PERIMETER LIGHTS
**HELIPORT REMARKS:** Attended Mon–Fri 1330–2300Z‡. After hrs 215–990–5300. Ingress/egress 290°–110° and 20′–200′.
**COMMUNICATIONS: CTAF** 122.9

**BERMUDIAN VALLEY AIRPARK** (See KRALLTOWN)

## BETHEL

**GRIMES** (8N1) 2 E UTC−5(−4DT) N40°29.09′ W76°15.81′ **NEW YORK**
582 NOTAM FILE IPT
**RWY 11–29:** 2720X100 (TURF)
**RWY 11:** Thld dsplcd 250′. Road. **RWY 29:** Thld dsplcd 270′. Road.
**AIRPORT REMARKS:** Attended dawn–dusk. Parachute Jumping. Rwy 11–29 first 700 ft of rwy on W end unusable in early spring due to wet conditions. Rwy 11–29 marked with white elevated plastic containers. Rwy 11 and 29 dsplcd thlds marked with 3 red elevated plastic containers.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

| VORTAC PSB 115.5 Chan 102 | APP CRS 113° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1071 |
|---|---|---|

# VOR or GPS-A

BELLEFONTE (N96)

Use University Park altimeter setting; when not received procedure not authorized. Circling NA southeast of Rwy 7-25.

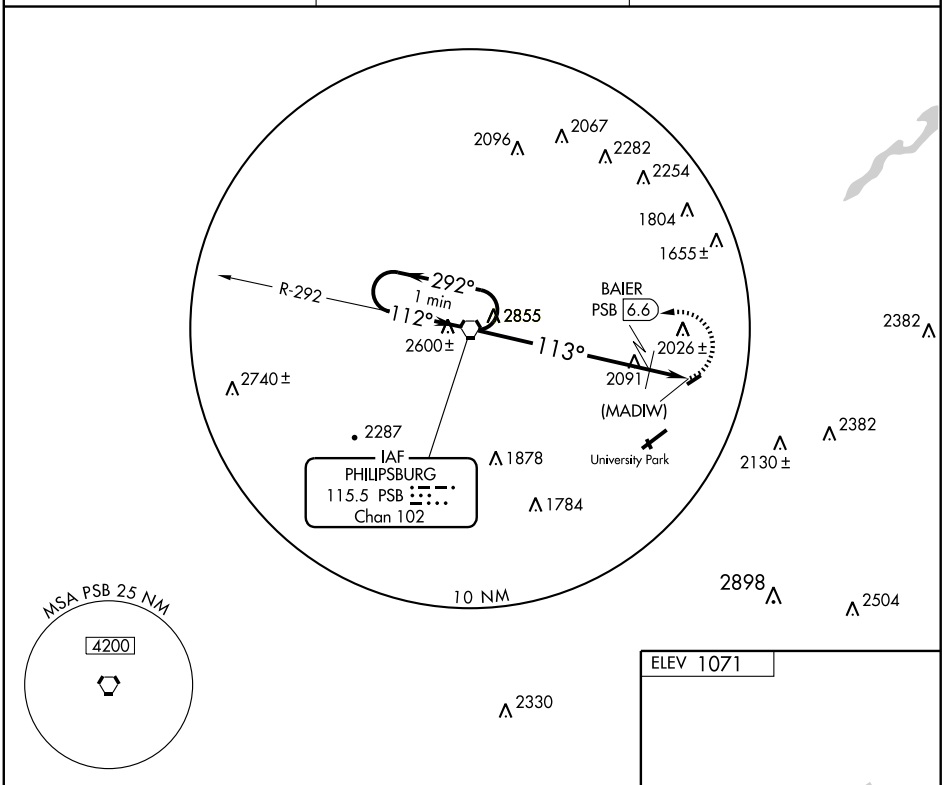
NA

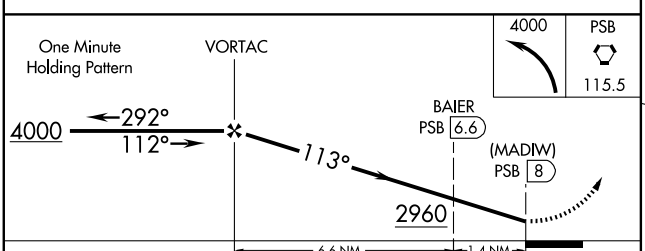
MISSED APPROACH: Climbing left turn to 4000 direct PSB VORTAC and hold.

| NEW YORK CENTER | UNICOM | |
|---|---|---|
| 134.8 338.3 | 122.8 (CTAF) | 122.7 L |



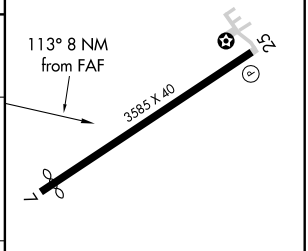
NE-4, 26 AUG 2010 to 23 SEP 2010










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2960-1¼<br>1889 (1900-1¼) | 2960-1½<br>1889 (1900-1½) | NA | |
| DME MINIMUMS | | | | |
| CIRCLING | 2400-1¼<br>1329 (1400-1¼) | 2400-1½<br>1329 (1400-1½) | NA | |

LIRL Rwy 7-25 L

FAF to MAP 8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

## BLOOMSBURG MUNI (N13) 0 E UTC−5(−4DT) N40°59.87′ W76°26.16′

NEW YORK
L–30J
IAP

481 B S4 **FUEL** 100LL TPA—1581(1100) NOTAM FILE IPT

**RWY 08–26:** H2800X50 (ASPH) S–12.5 LIRL

**RWY 08:** Road. **RWY 26:** Pole.

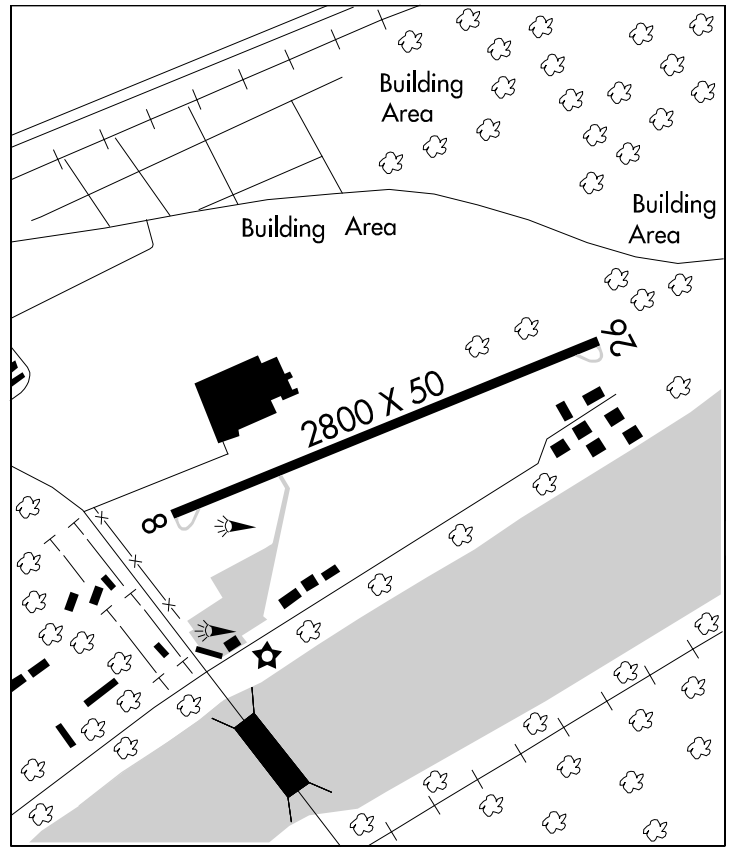
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. For svc after hrs call 570–683–5604 or 570–875–0375. Overnight fee. Fee waived with fuel purchase.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 107° 11.3 NM to fld. 1000/09W.




## BLUE KNOB VALLEY (See NEWRY)

## BRADEN AIRPARK (See EASTON)

## BRADFORD CO (See TOWANDA)

## BRADFORD N41°47.19′ W78°37.16′ NOTAM FILE BFD.

DETROIT
L–30I

**(L) VOR/DME** 116.6 BFD Chan 113 324° 1.4 NM to fld. 2100/07W.

VOR unusable:

145°–156° byd 10 NM 341°–049°

156°–262°

**RCO** 122.1R 116.6T (ALTOONA RADIO) **RCO** 122.2 122.3 (ALTOONA RADIO)

# RNAV (GPS)-B

## BLOOMSBURG MUNI (N13)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 070° | TDZE | N/A |
| | Apt Elev | 481 |

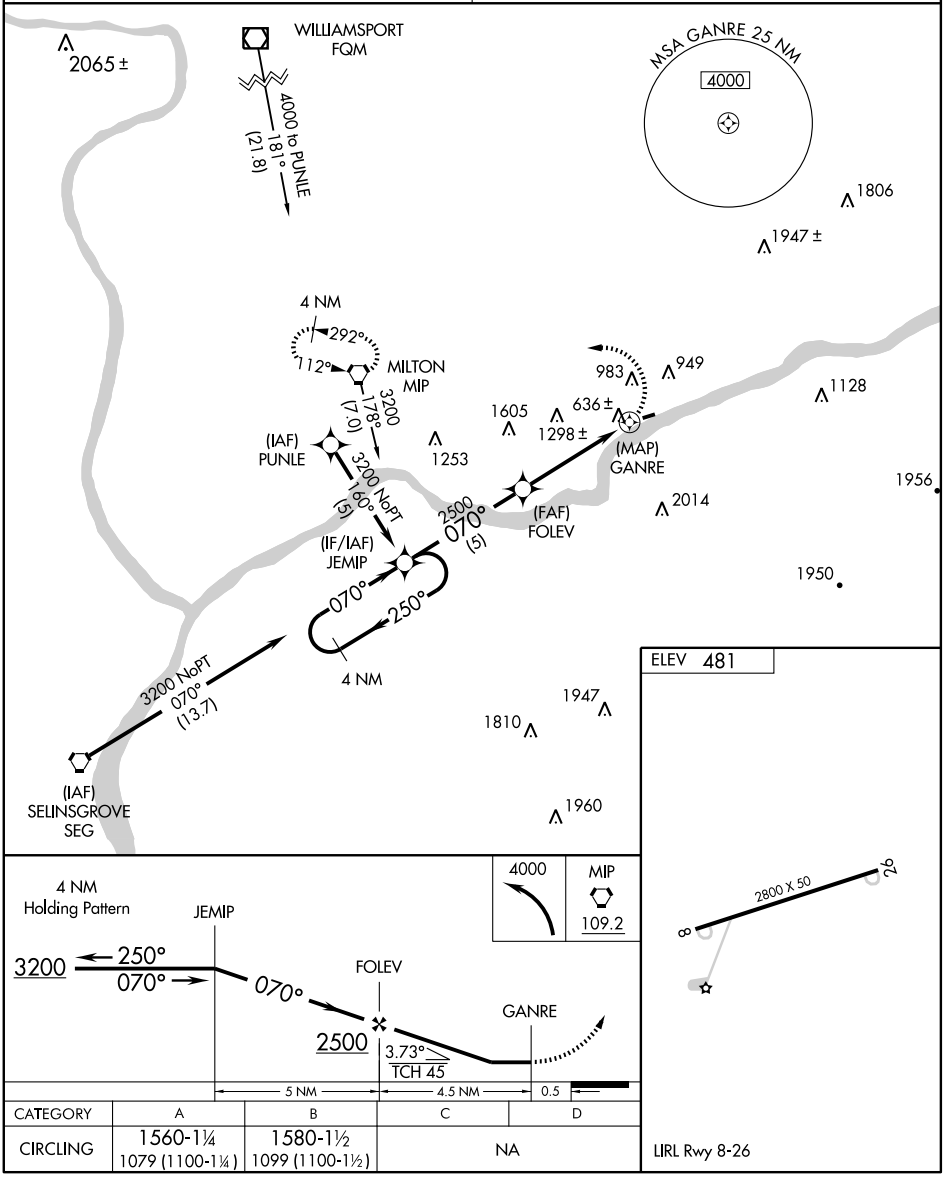
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Williamsport altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON
**126.3 256.7**

UNICOM
**122.8** (CTAF)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1¼<br>1079 (1100-1¼) | 1580-1½<br>1099 (1100-1½) | NA | |

LIRL Rwy 8-26

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC MIP 109.2 Chan 29 | APP CRS 108° | Rwy Idg N/A TDZE N/A Apt Elev 481 |
|---|---|---|

# VOR-A

## BLOOMSBURG MUNI (N13)

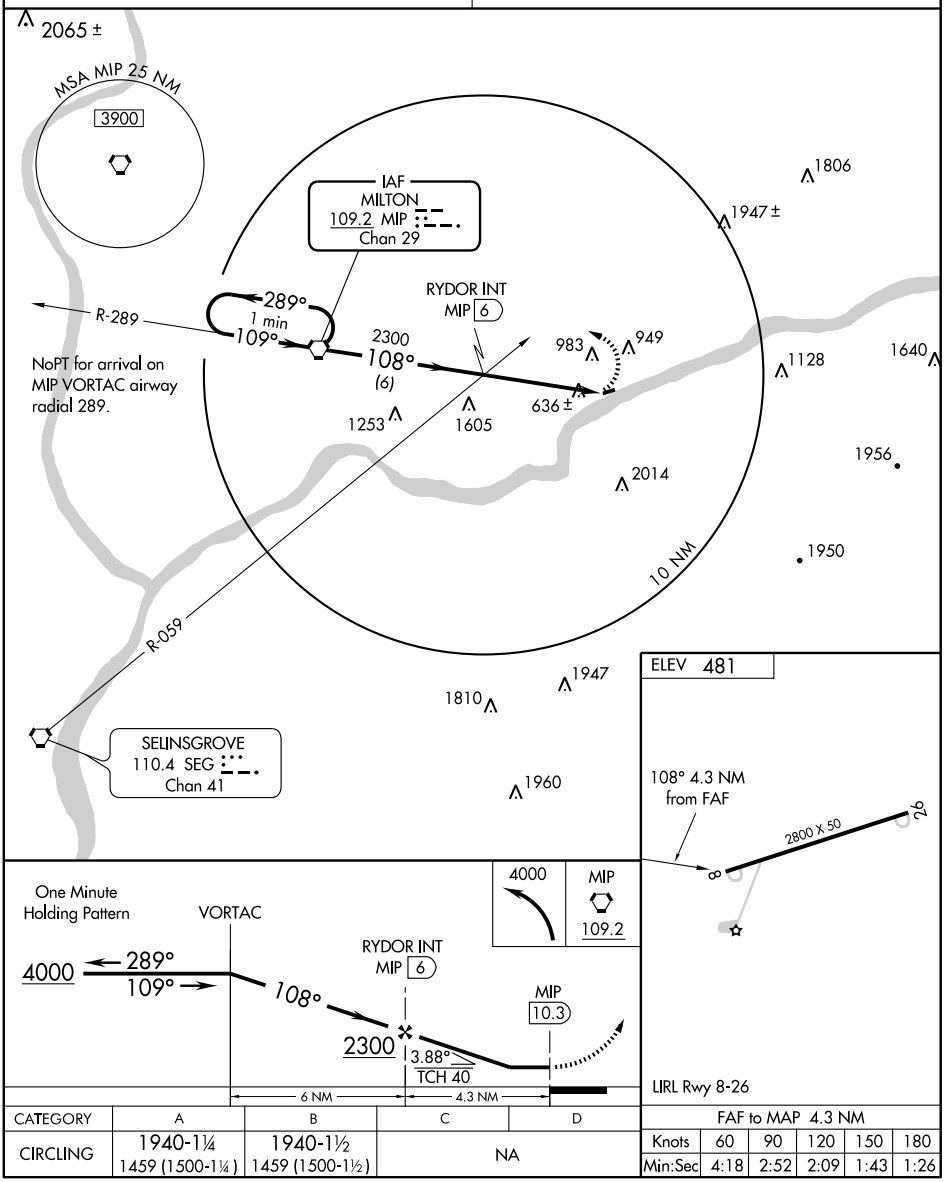
NA

Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

WILKES-BARRE APP CON 126.3 256.7

UNICOM 122.8 (CTAF)



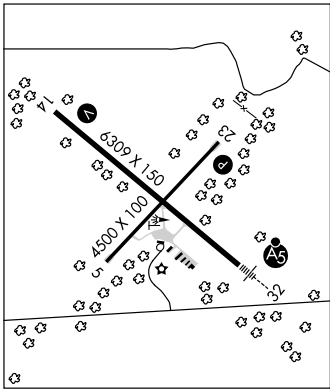

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1¼ 1459 (1500-1¼) | 1940-1½ 1459 (1500-1½) | NA | |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**BRADFORD RGNL** (BFD) 10 S UTC−5(−4DT) N41°48.18′ W78°38.41′ **DETROIT**
2143 B S2 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BFD **H–10H, 12I, L–30I**
**RWY 14–32:** H6309X150 (ASPH–GRVD) S–48, D–60, 2D–92 HIRL **IAP**
**RWY 14:** REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
**RWY 32:** MALSR. Pole.
**RWY 05–23:** H4500X100 (ASPH–GRVD) S–48, D–60 MIRL
0.3% up NE
**RWY 05:** REIL. Trees.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 05:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**RWY 14:** TORA–6309 TODA–6309 ASDA–6309 LDA–6309
**RWY 23:** TORA–4500 TODA–4500 ASDA–4500 LDA–4500
**RWY 32:** TORA–6309 TODA–6309 ASDA–6309 LDA–6309
**AIRPORT REMARKS:** Attended 1200–0100Z‡. Class I, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 814–368–5928. Index B coverage avbl 1200–0100Z‡. After 0100Z‡, for emergencies call 911 or 814–465–9998 or 814–366–3383. Deer and birds on and invof arpt. No snow removal avbl 1200–0100Z‡. Acft de–icing avbl. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE REIL Rwy 05, Rwy 14 and Rwy 23, MALSR Rwy 32, HIRL Rwy 14–32, MIRL Rwy 05–23, VASI Rwy 14, PAPI Rwy 23, and twy lgts—CTAF. Ldg fee.




**WEATHER DATA SOURCES:** ASOS 133.825 (814) 368–2581.
**COMMUNICATIONS: CTAF/UNICOM** 123.075
**RCO** 122.2 122.3 (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.325
**AIRSPACE: CLASS E** svc Mon–Fri 1100–0330Z‡, Sat 1100–2330Z‡, Sun 1300–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFD.
**(L) VOR/DME** 116.6 BFD Chan 113 N41°47.19′ W78°37.16′ 324° 1.4 NM to fld. 2100/07W.
**ILS** 108.3 I–BFD Rwy 32. Class IT.

**BRANDYWINE** (See WEST CHESTER)

## BROGUE

**BAUBLITZ COMMERCIAL** (9W8) 1 S UTC−5(−4DT) N39°51.14′ W76°29.18′ **WASHINGTON**
750 S2 **FUEL** 100LL NOTAM FILE IPT
**RWY 10–28:** 2493X100 (TURF)
**RWY 10:** Thld dsplcd 476′. Pole. **RWY 28:** Thld dsplcd 200′. Road.
**AIRPORT REMARKS:** Attended dalgt hrs. Daylight ops only. No winter snow removal. Rwy 10–28 edges and rwy ends marked by yellow flush painted markers. Rwy 10 dsplcd thld marked by 2 yellow flush markers each side of rwy. Rwy 28 dsplcd thld marked by 2 yellow flush markers each side of rwy.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** For pick–up clearance call 410–859–7256.

**BROKENSTRAW** (See PITTSFIELD)

## BUTLER

**BUTLER FARM SHOW** (3G9) 3 W UTC−5(−4DT) N40°51.15′ W79°58.49′ **DETROIT**
1333 B **FUEL** 100LL NOTAM FILE AOO
**RWY 18–36:** H2580X38 (ASPH) S–9 LIRL (NSTD)
**RWY 18:** Thld dsplcd 180′. Pole. **RWY 36:** Thld dsplcd 123′. Trees.
**AIRPORT REMARKS:** Attended irregularly. Pre-coordinate fuel svc. Rwy 18–36 CLOSED to touch and go ldg. Ultralight ops prohibited. Bird activity invof rwy. LIRL Rwy 18–36 opr dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL Rwy 18–36 —CTAF. Rwy 18–36 lgtd thld Rwy 18 dsplcd 180 ft; lgtd thld Rwy 36 dsplcd 123 ft. LIRL Rwy 18–36 NSTD, edge lgts 50′ from rwy edge. Rwy 18–36 single wheel capacity 9000 lbs per arpt manager. + 22 ft marked pline 292 ft from Rwy 18 thld on extended centerline. Rwy 18 and Rwy 36 dsplcd thld markings are yellow. Rwy 18–36 dsplcd rwy ends avbl for take off and rollout.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′
089° 10.9 NM to fld. 1227/08W.

| LOC I-BFD | APP CRS | Rwy Idg | 6309 |
|---|---|---|---|
| 108.3 | 322° | TDZE | 2120 |
| | | Apt Elev | 2143 |

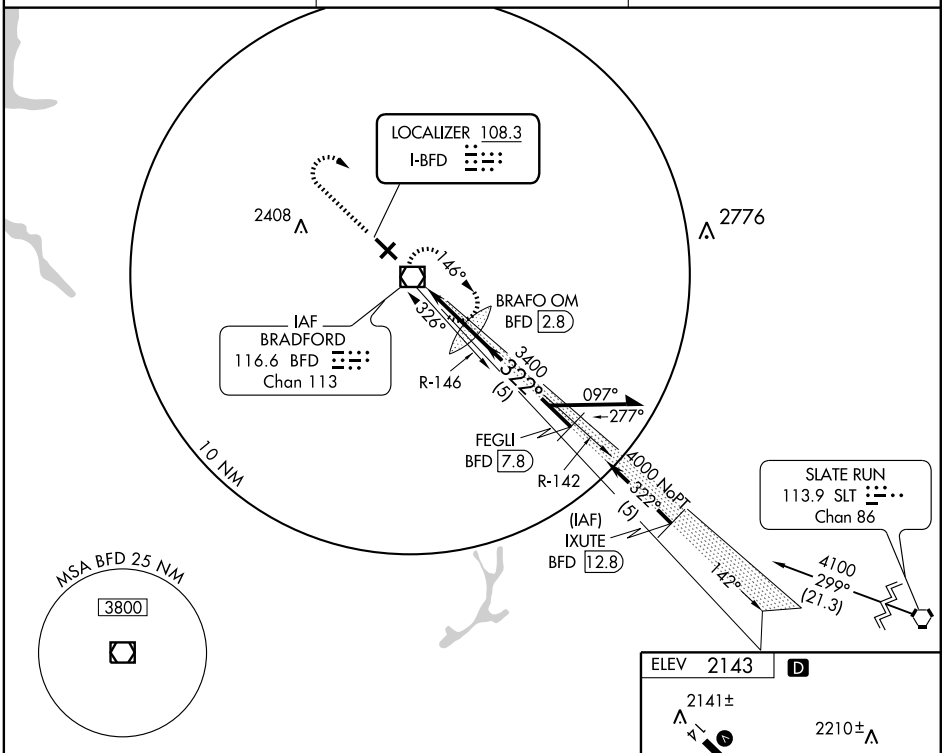
# ILS RWY 32
## BRADFORD RGNL (BFD)

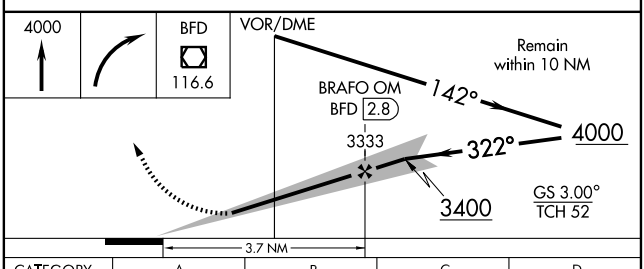
For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1 mile.

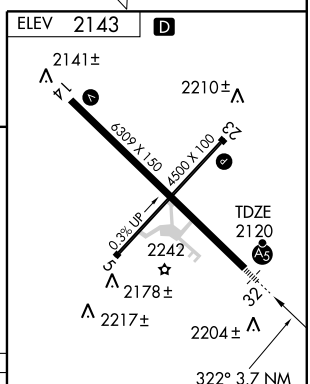
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 2320-½ 200 (200-½) | | | |
| S-LOC 32 | 2460-½ 340 (400-½) | | | 2460-¾ 340 (400-¾) |
| CIRCLING | 2620-1 477 (500-1) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 5, 14 and 23 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)

| APP CRS | Rwy Idg | 6309 |
|---|---|---|
| 322° | TDZE | 2120 |
| | Apt Elev | 2143 |

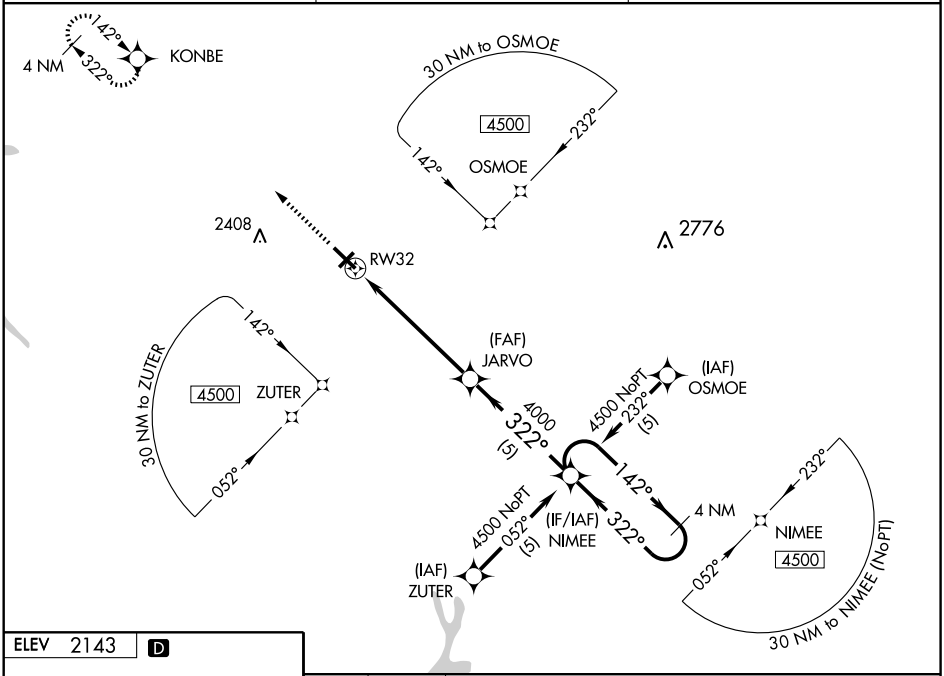
T
A NA
W

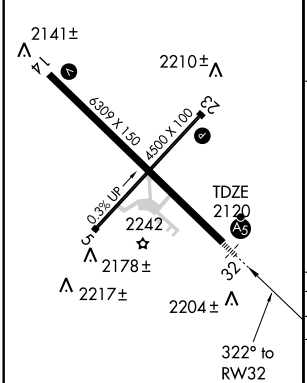
BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ .

MALSR

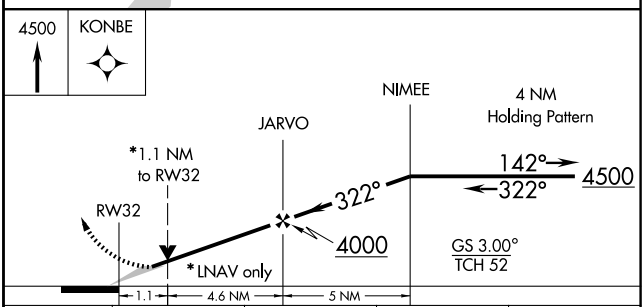
MISSED APPROACH: Climb to 4500 direct KONBE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2460-¾ 340 (400-¾) | | | |
| LNAV MDA | 2500-½ 380 (400-½) | | | 2500-1 380 (400-1) |
| CIRCLING | 2620-1¼ 477 (500-1¼) | | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6309 |
|---|---|---|
| 142° | TDZE | 2118 |
| | Apt Elev | 2143 |

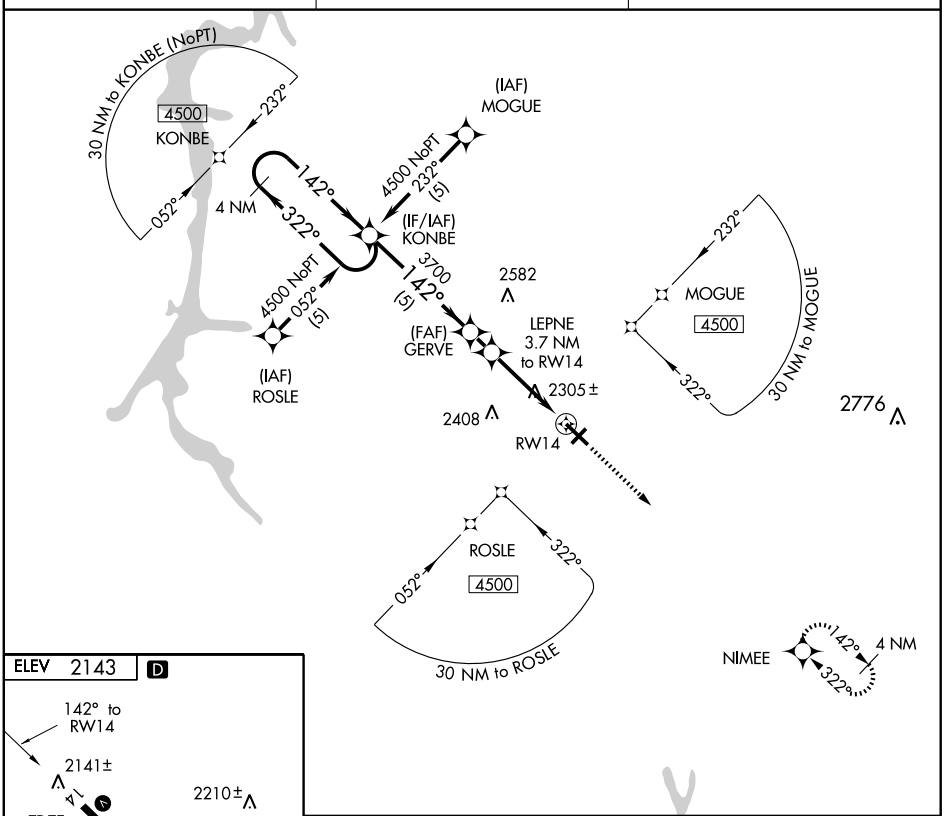
# RNAV (GPS) Y RWY 14

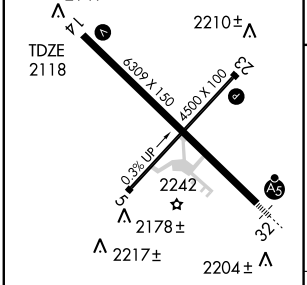
BRADFORD RGNL (BFD)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

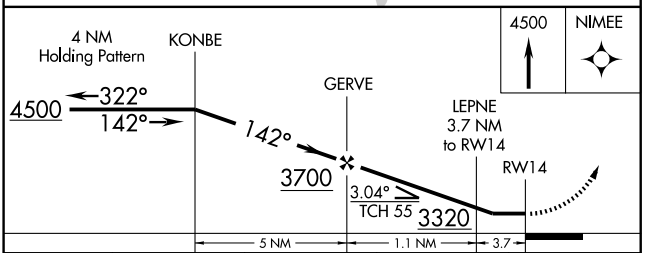
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2560-1 | 442 (500-1) | 2560-1¼ 442 (500-1¼) | 2560-1½ 442 (500-1½) |
| CIRCLING | 2620-1 | 477 (500-1) | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) Z RWY 14

BRADFORD RGNL (BFD)

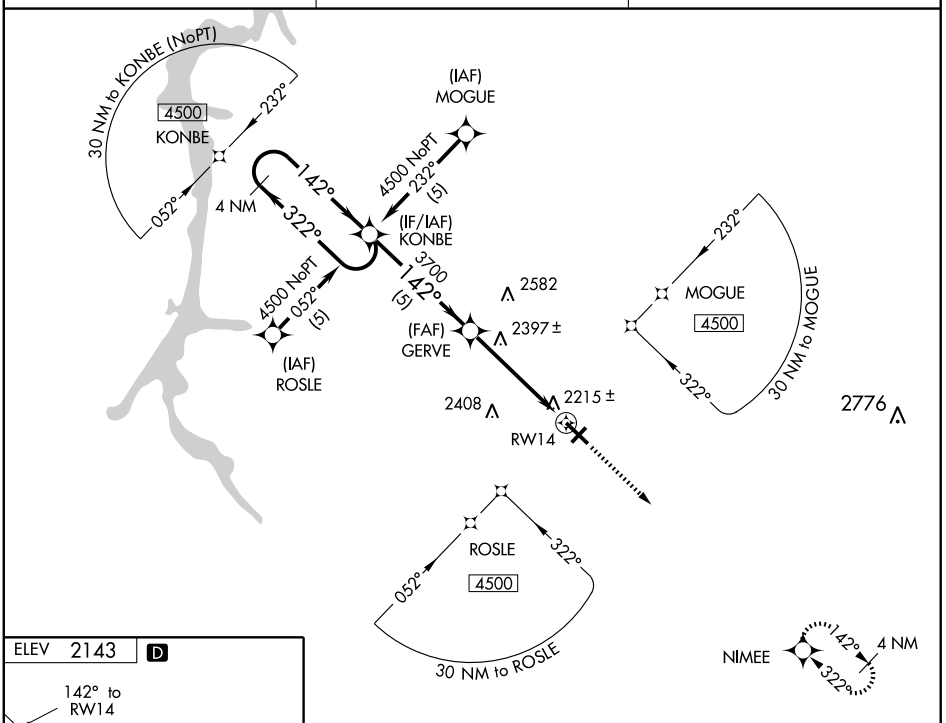
| APP CRS | Rwy Idg | 6309 |
|---|---|---|
| 142° | TDZE | 2118 |
| | Apt Elev | 2143 |

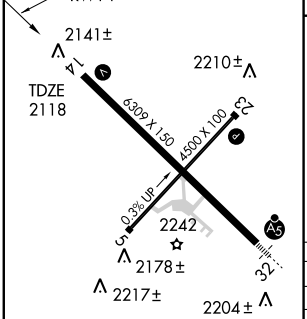
T
A NA
W

BARO-VNAV NA below -19°C (-2°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

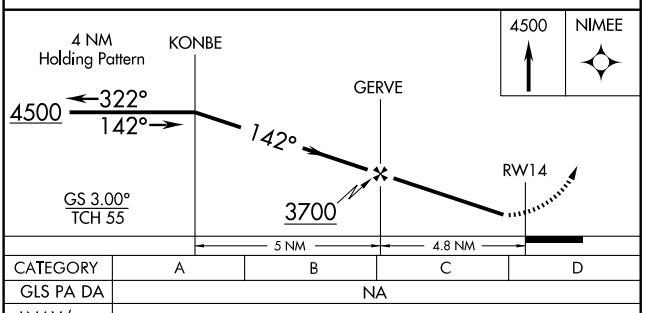
MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2480-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 2660-1 542 (600-1) | | 2660-1½ 542 (600-1½) | 2660-1¾ 542 (600-1¾) |
| CIRCLING | 2660-1¼ 517 (600-1¼) | | 2660-1½ 517 (600-1½) | 2700-2 557 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

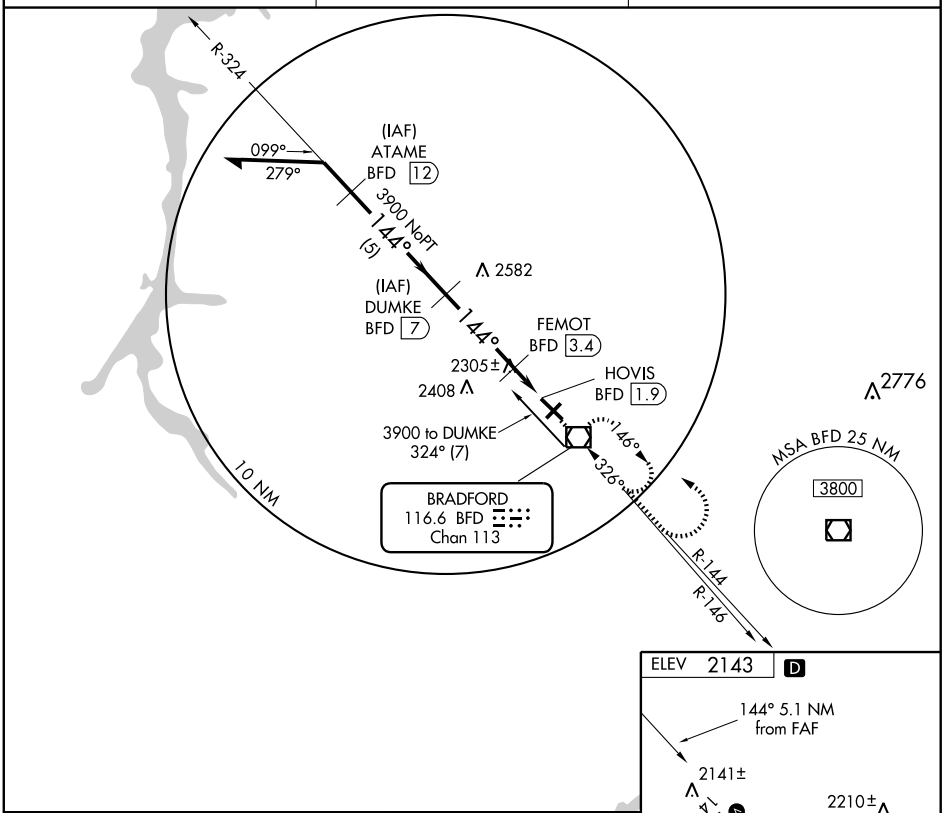
| VOR/DME BFD | APP CRS | Rwy Idg | 6309 |
|---|---|---|---|
| 116.6 | 144° | TDZE | 2118 |
| Chan 113 | | Apt Elev | 2143 |

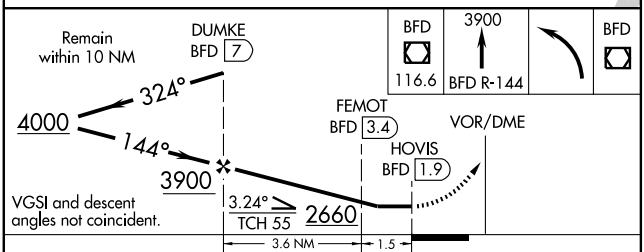
# VOR/DME RWY 14

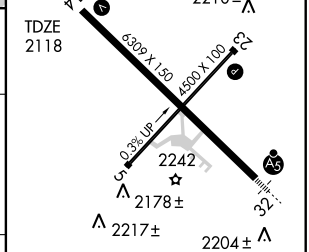
BRADFORD RGNL (BFD)

MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2560-1 | 442 (500-1) | 2560-1¼ 442 (500-1¼) | 2560-1½ 442 (500-1½) |
| CIRCLING | 2620-1 | 477 (500-1) | 2620-1½ 477 (500-1½) | 2700-2 557 (600-2) |

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



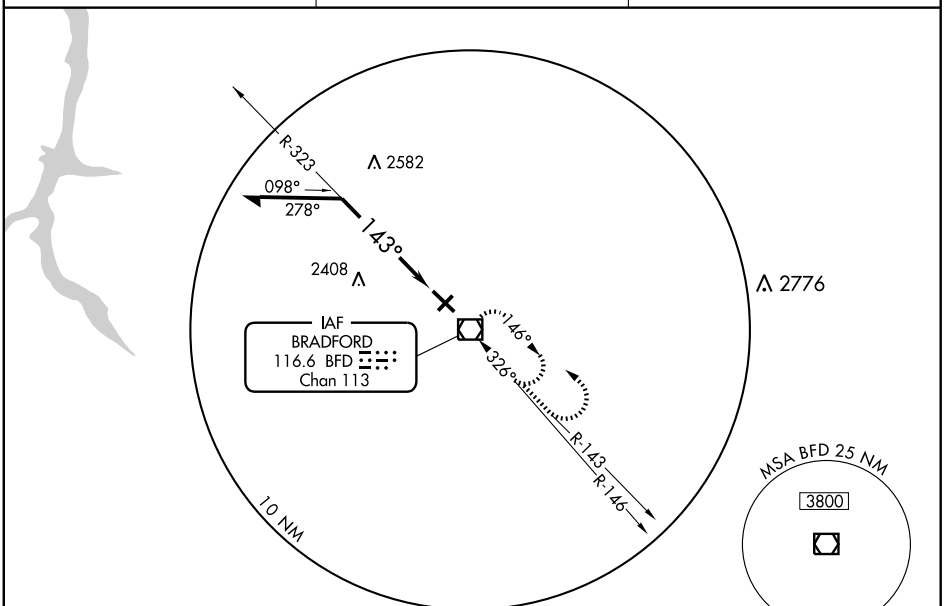
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

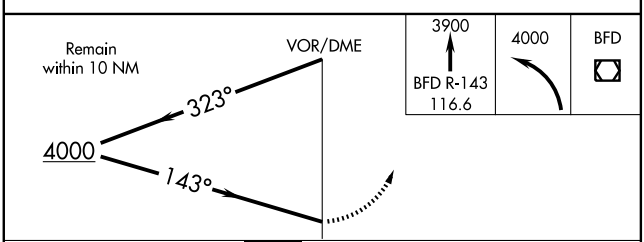
| VOR/DME BFD 116.6 Chan 113 | APP CRS 143° | Rwy Idg 6309 TDZE 2118 Apt Elev 2143 |
|---|---|---|

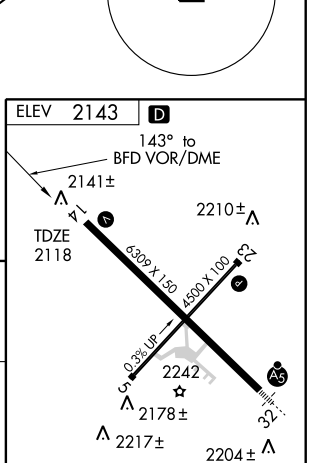
# VOR RWY 14
## BRADFORD RGNL (BFD)

MISSED APPROACH: Climb to 3900 on R-143, then climbing left turn to 4000 direct BFD VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.825 | 124.325 353.85 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2940-1<br>822 (800-1) | 2940-1¼<br>822 (800-1¼) | 2940-2½<br>822 (800-2½) | 2940-2¾<br>822 (800-2¾) |
| CIRCLING | 2940-1<br>797 (800-1) | 2940-1¼<br>797 (800-1¼) | 2940-2½<br>797 (800-2½) | 2940-2¾<br>797 (800-2¾) |

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwys 5, 14 and 23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**BUTLER CO/K W SCHOLTER FLD** (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
**RWY 08–26:** H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
**RWY 08:** MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
**RWY 26:** REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
**AIRPORT REMARKS:** Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.825 (724) 586–6434. SAWRS.
**COMMUNICATIONS: CTAF** 122.8 **UNICOM** 123.05
**ELLWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
**ILS** 111.5 I–BTP Rwy 08.




**BUTTER VALLEY GOLFPORT** (See BALLY)

**CAMOR** N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
**NDB (MHW/LOM)** 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

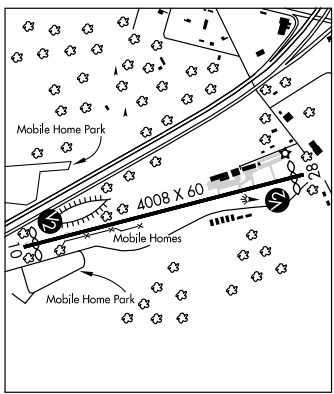
## CANADENSIS

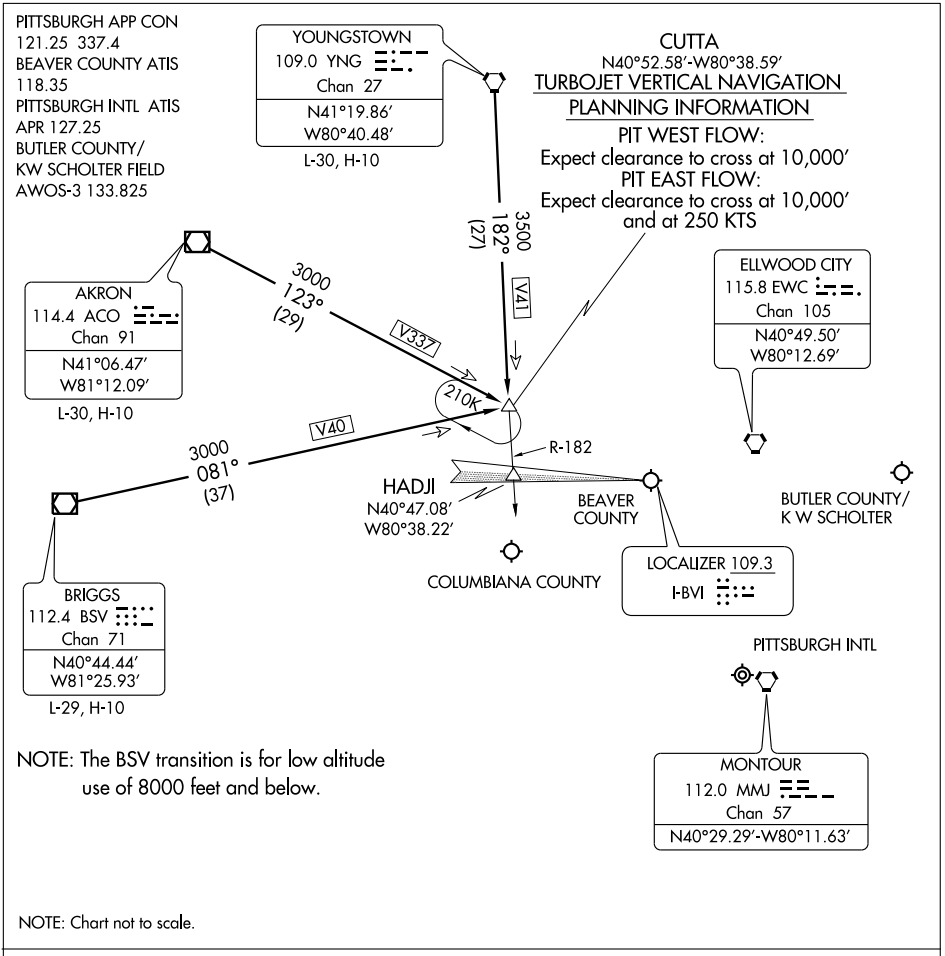
**FLYING DOLLAR** (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
**RWY 02–20:** 2405X100 (TURF)
**RWY 20:** Thld dsplcd 500′. Trees.
**AIRPORT REMARKS:** Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
**COMMUNICATIONS: CTAF** 122.9

**CAPITAL CITY** (See HARRISBURG)

**CARBON** N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

**CARLISLE** (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
**RWY 10–28:** H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
**RWY 10:** PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
**RWY 28:** PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
**LATLE NDB (LOM)** 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
**COMM/NAV/WEATHER REMARKS:** For pick–up clearance TF 800–932–0712.






AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

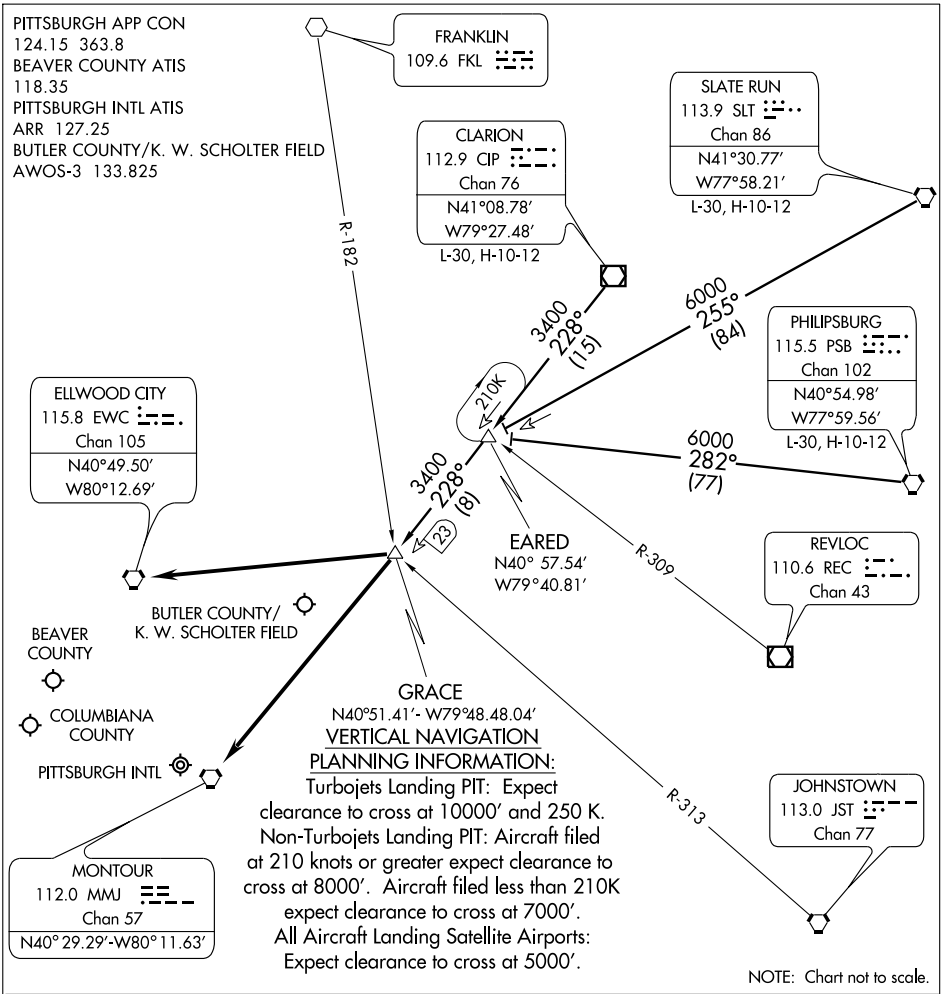
BTP and 02G direct EWC


NE-4, 26 AUG 2010 to 23 SEP 2010

# GRACE THREE ARRIVAL








## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

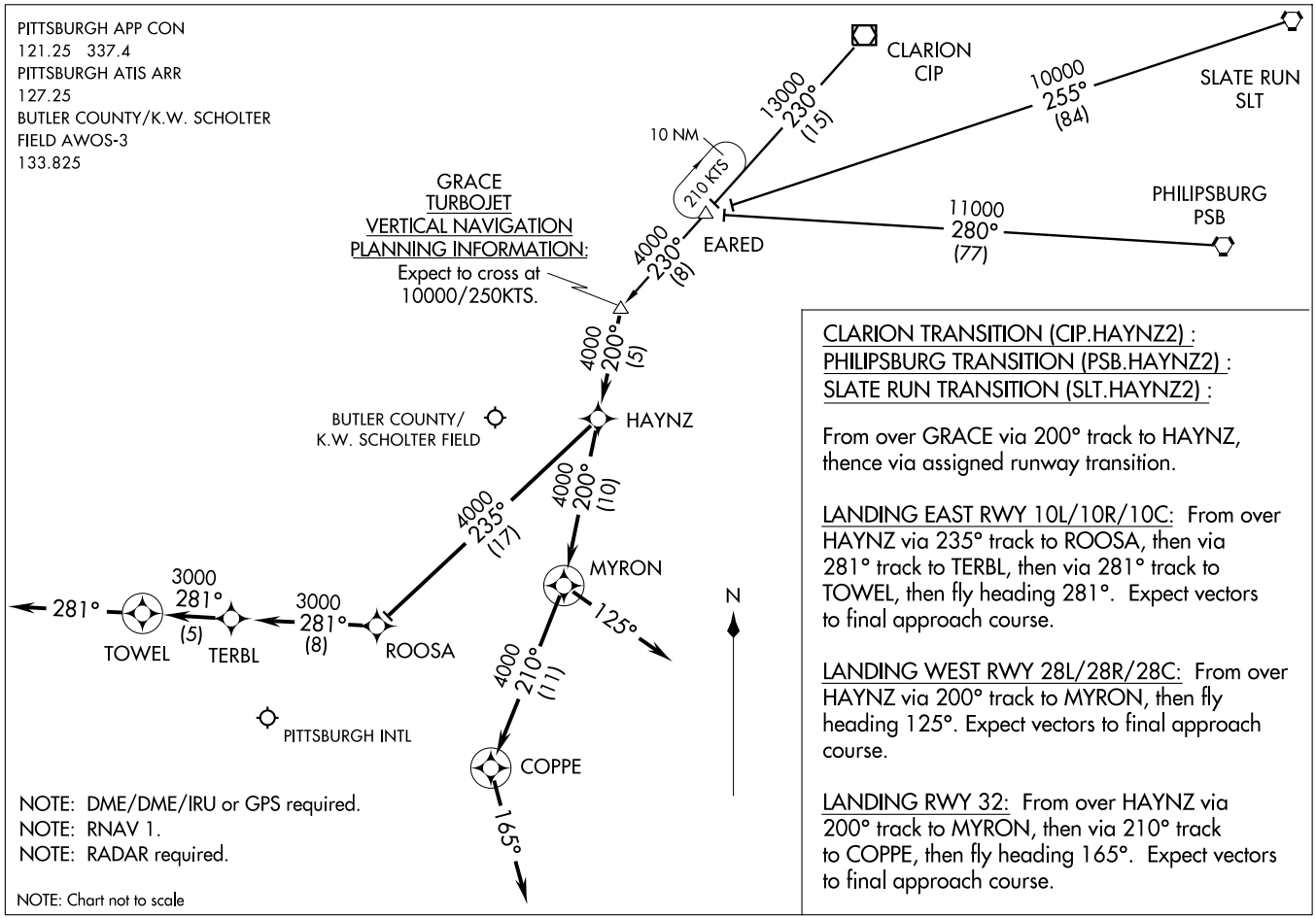


NE-4, 26 AUG 2010 to 23 SEP 2010

# HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA




CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

| LOC I-BTP | APP CRS | Rwy Idg | 4801 |
|---|---|---|---|
| 111.5 | 080° | TDZE | 1246 |
| | | Apt Elev | 1248 |

# ILS or LOC RWY 8

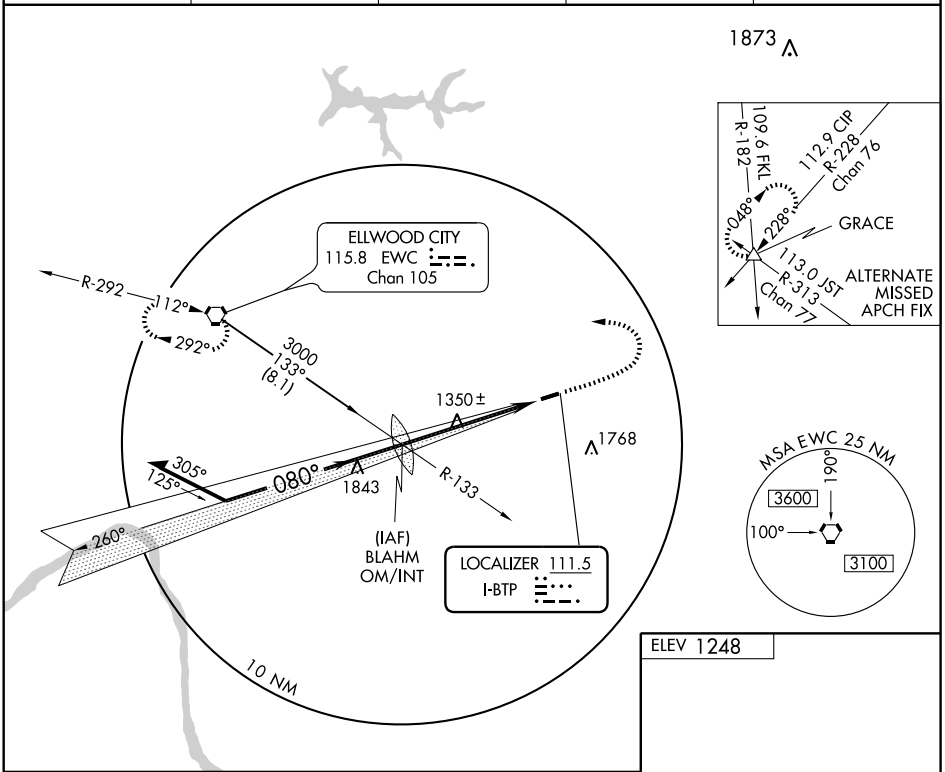
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

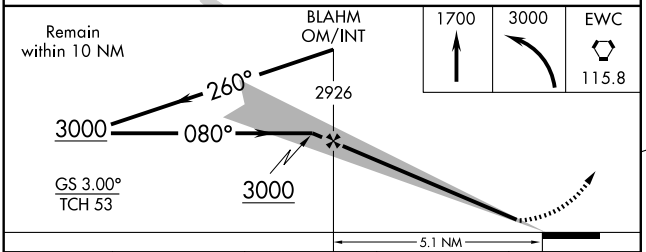
Visibility reduction by helicopters NA. Inoperative table does not apply. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 8 Cats C/D visibility and Circling Cat C visibility ¼ mile.

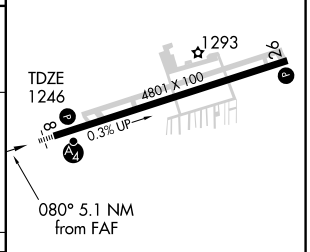
MALSF

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 123.05 | 122.8 L |




REIL Rwy 26
HIRL Rwy 8-26 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 1496-1 250 (300-1) | | | |
| S-LOC 8 | 1700-1 454 (500-1) | | 1700-1¼ 454 (500-1¼) | 1700-1½ 454 (500-1½) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

FAF to MAP 5.1 NM

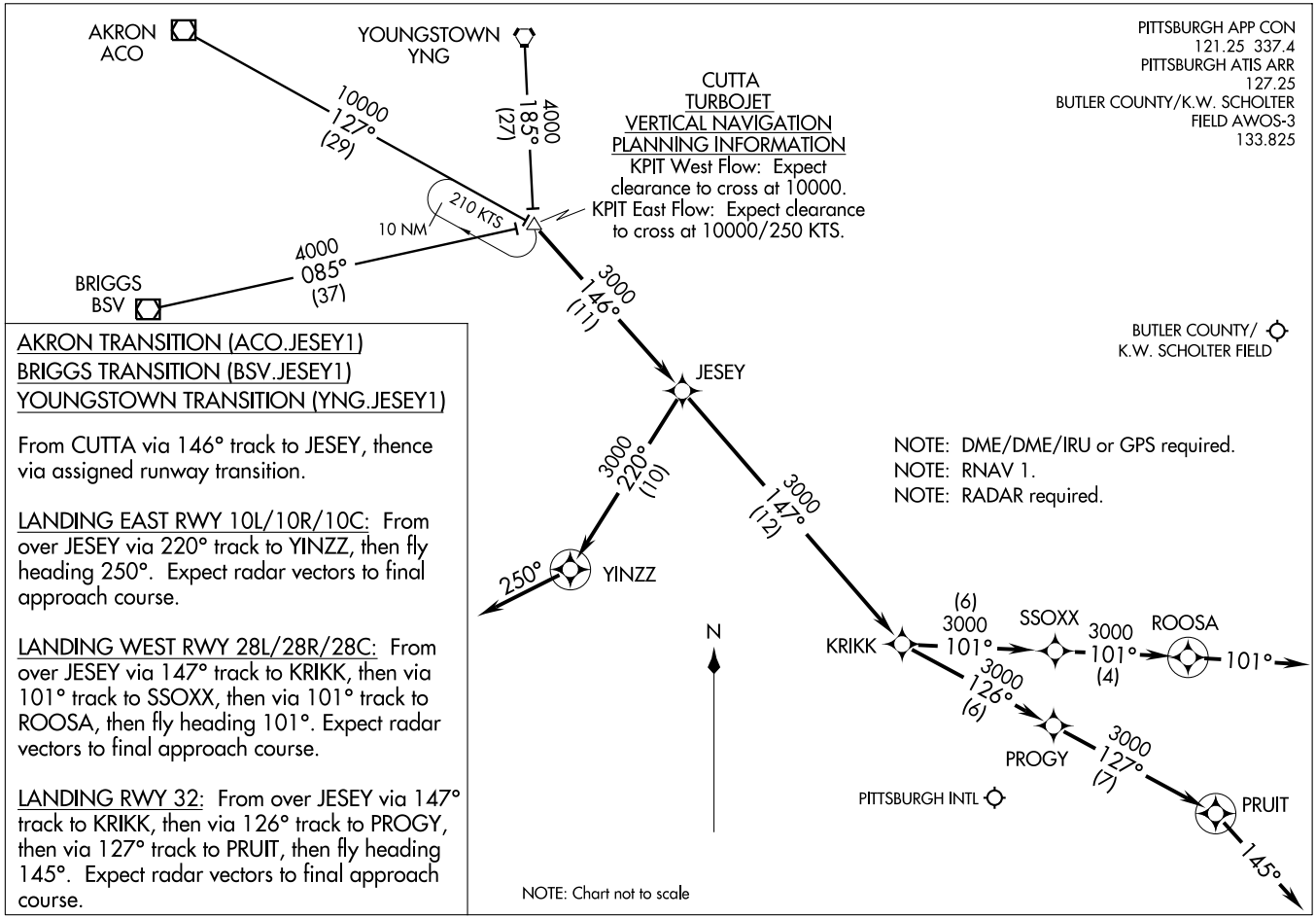
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# JESEY ONE ARRIVAL (RNAV)

(JESEY.JESEY1) 09351




AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

PITTSBURGH, PENNSYLVANIA

JESEY ONE ARRIVAL (RNAV)
(JESEY.JESEY1) 09351

ST-570 (FAA)

| WAAS CH 56502 W08A | APP CRS 080° | Rwy Idg 4801 TDZE 1246 Apt Elev 1248 |
|---|---|---|

# RNAV (GPS) RWY 8

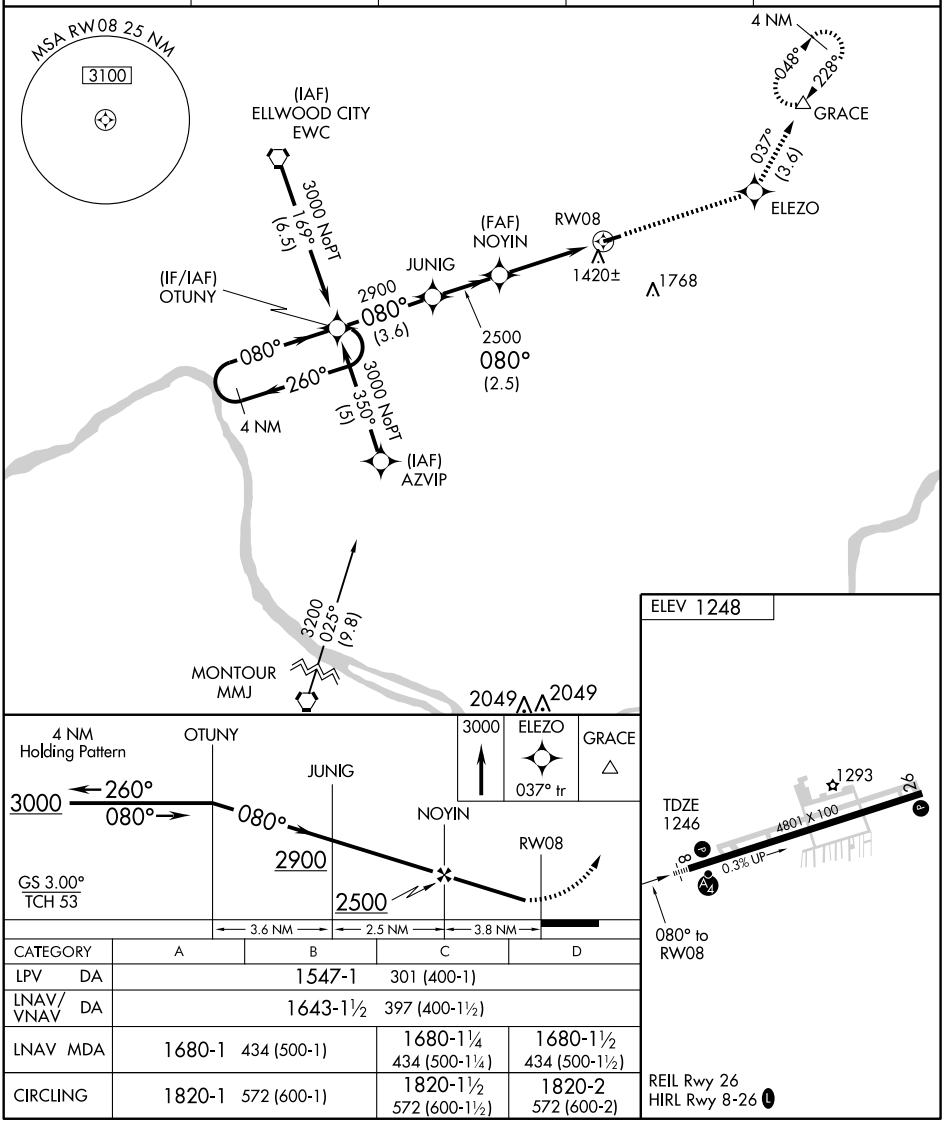
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

MALSF

MISSED APPROACH: Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 123.05 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1547-1 301 (400-1) | | | |
| LNAV/VNAV DA | 1643-1½ 397 (400-1½) | | | |
| LNAV MDA | 1680-1 434 (500-1) | | 1680-1¼ 434 (500-1¼) | 1680-1½ 434 (500-1½) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

REIL Rwy 26
HIRL Rwy 8-26 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4801 |
|---|---|---|
| 260° | TDZE | 1248 |
| | Apt Elev | 1248 |

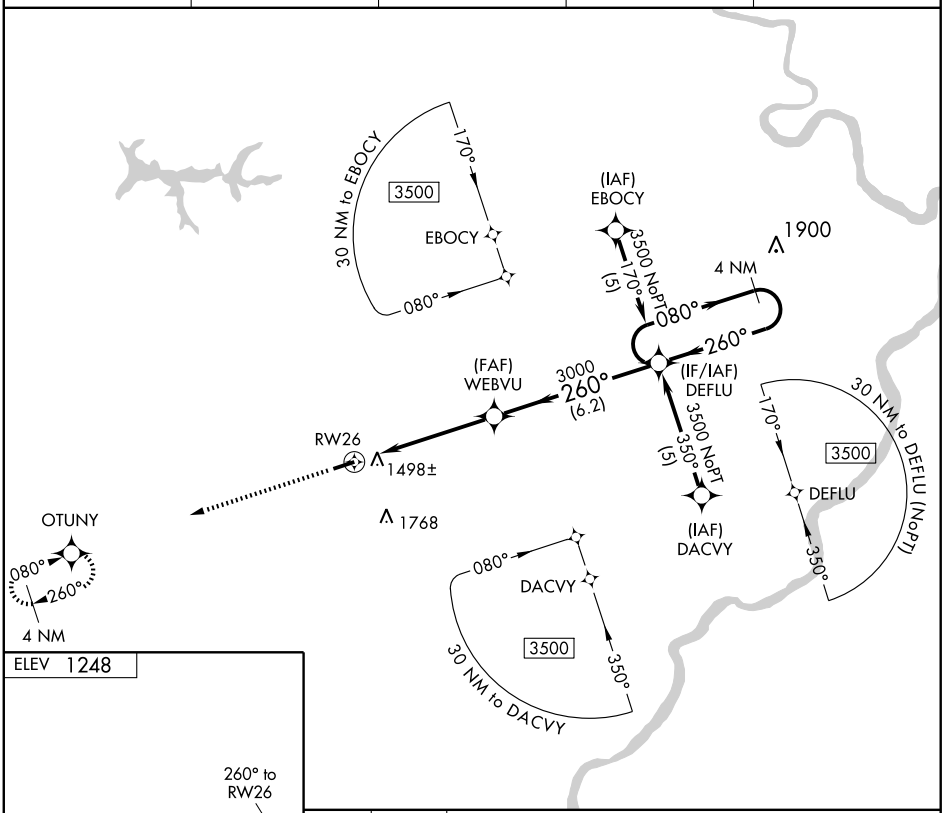
# RNAV (GPS) RWY 26

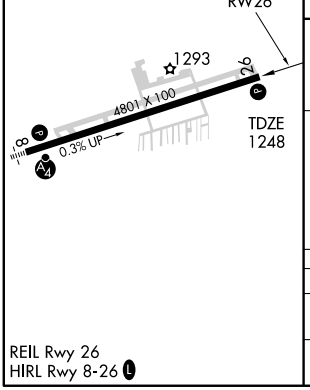
BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

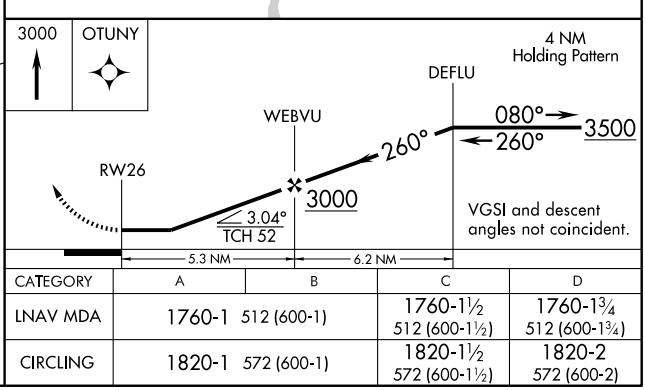
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OTUNY and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 133.825 | 124.75 338.2 | 128.7 | 123.05 | 122.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 512 (600-1) | | 1760-1½ 512 (600-1½) | 1760-1¾ 512 (600-1¾) |
| CIRCLING | 1820-1 572 (600-1) | | 1820-1½ 572 (600-1½) | 1820-2 572 (600-2) |

REIL Rwy 26
HIRL Rwy 8-26 (L)



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**BUTLER CO/K W SCHOLTER FLD** (BTP) 5 SW UTC−5(−4DT) N40°46.60′ W79°57.07′ **DETROIT**
1248 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE BTP **L–29C**
**RWY 08–26:** H4801X100 (ASPH–GRVD) S–37, D–50 HIRL **IAP**
**RWY 08:** MALSF. PAPI(P4L)—GA 3.0°TCH 53′.
**RWY 26:** REIL. PAPI(P4L)—GA 3.5° TCH 60′. Trees.
**AIRPORT REMARKS:** Attended 1130–0200Z‡. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724–586–6665. ACTIVATE HIRL Rwy 08–26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.825 (724) 586–6434. SAWRS.
**COMMUNICATIONS: CTAF** 122.8 **UNICOM** 123.05
**ELLWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)
Ⓡ **PITTSBURGH APP/DEP CON** 124.75 **CLNC DEL** 128.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 112° 12.2 NM to fld. 1227/08W.
**ILS** 111.5 I–BTP Rwy 08.




**BUTTER VALLEY GOLFPORT** (See BALLY)

**CAMOR** N39°52.97′ W79°44.68′ NOTAM FILE AOO. **CINCINNATI**
**NDB (MHW/LOM)** 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM. **L–29C**

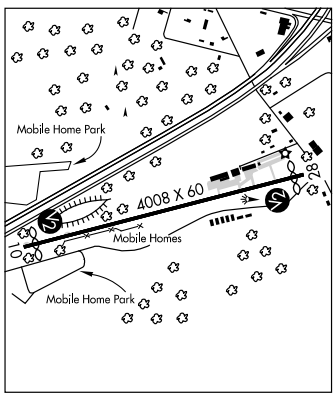
## CANADENSIS

**FLYING DOLLAR** (8N4) 2 N UTC−5(−4DT) N41°13.01′ W75°14.98′ **NEW YORK**
1400 S4 NOTAM FILE IPT
**RWY 02–20:** 2405X100 (TURF)
**RWY 20:** Thld dsplcd 500′. Trees.
**AIRPORT REMARKS:** Attended dalgt hrs. Landing north–takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.
**COMMUNICATIONS: CTAF** 122.9

**CAPITAL CITY** (See HARRISBURG)

**CARBON** N40°48.72′ W75°45.55′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 339 LQX at Jake Arner Memorial. Unusable byd 12 NM. **L–30K, 34G**

**CARLISLE** (N94) 2 SE UTC−5(−4DT) N40°11.28′ W77°10.46′ **DETROIT**
510 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT **L–29E, A**
**RWY 10–28:** H4008X60 (ASPH) S–12.5, D–12.5 LIRL(NSTD) **IAP**
**RWY 10:** PVASI(PSIL)—GA 4.0′. Thld dsplcd 106′. Tree.
**RWY 28:** PVASI(PSIL)—GA 3.0′. Thld dsplcd 100′. Sign.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10–28 rwy lgtd length avbl for night ops 3802′. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10–28 and PVASI Rwys 10 and 28—CTAF. Rwy 10–28 NSTD LIRL; first 106′ Rwy 10 unlgtd; first 100′ Rwy 28 unlgtd.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to fld. 1301/10W.
**LATLE NDB (LOM)** 219 CX N40°10.69′ W77°00.35′ 285° 7.8 NM to fld. Unmonitored when Capital City twr clsd.
**COMM/NAV/WEATHER REMARKS:** For pick–up clearance TF 800–932–0712.



| LOM CX 219 | APP CRS 285° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 510 |
|---|---|---|

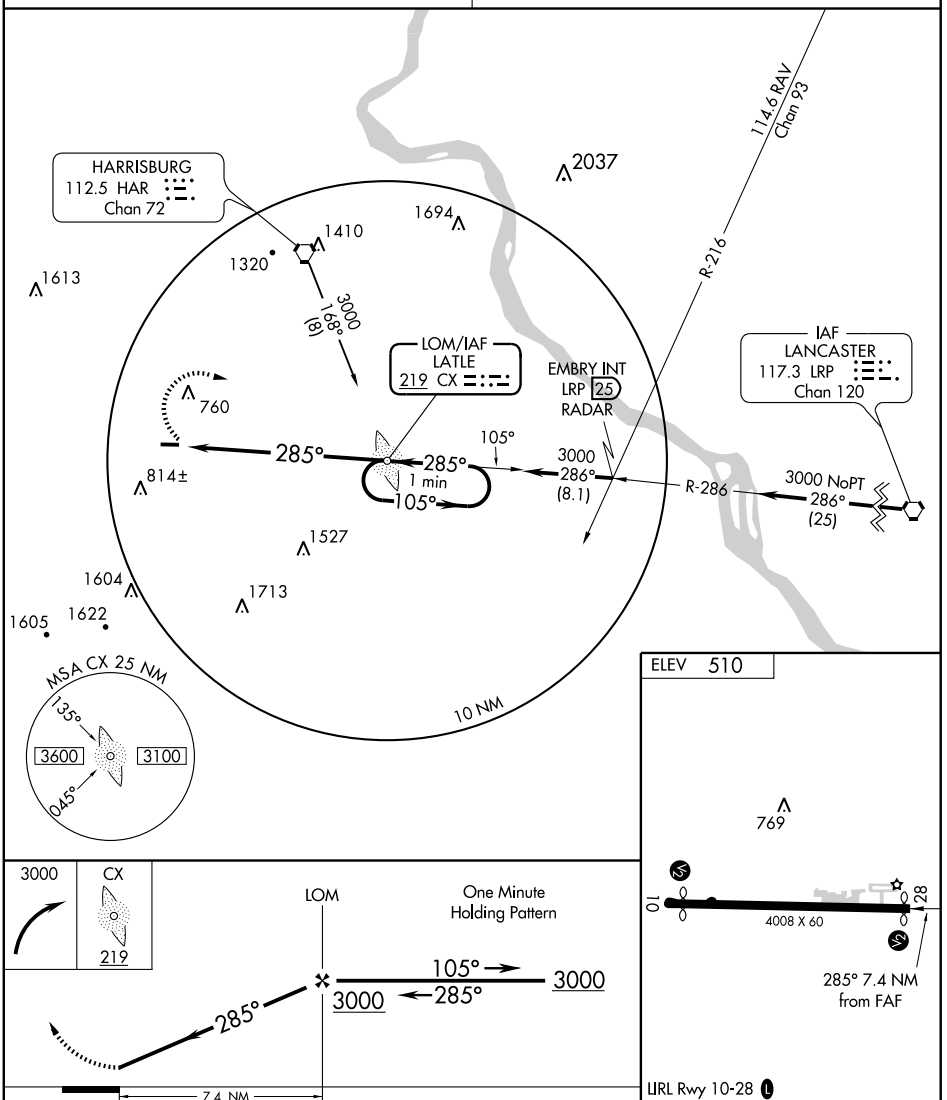
# NDB-B
## CARLISLE (N94)

NA

Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CX LOM and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>750 (800-1) | 1260-1¼<br>750 (800-1¼) | 1260-2¼<br>750 (800-2¼) | NA |

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC HAR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.5 | 225° | TDZE | N/A |
| Chan 72 | | Apt Elev | 510 |

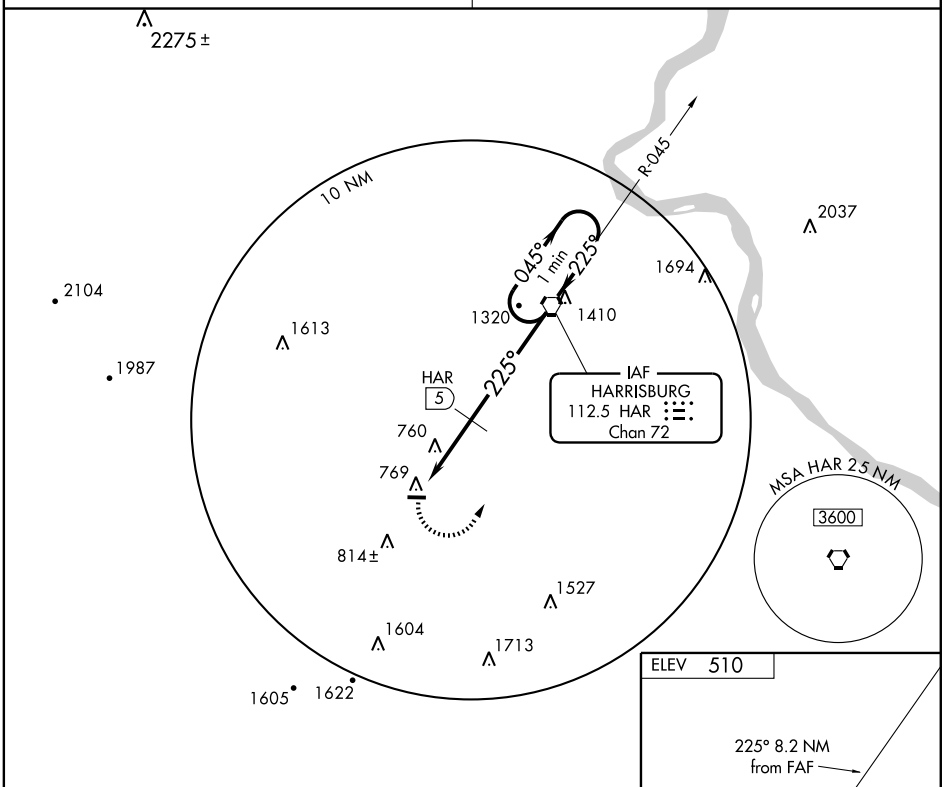
# VOR-A
## CARLISLE (N94)

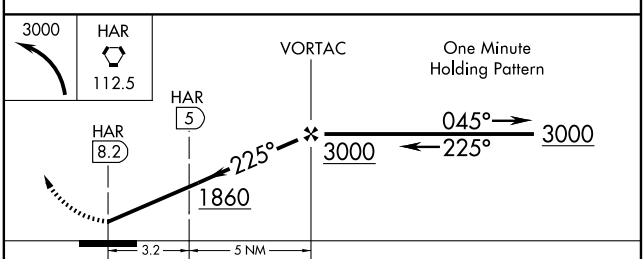
NA

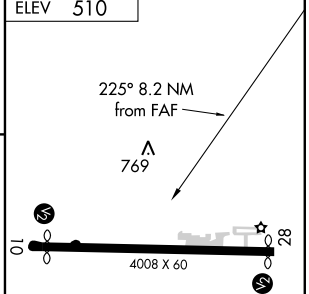
Use Harrisburg Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct HAR VORTAC and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-1¼ 1350 (1400-1¼) | 1860-1½ 1350 (1400-1½) | 1860-3 1350 (1400-3) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1200-1 690 (700-1) | | 1200-2 690 (700-2) | NA |

LIRL Rwy 10-28 L

| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**CASCADE** N42°07.15′ W80°06.28′ NOTAM FILE ERI. DETROIT
**NDB (MHW)** 372 CQD 243° 3.9 NM to Erie Intl/Tom Ridge Fld. (NDB unmonitored when Erie Intl tower clsd) L–30H

**CASTLE** N41°01.38′ W80°24.95′ NOTAM FILE AOO. DETROIT
**NDB (MHW)** 272 UCP at New Castle Muni. L–30H

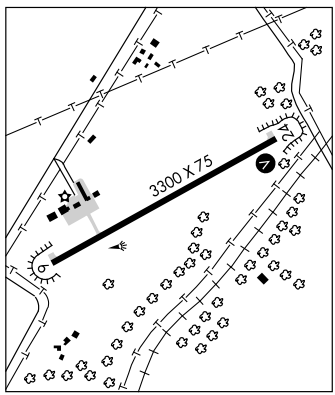
## CENTRE HALL

**CENTRE AIRPARK** (N16) 2 SE UTC−5(−4DT) N40°48.70′ W77°39.43′ DETROIT
1307 NOTAM FILE AOO
**RWY 06–24:** 3100X210 (TURF)
**RWY 06:** Thld dsplcd 400′. Tree. **RWY 24:** Thld dsplcd 400′. Tree.
**AIRPORT REMARKS:** Attended dawn to dusk. For svc call 814–364–1479/1664. Ultralight activity on and in vicinity of arpt. Rwy 06–24 not maintained winter months. Rwy 06–24 marked with red painted barrels.
**COMMUNICATIONS: CTAF** 122.9

**PENNS CAVE** (N74) 4 NE UTC−5(−4DT) N40°53.42′ W77°36.15′ DETROIT
1260 NOTAM FILE AOO
**RWY 07–25:** H2500X40 (ASPH)
**RWY 07:** Tree. **RWY 25:** Tree.
**AIRPORT REMARKS:** Attended dalgt hours. Deer on and invof arpt at ngt. 750 ft AGL mountains ½ mile south and 700 ft AGL mountain ½ mile north; both unlgtd and unmarked. Rwy 07–25 first 864 ft of Rwy 07 has a 3.3% upslope. No ngt ops.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

## CHAMBERSBURG

**FRANKLIN CO RGNL** (N68) 3 N UTC−5(−4DT) N39°58.38′ W77°38.60′ WASHINGTON
697 B S2 TPA—1497(800) NOTAM FILE IPT L–29D, A
**RWY 06–24:** H3300X75 (ASPH) S–12.5 LIRL IAP
**RWY 06:** Pole.
**RWY 24:** VASI(V2L)—GA 3.0°TCH 40′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 06–24 and VASI Rwy 24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ST THOMAS RCO** 122.1R 115.0T (ALTOONA RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 087° 14.4 NM to fld. 2340/07W.
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




**CHERRY RIDGE** (See HONESDALE)

**CHESTER CO G. O. CARLSON** (See COATESVILLE)

# RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

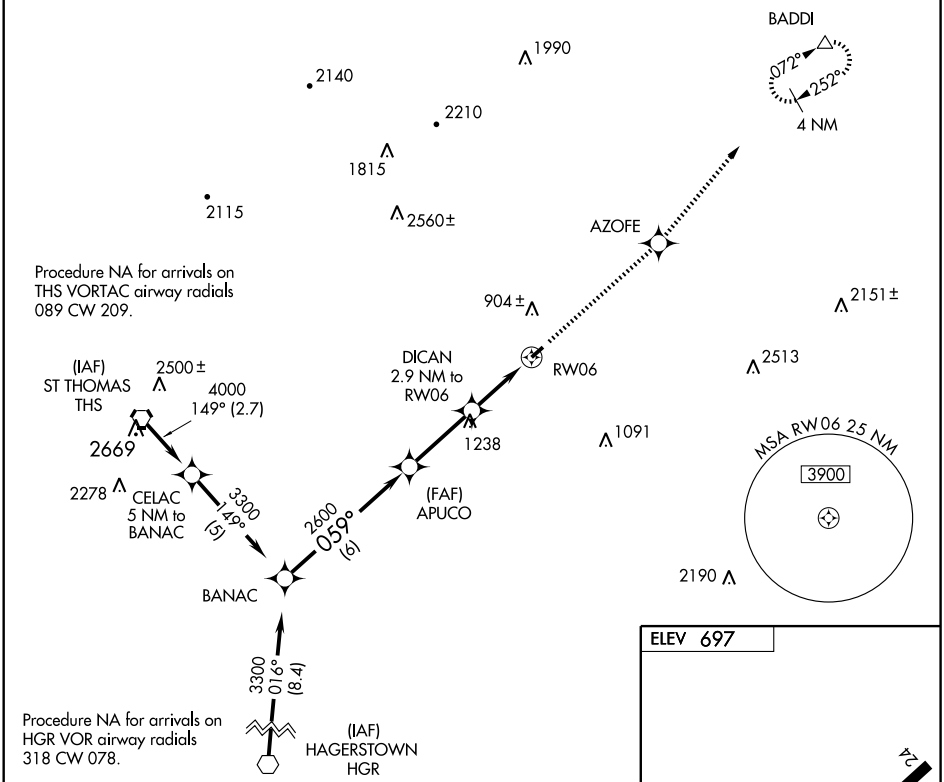
| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 059° | TDZE | 683 |
| | Apt Elev | 697 |

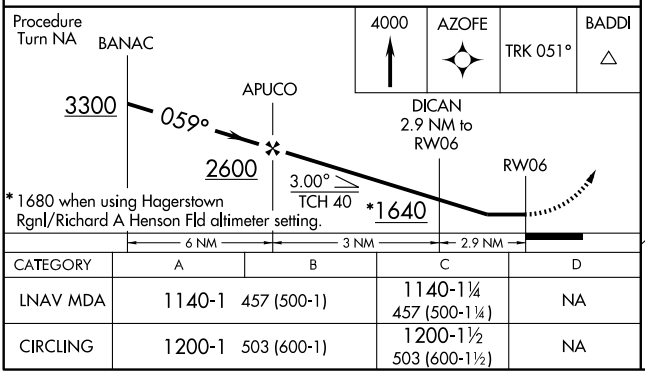
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

NA

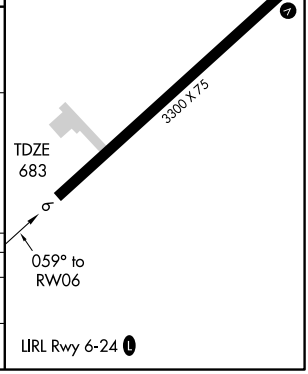
MISSED APPROACH: Climb to 4000 direct AZOFE WP and via 051° track to BADDI WP and hold.

| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 457 (500-1) | 1140-1¼ 457 (500-1¼) | NA |
| CIRCLING | 1200-1 | 503 (600-1) | 1200-1½ 503 (600-1½) | NA |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | |
|---|---|---|
| 239° | TDZE | 3300 |
| | Apt Elev | 683 |
| | | 697 |

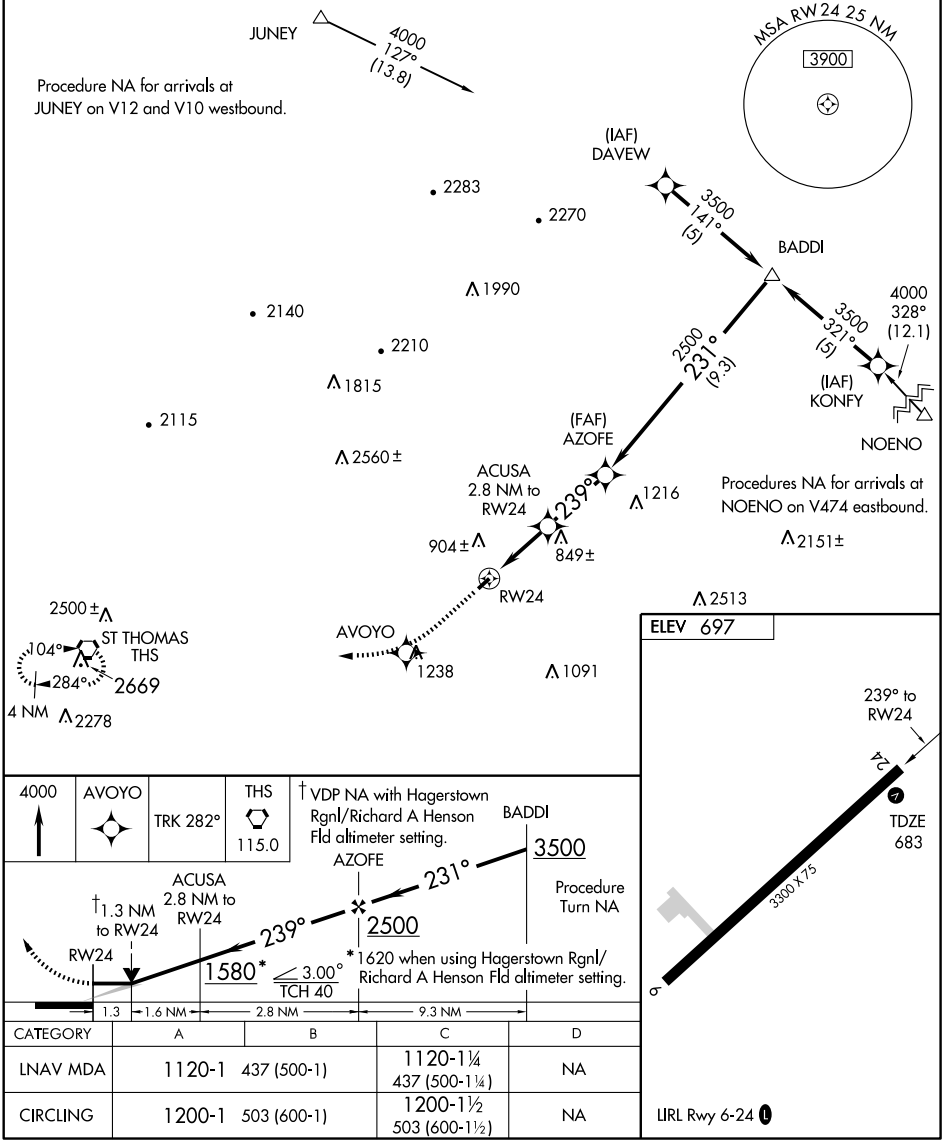
# RNAV (GPS) RWY 24

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 | 437 (500-1) | 1120-1¼ 437 (500-1¼) | NA |
| CIRCLING | 1200-1 | 503 (600-1) | 1200-1½ 503 (600-1½) | NA |

LIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC THS 115.0 Chan 97 | APP CRS 088° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 697 |
|---|---|---|

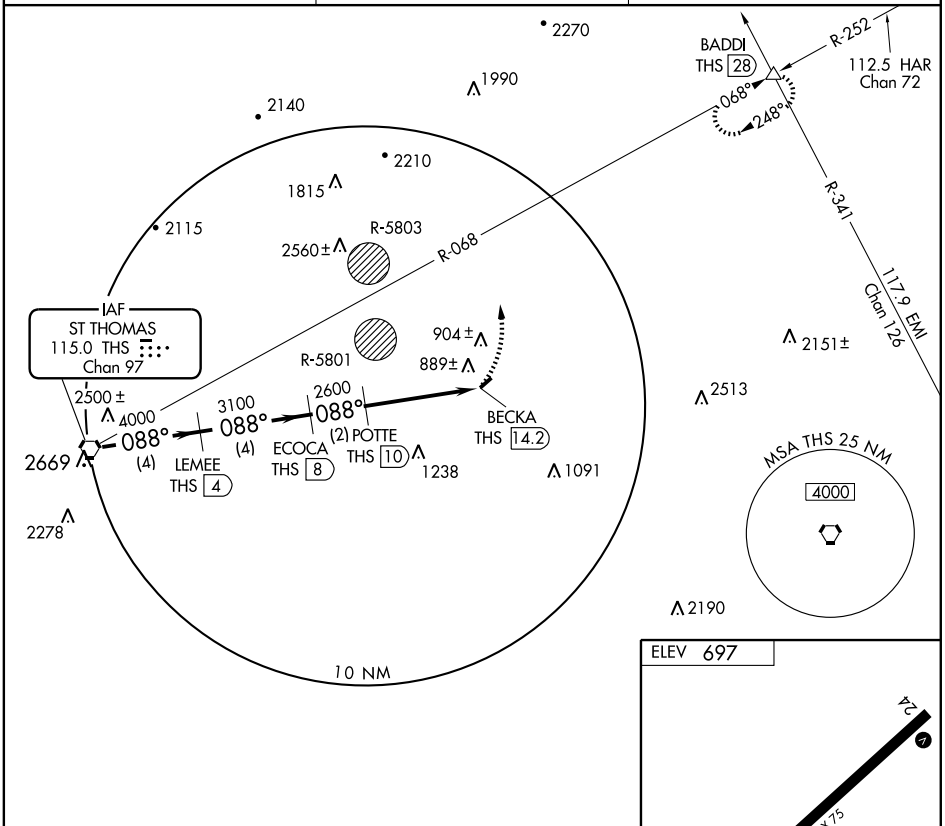
# VOR/DME-B

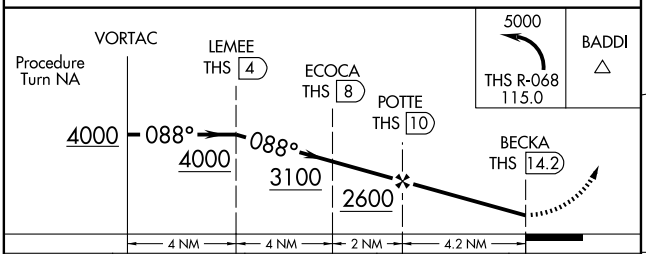
## CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

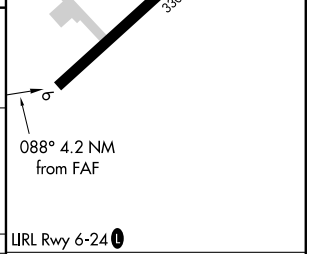
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.
Procedure not authorized when R-5801 is in use.

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

| HAGERSTOWN ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 126.375 | 124.1 273.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1 503 (600-1) | | 1200-1½ 503 (600-1½) | NA |

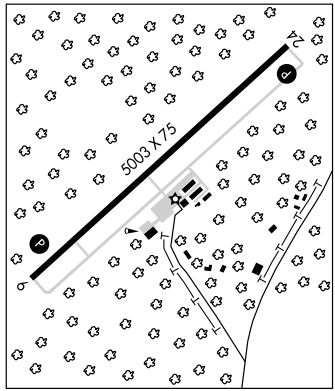
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




NE-4, 26 AUG 2010 to 23 SEP 2010

**CLARION CO** (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
**RWY 06–24:** H5003X75 (ASPH) S–15 MIRL 0.5% up NE
**RWY 06:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
**RWY 24:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.275 (814) 227–2899.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

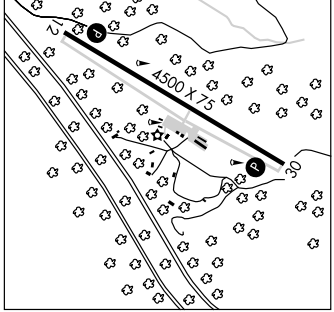



**CLARION** N41°08.78′ W79°27.48′ NOTAM FILE AOO.
**(L) VOR/DME** 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
**RCO** 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

**CLEARFIELD–LAWRENCE** (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
**RWY 12–30:** H4500X75 (ASPH) S–12.5 MIRL
**RWY 12:** PAPI(P2L)—GA 3.1° TCH 29′.
**RWY 30:** REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.275 (814) 765–9703.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



| WAAS CH 70606 W06A | APP CRS 055° | Rwy Idg 5003<br>TDZE 1451<br>Apt Elev 1458 |
|---|---|---|

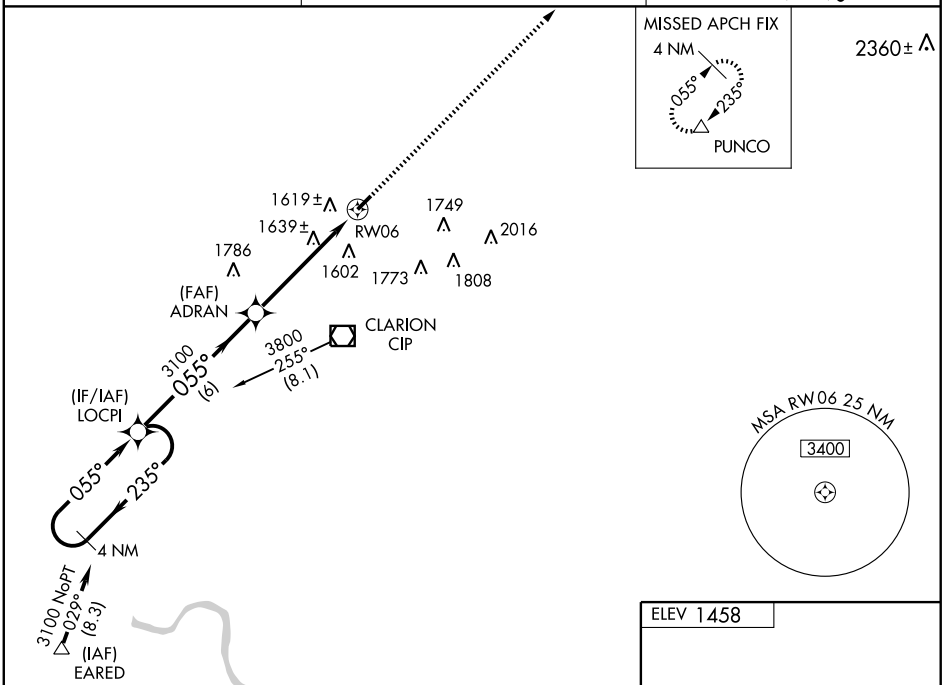
# RNAV (GPS) RWY 6
## CLARION COUNTY (AXQ)

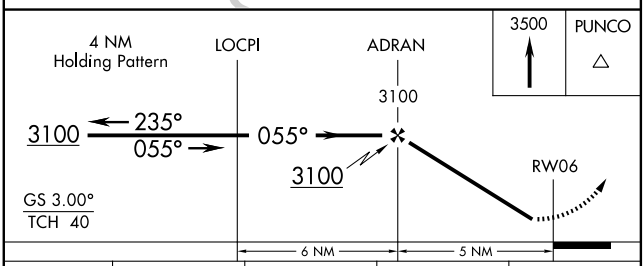
Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

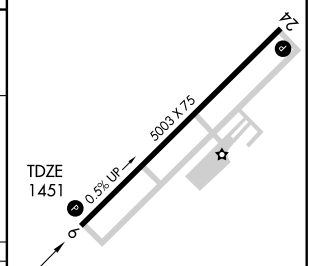
NA

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1701-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1985-2 534 (600-2) | | | |
| LNAV MDA | 1920-1 469 (500-1) | | 1920-1¼ 469 (500-1¼) | 1920-1½ 469 (500-1½) |
| CIRCLING | 1980-1 522 (600-1) | | 1980-1½ 522 (600-1½) | 2060-2 602 (700-2) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

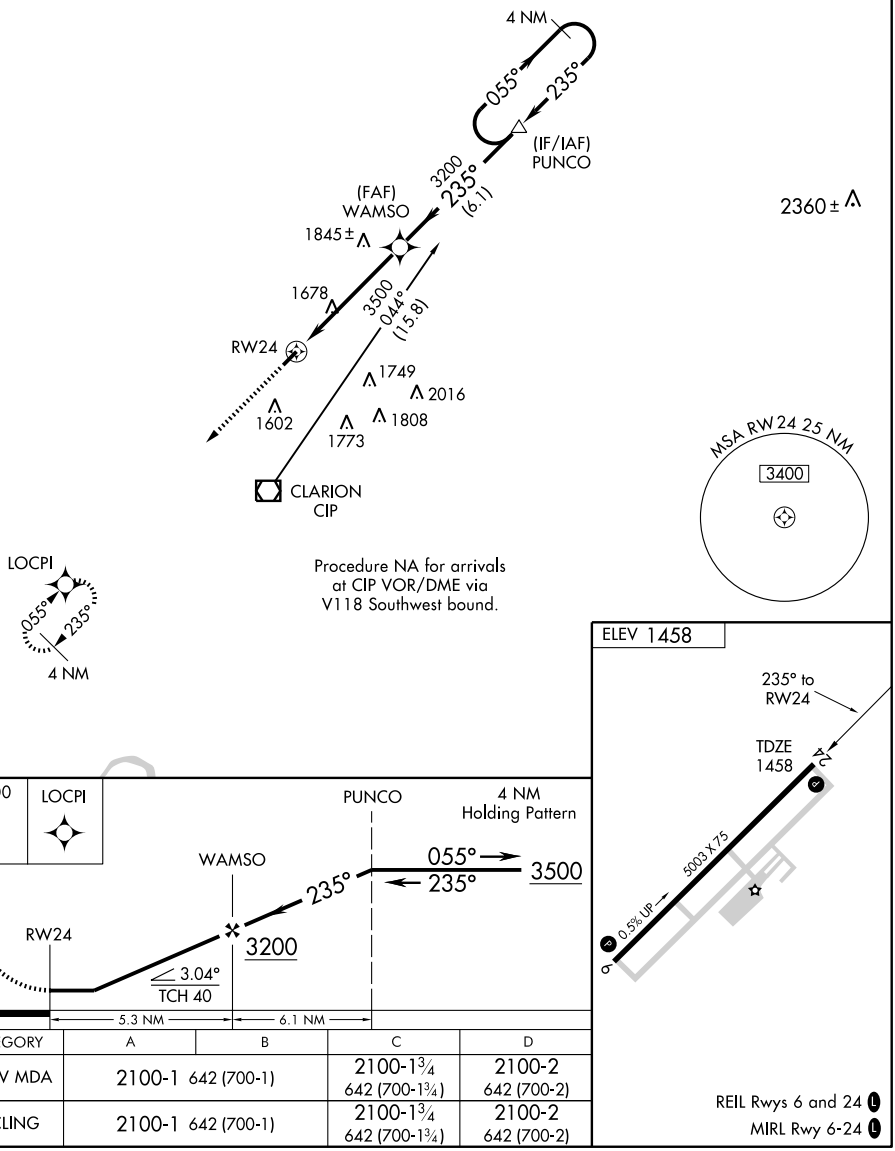
| APP CRS | | |
|---|---|---|
| 235° | Rwy Idg | 5003 |
| | TDZE | 1458 |
| | Apt Elev | 1458 |

# RNAV (GPS) RWY 24
## CLARION COUNTY (AXQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct LOCPI and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1 642 (700-1) | | 2100-1¾ 642 (700-1¾) | 2100-2 642 (700-2) |
| CIRCLING | 2100-1 642 (700-1) | | 2100-1¾ 642 (700-1¾) | 2100-2 642 (700-2) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

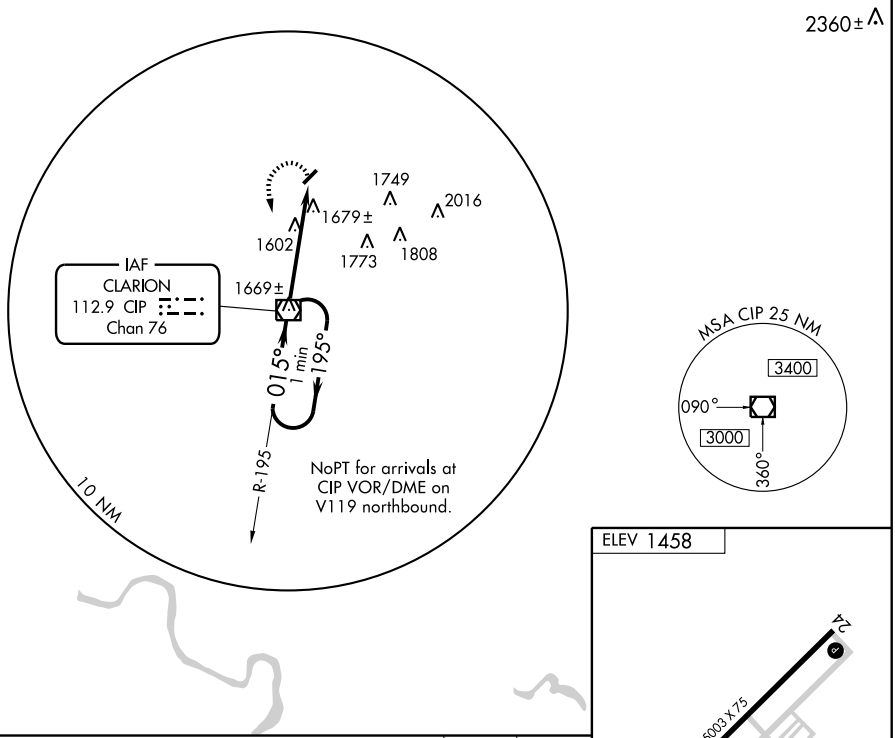
| VOR/DME CIP 112.9 Chan 76 | APP CRS 015° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1458 |
|---|---|---|

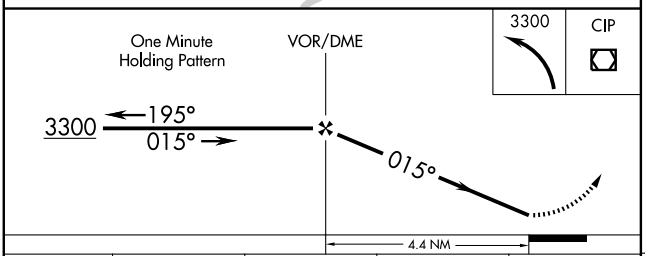
# VOR-A
## CLARION COUNTY (AXQ)

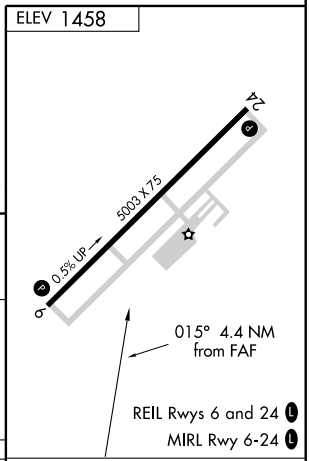
When local altimeter setting not received, use Du Bois altimeter setting and increase all MDAs 120 feet and Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3300 direct CIP VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 126.72 291.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2220-1<br>762 (800-1) | 2220-1¼<br>762 (800-1¼) | 2220-2¼<br>762 (800-2¼) | 2220-2½<br>762 (800-2½) |

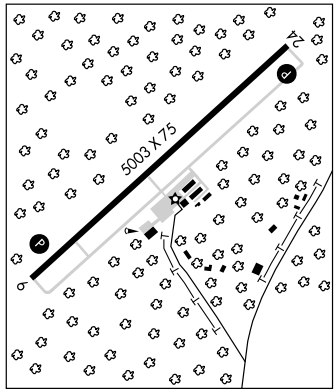
| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**CLARION CO** (AXQ) 3 NW UTC−5(−4DT) N41°13.50′ W79°26.53′
1458 B **FUEL** 100LL, JET A NOTAM FILE AOO
**RWY 06–24:** H5003X75 (ASPH) S–15 MIRL 0.5% up NE
**RWY 06:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Scrub trees.
**RWY 24:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1300–1700Z‡. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.275 (814) 227–2899.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 015° 4.8 NM to fld. 1520/06W.

DETROIT
H–10H, 12I, L–30H
IAP

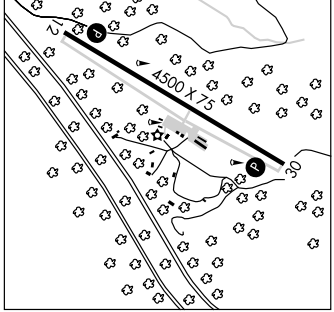



**CLARION** N41°08.78′ W79°27.48′ NOTAM FILE AOO.
**(L) VOR/DME** 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W. VOR portion unusable 215°–223°.
**RCO** 122.1R 112.9T (ALTOONA RADIO)

DETROIT
H–10H, L–30H

**CLEARFIELD–LAWRENCE** (FIG) 2 NE UTC−5(−4DT) N41°02.92′ W78°24.79′
1516 B **FUEL** 100LL, JET A NOTAM FILE FIG
**RWY 12–30:** H4500X75 (ASPH) S–12.5 MIRL
**RWY 12:** PAPI(P2L)—GA 3.1° TCH 29′.
**RWY 30:** REIL. PAPI(P4L)—GA 3.0°. TCH 27′.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. After hrs call 814–765–2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12–30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.275 (814) 765–9703.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 303° 20.7 NM to fld. 2440/10W.

DETROIT
L–30I
IAP



# RNAV (GPS) RWY 30

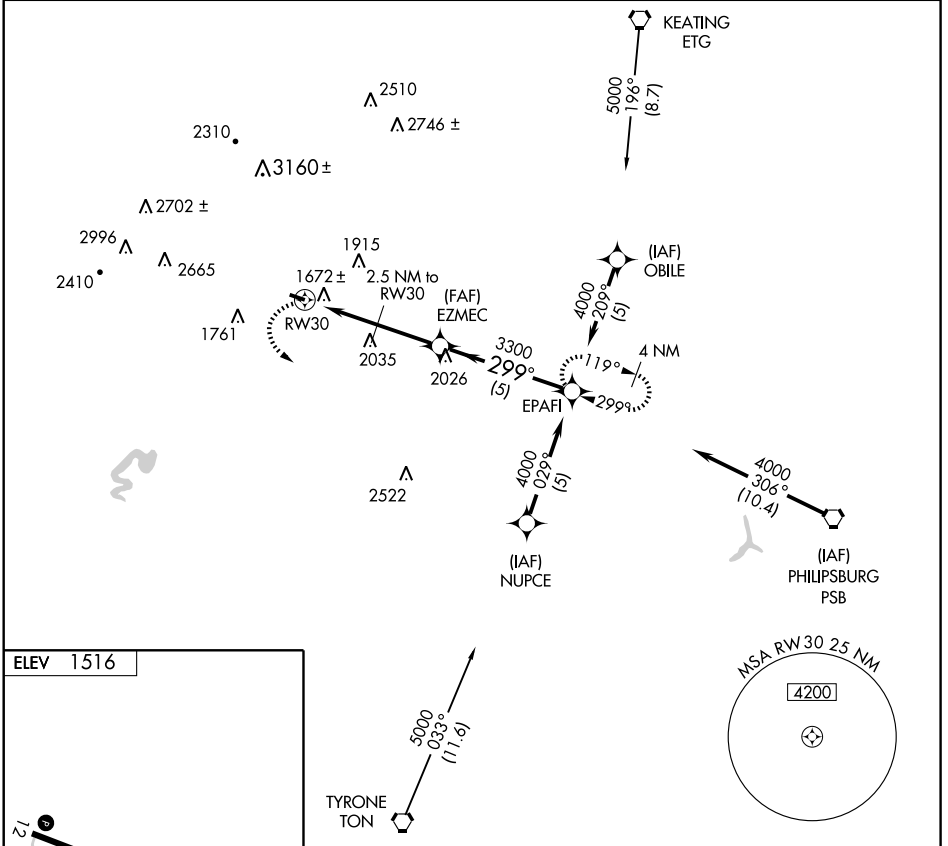
CLEARFIELD-LAWRENCE (FIG)

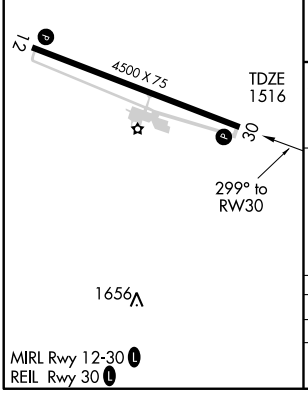
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 299° | TDZE | 1516 |
| | Apt Elev | 1516 |

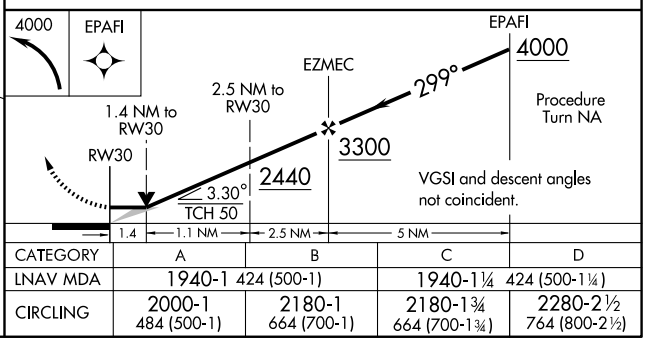
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000 direct EPAFI WP and hold.

| ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1 424 (500-1) | | 1940-1¼ 424 (500-1¼) | |
| CIRCLING | 2000-1 484 (500-1) | 2180-1 664 (700-1) | 2180-1¾ 664 (700-1¾) | 2280-2½ 764 (800-2½) |

MIRL Rwy 12-30 L
REIL Rwy 30 L



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NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 303° | Rwy Idg 4500<br>TDZE 1516<br>Apt Elev 1516 |
|---|---|---|

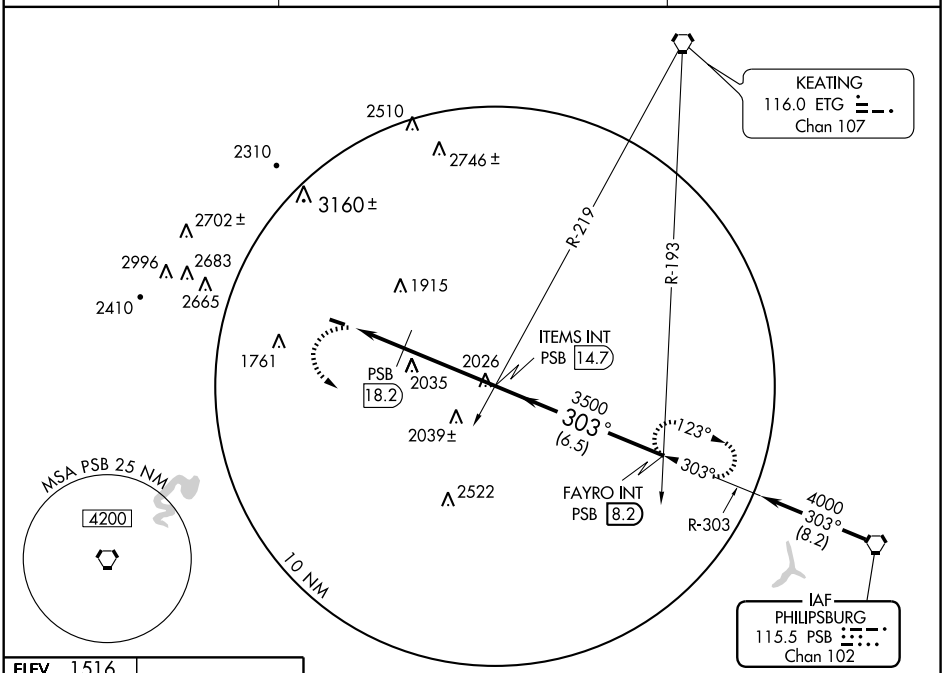
# VOR RWY 30

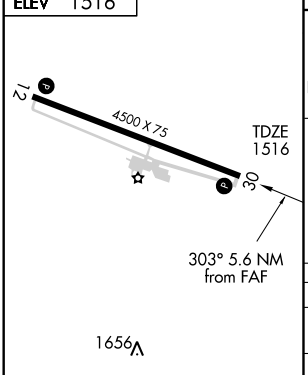
## CLEARFIELD-LAWRENCE (FIG)

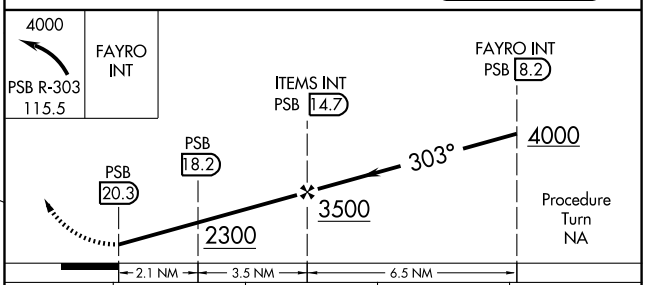
NA

MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

| ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| CIRCLING | 2300-1<br>784 (800-1) | 2300-1¼<br>784 (800-1¼) | 2300-2¼<br>784 (800-2¼) | 2300-2½<br>784 (800-2½) |
| DME MINIMUMS | | | | |
| S-30 | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2) | 2220-2¼<br>704 (800-2¼) |
| CIRCLING | 2220-1<br>704 (800-1) | 2220-1¼<br>704 (800-1¼) | 2220-2<br>704 (800-2) | 2280-2¾<br>764 (800-2¾) |

MIRL Rwy 12-30 L
REIL Rwy 30 L

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## COATESVILLE

**CHESTER CO G O CARLSON** (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**

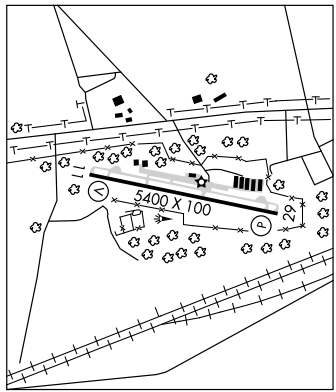
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12I, L–34G, A**

**RWY 11–29:** H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**

**RWY 11:** REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.

**RWY 29:** REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.

**AIRPORT REMARKS:** Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 126.25 (610) 384–6132

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**MODENA RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**

**ILS** 108.5 I–MQS Rwy 29. Class IA.

## COLLEGEVILLE

**PERKIOMEN VALLEY** (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**

277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**

**RWY 09–27:** H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**

**RWY 09:** Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**POTTSTOWN (L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

## COLUMBIA

**McGINNESS** (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**

334 NOTAM FILE IPT

**RWY 11–29:** 1850X120 (TURF)

**RWY 11:** Trees. **RWY 29:** Trees.

**RWY 08–26:** 1800X100 (TURF)

**RWY 08:** Trees. **RWY 26:** Brush.

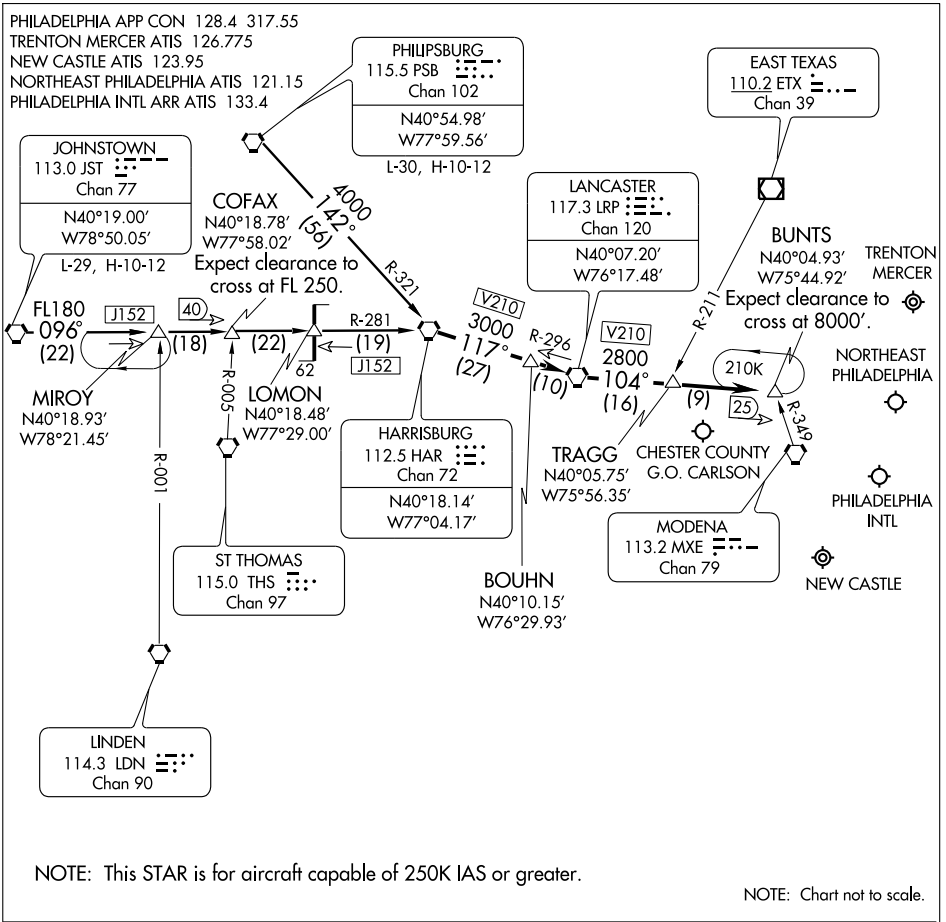
**AIRPORT REMARKS:** Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

# BUNTS ONE ARRIVAL






NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS1) 07298

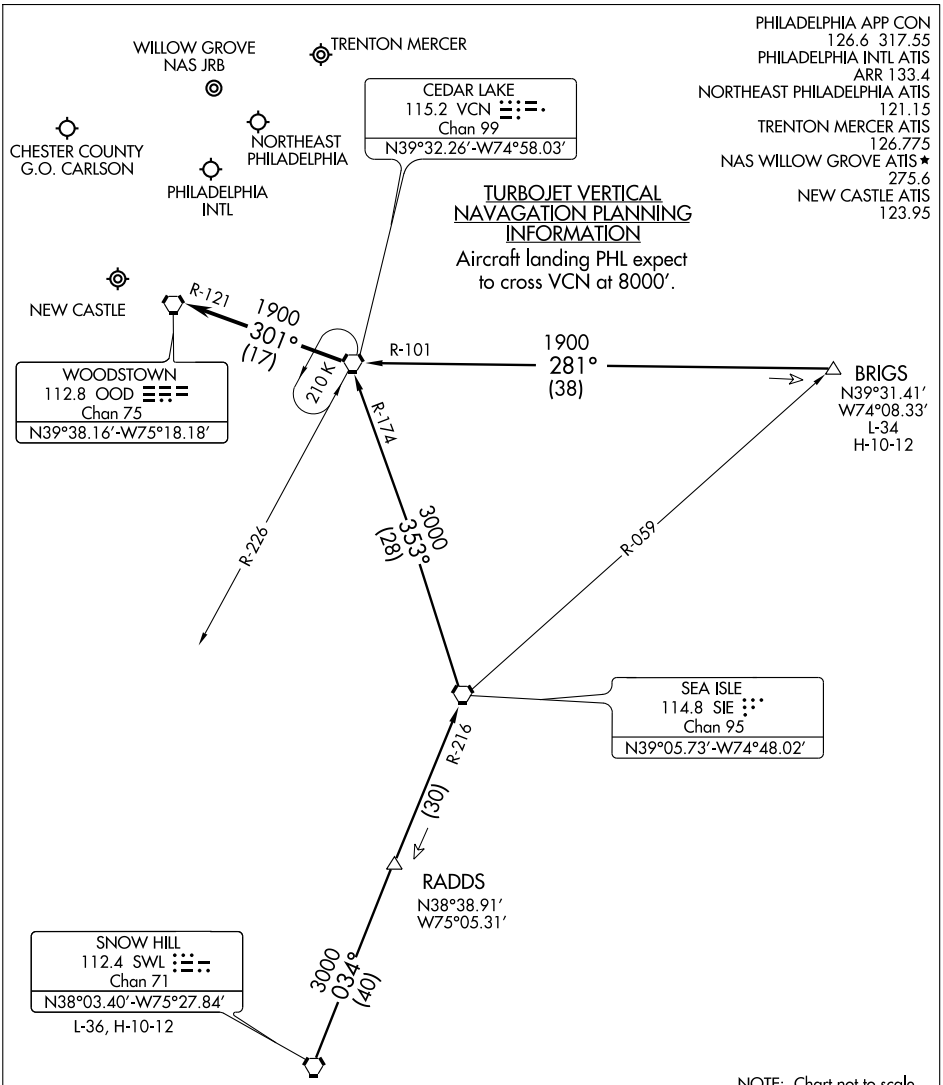
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# DUPONT FOUR ARRIVAL

(HEDGE.DPNT4) 08101

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

PHILADELPHIA INTL

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

HEDGE
N38°53.54′
W75°50.24′

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

R-195 14 R-270 210K R-346 14 015° (23) R-226 13 R-246 R-276 R-265 R-289 046° (13) 25 (9) 45 (15) 82 085° (35) R-133 R-248 R-226 R-234 18,000 064° (78) 18,000 042° (87) 4000 046° (30) R-334

N

NOTE: Chart not to scale.

ST-320 (FAA)

| LOC I-MQS | APP CRS | Rwy Idg | 5400 |
|---|---|---|---|
| 108.5 | 293° | TDZE | 660 |
| | | Apt Elev | 660 |

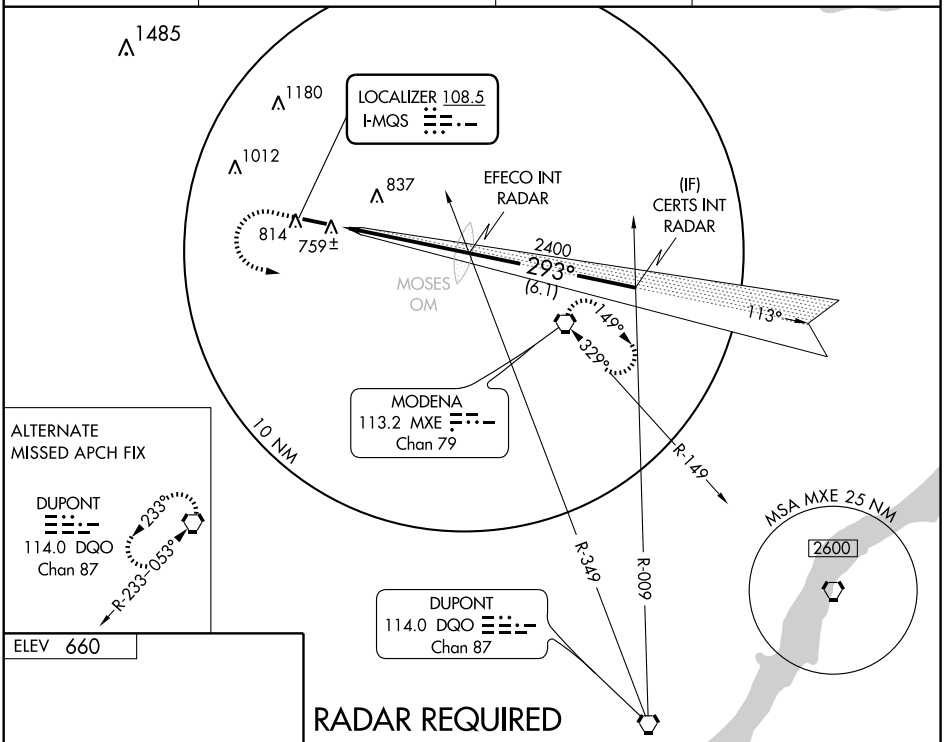
# ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

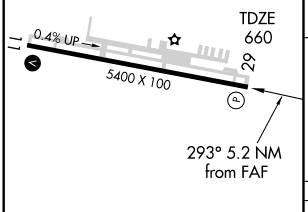
| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 126.25 | 124.35 | 319.15 | 125.6 | 122.7 (CTAF) L |




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

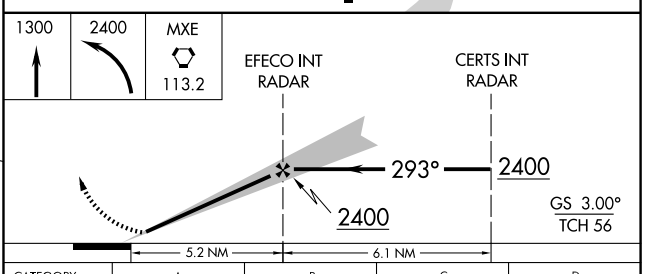
ELEV 660




HIRL Rwy 11-29 L
REIL Rwy 11-29 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 919-1 259 (300-1) | | | |
| S-LOC 29 | 1040-1 380 (400-1) | | | 1040-1¼ 380 (400-1¼) |
| CIRCLING | 1120-1 460 (500-1) | | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

| WAAS | APP CRS | Rwy Idg | 5400 |
|---|---|---|---|
| CH 63006 | 113° | TDZE | 644 |
| W11A | | Apt Elev | 660 |

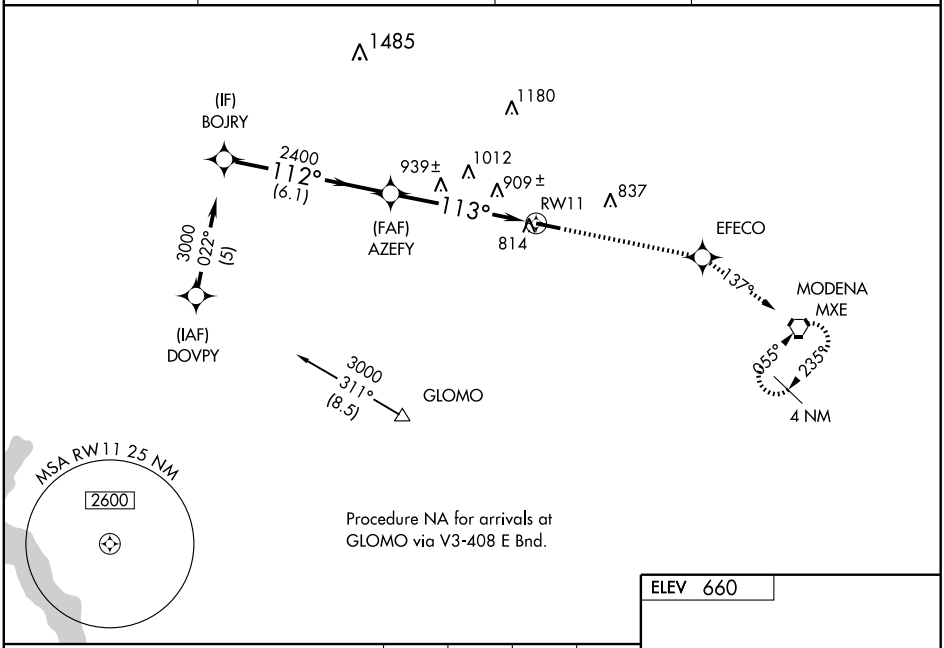
# RNAV (GPS) RWY 11

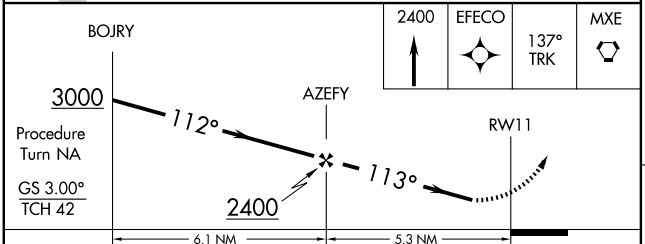
## COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

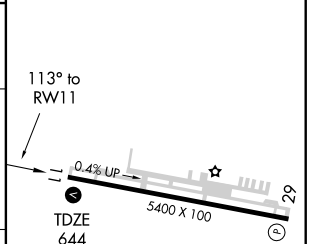
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.25 | 124.35 319.15 | 125.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 955-1 | 311 (300-1) | |
| LNAV/VNAV DA | | 1274-2 ¼ | 630 (700-2¼) | |
| LNAV MDA | 1200-1 556 (600-1) | | 1200-1½ 556 (600-1½) | 1200-1¾ 556 (600-1¾) |
| CIRCLING | 1200-1 540 (600-1) | | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

HIRL Rwy 11-29 L
REIL Rwy 11-29 L



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NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5400 |
|---|---|---|---|
| CH 82506 | 293° | TDZE | 660 |
| W29A | | Apt Elev | 660 |

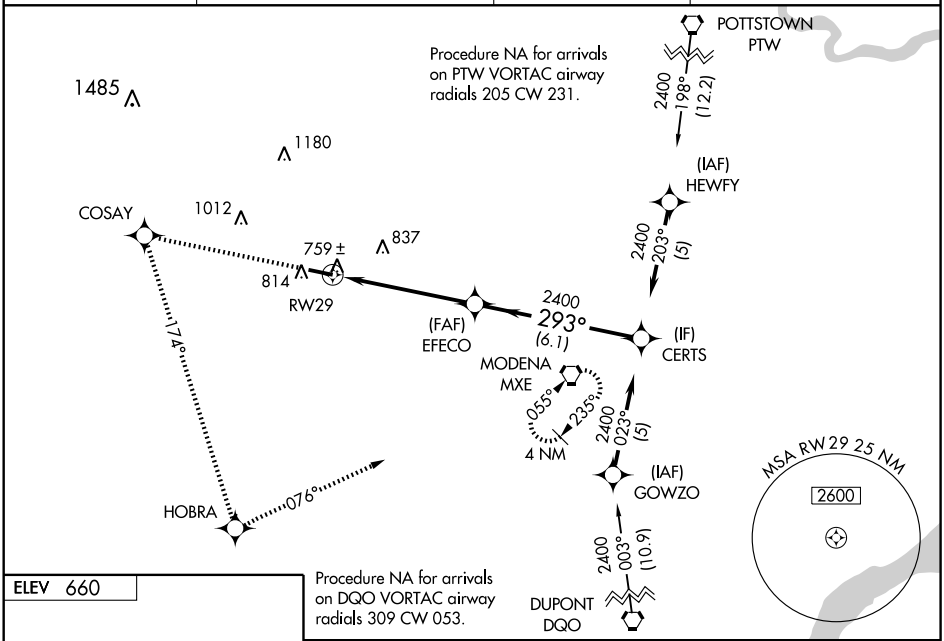
# RNAV (GPS) RWY 29

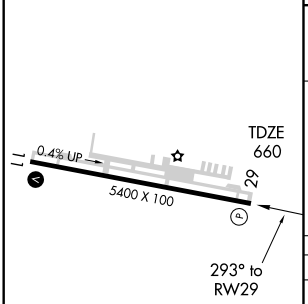
## COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

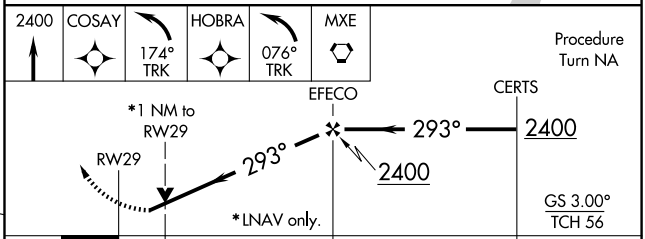
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.25 | 124.35 319.15 | 125.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 938-1 | 278 (300-1) | | |
| LNAV/VNAV DA | 1029-1¼ | 369 (400-1¼) | | |
| LNAV MDA | 1020-1 | 360 (400-1) | | 1020-1¼ 360 (400-1¼) |
| CIRCLING | 1120-1 | 460 (500-1) | 1220-1½ 560 (600-1½) | 1240-2 580 (600-2) |

HIRL Rwy 11-29 L
REIL Rwy 11-29 L




NE-4, 26 AUG 2010 to 23 SEP 2010

## COATESVILLE

**CHESTER CO G O CARLSON** (MQS) 2 W UTC−5(−4DT) N39°58.74′ W75°51.93′ **WASHINGTON**

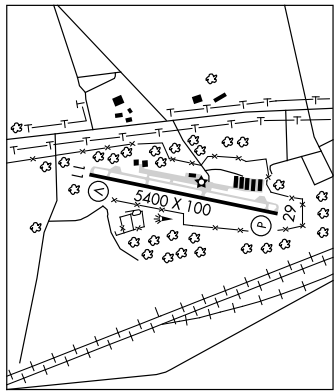
660 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT **H–10I, 12I, L–34G, A**

**RWY 11–29:** H5400X100 (ASPH–GRVD) S–30, D–48 HIRL 0.4% up E. **IAP**

**RWY 11:** REIL VASI(V4R)—GA 3.0° TCH 51′. Pole.

**RWY 29:** REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.

**AIRPORT REMARKS:** Attended continuously. For service after hrs ctc 484–880–2959. Migratory birds and deer on and invof arpt. Helicopter ops invof arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt dalgt hours; standard obstruction lgt ngt hours. Noise abatement procedures in effect ctc FBO 610–384–9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 126.25 (610) 384–6132

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**MODENA RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 301° 9.7 NM to fld. 474/09W. **HIWAS.**

**ILS** 108.5 I–MQS Rwy 29. Class IA.

## COLLEGEVILLE

**PERKIOMEN VALLEY** (N1Ø) 2 NE UTC−5(−4DT) N40°12.24′ W75°25.82′ **NEW YORK**

277 B **FUEL** 100LL NOTAM FILE IPT **L–34G, A**

**RWY 09–27:** H2880X40 (ASPH) S–12.5 LIRL(NSTD) 1.0% up E **IAP**

**RWY 09:** Thld dsplcd 420′. Trees. **RWY 27:** Thld dsplcd 370′. Trees.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE LIRL Rwy 09–27 and rotating bcn—CTAF. Rwy 09–27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtd with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150′ down rwy from thld markings. Rwy 09–27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**POTTSTOWN (L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 109° 6.1 NM to fld. 290/09W.

## COLUMBIA

**McGINNESS** (8N7) 1 SE UTC−5(−4DT) N40°01.51′ W76°29.23′ **NEW YORK**

334 NOTAM FILE IPT

**RWY 11–29:** 1850X120 (TURF)

**RWY 11:** Trees. **RWY 29:** Trees.

**RWY 08–26:** 1800X100 (TURF)

**RWY 08:** Trees. **RWY 26:** Brush.

**AIRPORT REMARKS:** Attended continuously. Snow removal not avbl during winter months. Rwy 08–26 and Rwy 11–29 marked with painted tires and V–boards.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 088° | TDZE | N/A |
| | Apt Elev | 277 |

# RNAV (GPS)-B

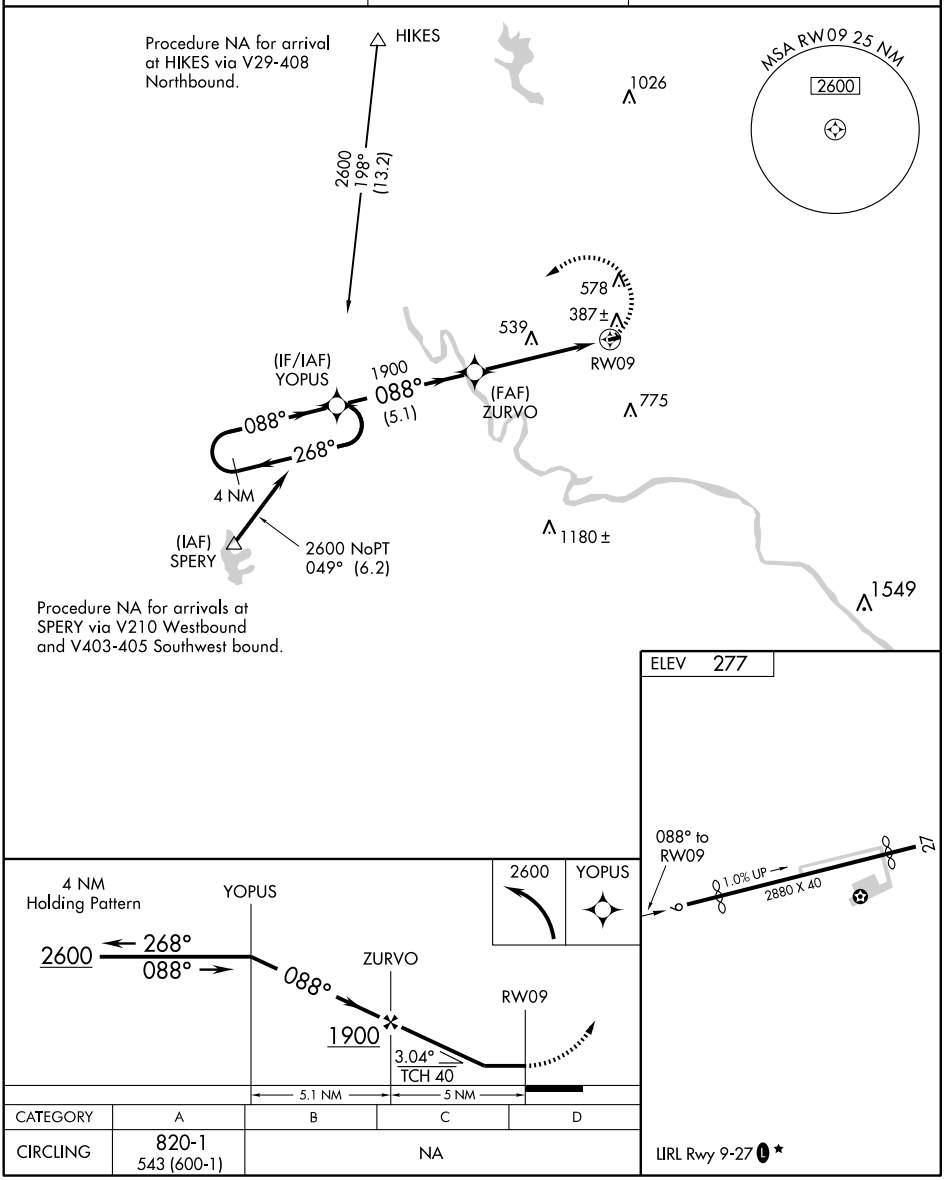
## COLLEGEVILLE / PERKIOMEN VALLEY (N10)

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl. altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct YOPUS and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1<br>543 (600-1) | NA | | |

LIRL Rwy 9-27 ★



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS)-C

COLLEGEVILLE / PERKIOMEN VALLEY (N10)

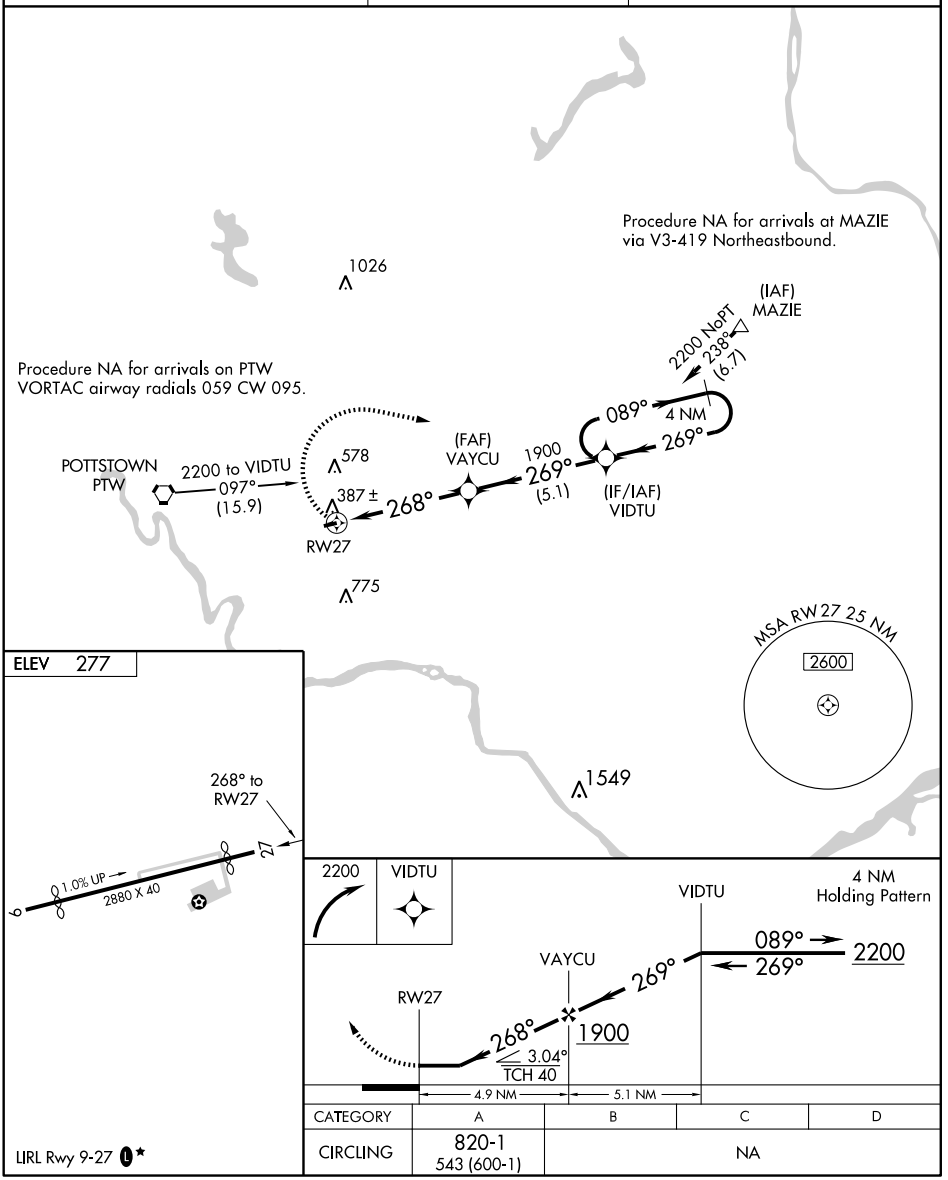
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 268° | TDZE | N/A |
| | Apt Elev | 277 |

DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl.altimeter setting and increase MDA 80 feet.

NA

MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1<br>543 (600-1) | NA | | |

LIRL Rwy 9-27




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC PTW 116.5 Chan 112 | APP CRS 110° | Rwy Idg N/A TDZE N/A Apt Elev 277 |
|---|---|---|

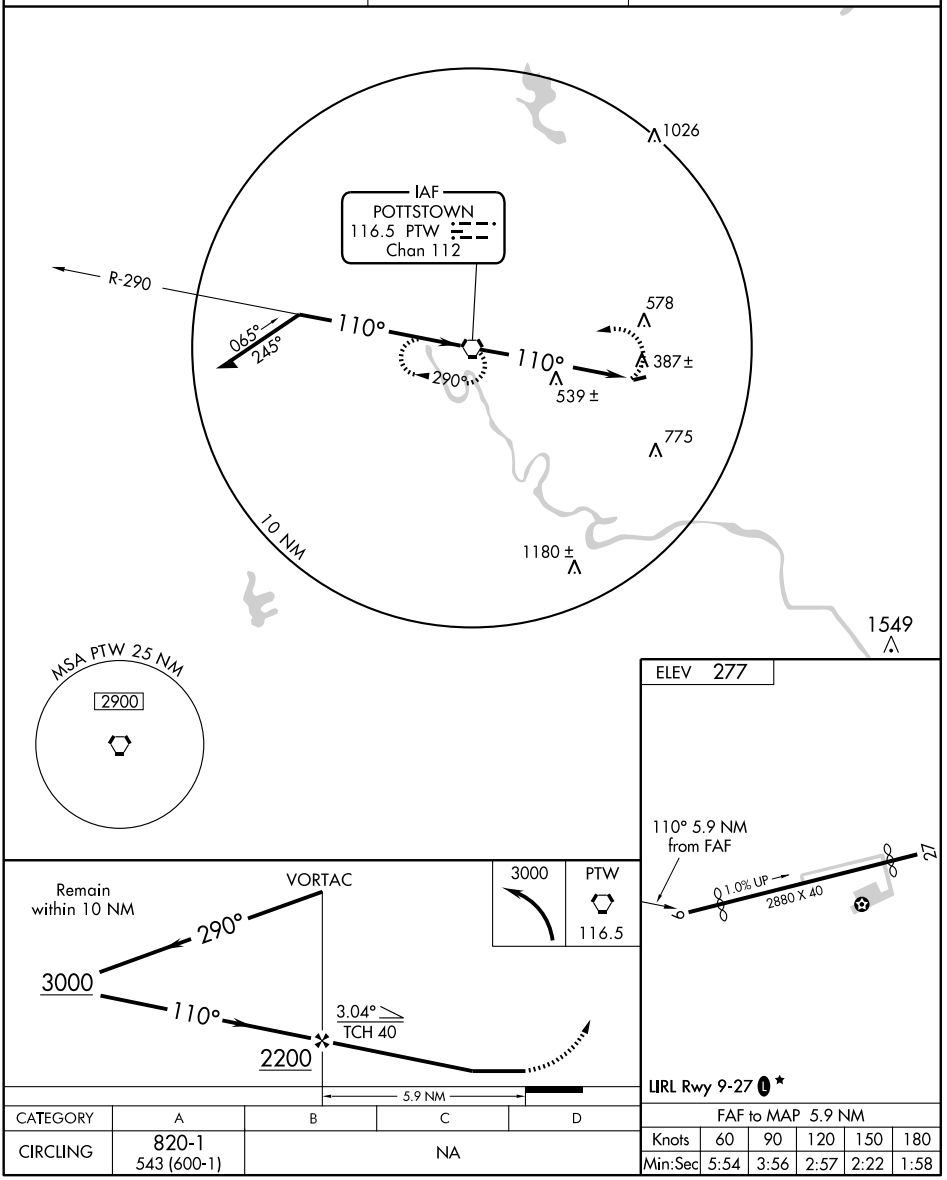
# VOR-A

## COLLEGEVILLE / PERKIOMEN VALLEY (N10)

Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct PTW VORTAC and hold, continue climb-in-hold to 3000.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.85 263.125 | 118.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1 543 (600-1) | NA | | |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

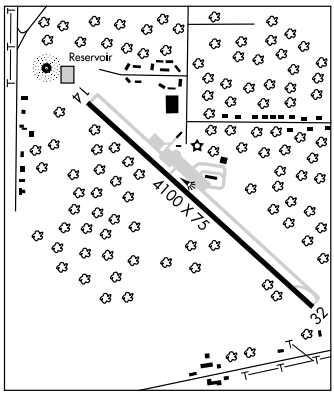
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## CONNELLSVILLE

**JOSEPH A. HARDY CONNELLSVILLE** (VVS) 4 SW UTC−5(−4DT) N39°57.55′ W79°39.43′ — CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO — L–29C
**RWY 05–23:** H3458X100 (ASPH) S–12.5 MIRL 1.2% up NE — IAP
**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
**RWY 14–32:** H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
**RWY 14:** PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
**AIRPORT REMARKS:** Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. REIL Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05–23 and 14–32—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
**WEATHER DATA SOURCES:** AWOS–3 133.32 724–626–8745
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 13.8 NM to fld. 2820/06W.
**CAMOR NDB (MHW/LOM)** 299 VV N39°52.97′ W79°44.68′ 049° 6.1 NM to fld. Unusable beyond 10 NM.
**ILS** 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

**CORRY–LAWRENCE** (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ — DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO — L–30H
**RWY 14–32:** H4100X75 (ASPH) S–12.5 MIRL — IAP
**RWY 14:** REIL. Bldg. **RWY 32:** REIL.
**AIRPORT REMARKS:** Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**TIDIOUTE RCO** 122.1R 117.6T (ALTOONA RADIO)
**ERIE APP CON** 121.0 126.05 (1100–0500Z‡)
**ERIE DEP CON** 121.0 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
**NDB (MHW)** 258 ORJ N41°54.76′ W79°38.91′ at fld.




**COVE VALLEY** (See WILLIAMSBURG)

## CRESCO

**ROCKY HILL ULTRALIGHT** (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ — NEW YORK
1240 NOTAM FILE IPT
**RWY 09–27:** 1000X100 (TURF)
**AIRPORT REMARKS:** Unattended.
**COMMUNICATIONS: CTAF** 122.9

**CRYSTAL LAKE** N41°12.62′ W75°49.91′ NOTAM FILE AVP. — NEW YORK
**NDB (MHW)** 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. — L–30K

**DANVILLE** (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ — NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT — L–30J
**RWY 09–27:** H3000X60 (ASPH) S–125 MIRL
**RWY 09:** Trees. **RWY 27:** Trees.
**AIRPORT REMARKS:** Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

| LOC I-VVS | APP CRS | Rwy Idg | 3458 |
|---|---|---|---|
| 110.7 | 049° | TDZE | 1261 |
| | | Apt Elev | 1267 |

# LOC RWY 5

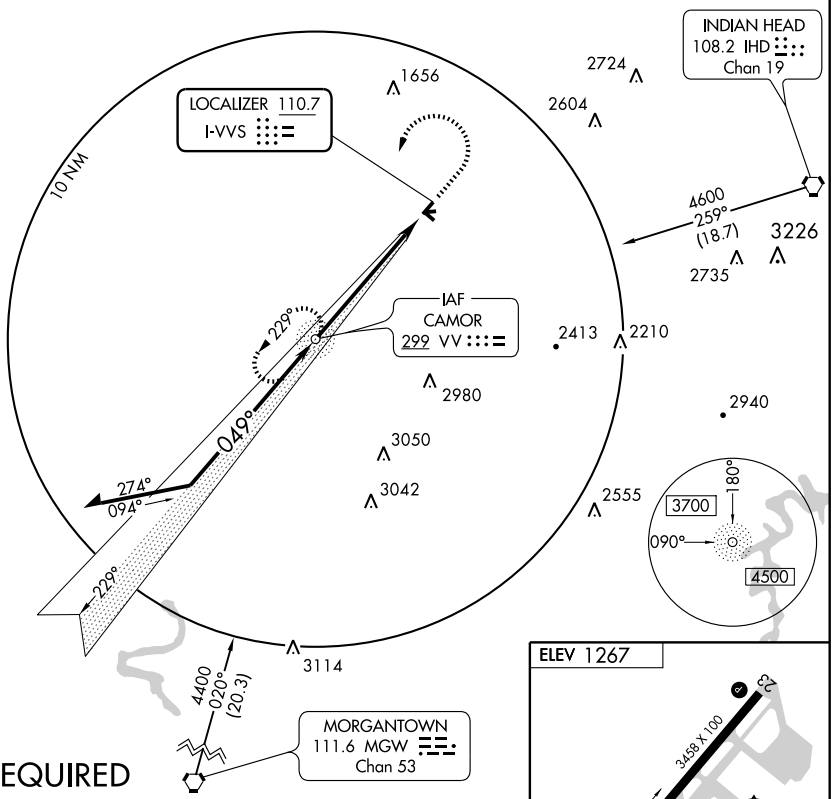
## CONNELLSVILLE / JOSEPH A. HARDY CONNELLSVILLE (VVS)

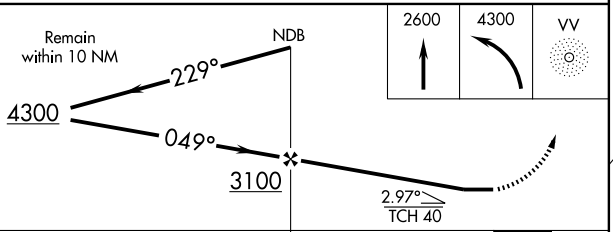
T ADF required. When local altimeter setting not received, use Morgantown, WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility ¼ mile.

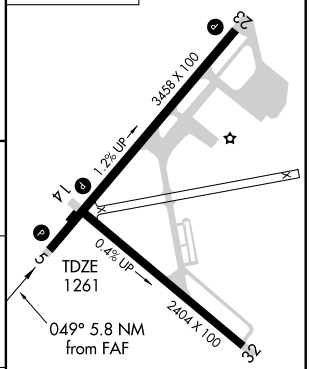
NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct VV NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.32 | 124.4 327.1 | 122.8 (CTAF) L |




REIL Rwy 5 L
MIRL Rwy 5-23 and 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1660-1 399 (400-1) | | | NA |
| CIRCLING | 1960-1 693 (700-1) | 2120-1¼ 853 (900-1¼) | 2220-3 953 (1000-3) | NA |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

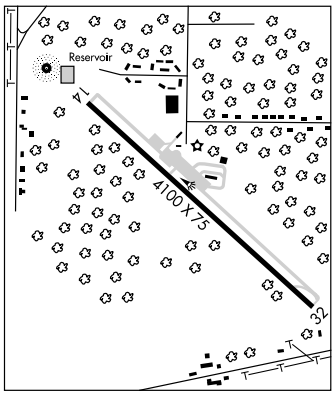


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## CONNELLSVILLE

**JOSEPH A. HARDY CONNELLSVILLE** (VVS) 4 SW UTC−5(−4DT) N39°57.55′ W79°39.43′ — CINCINNATI
1267 B S2 **FUEL** 100LL, JET A TPA—2067(800) NOTAM FILE AOO — L–29C
**RWY 05–23:** H3458X100 (ASPH) S–12.5 MIRL 1.2% up NE — IAP
**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. **RWY 23:** PAPI(P2R)—GA 3.0° TCH 20′. Brush.
**RWY 14–32:** H2404X100 (ASPH) S–12.5 MIRL 0.4% up SE
**RWY 14:** PAPI(P2L)—GA 3.0° TCH 40′. Brush. **Rwy 32:** Trees.
**AIRPORT REMARKS:** Attended 1300–0000Z‡. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315′ relocated thld, Rwy 32 has a 260′ relocated thld for taxi only. REIL Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05–23 and 14–32—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.
**WEATHER DATA SOURCES:** AWOS–3 133.32 724–626–8745
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 272° 13.8 NM to fld. 2820/06W.
**CAMOR NDB (MHW/LOM)** 299 VV N39°52.97′ W79°44.68′ 049° 6.1 NM to fld. Unusable beyond 10 NM.
**ILS** 110.7 I–VVS Rwy 05. LOM CAMOR NDB. LOC only. LOC unmonitored indef.

**CORRY–LAWRENCE** (8G2) 1 S UTC−5(−4DT) N41°54.45′ W79°38.46′ — DETROIT
1766 B **FUEL** 100LL, JET A NOTAM FILE AOO — L–30H
**RWY 14–32:** H4100X75 (ASPH) S–12.5 MIRL — IAP
**RWY 14:** REIL. Bldg. **RWY 32:** REIL.
**AIRPORT REMARKS:** Attended irregularly. Birds on and invof arpt. Rwy 14–32 cracks developing causing some uneven pavement. ACTIVATE MIRL Rwy 14–32 and REIL Rwys 14 and 32—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**TIDIOUTE RCO** 122.1R 117.6T (ALTOONA RADIO)
**ERIE APP CON** 121.0 126.05 (1100–0500Z‡)
**ERIE DEP CON** 121.0 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 328° 15.4 NM to fld. 1710/09W.
**NDB (MHW)** 258 ORJ N41°54.76′ W79°38.91′ at fld.




**COVE VALLEY** (See WILLIAMSBURG)

## CRESCO

**ROCKY HILL ULTRALIGHT** (48P) 1 SE UTC−5(−4DT) N41°08.87′ W75°16.50′ — NEW YORK
1240 NOTAM FILE IPT
**RWY 09–27:** 1000X100 (TURF)
**AIRPORT REMARKS:** Unattended.
**COMMUNICATIONS: CTAF** 122.9

**CRYSTAL LAKE** N41°12.62′ W75°49.91′ NOTAM FILE AVP. — NEW YORK
**NDB (MHW)** 410 CYE 044° 9.1 NM to Wilkes–Barre/Scranton Intl. NDB unusable beyond 15 NM. — L–30K

**DANVILLE** (8N8) 3 SW UTC−5(−4DT) N40°56.90′ W76°38.64′ — NEW YORK
559 B S4 **FUEL** 100LL NOTAM FILE IPT — L–30J
**RWY 09–27:** H3000X60 (ASPH) S–125 MIRL
**RWY 09:** Trees. **RWY 27:** Trees.
**AIRPORT REMARKS:** Unattended. Call ahead 570–336–7639, 570–784–6289. ACTIVATE MIRL Rwy 09–27 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40′ W76°39.92′ 177° 4.6 NM to fld. 1000/09W.

| NDB ORJ 258 | APP CRS 128° | Rwy Idg 4100<br>TDZE 1747<br>Apt Elev 1766 |
|---|---|---|

# NDB RWY 14

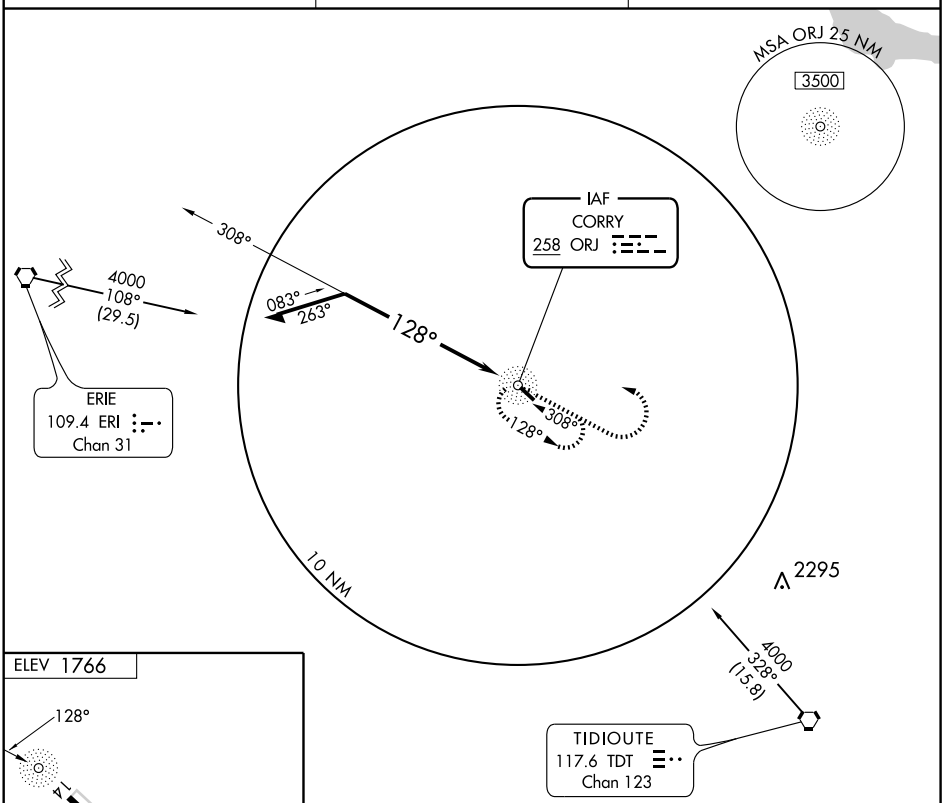
## CORRY-LAWRENCE (8G2)

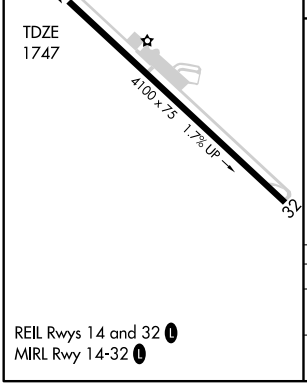
NA

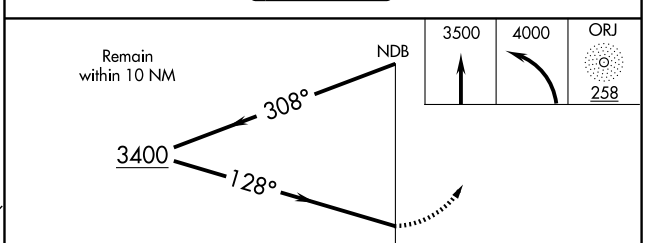
Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2400-1 | 653 (700-1) | 2400-1¾<br>653 (700-1¾) | NA |
| CIRCLING | 2400-1 | 634 (700-1) | 2400-1¾<br>634 (700-1¾) | NA |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

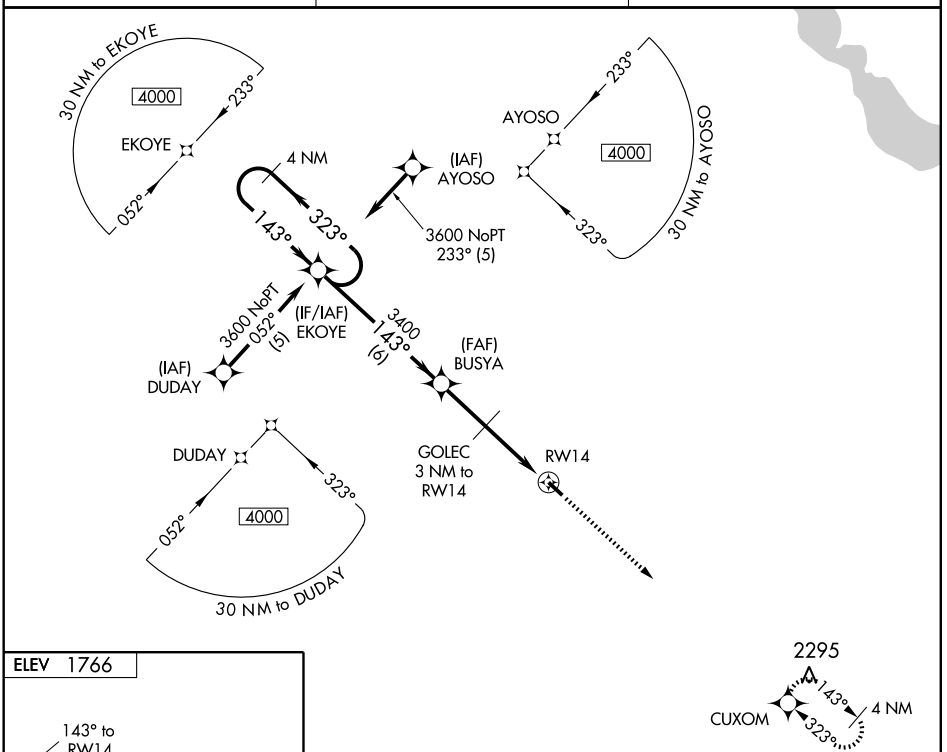
## CORRY-LAWRENCE (8G2)

| APP CRS | Rwy Idg | 4100 |
|---|---|---|
| 143° | TDZE | 1747 |
| | Apt Elev | 1766 |

Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

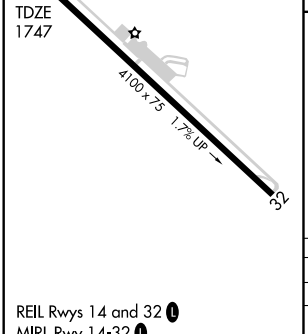
MISSED APPROACH: Climb to 3600 direct CUXOM WP and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |

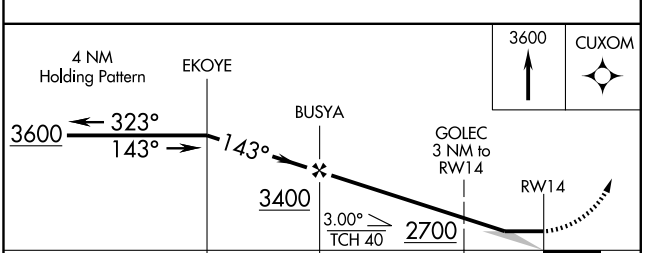









REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1 353 (400-1) | | | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4100 |
|---|---|---|
| 323° | TDZE | 1766 |
| | Apt Elev | 1766 |

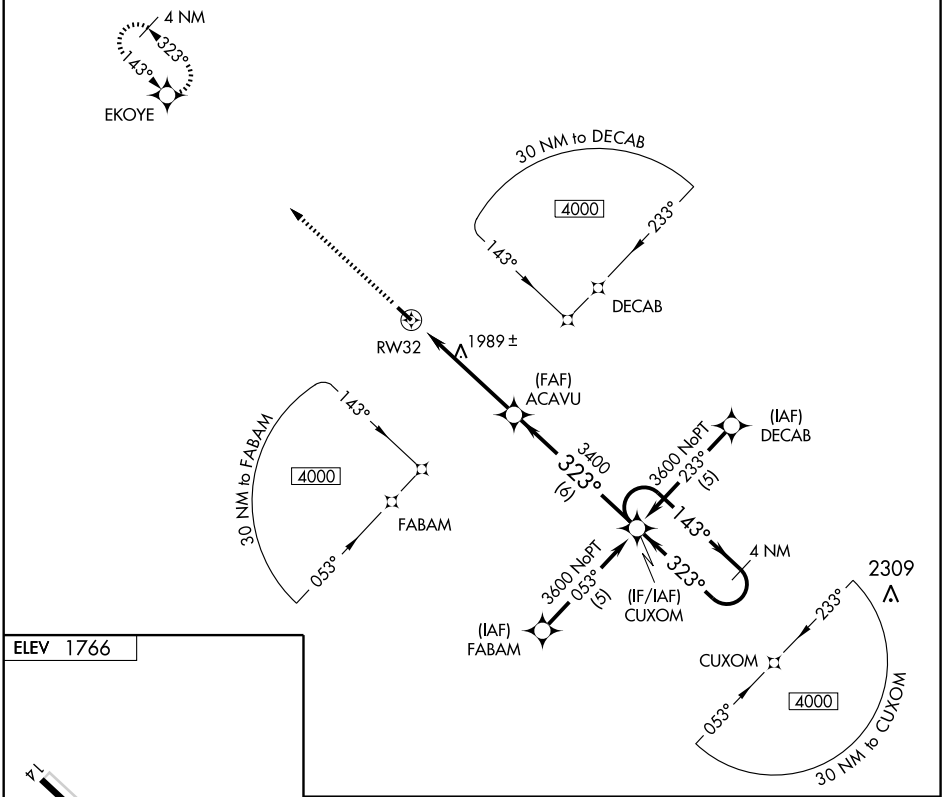
# RNAV (GPS) RWY 32
## CORRY-LAWRENCE (8G2)

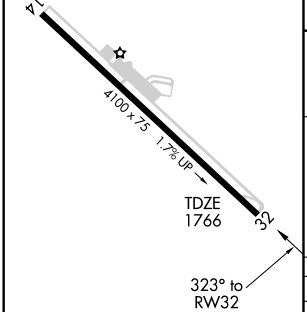
T
NA

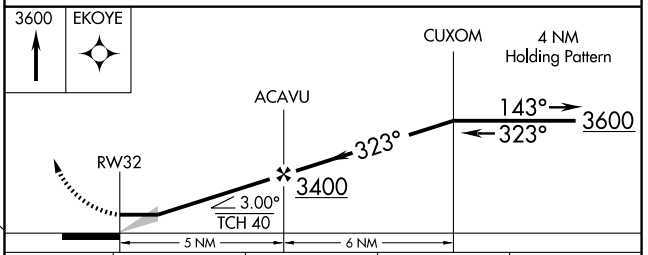
Use Jamestown, NY altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct EYOKE WP and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON ★ | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2300-1 534 (600-1) | | 2300-1½ 534 (600-1½) | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC TDT | APP CRS | Rwy Idg 4100 |
|---|---|---|
| 117.6 | 329° | TDZE 1766 |
| Chan 123 | | Apt Elev 1766 |

# VOR RWY 32

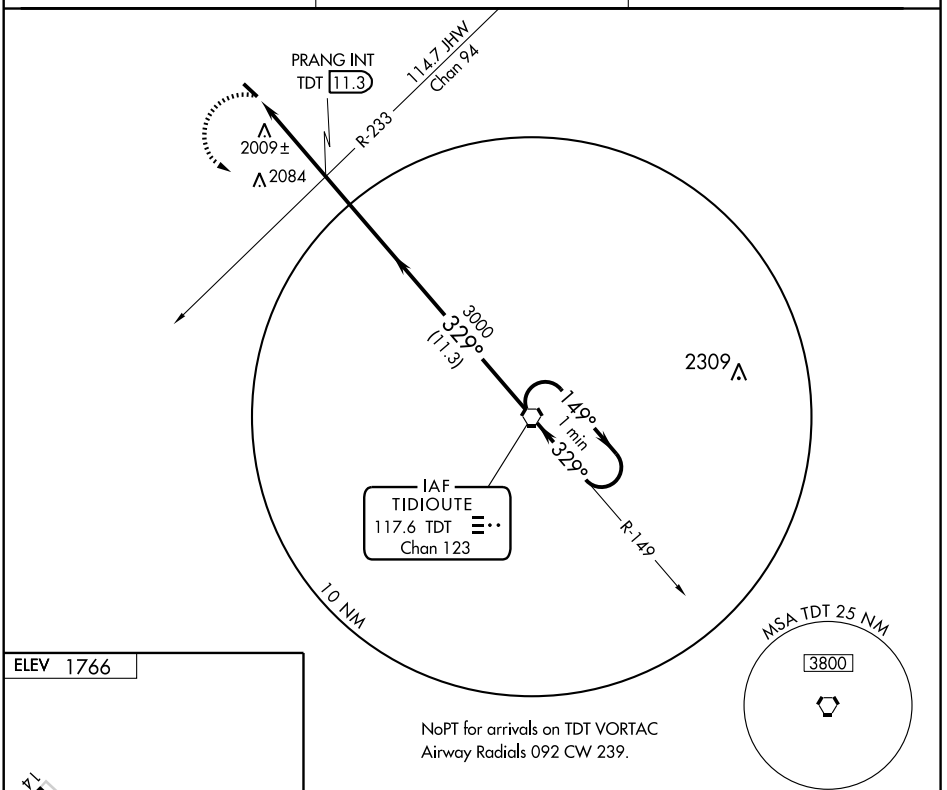
## CORRY-LAWRENCE (8G2)

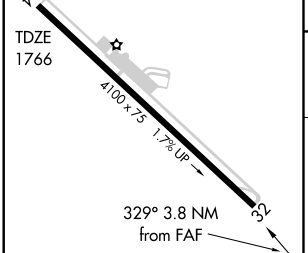
NA

Use Jamestown, NY altimeter setting.

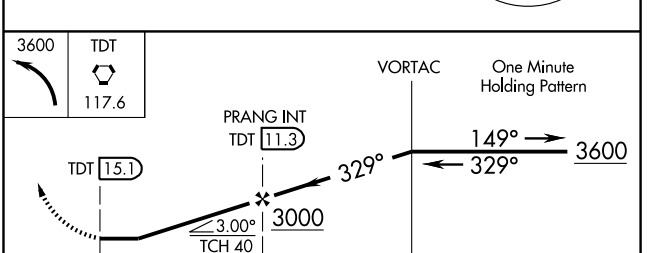
MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

| JAMESTOWN AWOS-3 | ERIE APP CON * | UNICOM |
|---|---|---|
| 118.425 | 121.0 257.8 | 122.8 (CTAF) L |




| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 2320-1 | 554 (600-1) | 2320-1½ 554 (600-1½) | NA |
| CIRCLING | 2340-1 574 (600-1) | 2380-1 614 (700-1) | 2380-1¾ 614 (700-1¾) | NA |

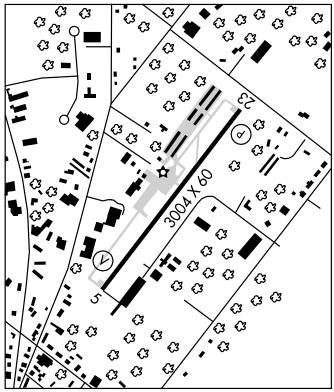


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

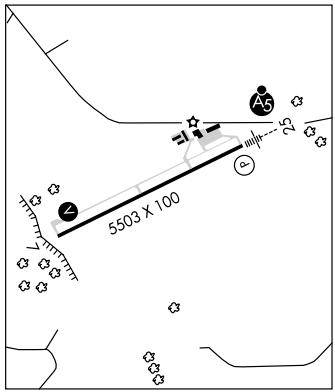
**DECK** (See MYERSTOWN)

**DONEGAL SPRINGS AIRPARK** (See MOUNT JOY/MARIETTA)

**DOYLESTOWN** (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ NEW YORK
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL L–34G, A
**RWY 05–23:** H3004X60 (ASPH) S–12 MIRL IAP
**RWY 05:** SAVASI(S2L)—GA 5.0°. Tree.
**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
**AIRPORT REMARKS:** Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.875 (215) 345–0392.
**COMMUNICATIONS: CTAF/UNICOM** 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
**CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.




**DUBOIS RGNL** (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ DETROIT
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A H–10H, 12I, L–30I
NOTAM FILE DUJ IAP
**RWY 07–25:** H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
**RWY 07:** REIL. VASI(V4L)—GA 3.0°TCH 30′.
**RWY 25:** MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 07:** TORA–5504 TODA–5504 ASDA–5504 LDA–5504
**RWY 25:** TORA–5504 TODA–5504 ASDA–5504 LDA–5504
**AIRPORT REMARKS:** Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.025 (814) 328–5140.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
**AIRSPACE: CLASS E** svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
**ILS** 109.9 I–DUJ Rwy 25. ILS unmonitored.



# RNAV (GPS) RWY 5

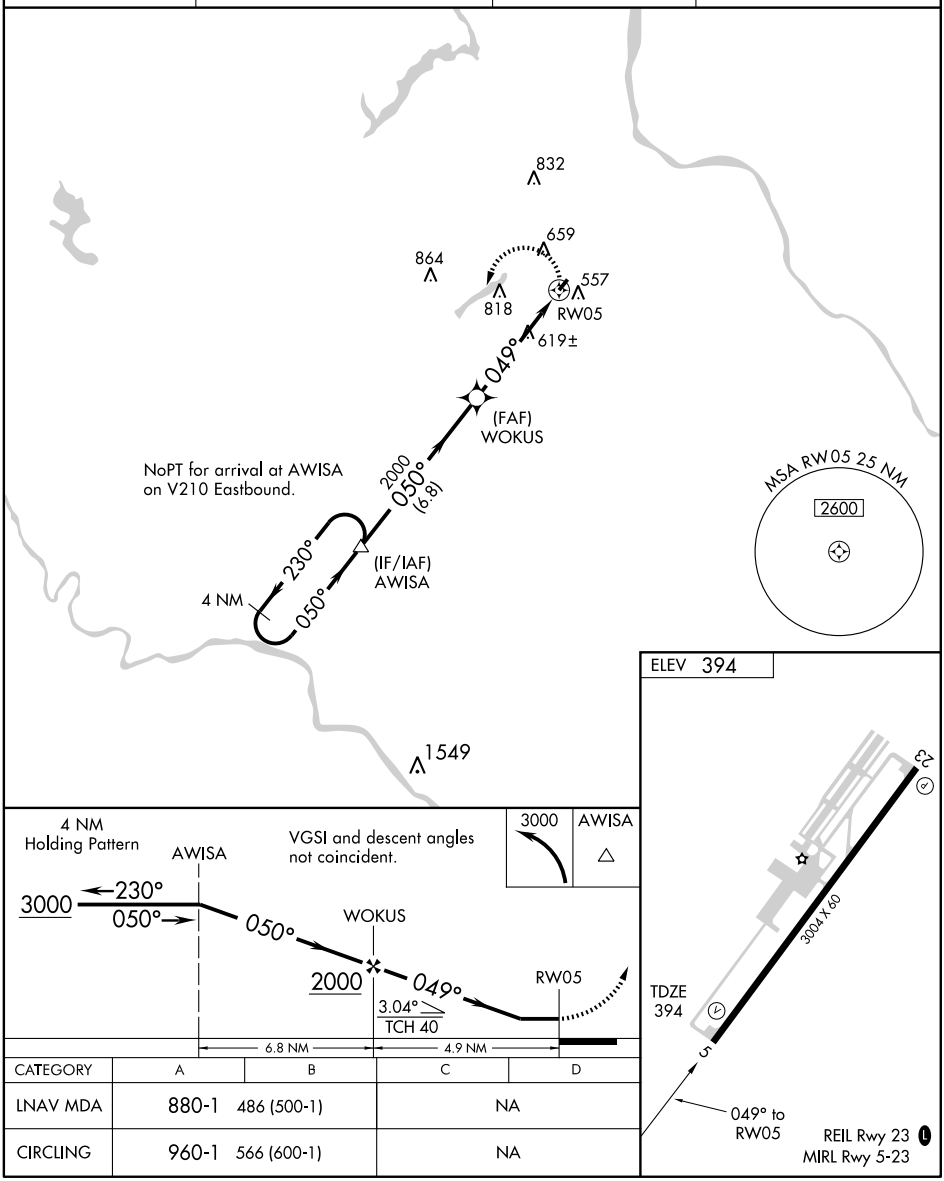
DOYLESTOWN (DYL)

| APP CRS | Rwy Idg | 3004 |
|---|---|---|
| 049° | TDZE | 394 |
| | Apt Elev | 394 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.875 | 123.8 291.7 | 118.55 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 | 486 (500-1) | NA | |
| CIRCLING | 960-1 | 566 (600-1) | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23

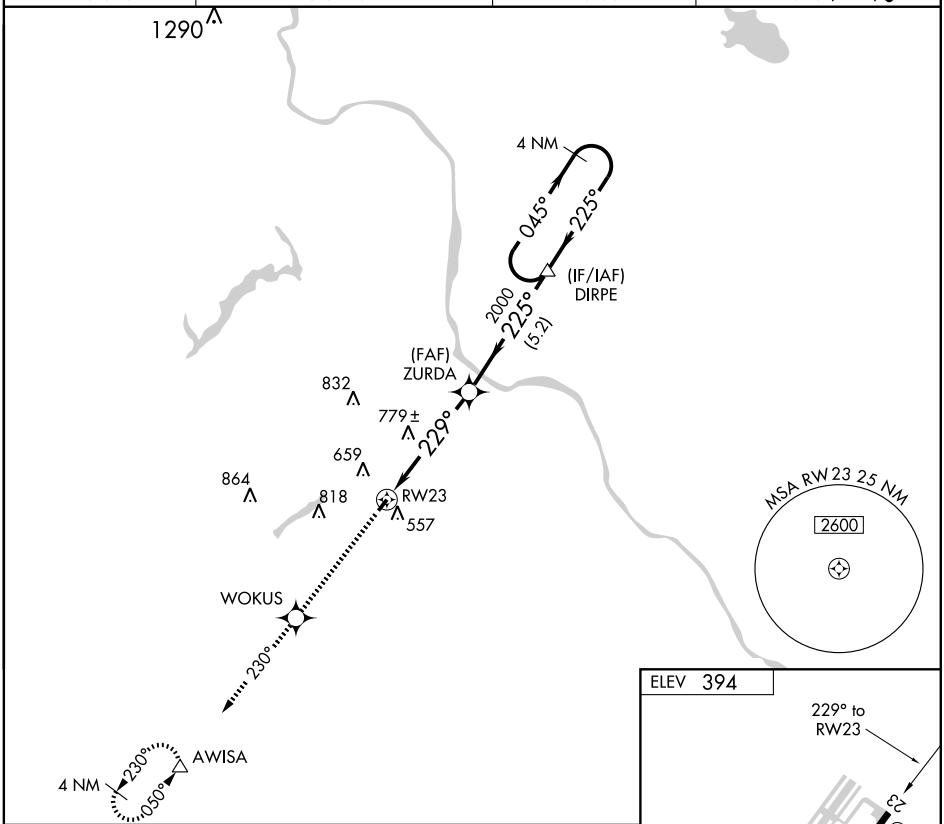
DOYLESTOWN (DYL)

| APP CRS | Rwy Idg | 3004 |
|---|---|---|
| 229° | TDZE | 394 |
| | Apt Elev | 394 |

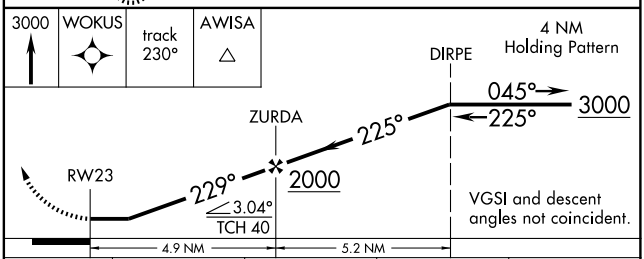
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

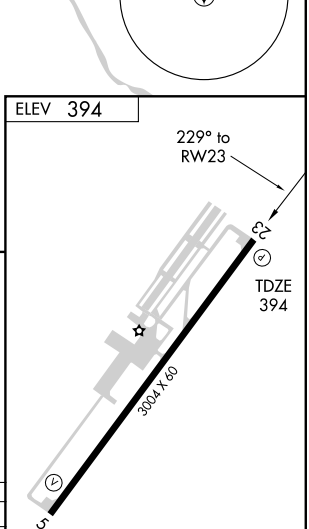
MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.875 | 123.8 291.7 | 118.55 | 122.975 (CTAF) L |




| 3000 | WOKUS | track 230° | AWISA |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 646 (700-1) | | NA | |
| CIRCLING | 1040-1 646 (700-1) | | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

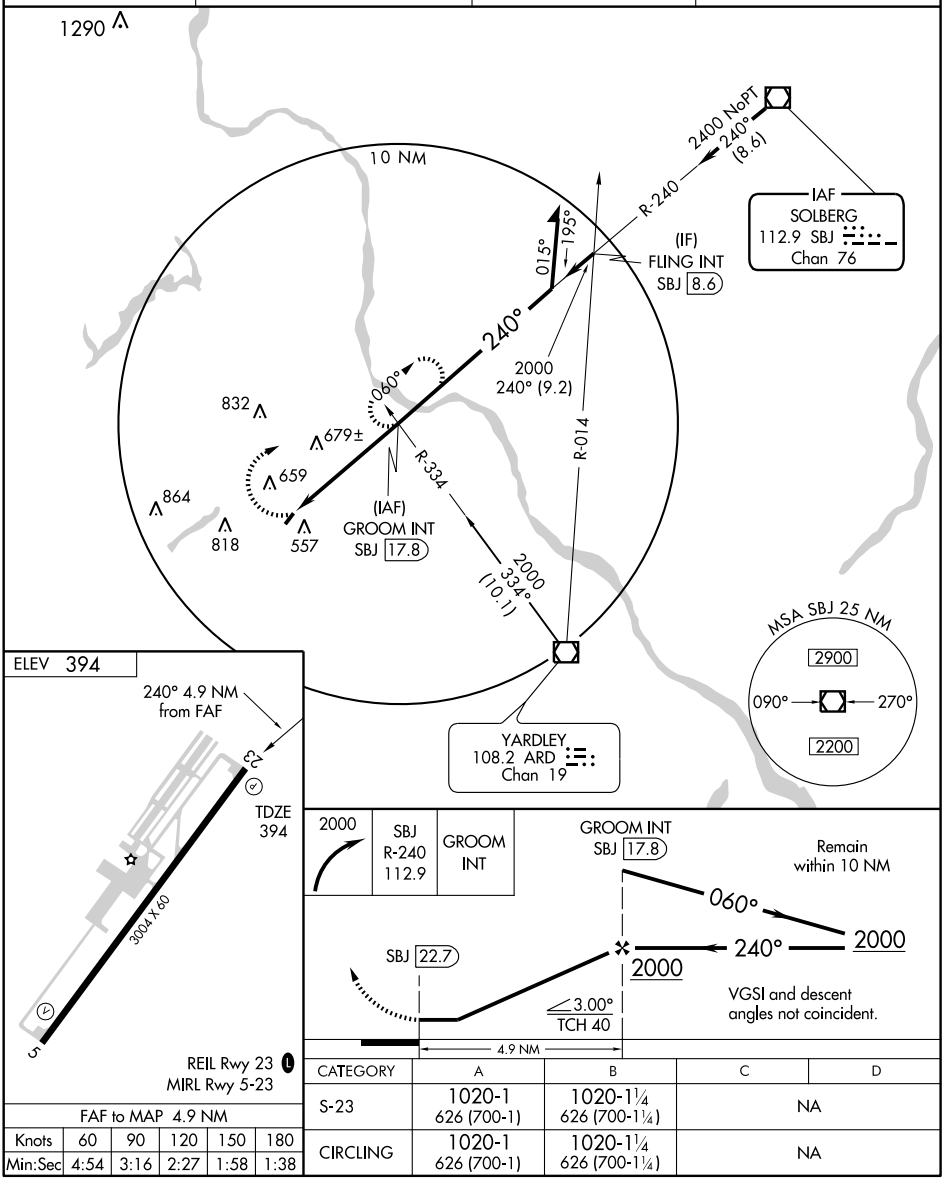
| VOR/DME SBJ | APP CRS | Rwy Idg | 3004 |
|---|---|---|---|
| 112.9 | 240° | TDZE | 394 |
| Chan 76 | | Apt Elev | 394 |

# VOR RWY 23
## DOYLESTOWN (DYL)

If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.875 | 123.8 291.7 | 118.55 | 122.975 (CTAF) |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1020-1<br>626 (700-1) | 1020-1¼<br>626 (700-1¼) | NA | |
| CIRCLING | 1020-1<br>626 (700-1) | 1020-1¼<br>626 (700-1¼) | NA | |

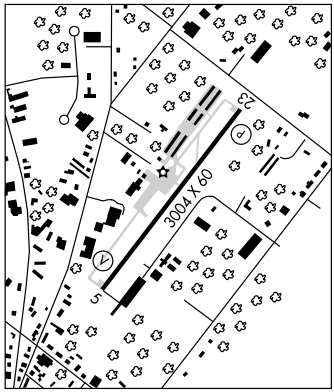


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

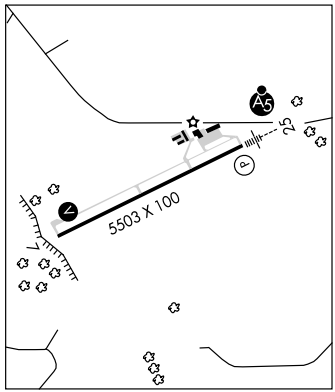
**DECK** (See MYERSTOWN)

**DONEGAL SPRINGS AIRPARK** (See MOUNT JOY/MARIETTA)

**DOYLESTOWN** (DYL) 2 N UTC−5(−4DT) N40°19.98′ W75°07.34′ NEW YORK
394 B S4 **FUEL** 100LL, JET A OX 4 TPA—1394(1000) NOTAM FILE DYL L–34G, A
**RWY 05–23:** H3004X60 (ASPH) S–12 MIRL IAP
**RWY 05:** SAVASI(S2L)—GA 5.0°. Tree.
**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Tree.
**AIRPORT REMARKS:** Attended 1200Z‡–dusk. No svcs avbl Christmas and New Years. Touch and go ldgs prohibited. Midfield twy clsd indef. Noise abatement procedures in effect; ctc arpt manager 215–340–0707. ACTIVATE REIL Rwy 23—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.875 (215) 345–0392.
**COMMUNICATIONS: CTAF/UNICOM** 122.975
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8
**CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 306° 11 NM to fld. 300/10W.




**DUBOIS RGNL** (DUJ) 7 NW UTC−5(−4DT) N41°10.70′ W78°53.92′ DETROIT
1817 B **FUEL** 100LL, JET A TPA—2800(983) Class II, ARFF Index A H–10H, 12I, L–30I
NOTAM FILE DUJ IAP
**RWY 07–25:** H5503X100 (ASPH–GRVD) S–45, D–60, 2D–93
PCN 18 F/C/X/U HIRL
**RWY 07:** REIL. VASI(V4L)—GA 3.0°TCH 30′.
**RWY 25:** MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 07:** TORA–5504 TODA–5504 ASDA–5504 LDA–5504
**RWY 25:** TORA–5504 TODA–5504 ASDA–5504 LDA–5504
**AIRPORT REMARKS:** Attended Sun–Fri 1000–0300Z‡, Sat 1100–0100Z‡. Flocks of birds on and invof arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814–328–5311. ACTIVATE HIRL Rwy 07–25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgts—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.025 (814) 328–5140.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.2 (ALTOONA RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.72
**AIRSPACE: CLASS E** svc Mon–Fri 1025–0330Z‡, Sat 1300–2300Z‡, Sun 1300–0330Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 091° 25.4 NM to fld. 1520/06W.
**ILS** 109.9 I–DUJ Rwy 25. ILS unmonitored.



| LOC I-DUJ | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| 109.9 | 252° | TDZE | 1817 |
| | | Apt Elev | 1817 |

# ILS or LOC RWY 25

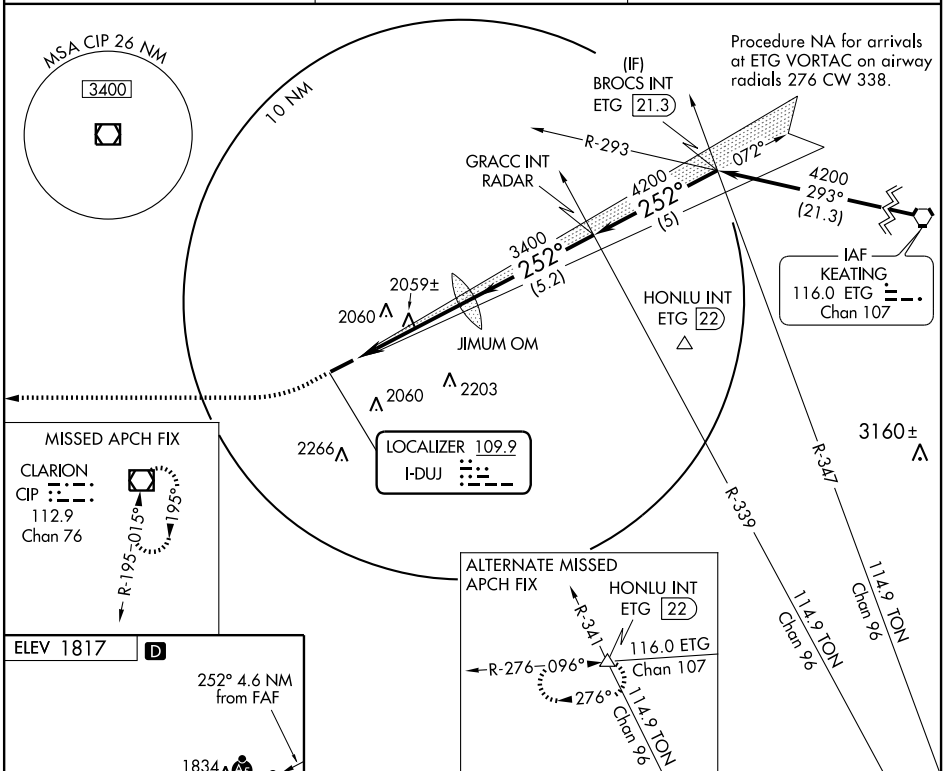
DUBOIS RGNL (DUJ)

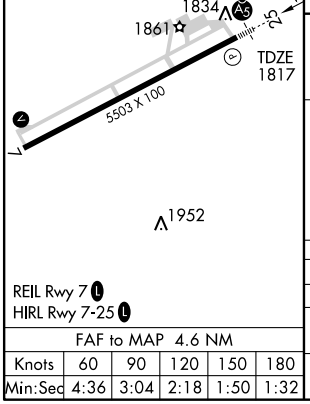
When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ¼ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

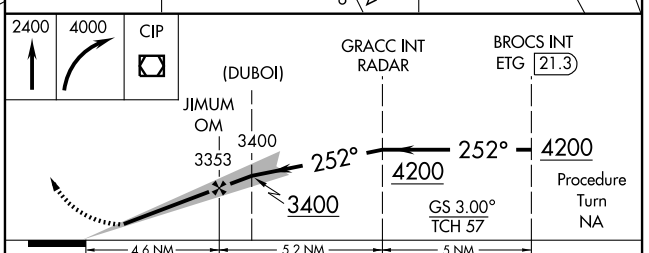
MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) |




REIL Rwy 7 (L)
HIRL Rwy 7-25 (L)

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 2017-½ 200 (200-½) | | | |
| S-LOC 25 | 2320-½ 503 (600-½) | | 2320-1 503 (600-1) | |
| CIRCLING | 2320-1 503 (600-1) | | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| CH 82116 | 072° | TDZE | 1817 |
| W07A | | Apt Elev | 1816 |

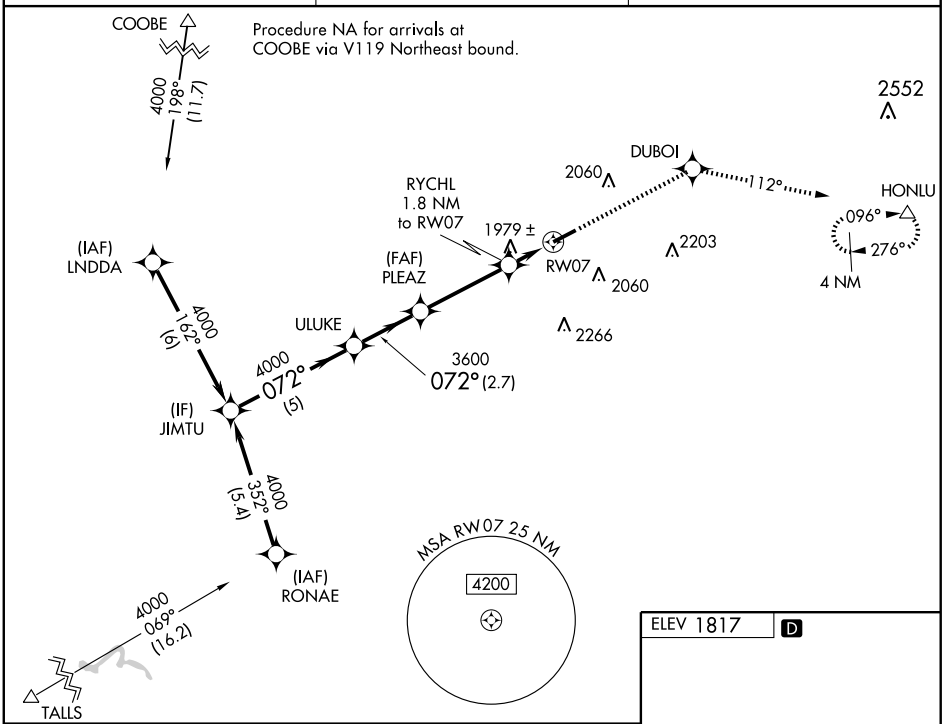
# RNAV (GPS) RWY 7

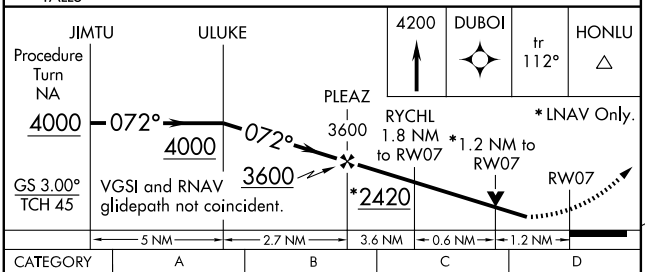
DUBOIS RGNL (DUJ)

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

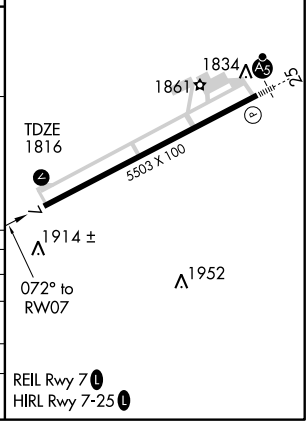
MISSED APPROACH: Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2066-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2313-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 2240-1 424 (500-1) | | 2240-1¼ 424 (500-1¼) | |
| CIRCLING | 2300-1 483 (500-1) | | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |






NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 25

DUBOIS RGNL (DUJ)

| WAAS | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| CH 97407 | 252° | TDZE | 1817 |
| W25A | | Apt Elev | 1817 |

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1 mile. VDP NA with Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV Cat C and Circling Cat C visibilities ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibilities ½ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct ULUKE and on track 287° to CIP VOR/DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |

Procedure NA for arrivals at COOBE via V119 Southwest bound, V232 Westbound.

COOBE 4200 096° (23.8)

(IAF) DRTHE 4200 163° (6)

(IF) BROCS 4200 253° (5)

GRACC 3400 253° (5)

(FAF) DUBOI 2059± 252° 2060

4200 329° (7.7) (IAF) DAAAV

Procedure NA for arrivals at DAAAV via V226 Eastbound, V184 Southeast bound.

MISSED APCH FIX
CLARION CIP
017° 4 NM 161°

RW25 1939± 2203 2060 2266

287° ULUKE

MSA RW25 25 NM 4200 2996

ELEV 1817 D

252° to RW25

1834 1861 TDZE 1817 5503 X 100

1952

REIL Rwy 7 L
HIRL Rwy 7-25 L

| 4000 | ULUKE | tr 287° | CIP |
|---|---|---|---|

*LNAV only. *1.4 NM to RW25

DUBOI 3400 253° 252° RW25 3400

GRACC 4200 253°

BROCS 4200 Procedure Turn NA

GS 3.00° TCH 57

1.4 3.3 NM 5 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2017-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2209-¾ 392 (400-¾) | | | |
| LNAV MDA | 2320-½ 503 (600-½) | | 2320-1 503 (600-1) | |
| CIRCLING | 2320-1 503 (600-1) | | 2320-1½ 503 (600-1½) | 2380-2 563 (600-2) |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CIP | APP CRS | Rwy Idg | 5504 |
|---|---|---|---|
| 112.9 | 092° | TDZE | 1816 |
| Chan 76 | | Apt Elev | 1817 |

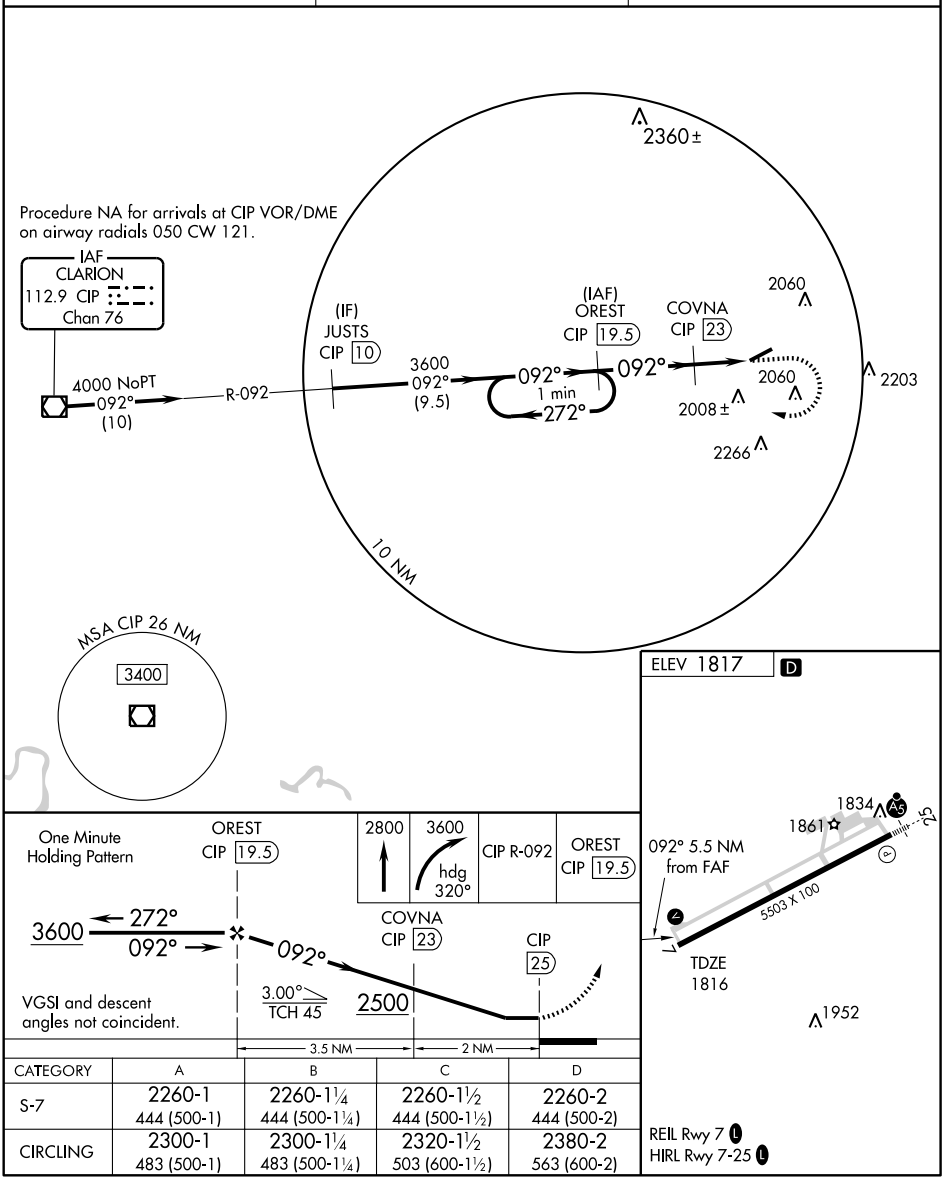
# VOR/DME RWY 7

DUBOIS RGNL (DUJ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.725 291.65 | 123.0 (CTAF) L |



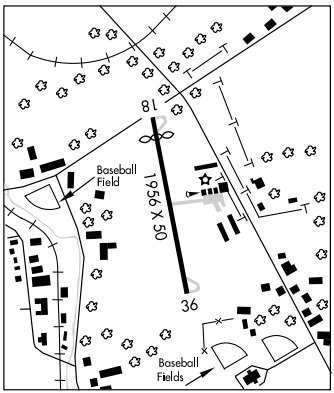

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 2260-1<br>444 (500-1) | 2260-1¼<br>444 (500-1¼) | 2260-1½<br>444 (500-1½) | 2260-2<br>444 (500-2) |
| CIRCLING | 2300-1<br>483 (500-1) | 2300-1¼<br>483 (500-1¼) | 2320-1½<br>503 (600-1½) | 2380-2<br>563 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

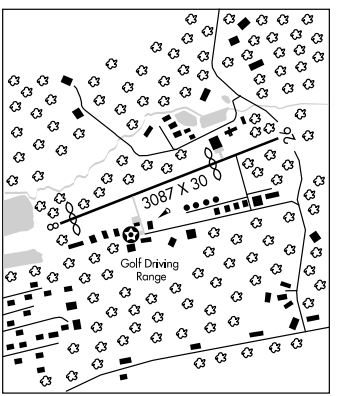
## EASTON

**BRADEN AIRPARK** (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
**RWY 18–36:** H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
**RWY 18:** Thld dsplcd 192′. Bldg.
**RWY 36:** Tree.
**AIRPORT REMARKS:** Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.
**ALLENTOWN (L) VORTAC** 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.




## EAST STROUDSBURG

**STROUDSBURG–POCONO** (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
**RWY 08–26:** H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
**RWY 08:** Thld dsplcd 100′. Trees.
**RWY 26:** Thld dsplcd 770′. Trees.
**AIRPORT REMARKS:** Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**STILLWATER RCO** 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.




**EAST TEXAS** N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
**(L) VORW/DME** 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

| VOR/DME STW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.6 Chan 33 | 291° | TDZE | N/A |
| | | Apt Elev | 480 |

# VOR/DME or GPS-A

EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

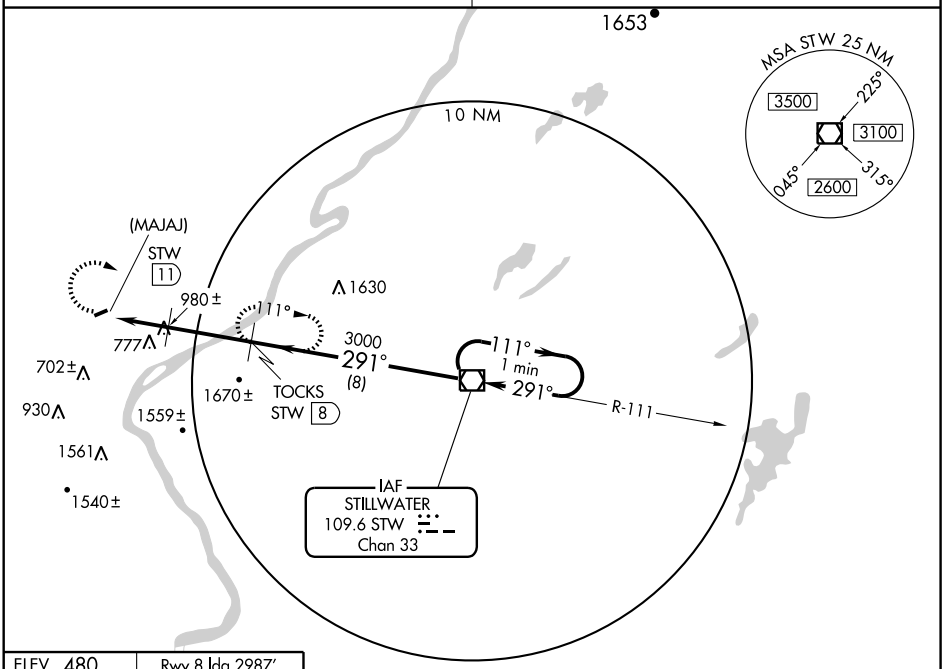
Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting minimums.

NA

MISSED APPROACH: Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

ALLENTOWN APP CON
**119.65 397.9**

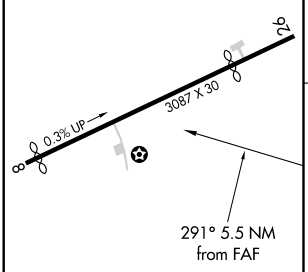
UNICOM
**123.0** (CTAF) L




ELEV 480

Rwy 8 ldg 2987′
(Nights Only)
Rwy 26 ldg 2317′

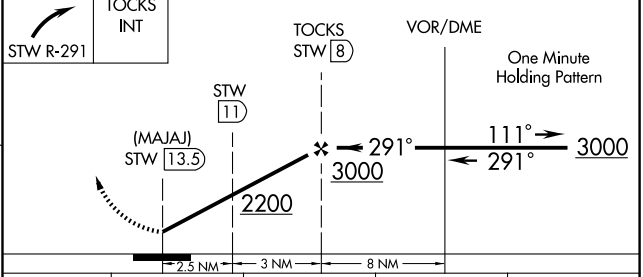
NoPT for arrivals on STW VOR/DME airway radials 085 CW 121.




LIRL Rwy 8-26 L ★

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| 3000 STW R-291 | TOCKS INT |
|---|---|



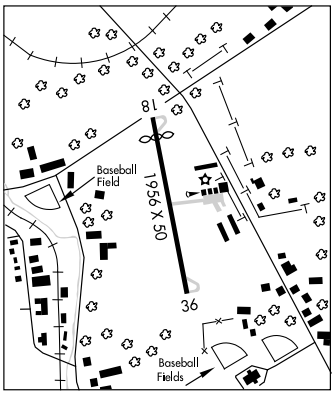

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1480-1¼ 1000 (1000-1¼) | 1480-1½ 1000 (1000-1½) | NA | |
| ALLENTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1980-3 1500 (1500-3) | | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

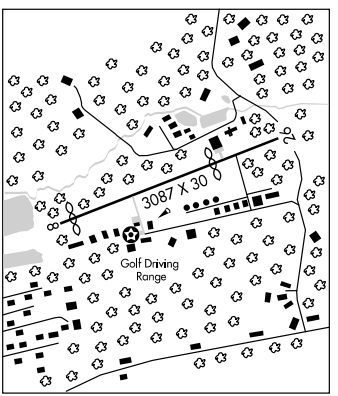
## EASTON

**BRADEN AIRPARK** (N43) 3 N UTC−5(−4DT) N40°44.53′ W75°14.58′ NEW YORK
399 B S4 **FUEL** 100LL NOTAM FILE IPT L–33A, 34H
**RWY 18–36:** H1956X165 (ASPH–TURF) LIRL (NSTD) 0.5% up N IAP
**RWY 18:** Thld dsplcd 192′. Bldg.
**RWY 36:** Tree.
**AIRPORT REMARKS:** Attended dalgt hours. Aprt unattended Christmas. Rwy 18–36 1956′ by 50′ asph aligned in center of 165′ turf strip. Aircraft may not be visible on all parts of field. Rwy 18–36 NSTD LIRL, no rwy end or thld lights.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000′ from South) 119.65 (Above 3000′ from North) 118.2 (3000′ and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.
**ALLENTOWN (L) VORTAC** 117.5 FJC Chan 122 N40°43.60′ W75°27.29′ 094° 9.7 NM to fld. 680/10W.




## EAST STROUDSBURG

**STROUDSBURG–POCONO** (N53) 3 N UTC−5(−4DT) N41°02.15′ W75°09.64′ NEW YORK
480 B S4 **FUEL** 100LL, JET A TPA–1280(800) NOTAM FILE IPT L–33A, 34H
**RWY 08–26:** H3087X30 (ASPH) LIRL (NSTD) 0.3% up E IAP
**RWY 08:** Thld dsplcd 100′. Trees.
**RWY 26:** Thld dsplcd 770′. Trees.
**AIRPORT REMARKS:** Attended on call. For svc call 239–289–6703. 100LL self–serve with credit card. Parachute Jumping. Deer on and invof arpt. Ultralgts on and invof arpt. Rwy 08–26 NSTD LIRL due to placement and color. Rwy 26 end lgts offset from rwy centerline. Rwy 08 thld markings obscured with rubber. Alligator cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy 08–26 and rotating beacon—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**STILLWATER RCO** 122.1R 109.6T (MILLVILLE RADIO)
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000′) 118.2 (3000′ and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.
**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75′ W74°52.14′ 291° 13.5 NM to fld. 920/11W.




**EAST TEXAS** N40°34.86′ W75°41.04′ NOTAM FILE IPT. NEW YORK
**(L) VORW/DME** 110.2 ETX Chan 39 103° 9 NM to Allentown Queen City Muni. 742/09W. H–10I, L–30K, 34G

| APP CRS | Rwy Idg | 1764 |
|---|---|---|
| 009° | TDZE | 395 |
| | Apt Elev | 399 |

# GPS RWY 36

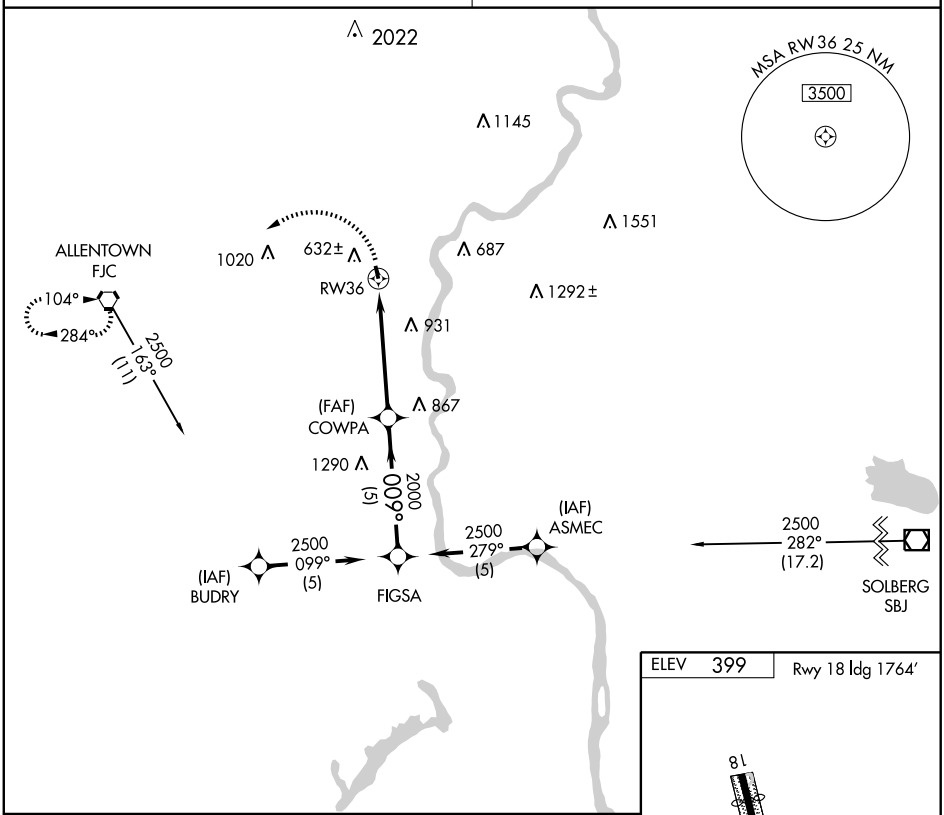
## EASTON/ BRADEN AIRPARK (N43)

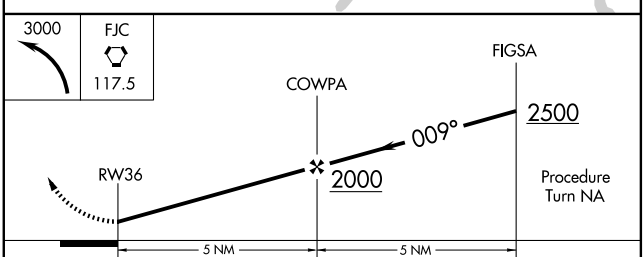
Use Allentown, PA altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000, direct FJC VORTAC and hold.

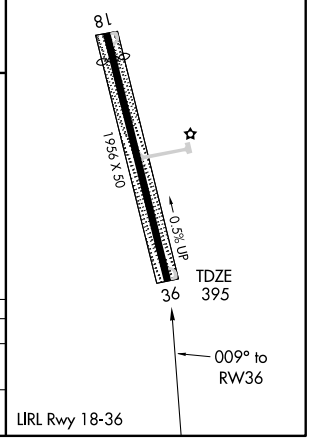
ALLENTOWN APP CON
**119.65 397.9**

UNICOM
**123.0** (CTAF)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1160-1<br>765 (800-1) | 1160-1¼<br>765 (800-1¼) | NA | |
| CIRCLING | 1160-1<br>761 (800-1) | 1160-1¼<br>761 (800-1¼) | NA | |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC FJC 117.5 Chan 122 | APP CRS 095° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 399 |
|---|---|---|

# VOR/DME or GPS-D

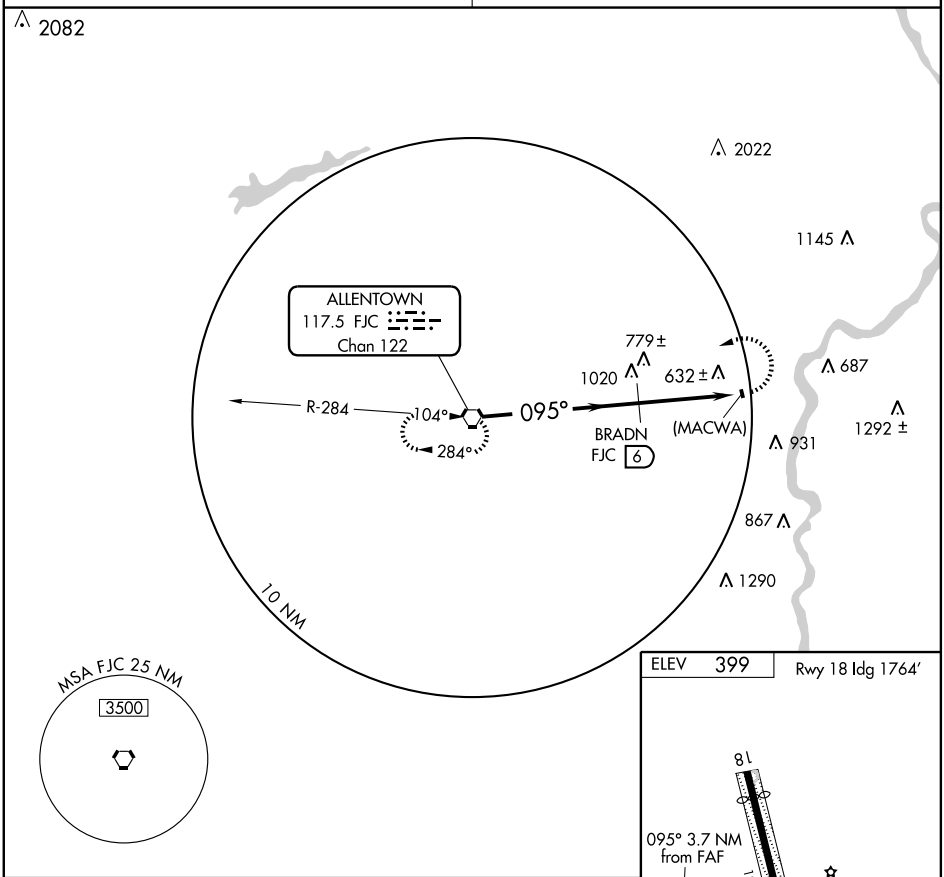
EASTON/ BRADEN AIRPARK (N43)

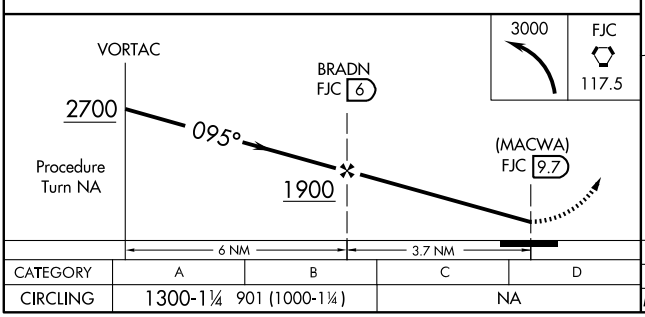
Use Allentown, PA altimeter setting.
Procedure not authorized at night.

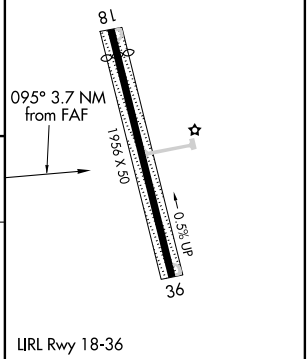
NA

MISSED APPROACH: Climbing left turn to 3000, direct to FJC VORTAC and hold.

| ALLENTOWN APP CON | UNICOM |
|---|---|
| 119.65 397.9 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1¼ 901 (1000-1¼) | | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## EBENSBURG (9G8) 3 SW UTC−5(−4DT) N40°27.67′ W78°46.52′

DETROIT
L–29D
IAP

2099 B **FUEL** 100LL NOTAM FILE AOO

**RWY 07–25:** H3204X50 (ASPH) S–12.5 MIRL 0.6% up NE

**RWY 07:** Brush. **RWY 25:** Trees.

**RWY 11–29 ULTRALIGHT:** 1636X150 (TURF–DIRT)

**RWY 11 ULTRALIGHT:** Trees. **RWY 29 ULTRALIGHT:** Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1300–1600Z‡. Sat and Sun irregularly. Attended after hrs on req. Deer on and invof arpt. Rwy 11U–29U ruts and long grass. Rwy 11U–29U for ultralights only. Ryw 11U–29U rwy boundary marked with yellow barrels. ACTIVATE MIRL Rwy 07–25 and twy lgts—CTAF.

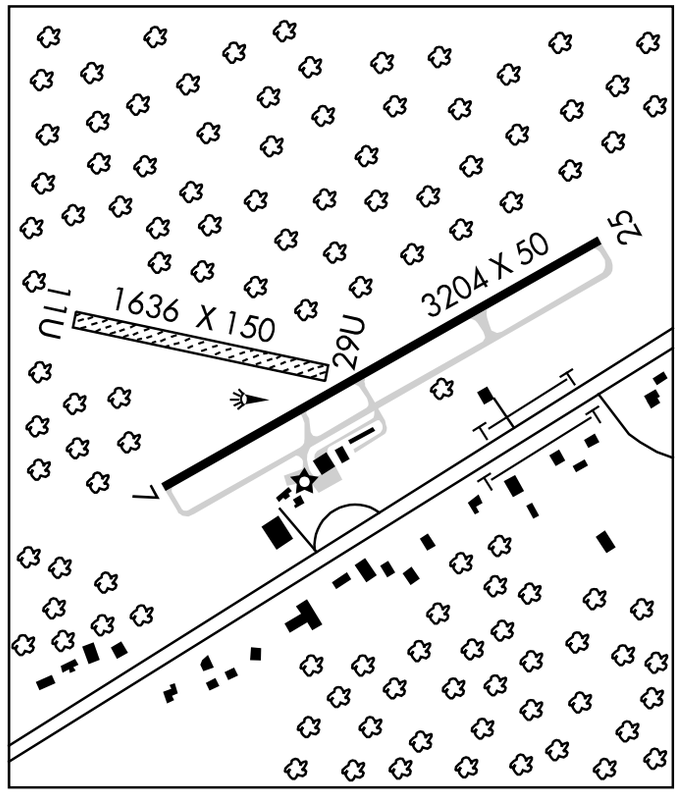
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**REVLOC RCO** 122.1R 110.6T (ALTOONA RADIO)

**CLEVELAND CENTER APP/DEP CON** 121.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**REVLOC (L) VOR/DME** 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 203° 5.3 NM to fld. 2340/09W.




## EIGHTY FOUR

## BANDEL (22D) 3 SE UTC−5(−4DT) N40°07.84′ W80°05.77′

DETROIT

1210 NOTAM FILE AOO

**RWY 01–19:** 2260X100 (TURF–DIRT)

**RWY 01:** Hill. **RWY 19:** Trees.

**AIRPORT REMARKS:** Attended irregularly. PAEW adjacent Rwy 01–19 indef. Extensive glider operations weekends. Center 20 ft of rwy is gravel, turf on both sides of center gravel strip. Rwy 01–19 marked with flush white bucket lids boundary markers. Rwy ends marked with red cones.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Local aircraft and gliders monitor frequency 123.3.

## ELLWOOD CITY N40°49.50′ W80°12.69′ NOTAM FILE AOO.

DETROIT
H–10H, L–29C

**(H) VORTAC** 115.8 EWC Chan 105 257° 8.8 NM to Beaver Co. 1227/08W. VOR unusable; 310°–355° all distances and altitudes.

**RCO** 122.1R 115.8T (ALTOONA RADIO)

## ENOLA N40°14.78′ W76°54.03′ NOTAM FILE MDT.

**NDB (LOM)** 204 MD 128° 7.1 NM to Harrisburg Intl.

## ERIE CO (See WATTSBURG)

| APP CRS | Rwy Idg | 3204 |
|---|---|---|
| 066° | TDZE | 2088 |
| | Apt Elev | 2099 |

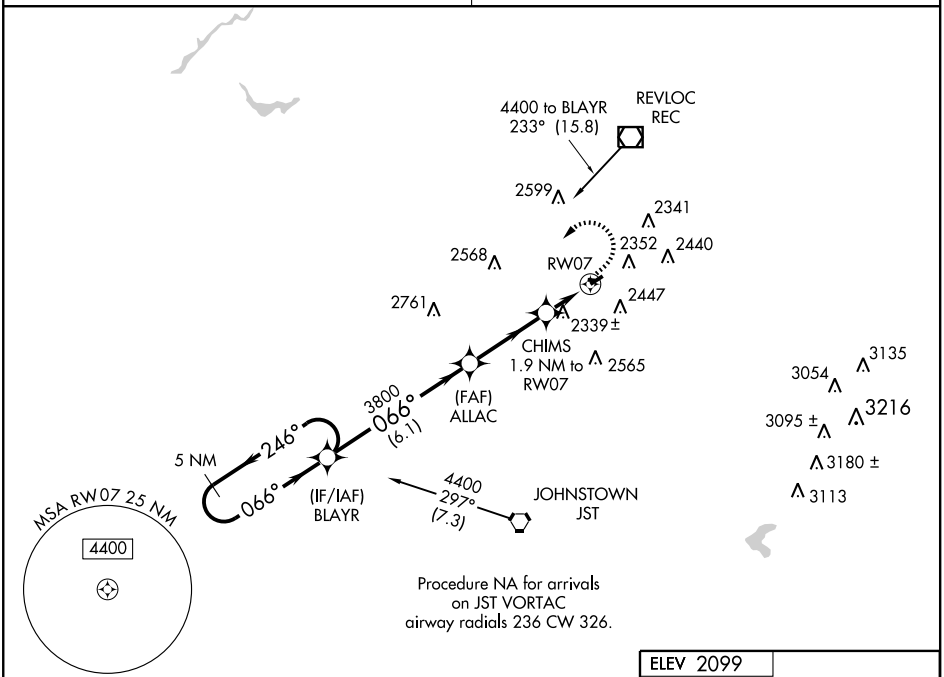
# RNAV (GPS) RWY 7

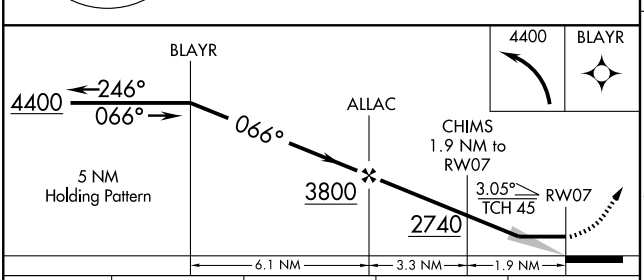
EBENSBURG (9G8)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

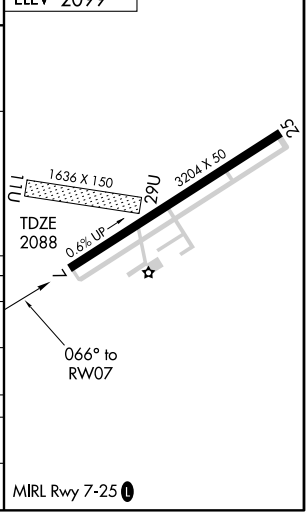
MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2600-1 512 (600-1) | | 2600-1½ 512 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2½ 841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2640-1 552 (600-1) | | 2640-1½ 552 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2¾ 881 (900-2¾) | NA |







NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3204 |
|---|---|---|
| 246° | TDZE | 2098 |
| | Apt Elev | 2099 |

# RNAV (GPS) RWY 25

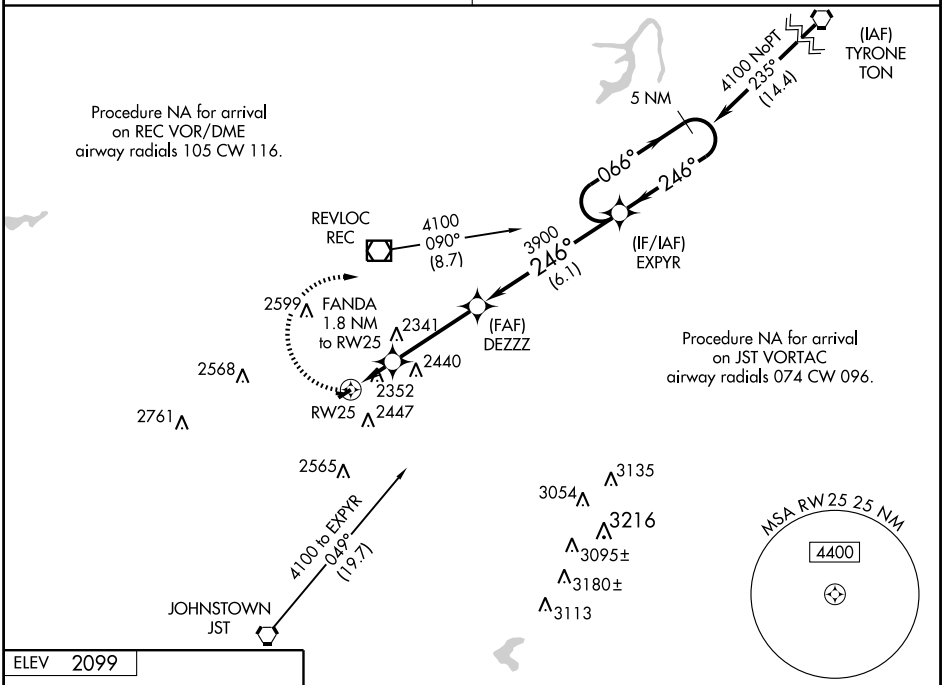
EBENSBURG (9G8)

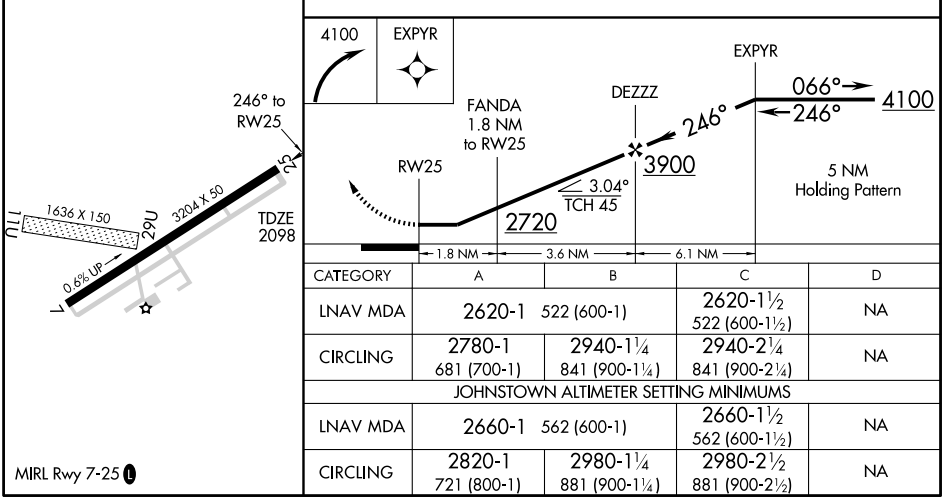
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2620-1 522 (600-1) | | 2620-1½ 522 (600-1½) | NA |
| CIRCLING | 2780-1 681 (700-1) | 2940-1¼ 841 (900-1¼) | 2940-2¼ 841 (900-2¼) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 2660-1 562 (600-1) | | 2660-1½ 562 (600-1½) | NA |
| CIRCLING | 2820-1 721 (800-1) | 2980-1¼ 881 (900-1¼) | 2980-2½ 881 (900-2½) | NA |

MIRL Rwy 7-25 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME REC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 203° | TDZE | N/A |
| Chan 43 | | Apt Elev | 2099 |

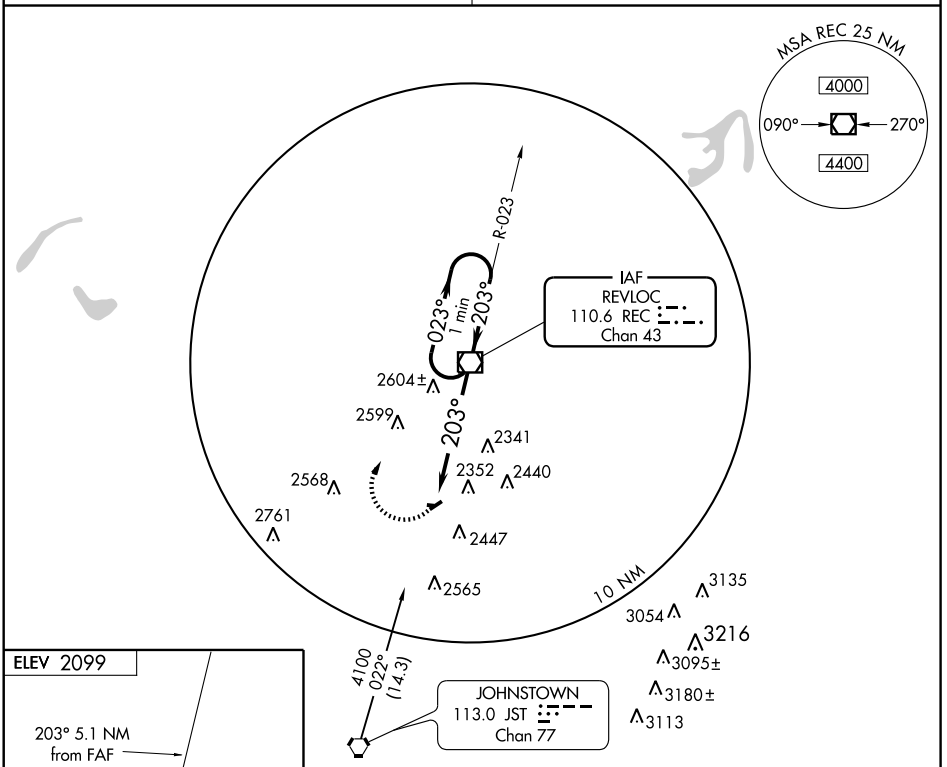
# VOR-A
## EBENSBURG (9G8)

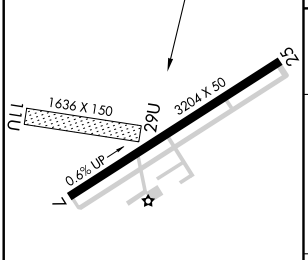
Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 4000 direct REC VOR/DME and hold.

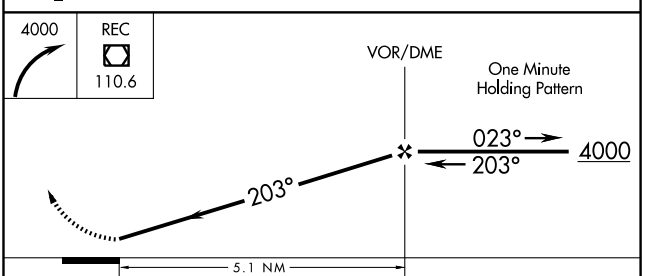
| CLEVELAND CENTER | UNICOM |
|---|---|
| 121.2 299.2 | 122.8 (CTAF) |




MIRL Rwy 7-25 (L)

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2860-1<br>761 (800-1) | 2940-1¼<br>841 (900-1¼) | 2940-2½<br>841 (900-2½) | NA |
| JOHNSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2920-1<br>821 (900-1) | 2980-1¼<br>881 (900-1¼) | 2980-2¾<br>881 (900-2¾) | NA |



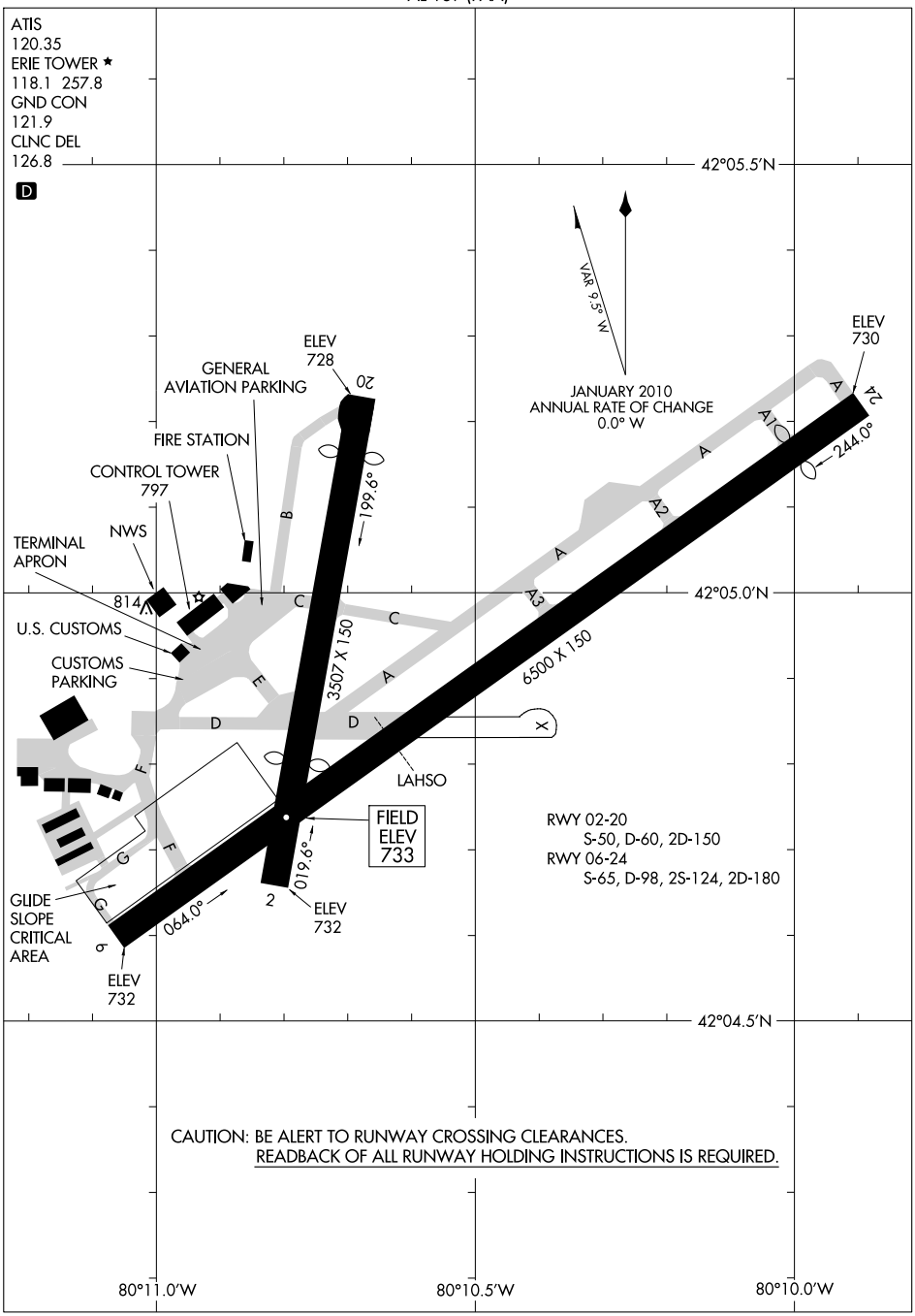
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)
ERIE, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

ERIE, PENNSYLVANIA
ERIE INTL/TOM RIDGE FIELD (ERI)

10210

**ERIE INTL/TOM RIDGE FLD** (ERI) 5 SW UTC−5(−4DT) N42°04.92′ W80°10.57′ **DETROIT**

733 B S2 **FUEL** 100, JET A OX 3, 4 LRA Class I, ARFF Index B NOTAM FILE ERI **H–10H, L–30H**

**RWY 06–24:** H6500X150 (ASPH–GRVD) S–65, D–98, 2S–124, 2D–180 HIRL **IAP, AD**

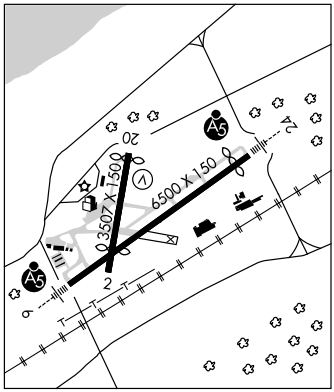
**RWY 06:** MALSR. Railroad.

**RWY 24:** MALSR. Thld dsplcd 490′. Road.

**RWY 02–20:** H3507X150 (ASPH) S–50, D–60, 2D–150 MIRL

**RWY 02:** Thld dsplcd 816′. Tree.

**RWY 20:** VASI(V4L)—GA 4.0° TCH 72′. Thld dsplcd 306′. Road.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 24 | 02–20 | 4100 |

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 02:** TORA–3507 TODA–3507 ASDA–3507 LDA–2691

**RWY 06:** TORA–6500 TODA–6500 ASDA–6500 LDA–6500

**RWY 20:** TORA–3507 TODA–3507 ASDA–3507 LDA–3201

**RWY 24:** TORA–6500 TODA–6500 ASDA–6500 LDA–6010

**AIRPORT REMARKS:** Attended continuously. Rwy 20 CLOSED for night landings. Rwy 02–20 not avbl for air carrier ops. When twr closes, Rwy 02–20 CLOSED exc for taxiing ops. Extensive non–radio and Ultralgt acft opr 3.5–5 NM southwest of arpt at or blo 700 ft AGL May 1–Oct 31 annually SR–SS. Birds on and invof arpt. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. When twr clsd ACTIVATE HIRL Rwy 06–24; MALSR Rwys 06 and 24 and twy lgts—CTAF. MIRL Rwy 02–20, Twys B and C unavbl. Lgtd supplemental windcone located at N side Rwy 24 1000 ft W AER. Landing fee for multi engine acft. Flight Notification Service (ADCUS) available; prior reservation required; phone 814–833–1355.

**WEATHER DATA SOURCES:** ASOS (814) 835–7112.

**COMMUNICATIONS: CTAF** 118.1 **ATIS** 120.35 **UNICOM** 122.95

**RCO** 122.1R 109.4 (ALTOONA RADIO)

Ⓡ **APP/DEP CON** 121.0 (1100–0500Z‡)

**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)

**TOWER** 118.1 (1100–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.8

**AIRSPACE: CLASS D** svc 1100–0500Z‡ other times CLASS E. **TRSA** svc ctc **APP CON** within 20 NM.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ERI.

**(L) VORTAC** 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 059° 6.5 NM to fld. 800/06W.

VOR portion unusable:

048°–066° byd 25 NM blo 8000′

076°–154° byd 30 NM blo 5000′

155°–190° byd 30 NM

191°–249° byd 30 NM blo 6000′

DME unusable:

076°–109° byd 30 NM blo 5000′

110°–180° byd 25 NM blo 5000′

181°–249° byd 30 NM blo 5000′

250°–274° byd 20 NM

295°–315° byd 35 NM blo 3000′

**CASCADE NDB (MHW)** 372 CQD N42°07.15′ W80°06.28′ 243° 3.9 NM to fld. NDB unmonitored when twr clsd.

**ESMER NDB (LOM)** 349 ER N42°02.32′ W80°15.32′ 062° 4.4 NM to fld. NDB unmonitored when twr clsd.

**ILS** 110.3 I–AWY Rwy 24. Class IE. ILS unmonitored when twr clsd.

**ILS** 110.3 I–ERI Rwy 06. Class IE. LOM ESMER NDB. GS unusable for coupled apch blo 1580′ MSL. ILS unmonitored when twr clsd.

## ERWINNA

**VANSANT** (9N1) 2 SW UTC−5(−4DT) N40°29.06′ W75°05.98′ **NEW YORK**

390 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE IPT

**RWY 07–25:** 3058X120 (TURF)

**RWY 07:** Thld dsplcd 365′. Road. **RWY 25:** Trees.

**RWY 05G–23G:** 1340X200 (TURF)

**RWY 23G:** Trees.

**AIRPORT REMARKS:** Attended 1330Z‡–dark. Rwy 05 ldg and tkf prohibited. Arpt CLOSED to transient traffic Dec thru Apr. Heavy glider traffic. Glider TPA–1190(800); Power Plane TPA–1390(1000). Power plane tfc remain outside glider tfc pattern and avoid flying directly over arpt. Gliders occasionally use power plane runway for landings to the W. Rwy 23 gliders only. Rwy 07–25 marked with white tires; dsplcd thld marked with white tires.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**ESMER** N42°02.32′ W80°15.32′ NOTAM FILE ERI.

**NDB (LOM)** 349 ER 062° 4.4 NM to Erie Intl/Tom Ridge Fld. NDB unmonitored when Erie twr clsd.

| LOC I-AWY | APP CRS | Rwy Idg | 6010 |
|---|---|---|---|
| 110.3 | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

# ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

T A Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |

ALTERNATE MISSED APCH FIX

242° 062° ESMER ER 349

DME or RADAR REQUIRED

(IAF) HIMOR ERI 19

ERI R-016

3400 NoPT ERI 19 Arc

ERI LR-054

062°

(IF) JONLI ERI 19

LOCALIZER 110.3 I-AWY

WAILS OM

062° 1 min 242°

ERI LR-067

2400 to DEFJO 242° (7)

YUYXI ERI 10

(IAF) DEFJO ERI 12

ERIE 109.4 ERI Chan 31

2700 to DEFJO 060° (12)

MSA ERI 25 NM

2500 3200 220° 040°

R-242 062° 242°

LOM ESMER 349 ER

10 NM

ERI R-121

(IAF) MUGOE ERI 19

ELEV 733 D

242° 5 NM from FAF

TWR 797 TDZE 732

3507 X 150 6500 X 150

HIRL Rwy 6-24 L

MIRL Rwy 2-20

3000 ERI

* LOC only.

DEFJO ERI 12 2400

YUYXI ERI 10

ERI 7

062° 242° 2700

1740* 2400

GS 3.00° TCH 56

3 NM 2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 935-½ 203 (300-½) | | | |
| S-LOC 24 | 1140-½ 408 (500-½) | | 1140-¾ 408 (500-¾) | |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-ERI | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.3 | 062° | TDZE | 733 |
| | | Apt Elev | 733 |

# ILS or LOC RWY 6

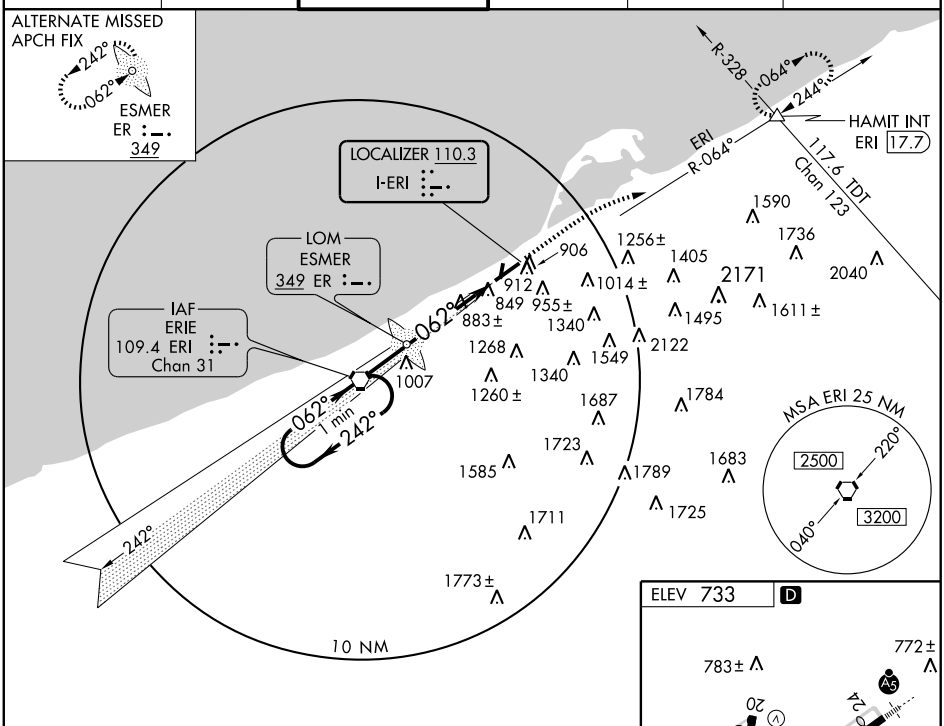
## ERIE INTL/TOM RIDGE FIELD (ERI)

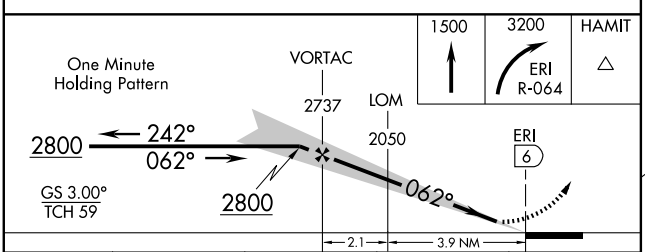
Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6. For inoperative MALSR, increase S-LOC 6 Cats. A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000. Autopilot coupled approach NA below 1580.

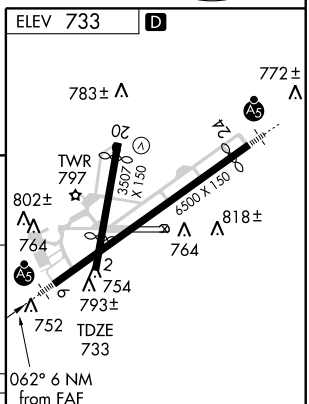
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 983/40 250 (300-¾) | | | |
| S-LOC 6 | 1160/40 427 (500-¾) | | | 1160/50 427 (500-1) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

HIRL Rwy 6-24 L
MIRL Rwy 2-20

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOM ER | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 349 | 062° | TDZE | 733 |
| | | Apt Elev | 733 |

# NDB RWY 6

## ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |

ALTERNATE MISSED APCH FIX

242°
062°
ESMER
ER
349

HAMIT
ERI 17.7
R-328
064°
244°
ERI
R-064
117.6 TDT
Chan 123

LOM/IAF
ESMER
349 ER

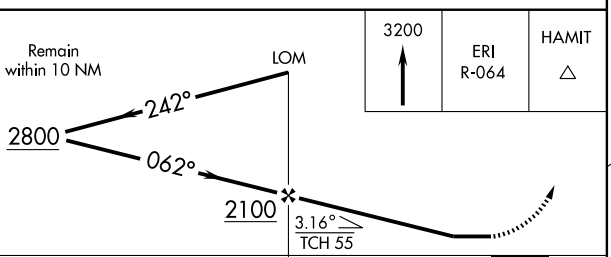
ERIE
109.4 ERI
Chan 31

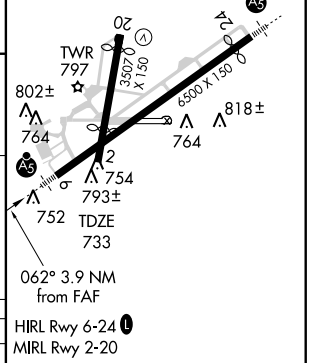
2800 to LOM
059° (2.1)

287°
107°
062°
242°

10 NM

MSA ER 25 NM
3200




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1300/40 567 (600-¾) | | 1300/50 567 (600-1) | 1300-1½ 567 (600-1½) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |


NE-4, 26 AUG 2010 to 23 SEP 2010

| NDB CQD | APP CRS | Rwy Idg | 6010 |
|---|---|---|---|
| 372 | 242° | TDZE | 732 |
| | | Apt Elev | 733 |

# NDB RWY 24

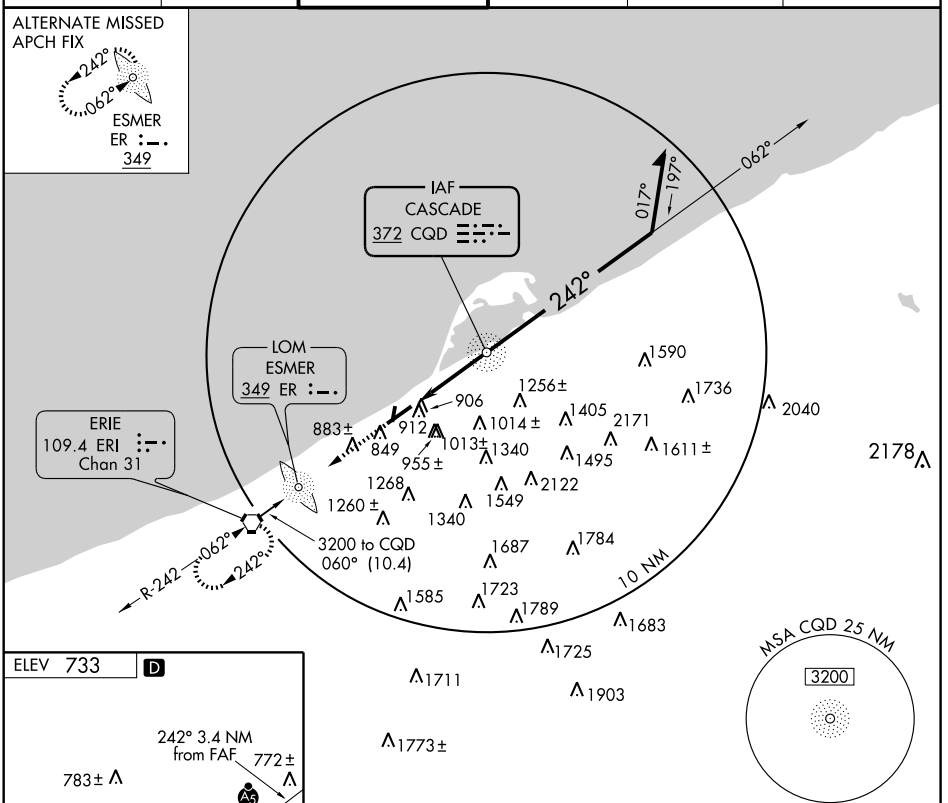
## ERIE INTL/TOM RIDGE FIELD (ERI)

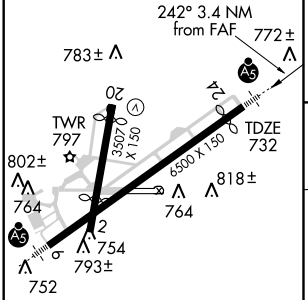
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats. C/D and Circling Cat. D visibilities ½ mile, and Circling Cat. C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

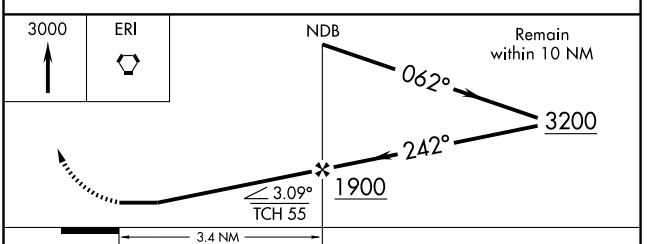
| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1320-¾ | 588 (600-¾) | 1320-1 588 (600-1) | 1320-1½ 588 (600-1½) |
| CIRCLING | 1340-1 | 607 (700-1) | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 77612 W06A | APP CRS 062° | Rwy Idg 6500 TDZE 733 Apt Elev 733 |
|---|---|---|

# RNAV (GPS) RWY 6

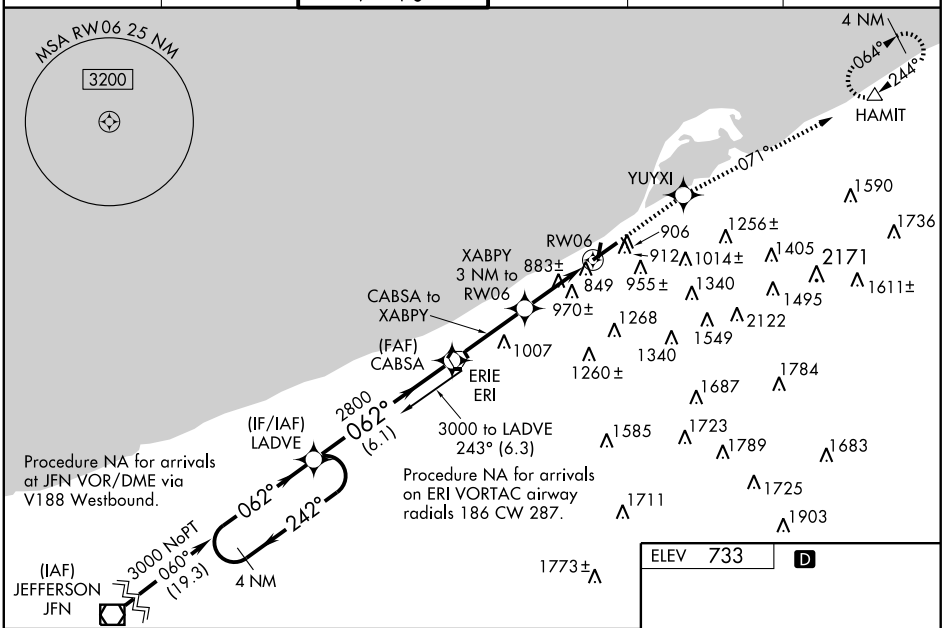
## ERIE INTL/TOM RIDGE FIELD (ERI)

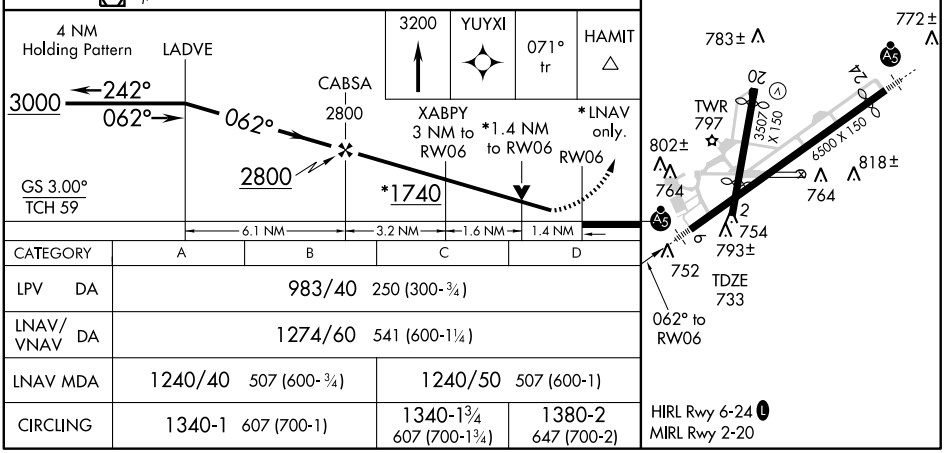
Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and Circling Cat C visibilities ¼ mile, LNAV Cat D and Circling Cat D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 1274/60 541 (600-1¼) | | | |
| LNAV MDA | 1240/40 507 (600-¾) | | 1240/50 507 (600-1) | |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 86812 W24A | APP CRS 243° | Rwy Idg 6010 TDZE 732 Apt Elev 733 |
|---|---|---|

# RNAV (GPS) RWY 24

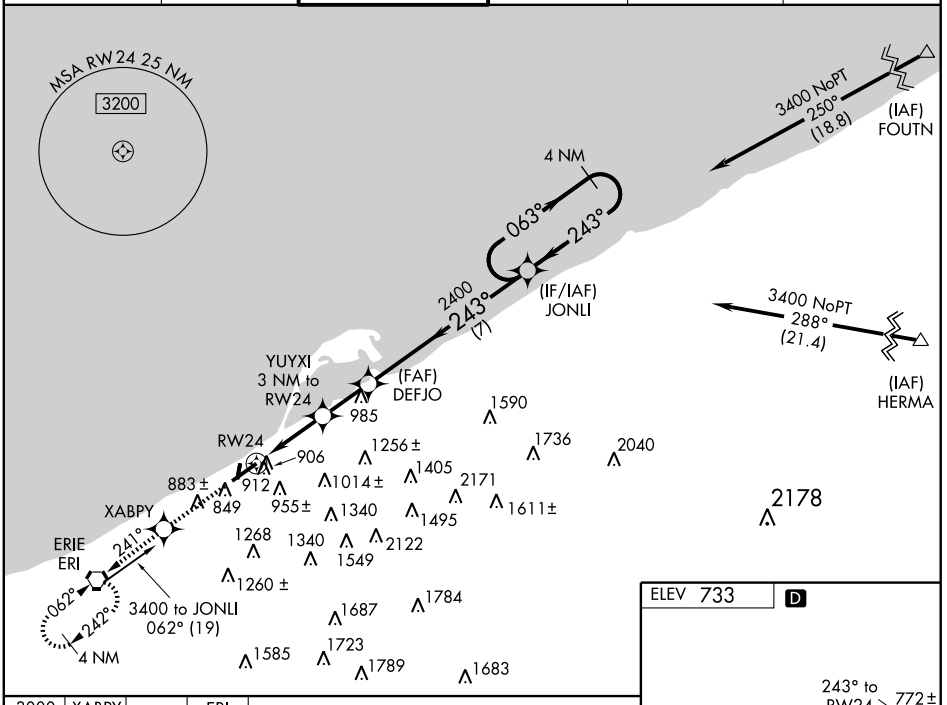
## ERIE INTL/TOM RIDGE FIELD (ERI)

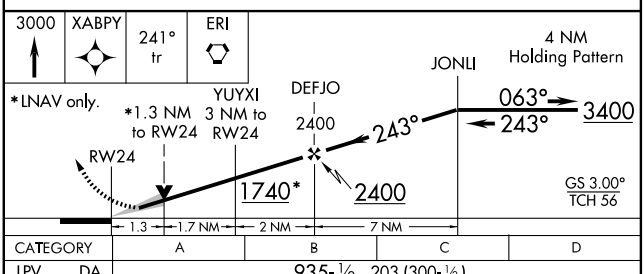
T A Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

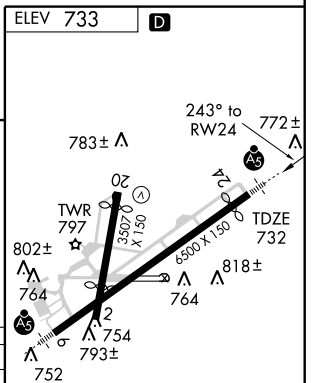
MALSR

MISSED APPROACH: Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 935-½ 203 (300-½) | | | |
| LNAV/VNAV DA | 1207-1¼ 475 (500-1¼) | | | |
| LNAV MDA | 1200-½ 468 (500-½) | | 1200-¾ 468 (500-¾) | 1200-1 468 (500-1) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

HIRL Rwy 6-24 L
MIRL Rwy 2-20



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC ERI 109.4 Chan 31 | APP CRS 240° | Rwy Idg 6010 TDZE 732 Apt Elev 733 |
|---|---|---|

# VOR/DME RWY 24

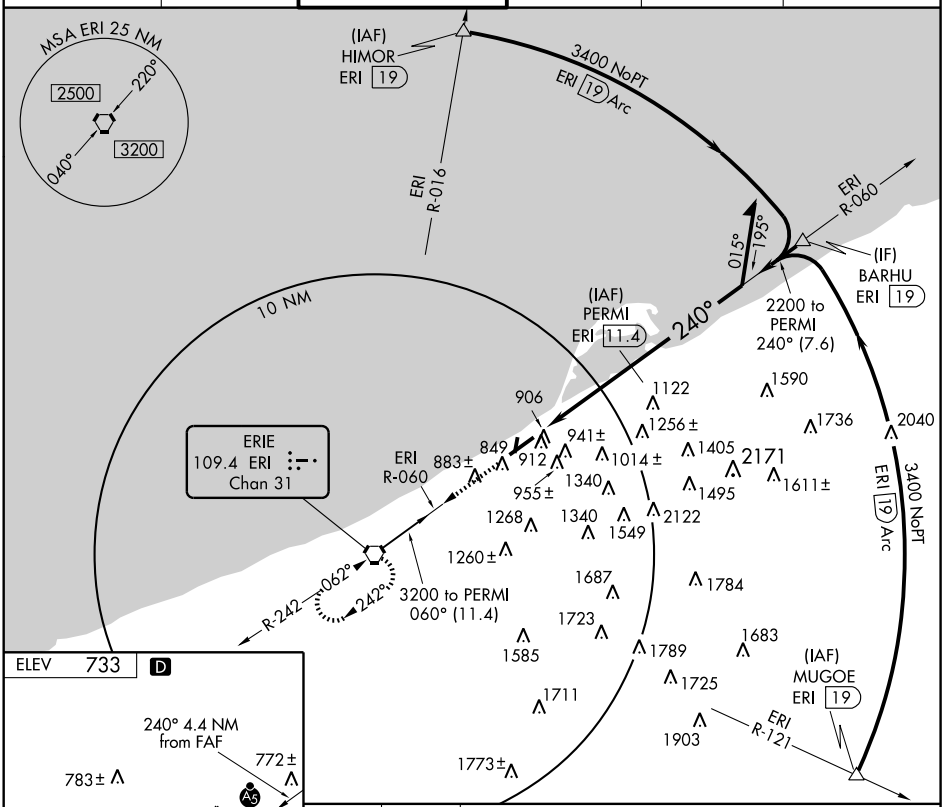
## ERIE INTL/TOM RIDGE FIELD (ERI)

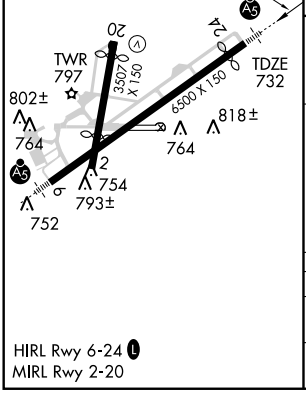
Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats C/D and Circling Cat C visibilities ¼ mile and Circling Cat D visibility ½ mile.

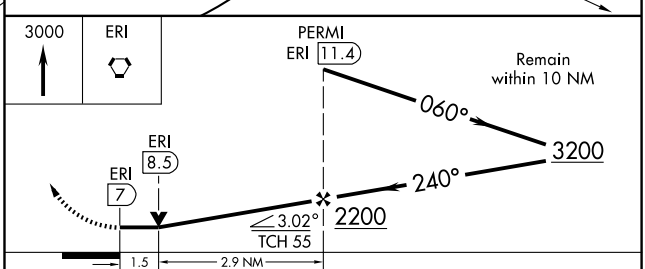
MALSR

MISSED APPROACH: Climb to 3000 direct ERI VORTAC and hold.

| ATIS | ERIE APP CON | ERIE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1260-½ | 528 (600-½) | 1260-1 528 (600-1) | 1260-1¼ 528 (600-1¼) |
| CIRCLING | 1340-1 | 607 (700-1) | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC ERI 109.4 Chan 31 | APP CRS 060° | Rwy Idg 6500 TDZE 733 Apt Elev 733 |
|---|---|---|

# VOR RWY 6

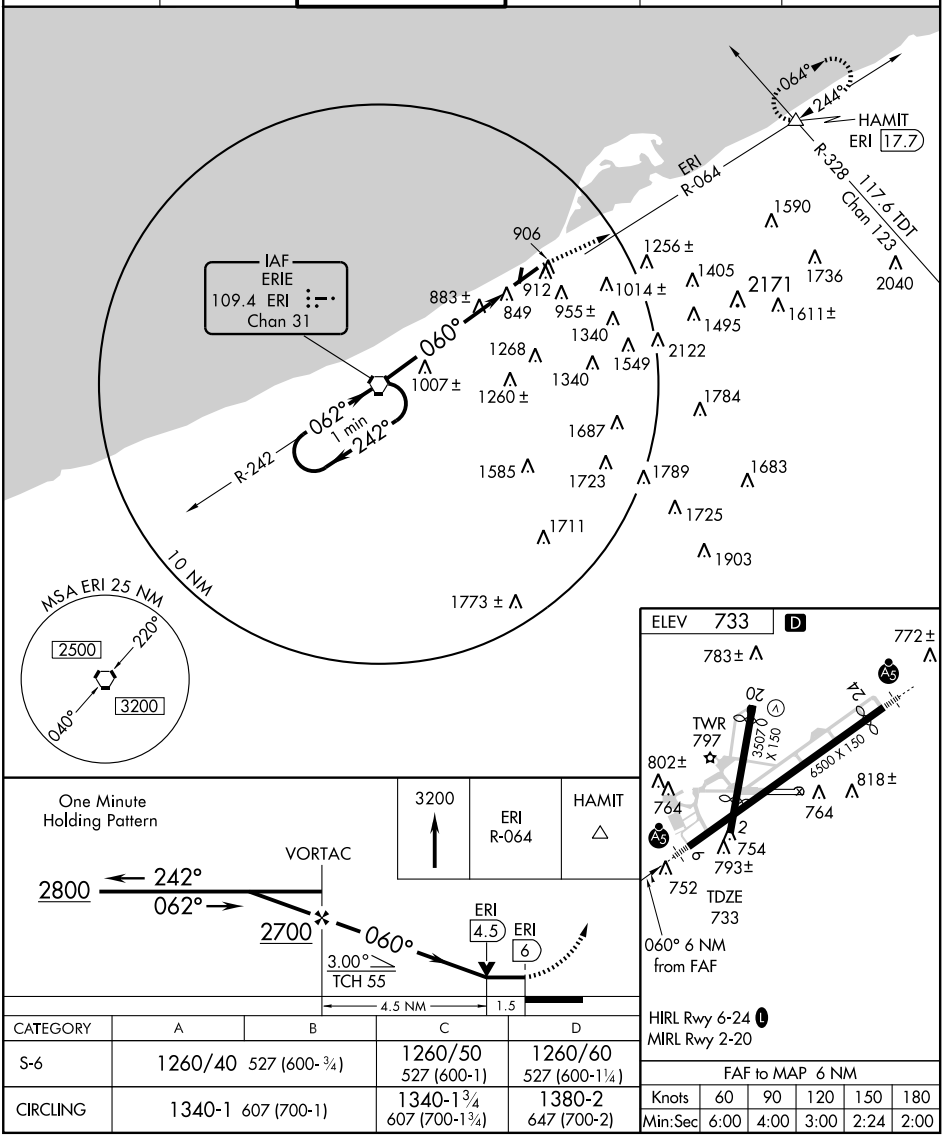
## ERIE INTL/TOM RIDGE FIELD (ERI)

Circling to Rwy 20 NA at night. For inoperative MALSR, increase Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR, when using Ashtabula altimeter setting, increase S-6 Cats A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.

MALSR

MISSED APPROACH: Climb to 3200 via ERI R-064 to HAMIT INT/ ERI 17.7 DME and hold.

| ATIS | ERIE APP CON | ERIE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.35 | 121.0 | 118.1 (CTAF) L 257.8 | 121.9 | 126.8 | 122.95 |




HIRL Rwy 6-24 L
MIRL Rwy 2-20

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1260/40 527 (600-¾) | | 1260/50 527 (600-1) | 1260/60 527 (600-1¼) |
| CIRCLING | 1340-1 607 (700-1) | | 1340-1¾ 607 (700-1¾) | 1380-2 647 (700-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## ESSINGTON

**PHILADELPHIA SPB** (9N2) 1 S UTC−5(−4DT) N39°51.54′ W75°17.98′ **WASHINGTON**

00 TPA—300(300) NOTAM FILE IPT

**WATERWAY 11–29:** 9100X250 (WATER)

**WATERWAY 11:** Rgt tfc.

**SEAPLANE REMARKS:** Attended daylight hours. Call 610–521–7710 prior to arrival. No night operations. Check PHILADELPHIA TAC Chart for landing area. Transient traffic ctc Philadelphia App Con for tfc advisories.

**COMMUNICATIONS: CTAF** 122.9

**EWT 4 HELIPORT** (See HONEY GROVE)

## FACTORYVILLE

**SEAMANS FLD** (9N3) 2 N UTC−5(−4DT) N41°35.36′ W75°45.36′ **NEW YORK**

1209 B S4 **FUEL** 100LL TPA—2009(800) NOTAM FILE IPT **L–30K, 33A**

**RWY 04–22:** H2500X50 (ASPH) LIRL **IAP**

**RWY 22:** Trees.

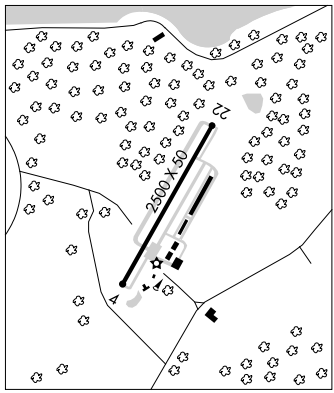
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. For svc after hrs call 570–945–7943 or 570–419–6879. Mechanic on fld weekdays, on call weekends 570–945–3769.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**LAKE HENRY (L) VORTACW** 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 309° 14.1 NM to fld. 2320/10W. **HIWAS.**




## FAIRFIELD

**MID ATLANTIC SOARING CENTER** (W73) 2 SE UTC−5(−4DT) N39°45.42′ W77°21.08′ **WASHINGTON**

573 TPA—1373(800) NOTAM FILE IPT

**RWY 15–33:** H2700X50 (ASPH) S–12.5, D–12.5

**RWY 15:** Brush. **RWY 33:** Thld dsplcd 900′. Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended Sat–Sun dalgt hours. Arpt CLOSED except PPR 717–432–0856/703–335–6778 when P–40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Rwy 15 not marked. Southern portion of Rwy 33 cracking, rutting.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS: MULTICOM** 123.3 weekends and holidays.

**FARMERS PRIDE** (See FREDERICKSBURG)

**FINLEYVILLE AIRPARK** (GØ5) 1 SW UTC−5(−4DT) N40°14.75′ W80°00.74′ **DETROIT**

1240 B **FUEL** 100LL TPA—See Remarks NOTAM FILE AOO

**RWY 14–32:** H2505X50 (ASPH) LIRL

**RWY 32:** Trees.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Deer on and in vicinity of rwy. Terrain falls off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32. Rwy 32 thld lgts are dsplcd approximately 875′. Rwy 32 runway markings are not dsplcd. Transient pilots advised to check rwy condition prior to use during winter months. Ultralights avoid overflying houses NE of arpt. Helicopters follow fixed wing tfc pattern. Rwy 14–32 ultralights fly rgt tfc. TPA ultralights 1740(500). Arpt bcn ops dusk–0500Z‡. After 0500Z‡ ACTIVATE LIRL and rotating bcn—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**FLYING DOLLAR** (See CANADENSIS)

**FLYING M RANCH** (See GERMANSVILLE)

**FORT INDIANTOWN GAP** (See MUIR AAF)

| APP CRS | Rwy Idg | 2500 |
|---|---|---|
| 051° | TDZE | 1209 |
| | Apt Elev | 1209 |

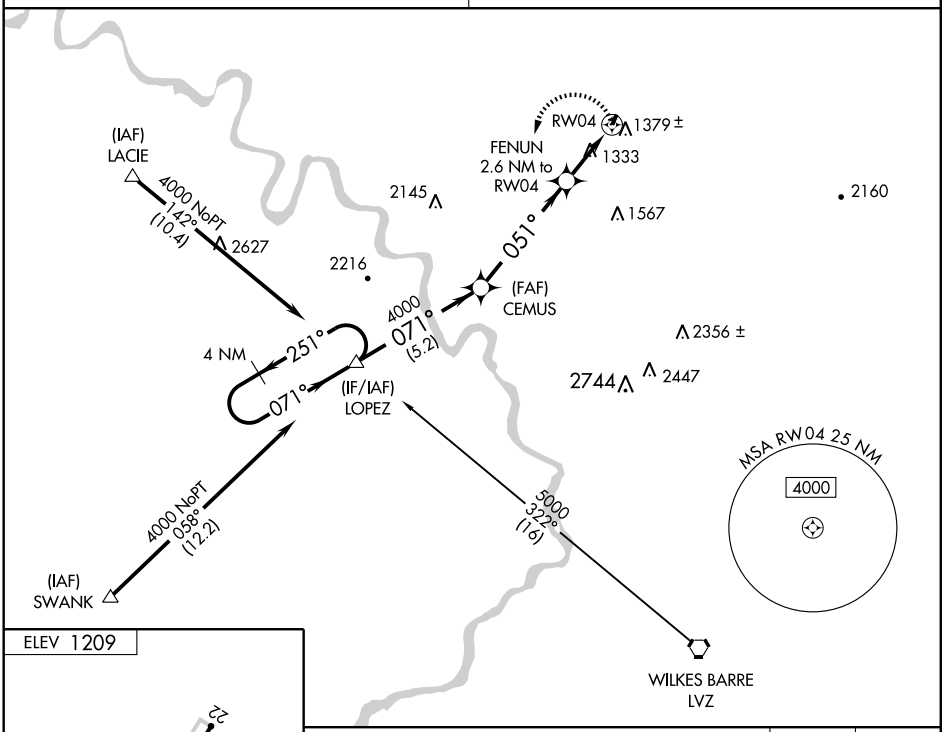
# RNAV (GPS) RWY 4

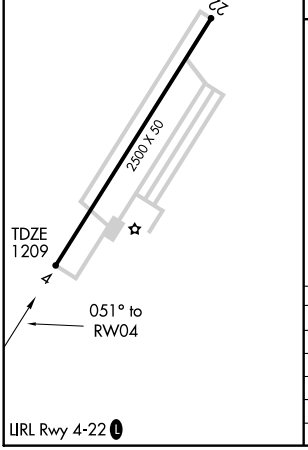
FACTORYVILLE/ SEAMANS FIELD (9N3)

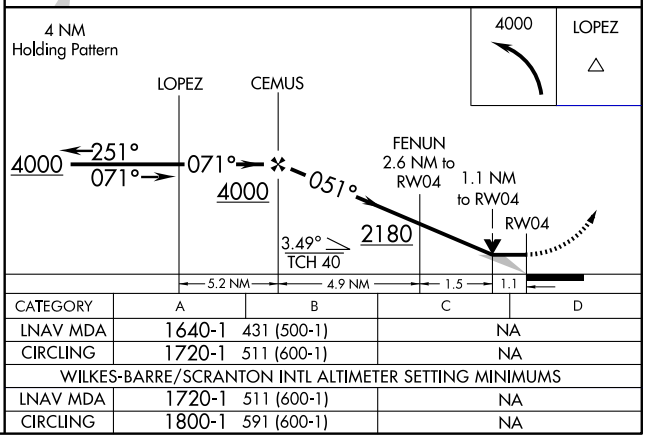
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

| WILKES-BARRE APP CON | UNICOM |
|---|---|
| 124.5 256.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 | 431 (500-1) | NA | |
| CIRCLING | 1720-1 | 511 (600-1) | NA | |
| WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1720-1 | 511 (600-1) | NA | |
| CIRCLING | 1800-1 | 591 (600-1) | NA | |




NE-4, 26 AUG 2010 to 23 SEP 2010

## MOUNT POCONO

### POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ NEW YORK L–30K, 33A, 34H

1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO IAP

**RWY 05–23:** H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE

**RWY 05:** REIL. PAPI(P2L). Trees.

**RWY 23:** REIL. PAPI(P2L). Road.

**RWY 13–31:** H3947X60 (ASPH) S–10 MIRL

**RWY 13:** REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.

**AIRPORT REMARKS:** Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.

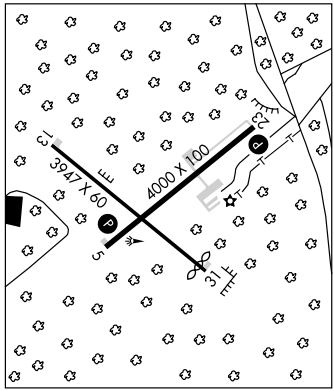
**WEATHER DATA SOURCES:** ASOS 120.275 (570) 839–1584.

**COMMUNICATIONS: CTAF** 122.7 **UNICOM** 122.7 (1300Z‡–dusk)

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.




### MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) NEW YORK L–30J, 34G, A

N40°26.11′ W76°34.12′ DIAP

488 B TPA–See Remarks NOTAM FILE IPT Not insp.

**RWY 07–25:** H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

**RWY 07:** Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.

**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.

**MILITARY REMARKS:** Opr 1 Apr–31 Oct Mon–Fri 1400–0500Z‡. 1 Nov–31 Mar Mon–Fri 1300–0300Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.

**WEATHER DATA SOURCES:** ASOS 124.175 (717) 861–6493. DSN 491–6493.

**COMMUNICATIONS: CTAF** 126.2

Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45

**TOWER** 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)

**GND CON** 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9

**AIRSPACE: CLASS D** svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**BELLGROVE NDB (MHW)** BZJ 328 N40°26.16′ W76°33.18′ at fld.

# COPTER NDB Y-289°

| NDB BZJ | APCH CRS | Rwy ldg | N/A |
|---|---|---|---|
| 328 | 289° | TDZE | N/A |
| | | Arpt Elev | 488 |

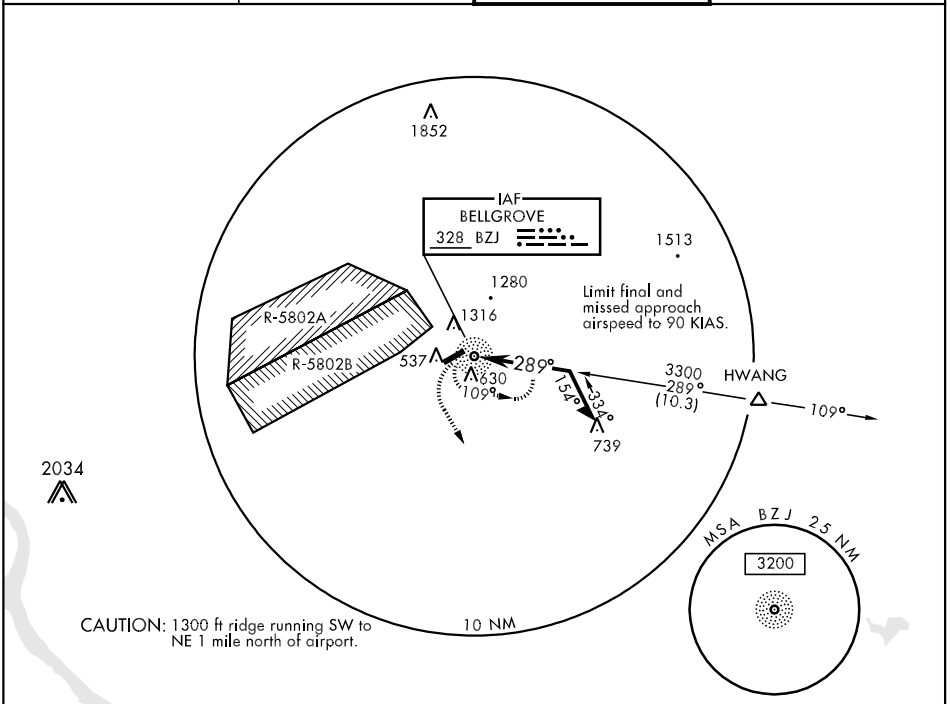
AL-6422 [USA]

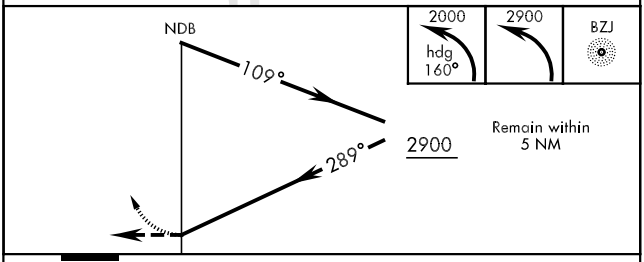
MUIR AAF (KMUI)

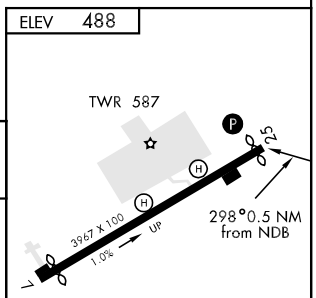
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

| ASOS | HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|---|
| 124.175 | 116.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |




| CATEGORY | COPTER |
|---|---|
| H-289° | 1040- ¾ 501 (600-¾) |

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# COPTER NDB Z-289°



| NDB BZJ | APCH CRS | Rwy Idg / TDZE / Arpt Elev |
|---|---|---|
| 328 | 289° | N/A / N/A / 488 |

AL-6422 [USA]

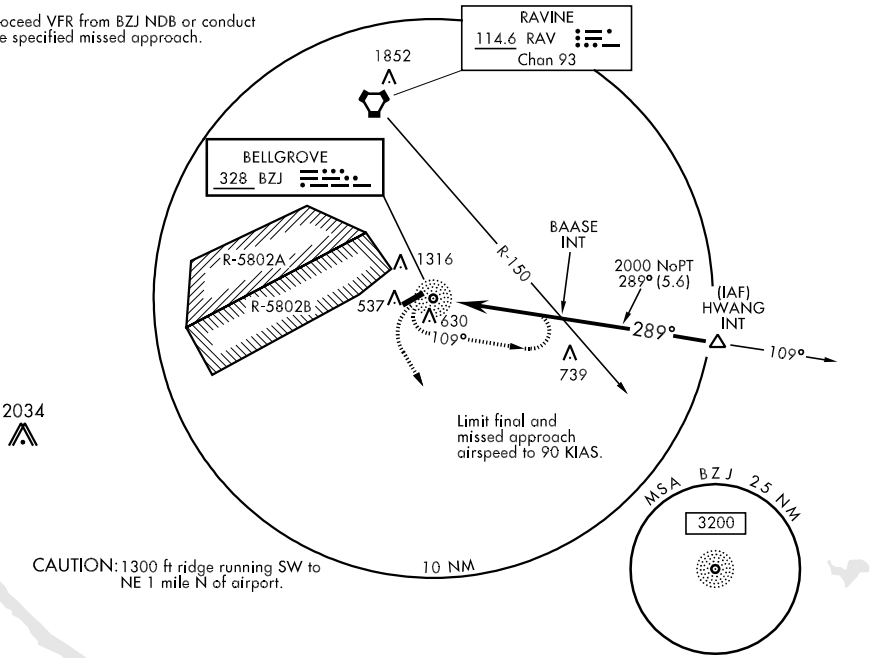
VOR receiver required for this approach.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.

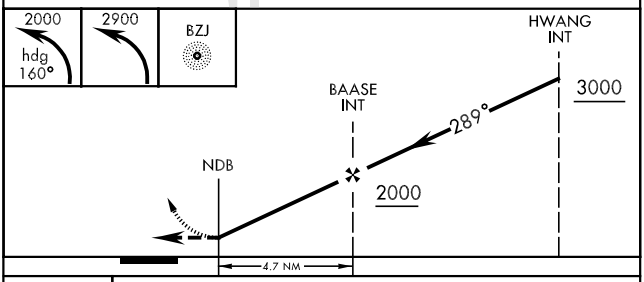
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

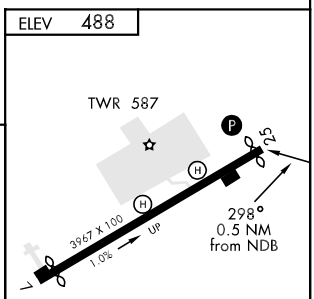
| ASOS | HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|---|
| 124.175 | 116.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |

Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.




| CATEGORY | A | | |
|---|---|---|---|
| H-289° | 1000-¾ | 461 | (500-¾) |

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25



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NE-4, 26 AUG 2010 to 23 SEP 2010

# COPTER RNAV (GPS) RWY 25

| APCH CRS | Rwy ldg | 3867 |
|---|---|---|
| 278° | TDZE | 488 |
| | Arpt Elev | 488 |

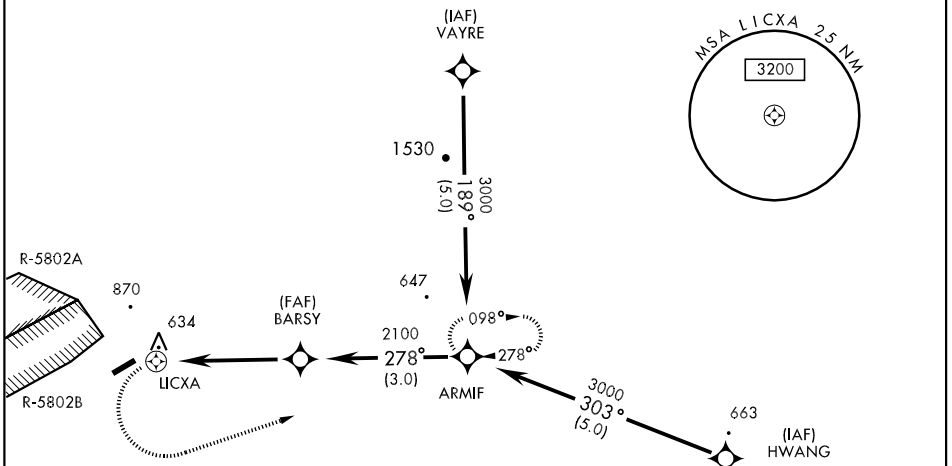
AL-6422 [USA]

MUIR AAF (KMUI)

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.
DME/DME RNP-0.3 NA.

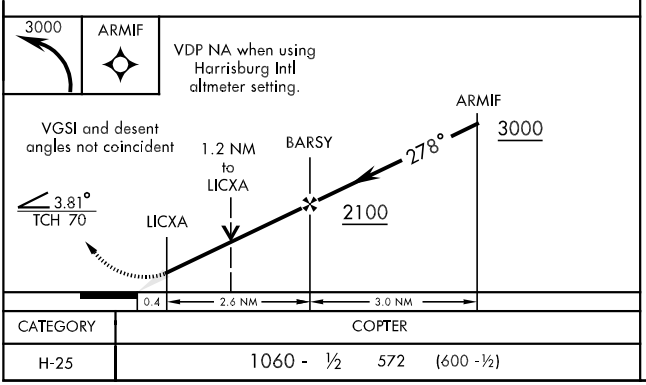
MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

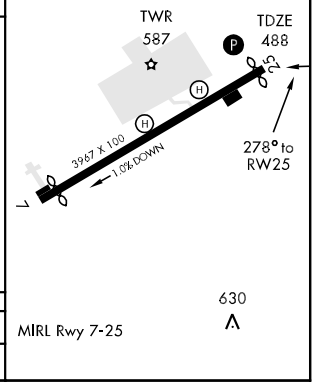
| ASOS | HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|---|
| 124.175 | 116.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |




Limit final and missed approach airspeed to 90 KIAS.

Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.



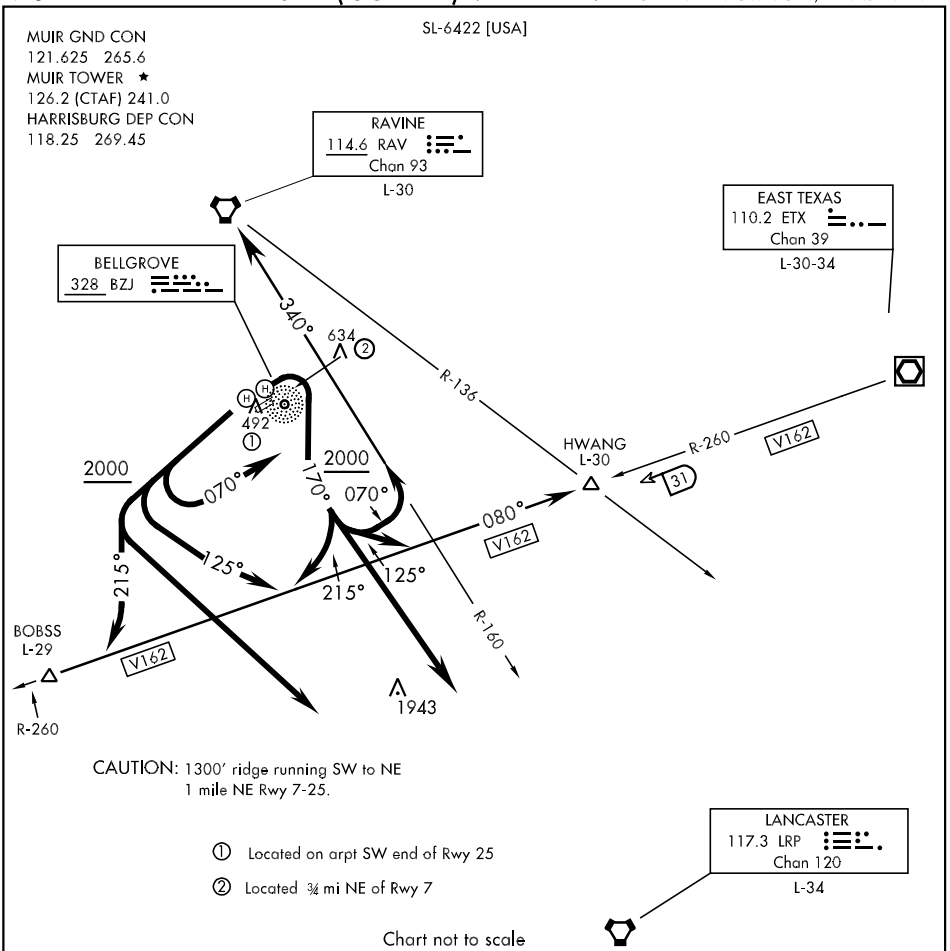

| CATEGORY | COPTER |
|---|---|
| H-25 | 1060 - ½ 572 (600 -½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)






## DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| NDB BZJ | APCH CRS | Rwy ldg | N/A |
|---|---|---|---|
| 328 | 289° | TDZE | N/A |
| | | Arpt Elev | 488 |

AL-6422 [USA]

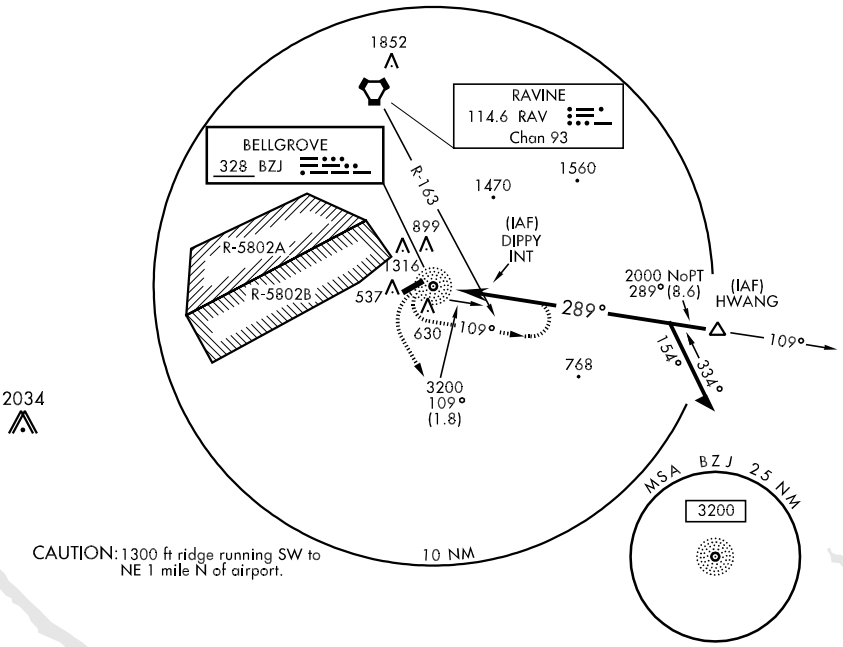
MUIR AAF (KMUI)

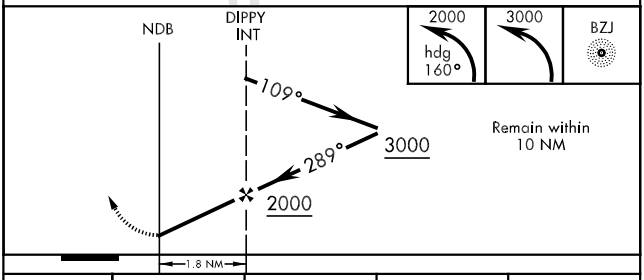
* Circling N Rwy 7-25 not authorized.
When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

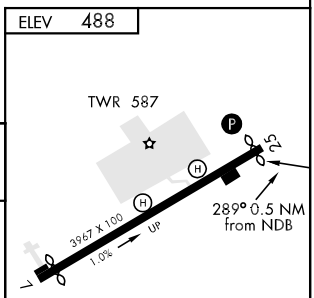
MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

| ASOS | HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|---|
| 124.175 | 116.25 269.45 | 126.2 (CTAF) 241.0 | 121.625 265.6 |

Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1420-1 ¼ | 932 (1000-1 ¼) | N/A | |

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

630

| APCH CRS | Rwy Idg | N/A |
|---|---|---|
| 054° | TDZE | N/A |
| | Arpt Elev | 488 |

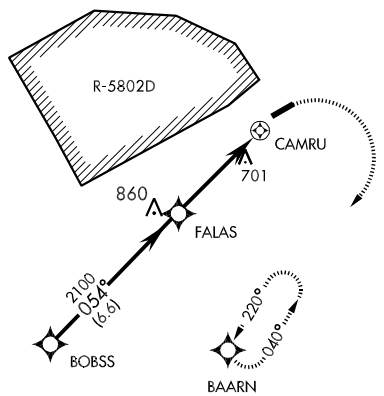
AL-6422 [USA]

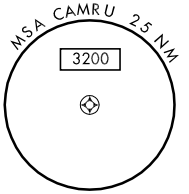
MUIR AAF (KMUI)

DME/DME RNP-0.3 NA.
* Circling N/A N of RWY 7/25.

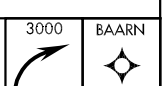
MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

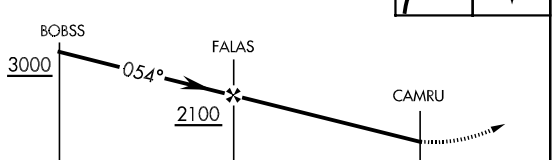
| ASOS | HARRISBURG APP CON | MUIR TOWER ★ | GND CON |
|---|---|---|---|
| 124.175 | 116.25 269.45 | 126.2 (CTAF) L 241.0 | 121.625 265.6 |



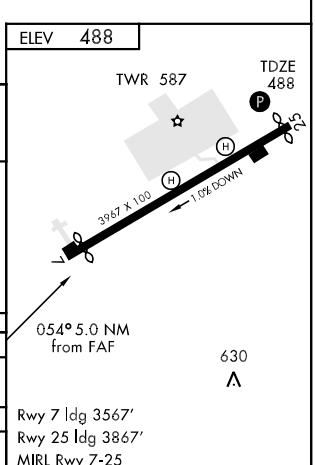




RADAR REQUIRED



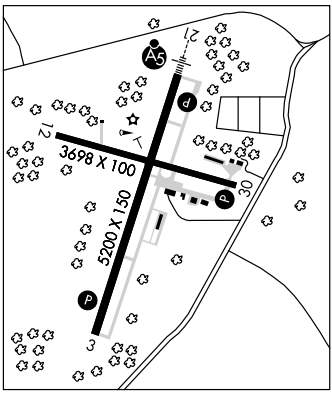

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1100-1 612 (700-1) | | 1100-1¾ 612 (700-1¾) | NA |
| HARRISBURG, PA ALTIMETER SETTING MINIMA | | | | |
| CIRCLING * | 1180-1 692 (700-1) | | 1180-1¾ 692 (700-1¾) | NA |



**FRANKLIN** N41°26.32′ W79°51.41′ NOTAM FILE FKL. **DETROIT**
**(L) VOR** 109.6 FKL 189° 3.7 NM to Venango Rgnl. **HIWAS.** **H–10H, L–30H**
**RCO** 122.1R 109.6T (ALTOONA RADIO)

## FRANKLIN

**VENANGO RGNL** (FKL) 2 SW UTC−5(−4DT) N41°22.67′ W79°51.62′ **DETROIT**
1540 B S4 **FUEL** 100LL, JET A CLASS II, ARFF Index A NOTAM FILE FKL **H–10H, L–30H**
**RWY 03–21:** H5200X150 (ASPH–GRVD) S–40, D–70, 2S–89 HIRL **IAP**
**RWY 03:** PAPI (P4L)–GA 3.0° TCH 45′. Building.
**RWY 21:** MALSR PAPI (P4L)–GA 3.0° TCH 57′. Pole.
**RWY 12–30:** H3698X100 (ASPH) S–67, D–105, 2S–133 MIRL
**RWY 12:** Trees. **RWY 30:** PAPI (P4L)–GA 3.0° TCH 40′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 03:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200
**RWY 12:** TORA–3698 TODA–3698 ASDA–3698 LDA–5200
**RWY 21:** TORA–5200 TODA–5200 ASDA–5200 LDA–5200
**RWY 30:** TORA–3698 TODA–3698 ASDA–3698 LDA–5200
**AIRPORT REMARKS:** Attended Mon–Fri 1100–0400Z‡, Sat 1100–0300Z‡, Sun 1200–0400Z‡. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 814–432–5333. Deer and birds on and in vicinity of arpt. ACTIVATE HIRL Rwy 03–21, MALSR Rwy 21 and MIRL Rwy 12–30 and twy lgts, and PAPI Rwys 03 and 21 and 30—CTAF. Landing fee for acft over 6000 lbs gross weight.
**WEATHER DATA SOURCES:** AWOS–3 118.175 (814) 437–2066.
**HIWAS** 109.6 FKL.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**FRANKLIN RCO** 122.1R 109.6T (ALTOONA RADIO)
Ⓡ **YOUNGSTOWN APP CON** 126.25 (1100–0500Z‡)
Ⓡ **YOUNGSTOWN DEP CON** 133.95 **CLNC DEL** 126.25
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
**AIRSPACE: CLASS E** svc Mon–Fri 1030–0330Z‡, Sat 1030–1430Z‡, Sun 2330–0330Z‡, other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 313° 22.9 NM to fld. 1520/06W.
**FRANKLIN (L) VOR** 109.6 FKL N41°26.32′ W79°51.41′ 189° 3.7 NM to fld. NOTAM FILE FKL. **HIWAS.**
**ILS** 110.5 I–FKL Rwy 21. Class IB. ILS unmonitored Sat 0100Z‡–Sun 1200Z‡.




**FRANKLIN CO RGNL** (See CHAMBERSBURG)

## FREDERICKSBURG

**FARMERS PRIDE** (9N7) 0 W UTC−5(−4DT) N40°26.57′ W76°26.50′ **NEW YORK**
495 B **FUEL** 100LL NOTAM FILE IPT
**RWY 10–28:** 3410X150 (TURF) LIRL (NSTD)
**RWY 10:** Thld dsplcd 504′. Trees. **RWY 28:** Thld dsplcd 590′. Road.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Only fuel avbl to transient acft is emergency fuel. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF. Rwy 10–28 turf rwy marked by orange tires/lgts. Rwy 28 dsplcd thlds marked by 6 split red/green lgts. Thld lgts Rwy 10 NSTD due to placement. ACTIVATE LIRL Rwy 10–28 and arpt bcn—CTAF.
**COMMUNICATIONS: CTAF** 122.9 **UNICOM** 122.8

## FREEPORT

**Mc VILLE** (P37) 6 NE UTC−5(−4DT) N40°44.00′ W79°35.99′ **DETROIT**
1090 B S4 **FUEL** 100LL NOTAM FILE AOO
**RWY 18–36:** 2900X132 (TURF)
**RWY 18:** Thld dsplcd 1050′. Pole. **RWY 36:** Trees.
**RWY 03–21:** 2425X160 (TURF) LIRL (NSTD)
**RWY 03:** Road. **RWY 21:** Brush.
**AIRPORT REMARKS:** Attended 1400Z‡–dusk. Arpt CLOSED indef. Rwy 18–36 CLOSED indef. Deer and Woodchuck on and invof arpt. Steep drop–off at AER 03. Rwy 18 dsplcd thld marked with red barrels. Rwy 03–21 marked with yellow barrels. Rwy 18–36 marked with yellow barrels. Rwy 03–21 NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03–21 and rotating bcn–123.0.
**COMMUNICATIONS: CTAF/UNICOM** 123.0

| LOC I-FKL | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 110.5 | 207° | TDZE | 1540 |
| | | Apt Elev | 1540 |

# ILS or LOC RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

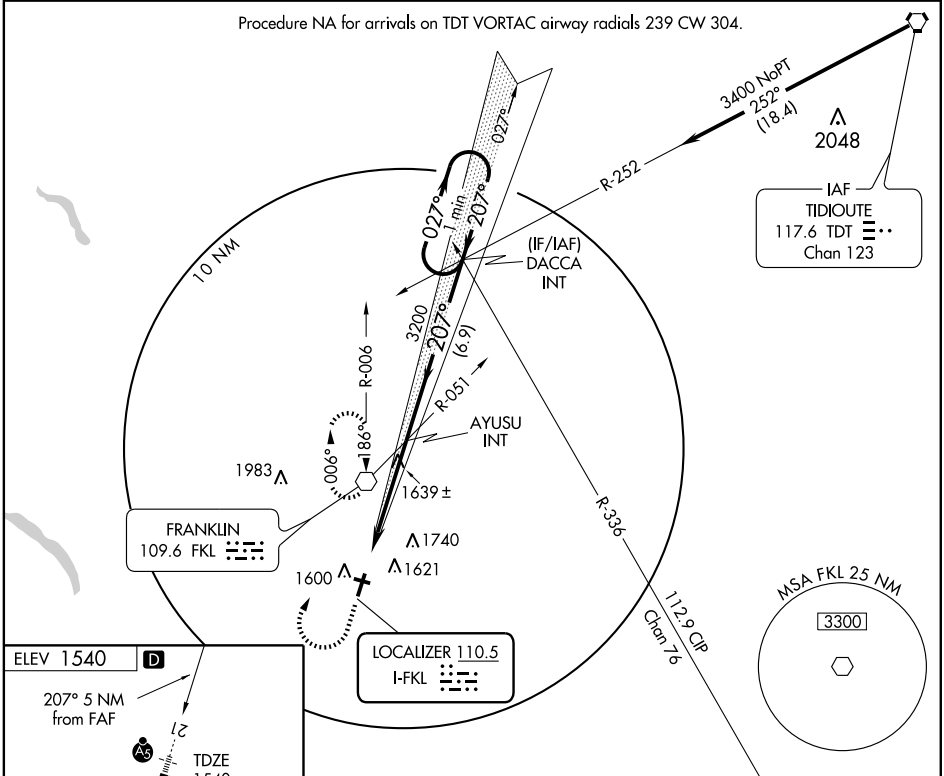
If local altimeter setting not received, use Port Meadville altimeter setting and increase all DA's/MDA's 80 feet.

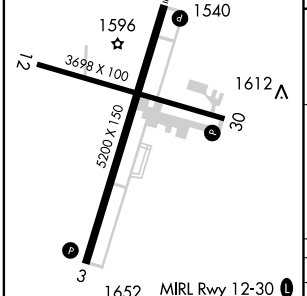
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

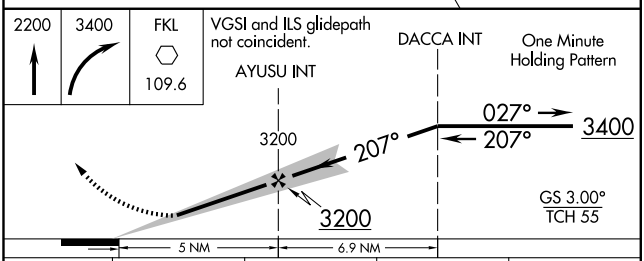
| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |

Procedure NA for arrivals on TDT VORTAC airway radials 239 CW 304.




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-21 | 1740-½ 200 (200-½) | | | |
| S-LOC-21 | 1900-½ 360 (400-½) | | | 1900-¾ 360 (400-¾) |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 027° | Rwy Idg | 5200 |
| | TDZE | 1540 |
| | Apt Elev | 1540 |

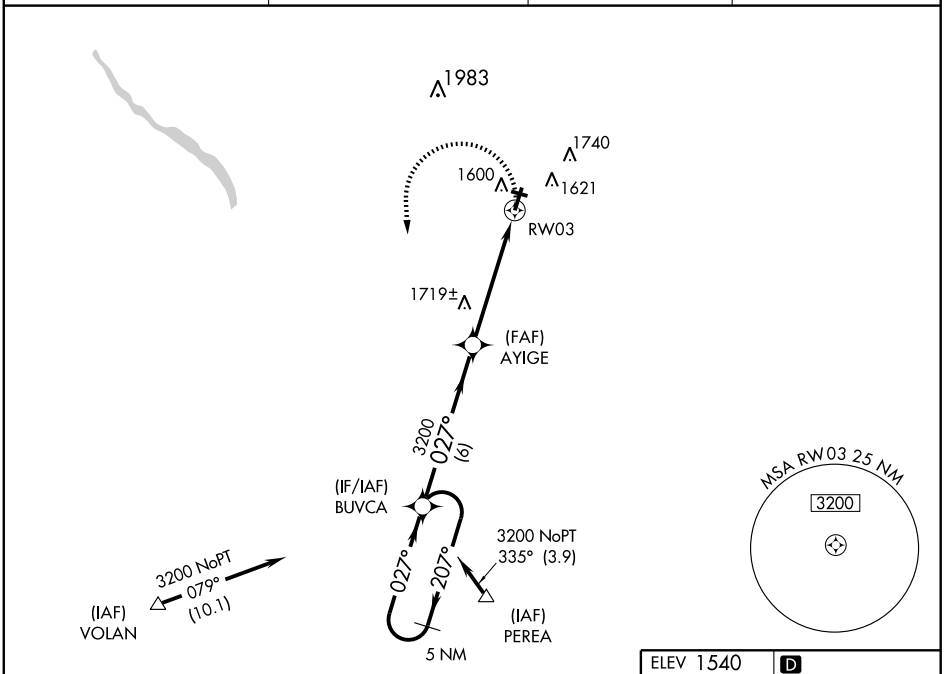
# RNAV (GPS) RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

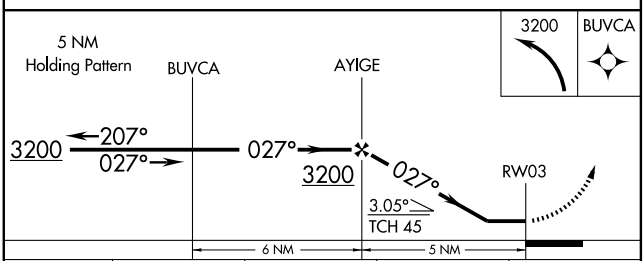
When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3200 direct BUVCA and hold.

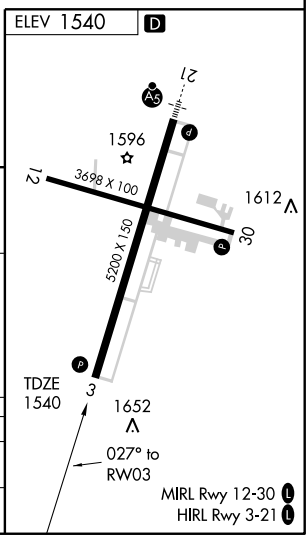
| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1 440 (500-1) | | 1980-1¼ 440 (500-1¼) | 1980-1½ 440 (500-1½) |
| CIRCLING | 1980-1 440 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 77501 | 207° | TDZE | 1540 |
| W21A | | Apt Elev | 1540 |

# RNAV (GPS) RWY 21

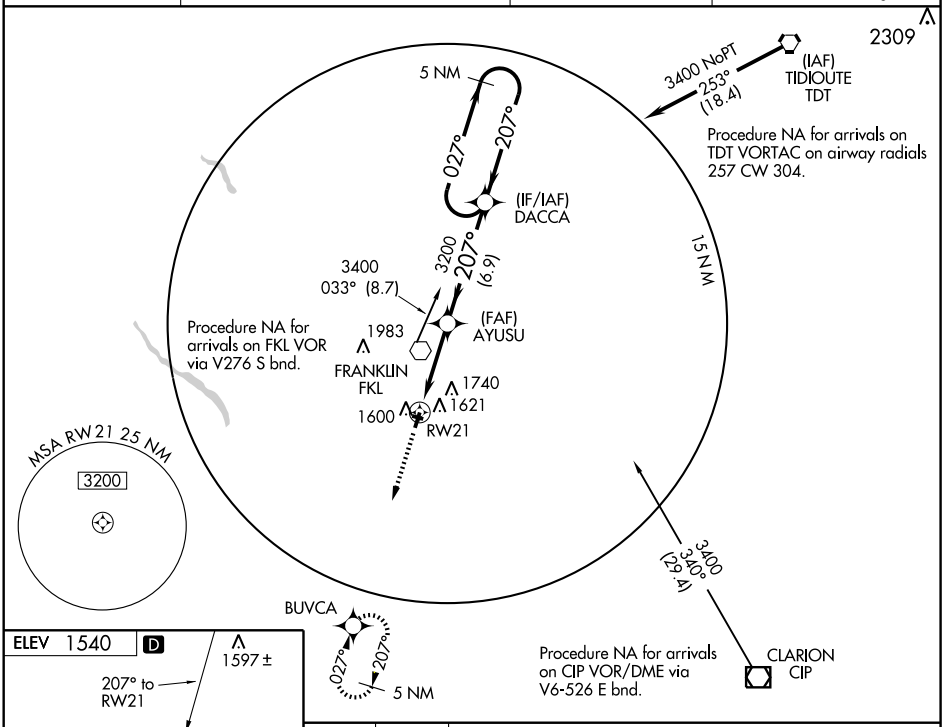
FRANKLIN/ VENANGO RGNL (FKL)

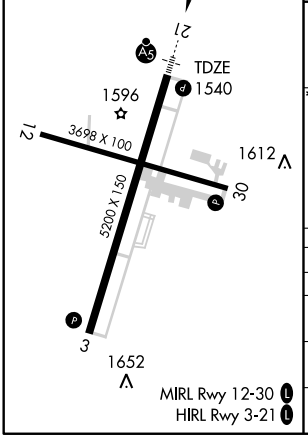
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

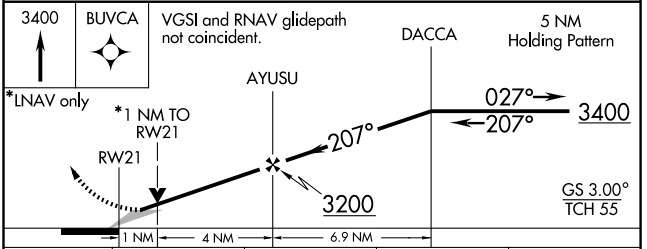
MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

| AWOS-3 | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 126.25 322.3 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1803-½ 263 (300-½) | | | |
| LNAV/ VNAV DA | 1901- ¾ 361 (400-¾) | | | |
| LNAV MDA | 1900-½ 360 (400-½) | | | 1900-1 360 (400-1) |
| CIRCLING | 1960-1¼ 420 (500-1¼) | 2000-1¼ 460 (500-1¼) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR FKL | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 109.6 | 010° | TDZE | 1540 |
| | | Apt Elev | 1540 |

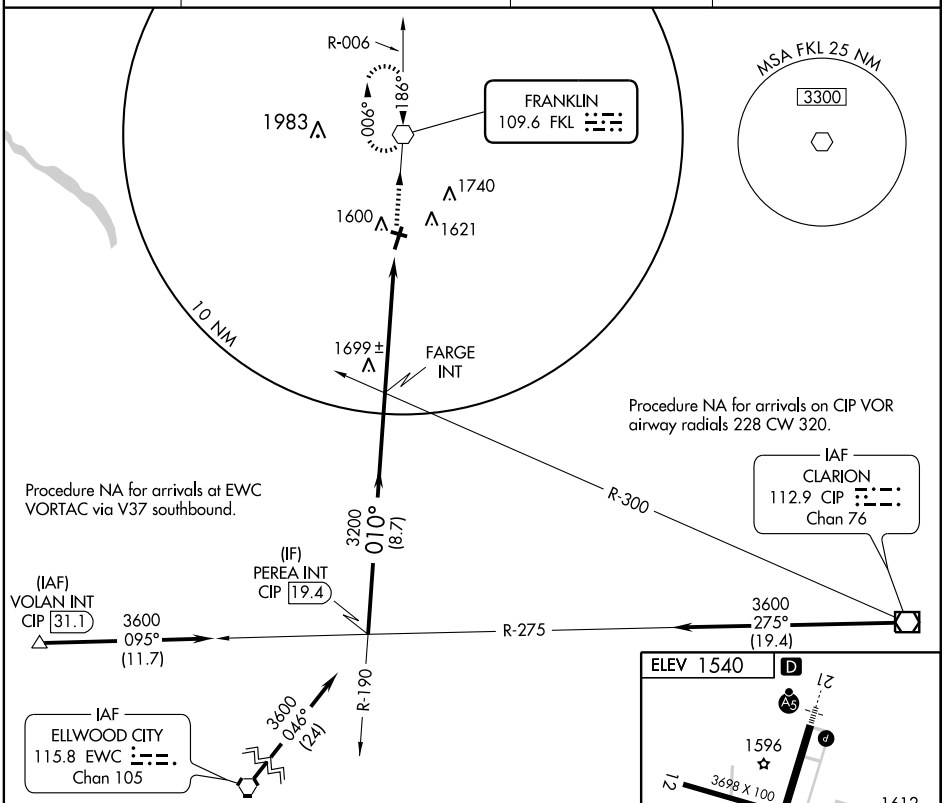
# VOR RWY 3

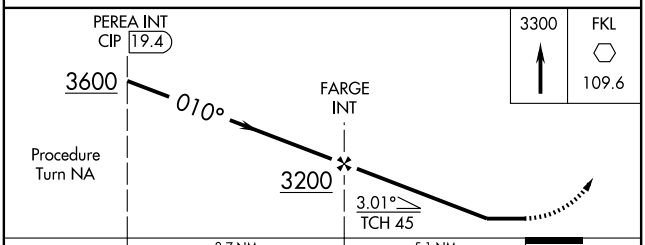
## FRANKLIN/ VENANGO RGNL (FKL)

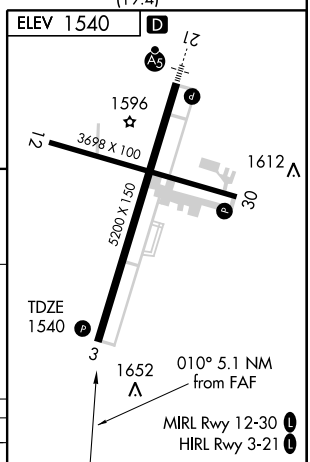
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1960-1 420 (500-1) | | 1960-1¼ 420 (500-1¼) | |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR FKL | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 109.6 | 187° | TDZE | 1540 |
| | | Apt Elev | 1540 |

# VOR RWY 21

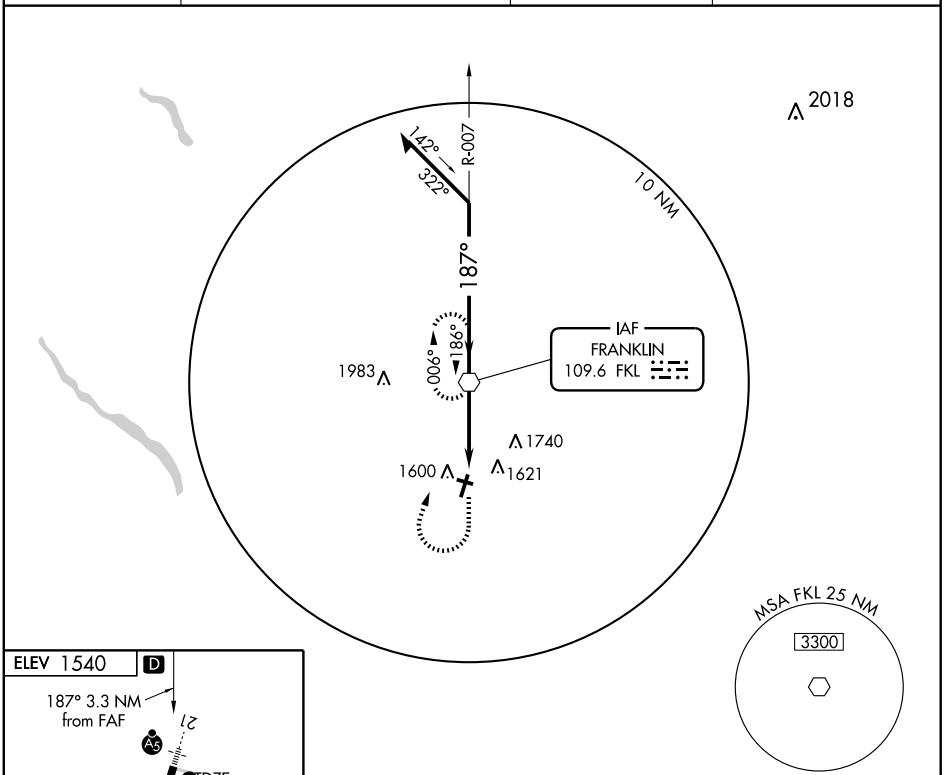
FRANKLIN/ VENANGO RGNL (FKL)

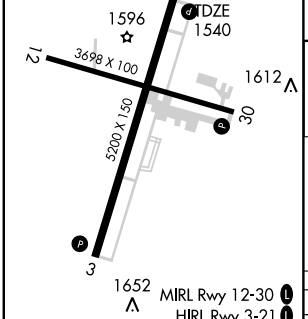
If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet. Inoperative table does not apply.

MALSR

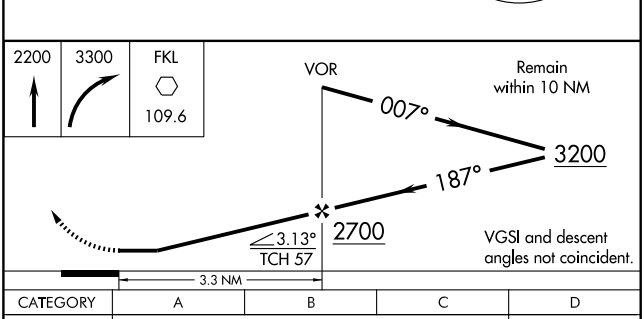
MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

| AWOS-3 | YOUNGSTOWN APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 118.175 | 126.25 | 322.3 | 126.25 | 122.7 (CTAF) L |




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1900-1 360 (400-1) | | | 1900-1¼ 360 (400-1¼) |
| CIRCLING | 1960-1 420 (500-1) | 2000-1 460 (500-1) | 2000-1½ 460 (500-1½) | 2100-2 560 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## GERMANSVILLE

**FLYING M AERODROME** (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

**RWY 08–26:** 2370X100 (TURF)

**RWY 08:** Pline. **RWY 26:** Thld dsplcd 300′. Trees.

**AIRPORT REMARKS:** Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

## GETTYSBURG

**GETTYSBURG RGNL** (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

**RWY 06–24:** H3100X60 (ASPH) MIRL

**RWY 06:** Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

**AIRPORT REMARKS:** Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WESTMINISTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

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**SOUTHERN ADAMS CO HELIPORT** (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

**HELIPAD H1:** H60X60 (CONC)

**HELIPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

**COMMUNICATIONS: CTAF** 122.9

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**GREATER PITTSBURGH INTL** (See PITTSBURGH)

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**GREENE CO** (See WAYNESBURG)

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**GREENSBURG JEANNETTE RGNL** (See JEANNETTE)

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**GREENVILLE MUNI** (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

**RWY 15–33:** H2703X75 (ASPH) S–12.5 MIRL **IAP**

**RWY 15:** REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

**RWY 33:** REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

**RWY 05–23:** 2551X118 (TURF)

**RWY 05:** Thld dsplcd 984′. Tree. **RWY 23:** Trees.

**AIRPORT REMARKS:** Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

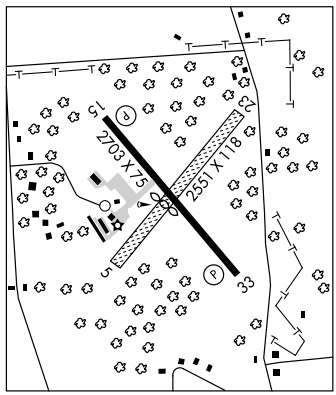
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**




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**GRIMES** (See BETHEL)

| APP CRS | Rwy Idg | NA |
|---|---|---|
| 331° | TDZE | NA |
| | Apt Elev | 554 |

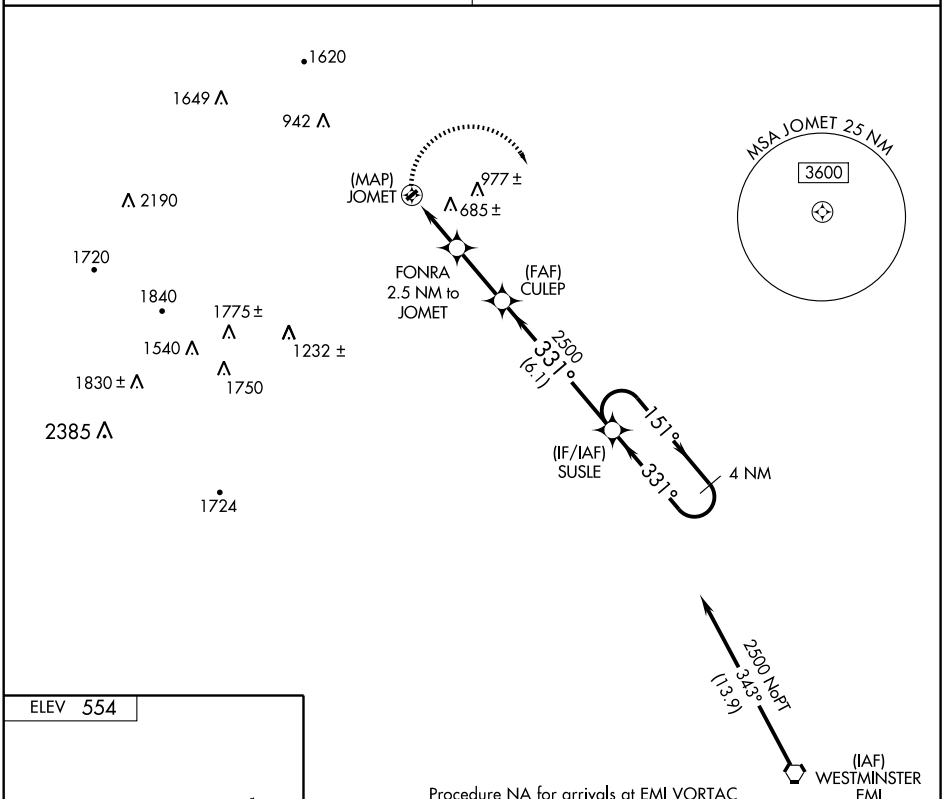
# RNAV (GPS)-A

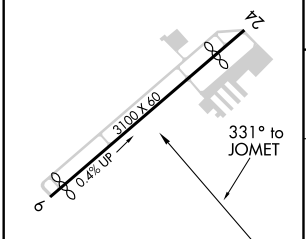
GETTYSBURG RGNL (W05)

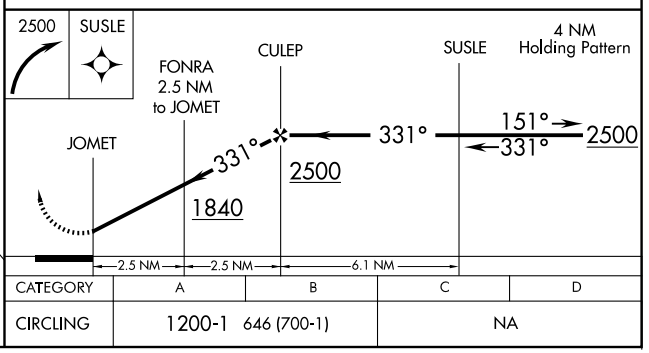
DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Hagerstown, MD. altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 134.15 227.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1 646 (700-1) | | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## GERMANSVILLE

**FLYING M AERODROME** (P91) 2 N UTC−5(−4DT) N40°44.24′ W75°42.31′ **NEW YORK**

735 S2 NOTAM FILE IPT

**RWY 08–26:** 2370X100 (TURF)

**RWY 08:** Pline. **RWY 26:** Thld dsplcd 300′. Trees.

**AIRPORT REMARKS:** Attended dawn–dusk. Parachute Jumping. Rwy 08–26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

## GETTYSBURG

**GETTYSBURG RGNL** (WØ5) 2 W UTC−5(−4DT) N39°50.48′ W77°16.48′ **WASHINGTON**

590 **FUEL** 100LL NOTAM FILE IPT **L–29E, 34F, A**

**RWY 06–24:** H3100X60 (ASPH) MIRL

**RWY 06:** Thld dsplcd 167′. Road. **RWY 24:** Thld dsplcd 542′. Trees.

**AIRPORT REMARKS:** Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06–24—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**WESTMINISTER (H) VORTAC** 117.9 EMI Chan 126 N39°29.70′ W76°58.72′ 335° 24.9 NM to fld. 820/08W. **HIWAS.**

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**SOUTHERN ADAMS CO HELIPORT** (P98) 6 S UTC−5(−4DT) N39°45.67′ W77°16.52′ **WASHINGTON**

530 S4 NOTAM FILE IPT

**HELIPAD H1:** H60X60 (CONC)

**HELIPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300–2200Z‡. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

**COMMUNICATIONS: CTAF** 122.9

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**GREATER PITTSBURGH INTL** (See PITTSBURGH)

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**GREENE CO** (See WAYNESBURG)

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**GREENSBURG JEANNETTE RGNL** (See JEANNETTE)

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**GREENVILLE MUNI** (4G1) 3 N UTC−5(−4DT) N41°26.81′ W80°23.48′ **DETROIT**

1202 B S2 **FUEL** 100LL NOTAM FILE AOO **L–30H**

**RWY 15–33:** H2703X75 (ASPH) S–12.5 MIRL **IAP**

**RWY 15:** REIL. PAPI (P2L)—GA 3.0° TCH 35′. Trees.

**RWY 33:** REIL. PAPI(P2L)—GA 3.4° TCH 31′. Trees.

**RWY 05–23:** 2551X118 (TURF)

**RWY 05:** Thld dsplcd 984′. Tree. **RWY 23:** Trees.

**AIRPORT REMARKS:** Attended 1400Z‡–dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05–23 soft and wet during spring thaw. Rwy 05–23 marked with orange cones. Rwy 05 has 984′ dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15–33—CTAF.

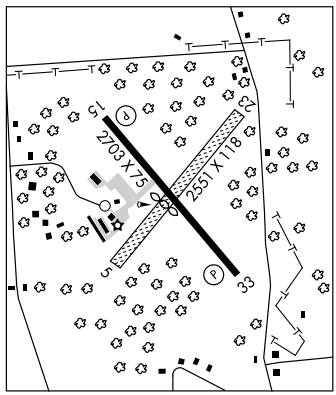
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 066° 14.6 NM to fld. 1140/5W. **HIWAS.**




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**GRIMES** (See BETHEL)

| VORTAC YNG 109.0 Chan 27 | APP CRS 067° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1202 |
|---|---|---|

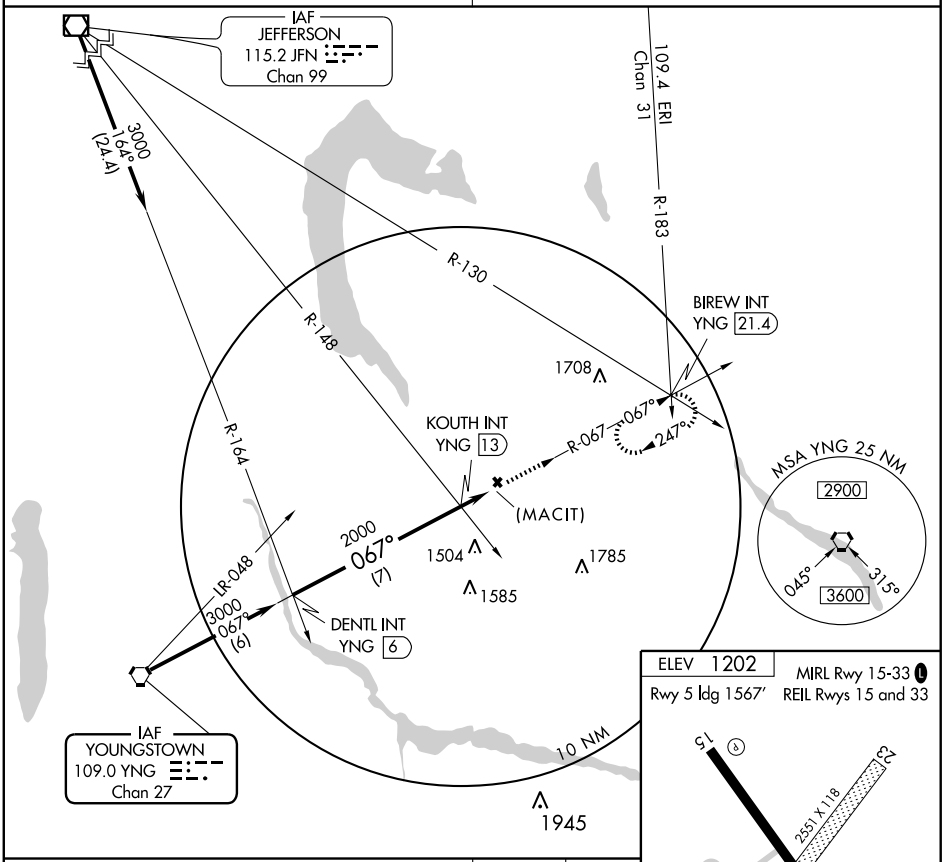
# VOR or GPS-A
## GREENVILLE MUNI (4G1)

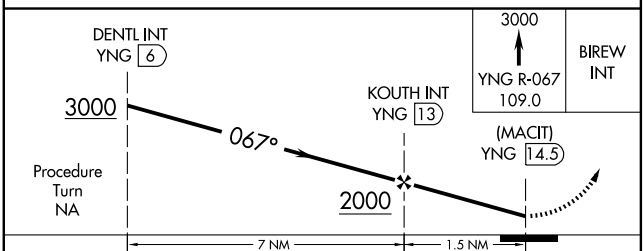
NA Use Youngstown altimeter setting.

MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★ 133.95 322.3

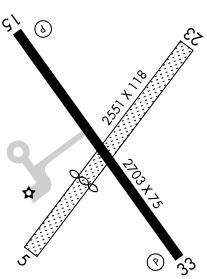
UNICOM 122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1 | 523 (600-1) | NA | NA |

ELEV 1202 MIRL Rwy 15-33 L
Rwy 5 ldg 1567′ REIL Rwys 15 and 33




| FAF to MAP 1.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## GROVE CITY (29D) 3 W UTC−5(−4DT) N41°08.76′ W80°10.07′

DETROIT
L–30H
IAP

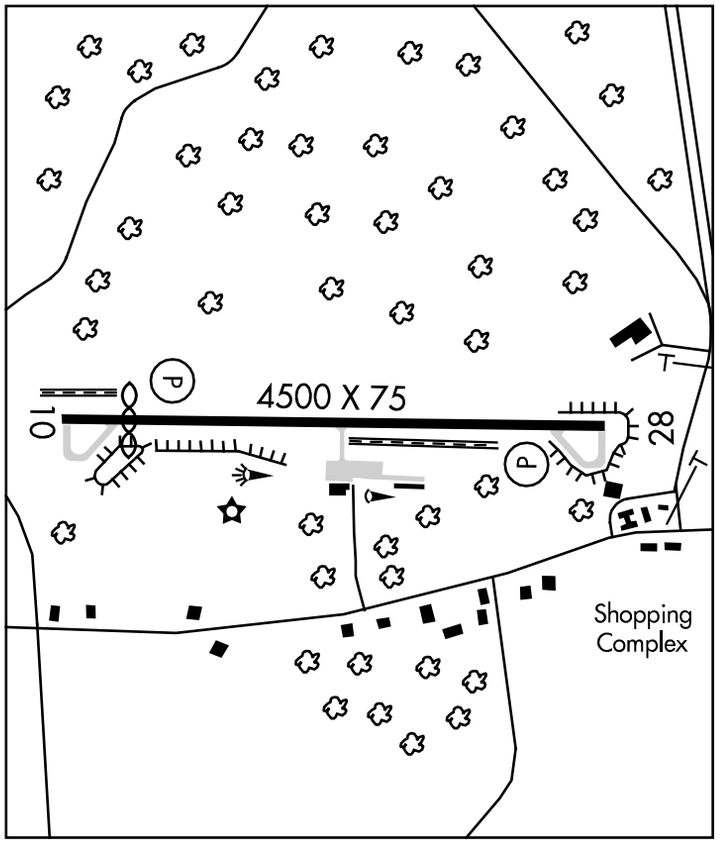
1371 B **FUEL** 100LL, JET A NOTAM FILE AOO

**RWY 10–28:** H4500X75 (ASPH) S–12.5 MIRL 1.2% up W

**RWY 10:** REIL. PAPI(P2L). Thld dsplcd 590′. Tree.

**RWY 28:** REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1400–2200Z‡. Sun 1700–2200‡. CLOSED Thanksgiving, Christmas and New Years Day. Parachute Jumping. Avoid overflying fld during dalgt VFR because of parachute jumping activity NW corner of fld. Deer and geese on and invof arpt. Drainage ravine 15 ft deep located in safety area north of Rwy 10. Rwy 10 PAPI OTS indef. ACTIVATE MIRL Rwy 10–28–CTAF.




**COMMUNICATIONS: CTAF/UNICOM** 122.7

**ELLWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 014° 19.4 NM to fld. 1227/08W.

## HANOVER (6W6) 1 W UTC−5(−4DT) N39°47.56′ W77°01.48′

WASHINGTON

560 NOTAM FILE IPT

**RWY 09–27:** 2550X100 (TURF)

**RWY 09:** Tree. **RWY 27:** Road.

**AIRPORT REMARKS:** Attended irregularly. Rwy 09–27 CLOSED for touch and go ldgs. Crosswind rwy clsd to public. Major airframe repairs avbl. Rwy 09–27 marked with yellow barrels.

**COMMUNICATIONS: CTAF** 122.9

## HARRISBURG

**(L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 225° 8.4 NM to Carlisle. 1301/10W. NOTAM FILE CXY

DETROIT
H–10H, L–29E, A

VOR unusable:

146°–168° byd 20 NM blo 7000′

**RCO** 122.4 122.2 (WILLIAMSPORT RADIO)

**RCO** 122.1R 112.5T (WILLIAMSPORT RADIO)

# RNAV (GPS) RWY 10

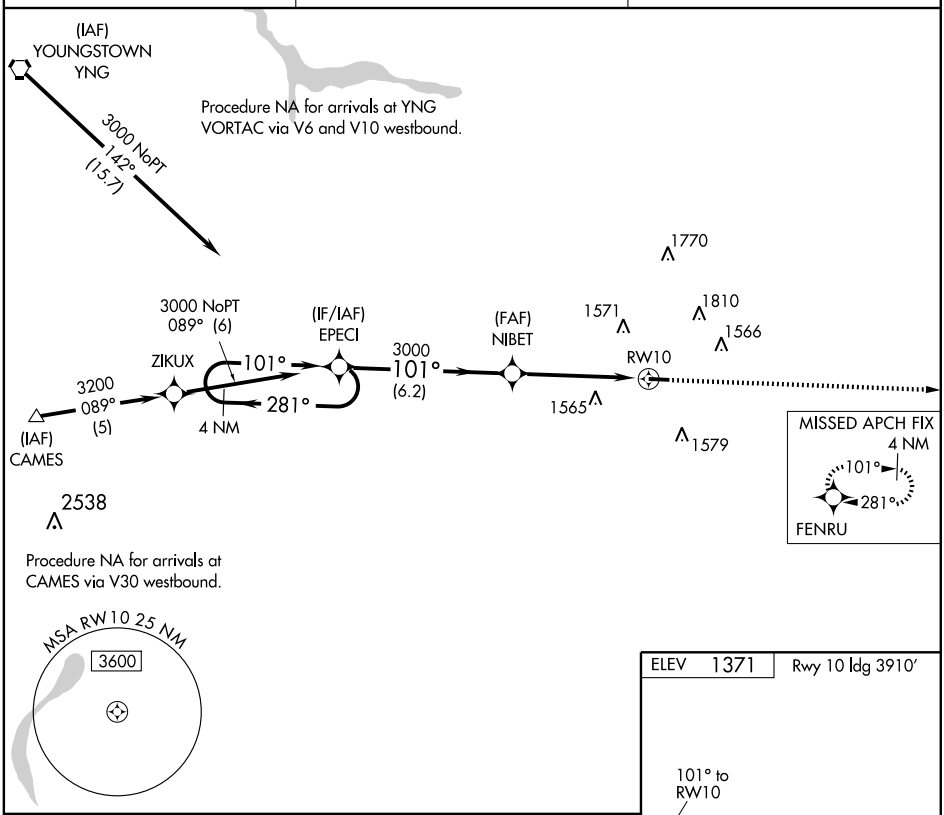
GROVE CITY (29D)

| APP CRS | Rwy Idg | 3910 |
|---|---|---|
| 101° | TDZE | 1371 |
| | Apt Elev | 1371 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON * | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 489 (500-1) | 1860-1¼ 489 (500-1¼) | 1860-1½ 489 (500-1½) |
| CIRCLING | 1920-1 | 549 (600-1) | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 28

GROVE CITY (29D)

| APP CRS | Rwy ldg | 4500 |
|---|---|---|
| 281° | TDZE | 1350 |
| | Apt Elev | 1371 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct EPECI and hold.

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) L |

Procedure NA for arrivals at FKL VOR via V115 northeast bound.

(IAF) FRANKLIN FKL

3100 NoPT 196° (18.2)

1937

MISSED APCH FIX EPECI 101° 281° 4 NM

1770 1571 1810 1566 1476± 1565 1579

(FAF) TAPPS

RW28

3100 281° (6.1)

(IF/IAF) FENRU

4 NM 101° 281°

Procedure NA for arrivals at CIP VOR/DME via V6 and V30 eastbound.

(IAF) CLARION CIP

3100 NoPT 278° (20.3)

MSA RW 28 25 NM 3600

3100 NoPT 325° (14.9)

(IAF) EARED

Procedure NA for arrivals at EARED via V10-210-297 southeast bound.

ELEV 1371 Rwy 10 ldg 3910′

281° to RW28

10 4500 X 75 1.2% UP 28

TDZE 1350

1532

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

3000 EPECI

TAPPS FENRU 4 NM Holding Pattern

281° 3100 101° 281° 3100

RW28

3.05° TCH 56

5.4 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 510 (500-1) | 1860-1½ | 510 (500-1½) |
| CIRCLING | 1920-1 | 549 (600-1) | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

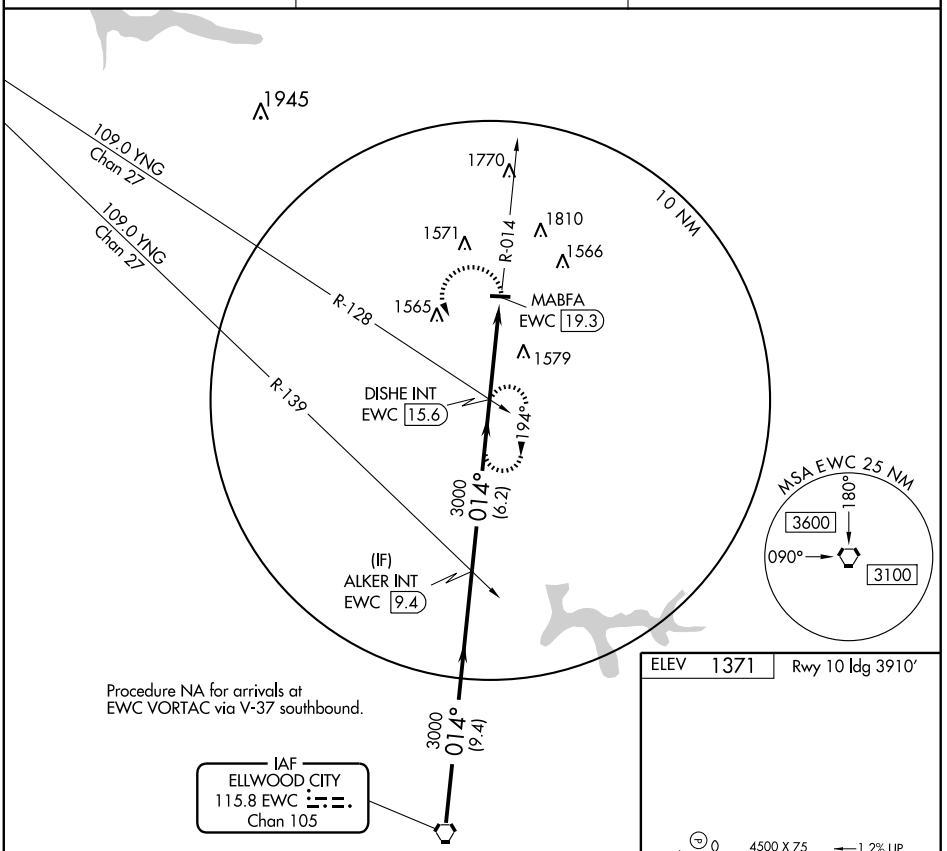
| VORTAC EWC 115.8 Chan 105 | APP CRS 014° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1371 |
|---|---|---|

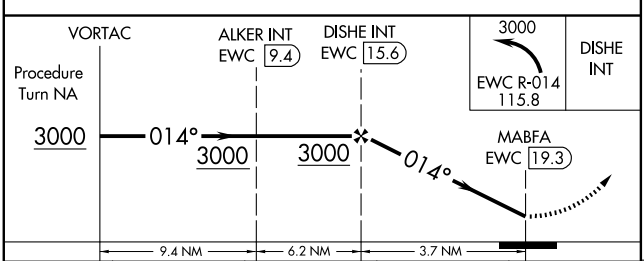
# VOR-A
## GROVE CITY (29D)

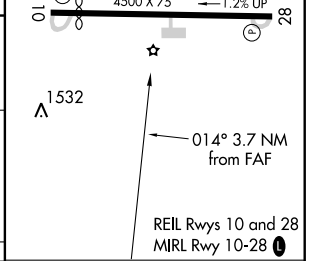
NA — Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EWC R-014 to DISHE Int/15.6 DME and hold, continue climb-in-hold to 3000.

| FRANKLIN AWOS-3 | YOUNGSTOWN APP CON * | UNICOM |
|---|---|---|
| 118.175 | 133.95 322.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1920-1 549 (600-1) | | 1940-1½ 569 (600-1½) | 1980-2 609 (700-2) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



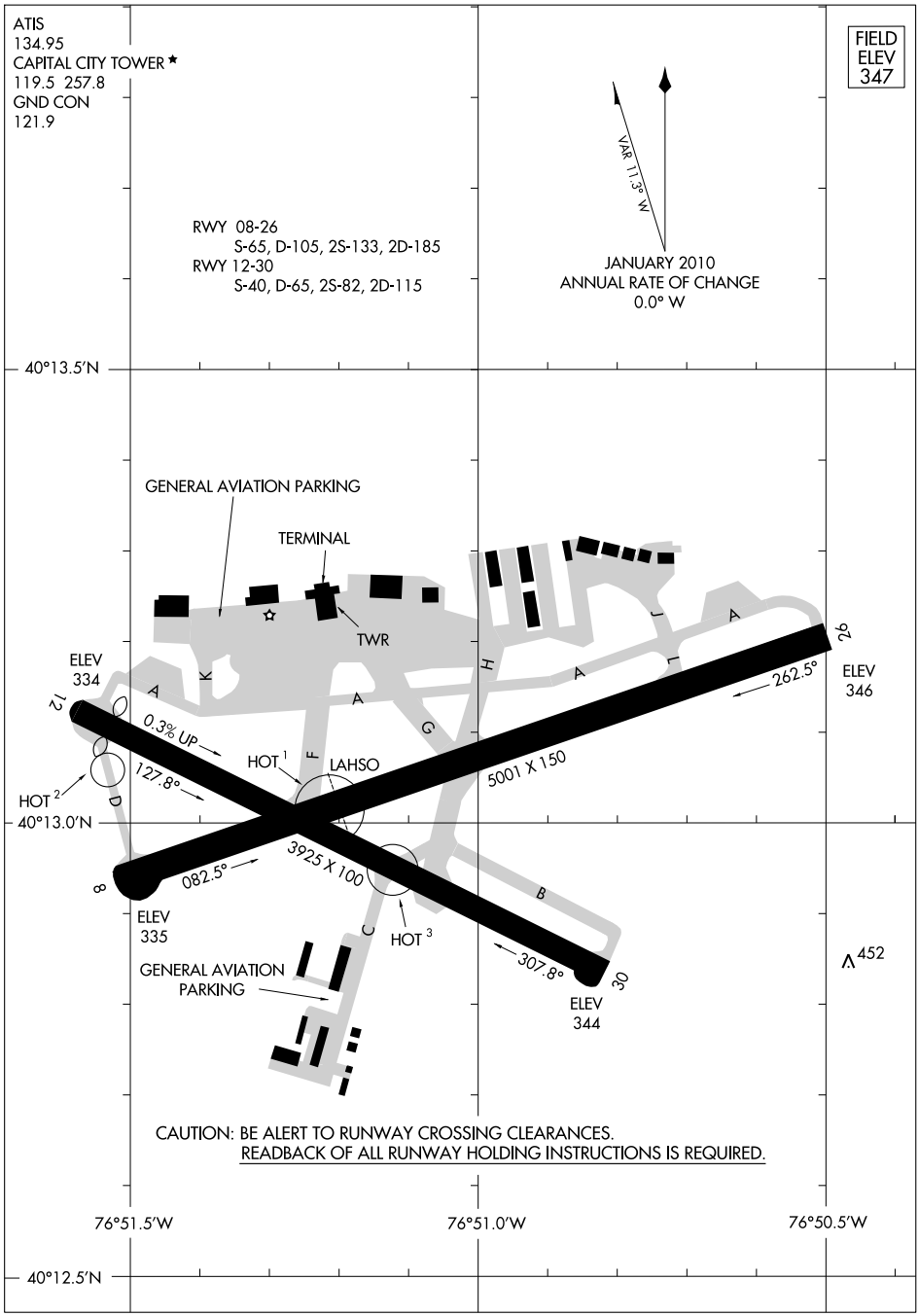
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-187 (FAA)

HARRISBURG / CAPITAL CITY (CXY)
HARRISBURG, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

# HARRISBURG

## CAPITAL CITY (CXY) 3 SE UTC−5(−4DT) N40°13.03′ W76°51.09′

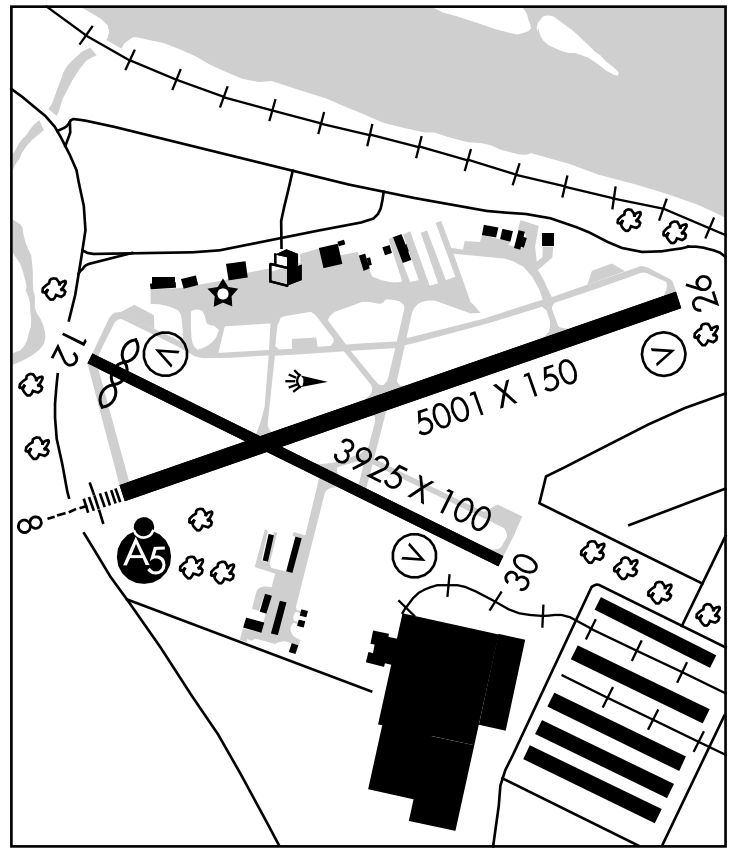
NEW YORK
H–10H, 12I, L–29E, 34G, A
IAP, AD

347 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1500(1153)
NOTAM FILE CXY

**RWY 08–26:** H5001X150 (ASPH–GRVD) S–65, D–105, 2S–133, 2D–185 HIRL
**RWY 08:** MALSR. Tree.
**RWY 26:** VASI(V4L)—GA 3.1° TCH 56′. Pole. Rgt tfc.
**RWY 12–30:** H3925X100 (ASPH) S–40, D–65, 2S–82, 2D–115 MIRL 0.3% up SE
**RWY 12:** REIL. VASI(V4L)—GA 3.9°TCH 62′. Thld dsplcd 147′. Pole. Rgt tfc.
**RWY 30:** REIL. VASI(V4L)—GA 4.0°TCH 62′. Tree.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 26 | 12–30 | 3450 |




**AIRPORT REMARKS:** Attended 1100–0400Z‡. PPR for hazardous cargo. Bird flocks on and invof arpt. All rwys—for loads over 100,000 lbs. prior req. Arpt CLOSED to FAR PART 121 acft. When twr clsd HIRL Rwy 08–26 opr low ints. To ACTIVATE higher ints—CTAF. ACTIVATE MIRL Rwy 12–30, MALSR Rwy 08, and twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS (717) 770–0880. LAWRS.

**COMMUNICATIONS: CTAF** 119.5 **ATIS** 134.95 **UNICOM** 122.95
**HARRISBURG RCO** 122.4 122.2 (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)
**TOWER** 119.5 (1200–0200Z‡) **GND** 121.9

**AIRSPACE: CLASS D** svc 1200–0200Z‡ other times CLASS E.
**TRSA** svc ctc **APP CON** 20 NM out.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 292° 26.4 NM to fld. 399/09W.
**LATLE NDB (LOM)** 219 CX N40°10.69′ W77°00.34′ 083° 7.5 NM to fld. Unmonitored when twr clsd.
**ILS** 109.1 I–CXY Rwy 08. LOM LATLE NDB. Coupled apch not authorized blo 940′. Unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** When twr clsd pickup clearance thru Harrisburg App Con on frequency 124.1 or via phone 1–800–932–0712.

| LOC I-CXY | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.1 | 082° | TDZE | 342 |
| | | Apt Elev | 347 |

# ILS or LOC RWY 8

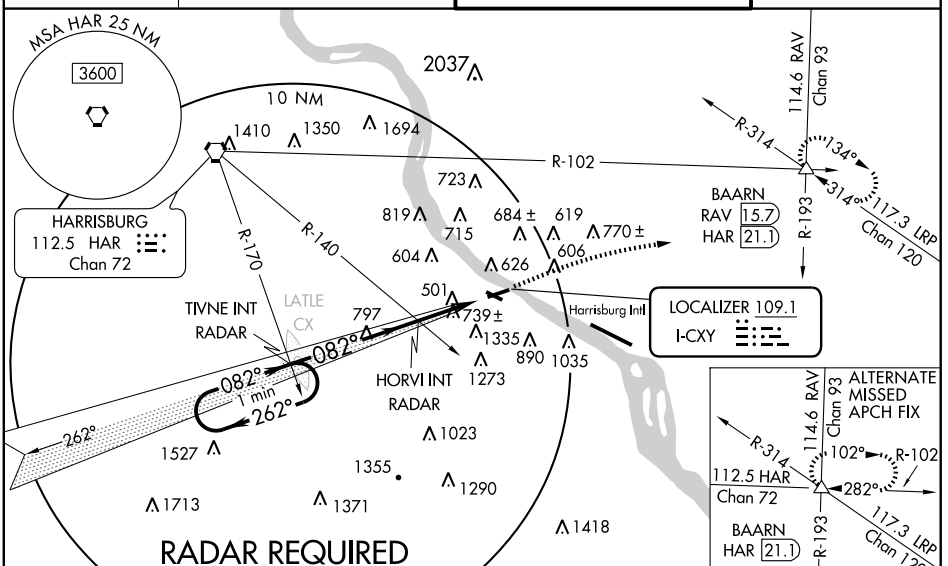
HARRISBURG / CAPITAL CITY (CXY)

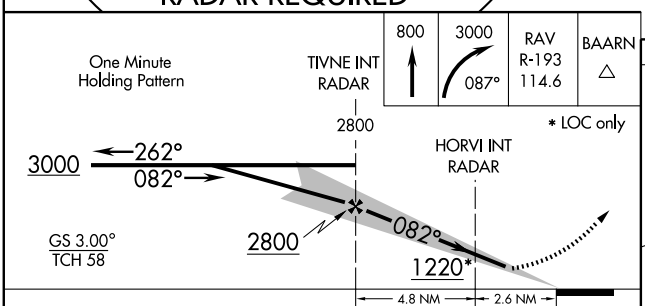
Ⓣ Circling to Rwy 12-30 NA at night.
Ⓐ Inoperative table does not apply to S-ILS-8.
For inoperative MALSR, increase S-LOC-8 Cat A visibility to 1 mile.
HORVI Fix minimums: For inoperative MALSR, increase S-LOC-8 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 940. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

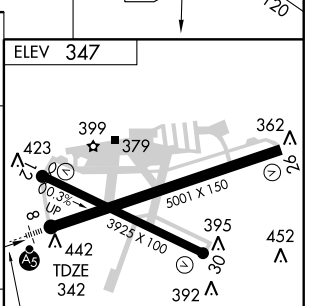
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 087° and RAV VORTAC R-193 to BAARN INT/ RAV 15.7 DME and hold.

| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) Ⓛ 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 592-¾ 250 (300-¾) | | | |
| S-LOC 8 | 1220-¾ 878 (900-¾) | | 1220-2 878 (900-2) | 1220-2¼ 878 (900-2¼) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |
| HORVI FIX MINIMUMS | | | | |
| S-LOC 8 | 1000-¾ 658 (700-¾) | | 1000-1¼ 658 (700-1¼) | 1000-1½ 658 (700-1½) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |

REIL Rwys 12 and 30
HIRL Rwys 8-26 Ⓛ
MIRL Rwy 12-30 Ⓛ

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 70610 | 082° | TDZE | 342 |
| W08A | | Apt Elev | 347 |

# RNAV (GPS) RWY 8

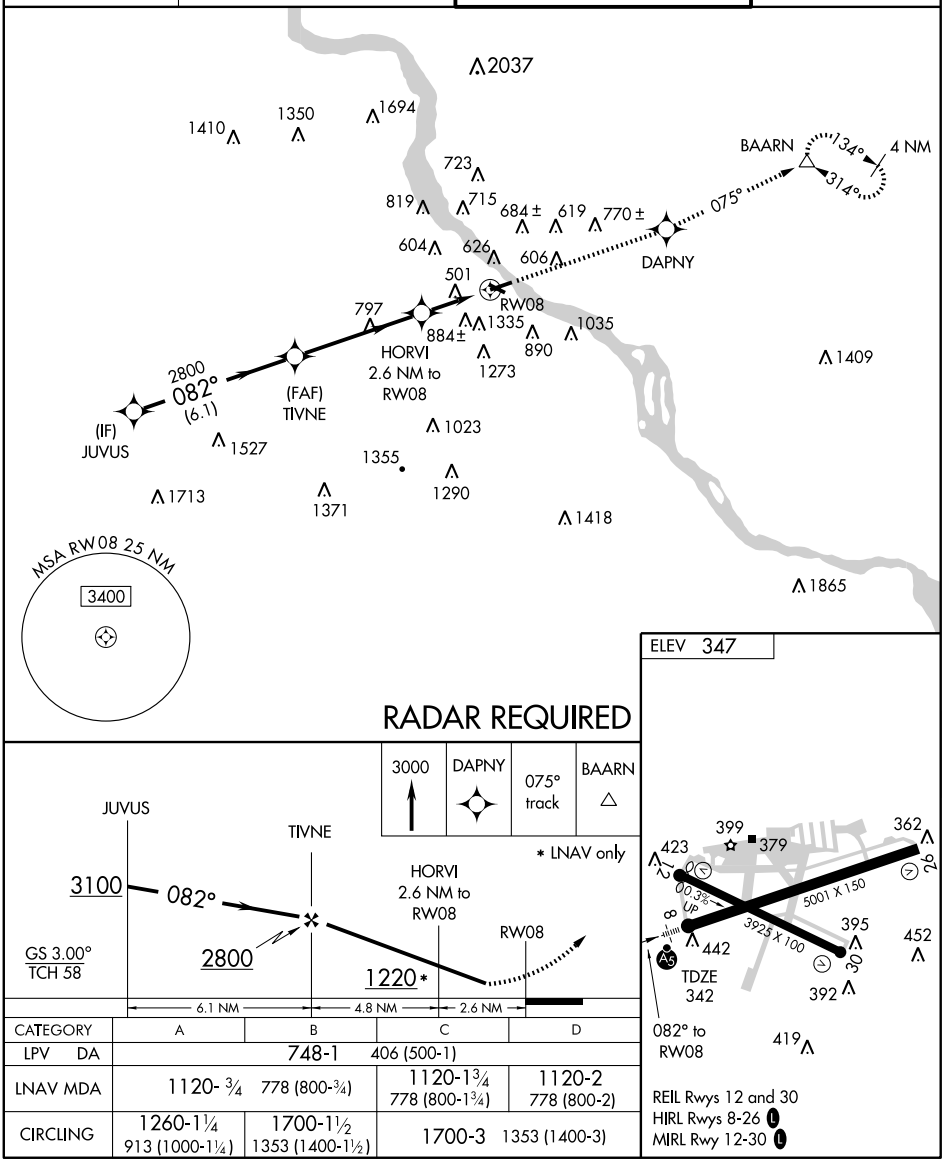
## HARRISBURG / CAPITAL CITY (CXY)

Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) L 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 748-1 | | 406 (500-1) | |
| LNAV MDA | 1120- ¾ 778 (800-¾) | | 1120-1¾ 778 (800-1¾) | 1120-2 778 (800-2) |
| CIRCLING | 1260-1¼ 913 (1000-1¼) | 1700-1½ 1353 (1400-1½) | 1700-3 1353 (1400-3) | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 86800 | 262° | TDZE | 347 |
| W26A | | Apt Elev | 347 |

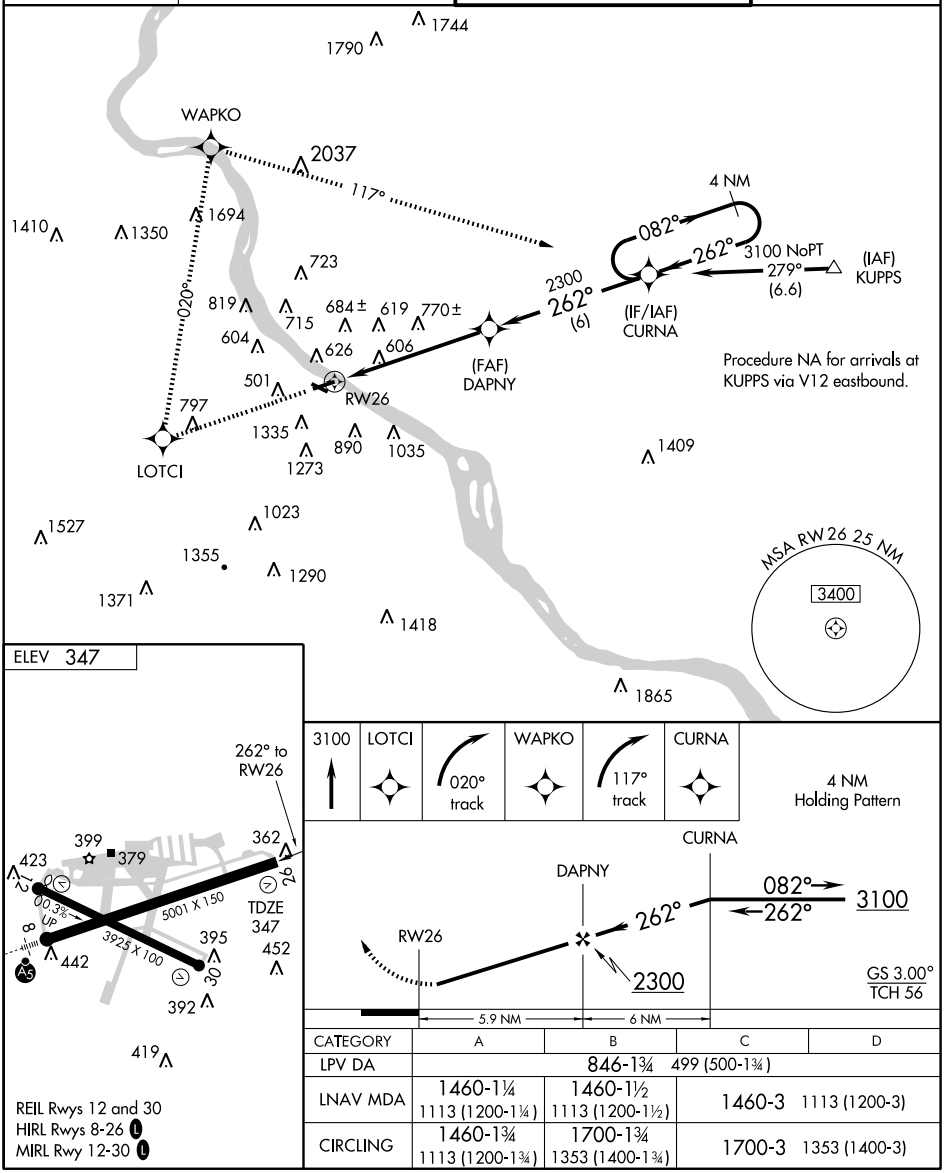
# RNAV (GPS) RWY 26

HARRISBURG / CAPITOL CITY (CXY)

When local altimeter setting not received, use Harrisburg Intl altimeter setting.
Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct LOTCI and right turn via 020° track to WAPKO and right turn 117° track to CURNA and hold.

| ATIS | HARRISBURG APP CON | CAPITOL CITY TOWER ★ | GND CON |
|---|---|---|---|
| 134.95 | 124.1 273.525 | 119.5 (CTAF) L 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 846-1¾ 499 (500-1¾) | | | |
| LNAV MDA | 1460-1¼ 1113 (1200-1¼) | 1460-1½ 1113 (1200-1½) | 1460-3 1113 (1200-3) | |
| CIRCLING | 1460-1¾ 1113 (1200-1¾) | 1700-1¾ 1353 (1400-1¾) | 1700-3 1353 (1400-3) | |

REIL Rwys 12 and 30
HIRL Rwys 8-26 L
MIRL Rwy 12-30 L



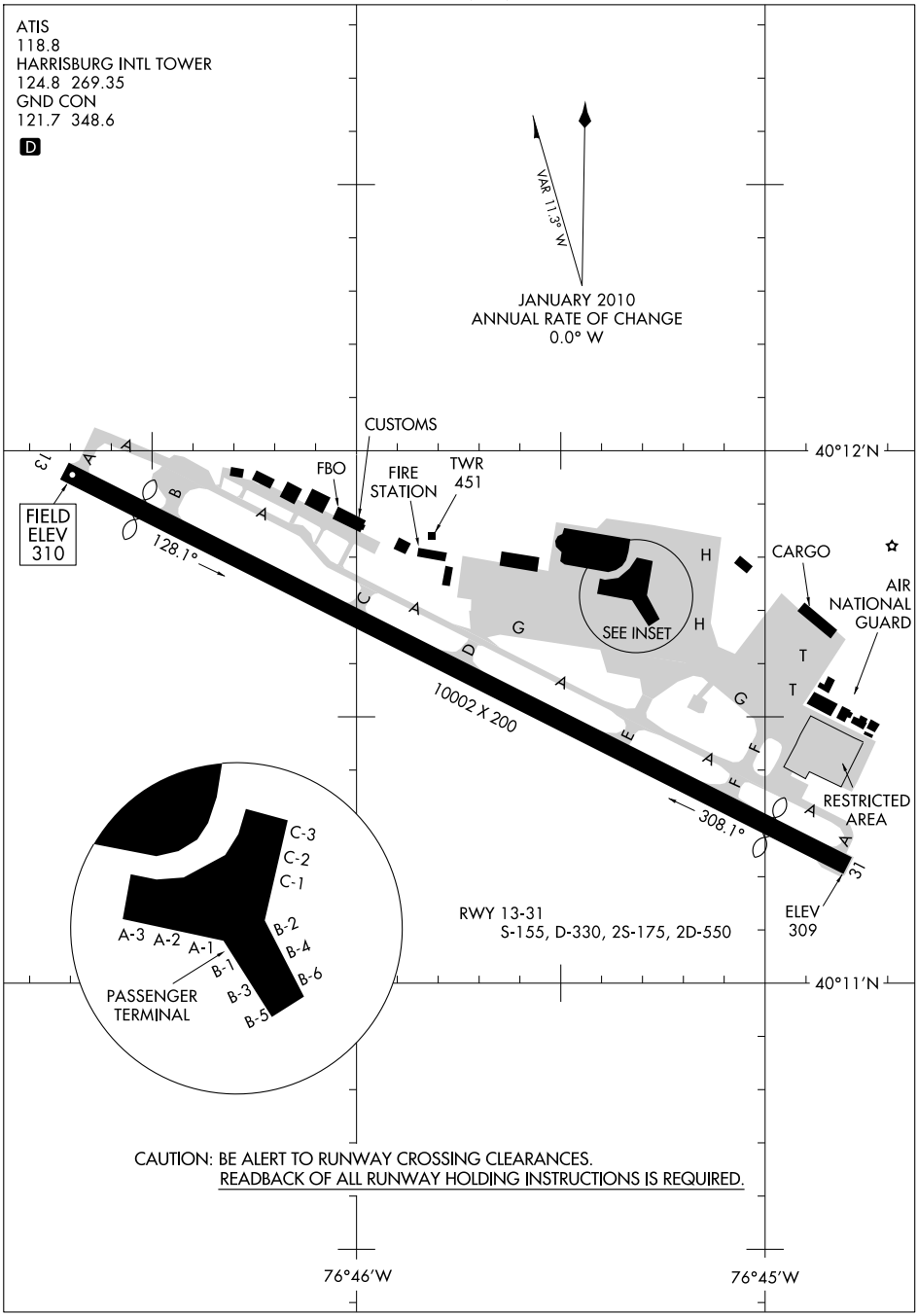
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-188 (FAA)

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

**HARRISBURG INTL** (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12I, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

**RWY 13–31:** H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

**RWY 13:** ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 13:** TORA–10001 TODA–10001 ASDA–9063 LDA–8070

**RWY 31:** TORA–10001 TODA–10001 ASDA–9122 LDA–8132

**AIRPORT REMARKS:** Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

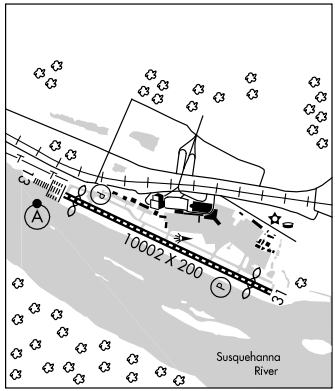
**WEATHER DATA SOURCES:** ASOS (717) 944–1372.

**COMMUNICATIONS: ATIS** 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)
**HARRISBURG INTL TOWER** 124.8 **GND CON** 121.7

**AIRSPACE: CLASS D** svc continuously.
**TRSA** svc ctc **APP CON** 20 NM out.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.
**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.
**ENOLA NDB (LOM)** 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.
**ILS** 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).
**ILS** 110.9 I–HQA Rwy 31. Class IB.




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**HAZLETON MUNI** (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
**RWY 10–28:** H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

**RWY 10:** REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

**RWY 28:** MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

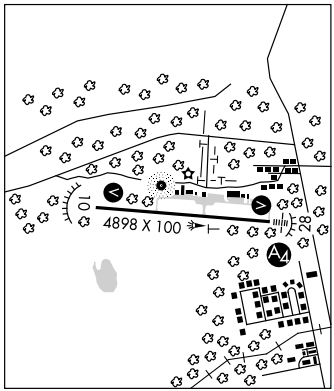
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

**WEATHER DATA SOURCES:** AWOS–3 119.975 (570) 459–4901.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.
**(T) VORW** 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.
**HUMBOLT NDB (MHW)** 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.
**ILS** 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.



| LOC I-MDT | APP CRS | Rwy Idg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

# ILS or LOC RWY 13

HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

1744 1790 2037 1694 1109 1106 1409 1418 1371 1355 1290 1023 883

R-240 R-193 R-314 R-118 R-102

BAARN LRP 18

(IF) SIBUW INT

LOM/IAF ENOLA 204 MD

HAR

IAF HARRISBURG 112.5 HAR Chan 72

308° 3000 NoPT 118° (3.5)

2500 NoPT 128° (5)

128° 1 min 308°

3000 269° (13.6)

134° 314°

700± 619 684± 770± 615± 530 609 659± 470 598 677

Capital City IM

117.3 LRP Chan 120

1335 1273 890 1035 598±

LOCALIZER 110.9 I-MDT

10 NM

MSA MD 25 NM 3400

ELEV 310 D

128° 6.4 NM from FAF

396 440 451 430

TDZE 308

10002 X 200

13 31

One Minute Holding Pattern

LOM 2450

308° 128°

2800 2500

GS 3.00° TCH 54

IM

6.3 NM 0.1

| 900 | 3000 | RAV R-193 114.6 | BAARN |
|---|---|---|---|
| | HDG 060° | | |

VGSI and ILS glidepath not coincident.

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 508/18 | | 200 (200-½) | |
| S-LOC 13 | 900/24 | 592 (600-½) | 900/50 592 (600-1) | 900/60 592 (600-1¼) |
| CIRCLING | 900-1 | 590 (600-1) | 920-1 ¾ 610 (700-1¾) | 980-2 670 (700-2) |

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

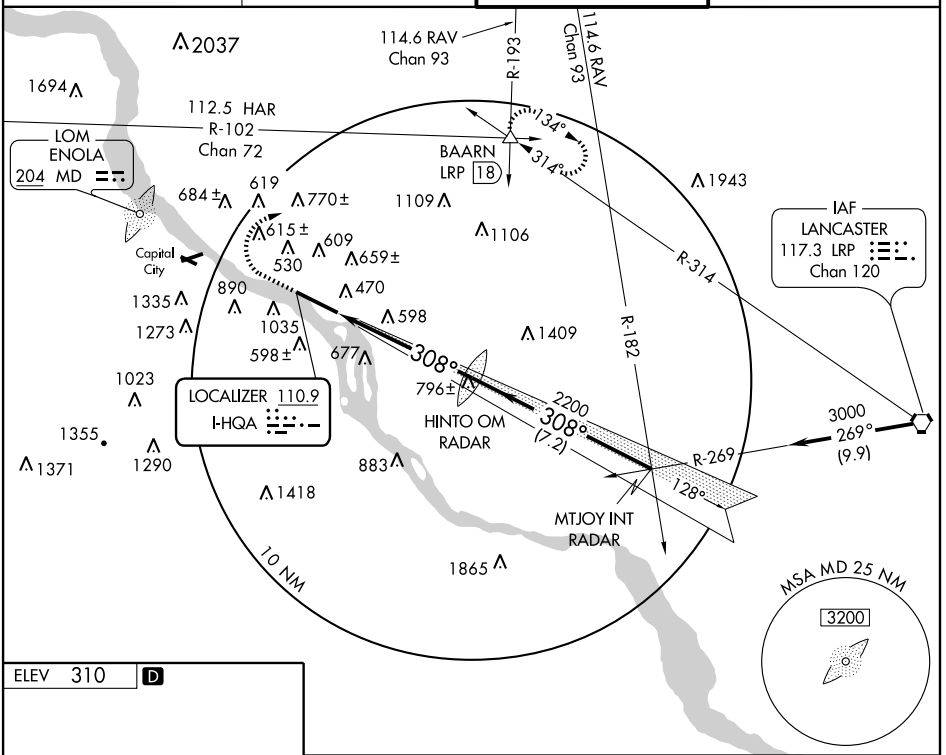
| LOC I-HQA | APP CRS | Rwy Idg | 8132 |
|---|---|---|---|
| 110.9 | 308° | TDZE | 308 |
| | | Apt Elev | 310 |

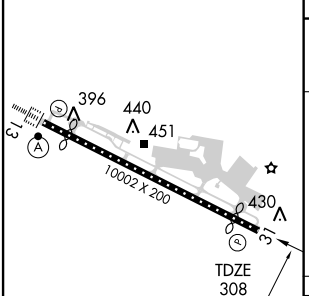
# ILS or LOC RWY 31
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

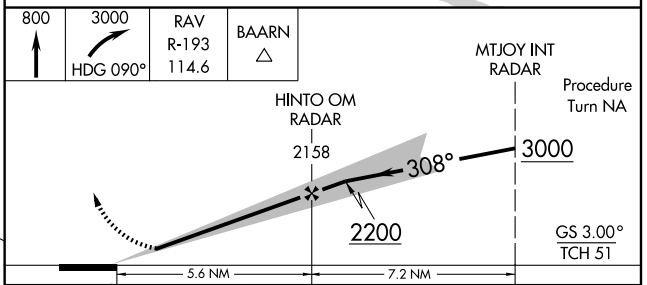
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 558/50 | | 250 (300-1) | |
| S-LOC 31 | 920/50 | 612 (700-1) | 920-1¾ 612 (700-1¾) | 920-2 612 (700-2) |
| CIRCLING | 920-1 | 610 (700-1) | 920-1¾ 610 (700-1¾) | 980-2 670 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-MDT | APP CRS | Rwy Idg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

# ILS RWY 13 (CAT II)
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

1744 1790 114.6 RAV Chan 93 R-240 2037 BAARN LRP 18 R-193 R-314 134° 314°

(IF) SIBUW INT 1694 308° 3000 NoPT 118° (3.5) R-118

LOM/IAF ENOLA 204 MD HAR R-102 3000 269° (13.6)

IAF HARRISBURG 112.5 HAR Chan 72

2500 NoPT 128° (5) 128° 1 min 308° 128°

700± 684±Λ 619 Λ 770± 615±Λ 530 Λ 609 Λ 659± 470 598 1109 Λ 1106 117.3 LRP Chan 120

Capital City IM

1335 Λ 890 Λ 1273 Λ 1035 598 ±Λ 677 Λ 1409

LOCALIZER 110.9 I-MDT

10 NM 1023 Λ 1371 1335 Λ 1290 883 Λ 1418

MSA MD 25 NM 3400

ELEV 310 D

One Minute Holding Pattern LOM 2450

900 3000 HDG 060° RAV R-193 114.6 BAARN

2800 308° 128° 2500 128° DH RA101 IM 308 MSL

VGSI and ILS glidepath not coincident. GS 3.00° TCH 54

6.3 NM 868' 1081'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | RA 101/12 100 DA 408 | | | |

396 440 451 430 TDZE 308 10002 X 200 13 31

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-MDT | APP CRS | Rwy Idg | 8070 |
|---|---|---|---|
| 110.9 | 128° | TDZE | 308 |
| | | Apt Elev | 310 |

# ILS RWY 13 (CAT III)
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31.

ALSF-2

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |

ALTERNATE MISSED APCH FIX
HARRISBURG HAR 112.5 Chan 72
R-281 101° 281°

Procedure NA for arrivals on HAR VORTAC airway radials 102 CW 157.

114.6 RAV Chan 93

1744 1790 2037 1694 1700± 619 770± 1109 1106 684± 615± 609 659± 530 470 890 1335 1273 1035 598 598± 677 1409 1023 1355 1290 883 1371 1418

R-240 R-193 R-314 R-118 R-102 134° 314° 269° (13.6) 3000

BAARN LRP 18

(IF) SIBUW INT

LOM/IAF ENOLA 204 MD

HAR

308° 3000 NoPT 118° (3.5)

IAF HARRISBURG 112.5 HAR Chan 72

2500 NoPT 128° (5)

128° 1 min 308°

128°

Capitol City

IM

117.3 LRP Chan 120

MSA MD 25 NM 3400

10 NM

LOCALIZER 110.9 I-MDT

ELEV 310 D

One Minute Holding Pattern

LOM 2450

900 3000 HDG 060° RAV R-193 114.6 BAARN

VGSI and ILS glidepath not coincident.

2800 308° 128° 2500 128° IM 411 308 MSL

GS 3.00° TCH 54

6.3 NM 924' 1081'

396 440 451 430 0 0 0 0 13 31 10002 X 200

TDZE 308

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | | CAT IIIa | RVR 07 | |
| S-ILS 13 | | CAT IIIb | RVR 06 | |
| S-ILS 13 | | CAT IIIc | NA | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8070 |
|---|---|---|---|
| CH 86313 | 128° | TDZE | 308 |
| W13A | | Apt Elev | 310 |

# RNAV (GPS) RWY 13

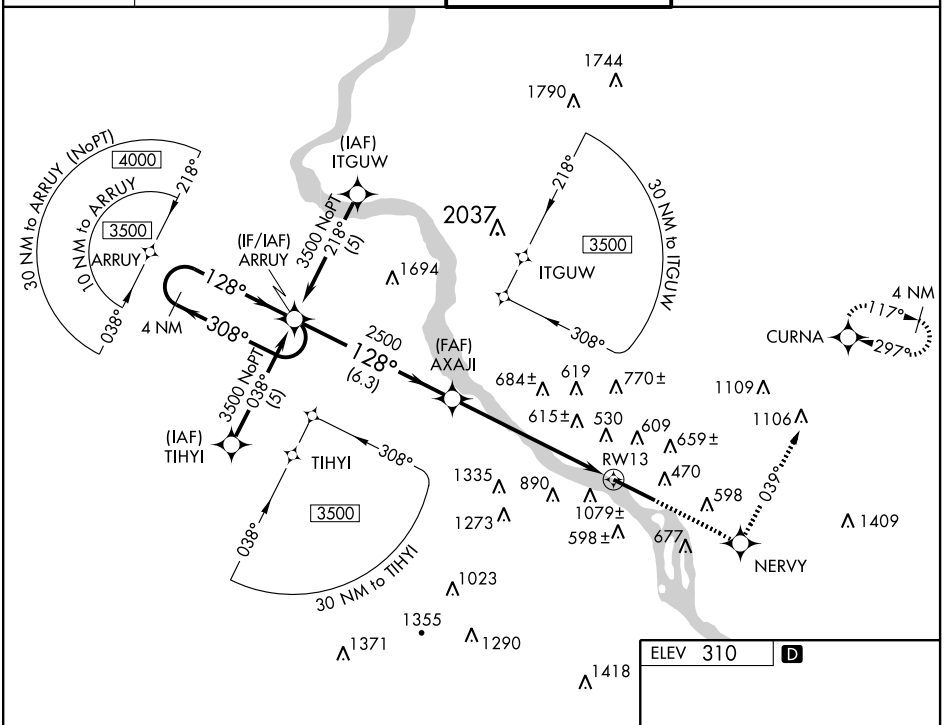
## HARRISBURG INTL (MDT)

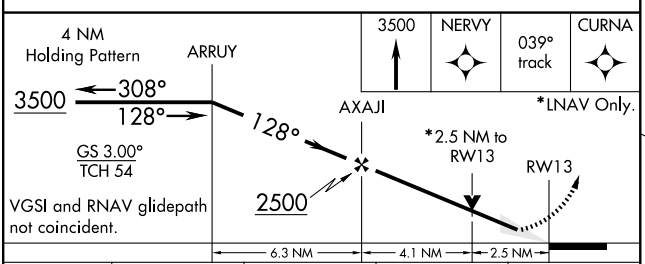
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

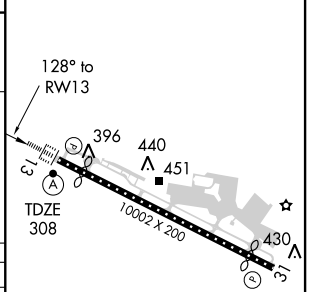
ALSF-2

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 558/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1572-5 1264 (1300-5) | | | |
| LNAV MDA | 1180/24 872 (900-½) | 1180/40 872 (900-¾) | 1180-2 872 (900-2) | 1180-2¼ 872 (900-2¼) |
| CIRCLING | 1180-1 870 (900-1) | 1180-1¼ 870 (900-1¼) | 1180-2½ 870 (900-2½) | 1180-2¾ 870 (900-2¾) |

TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

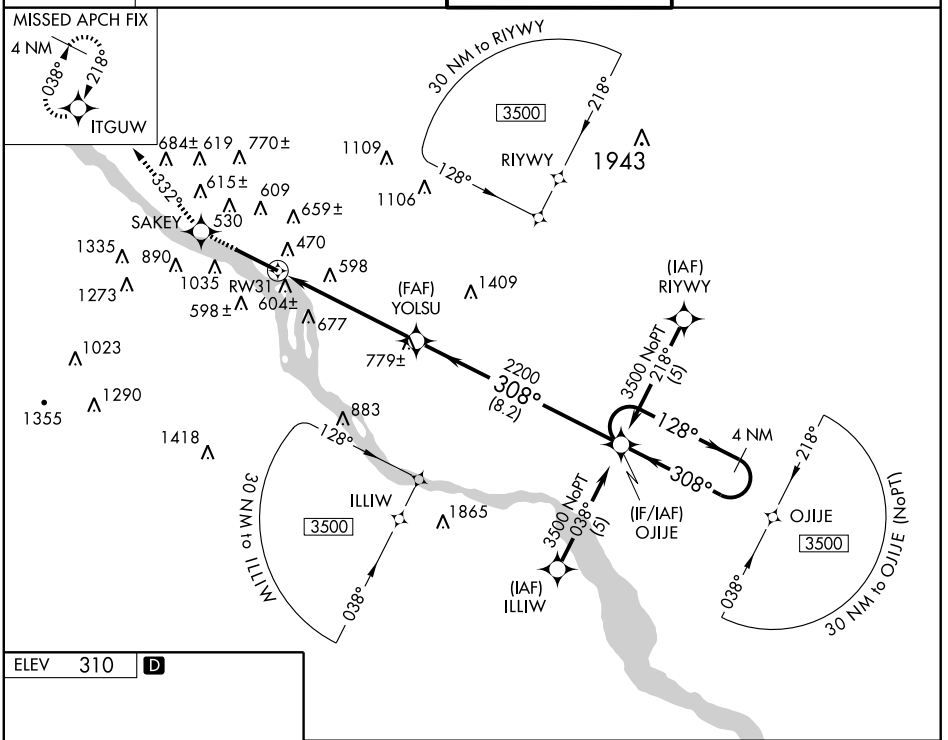
| WAAS | APP CRS | Rwy Idg | 8132 |
|---|---|---|---|
| CH 78013 | 308° | TDZE | 308 |
| W31A | | Apt Elev | 310 |

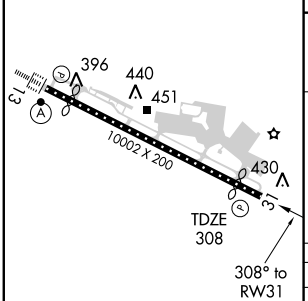
# RNAV (GPS) RWY 31
## HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

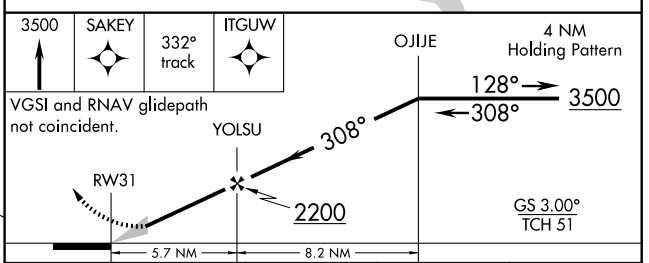
MISSED APPROACH: Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




TDZ/CL Rwy 13
REIL Rwy 31
HIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 558/50 | 250 (300-1) | | |
| LNAV/VNAV DA | 921-2¼ | 613 (700-2¼) | | |
| LNAV MDA | 1100/50<br>792 (800-1) | 1100/60<br>792 (800-1¼) | 1100-2¼<br>792 (800-2¼) | 1100-2½<br>792 (800-2½) |
| CIRCLING | 1100-1<br>790 (800-1) | 1100-1¼<br>790 (800-1¼) | 1100-2¼<br>790 (800-2¼) | 1100-2½<br>790 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
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# VOR RWY 31

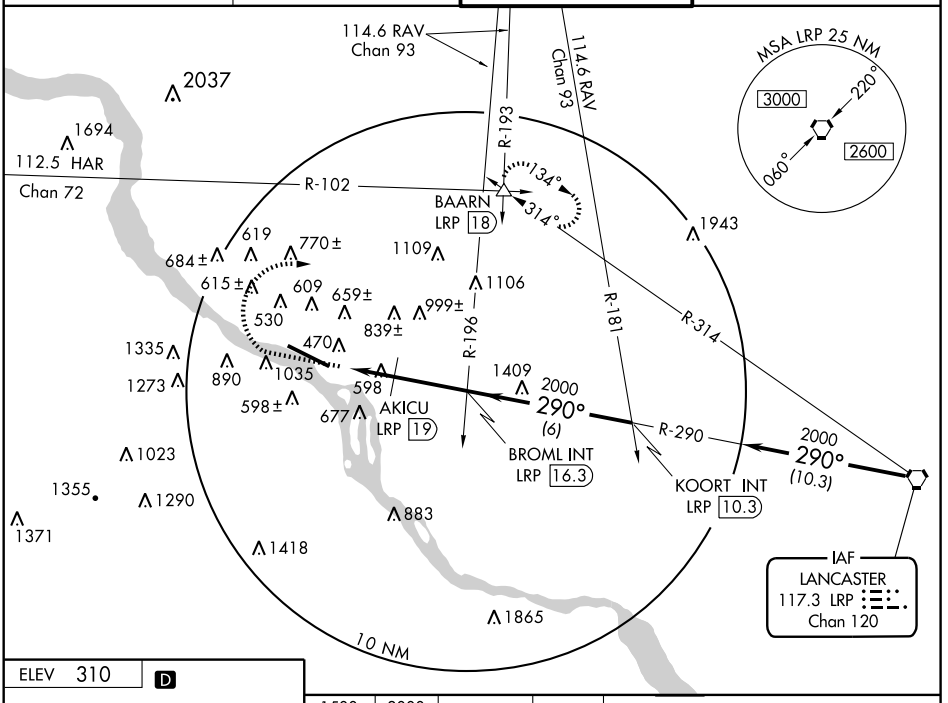
## HARRISBURG INTL (MDT)

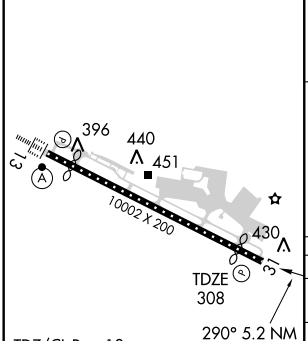
| VORTAC LRP | APP CRS | Rwy Idg | 8132 |
|---|---|---|---|
| 117.3 | 290° | TDZE | 308 |
| Chan 120 | | Apt Elev | 310 |

Circling NA south of Runway 13-31.

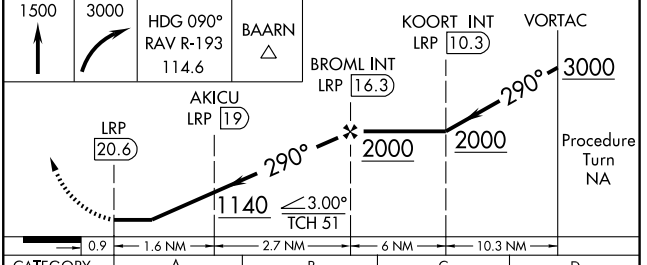
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

| ATIS | HARRISBURG APP CON | HARRISBURG INTL TOWER | GND CON |
|---|---|---|---|
| 118.8 | 124.1 273.525 | 124.8 269.35 | 121.7 348.6 |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1140-1<br>832 (900-1) | 1140-1¼<br>832 (900-1¼) | 1140-2½<br>832 (900-2½) | 1140-2¾<br>832 (900-2¾) |
| CIRCLING | 1140-1<br>830 (900-1) | 1140-1¼<br>830 (900-1¼) | 1140-2½<br>830 (900-2½) | 1140-2¾<br>830 (900-2¾) |
| AKICU FIX MINIMUMS | | | | |
| S-31 | 1080-1<br>772 (800-1) | 1080-1¼<br>772 (800-1¼) | 1080-2¼<br>772 (800-2¼) | 1080-2½<br>772 (800-2½) |
| CIRCLING | 1080-1<br>770 (800-1) | 1080-1¼<br>770 (800-1¼) | 1080-2¼<br>770 (800-2¼) | 1080-2½<br>770 (800-2½) |


NE-4, 26 AUG 2010 to 23 SEP 2010

**HARRISBURG INTL** (MDT) 8 SE UTC−5(−4DT) N40°11.59′ W76°45.76′ **NEW YORK**
310 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA **H–10H, 12I, L–29E, 34G, A**
Class I, ARFF Index C NOTAM FILE MDT **IAP, AD**

**RWY 13–31:** H10002X200 (ASPH–GRVD) S–155, D–330, 2S–175, 2D–550 HIRL CL

**RWY 13:** ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Thld dsplcd 993′. Tree.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51′. Thld dsplcd 993′. Trees. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 13:** TORA–10001 TODA–10001 ASDA–9063 LDA–8070

**RWY 31:** TORA–10001 TODA–10001 ASDA–9122 LDA–8132

**AIRPORT REMARKS:** Attended continuously. Bird flocks on and invof arpt. E apron clsd to transient acft without prior permission; call arpt manager 717–948–3921. Lgtd barricades on cargo ramp. No touch and go ldgs 0000–1100Z‡. TPA 1300(990) props; 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy visual range avbl. Rwy 31 touchdown, midfield and rollout rwy visual range avbl. Rwy distance remaining signs unavailable indef. Ldg fee. Flight Notification Service (ADCUS) available.

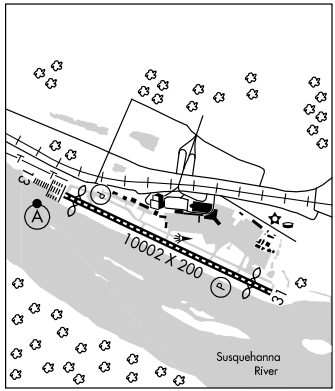
**WEATHER DATA SOURCES:** ASOS (717) 944–1372.

**COMMUNICATIONS: ATIS** 118.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 (080°–179°) 124.1 (180°–309°) 118.25 (310°–079°)
**HARRISBURG INTL TOWER** 124.8 **GND CON** 121.7

**AIRSPACE: CLASS D** svc continuously.
**TRSA** svc ctc **APP CON** 20 NM out.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.
**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 291° 22.1 NM to fld. 399/09W.
**ENOLA NDB (LOM)** 204 MD N40°14.78′ W76°54.03′ 127° 7.1 NM to fld.
**ILS** 110.9 I–MDT Rwy 13. Class IIIE. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above 4,800 byd Outer Marker (6.4 NM).
**ILS** 110.9 I–HQA Rwy 31. Class IB.




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**HAZLETON MUNI** (HZL) 2 NW UTC−5(−4DT) N40°59.21′ W75°59.69′ **NEW YORK**
1603 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30K, 34G**
**RWY 10–28:** H4898X100 (ASPH) S–47, D–74, 2S–94 MIRL **IAP**

**RWY 10:** REIL. VASI(V4L)—GA 3.3° TCH 56′. Trees.

**RWY 28:** MALS. VASI(V2R)—GA 3.25° TCH 47′. Trees. Rgt tfc.

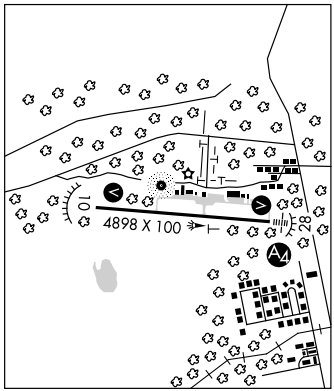
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Fuel svc after hrs by prior request 570–455–7641 or 570–436–4355. Parachute Jumping. Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10–28 REIL Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure procedure right turn heading 300° at end of rwy. Computerized weather information avbl; modem access 570–655–3911. Ldg fee.

**WEATHER DATA SOURCES:** AWOS–3 119.975 (570) 459–4901.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 229° 22.0 NM to fld. 2120/10W.
**(T) VORW** 109.4 HZL N40°58.51′ W76°07.55′ 092°6.0 NM to fld NOTAM FILE IPT.
**HUMBOLT NDB (MHW)** 366 HXM N40°59.31′ W75°59.82′ on fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.
**ILS** 110.5 I–HZL Rwy 28. LOC. LOC unusable aby 5000′.



| LOC I-HZL | APP CRS | Rwy Idg | 4898 |
|---|---|---|---|
| 110.5 | 284° | TDZE | 1603 |
| | | Apt Elev | 1603 |

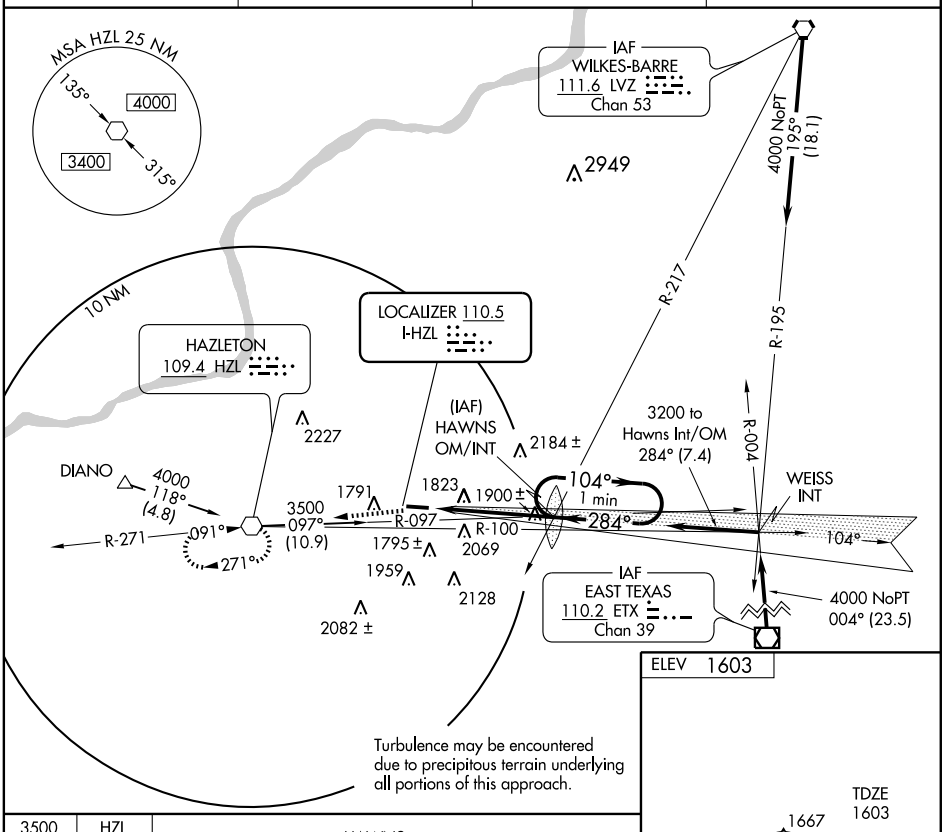
# LOC RWY 28
## HAZLETON MUNI (HZL)

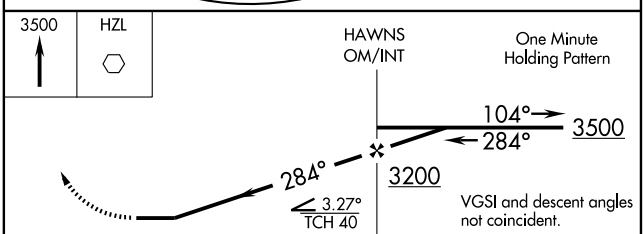
T NA — Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.

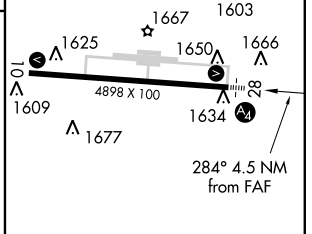
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 28 | 2300-1 | 697 (700-1) | 2300-2 697 (700-2) | 2300-2¼ 697 (700-2¼) |
| CIRCLING | 2300-1 | 697 (700-1) | 2380-2¼ 777 (800-2¼) | 2380-2½ 777 (800-2½) |

REIL Rwy 10 L
MIRL Rwy 10-28 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



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NE-4, 26 AUG 2010 to 23 SEP 2010

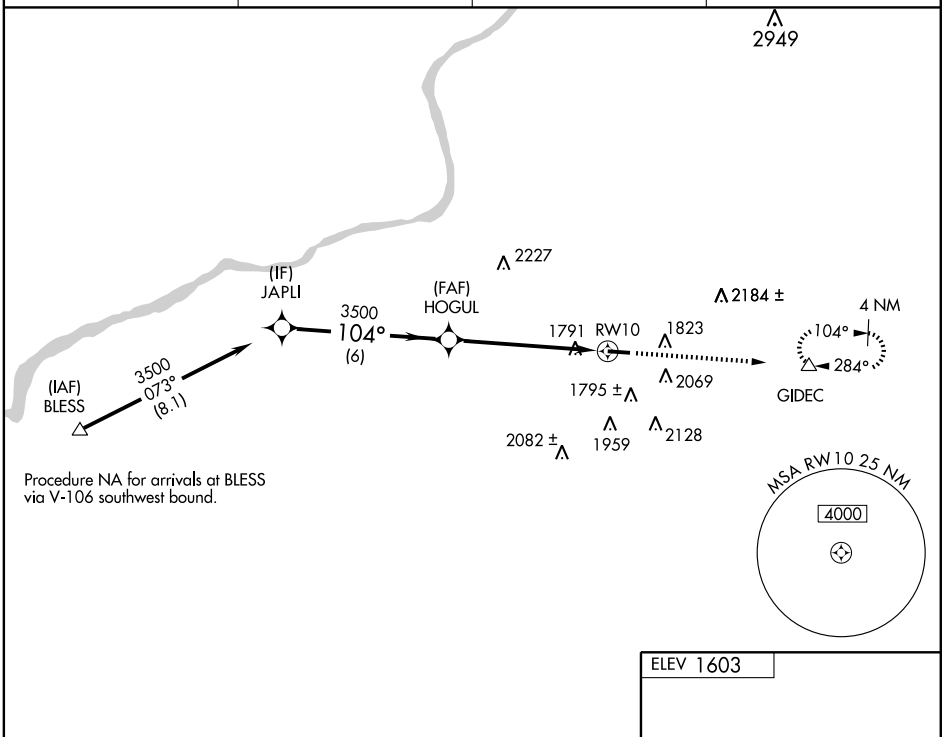
| WAAS CH 90127 W10A | APP CRS 104° | Rwy Idg 4898<br>TDZE 1603<br>Apt Elev 1603 |
|---|---|---|

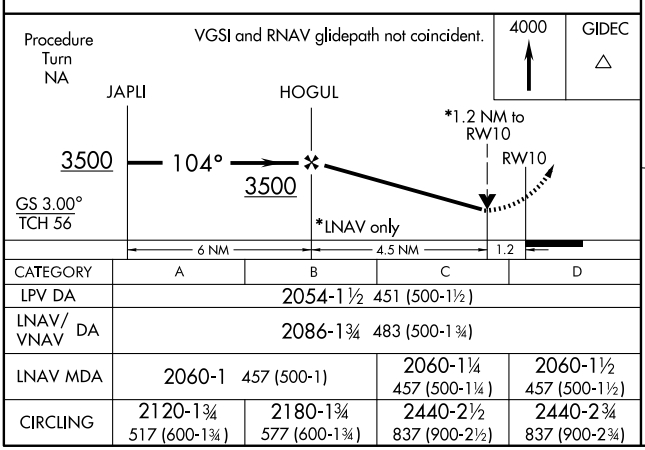
# RNAV (GPS) RWY 10
## HAZLETON MUNI (HZL)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F).
Circling to Rwy 28 NA at night.

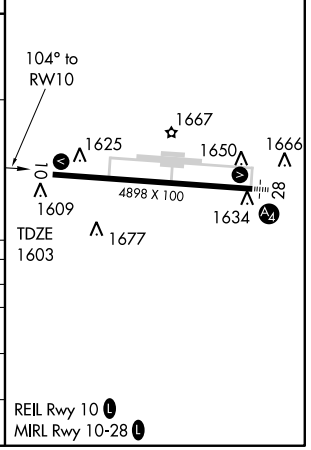
MISSED APPROACH: Climb to 4000 direct GIDEC and hold, continue climb-in-hold to 4000.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2054-1½ 451 (500-1½) | | | |
| LNAV/ VNAV DA | 2086-1¾ 483 (500-1¾) | | | |
| LNAV MDA | 2060-1 457 (500-1) | | 2060-1¼ 457 (500-1¼) | 2060-1½ 457 (500-1½) |
| CIRCLING | 2120-1¾ 517 (600-1¾) | 2180-1¾ 577 (600-1¾) | 2440-2½ 837 (900-2½) | 2440-2¾ 837 (900-2¾) |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# VOR RWY 10

## HAZLETON MUNI (HZL)

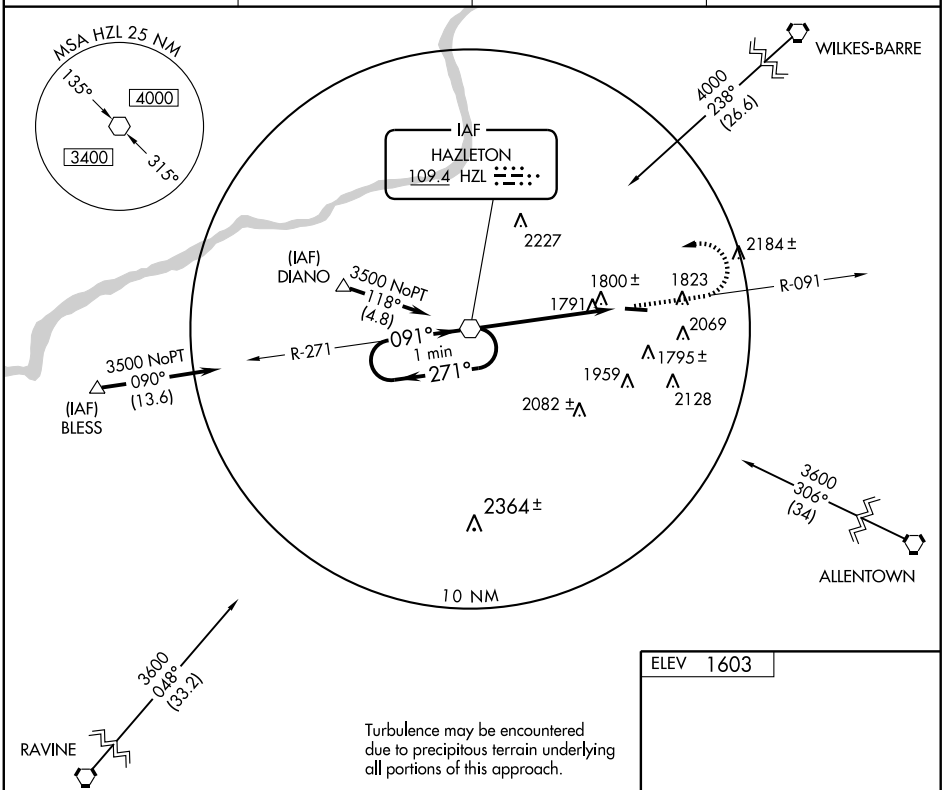
| VOR HZL | APP CRS | Rwy Idg | 4898 |
|---|---|---|---|
| 109.4 | 091° | TDZE | 1603 |
| | | Apt Elev | 1603 |

When VGSI inoperative, Circling Rwy 28 NA at night.

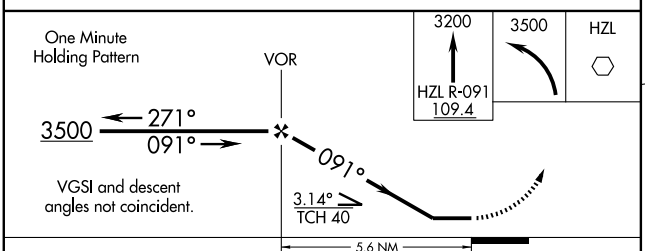
NA

MISSED APPROACH: Climb on HZL R-091 to 3200 then climbing left turn to 3500 direct HZL VOR and hold.

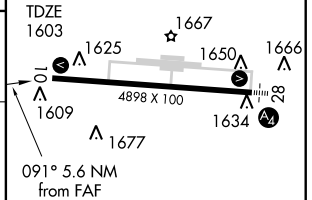
| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




Turbulence may be encountered due to precipitous terrain underlying all portions of this approach.




VGSI and descent angles not coincident.




REIL Rwy 10 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 2300-1 | 697 (700-1) | 2300-2<br>697 (700-2) | 2300-2¼<br>697 (700-2¼) |
| CIRCLING | 2300-1 | 697 (700-1) | 2380-2¼<br>777 (800-2¼) | 2380-2½<br>777 (800-2½) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR HZL | APP CRS | Rwy Idg | 4898 |
|---|---|---|---|
| 109.4 | 273° | TDZE | 1603 |
| | | Apt Elev | 1603 |

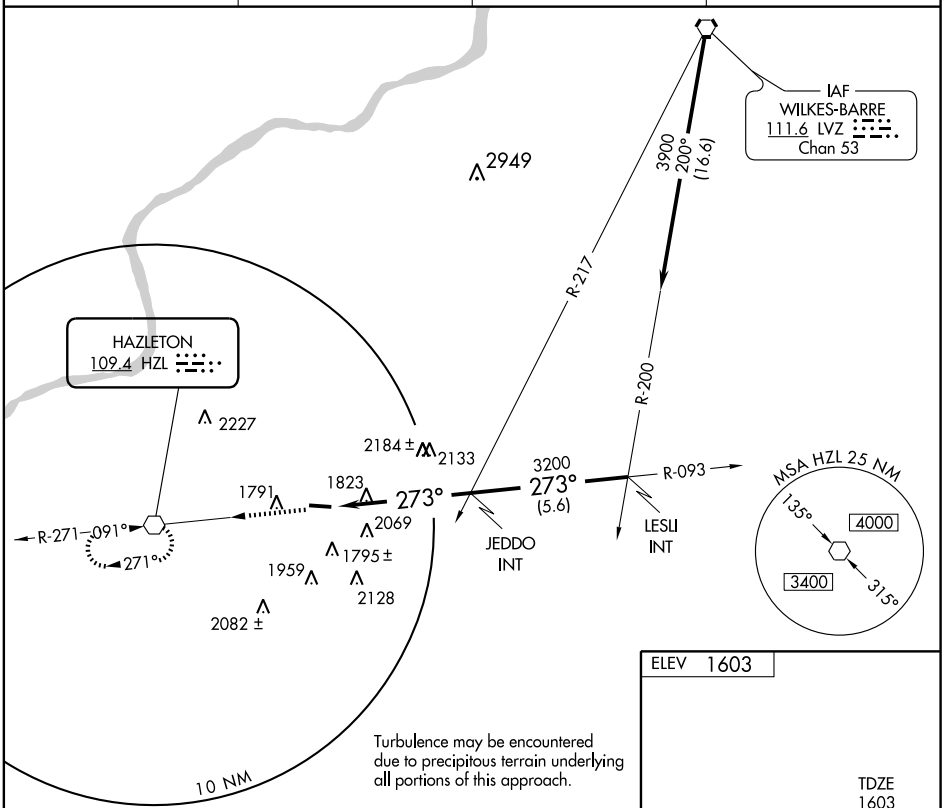
# VOR RWY 28
## HAZLETON MUNI (HZL)

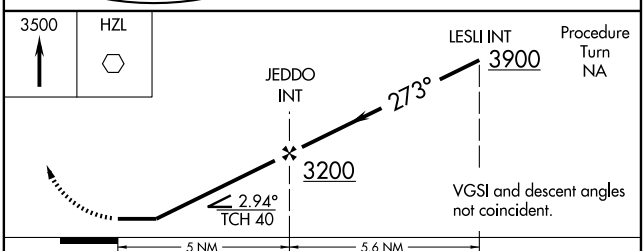
T NA — Inoperative table does not apply. When VGSI inoperative, straight-in/Circling Rwy 28 procedure NA at night.

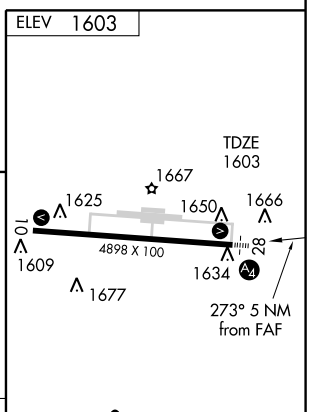
MALSF

MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

| AWOS-3 | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 126.3 256.7 | 121.7 | 123.0 (CTAF) L |




REIL Rwy 10 L
MIRL Rwy 10-28 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2500-1¼ | 897 (900-1¼) | 2500-2¾ 897 (900-2¾) | 2500-3 897 (900-3) |
| CIRCLING | 2500-1¼ | 897 (900-1¼) | 2500-2¾ 897 (900-2¾) | 2500-3 897 (900-3) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## HONESDALE

**CHERRY RIDGE** (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
**RWY 18–36:** H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
**RWY 18:** Trees. **RWY 36:** Thld dsplcd 417′. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

## HONEY GROVE

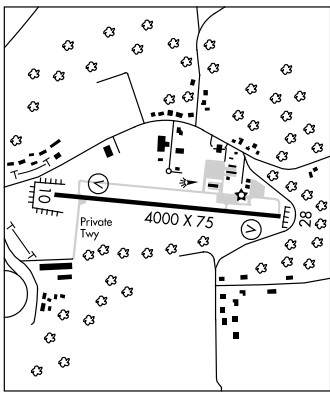
**STOTTLE MEM HELIPORT** (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
**HELIPAD H1:** 100X100 (TURF) **IAP**
**HELIPORT REMARKS:** Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

**HORSHAM VALLEY AIRWAYS INC HELIPORT** (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
**HELIPAD H1:** H65X65 (ASPH)
**HELIPAD H1:** Tree.
**HELIPORT REMARKS:** Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
**COMMUNICATIONS: CTAF/UNICOM** 123.075

**HUMBOLT** N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

**INDIAN HEAD** N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
**(L) VORTAC** 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
**RCO** 122.1R 108.2T (ALTOONA RADIO)

**INDIANA CO (JIMMY STEWART FLD)** (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
**RWY 10–28:** H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
**RWY 10:** REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
**RWY 28:** REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
**AIRPORT REMARKS:** Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
**WEATHER DATA SOURCES:** AWOS–3 126.625 (724) 463–8551.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CLEVELAND CENTER APP/DEP CON** 121.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**REVLOC (L) VOR/DME** 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
**NDB (MHW)** 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
**ILS/DME** 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.

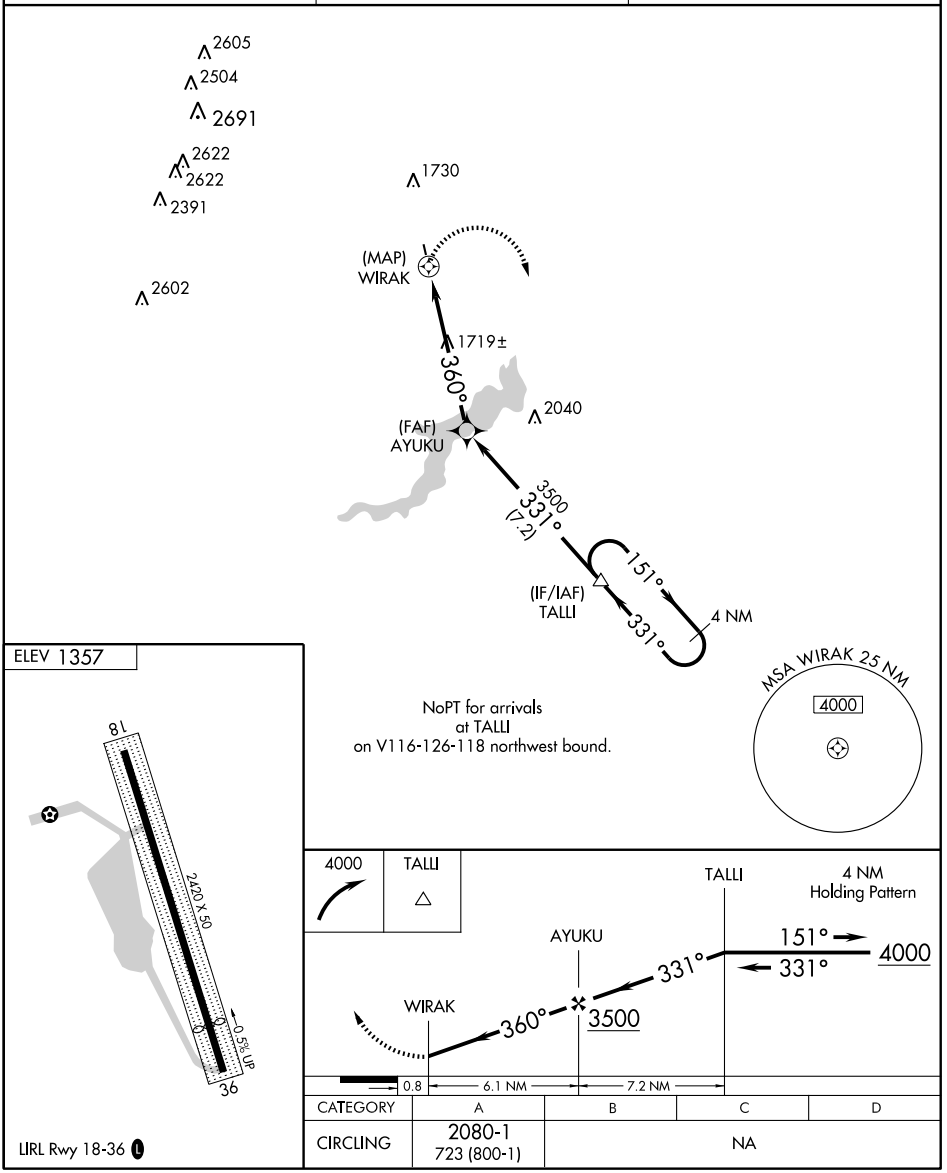


| APP CRS | | |
|---|---|---|
| 360° | Rwy Idg | N/A |
| | TDZE | N/A |
| | Apt Elev | 1357 |

# RNAV (GPS)-B

HONESDALE / CHERRY RIDGE (N30)

| | | |
|---|---|---|
| DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile. NA | | MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold. |
| WILKES-BARRE APP CON<br>124.5 256.7 | UNICOM<br>122.8 (CTAF) | 122.75 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2080-1<br>723 (800-1) | NA | | |



NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LVZ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.6 | 064° | TDZE | N/A |
| Chan 53 | | Apt Elev | 1357 |

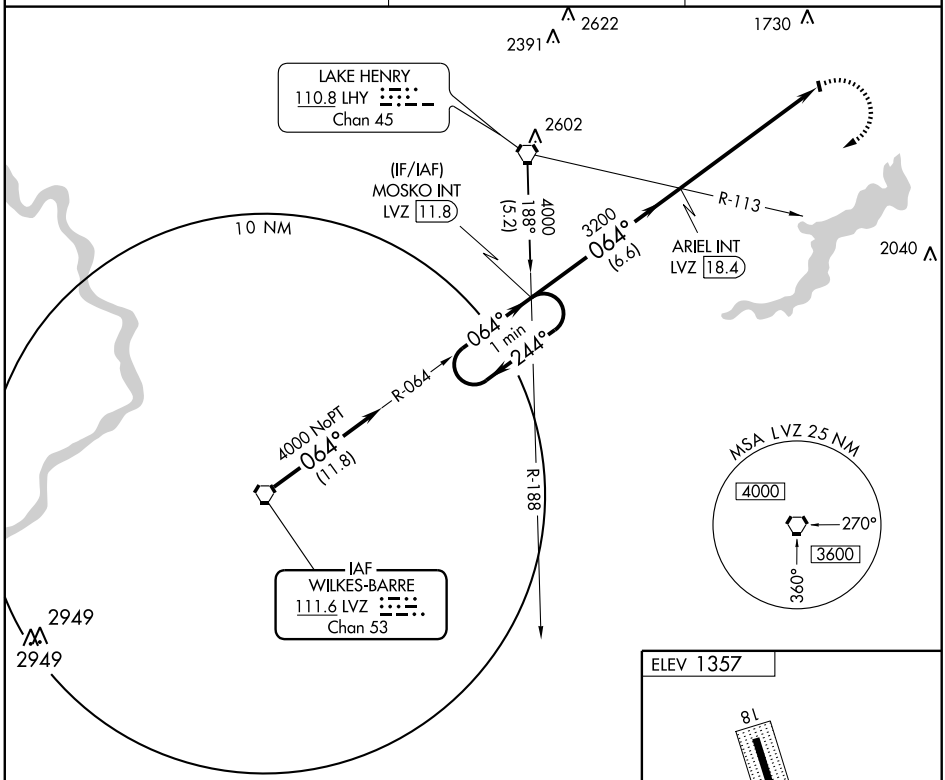
# VOR-A

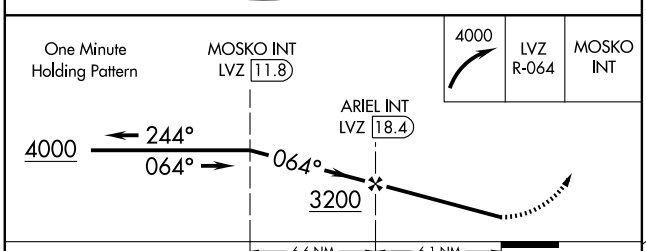
## HONESDALE / CHERRY RIDGE (N30)

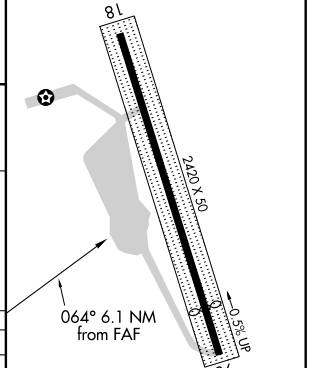
NA — Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

| WILKES-BARRE APP CON | UNICOM | |
|---|---|---|
| 124.5 256.7 | 122.8 (CTAF) | 122.75 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2180-1<br>823 (900-1) | NA | | |
| WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2500-1¼<br>1143 (1200-1¼) | NA | | |

LIRL Rwy 18-36 L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## HONESDALE

**CHERRY RIDGE** (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
**RWY 18–36:** H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
**RWY 18:** Trees. **RWY 36:** Thld dsplcd 417′. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

## HONEY GROVE

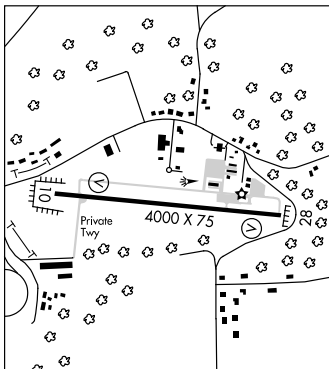
**STOTTLE MEM HELIPORT** (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
**HELIPAD H1:** 100X100 (TURF) **IAP**
**HELIPORT REMARKS:** Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

**HORSHAM VALLEY AIRWAYS INC HELIPORT** (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
**HELIPAD H1:** H65X65 (ASPH)
**HELIPAD H1:** Tree.
**HELIPORT REMARKS:** Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
**COMMUNICATIONS: CTAF/UNICOM** 123.075

**HUMBOLT** N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

**INDIAN HEAD** N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
**(L) VORTAC** 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
**RCO** 122.1R 108.2T (ALTOONA RADIO)

**INDIANA CO (JIMMY STEWART FLD)** (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
**RWY 10–28:** H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
**RWY 10:** REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
**RWY 28:** REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
**AIRPORT REMARKS:** Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
**WEATHER DATA SOURCES:** AWOS–3 126.625 (724) 463–8551.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CLEVELAND CENTER APP/DEP CON** 121.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**REVLOC (L) VOR/DME** 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
**NDB (MHW)** 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
**ILS/DME** 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



| APP CRS | Rwy Idg | 100 |
|---|---|---|
| 086° | TDZE | N/A |
| | Apt Elev | 591 |

# COPTER RNAV (GPS) 086°

## HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

NA

Proceed VFR from MOMSE WP or conduct the specified missed approach.
Limit final, missed approach, and holding airspeed to 70 KIAS.
Use Reedsville/Mifflin County (RVL) altimeter setting.
Surface elevation 900' at MAP.

MISSED APPROACH: Climbing left turn to 4000 direct HIPUT WP and hold.

| HARRISBURG APP CON | UNICOM | |
|---|---|---|
| 124.1 273.525 | 123.05 (CTAF) | 122.8 L |

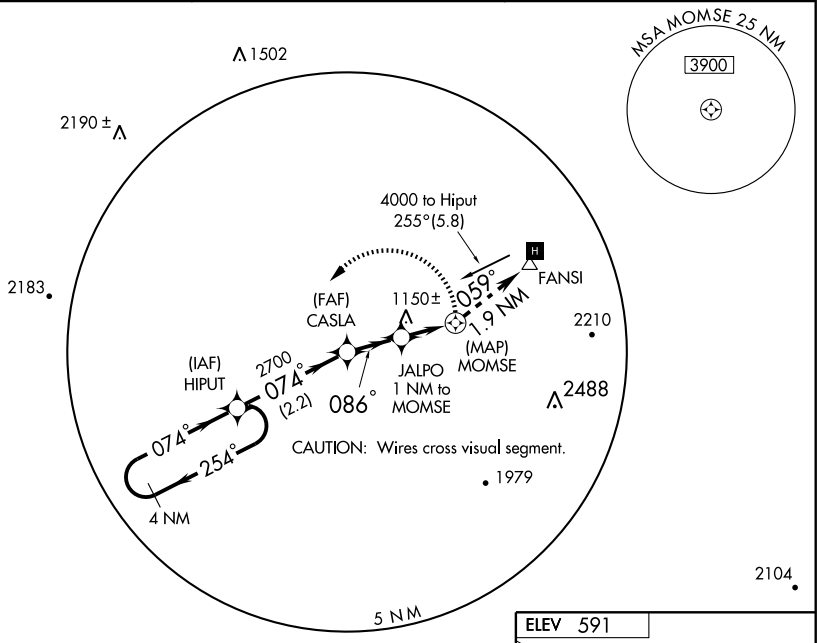
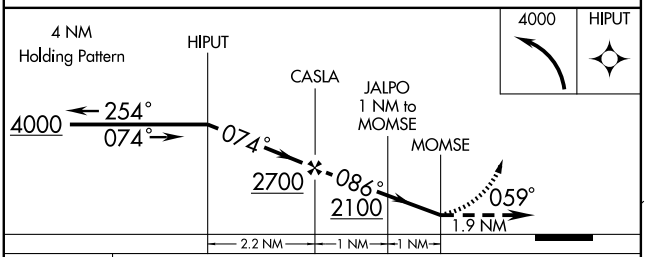
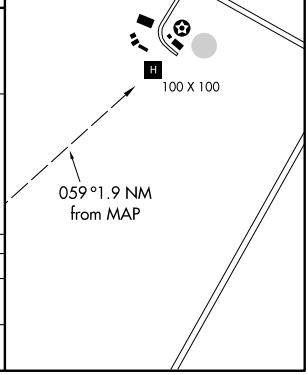



Chart scale: 1:250,000




| CATEGORY | COPTER |
|---|---|
| H-086° | 1500 - ¾ 600 (600-¾) |
| CIRCLING | NA |




NE-4, 26 AUG 2010 to 23 SEP 2010

## HONESDALE

**CHERRY RIDGE** (N3Ø) 3 S UTC−5(−4DT) N41°30.92′ W75°15.09′ **NEW YORK**
1357 B S4 **FUEL** 100LL NOTAM FILE IPT **L–30K, 33A, 34H**
**RWY 18–36:** H2420X50 (ASPH) S–10 LIRL(NSTD) 0.5% up N **IAP**
**RWY 18:** Trees. **RWY 36:** Thld dsplcd 417′. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0200Z‡, Nov–Mar 1300–2200Z‡. For fuel after hours call arpt manager 570–253–2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18–36—122.75. Rwy 18–36 NSTD LIRL 55′ from rwy edge.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WILKES–BARRE APP/DEP CON** 124.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 064° 24.6 NM to fld. 2120/10W

## HONEY GROVE

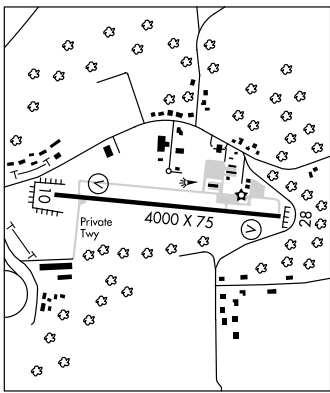
**STOTTLE MEM HELIPORT** (Ø2P) Ø SE UTC−5(−4DT) N40°24.22′ W77°33.40′ **DETROIT**
591 B NOTAM FILE IPT. Not insp **L–29D, A**
**HELIPAD H1:** 100X100 (TURF) **IAP**
**HELIPORT REMARKS:** Unattended. H1–100′ P–line (marked) 2130′ west, 40′ trees 110′ north and south, 5′ fence 54′ from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**HARRISBURG APP/DEP CON** 124.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.
**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 295° 23.2 NM to fld. 1301/10W.

**HORSHAM VALLEY AIRWAYS INC HELIPORT** (N48) 2 NW UTC−5(−4DT) N40°12.12′ W75°10.69′ **NEW YORK**
250 S4 **FUEL** JET A NOTAM FILE IPT
**HELIPAD H1:** H65X65 (ASPH)
**HELIPAD H1:** Tree.
**HELIPORT REMARKS:** Attended Mon–Fri 1230–2300Z‡. For attendant on weekends call 215–674–2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.
**COMMUNICATIONS: CTAF/UNICOM** 123.075

**HUMBOLT** N40°59.31′ W75°59.82′ NOTAM FILE IPT. **NEW YORK**
**NDB (MHW)** 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

**INDIAN HEAD** N39°58.45′ W79°21.50′ NOTAM FILE AOO. **CINCINNATI**
**(L) VORTAC** 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W. **H–10H, L–29C**
**RCO** 122.1R 108.2T (ALTOONA RADIO)

**INDIANA CO (JIMMY STEWART FLD)** (IDI) 2 E UTC−5(−4DT) N40°37.93′ W79°06.33′ **DETROIT**
1405 B S2 **FUEL** 100LL, JET A NOTAM FILE IDI **L–29C**
**RWY 10–28:** H4000X75 (ASPH) S–18 MIRL 1.1% up E **IAP**
**RWY 10:** REIL. VASI(V2L)—GA 3.0°TCH 42′. Trees.
**RWY 28:** REIL. VASI(V2L)—GA 3.0° TCH 29′. Trees.
**AIRPORT REMARKS:** Attended 1230Z‡–dusk. Arpt attendance after hours by prior arrangement call 724–463–3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.
**WEATHER DATA SOURCES:** AWOS–3 126.625 (724) 463–8551.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CLEVELAND CENTER APP/DEP CON** 121.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**REVLOC (L) VOR/DME** 110.6 REC Chan 43 N40°32.79′ W78°44.82′ 297°17.1 NM to fld. 2340/09W.
**NDB (MHW)** 242 INP N40°37.92′ W79°03.96′ 281° 1.7 NM to fld. SHUTDOWN.
**ILS/DME** 109.5 I–IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700′.



| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 274° | TDZE | 1405 |
| | Apt Elev | 1405 |

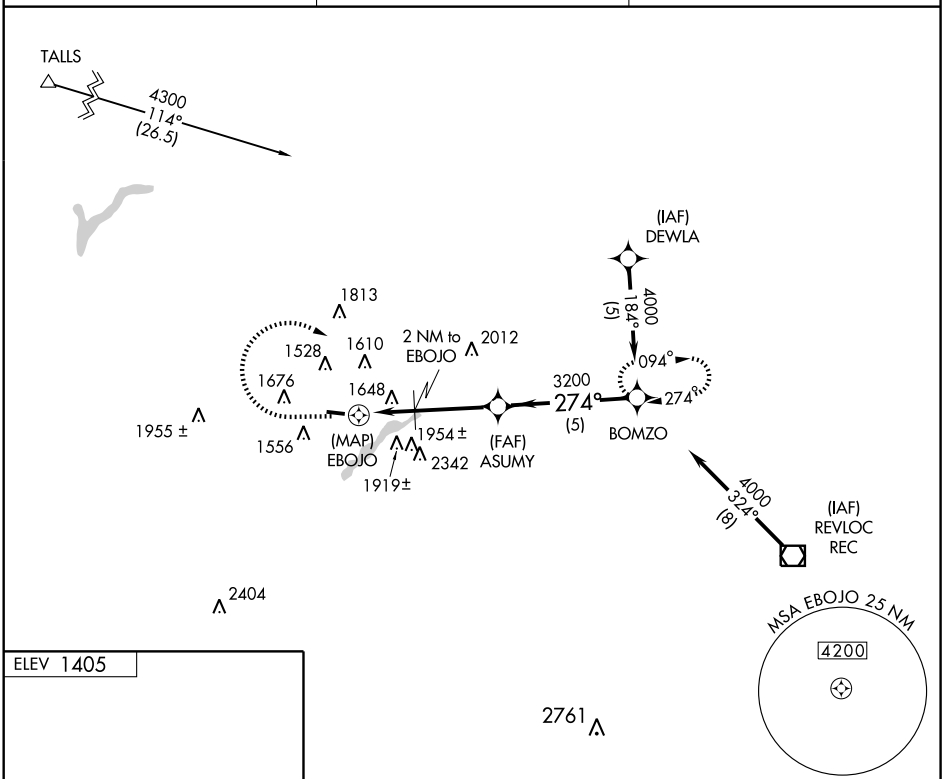
# GPS RWY 28

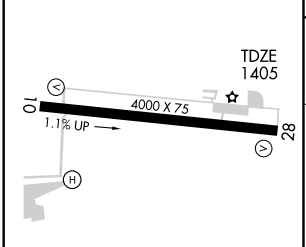
## INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

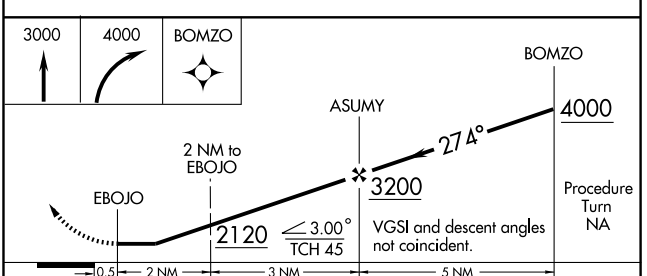
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 121.2 299.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1940-1 535 (600-1) | | 1940-1½ 535 (600-1½) | 1940-1¾ 535 (600-1¾) |
| CIRCLING | 1960-1 555 (600-1) | 1980-1 575 (600-1) | 2100-2 695 (700-2) | 2220-2¾ 815 (900-2¾) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-HDI | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 109.5 | 284° | TDZE | 1406 |
| Chan 32 | | Apt Elev | 1406 |

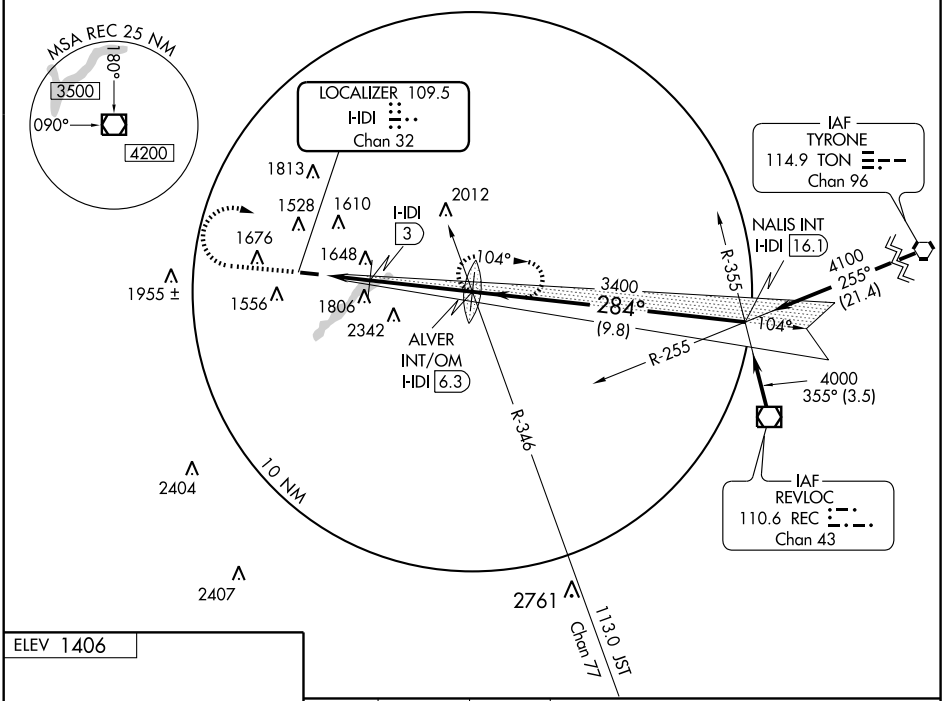
# LOC RWY 28

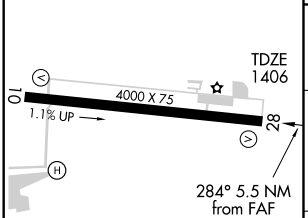
## INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

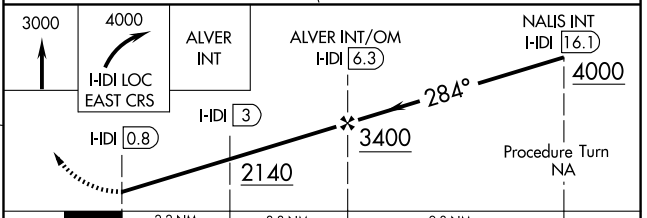
NA

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 121.2 299.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2140-1 | 734 (800-1) | 2140-2<br>734 (800-2) | 2140-2¼<br>734 (800-2¼) |
| CIRCLING | 2140-1 | 734 (800-1) | 2140-2<br>734 (800-2) | 2220-2¾<br>814 (900-2¾) |
| DME MINIMUMS | | | | |
| S-28 | 1860-1 | 454 (500-1) | 1860-1¼<br>454 (500-1¼) | 1860-1½<br>454 (500-1½) |
| CIRCLING | 1960-1<br>554 (600-1) | 1980-1<br>574 (600-1) | 2100-2<br>694 (700-2) | 2220-2¾<br>814 (900-2¾) |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
AL-898 (FAA)
JOHNSTOWN, PENNSYLVANIA



ATIS
118.325
JOHNSTOWN TOWER ★
125.75
GND CON
121.6

D

40°19.5'N

VAR 10.0° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

ELEV
2270

15

154.1°

HANGARS

TWR
2360

ELEV
2280

23

229.4°

40°19.0'N

FIELD
ELEV
2284

4386 X 100

7003 X 150

049.3°

5

ELEV
2270

334.1°

40°18.5'N

78°50.5'W

78°50.0'W

78°49.5'W

33

ELEV
2260

RWY 05-23
S-62, D-87, 2S-110
RWY 15-33
S-93, D-183, 2D-357, 2D/2D2-845

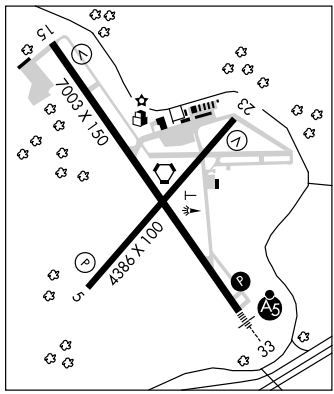
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 26 AUG 2010 to 23 SEP 2010

## JOHNSTOWN

**JOHN MURTHA JOHNSTOWN–CAMBRIA CO** (JST)(KJST) CIV/MIL/ANG/ARNG/AR 3 NE UTC−5(−4DT) **DETROIT**
N40°18.97′ W78°50.04′ **H–10H, 12I, L–29D**
2284 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE JST **IAP, DIAP, AD**
**RWY 15–33:** H7003X150 (ASPH–GRVD) S–93, D–183, 2D–357, 2D/2D2–845 HIRL
**RWY 15:** VASI(V4L)—GA 3.0° TCH 52′. Trees.
**RWY 33:** MALSR. PAPI (P4R)—GA 3.0° TCH 53′. Antenna.
**RWY 05–23:** H4386X100 (ASPH) S–62, D–87, 2S–110 MIRL
**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 41′.
**RWY 23:** REIL. VASI(V4L)—GA 3.0° TCH 49′. Pole.
**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–4386 | TODA–4386 | ASDA–4386 | LDA–4386 |
| **RWY 15:** | TORA–7003 | TODA–7003 | ASDA–7003 | LDA–7003 |
| **RWY 23:** | TORA–4386 | TODA–4386 | ASDA–4386 | LDA–4386 |
| **RWY 33:** | TORA–7003 | TODA–7003 | ASDA–7003 | LDA–7003 |




**AIRPORT REMARKS:** Attended 1100–0500Z‡. Rwy 15 +6′ sign 70′ from thld 189′ left. Rwy 05 +6′ sign 73′ from thld 76′ left. Caution deer and birds on and in vicinity of arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats; call arpt manager 814–536–0002. When twr clsd ACTIVATE HIRL Rwy 15–33, MALSR Rwy 33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05–23 unavailable when twr clsd. Ldg fee.
**MILITARY REMARKS: AR** All fixed wing ramp use PPR ctc AR weekdays 1300–2130Z‡ C814–532–7600. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp pilot controlled lgt twy and parking, 143.3. **ARNG** All tfc to ARNG ramp weekdays 1300–2130Z‡ ctc Keystone OPS, other times PPR C814–532–7720. Ramp pilot controlled lgts 143.3.
**WEATHER DATA SOURCES:** ASOS 118.325 (C814) 535–3511.
**COMMUNICATIONS: CTAF** 125.75 **UNICOM** 122.95 **ATIS** 118.325
**JOHNSTOWN RCO** 122.65 122.1R 113.0T (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 121.2 299.2
**TOWER** 125.75 (1100–0300Z‡) **GND CON** 121.6 **KEYSTONE OPS ARNG** 139.15 241.35 36.50
**AIRSPACE: CLASS D** svc 1100–0300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JST.
**(L) VORTAC** 113.0 JST Chan 77 N40°19.00′ W78°50.05′ at fld. 2280/6W.
VORTAC unusable 110°–135°
TACAN azimuth unusable 135°–175°
**ILS** 110.1 I–JST Rwy 33. Class IT. GS unusable byd 4° left of course. Unmonitored when twr clsd.
**COMM/NAV/WEATHER REMARKS:** UNICOM frequency 122.95 avbl for ground services only.

**JOSEPH A. HARDY** (See CONNELLSVILLE)

**KAMPEL** (See WELLSVILLE)

**KEATING** N41°12.90′ W78°08.57′ NOTAM FILE AOO. **DETROIT**
**(H) VORTAC** 116.0 ETG Chan 107 316° 20.1 NM to St. Marys Muni. 2250/10W. **H–10H, L–30I**
**RCO** 122.1R 116.0T (ALTOONA RADIO)

**KELLER BROTHERS** (See LEBANON)

## KRALLTOWN

**BERMUDIAN VALLEY AIRPARK** (Ø7N) 2 W UTC−5(−4DT) N40°01.01′ W77°00.23′ **DETROIT**
470 S4 NOTAM FILE IPT
**RWY 16–34:** 2200X100 (TURF)
**RWY 16:** Thld dsplcd 370′. Trees. **RWY 34:** Thld dsplcd 100′. Trees.
**AIRPORT REMARKS:** Attended irregularly. Field soft after prolonged rain. Rwy 16–34 marked with white painted tires. Ultralight and glider activity on and invof arpt. Rwy 16 and 34 dsplcd thlds marked with orange cones each side of rwy and 2 white tires east side of rwy.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**LAKE HENRY** N41°28.55′ W75°28.96′ NOTAM FILE IPT. **NEW YORK**
**(L) VORTACW** 110.8 LHY Chan 45 309° 14.1 NM to Seamans Fld. 2320/10W. **HIWAS. H–10I, 12J, L–30K, 33A, 34H**
VOR portion unusable 210°–265° byd 12 NM.

**LAKE HILL** (See MARS)

| LOC I-JST | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 110.1 | 334° | TDZE | 2281 |
| | | Apt Elev | 2284 |

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

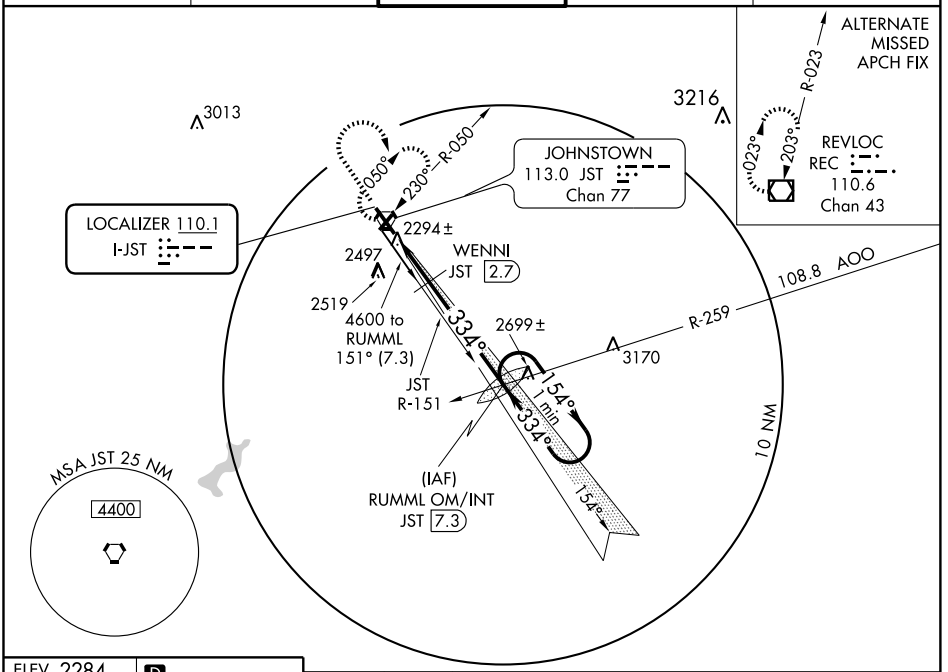
# ILS or LOC RWY 33

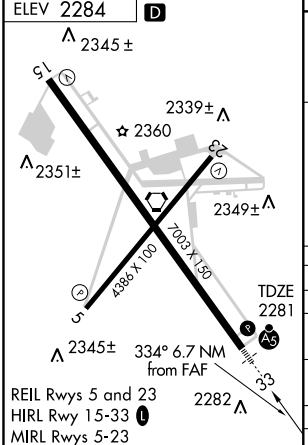
For inoperative MALSR, increase WENNI fix minimums S-LOC 33 Cat D visibility to 1 mile. Glide slope unusable beyond 5 degrees left of course.

MALSR

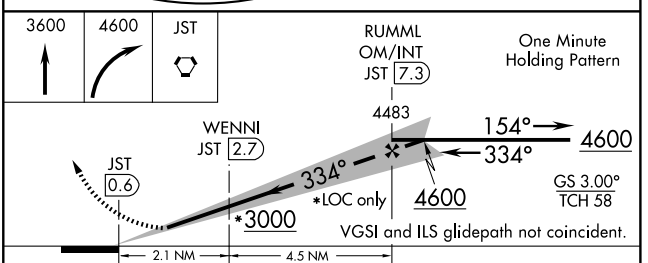
MISSED APPROACH: Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |



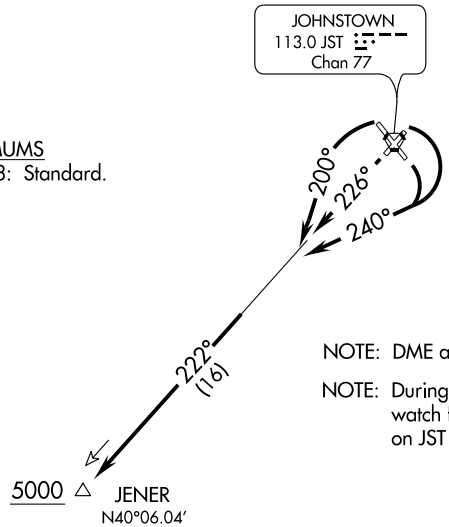

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 2481-½ 200 (200-½) | | | |
| S-LOC 33 | 3000-½ 719 (800-½) | | 3000-1½ 719 (800-1½) | 3000-1¾ 719 (800-1¾) |
| CIRCLING | 3000-1 716 (800-1) | | 3000-2 716 (800-2) | 3000-2¼ 716 (800-2¼) |
| WENNI FIX MINIMUMS | | | | |
| S-LOC 33 | 2600-½ 319 (400-½) | | | 2600-¾ 319 (400-¾) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

# JENER THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2




TAKE-OFF MINIMUMS
Rwy 5, 15, 23, 33: Standard.

NOTE: DME and RADAR required.

NOTE: During VFR conditions watch for opposing traffic on JST R-222.

TAKE-OFF OBSTACLES
Rwy 5: Trees beginning 326' from DER, 342' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 887' from DER, 384' left of centerline, up to 100' AGL/2341' MSL.
Rwy 23: Trees beginning 215' from DER, 227' right of centerline, up to 100' AGL/2339' MSL.
Trees beginning 431' from DER, 250' left of centerline, up to 100' AGL/2379' MSL.
Rwy 33: Trees beginning 359' from DER, 318' right of centerline, up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST R-222, Thence. . . .
TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222, Thence . . . .
TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222, Thence . . . .

. . . . via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

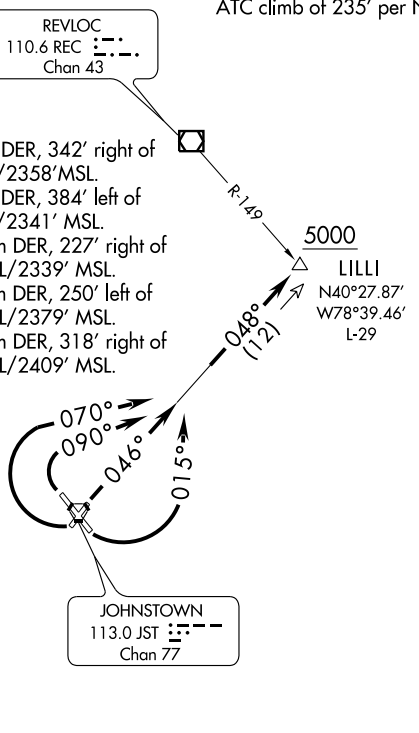

NE-4, 26 AUG 2010 to 23 SEP 2010

# LILLI THREE DEPARTURE

ATIS 118.325
GND CON
121.6
JOHNSTOWN TOWER ★
125.75 (CTAF)
CLEVELAND CENTER
121.2 299.2

**TAKE-OFF MINIMUMS**
Rwy 5, 15, 23, 33: Standard with minimum ATC climb of 235′ per NM to 5000.

**TAKE-OFF OBSTACLES**
Rwy 5: Trees beginning 326′ from DER, 342′ right of centerline, up to 100′ AGL/2358′MSL.
Trees beginning 887′ from DER, 384′ left of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ right of centerline, up to 100′ AGL/2339′ MSL.
Trees beginning 431′ from DER, 250′ left of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ right of centerline, up to 100′ AGL/2409′ MSL.




NOTE: During VFR conditions watch for opposing traffic on JST R-048.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence . . . .
TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence . . . .

. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence via (assigned route).


NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4386 |
|---|---|---|
| 049° | TDZE | 2283 |
| | Apt Elev | 2284 |

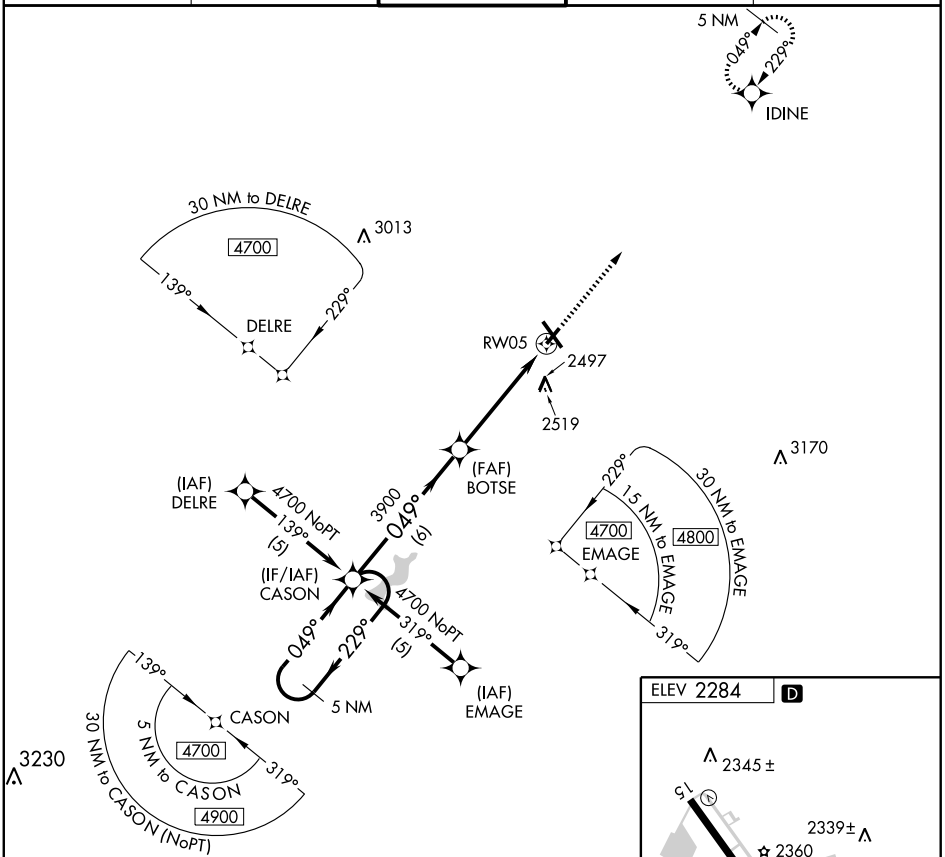
# RNAV (GPS) RWY 5

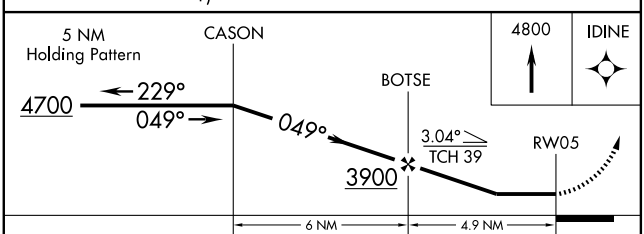
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

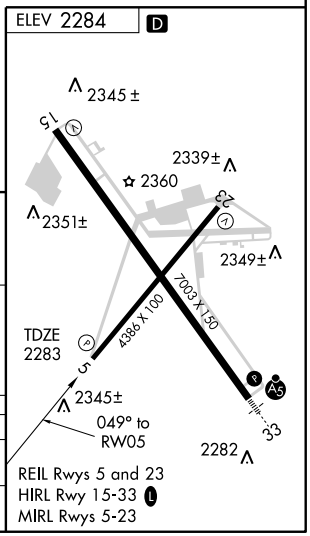
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct IDINE and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2640-1 357 (400-1) | | | 2640-1¼ 357 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 53513 | 154° | TDZE | 2276 |
| W15A | | Apt Elev | 2284 |

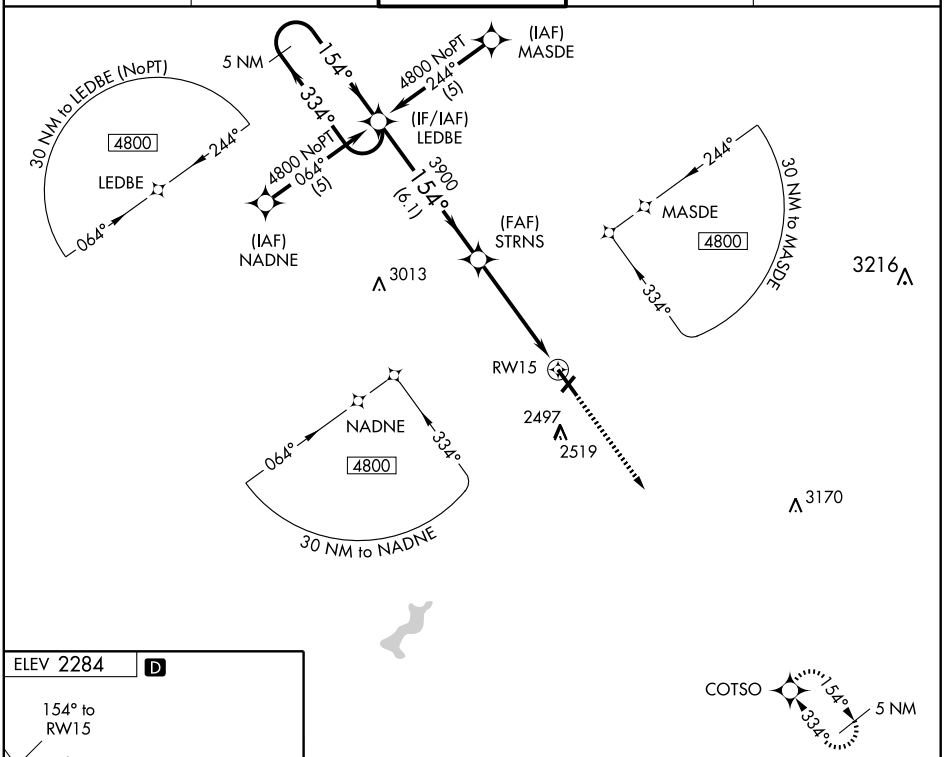
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

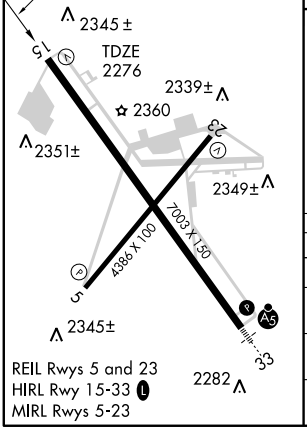
# RNAV (GPS) RWY 15

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4900 direct COTSO and hold.

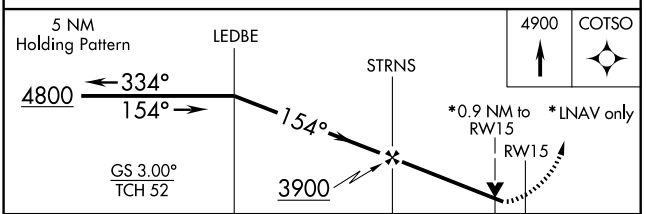
| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2526-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 2595-1 | 319 (400-1) | | |
| LNAV MDA | 2620-1 | 344 (400-1) | | 2620-1¼ 344 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4386 |
|---|---|---|
| 229° | TDZE | 2284 |
| | Apt Elev | 2284 |

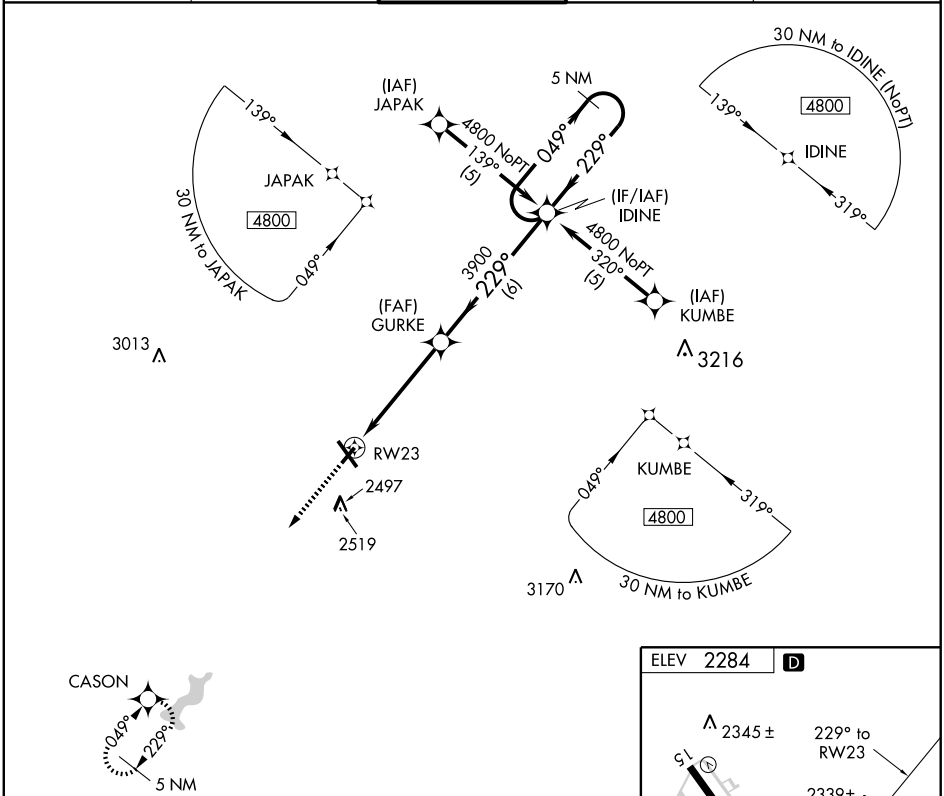
# RNAV (GPS) RWY 23

JOHNSTOWN /JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

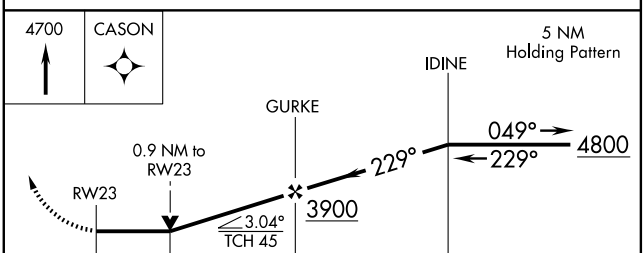
MISSED APPROACH: Climb to 4700 direct CASON and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |

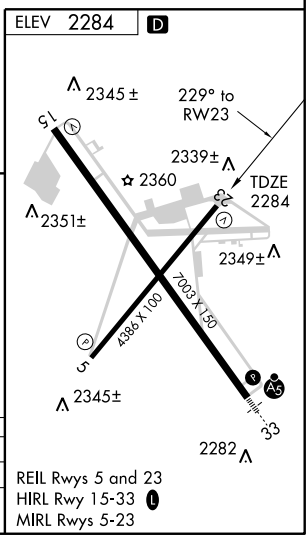









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |







NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 61113 | 334° | TDZE | 2281 |
| W33A | | Apt Elev | 2284 |

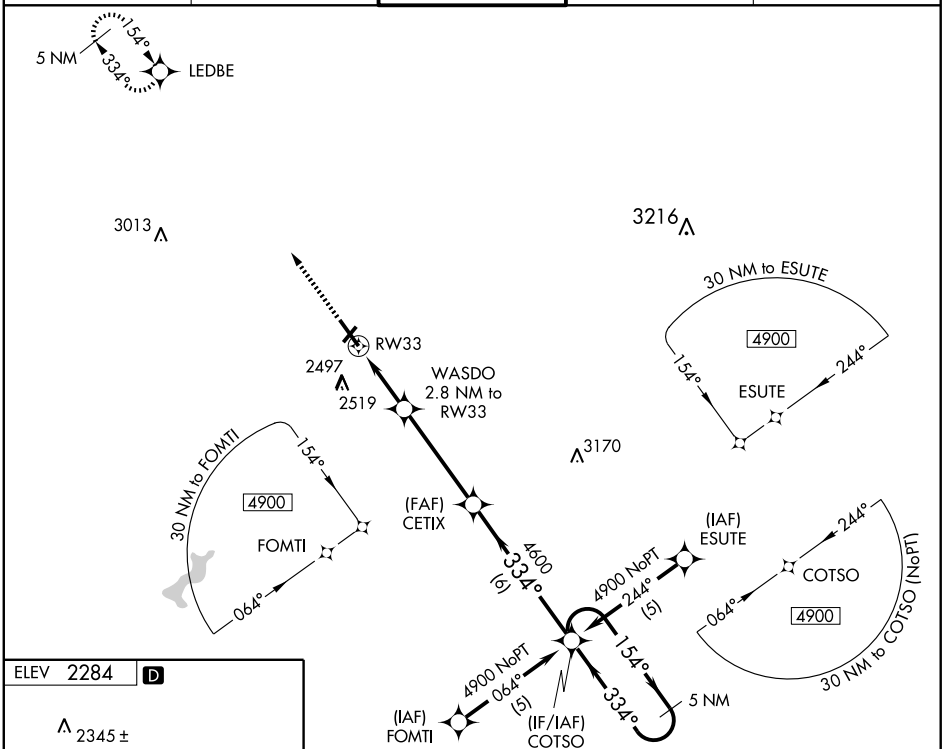
# JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
# RNAV (GPS) RWY 33

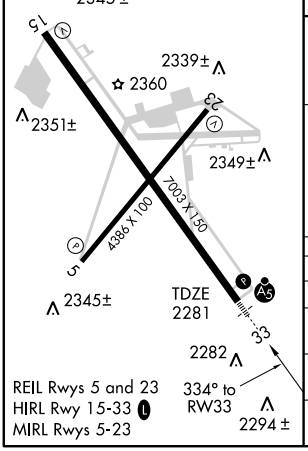
Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.

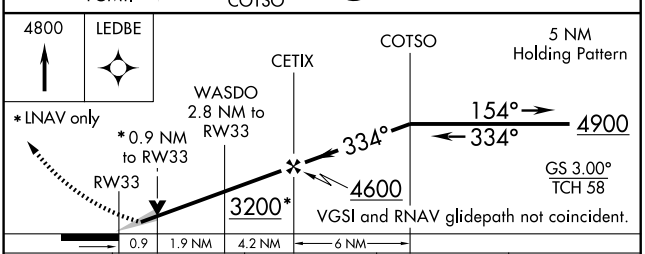
MALSR

MISSED APPROACH: Climb to 4800 direct LEDBE and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2481-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2552-½ 271 (300-½) | | | 2552-¾ 271 (300-¾) |
| LNAV MDA | 2600-½ 319 (400-½) | | | 2600-1 319 (400-1) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

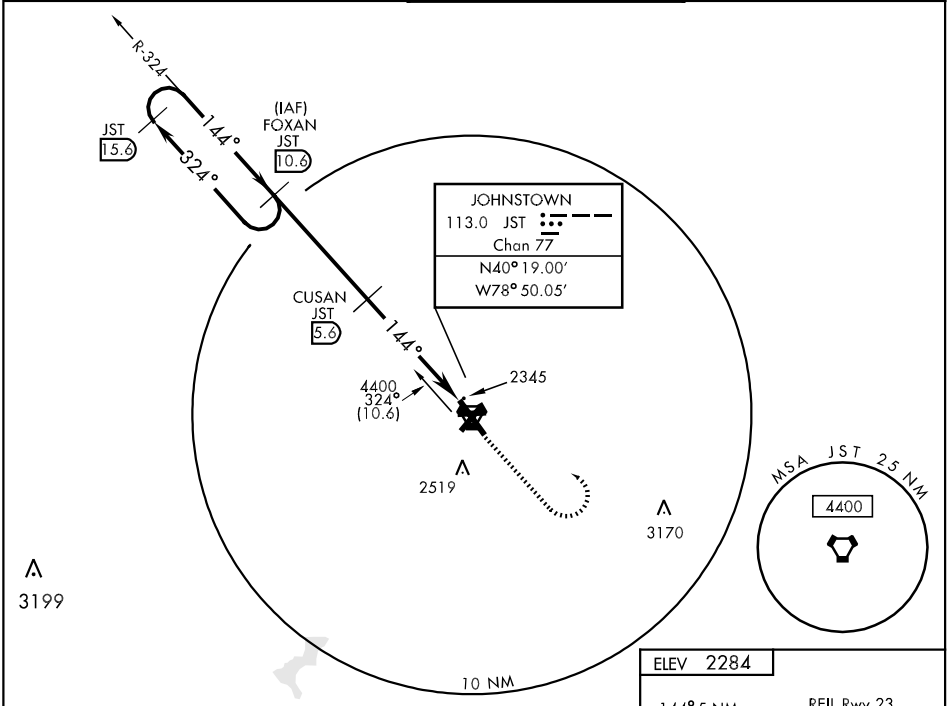
# TACAN RWY 15

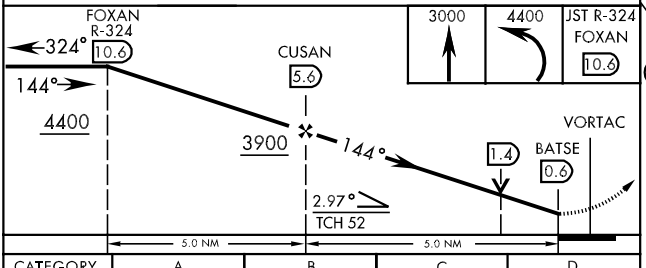
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

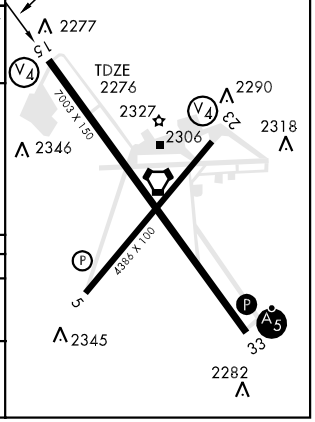
| VORTAC JST 113.0 Chan 77 | APCH CRS 144° | Rwy Idg 7003 TDZE 2276 Arpt Elev 2284 | AL-898 [USAF] |
|---|---|---|---|

MISSED APPROACH: Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 253.5 (CTAF) L | 121.6 | 118.325 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 2600-1 324 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 23

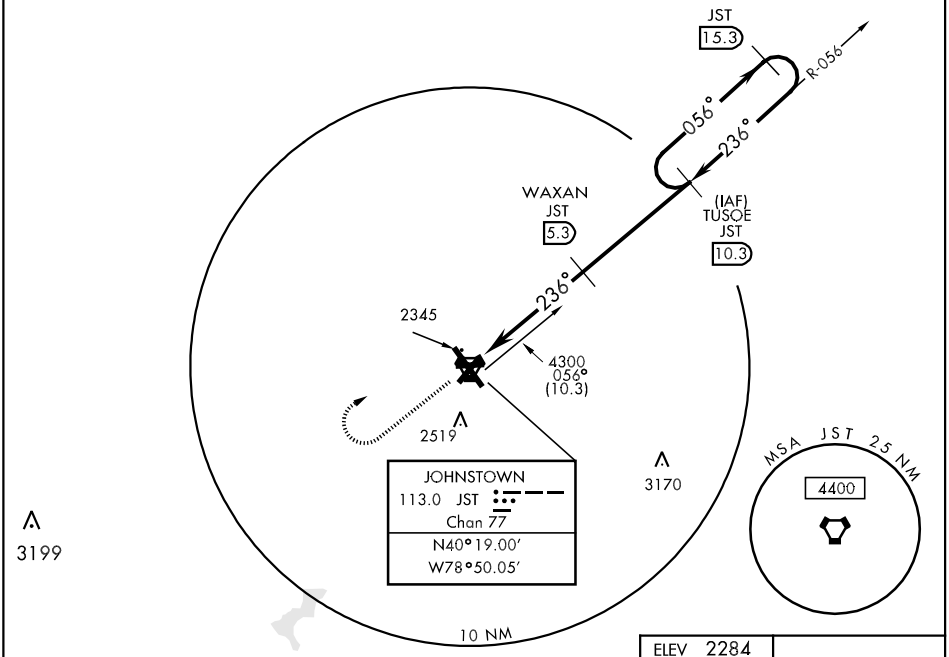
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

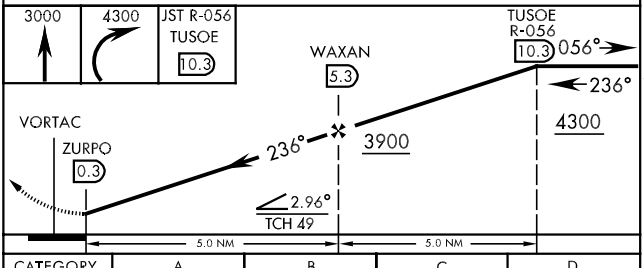
| VORTAC JST | APCH CRS | Rwy ldg 4507 |
|---|---|---|
| 113.0 | 236° | TDZE 2281 |
| Chan 77 | | Arpt Elev 2284 |

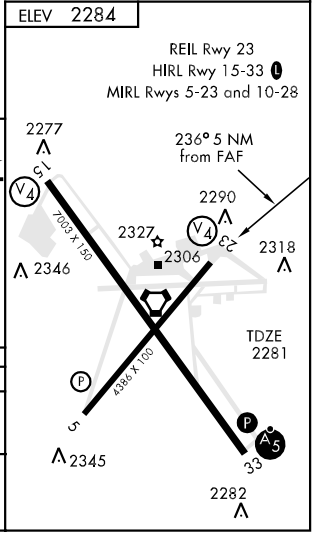
AL-898 [USAF]

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 253.5 (CTAF) L | 121.6 | 118.325 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



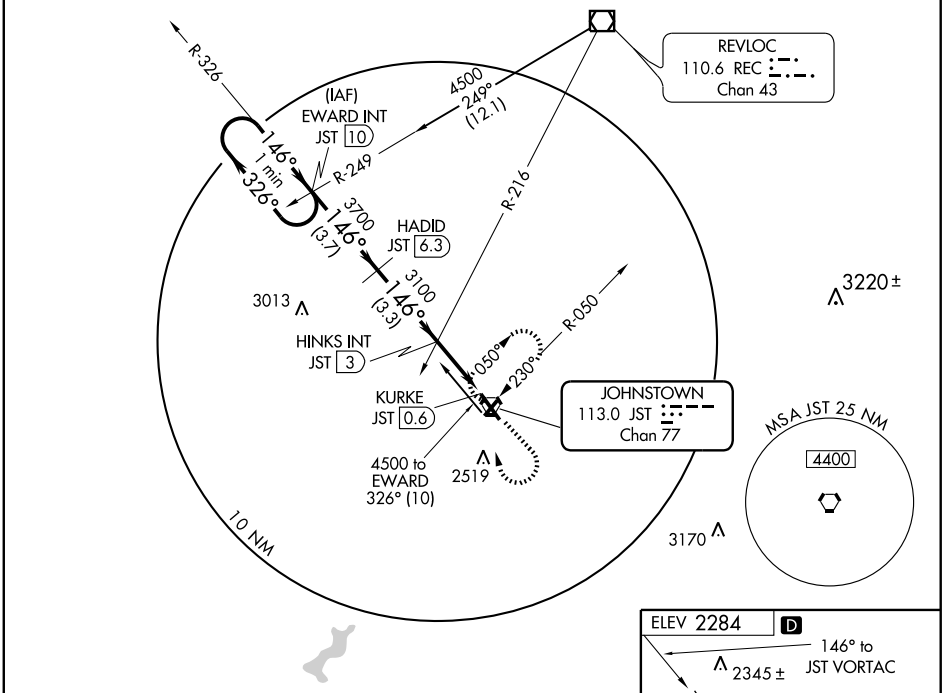
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

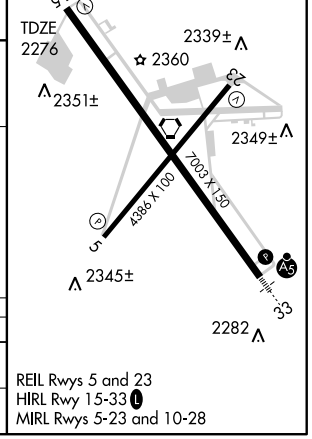
| VORTAC JST | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 113.0 | 146° | TDZE | 2276 |
| Chan 77 | | Apt Elev | 2284 |

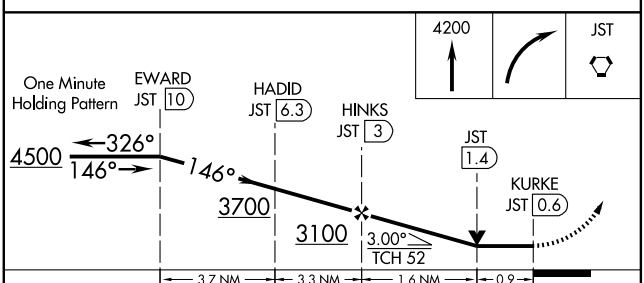
# JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)
# VOR/DME RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 2600-1 324 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC JST 113.0 Chan 77 | APP CRS 230° | Rwy Idg 4386 TDZE 2284 Apt Elev 2284 |
|---|---|---|

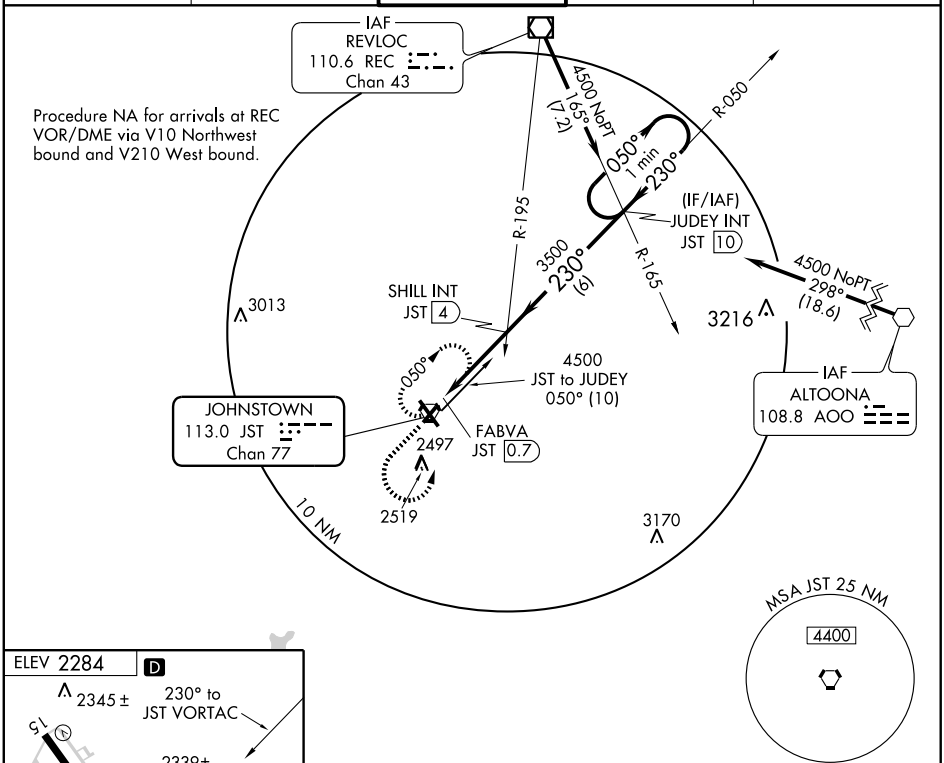
# JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

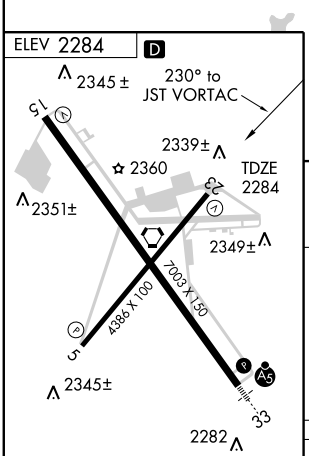
# VOR/DME RWY 23

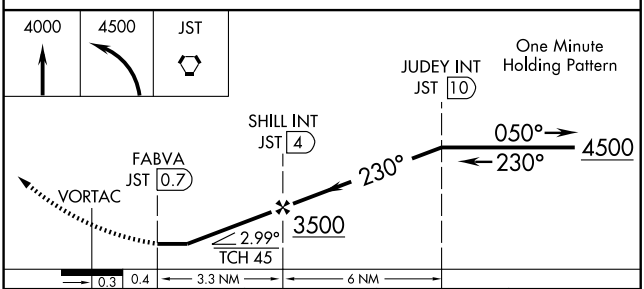
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2600-1 316 (400-1) | | | |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC JST 113.0 Chan 77 | APP CRS 042° | Rwy Idg 4386 TDZE 2283 Apt Elev 2284 |
|---|---|---|

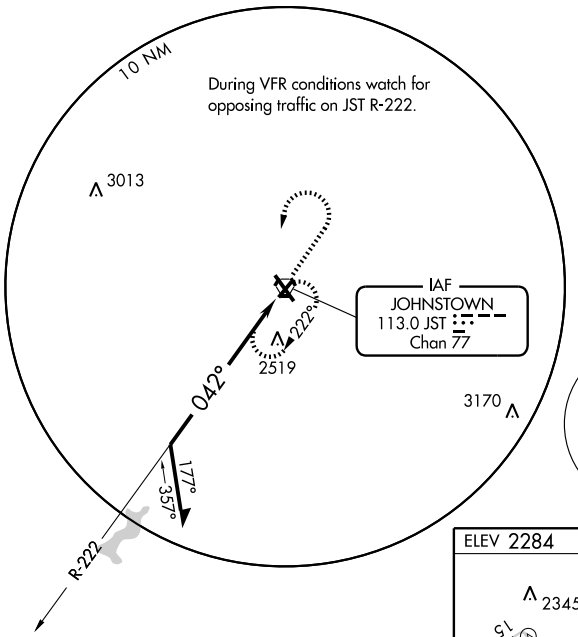
# VOR RWY 5

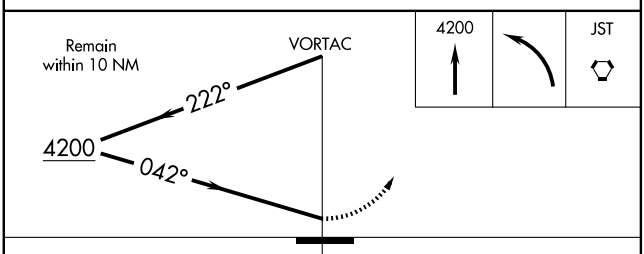
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

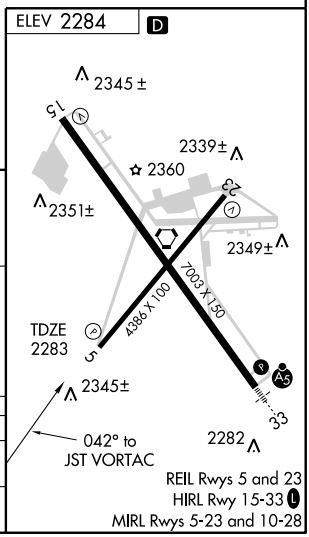
If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 2880-1 597 (600-1) | | 2880-1½ 597 (600-1½) | 2880-1¾ 597 (600-1¾) |
| CIRCLING | 2880-1 596 (600-1) | | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

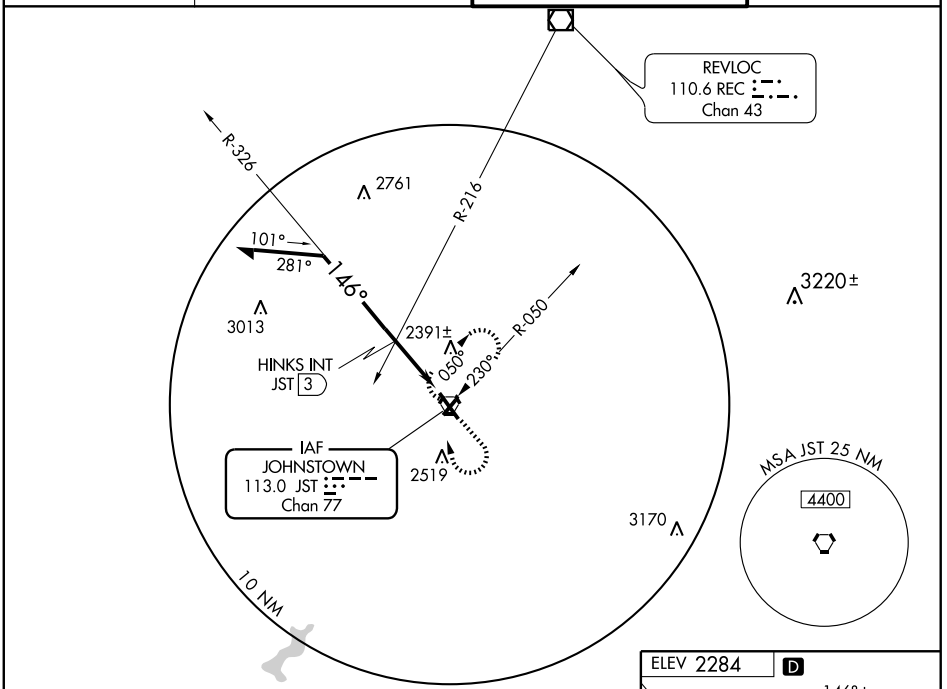
| VORTAC JST | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 113.0 | 146° | TDZE | 2276 |
| Chan 77 | | Apt Elev | 2284 |

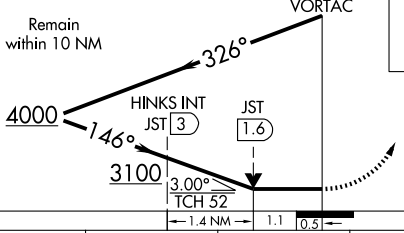
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

# VOR RWY 15

MISSED APPROACH: Climb to 4200 then right turn direct JST VORTAC and hold.

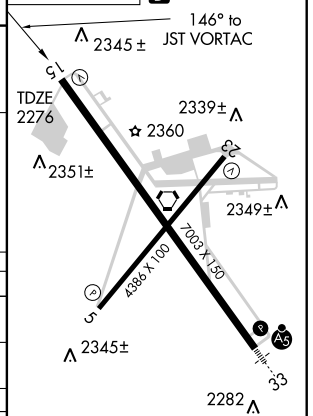
| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER ★ | GND CON |
|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 3100-1<br>824 (900-1) | 3100-1¼<br>824 (900-1¼) | 3100-2½<br>824 (900-2½) | 3100-2¾<br>824 (900-2¾) |
| CIRCLING | 3100-1<br>816 (900-1) | 3100-1¼<br>816 (900-1¼) | 3100-2½<br>816 (900-2½) | 3100-2¾<br>816 (900-2¾) |
| HINKS FIX MINIMUMS | | | | |
| S-15 | 2660-1 384 (400-1) | | | 2660-1¼<br>384 (400-1¼) |
| CIRCLING | 2660-1<br>376 (400-1) | 2740-1<br>456 (500-1) | 2880-1½<br>596 (600-1½) | 2880-2<br>596 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC JST | APP CRS | Rwy Idg | 4386 |
|---|---|---|---|
| 113.0 | 230° | TDZE | 2284 |
| Chan 77 | | Apt Elev | 2284 |

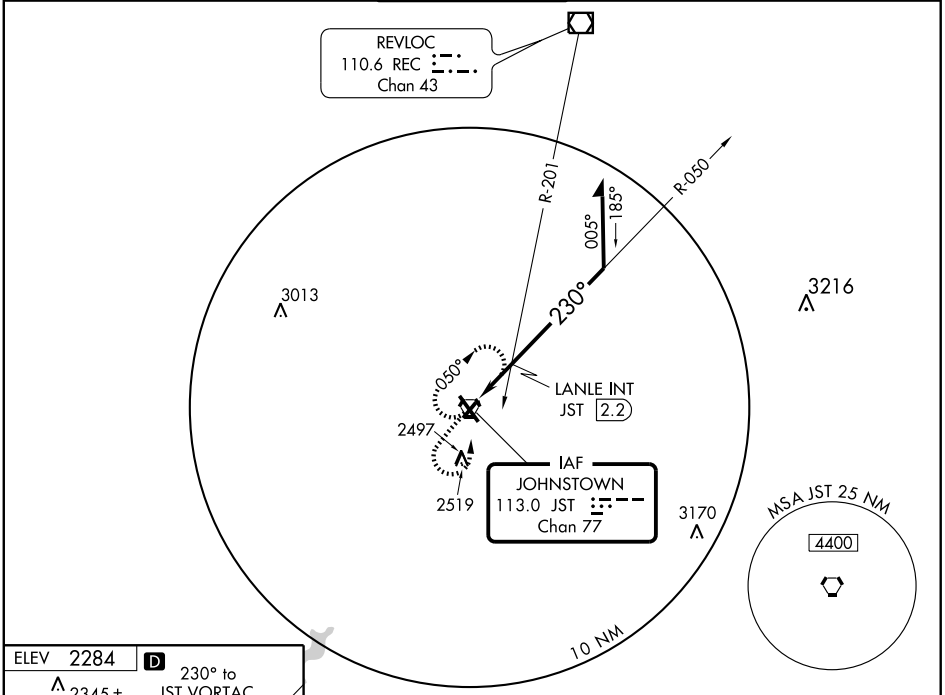
# VOR RWY 23

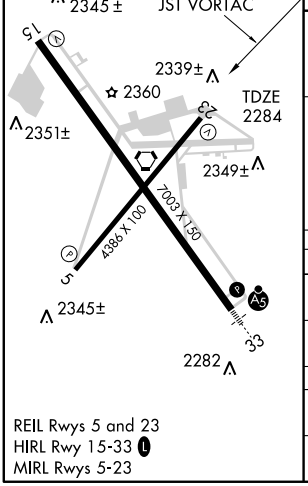
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

Visibility reduction by helicopters NA.

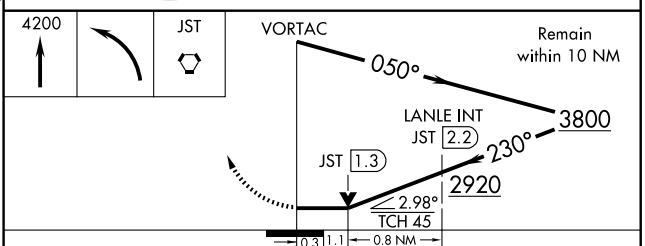
MISSED APPROACH: Climb to 4200 then left turn direct JST VORTAC and hold.

| ATIS | CLEVELAND CENTER | JOHNSTOWN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.325 | 121.2 299.2 | 125.75 (CTAF) L | 121.6 | 122.95 |




REIL Rwys 5 and 23
HIRL Rwy 15-33 L
MIRL Rwys 5-23




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2920-1 636 (700-1) | | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| CIRCLING | 2920-1 636 (700-1) | | 2920-1¾ 636 (700-1¾) | 2920-2 636 (700-2) |
| LANLE FIX MINIMUMS | | | | |
| S-23 | 2660-1 376 (400-1) | | | 2660-1¼ 376 (400-1¼) |
| CIRCLING | 2660-1 376 (400-1) | 2740-1 456 (500-1) | 2880-1½ 596 (600-1½) | 2880-2 596 (600-2) |



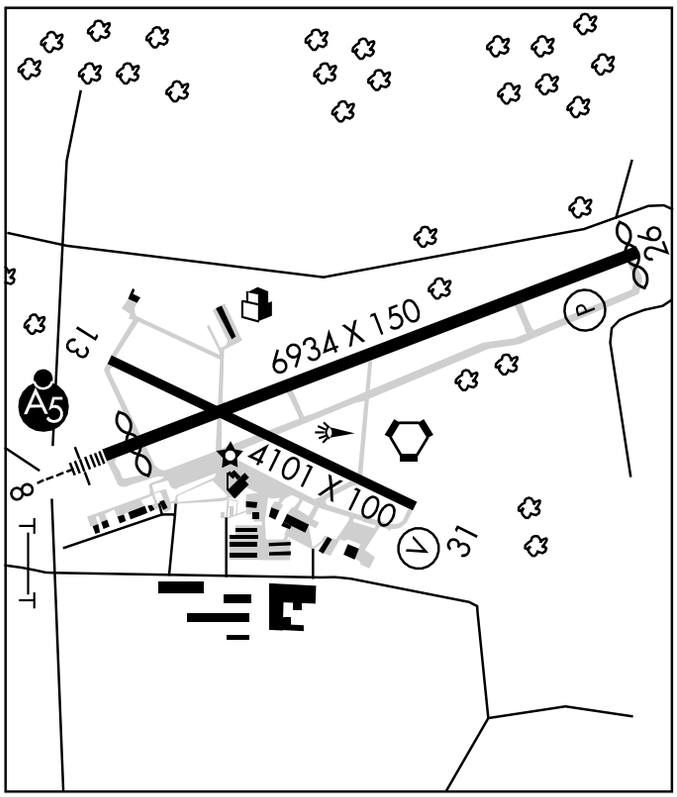
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**LANCASTER** (LNS) 4 N UTC−5(−4DT) N40°07.34′ W76°17.66′ **NEW YORK**
403 B S4 **FUEL** 100LL, JET A OX 4 TPA–1403 (1000) Class II, ARFF Index A **H–10H, 12I, L–29E, 34G, A**
NOTAM FILE LNS **IAP, AD**

**RWY 08–26:** H6934X150 (ASPH–GRVD) S–65, D–92, 2S–117, 2D–146 HIRL 0.3% up W
**RWY 08:** MALSR. Thld dsplcd 358′. Road.
**RWY 26:** PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 59′.
**RWY 13–31:** H4101X100 (ASPH) S–65, D–92, 2S–117, 2D–146 MIRL
**RWY 13:** Tree.
**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 37′.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 26 | 13–31 | 5190 |

**RUNWAY DECLARED DISTANCE INFORMATION:**

| | | | | |
|---|---|---|---|---|
| **RWY 08:** | TORA–6934 | TODA–6934 | ASDA–6475 | LDA–6275 |
| **RWY 13:** | TORA–4102 | TODA–4102 | ASDA–4102 | LDA–4102 |
| **RWY 26:** | TORA–6934 | TODA–6934 | ASDA–6234 | LDA–5775 |
| **RWY 31:** | TORA–4102 | TODA–4102 | ASDA–4102 | LDA–4102 |

**AIRPORT REMARKS:** Attended Mon—Fri 1100–0300Z‡, Sat 1200–0100Z‡, Sun 1200–0300Z‡. AER 31 safety area unavbl due to reconstruction project. Rwy 08 thld markings missing. Numerals and touchdown some markings not spaced as required due to location of tmpry dsplcd thld. Rwy lgts and MALSR unmonitored when twr clsd. PPR 24 hours for air carrier ops with more than 30 passenger seats, call arpt manager 717–569–1221. When twr clsd ACTIVATE HIRL Rwy 08–26, MALSR Rwy 08, MIRL Rwy 13–31, REIL Rwy 31, and twy lgts—CTAF.
**WEATHER DATA SOURCES:** ASOS (717) 569–8860.
**COMMUNICATIONS: CTAF** 120.9 **ATIS** 125.675 **UNICOM** 122.95
**RCO** 122.1R 117.3T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 126.45
**TOWER** 120.9 (1100–0400Z‡) **GND CON** 121.8
**AIRSPACE: CLASS D** svc effective 1100–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.
**(L) VORTAC** 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ at fld. 399/09W.
VOR unusable:
195°–220° byd 25 NM blo 3000′
221°–273° byd 21 NM blo 4500′
320°–340° byd 18 NM blo 5000′
320°–340° byd 25 NM blo 6000′
DME unusable 331°–039° byd 30 NM.
**ILS** 108.7 I–LNS Rwy 08. Class IE ILS unmonitored when twr clsd.
**COMM/NAV/WEATHER REMARKS:** When twr clsd pickup clearance TF 800–932–0712.

**LATLE** N40°10.69′ W77°00.34′ NOTAM FILE CXY.
**NDB (LOM)** 219 CX 083° 7.5 NM to Capital City. Unmonitored when Capital City twr clsd.

# ILS or LOC RWY 8

LANCASTER (LNS)

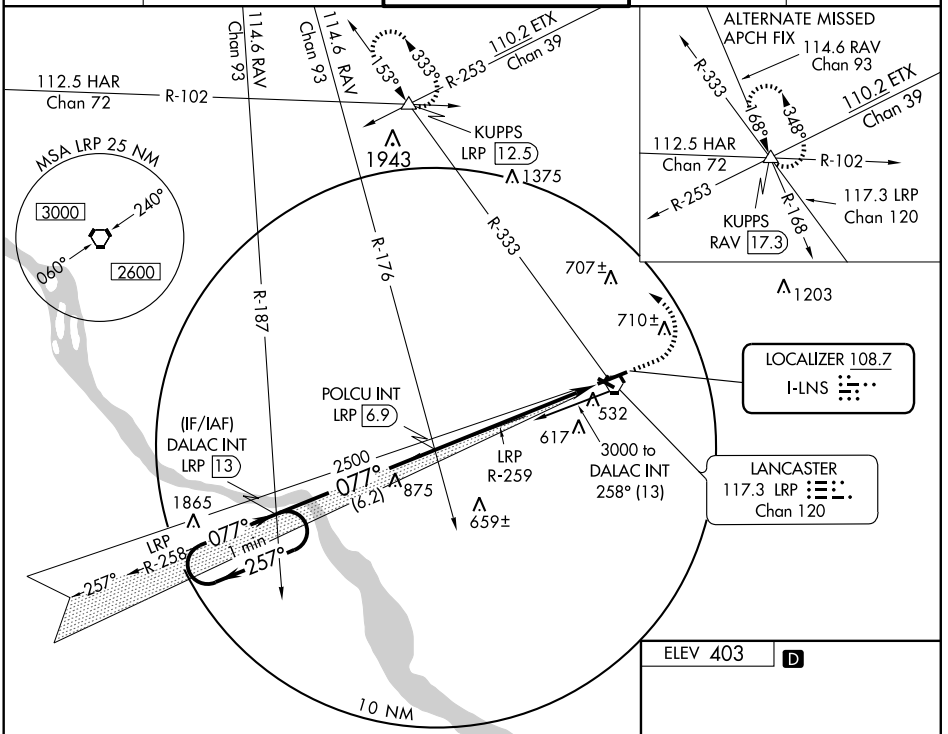
| LOC I-LNS | APP CRS | Rwy ldg | 6275 |
|---|---|---|---|
| 108.7 | 077° | TDZE | 399 |
| | | Apt Elev | 403 |

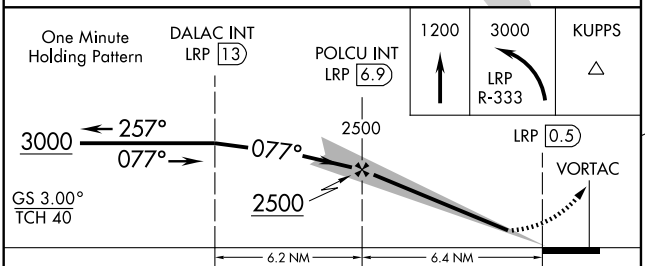
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cats C and D visibility ¼ mile.

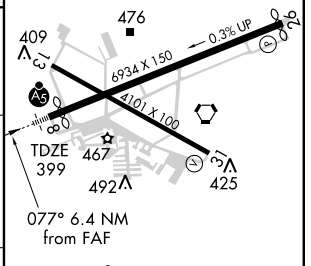
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | 599-¾ 200 (200-¾) | | | |
| S-LOC 8 | 840-1 441 (500-1) | | 840-1¼ 441 (500-1¼) | 840-1½ 441 (500-1½) |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 8

LANCASTER (LNS)

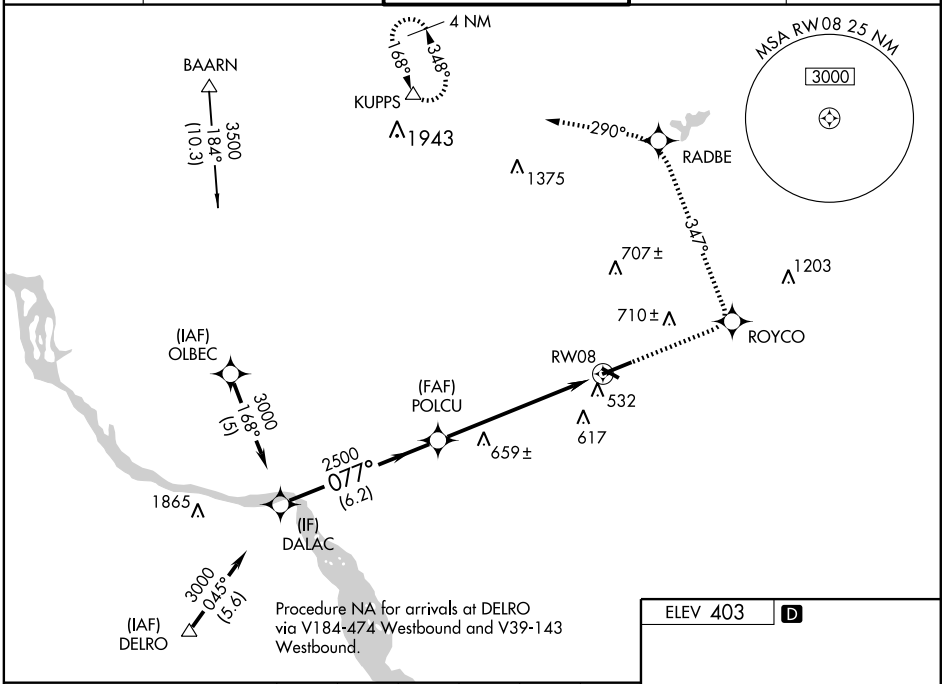
| WAAS | APP CRS | Rwy ldg | 6275 |
|---|---|---|---|
| CH 77915 | 077° | TDZE | 399 |
| W08A | | Apt Elev | 403 |

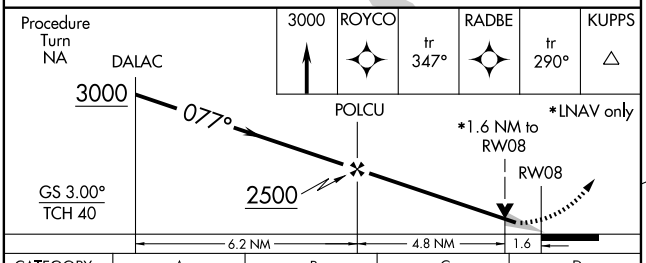
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

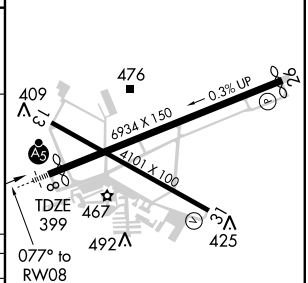
MALSR

MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 649-1 250 (300-1) | | | |
| LNAV/VNAV DA | 879-1¾ 480 (500-1¾) | | | |
| LNAV MDA | 940-1 541 (600-1) | | 940-1½ 541 (600-1½) | 940-1¾ 541 (600-1¾) |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5775 |
|---|---|---|
| 257° | TDZE | 387 |
| | Apt Elev | 403 |

# RNAV (GPS) RWY 26

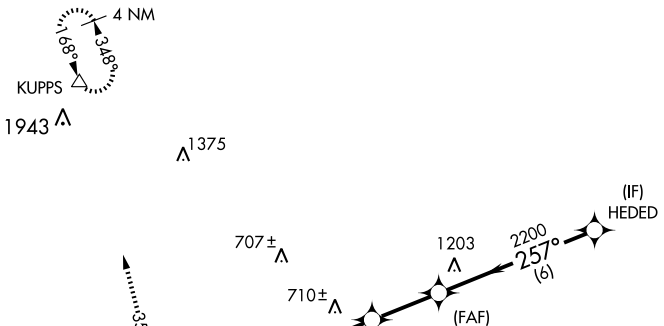
LANCASTER (LNS)

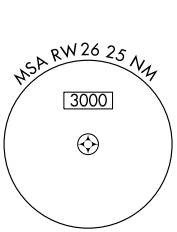
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility ¼ mile.
VDP NA when using Harrisburg Intl altimeter setting.

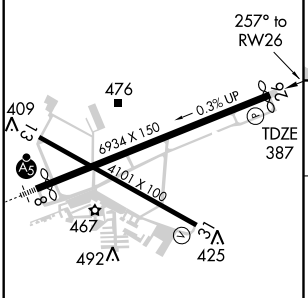
MISSED APPROACH: Climb to 3000 direct FANRU and right turn via 355° track to KUPPS and hold.

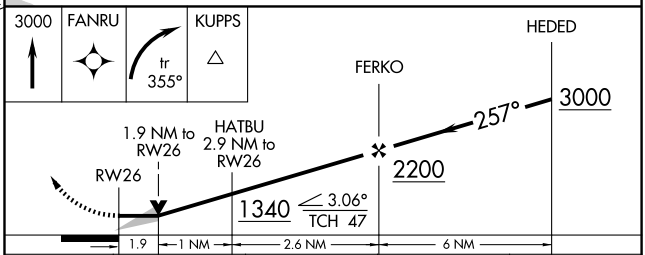
| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 633 (700-1) | | 1020-1¾ 633 (700-1¾) | 1020-2 633 (700-2) |
| CIRCLING | 1020-1 617 (700-1) | | 1020-1¾ 617 (700-1¾) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 4102 |
|---|---|---|
| 308° | TDZE | 403 |
| | Apt Elev | 403 |

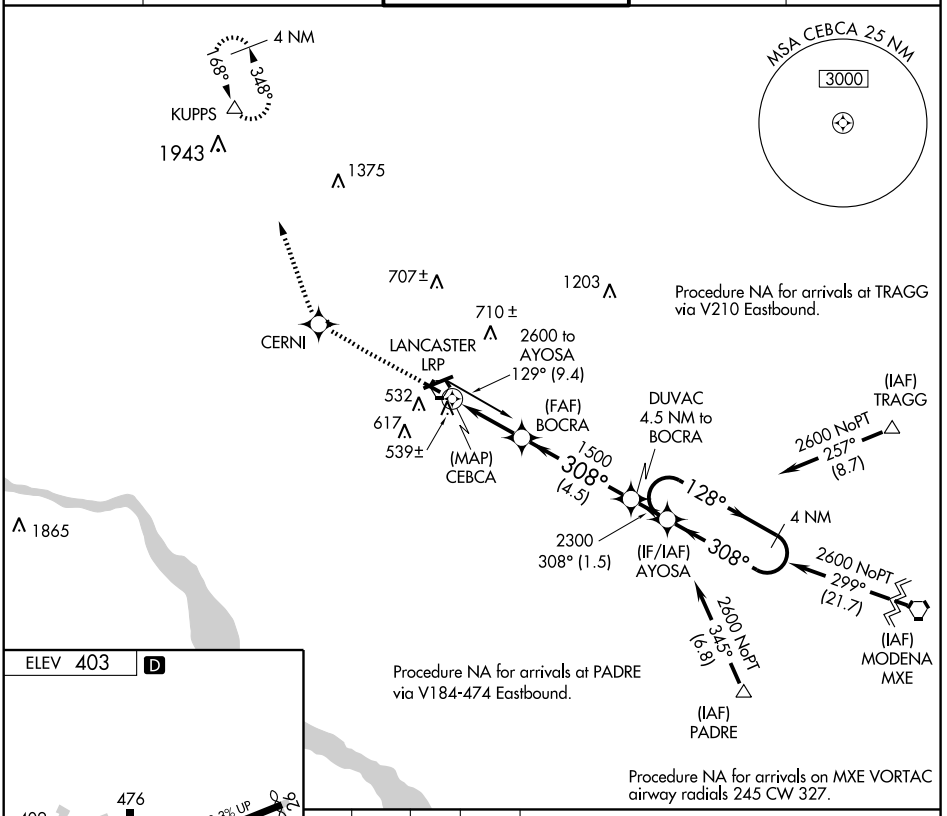
# RNAV (GPS) RWY 31
LANCASTER (LNS)

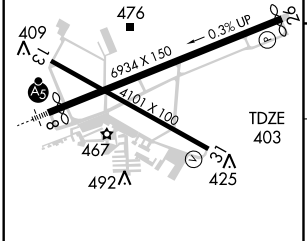
T
NA

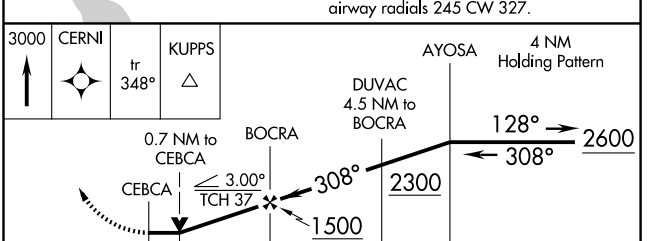
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI WP and via 348° track to KUPPS WP and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 397 (400-1) | | | 800-1¼ 397 (400-1¼) |
| CIRCLING | 920-1 517 (600-1) | | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LRP | APP CRS | Rwy Idg 6275 |
|---|---|---|
| 117.3 | 090° | TDZE 399 |
| Chan 120 | | Apt Elev 403 |

# VOR/DME RWY 8

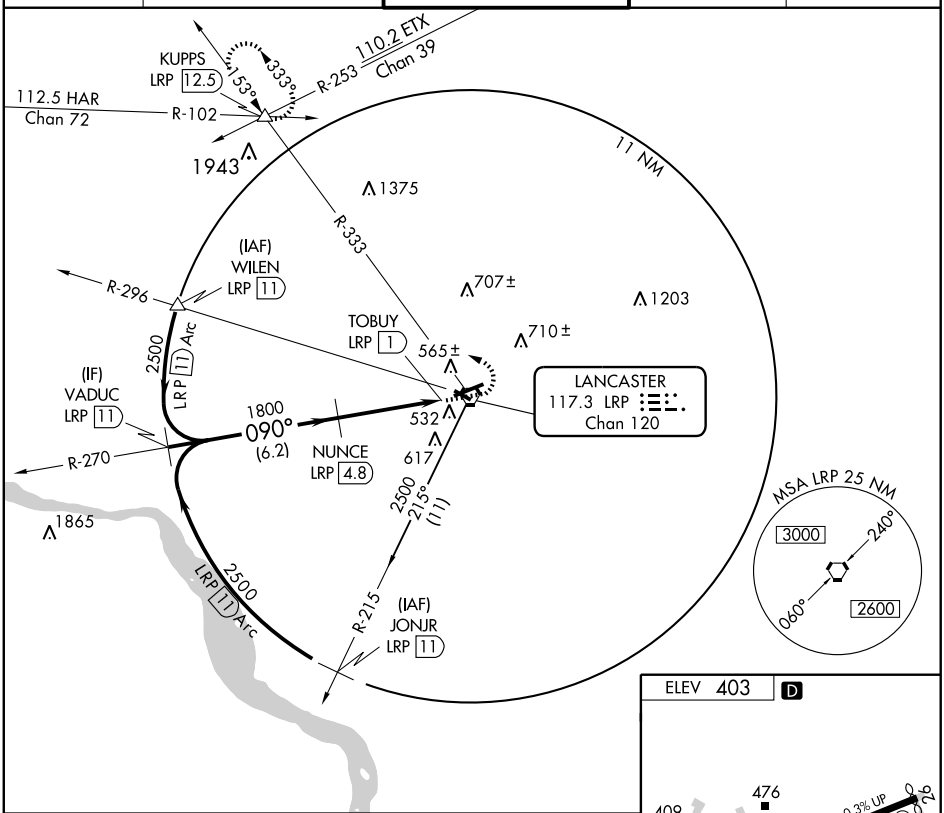
LANCASTER (LNS)

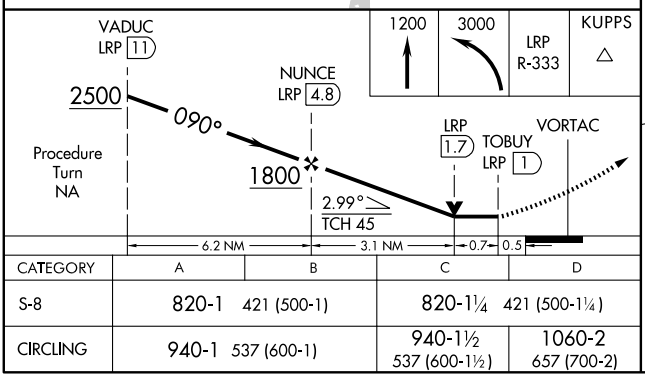
Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility ¼ mile.

MALSR

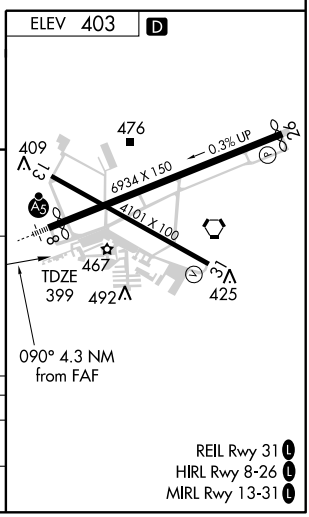
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 820-1 421 (500-1) | | 820-1¼ 421 (500-1¼) | |
| CIRCLING | 940-1 537 (600-1) | | 940-1½ 537 (600-1½) | 1060-2 657 (700-2) |




REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LRP | APP CRS | Rwy ldg | 5775 |
|---|---|---|---|
| 117.3 | 247° | TDZE | 387 |
| Chan 120 | | Apt Elev | 403 |

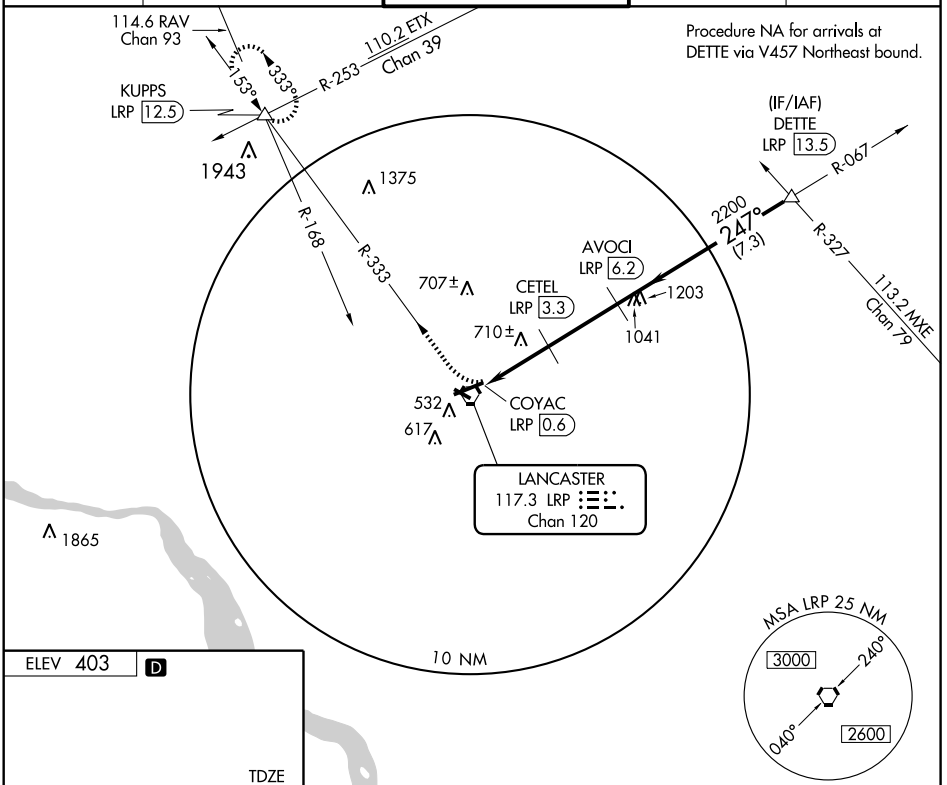
# VOR/DME RWY 26

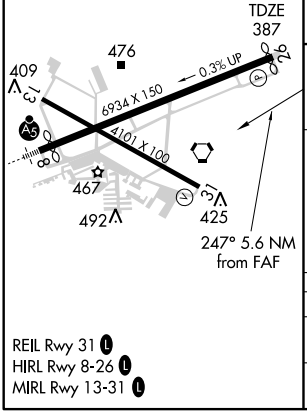
LANCASTER (LNS)

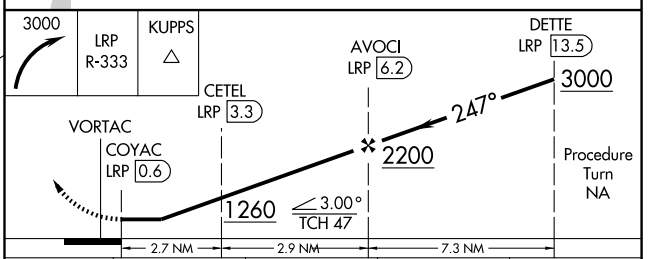
Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.675 | 126.45 | 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1020-1 633 (700-1) | | 1020-1¾ 633 (700-1¾) | 1020-2 633 (700-2) |
| CIRCLING | 1020-1 617 (700-1) | | 1020-1¾ 617 (700-1¾) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

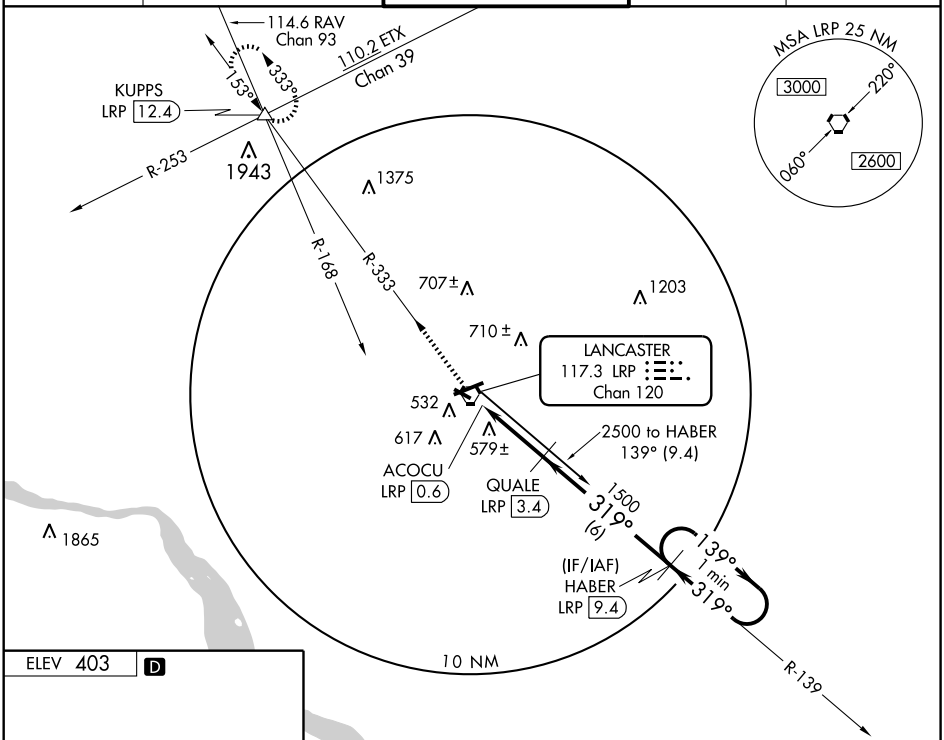
| VORTAC LRP 117.3 Chan 120 | APP CRS 319° | Rwy ldg 4102 TDZE 403 Apt Elev 403 |
|---|---|---|

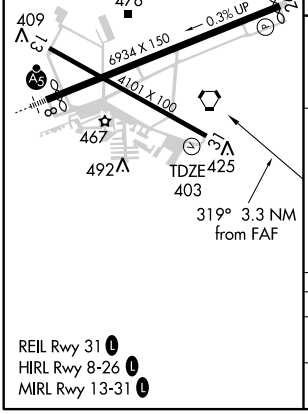
# VOR/DME RWY 31
LANCASTER (LNS)

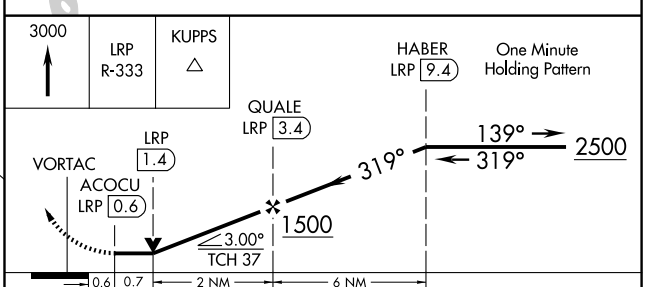
If local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS INT/LRP 12 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 840-1 | 437 (500-1) | 840-1¼ 437 (500-1¼) | 840-1½ 437 (500-1½) |
| CIRCLING | 920-1 | 517 (600-1) | 920-1½ 517 (600-1½) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LRP | APP CRS | Rwy Idg | 6275 |
|---|---|---|---|
| 117.3 | 090° | TDZE | 399 |
| Chan 120 | | Apt Elev | 403 |

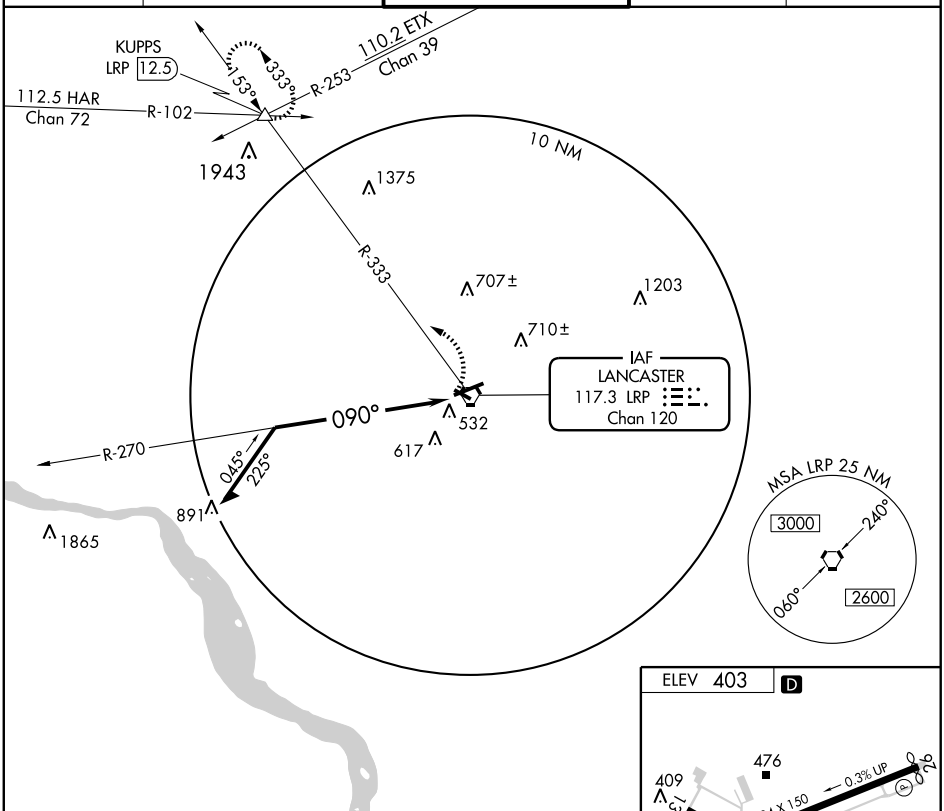
# VOR RWY 8
## LANCASTER (LNS)

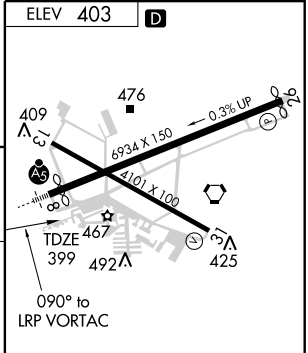
Inoperative table does not apply.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

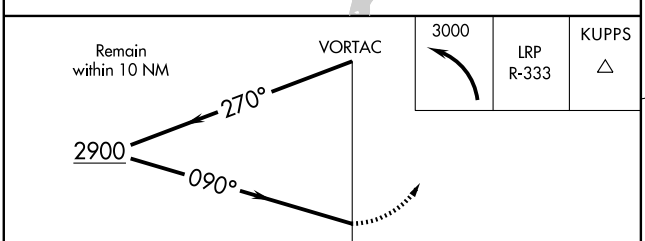
MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1400-1¼ 1001 (1000-1¼) | 1400-1½ 1001 (1000-1½) | 1400-3 1001 (1000-3) | |
| CIRCLING | 1400-1¼ 997 (1000-1¼) | 1400-1½ 997 (1000-1½) | 1400-3 997 (1000-3) | |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L



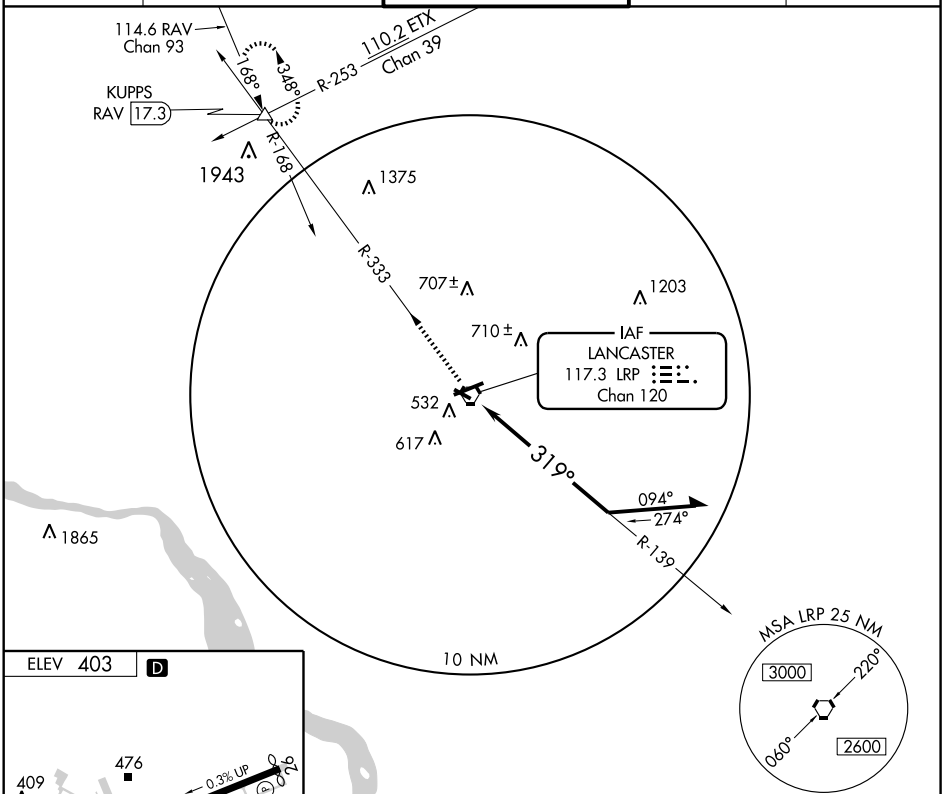
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

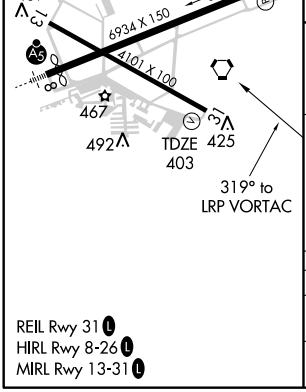
| VORTAC LRP | APP CRS | Rwy Idg | 4102 |
|---|---|---|---|
| 117.3 | 319° | TDZE | 403 |
| Chan 120 | | Apt Elev | 403 |

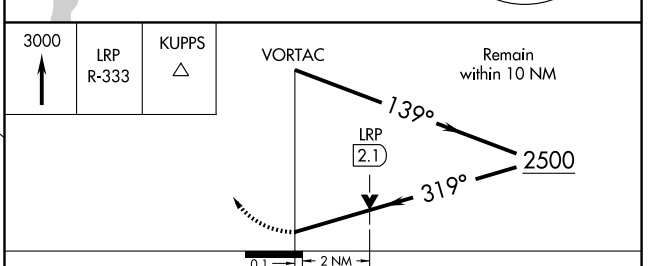
# VOR RWY 31
## LANCASTER (LNS)

MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

| ATIS | HARRISBURG APP CON | LANCASTER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.675 | 126.45 281.525 | 120.9 (CTAF) L 251.1 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1060-1 657 (700-1) | | 1060-1¾ 657 (700-1¾) | 1060-2 657 (700-2) |
| CIRCLING | 1060-1 657 (700-1) | | 1060-1¾ 657 (700-1¾) | 1080-2¼ 677 (700-2¼) |

REIL Rwy 31 L
HIRL Rwy 8-26 L
MIRL Rwy 13-31 L

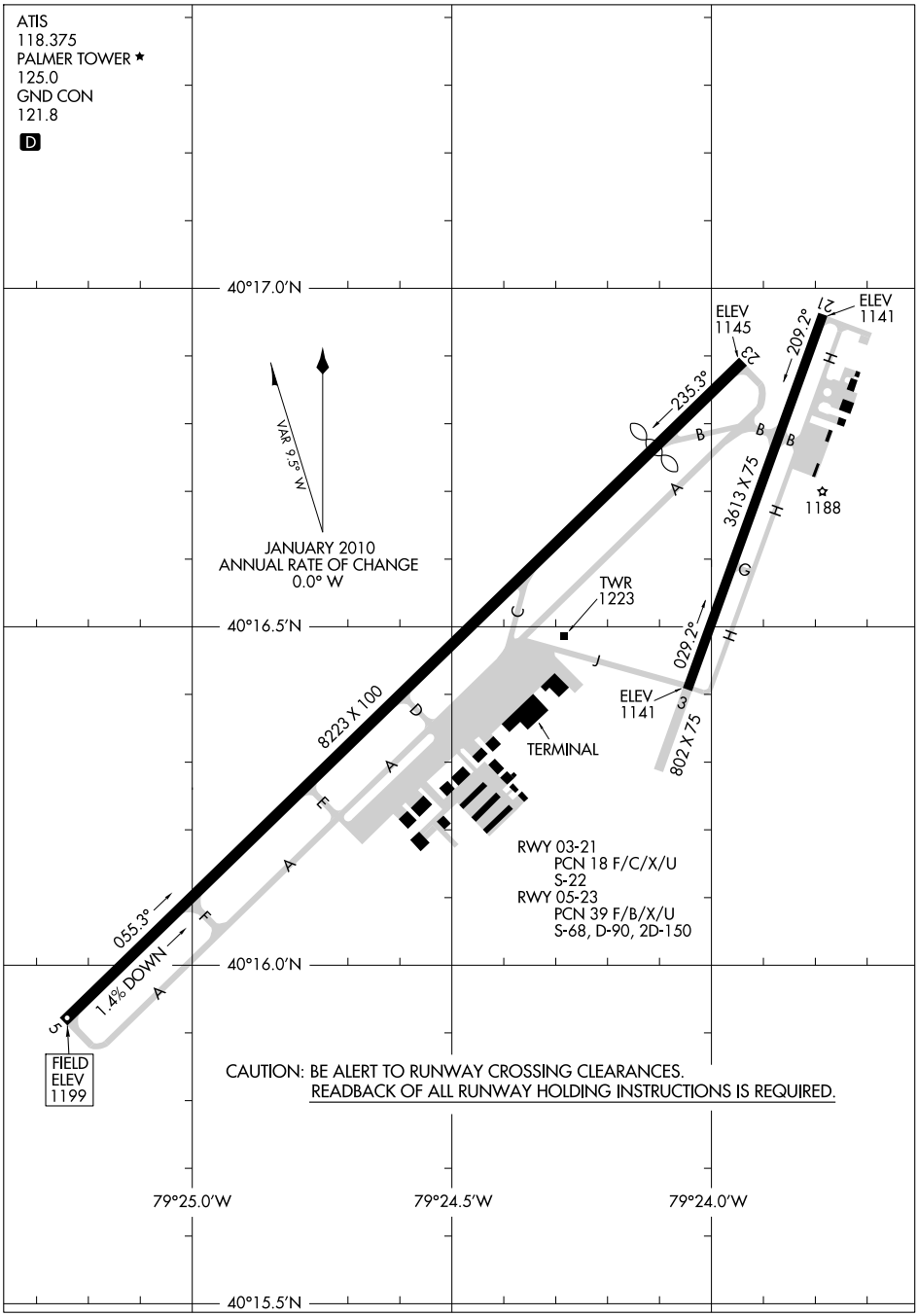


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ ARNOLD PALMER RGNL (LBE)
LATROBE, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

LATROBE, PENNSYLVANIA
LATROBE/ARNOLD PALMER RGNL (LBE)

10210

## LATROBE

**ARNOLD PALMER RGNL** (LBE) 2 SW UTC−5(−4DT) N40°16.48′ W79°24.41′ **DETROIT**

1199 B S4 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index A. NOTAM FILE LBE **H–10H, 12I, L–29C**

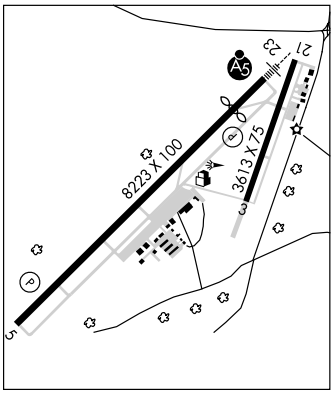
**RWY 05–23:** H8223X100 (ASPH–GRVD) S–68, D–90, 2S–114, 2D–150 PCN 39 F/B/X/U HIRL **IAP, AD**

**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees. 1.4% down.

**RWY 23:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Thld dsplcd 850′. Rgt tfc.

**RWY 03–21:** H3613X75 (ASPH) S–22 PCN 18 F/C/X/U MIRL

**RWY 03:** Pole.




**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 03:** | TORA–3609 | TODA–3609 | ASDA–3609 | LDA–3609 |
| **RWY 05:** | TORA–8223 | TODA–8223 | ASDA–8223 | LDA–8223 |
| **RWY 21:** | TORA–3609 | TODA–3609 | ASDA–3609 | LDA–3609 |
| **RWY 23:** | TORA–8223 | TODA–8223 | ASDA–8223 | LDA–7373 |

**AIRPORT REMARKS:** Attended continuously. Rwy 03–21 CLOSED to air carrier acft. Deer and birds on and invof arpt. Twy J restricted to acft with a wingspan less than 49′. NSTD Rwy 03 thld bar located on blast pad and not in proper location; blast pad chevrons are incomplete. MIRL Rwy 03–21, Twys J, G, H and Twy B west of Rwy 03–21 unavailable when twr clsd. Rwy 23 MALSR OTS when twr open. When twr clsd ACTIVATE HIRL Rwy 05–23, REIL Rwy 05 and MALSR Rwy 23, Twy lgts A, B, C and D—CTAF. Ldg fee.

**WEATHER DATA SOURCES:** AWOS–3 118.375 724–537–0671.

**COMMUNICATIONS: CTAF** 125.0 **ATIS** 118.375

**CLEVELAND CENTER APP/DEP CON** 124.4

**PALMER TOWER** 125.0 (1115–0300Z‡)

**GND CON** 121.8

**AIRSPACE: CLASS D** svc 1115–0300Z‡, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 359°18.1 NM to fld. 2820/06W.

**BENJE NDB (NHW)** 382 BHU N40°22.53′ W79°16.30′ 233° 8.7 NM to fld. NOTAM FILE LBE.

**ILS** 110.9 I–LBE Rwy 23. Class IA. ILS unmonitored when twr clsd.

## LEBANON

**KELLER BROTHERS** (Ø8N) 5 SE UTC−5(−4DT) N40°17.51′ W76°19.73′ **NEW YORK**

550 B NOTAM FILE IPT

**RWY 07–25:** 2635X120 (TURF) LIRL (NSTD)

**RWY 07:** Thld dsplcd 275′. Tree. **RWY 25:** Thld dsplcd 600′. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE rotating beacon and wind indicator lgt and LIRL Rwy 07–25—121.9. Rwy 07–25 NSTD LIRL; rwy ends identified by 2 strobe lgts and NSTD thld lgt fixtures. Rwy 07–25 outlined with lights and yellow panels. ACTIVATE rotating bcn and LIRL Rwy 07–25—121.9.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

**LEEHI** N40°35.15′ W75°32.97′ NOTAM FILE ABE.

**NDB (LOM)** 400 AB 061°6.4 NM to Lehigh Valley Intl.

## LEHIGHTON

**BELTZVILLE** (14N) 3 E UTC−5(−4DT) N40°50.66′ W75°38.13′ **NEW YORK**

899 S2 **FUEL** 100LL NOTAM FILE IPT

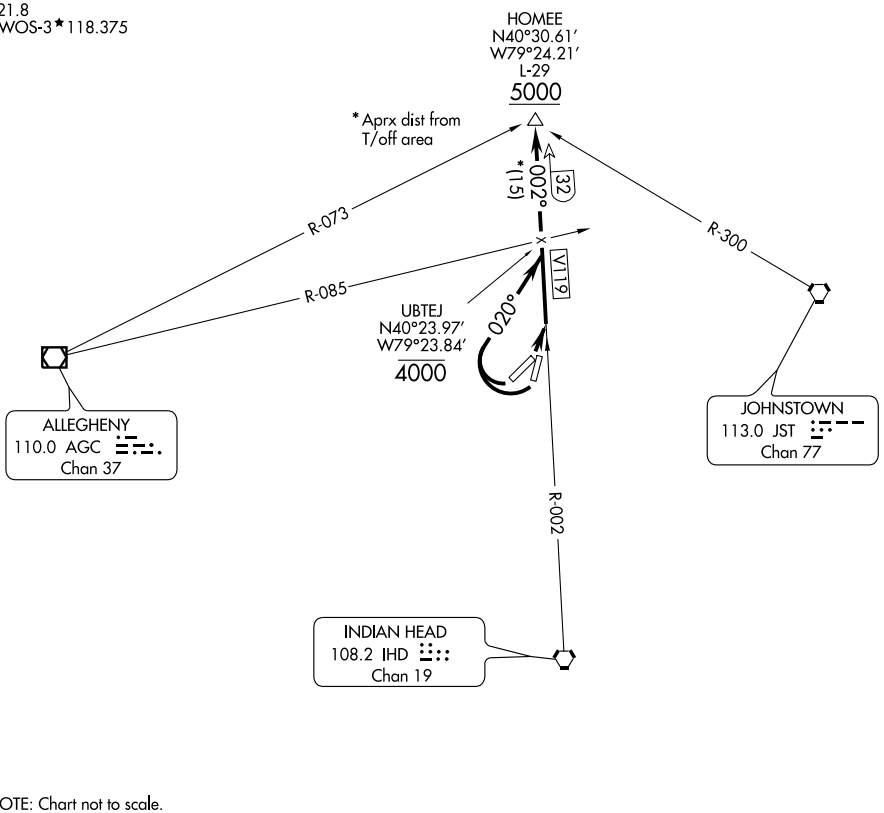
**RWY 08–26:** 2020X100 (TURF) S–5

**RWY 08:** Thld dsplcd 360′. Road. **RWY 26:** Fence.

**AIRPORT REMARKS:** Attended irregularly. For svc call 610–377–4887. Ultralights on and invof arpt. Rwy 08–26 not plowed during winter months. Rwy 08–26 thlds marked with white markers; north side of rwy and dsplcd thlds marked with lime/paint.

**COMMUNICATIONS: CTAF** 122.9

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002. Thence . . . .
TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002. Thence . . . .
. . . . Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000′. Cross HOMEE INT at or above 5000′. Thence via (assigned route).



NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-LBE | APP CRS | Rwy Idg | 7373 |
|---|---|---|---|
| 110.9 | 233° | TDZE | 1145 |
| | | Apt Elev | 1199 |

# ILS or LOC RWY 23

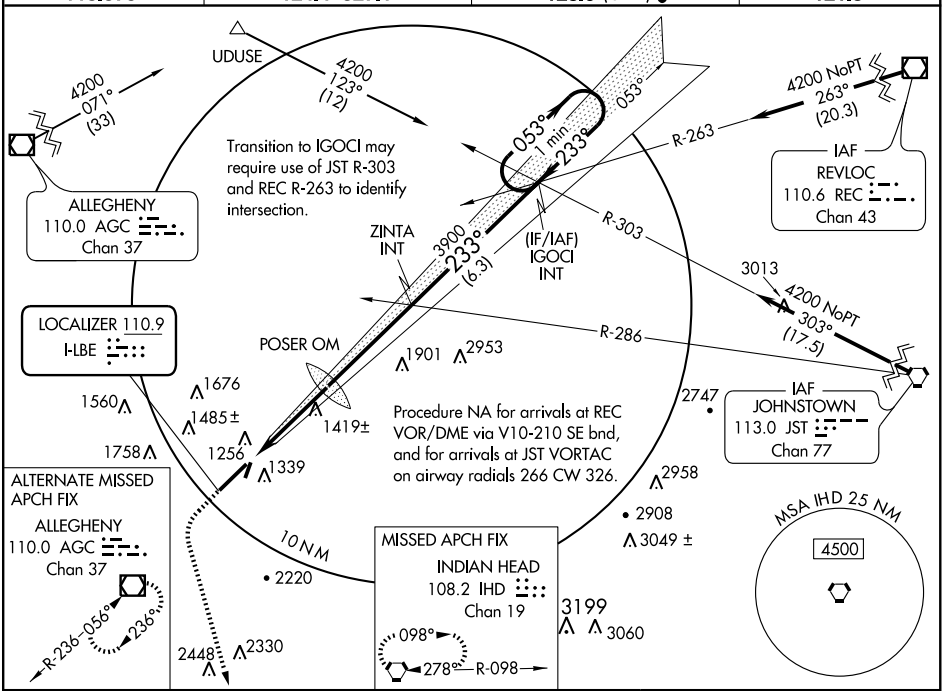
LATROBE/ARNOLD PALMER RGNL (LBE)

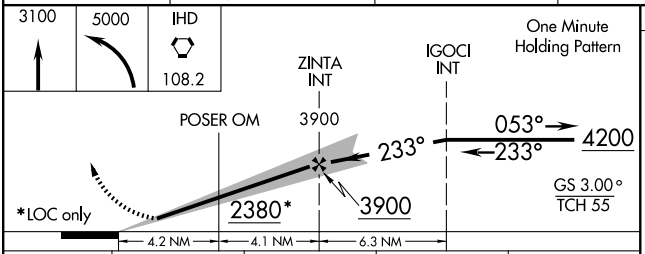
Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409′, and all MDAs 80′. Circling to Rwy 3 NA at night.

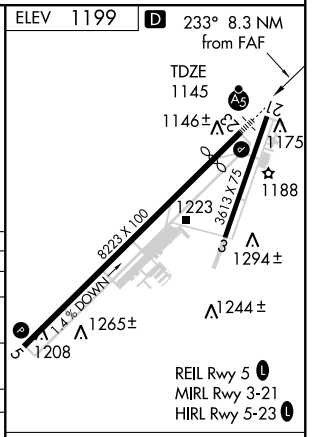
MALSR

MISSED APPROACH: Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1345-½ 200 (200-½) | | | |
| S-LOC 23 | 2380-1¼ 1235 (1200-1¼) | | 2380-2½ 1235 (1200-2½) | |
| CIRCLING | 2380-1¼ 1181 (1200-1¼) | 2380-1½ 1181 (1200-1½) | 2380-3 1181 (1200-3) | |
| POSER OM MINIMUMS | | | | |
| S-LOC 23 | 1680-½ 535 (500-½) | | 1680-1 535 (500-1) | 1680-1¼ 535 (500-1¼) |
| CIRCLING | 1720-1 521 (600-1) | | 1780-1½ 581 (600-1½) | 1800-2 601 (700-2) |

| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| NDB BHU | APP CRS | Rwy Idg | 7373 |
|---|---|---|---|
| 382 | 233° | TDZE | 1145 |
| | | Apt Elev | 1199 |

# NDB RWY 23

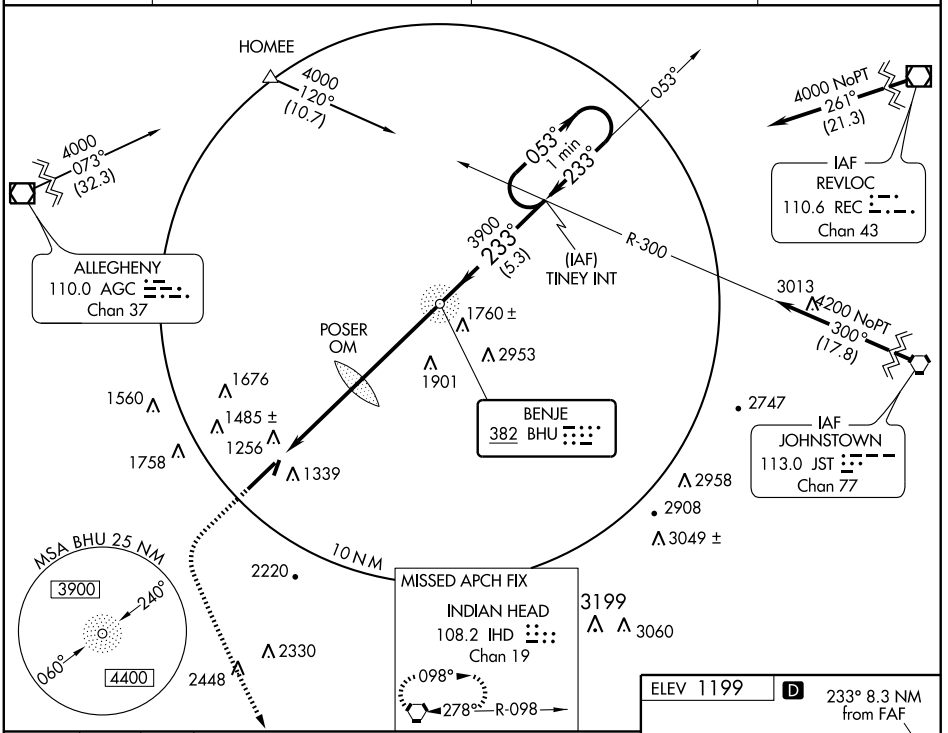
LATROBE/ ARNOLD PALMER RGNL (LBE)

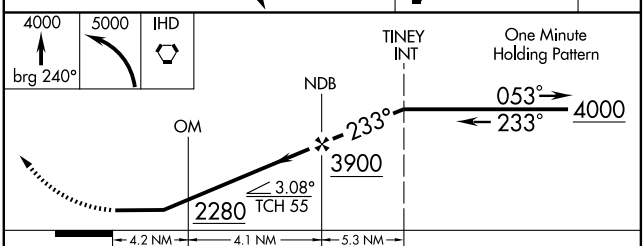
T Circling not authorized SE of Rwy 3-21.
A Circling not authorized to Rwy 3 at night.
Inoperative table does not apply.

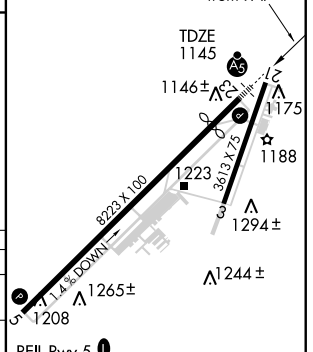
MALSR

MISSED APPROACH: Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |



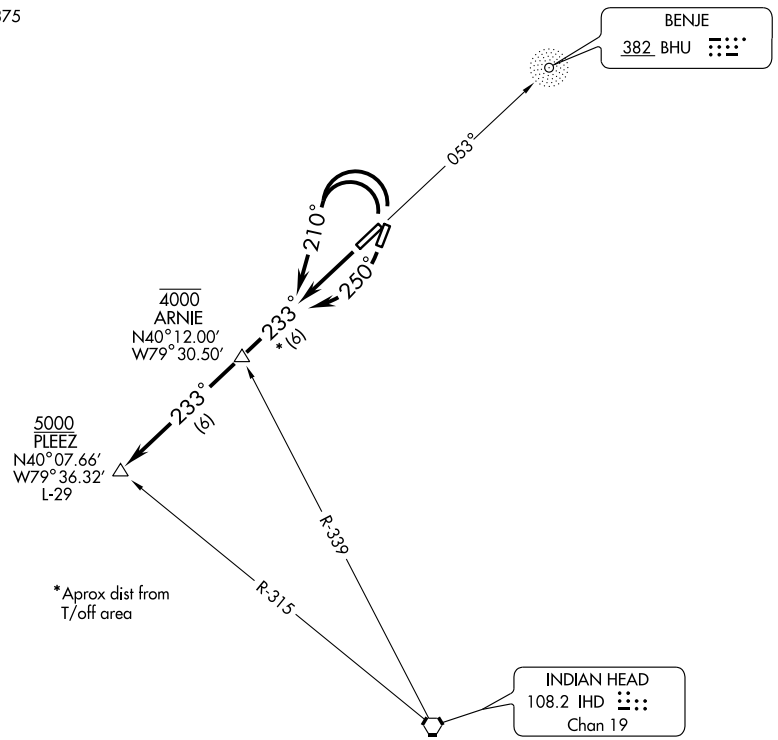

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2280-1¼ 1135 (1100-1¼) | 2280-1½ 1135 (1100-1½) | 2280-3 1135 (1100-3) | |
| CIRCLING | 2280-1¼ 1081 (1100-1¼) | 2280-1½ 1081 (1100-1½) | 2280-3 1081 (1100-3) | |
| OM MINIMUMS | | | | |
| S-23 | 2000-1 855 (900-1) | 2000-1¼ 855 (900-1¼) | 2000-2½ 855 (900-2½) | 2000-2¾ 855 (900-2¾) |
| CIRCLING | 2000-1 801 (900-1) | 2000-1¼ 801 (900-1¼) | 2000-2½ 801 (900-2½) | 2000-2¾ 801 (900-2¾) |

| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

ATIS 118.375
CLEVELAND CENTER
124.4 327.1
PALMER TOWER★
125.0 (CTAF)
GND CON
121.8
AWOS-3★118.375




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .
TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .
. . . . Via BHU 233° bearing to PLEEZ INT.
Cross ARNIE INT at or below 4000′.
Cross PLEEZ INT at or above 5000′. Thence via (assigned route).



NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 8223 |
|---|---|---|
| 053° | TDZE | 1199 |
| | Apt Elev | 1199 |

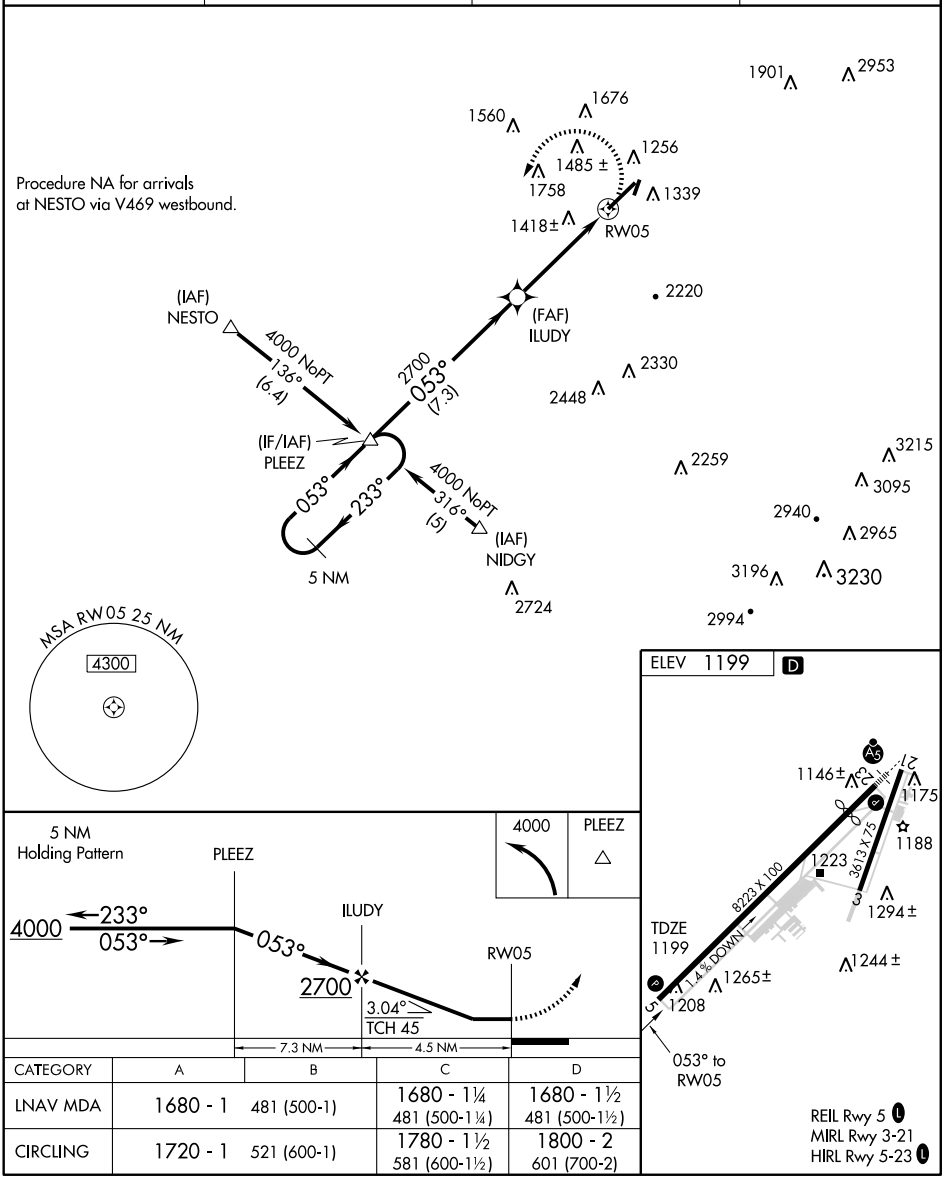
# RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680 - 1 | 481 (500-1) | 1680 - 1¼ 481 (500-1¼) | 1680 - 1½ 481 (500-1½) |
| CIRCLING | 1720 - 1 | 521 (600-1) | 1780 - 1½ 581 (600-1½) | 1800 - 2 601 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7373 |
|---|---|---|---|
| CH 70499 | 233° | TDZE | 1145 |
| W23A | | Apt Elev | 1199 |

# RNAV (GPS) RWY 23

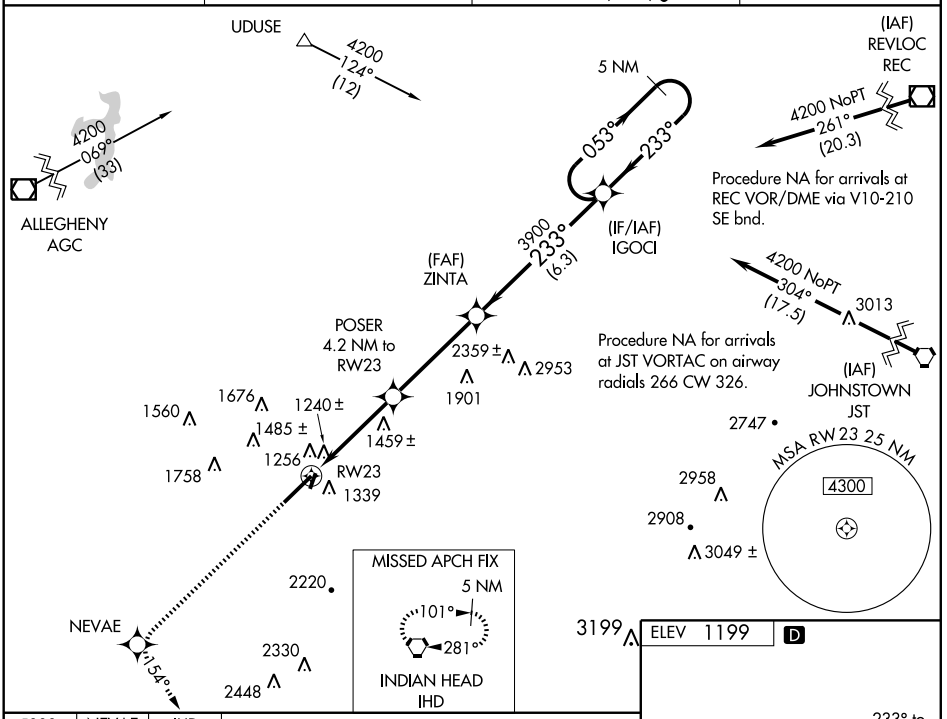
LATROBE/ARNOLD PALMER RGNL (LBE)

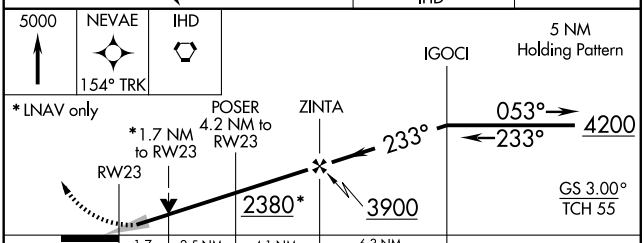
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.
For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).
If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.
Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

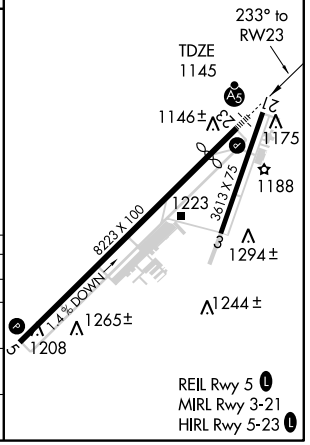
MALSR

MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

| ATIS | CLEVELAND CENTER | PALMER TOWER ★ | GND CON |
|---|---|---|---|
| 118.375 | 124.4 327.1 | 125.0 (CTAF) L | 121.8 |



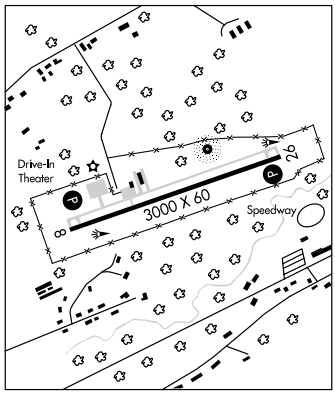




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1420 - ½ 275 (300-½) | | | |
| LNAV/VNAV DA | 1544 - 1 399 (400-1) | | | |
| LNAV MDA | 1720 - ½ 575 (600-½) | | 1720 - 1 575 (600-1) | 1720 - 1¼ 575 (600-1¼) |
| CIRCLING | 1720 - 1 521 (600-1) | | 1780 - 1½ 581 (600-1½) | 1800 - 2 601 (700-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

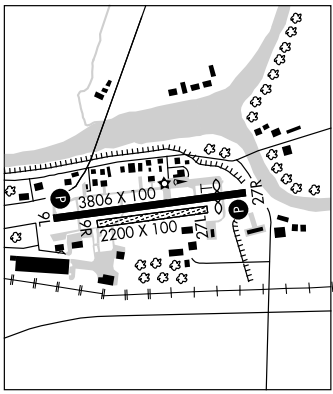
**JAKE ARNER MEML** (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
**RWY 08–26:** H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**RWY 26:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
**WEATHER DATA SOURCES:** ASOS 119.350 (570) 386–3423.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
**CARBON NDB (MHW)** 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.




**LEHIGH VALLEY INTL** (See ALLENTOWN)

## LOCK HAVEN

**WILLIAM T. PIPER MEMORIAL** (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
**RWY 09L–27R:** H3806X100 (ASPH) S–30 MIRL IAP
**RWY 09L:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
**RWY 27R:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
**RWY 09R–27L:** 2200X100 (TURF)
**RWY 27L:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
**COMM/NAV/WEATHER REMARKS:** Local wx on CTAF (3 clicks).




## MARS

**LAKEHILL** (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
**RWY 05–23:** 2850X75 (TURF)
**RWY 05:** Thld dsplcd 366′. Trees. **RWY 23:** Trees.
**AIRPORT REMARKS:** Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
**COMMUNICATIONS: CTAF** 122.9

**McGINNESS** (See COLUMBIA)

**McKEESPORT** N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
**NDB (HW)** 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

**McVILLE** (See FREEPORT)

| LQX NDB | APP CRS | Rwy ldg | 3000 |
|---|---|---|---|
| 339 | 070° | TDZE | 534 |
| | | Apt Elev | 534 |

# NDB RWY 8

## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

NA

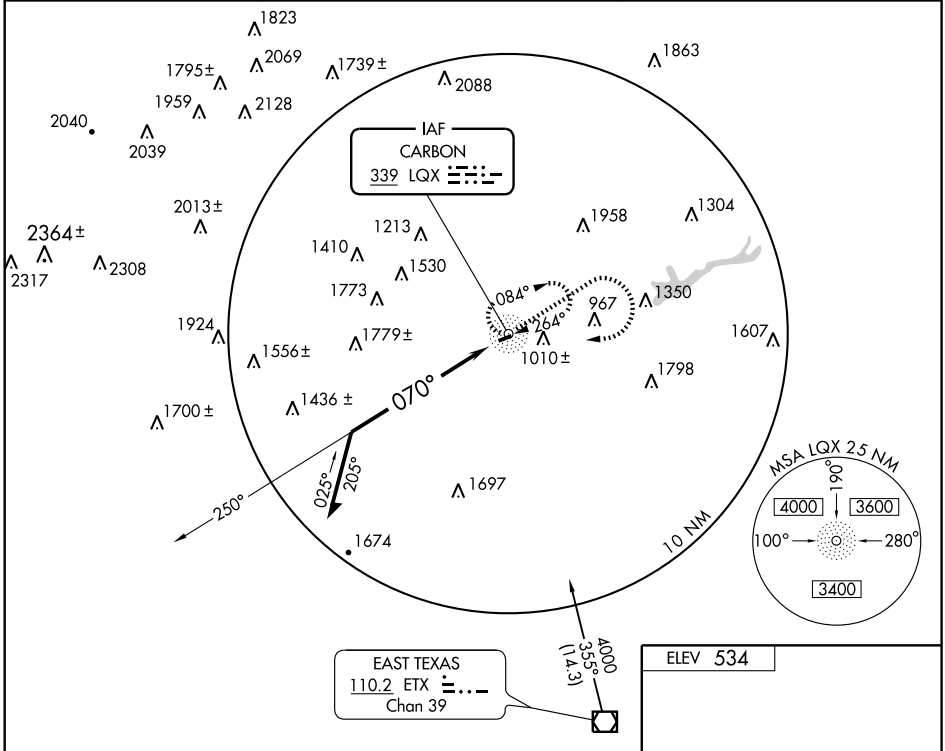
Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |

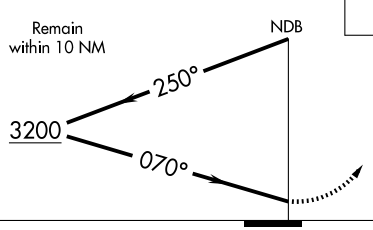


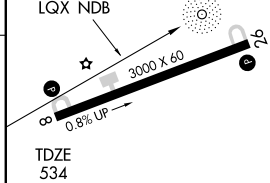
NE-4, 26 AUG 2010 to 23 SEP 2010










ELEV 534

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2040-1¼<br>1506 (1600-1¼) | 2040-1½<br>1506 (1600-1½) | NA | |
| CIRCLING | 2040-1¼<br>1506 (1600-1¼) | 2040-1½<br>1506 (1600-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| LQX NDB | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 339 | 264° | TDZE | 534 |
| | | Apt Elev | 534 |

# NDB RWY 26

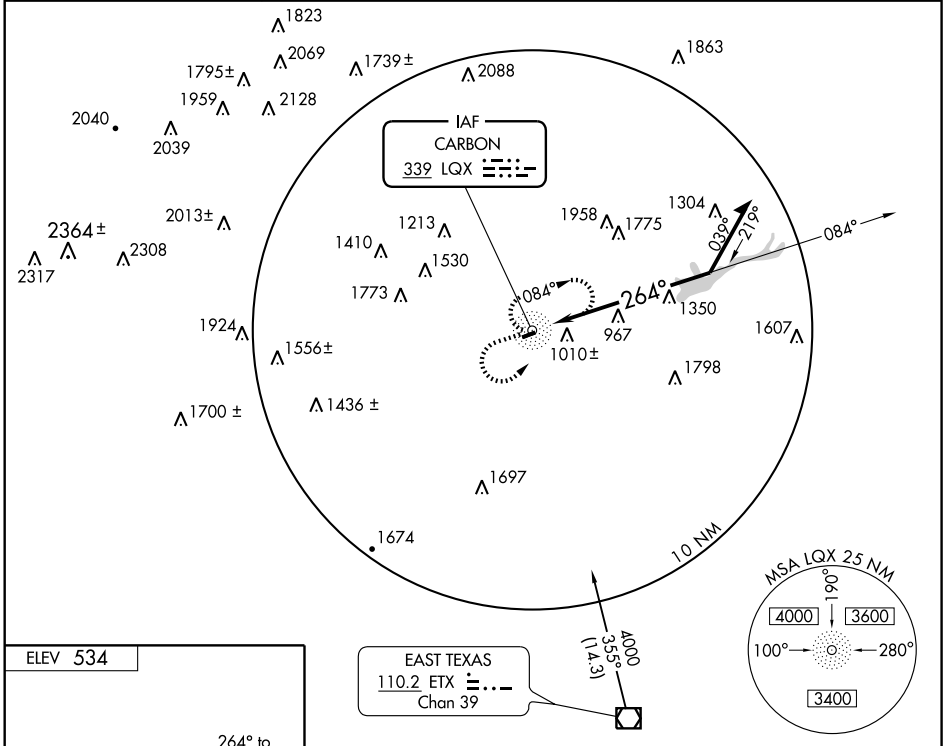
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

NA

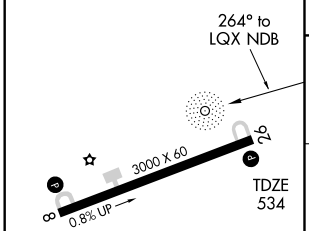
Use Allentown/Lehigh Valley Intl altimeter setting.

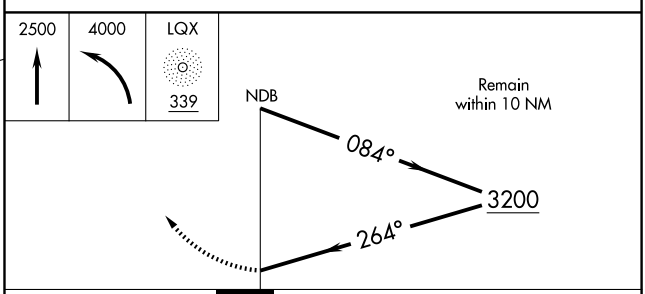
MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct LQX NDB and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |




ELEV 534




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1980-1¼<br>1446 (1500-1¼) | 1980-1½<br>1446 (1500-1½) | NA | |
| CIRCLING | 1980-1¼<br>1446 (1500-1¼) | 1980-1½<br>1446 (1500-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 3000 |
|---|---|---|
| 081° | TDZE | 534 |
| | Apt Elev | 534 |

# RNAV (GPS) RWY 8

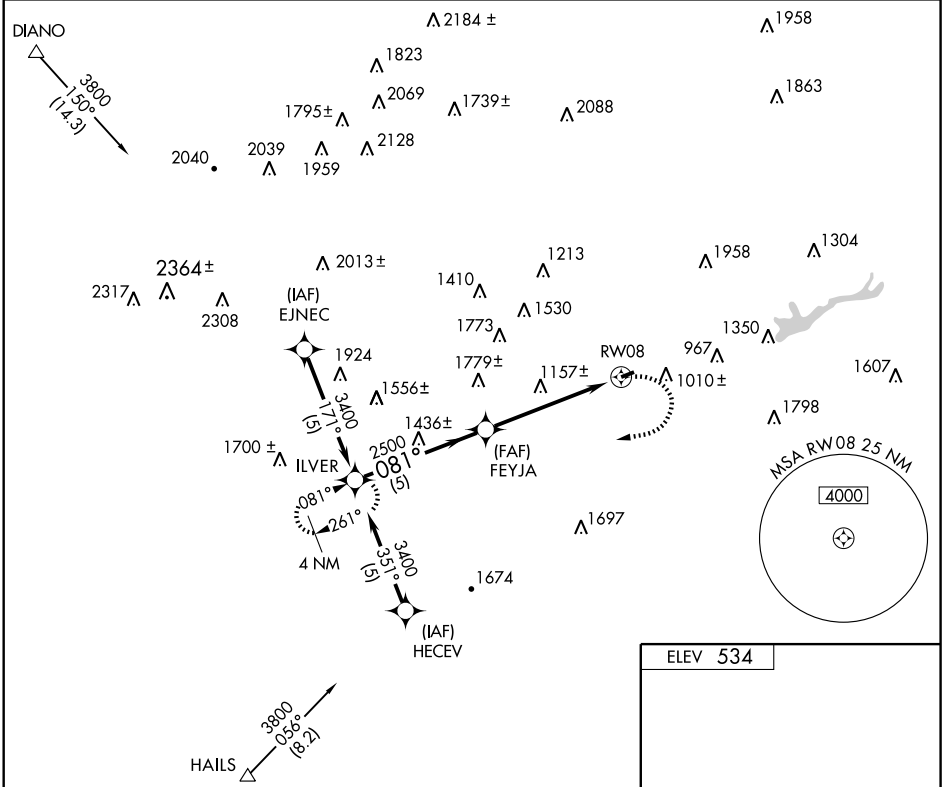
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

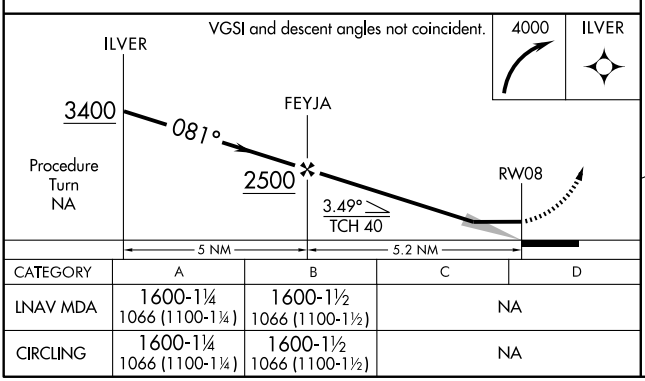
MISSED APPROACH: Climbing right turn to 4000 direct ILVER WP and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |

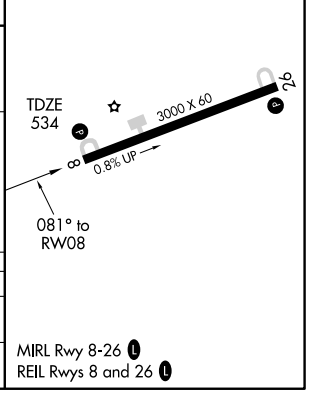



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1¼ 1066 (1100-1¼) | 1600-1½ 1066 (1100-1½) | NA | |
| CIRCLING | 1600-1¼ 1066 (1100-1¼) | 1600-1½ 1066 (1100-1½) | NA | |



| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 261° | TDZE | 534 |
| | Apt Elev | 534 |

# RNAV (GPS) RWY 26

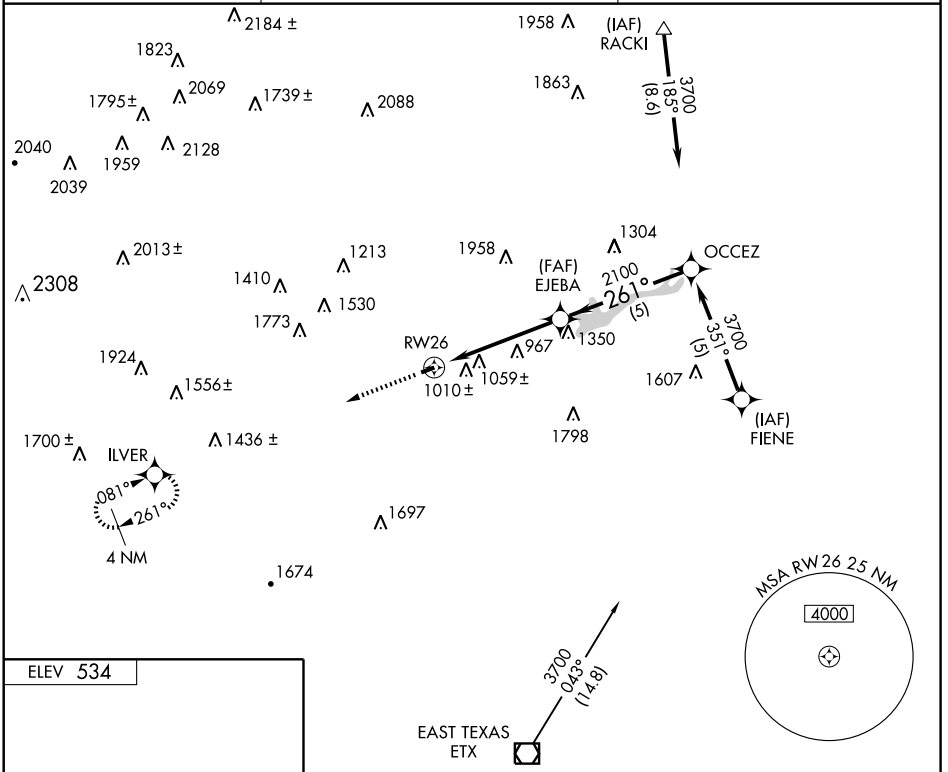
## LEHIGHTON / JAKE ARNER MEMORIAL (22N)

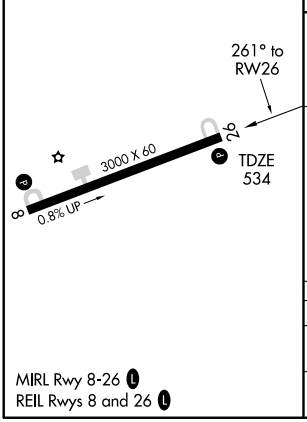
Use Allentown/Lehigh Valley Intl altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

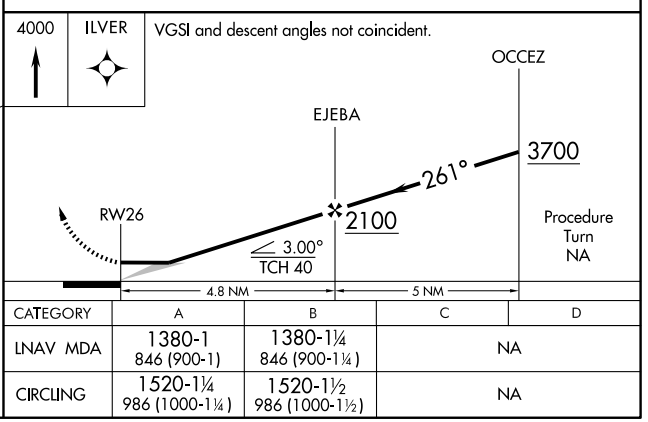
NA

MISSED APPROACH: Climb to 4000 direct ILVER WP and hold.

| ASOS | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 119.350 | 119.65 397.9 | 123.05 (CTAF) L |



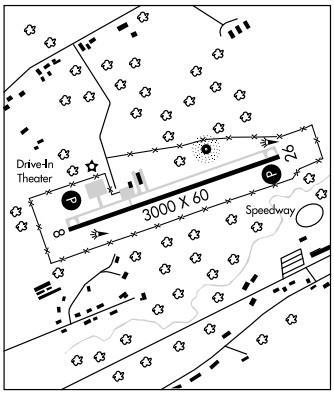

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1<br>846 (900-1) | 1380-1¼<br>846 (900-1¼) | NA | |
| CIRCLING | 1520-1¼<br>986 (1000-1¼) | 1520-1½<br>986 (1000-1½) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L




NE-4, 26 AUG 2010 to 23 SEP 2010

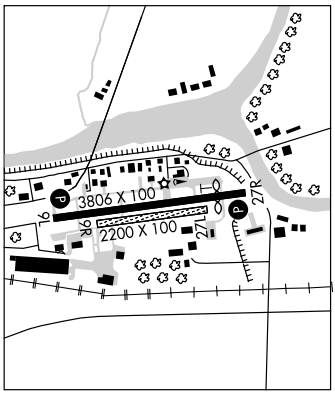
**JAKE ARNER MEML** (22N) 3 SW UTC−5(−4DT) N40°48.57′ W75°45.69′ NEW YORK
534 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30K, 34G
**RWY 08–26:** H3000X60 (ASPH) S–12.5 MIRL 0.8% up E IAP
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**RWY 26:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. 24 hr self–serve 100LL and JET A. ACTIVATE MIRL Rwy 08–26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.
**WEATHER DATA SOURCES:** ASOS 119.350 (570) 386–3423.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 355° 14.1 NM to fld. 742/09W.
**CARBON NDB (MHW)** 339 LQX N40°48.72′ W75°45.55′ at fld. Unusable byd 12 NM.




**LEHIGH VALLEY INTL** (See ALLENTOWN)

## LOCK HAVEN

**WILLIAM T. PIPER MEMORIAL** (LHV) 2 E UTC−5(−4DT) N41°08.14′ W77°25.34′ DETROIT
556 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT L–30J
**RWY 09L–27R:** H3806X100 (ASPH) S–30 MIRL IAP
**RWY 09L:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Tree.
**RWY 27R:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 465′. Tree. Rgt tfc.
**RWY 09R–27L:** 2200X100 (TURF)
**RWY 27L:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1500–2300Z‡. Fuel avbl after hrs by prior req; call 570–748–9267 or 570–295–7952 or 800–224–7511. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 073° 29.1 NM to fld. 2440/10W.
**COMM/NAV/WEATHER REMARKS:** Local wx on CTAF (3 clicks).




## MARS

**LAKEHILL** (PØ9) 1 NW UTC−5(−4DT) N40°42.42′ W80°01.82′ DETROIT
1030 NOTAM FILE AOO
**RWY 05–23:** 2850X75 (TURF)
**RWY 05:** Thld dsplcd 366′. Trees. **RWY 23:** Trees.
**AIRPORT REMARKS:** Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05–23 width varies from 75′ to 100′. Rwy soft during wet and thawing periods. Rwy 05–23 marked with orange cones.
**COMMUNICATIONS: CTAF** 122.9

**McGINNESS** (See COLUMBIA)

**McKEESPORT** N40°21.31′ W79°46.86′ NOTAM FILE AGC. DETROIT
**NDB (HW)** 287 MKP 277° 6.8 NM to Allegheny Co. L–29C

**McVILLE** (See FREEPORT)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 259° | TDZE | N/A |
| | Apt Elev | 556 |

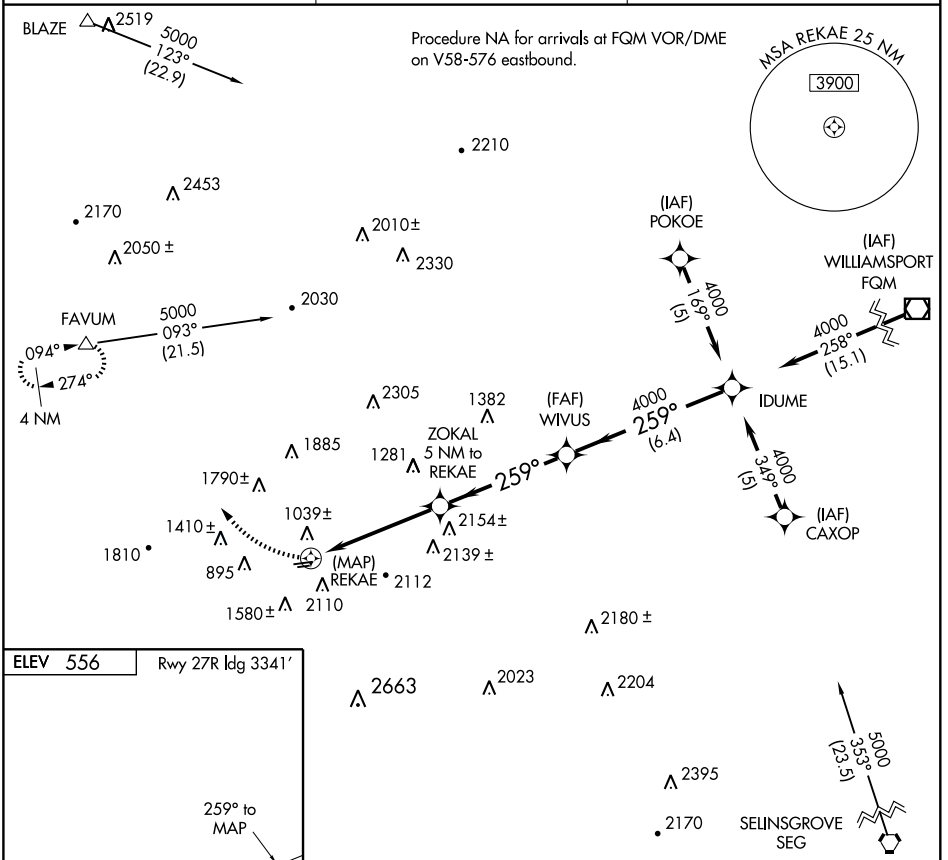
# RNAV (GPS)-A

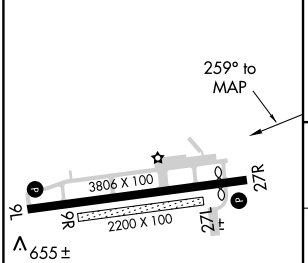
## LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

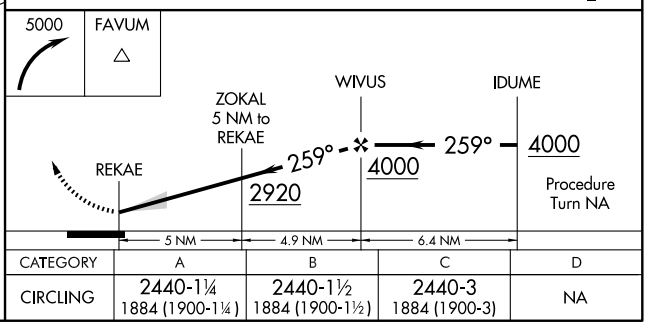
Use Williamsport Rgnl altimeter setting.
Circling NA south of Rwy 09-27. Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

| WILLIAMSPORT ASOS | NEW YORK CENTER | UNICOM |
|---|---|---|
| 125.225 | 134.8 338.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2440-1¼ 1884 (1900-1¼) | 2440-1½ 1884 (1900-1½) | 2440-3 1884 (1900-3) | NA |

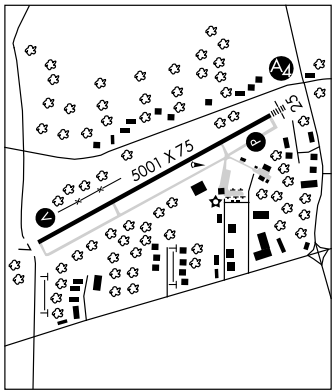
REIL Rwys 9L and 27R
MIRL Rwy 9L-27R L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## MEADVILLE

**PORT MEADVILLE** (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
**RWY 07–25:** H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
**RWY 07:** VASI(V4L)—GA 3.0°TCH 60′. Trees.
**RWY 25:** MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
**WEATHER DATA SOURCES:** ASOS 121.425 (814) 337–2590.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.
**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
**ILS** 108.5 I–GKJ Rwy 25. Loc only.




**MID ATLANTIC SOARING CENTER** (See FAIRFIELD)

**MID–STATE** (See PHILIPSBURG)

**MIFFLIN CO** (See REEDSVILLE)

**MIFFLINTOWN** (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
**RWY 08–26:** H2627X50 (ASPH) LIRL **IAP**
**RWY 08:** Thld dsplcd 232′. **RWY 26:** Tree.
**AIRPORT REMARKS:** Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.
**SELINSGROVE (L) VORTAC** 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

**MILTON** N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
**(L) VORTACW** 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

**MODENA** N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
**(L) VORTAC** 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
**RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)

| LOC I-GKJ | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 108.5 | 249° | TDZE | 1400 |
| | | Apt Elev | 1400 |

# LOC RWY 25

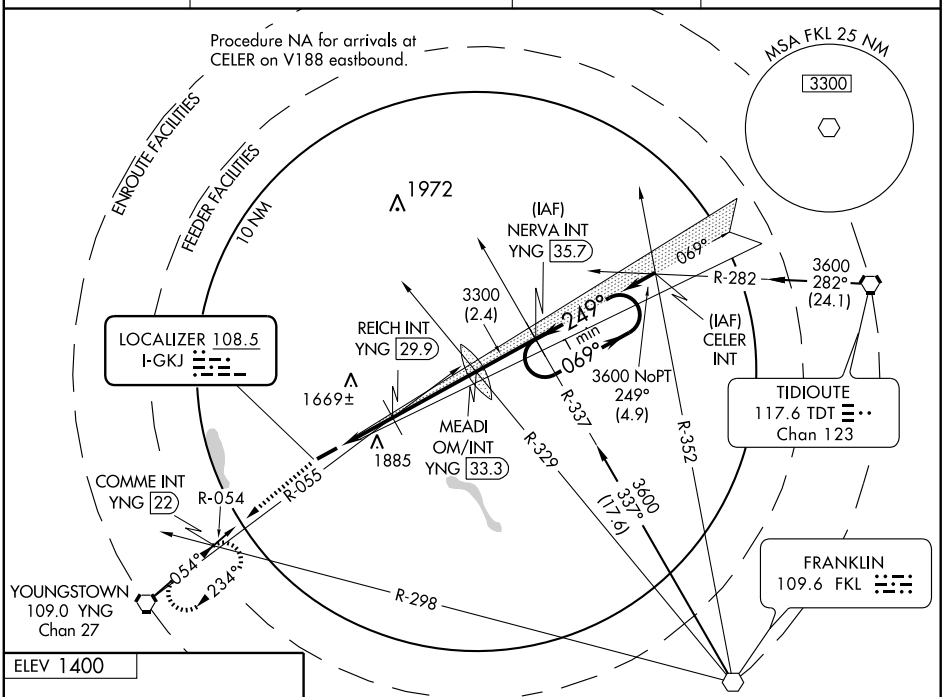
MEADVILLE / PORT MEADVILLE (GKJ)

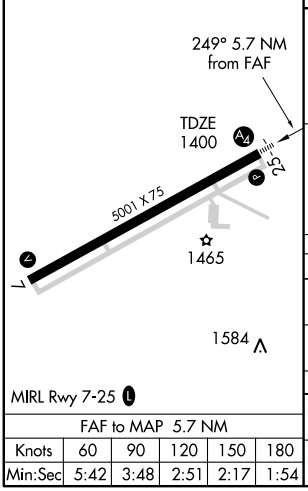
T
NA Inoperative table does not apply.

MALS

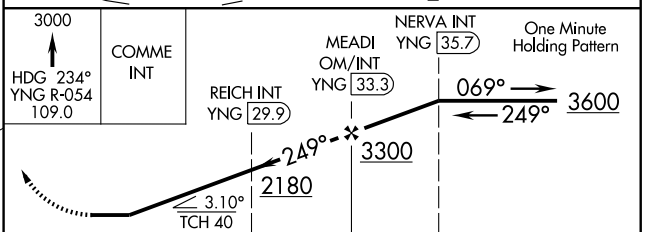
MISSED APPROACH: Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2180-1<br>780 (800-1) | 2180-1¼<br>780 (800-1¼) | 2180-2¼<br>780 (800-2¼) | 2180-2½<br>780 (800-2½) |
| CIRCLING | 2180-1<br>780 (800-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |
| REICH FIX MINIMUMS | | | | |
| S-25 | 1780-1 380 (400-1) | | | 1780-1¼<br>380 (400-1¼) |
| CIRCLING | 1900-1<br>500 (500-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 069° | TDZE | 1400 |
| | Apt Elev | 1400 |

# RNAV (GPS) RWY 7

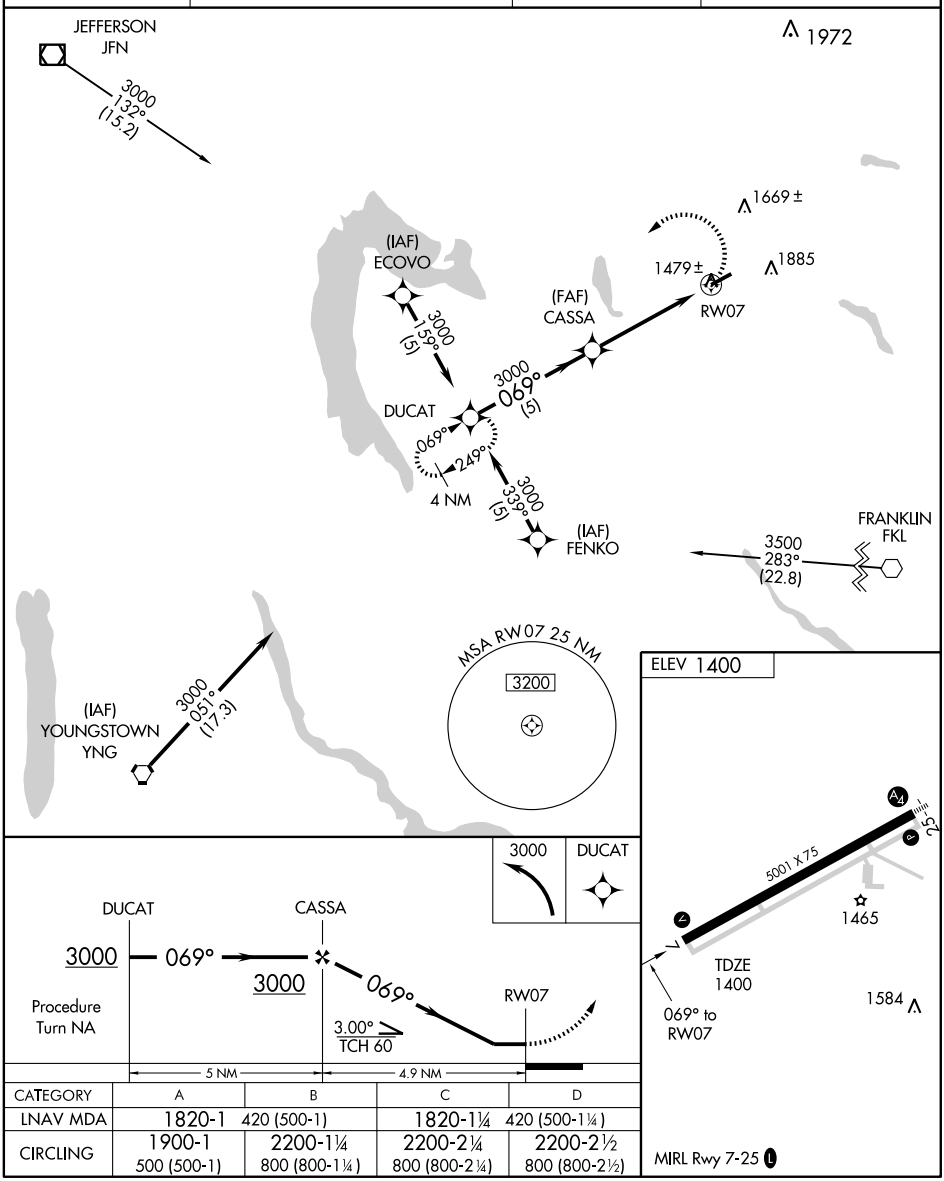
MEADVILLE / PORT MEADVILLE (GKJ)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct DUCAT WP and hold.

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 | 420 (500-1) | 1820-1¼ | 420 (500-1¼) |
| CIRCLING | 1900-1<br>500 (500-1) | 2200-1¼<br>800 (800-1¼) | 2200-2¼<br>800 (800-2¼) | 2200-2½<br>800 (800-2½) |

MIRL Rwy 7-25 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

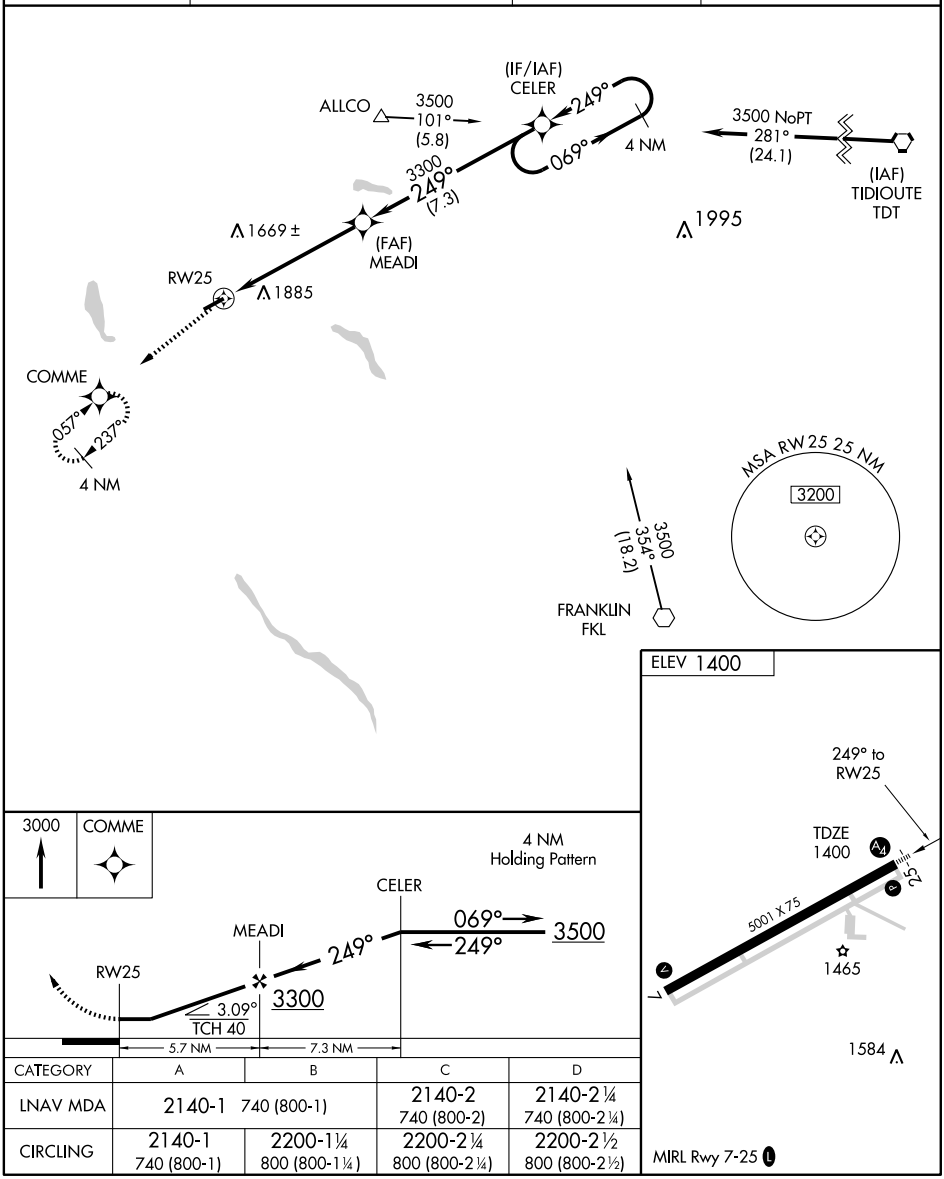
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 249° | TDZE | 1400 |
| | Apt Elev | 1400 |

# RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)

| | | | |
|---|---|---|---|
| NA | GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MALS | MISSED APPROACH: Climb to 3000 direct COMME WP and hold. |

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 740 (800-1) | | 2140-2 740 (800-2) | 2140-2¼ 740 (800-2¼) |
| CIRCLING | 2140-1 740 (800-1) | 2200-1¼ 800 (800-1¼) | 2200-2¼ 800 (800-2¼) | 2200-2½ 800 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC YNG 109.0 Chan 27 | APP CRS 054° | Rwy Idg 5001 TDZE 1400 Apt Elev 1400 |
|---|---|---|

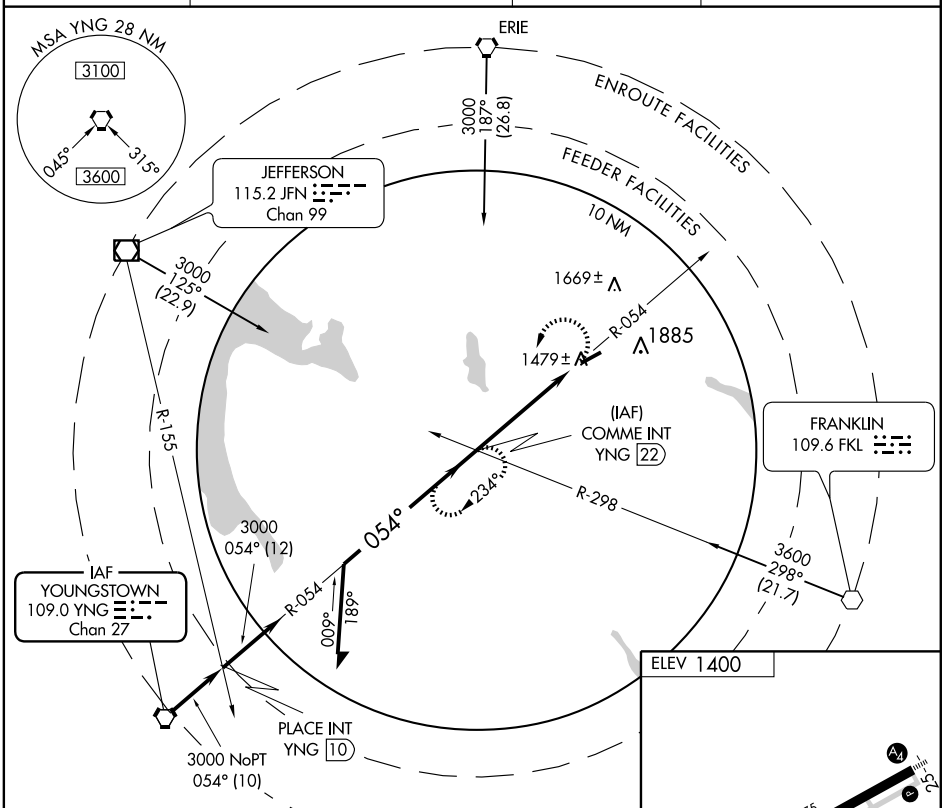
# VOR RWY 7

## MEADVILLE / PORT MEADVILLE (GKJ)

NA

MISSED APPROACH: Climbing left turn to 3000 via YNG R-054 to COMME Int and hold.

| ASOS | YOUNGSTOWN APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 133.95 322.3 | 124.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1940-1 540 (600-1) | 1940-1¼ 540 (600-1¼) | 1940-1½ 540 (600-1½) | 1940-2 540 (600-2) |
| CIRCLING | 1940-1 540 (600-1) | 2200-1¼ 800 (800-1¼) | 2200-2¼ 800 (800-2¼) | 2200-2½ 800 (800-2½) |

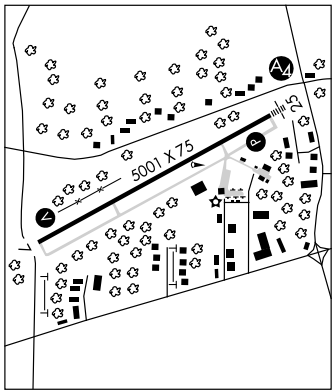
| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-4, 26 AUG 2010 to 23 SEP 2010

## MEADVILLE

**PORT MEADVILLE** (GKJ) 3 W UTC−5(−4DT) N41°37.59′ W80°12.88′ **DETROIT**
1399 B S4 **FUEL** 100LL, JET A NOTAM FILE GKJ **H–10H, L–30H**
**RWY 07–25:** H5001X75 (ASPH) S–12, D–60 MIRL **IAP**
**RWY 07:** VASI(V4L)—GA 3.0°TCH 60′. Trees.
**RWY 25:** MALS. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Birds, deer and ground hogs on and invof arpt. Terminal building clsd major holidays. Hrs 0800–1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07–25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814–333–2677 for fee amounts.
**WEATHER DATA SOURCES:** ASOS 121.425 (814) 337–2590.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡) **CLNC DEL** 124.95
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.
**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 054° 27.3 NM to fld. 1140/05W. **HIWAS.**
**ILS** 108.5 I–GKJ Rwy 25. Loc only.




**MID ATLANTIC SOARING CENTER** (See FAIRFIELD)

**MID–STATE** (See PHILIPSBURG)

**MIFFLIN CO** (See REEDSVILLE)

**MIFFLINTOWN** (P34) 2 N UTC−5(−4DT) N40°35.94′ W77°24.34′ **DETROIT**
545 B **FUEL** 100LL, MOGAS NOTAM FILE IPT **L–30J**
**RWY 08–26:** H2627X50 (ASPH) LIRL **IAP**
**RWY 08:** Thld dsplcd 232′. **RWY 26:** Tree.
**AIRPORT REMARKS:** Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08–26 and wind indicator lgts—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.
**SELINSGROVE (L) VORTAC** 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 252° 26.4 NM to fld. 620/08W. **HIWAS.**

**MILTON** N41°01.40′ W76°39.92′ NOTAM FILE IPT. **NEW YORK**
**(L) VORTACW** 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W **H–10H, L–30J**

**MODENA** N39°55.08′ W75°40.25′ NOTAM FILE IPT. **WASHINGTON**
**(L) VORTAC** 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. **HIWAS.** **H–10I, 12I, L–34G, A**
VOR portion unusable:
060°–085°
170–248° byd 8 NM blo 6000′
170°–248° byd 27 NM blo 7500′
170°–248° byd 30 NM blo 9500′
268°–278° byd 28 NM
278°–290° blo 10,000′
290°–326°
**RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)

| APP CRS | | |
|---|---|---|
| 267° | Rwy Idg | 2627 |
| | TDZE | 545 |
| | Apt Elev | 545 |

# RNAV (GPS) RWY 26

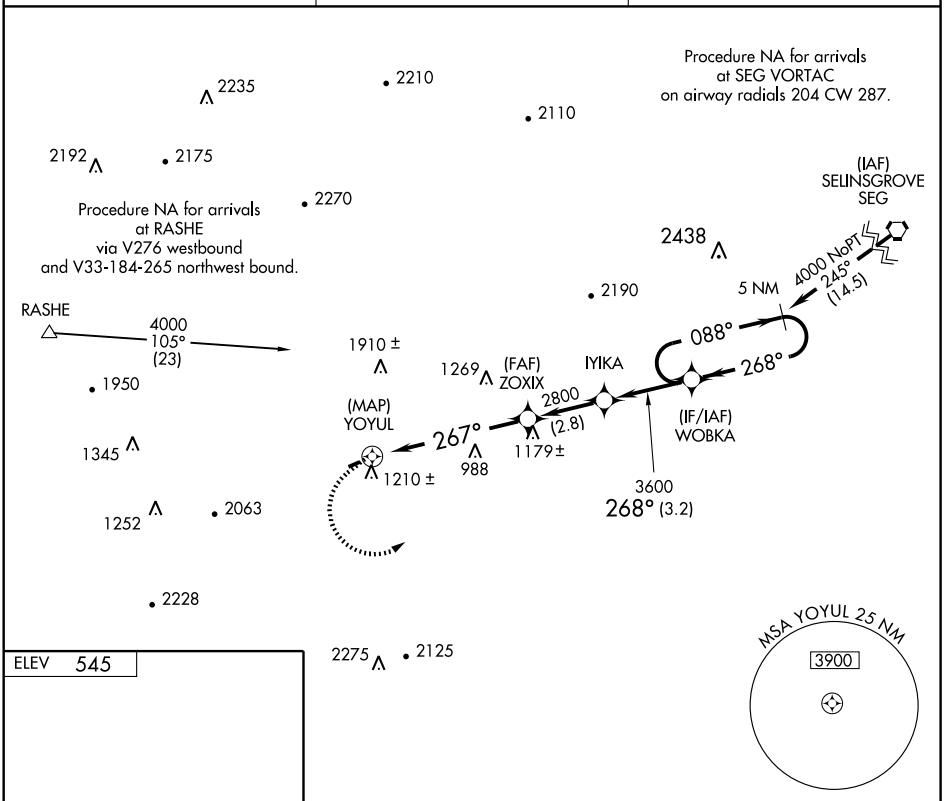
MIFFLINTOWN (P34)

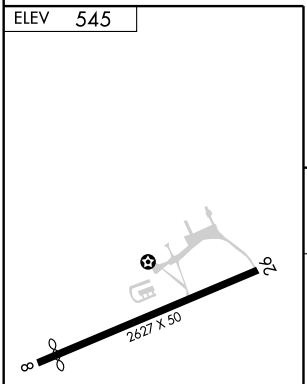
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

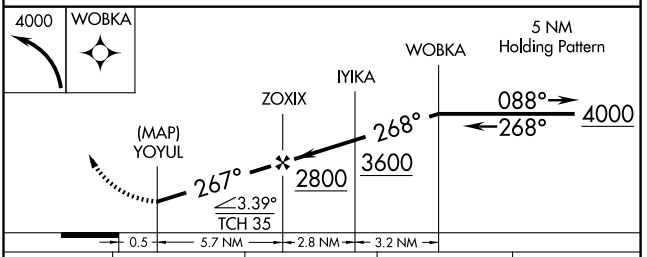
NA

MISSED APPROACH: Climbing left turn to 4000 direct WOBKA and hold.

| PENN VALLEY ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 119.275 | 134.8 338.2 | 122.8 (CTAF) L |



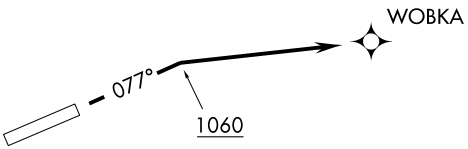

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1¼ 895 (900-1¼) | | NA | |
| CIRCLING | 1560-1¼ 1015 (1100-1¼) | 1640-1½ 1095 (1100-1½) | NA | |

LIRL Rwy 8-26 L




NE-4, 26 AUG 2010 to 23 SEP 2010

PENN VALLEY ASOS
119.275
UNICOM
122.8 (CTAF)




NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLES
Rwy 8: Terrain 1333′ from DER, 699′ left of centerline, 619′ MSL.
Trees 6019′ from DER, 356′ left of centerline, up to 100′ AGL/ 739′ MSL.
Trees 1.2 NM from DER, 2350′ right of centerline, up to 100′ AGL/759′ MSL.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

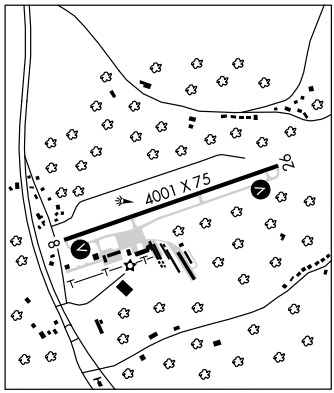
TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.



NE-4, 26 AUG 2010 to 23 SEP 2010

## MONONGAHELA

**ROSTRAVER** (FWQ) 5 E UTC−5(−4DT) N40°12.58′ W79°49.89′ **DETROIT**
1228 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–29C**
**RWY 08–26:** H4001X75 (ASPH–GRVD) S–26, D–30 MIRL **IAP**
**RWY 08:** REIL. VASI(V4R)—GA 3.0°TCH 53′. Brush.
**RWY 26:** REIL. VASI(V4L)—GA 3.0°TCH 50′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2000Z‡, On call after hrs ctc 724–640–6193/6349. Deer and birds on and invof arpt. Rwy 08 rgt tfc helicopter/ultralights. Rwy 26 Rgt tfc helicopter/ultralights. ACTIVATE MIRL Rwy 08–26; VASI Rwy 08 and Rwy 26, REIL Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.475 (724) 379–5815.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PITTSBURGH APP/DEP CON** 119.35
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.
**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 122° 10.5 NM to fld. 1290/09W. **HIWAS.**




## MONROEVILLE

**PITTSBURGH–MONROEVILLE** (4GØ) 1 N UTC−5(−4DT) N40°27.14′ W79°46.49′ **DETROIT**
1187 S2 TPA—1987(800) NOTAM FILE AOO
**RWY 05–23:** H2280X28 (ASPH)
**RWY 05:** Trees. **RWY 23:** Rgt tfc.
**AIRPORT REMARKS:** Attended irregularly. Deer on and invof arpt. Rwy 05–23 extensive cracks and uneven patches.
**COMMUNICATIONS: CTAF** 122.9

**MONTOUR** N40°29.29′ W80°11.63′ NOTAM FILE PIT. **DETROIT**
**(L) VORTAC** 112.0 MMJ Chan 57 284° 1.8 NM to Pittsburgh Intl. 1200/08W. **L–29C**
VOR portion unusable 277°–010°.
DME unusable 272°–277°.
**RCO** 122.1R 112.0T (ALTOONA RADIO)

## MONTROSE

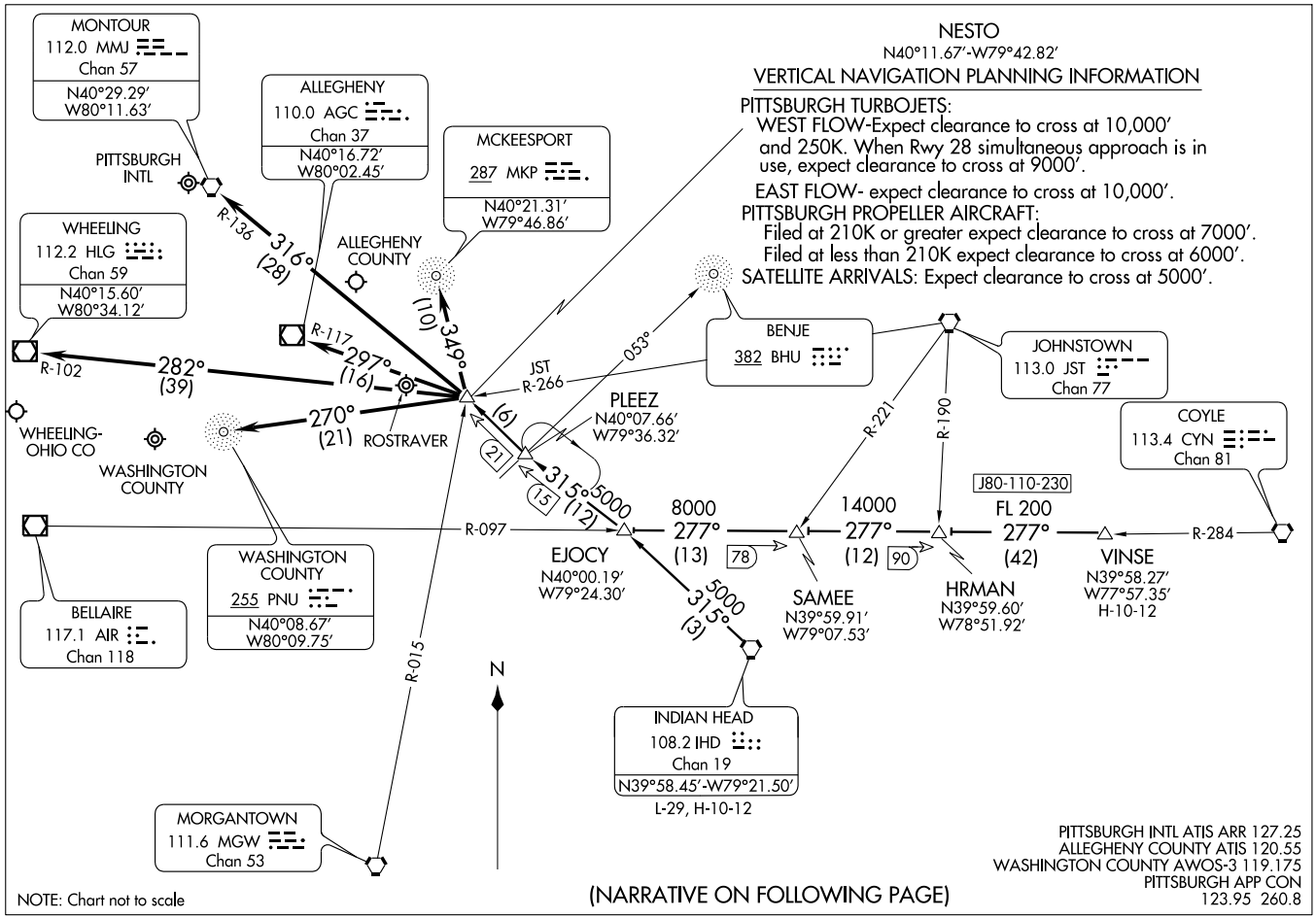
**HUSKY HAVEN** (P32) 3 S UTC−5(−4DT) N41°47.34′ W75°53.40′ **NEW YORK**
1670 NOTAM FILE IPT
**RWY 10–28:** 1900X100 (TURF)
**AIRPORT REMARKS:** Unattended. For evening ops call 516–790–9183. Ultralights on and invof arpt. Rwy 10–28 not plowed during winter months. Rwy 10–28 marked with tires painted yellow.
**COMMUNICATIONS: CTAF** 122.9

**MORGANTOWN** (OØ3) 1 E UTC−5(−4DT) N40°09.42′ W75°52.23′ **NEW YORK**
600 **FUEL** 100LL NOTAM FILE IPT
**RWY 10–28:** 2500X100 (TURF) LIRL
**RWY 10:** Thld dsplcd 435′. Road.
**AIRPORT REMARKS:** Attended irregularly. Glider activity on arpt. ACTIVATE LIRL Rwy 10–28 and windsock lgts—CTAF. Rwy 10–28 marked with yellow tires and lgts. Dsplcd thld Rwy 10 marked by lgt fixtures with yellow collars; 3 each side.
**COMMUNICATIONS: CTAF** 122.9

# NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA




NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4001 |
|---|---|---|---|
| CH 65608 | 076° | TDZE | 1228 |
| W08A | | Apt Elev | 1228 |

# RNAV (GPS) RWY 8

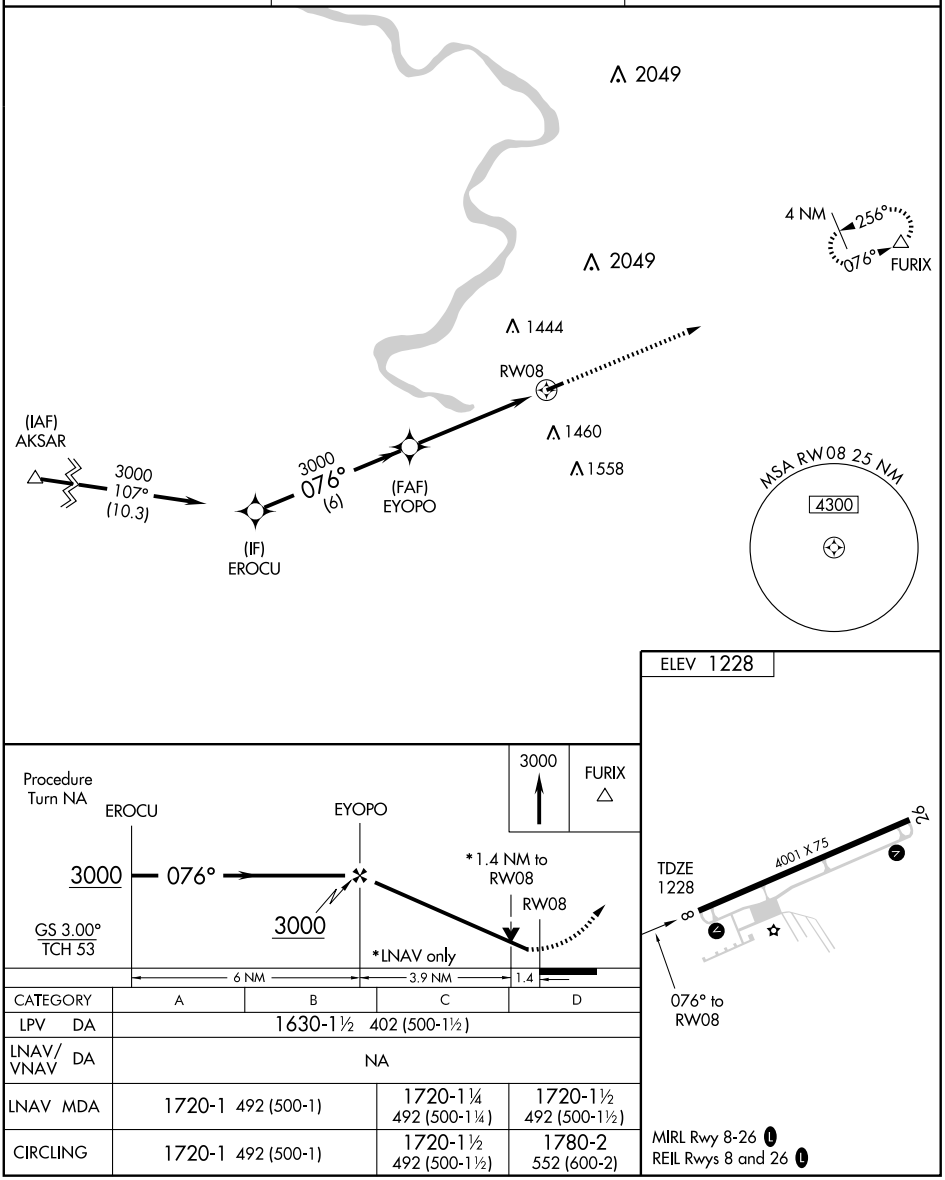
MONONGAHELA / ROSTRAVER (FWQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alleghany County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

NA

MISSED APPROACH: Climb to 3000 direct FURIX and hold.

| AWOS-3 | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 118.475 | 119.35 337.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1630-1½ 402 (500-1½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1720-1 492 (500-1) | | 1720-1¼ 492 (500-1¼) | 1720-1½ 492 (500-1½) |
| CIRCLING | 1720-1 492 (500-1) | | 1720-1½ 492 (500-1½) | 1780-2 552 (600-2) |

MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 56208 W26A | APP CRS 257° | Rwy Idg 4001 TDZE 1224 Apt Elev 1228 |
|---|---|---|

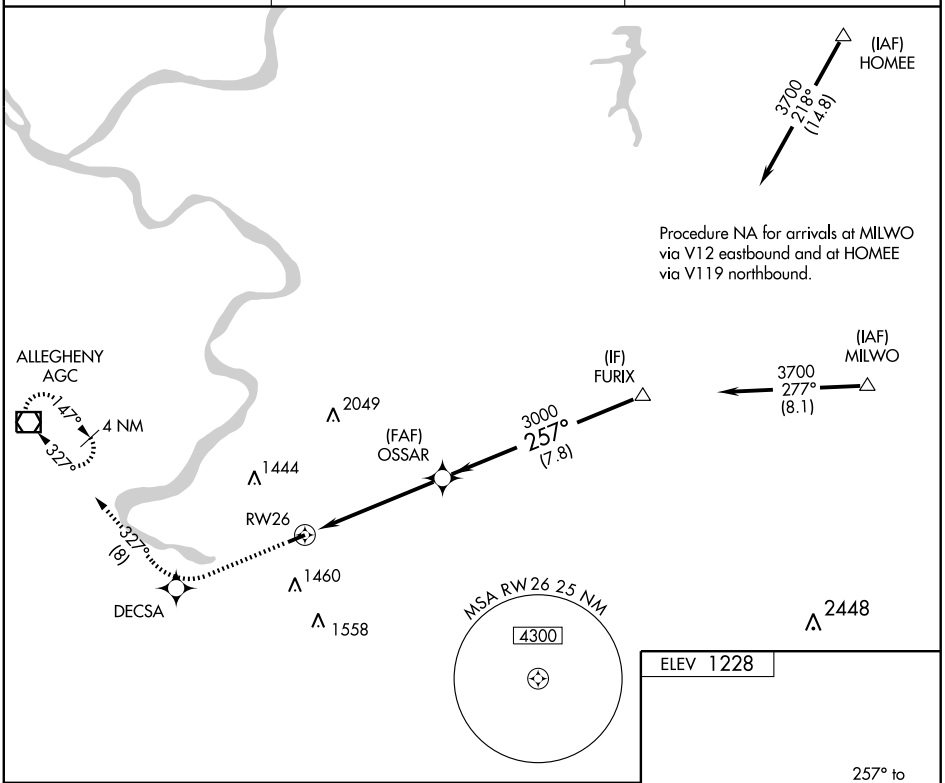
# RNAV (GPS) RWY 26

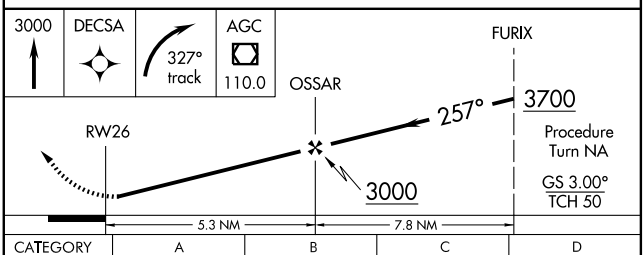
MONONGAHELA / ROSTRAVER (FWQ)

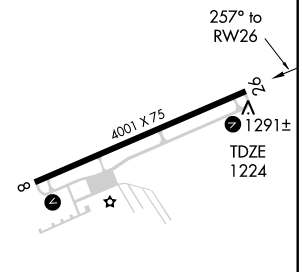
DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

MISSED APPROACH: Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 118.475 | 119.35 337.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1500-1 276 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1560-1 336 (400-1) | | | |
| CIRCLING | 1700-1 472 (500-1) | | 1700-1½ 472 (500-1½) | 1780-2 552 (600-2) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## MOUNT JOY/MARIETTA

**DONEGAL SPRINGS AIRPARK** (N71) 3 SW UTC−5(−4DT) N40°05.53′ W76°34.46′ **NEW YORK**

458 B S4 **FUEL** 100LL OX 2, 3 TPA—1258(800) NOTAM FILE IPT **L–29E, 34G, A**

**RWY 10–28:** H3250X50 (ASPH) S–12.5 MIRL **IAP**

**RWY 10:** Thld dsplcd 390′. Tree. **RWY 28:** Trees.

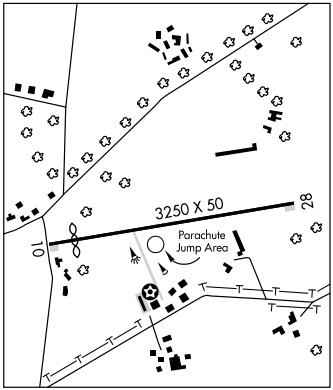
**AIRPORT REMARKS:** Attended Mon–Fri 1300Z‡–dusk, Sat 1400–1900Z‡. Parachute Jumping. Rwy 10 dsplcd thld bar 300′ from rwy end, dsplcd thld lgts 390′ from rwy end. ACTIVATE MIRL Rwy 10–28 and rotating bcn between 0500Z‡–SR—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **HARRISBURG APP/DEP CON** 126.45 **CLNC DEL** 127.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.

**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20′ W76°17.48′ 272° 13.1 NM to fld. 399/09W.




## MOUNT PLEASANT

**MOUNT PLEASANT/SCOTTDALE** (P45) 3 S UTC−5(−4DT) N40°06.50′ W79°32.49′ **DETROIT**

1160 NOTAM FILE AOO

**RWY 06–24:** 2188X161 (TURF)

**RWY 06:** Thld dsplcd 254′. Trees.

**RWY 14–32:** 1600X220 (TURF)

**RWY 14:** Road. **RWY 32:** Trees.

**AIRPORT REMARKS:** Unattended. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt. Ultralight acft use 500 ft AGL rgt tfc pattern for all rwys. Rwys unusable during spring thaw and wet periods. Rwy 14 road crosses centerline 128′ northwest, angling to the left side of thld. Rwy 14–32 marked with NSTD yellow boundary markers–barrels. Rwy 06–24 marked with nstd yellow boundary markers–barrels. Rwy 06 dsplcd thld marked with contrasting red boundary markers. Rwy 32 Boundary markers are rusting. Rwy 06–24 first 375 ft AER 06 has 7% gradient.

**COMMUNICATIONS: CTAF** 122.9

**W.P.H.S. HELIPORT** (P99) 3 S UTC−5(−4DT) N40°06.51′ W79°32.89′ **DETROIT**

1090 S4 **FUEL** JET A NOTAM FILE AOO

**HELIPAD H1:** H74X74 (CONC–ASPH)

**HELIPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. Helipad H1 CONC touchdown pad 42 ft by 42 ft; remainder of ldg area is asph. Fixed wing tfc adjacent at Mount Pleasant–Scottdale arpt. Helipad HI ingress 320°–050°, egress 140°–230°.

**COMMUNICATIONS: CTAF** 122.9

AL-6668 (FAA)

# RNAV (GPS) RWY 28

## MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

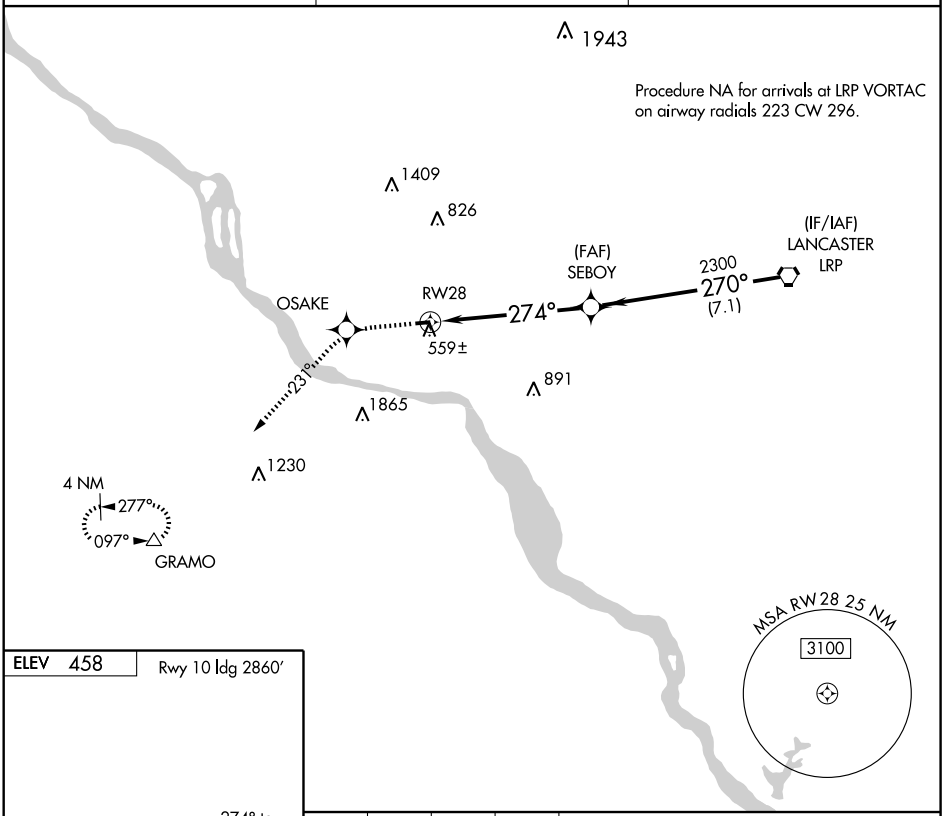
| APP CRS | Rwy Idg | 3250 |
|---|---|---|
| 274° | TDZE | 458 |
| | Apt Elev | 458 |

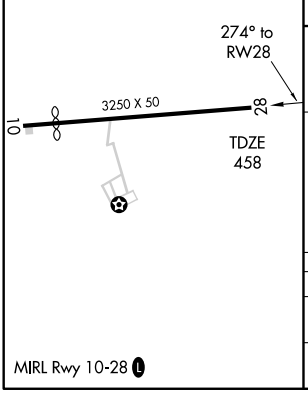
DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

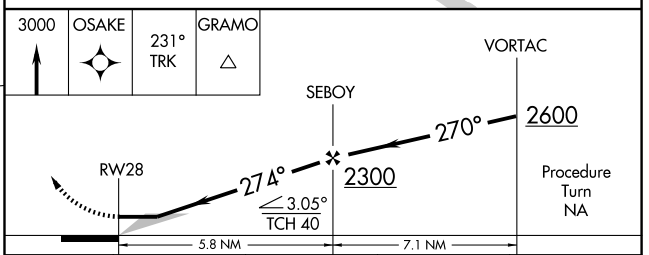
NA

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

| HARRISBURG APP CON | HARRISBURG CLNC DEL | UNICOM |
|---|---|---|
| 126.45 281.525 | 127.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900 - 1 | 442 (500-1) | NA | |
| CIRCLING | 940 - 1<br>482 (500-1) | 960 - 1<br>502 (600-1) | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LRP | APP CRS | Rwy Idg | 3250 |
|---|---|---|---|
| 117.3 | 272° | TDZE | 458 |
| Chan 120 | | Apt Elev | 458 |

# VOR RWY 28

## MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

| HARRISBURG APP CON | HARRISBURG CLNC DEL | UNICOM |
|---|---|---|
| 126.45 281.525 | 127.05 | 122.8 (CTAF) L |

ALTERNATE MISSED APCH FIX

FAMAV
HAR 19.6

112.5 HAR
Chan 72

117.3 LRP
Chan 120

R-272
325°
145°
R-145

114.6 RAV
Chan 93

IF/IAF
LANCASTER
117.3 LRP
Chan 120

1943
1409
826
599±
R-176
2600
272°
(7)
272°

FAMAV
HAR 19.6
R-204

ESAAL INT
LRP 7
891
1865
1230

Procedure NA for arrivals at LRP VORTAC on airway radials 223 CW 296.

115.0 THS
Chan 97
R-095
275°
095°
GRAMO
THS 54

10 NM

MSA LRP 25 NM
3000
240°
060°
2600

ELEV 458
Rwy 10 ldg 2860′

272° 5.9 NM
from FAF

3250 X 50
10
28
TDZE
458

MIRL Rwy 10-28 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

2600
3000
GRAMO
RAV R-204
114.6

ESAAL INT
LRP 7
VORTAC
Procedure Turn NA

LRP
12.9
272°
2600
272°
2600
3.47°
TCH 40
5.9 NM
7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1120 - 1 | 662 (700-1) | NA | |
| CIRCLING | 1120 - 1 | 662 (700-1) | NA | |




NE-4, 26 AUG 2010 to 23 SEP 2010

## MOUNT POCONO

### POCONO MOUNTAINS MUNI (MPO) 2 NW UTC−5(−4DT) N41°08.25′ W75°22.73′ NEW YORK L–30K, 33A, 34H

1915 B S4 **FUEL** 100LL, JET A NOTAM FILE MPO IAP

**RWY 05–23:** H4000X100 (ASPH) S–30, D–45, 2D–70 MIRL 1.0% up NE

**RWY 05:** REIL. PAPI(P2L). Trees.

**RWY 23:** REIL. PAPI(P2L). Road.

**RWY 13–31:** H3947X60 (ASPH) S–10 MIRL

**RWY 13:** REIL. Tree. **RWY 31:** Thld dsplcd 180′. Trees.

**AIRPORT REMARKS:** Attended Nov–Apr 1200–2300Z‡, May–Oct 1200–0000Z‡. For svc after hours call 570–877–3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rwys 05–23 and Rwy 13–31 and PAPI Rwys 05 and 23;REIL Rwy 05, 23 and 13—CTAF.

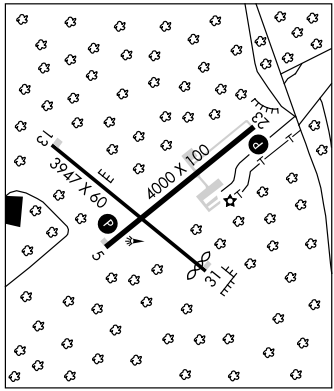
**WEATHER DATA SOURCES:** ASOS 120.275 (570) 839–1584.

**COMMUNICATIONS: CTAF** 122.7 **UNICOM** 122.7 (1300Z‡–dusk)

Ⓡ **WILKES–BARRE APP/DEP CON** 126.3 **CLNC DEL** 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

**WILKES–BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 130° 16.2 NM to fld. 2120/10W.




### MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC−5(−4DT) NEW YORK L–30J, 34G, A

N40°26.11′ W76°34.12′ DIAP

488 B TPA–See Remarks NOTAM FILE IPT Not insp.

**RWY 07–25:** H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

**RWY 07:** Thld dsplcd 400′. **RWY 25:** PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 100′.

**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 25—CTAF. **FUEL** J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717–861–8963, DSN 491–8963.

**MILITARY REMARKS:** Opr 1 Apr–31 Oct Mon–Fri 1400–0500Z‡. 1 Nov–31 Mar Mon–Fri 1300–0300Z‡. Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491–8963, C717–861–8963. **CAUTION** Rwy has gradual 30′ rise from AER 07 to a point 2800′ up rwy, rwy ends not mutually visible. Lgtd water twr 0.7 NM west and 0.5 NM south of airfield. **TFC PAT** TPA–fixed–wing, multi–engine 2000(1512), single–engine 1500(1012), rotary wing 1200(712). **MISC** Limited parking. Weather 1200–0300Z‡ excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576–9755; 2 hr lead time required.

**WEATHER DATA SOURCES:** ASOS 124.175 (717) 861–6493. DSN 491–6493.

**COMMUNICATIONS: CTAF** 126.2

Ⓡ **HARRISBURG APP/DEP CON** 118.25 269.45

**TOWER** 126.2 241.0 (Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily)

**GND CON** 121.625 265.6 **ARNG OPS** 49.95 **FLIGHT FOLLOWING** 40.9

**AIRSPACE: CLASS D** svc Mon–Fri 1200–0400Z‡, except holidays, check NOTAM daily, other time CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**BELLGROVE NDB (MHW)** BZJ 328 N40°26.16′ W76°33.18′ at fld.

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 50311 | 050° | Rwy Idg | 4000 |
| W05A | | TDZE | 1906 |
| | | Apt Elev | 1915 |

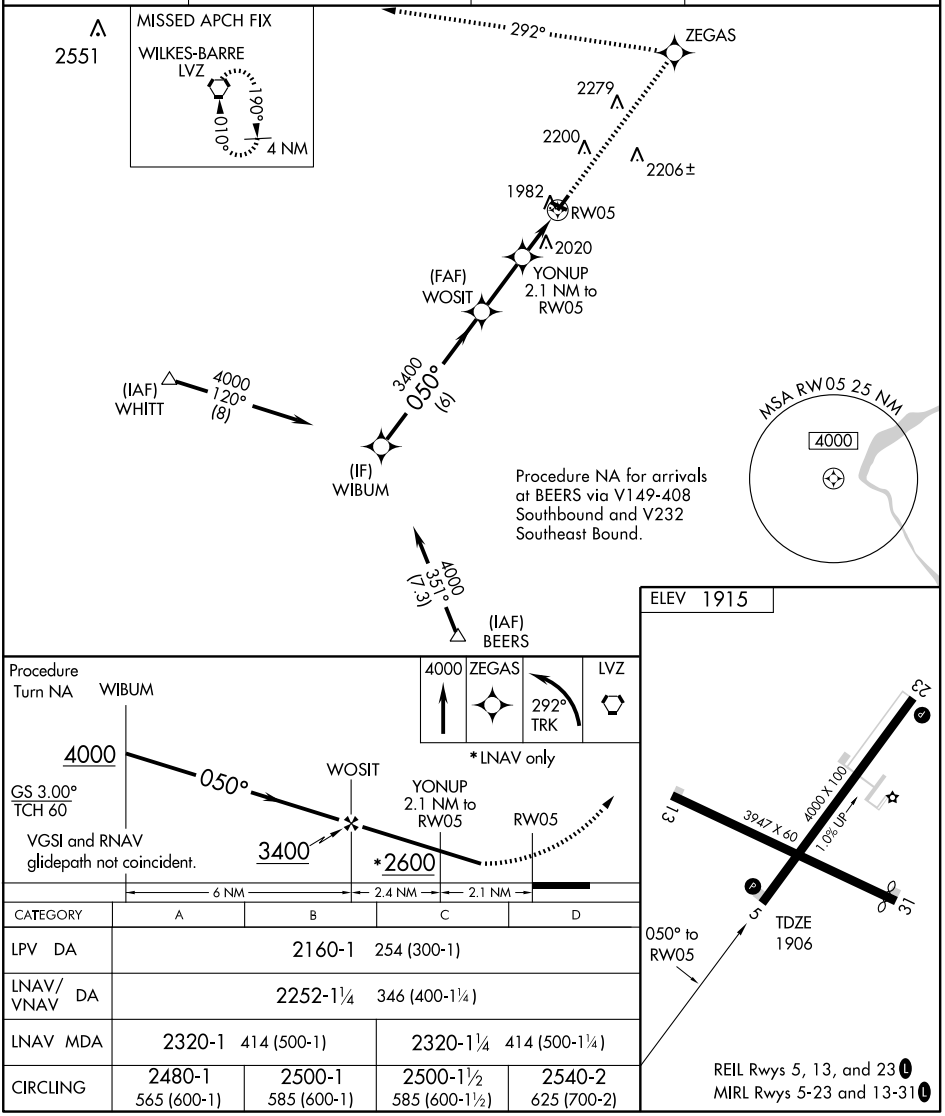
# RNAV (GPS) RWY 5

## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

MISSED APPROACH: Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2160-1 254 (300-1) | | | |
| LNAV/ VNAV DA | 2252-1¼ 346 (400-1¼) | | | |
| LNAV MDA | 2320-1 414 (500-1) | | 2320-1¼ 414 (500-1¼) | |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **48911** | **128°** | Rwy Idg | **3947** |
| **W13A** | | TDZE | **1885** |
| | | Apt Elev | **1915** |

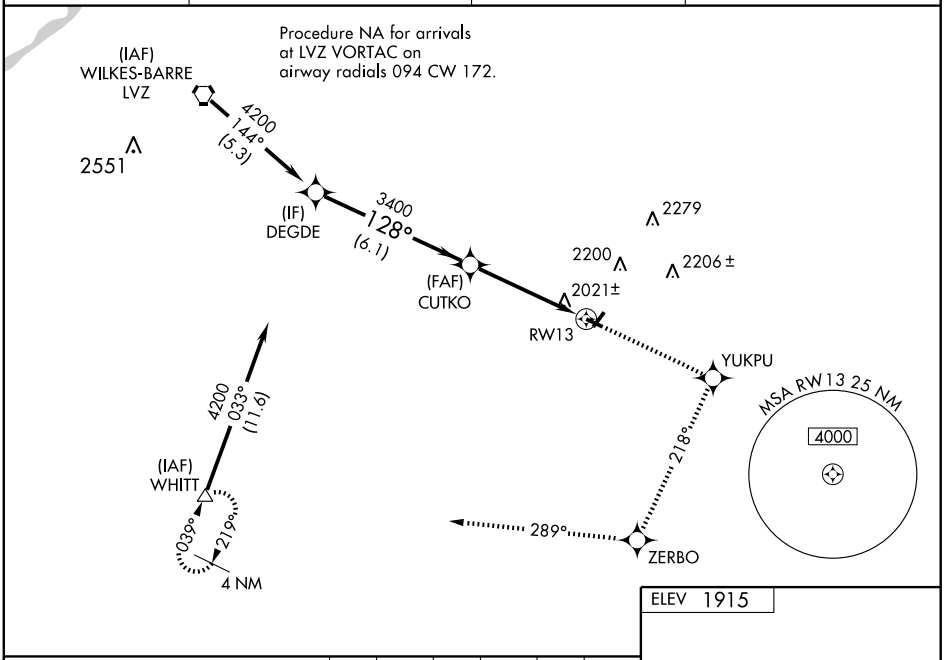
# RNAV (GPS) RWY 13

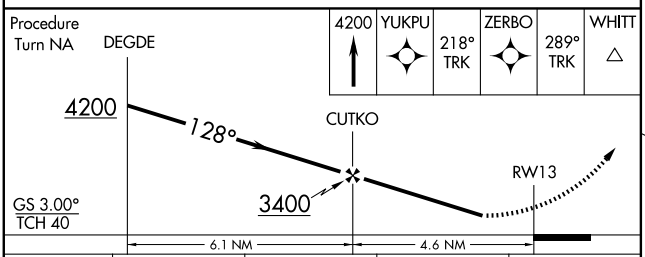
MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

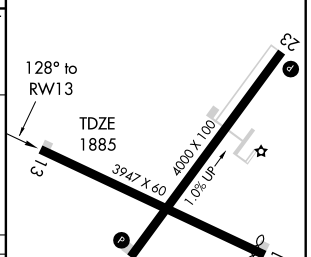
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **120.275** | **126.3 256.7** | **125.3** | **122.7** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2278-1½ 393 (400-1½) | | | |
| LNAV/ VNAV DA | 2315-1½ 430 (400-1½) | | | |
| LNAV MDA | 2400-1 515 (500-1) | | 2400-1½ 515 (500-1½) | 2400-1¾ 515 (500-1¾) |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

REIL Rwys 5, 13, and 23
MIRL Rwys 5-23 and 13-31




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3767 |
|---|---|---|
| 308° | TDZE | 1885 |
| | Apt Elev | 1915 |

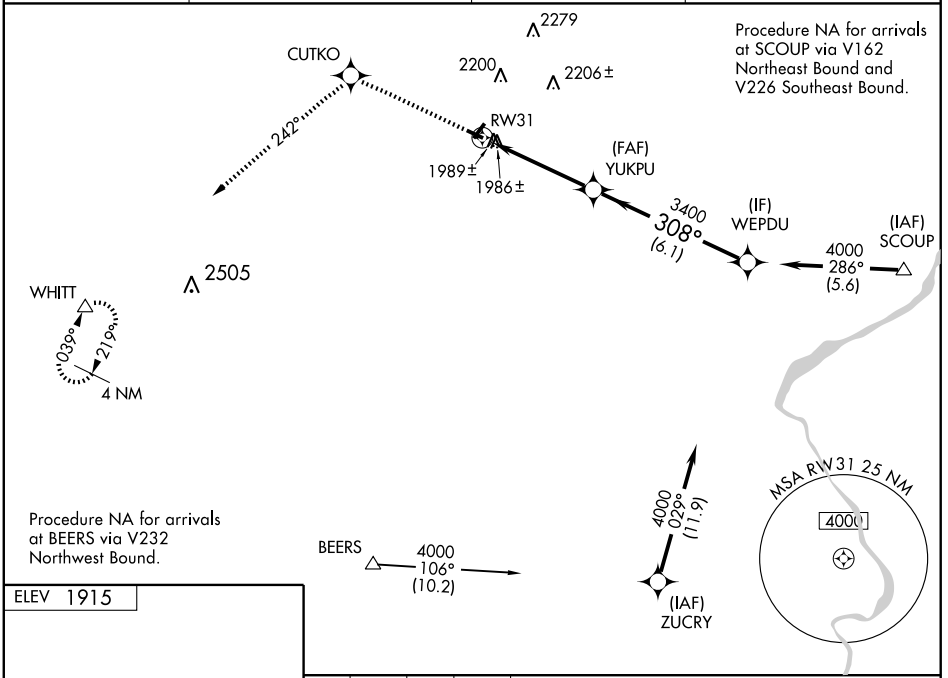
# RNAV (GPS) RWY 31

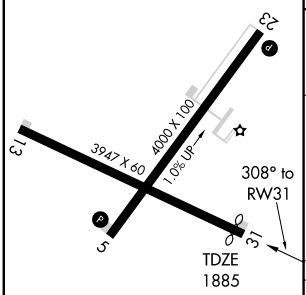
## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

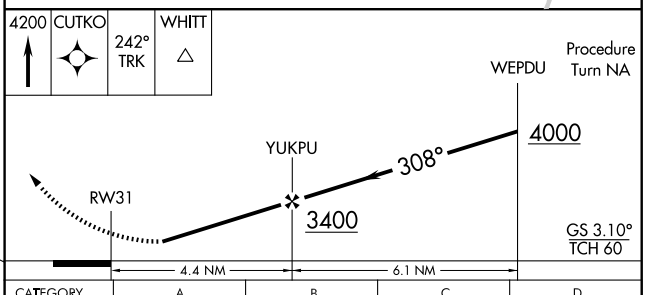
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F).
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct CUTKO and via 242° track to WHITT and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 2286-1¼ 401 (400-1¼) | | | |
| LNAV MDA | 2240-1 355 (400-1) | | | 2240-1¼ 355 (400-1¼) |
| CIRCLING | 2480-1 565 (600-1) | 2500-1 585 (600-1) | 2500-1½ 585 (600-1½) | 2540-2 625 (700-2) |

REIL Rwys 5, 13, and 23 L
MIRL Rwys 5-23 and 13-31 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LVZ | APP CRS | Rwy Idg | 3947 |
|---|---|---|---|
| 111.6 | 130° | TDZE | 1884 |
| Chan 53 | | Apt Elev | 1916 |

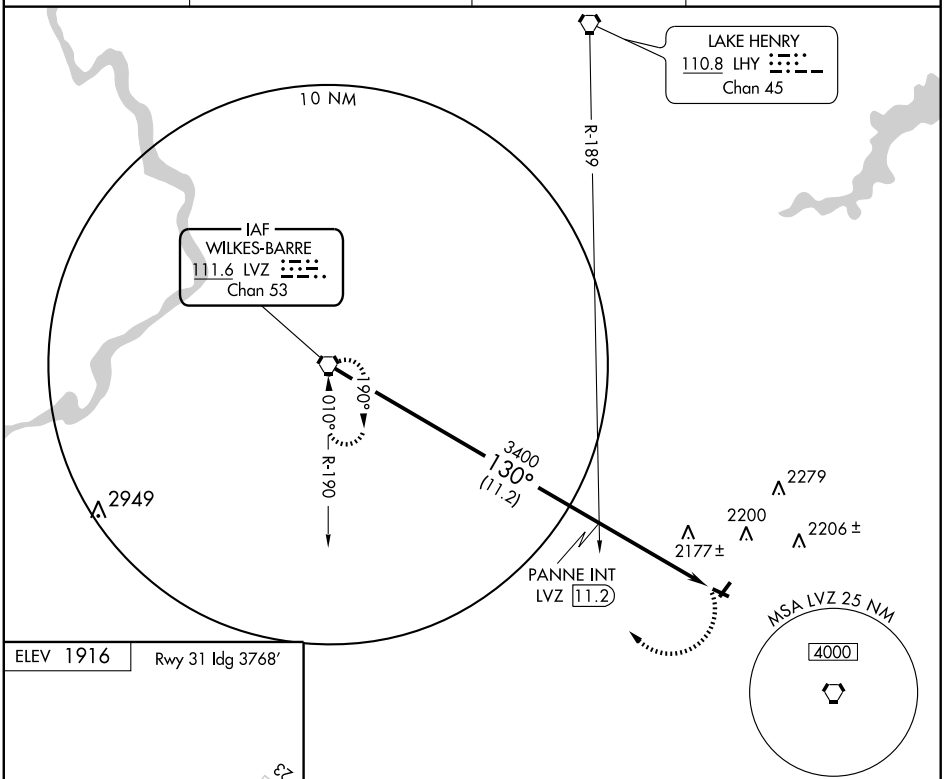
# VOR RWY 13

## MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

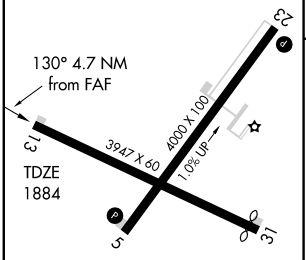
NA

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

| ASOS | WILKES-BARRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.275 | 126.3 256.7 | 125.3 | 122.7 (CTAF) |

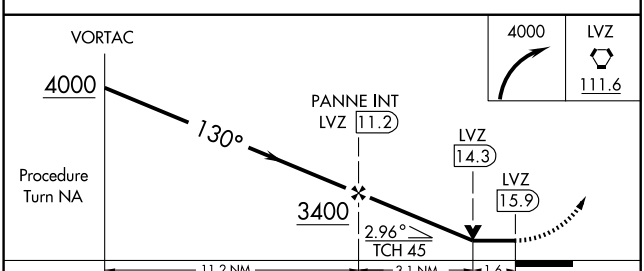



ELEV 1916 | Rwy 31 Idg 3768'




REIL Rwys 5, 13, and 23 (L)
MIRL Rwys 5-23 and 13-31 (L)

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



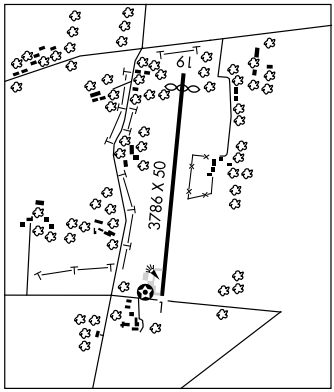

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 2440-1 556 (600-1) | | 2440-1½ 556 (600-1½) | 2440-1¾ 556 (600-1¾) |
| CIRCLING | 2480-1 564 (600-1) | 2500-1 584 (600-1) | 2500-1½ 584 (600-1½) | 2540-2 624 (700-2) |



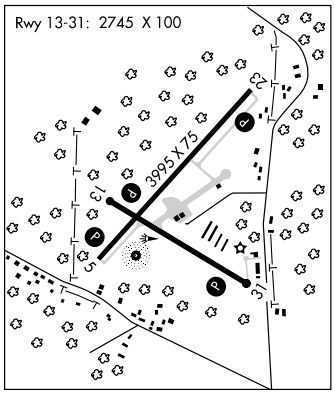
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## MYERSTOWN

**DECK** (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
**RWY 01–19:** H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
**RWY 01:** REIL(NSTD). Tree.
**RWY 19:** REIL(NSTD). Thld dsplcd 187′.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HARRISBURG APP/DEP CON** 118.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
**COMM/NAV/WEATHER REMARKS:** For pick–up clearance TF 1–800–932–0712.




**NEW CASTLE MUNI** (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
**RWY 05–23:** H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
**RWY 13–31:** H2745X100 (ASPH) S–12.5 2.0% up SE
**RWY 13:** PAPI(P2L)—GA 3.0° TCH 55′.
**RWY 31:** PAPI(P2L)—GA 3.0° TCH 57′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.
**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
**CASTLE NDB (MHW)** 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.




**NEW GARDEN** (See TOUGHKENAMON)

## NEWRY

**BLUE KNOB VALLEY** (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
**RWY 11–29:** 3415X89 (GRVL)
**RWY 11:** Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**NORTHEAST PHILADELPHIA** (See PHILADELPHIA)

| WAAS CH 73001 W19A | APP CRS 183° | Rwy Idg 3599<br>TDZE 523<br>Apt Elev 523 |
|---|---|---|

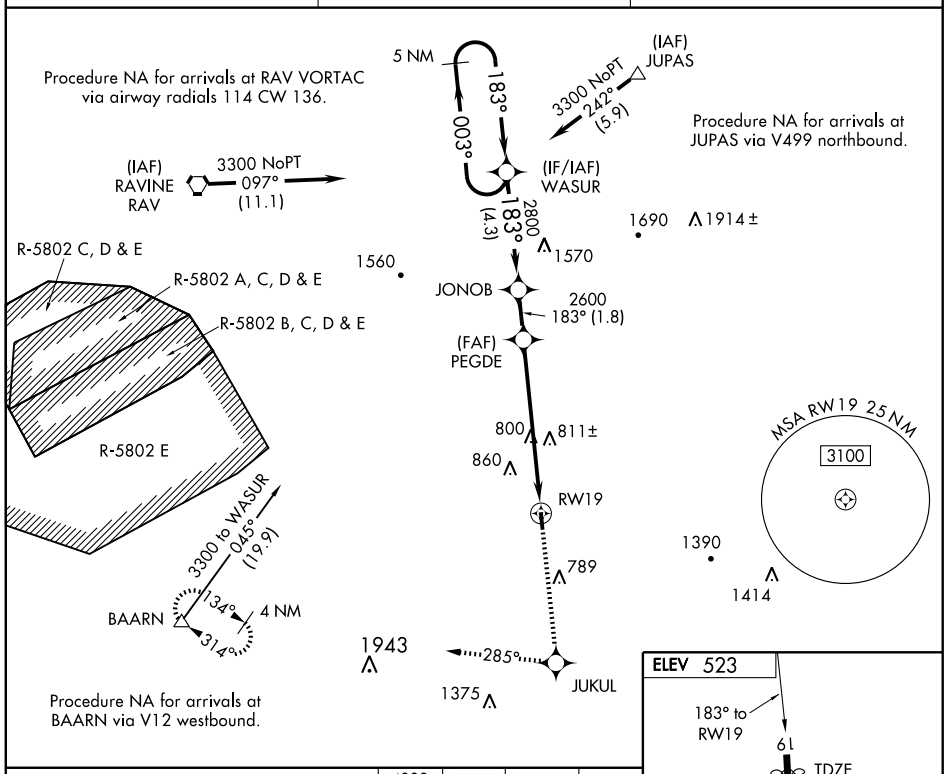
# RNAV (GPS) RWY 19

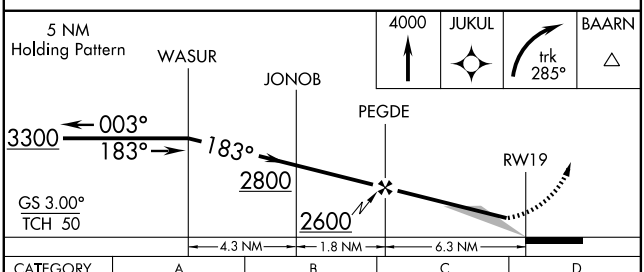
MYERSTOWN/ DECK (9D4)

T NA DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

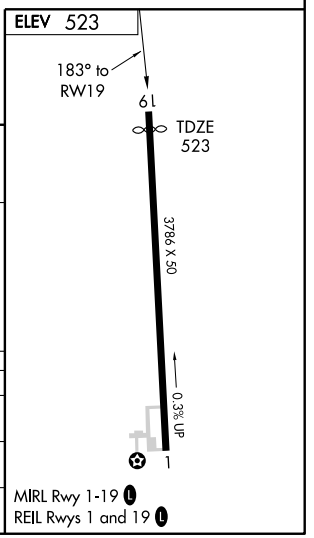
MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

| READING ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.1 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 837 - 1 | 314 (400-1) | | NA |
| LNAV MDA | 1180 - 1 | 657 (700-1) | 1180 - 1¾<br>657 (700-1¾) | NA |
| CIRCLING | 1180 - 1 | 657 (700-1) | 1180 - 1¾<br>657 (700-1¾) | NA |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC RAV 114.6 Chan 93 | APP CRS 145° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 522 |
|---|---|---|

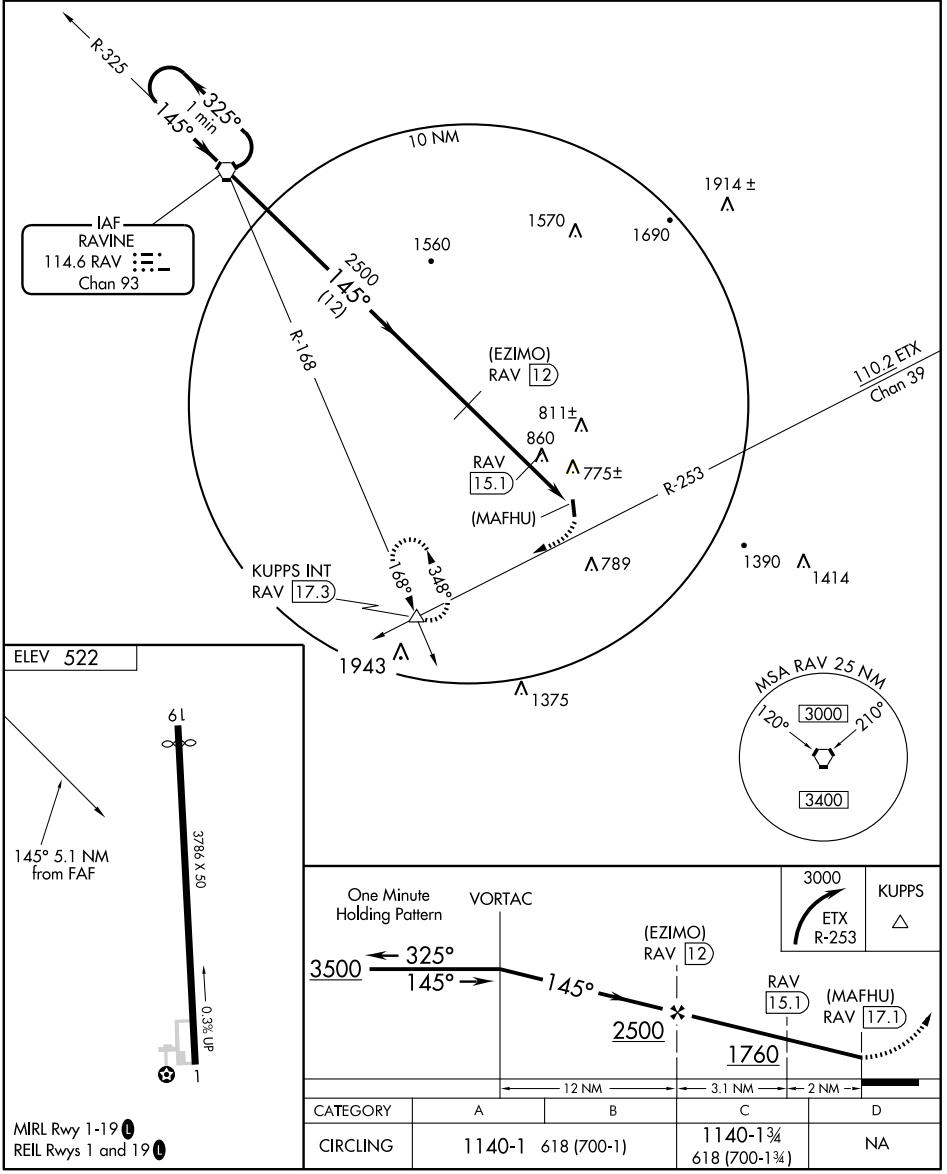
# VOR/DME or GPS-A

MYERSTOWN/ DECK (9D4)

Use Harrisburg Intl, PA altimeter setting.
If not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

| HARRISBURG APP CON | UNICOM |
|---|---|
| 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 618 (700-1) | | 1140-1¾ 618 (700-1¾) | NA |

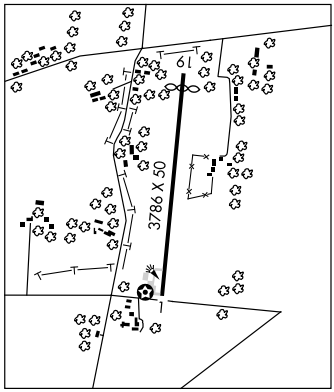
MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



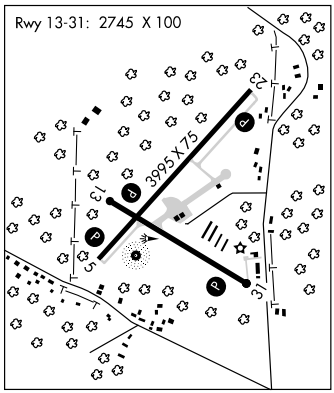
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## MYERSTOWN

**DECK** (9D4) 1 SW UTC−5(−4DT) N40°21.13′ W76°19.78′ **NEW YORK**
523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT **L–30J, 34G, A**
**RWY 01–19:** H3786X50 (ASPH) S–12 MIRL 0.3% up N **IAP**
**RWY 01:** REIL(NSTD). Tree.
**RWY 19:** REIL(NSTD). Thld dsplcd 187′.
**AIRPORT REMARKS:** Attended 1200–0200Z‡. Acft hangar 570′ behind Rwy 01 thld and 212′ left, unlgtd. Acft hangar 570′ behind Rwy 01 thld and 212′ left. Acft parked 57′ behind Rwy 01 thld and 132′ left. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; and rotating beacon—CTAF. Rwy 01–19 NSTD REILS—strobe lgts identify rwy ends.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HARRISBURG APP/DEP CON** 118.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 145° 17.3 NM to fld. 1750/11W.
**COMM/NAV/WEATHER REMARKS:** For pick–up clearance TF 1–800–932–0712.




**NEW CASTLE MUNI** (UCP) 4 NW UTC−5(−4DT) N41°01.52′ W80°24.81′ **DETROIT**
1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO **L–30H**
**RWY 05–23:** H3995X75 (ASPH) S–12.5 MIRL 0.4% up SW **IAP**
**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 53′. Trees.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 59′. Trees.
**RWY 13–31:** H2745X100 (ASPH) S–12.5 2.0% up SE
**RWY 13:** PAPI(P2L)—GA 3.0° TCH 55′.
**RWY 31:** PAPI(P2L)—GA 3.0° TCH 57′. Trees.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 05–23 PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.725 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.
**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 152° 21.8 NM to fld. 1140/5W. **HIWAS.**
**CASTLE NDB (MHW)** 272 UCP N41°01.38′ W80°24.95′ at fld. NOTAM FILE AOO.




**NEW GARDEN** (See TOUGHKENAMON)

## NEWRY

**BLUE KNOB VALLEY** (7G4) 1 W UTC−5(−4DT) N40°23.76′ W78°27.24′ **DETROIT**
1270 S2 **FUEL** 100LL NOTAM FILE AOO
**RWY 11–29:** 3415X89 (GRVL)
**RWY 11:** Thld dsplcd 300′. Road. **RWY 29:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended irregularly. Rwy 11–29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11–29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**NORTHEAST PHILADELPHIA** (See PHILADELPHIA)

| NDB UCP | APP CRS | Rwy Idg | 3995 |
|---|---|---|---|
| 272 | 225° | TDZE | 1027 |
| | | Apt Elev | 1070 |

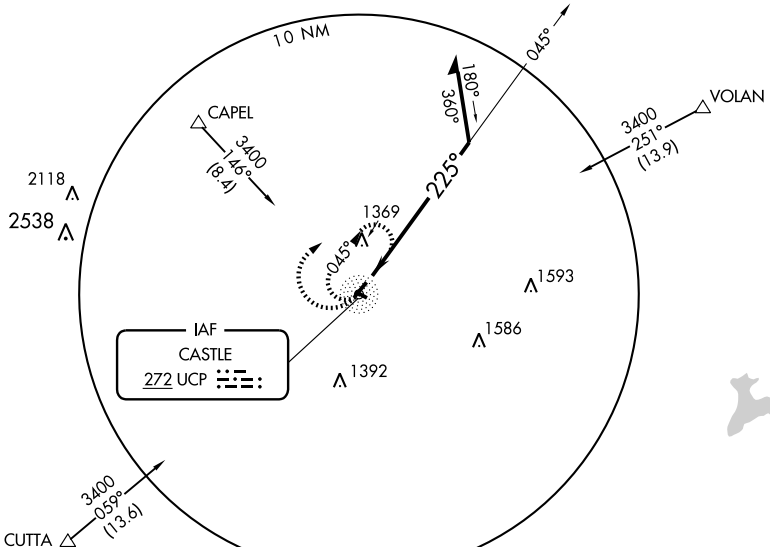
# NDB RWY 23
## NEW CASTLE MUNI (UCP)

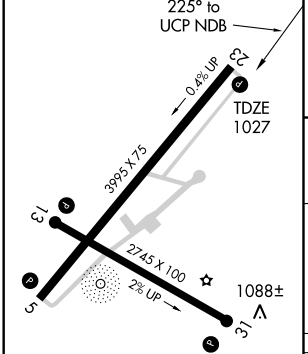
When local altimeter setting not received, use Youngstown/Warren altimeter setting.
When VGSI inop, Circling Rwy 31 NA at night.

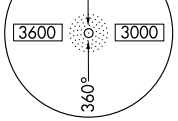
NA

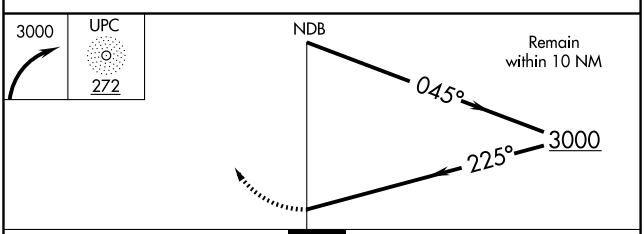
MISSED APPROACH: Climbing right turn to 3000 in the UCP NDB holding pattern.

| ASOS | YOUNGSTOWN/ WARREN ASOS | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|---|
| 124.175 | 123.750 | 133.95 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2000-1¼<br>973 (1000-1¼) | 2000-1½<br>973 (1000-1½) | 2000-3<br>973 (1000-3) | NA |
| CIRCLING | 2000-1¼<br>930 (1000-1¼) | 2000-1½<br>930 (1000-1½) | 2000-3<br>930 (1000-3) | NA |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



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| WAAS | APP CRS | Rwy Idg | 3995 |
|---|---|---|---|
| CH 78005 | 049° | TDZE | 1027 |
| W05A | | Apt Elev | 1070 |

# RNAV (GPS) RWY 5

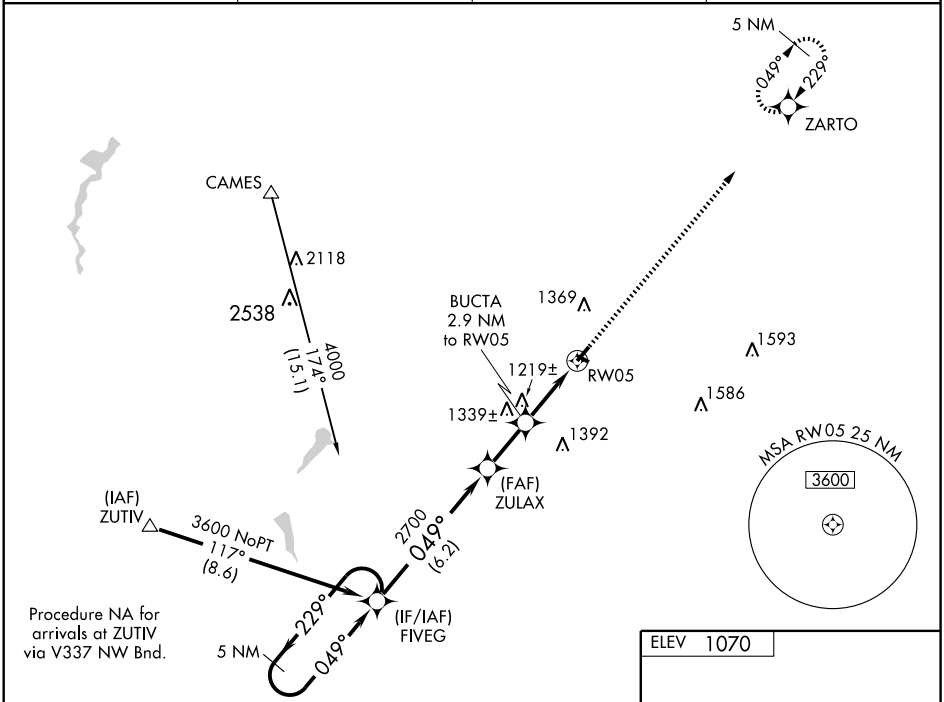
NEW CASTLE MUNI (UCP)

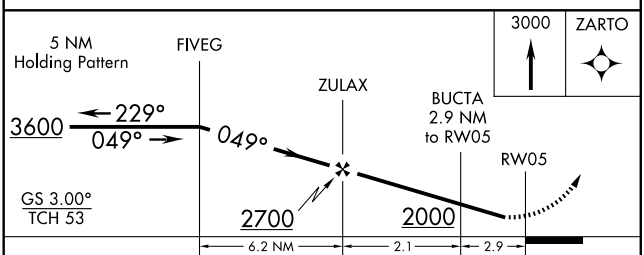
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

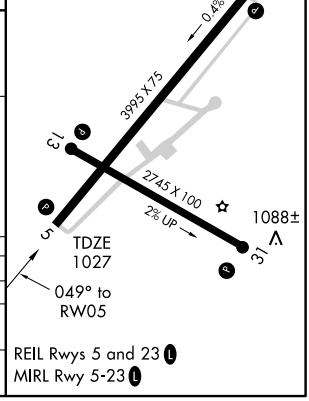
MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

| ASOS | YOUNGSTOWN/ WARREN ASOS | YOUNGSTOWN APP CON ★ | UNICOM |
|---|---|---|---|
| 124.175 | 123.750 | 133.95 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1307-1 280 (300-1) | | | NA |
| LNAV MDA | 1480-1 453 (500-1) | | 1480-1¼ 453 (500-1¼) | NA |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA |







NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 45605 W23A | APP CRS 229° | Rwy Idg 3995<br>TDZE 1027<br>Apt Elev 1070 |
|---|---|---|

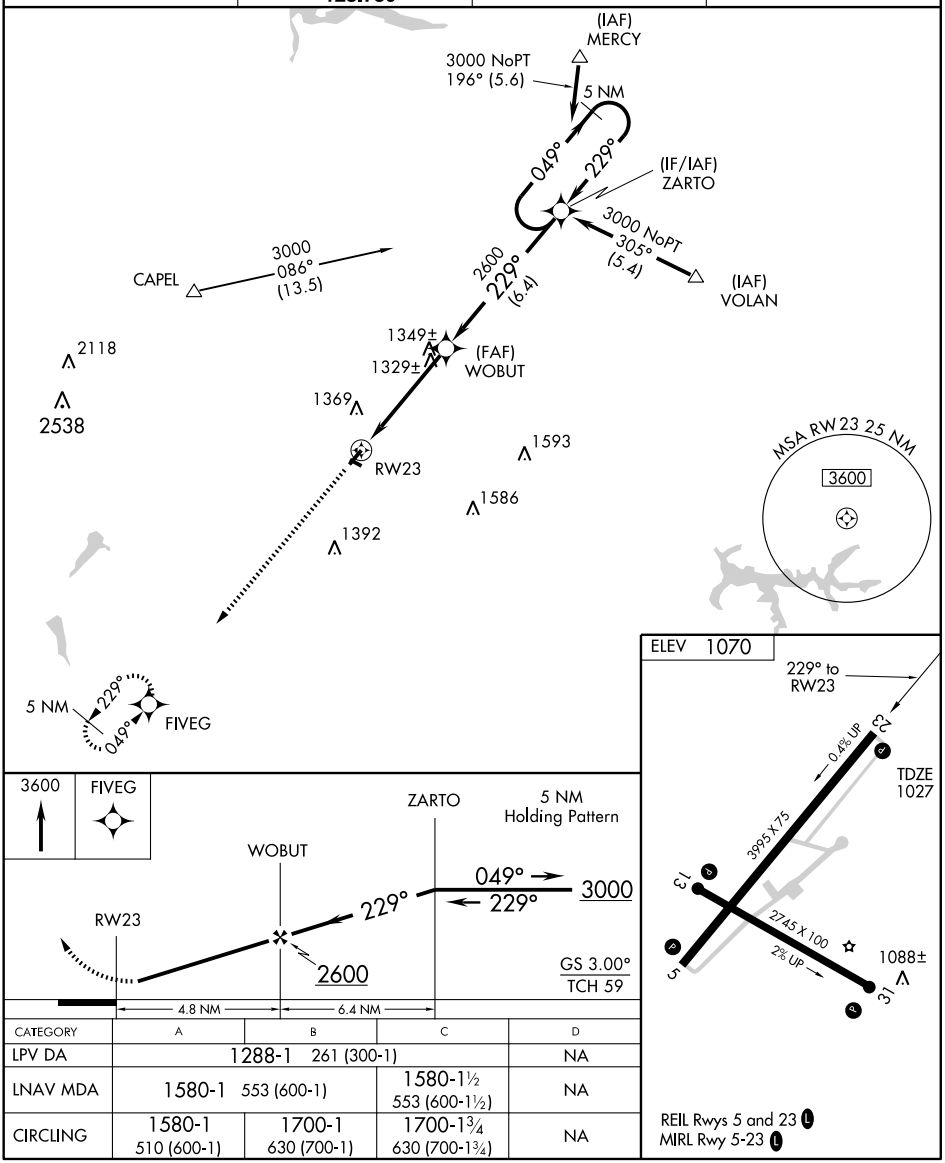
# RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

MISSED APPROACH: Climb to 3600 direct FIVEG and hold.

| ASOS 124.175 | YOUNGSTOWN/ WARREN ASOS 123.750 | YOUNGSTOWN APP CON ★ 133.95 322.3 | UNICOM 123.0 (CTAF) L |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1288-1 261 (300-1) | | | NA |
| LNAV MDA | 1580-1 553 (600-1) | | 1580-1½ 553 (600-1½) | NA |
| CIRCLING | 1580-1 510 (600-1) | 1700-1 630 (700-1) | 1700-1¾ 630 (700-1¾) | NA |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**NORTH PHILADELPHIA** N40°04.92′ W75°00.57′ NOTAM FILE PNE. NEW YORK L–34G, A
**(T) VOR** 112.0 PNE at Northeast Philadelphia.
VOR unusable
061°–090° byd 9 NM blo 6000′ 246°–359° byd 6 NM blo 6000′
091°–199°
**RCO** 122.6 122.2 (WILLIAMSPORT RADIO)

**NORTHUMBERLAND CO** (See SHAMOKIN)

## PALMYRA

**REIGLE FLD** (58N) 2 S UTC−5(−4DT) N40°17.26′ W76°34.65′ NEW YORK
489 B S4 **FUEL** 100LL NOTAM FILE IPT
**RWY 13–31:** H1950X40 (ASPH) S–12.5 LIRL (NSTD)
**RWY 13:** Tree. **RWY 31:** Thld dsplcd 300′. Tree.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Rwy 13–31 Rwy 13 first 110 ft unlgtd; Rwy 31 first 60 ft unlgtd; 1780 ft of rwy lgtd. Rwy 13–31 NSTD LIRL; lgts located 125 ft left and right of centerline. Rwy 31 dsplcd thld identified at ngt by one green lgt each side of rwy. ACTIVATE LIRL Rwy 13–31 and rotating beacon—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**COMM/NAV/WEATHER REMARKS:** For pickup clearance, TF 800–932–0712.

**PENN VALLEY** (See SELINSGROVE)

**PENNRIDGE** (See PERKASIE)

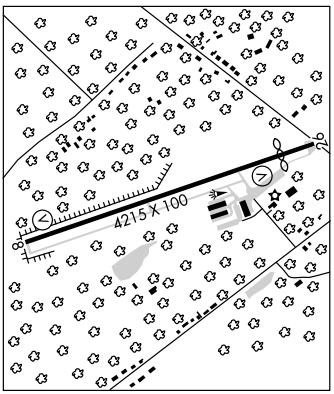
**PENNS CAVE** (See CENTRE HALL)

**PENN'S LANDING HELIPORT** (See PHILADELPHIA)

**PENUE** N40°54.62′ W77°44.51′ NOTAM FILE UNV.
**NDB (LOM)** 388 UN 242° 6.2 NM to University Park.

## PERKASIE

**PENNRIDGE** (CKZ) 1 N UTC−5(−4DT) N40°23.35′ W75°17.43′ NEW YORK L–33A, 34G, A
568 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE IPT IAP
**RWY 08–26:** H4215X100 (ASPH–PFC) D–26 MIRL 1.1% up E
**RWY 08:** REIL. SAVASI(S2L). GA 4.0° TCH 21′. Trees.
**RWY 26:** REIL. SAVASI(S2L). GA 4.0° TCH 21′. Thld dsplcd 360′. Trees.




**AIRPORT REMARKS:** Attended daylight hours. For svc after hrs ctc 267–718–4254. Parachute Jumping. Occasional deer and wild turkeys on and invof rwy. Skydiving activities daily dawn to dusk. Rwy 08–26 CLOSED to touch and go ldgs. TPA for light acft 1368(800); TPA for turbo prop and jets 1768(1200). PPR for acft operating over 26,000 lbs ctc arpt mgr at 215–257–0166 prior to arrival.
**WEATHER DATA SOURCES: AWOS–3** 126.325 (215) 257–7291.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 21.4 NM to fld. 742/9W.
**QUAKERTOWN NDB (MHW)** 208 UKT N40°25.49′ W75°17.84′ 184°2.2 NM to fld. Monitored dalgt hours only. Unusable by 10 NM.

**PERKIOMEN VALLEY** (See COLLEGEVILLE)

| NDB UKT 208 | APP CRS 181° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 568 |
|---|---|---|

# NDB or GPS-A

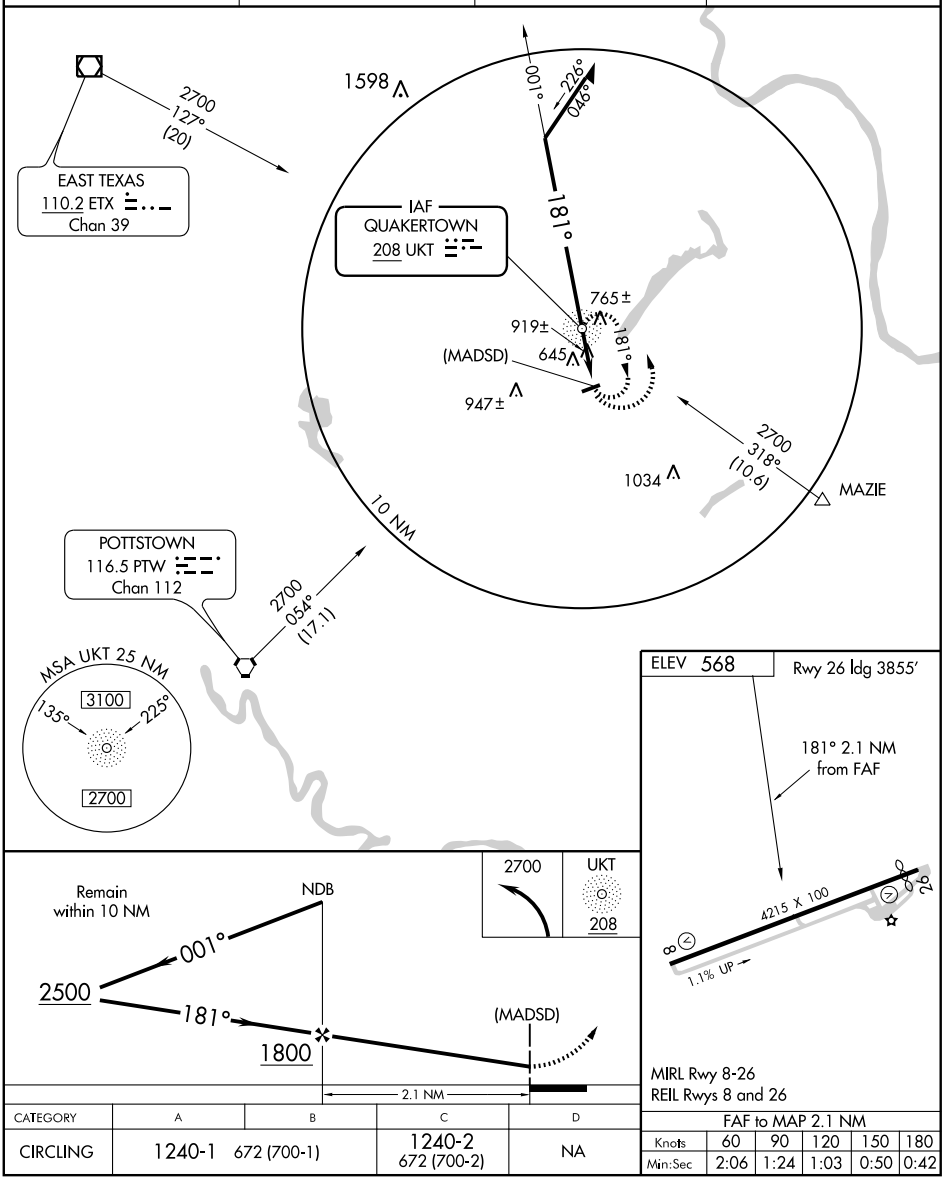
PERKASIE/ PENNRIDGE (CKZ)

▼ If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.325 | 123.8 291.7 | 118.55 | 123.0 (CTAF) |




MIRL Rwy 8-26
REIL Rwys 8 and 26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-1 672 (700-1) | | 1240-2 672 (700-2) | NA |

| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4215 |
|---|---|---|
| 082° | TDZE | 557 |
| | Apt Elev | 568 |

# RNAV (GPS) RWY 8

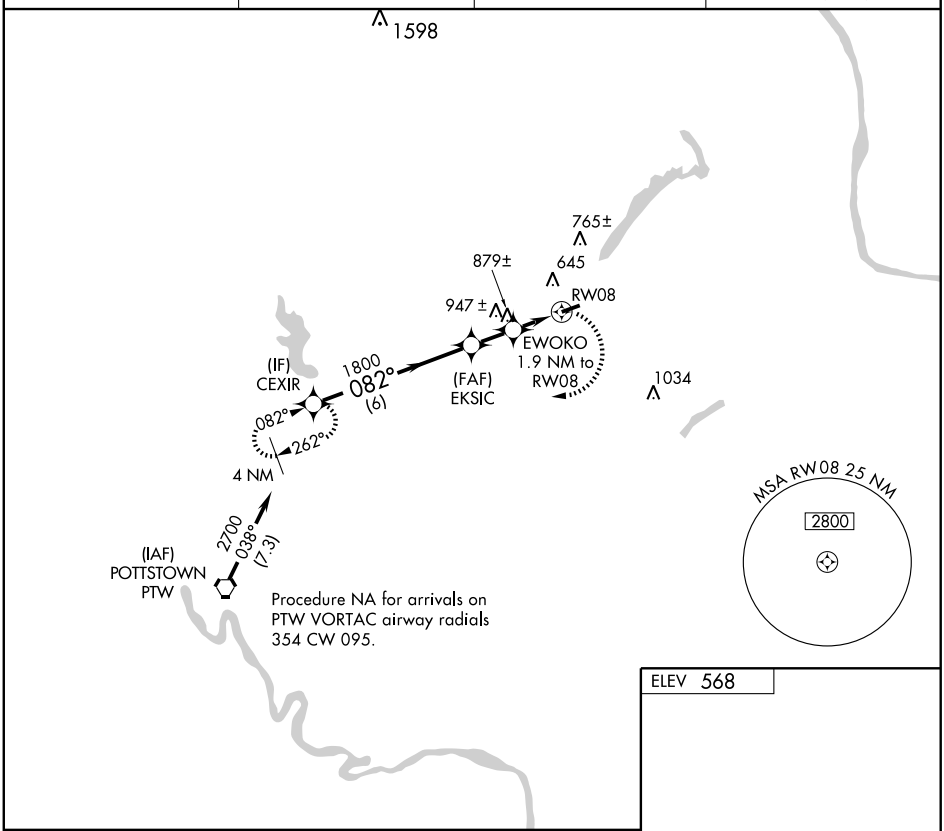
PERKASIE/ PENNRIDGE (CKZ)

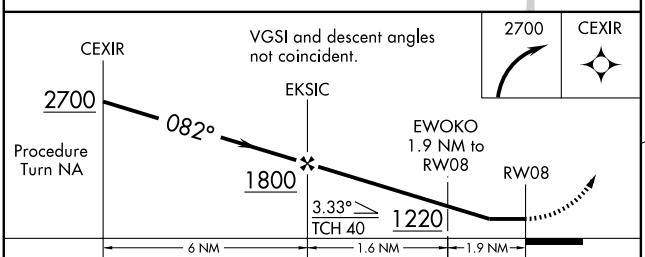
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

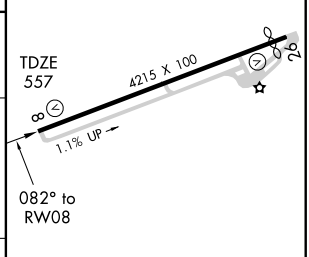
NA

MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

| AWOS-3 | PHILADELPHIA APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 126.325 | 123.8 | 291.7 | 118.55 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 583 (600-1) | 1140-1½ 583 (600-1½) | NA |
| CIRCLING | 1260-1 | 692 (700-1) | 1260-2 692 (700-2) | NA |

MIRL Rwy 8-26
REIL Rwys 8 and 26




NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

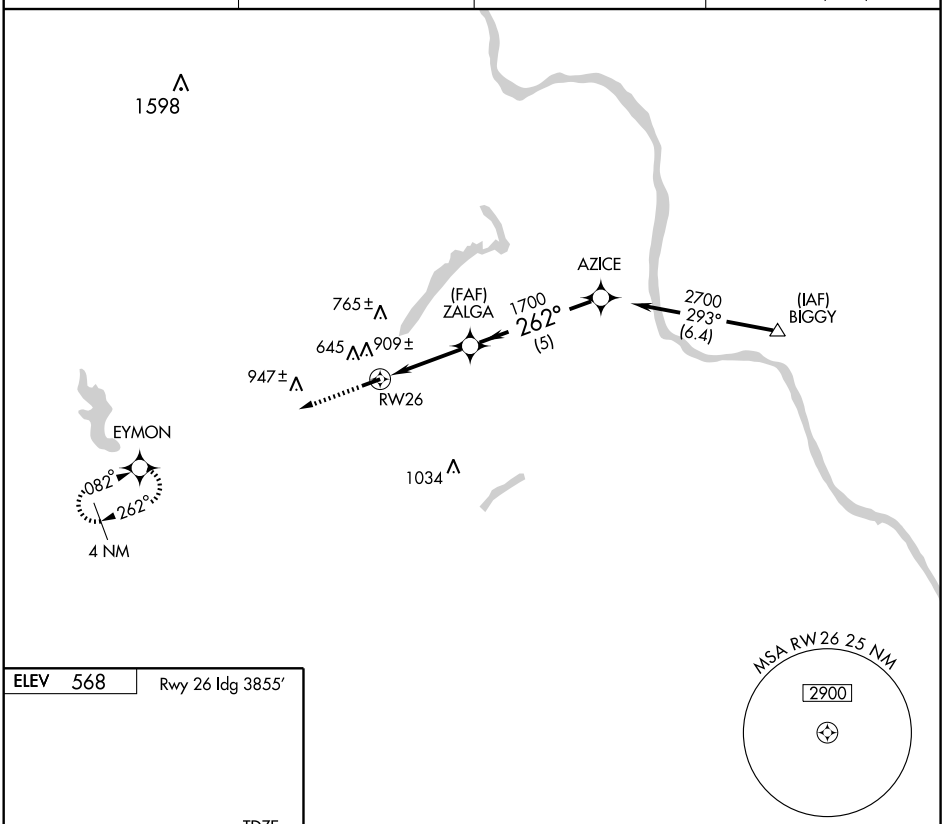
PERKASIE/PENNRIDGE (CKZ)

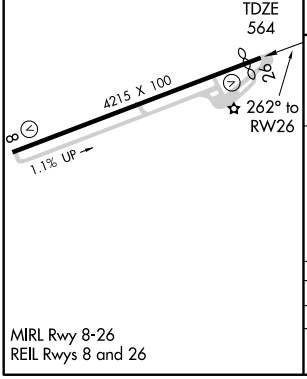
| APP CRS | Rwy Idg | 3855 |
|---|---|---|
| 262° | TDZE | 564 |
| | Apt Elev | 568 |

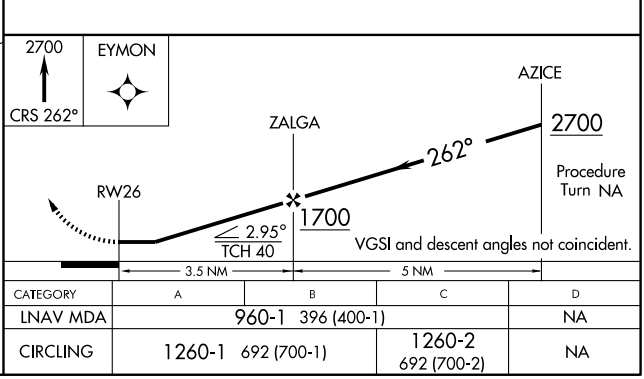
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.325 | 123.8 291.7 | 118.55 | 123.0 (CTAF) |



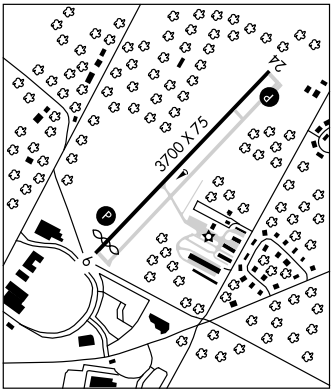

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 396 (400-1) | | | NA |
| CIRCLING | 1260-1 692 (700-1) | | 1260-2 692 (700-2) | NA |

MIRL Rwy 8-26
REIL Rwys 8 and 26



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**WINGS FLD** (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
**RWY 06–24:** H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
**RWY 24:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.925 (215) 646–1068.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
**AMBLER NDB (MHW)** 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



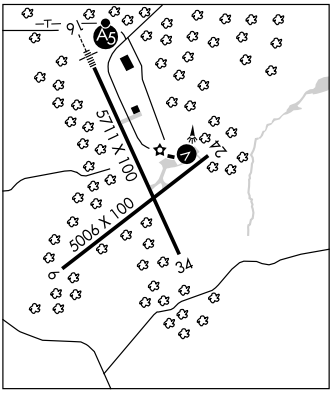

**PHILADELPHIA SPB** (See ESSINGTON)

**PHILIPSBURG** N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
**(H) VORTAC** 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
**RCO** 122.1R 115.5T (ALTOONA RADIO)
**RCO** N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

## PHILIPSBURG

**ALBERT** (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
**RWY 11–29:** 3350X125 (TURF–GRVL)
**RWY 11:** Trees. **RWY 29:** Thld dsplcd 205′. Sign.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
**COMMUNICATIONS: CTAF** 122.9

**MID–STATE** (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
**RWY 16–34:** H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
**RWY 16:** MALSR. Trees. **RWY 34:** Trees.
**RWY 06–24:** H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
**RWY 06:** Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.525 (814) 343–4531.
**COMMUNICATIONS: CTAF** 122.9
**PHILIPSBURG RCO** 122.1R 115.5T (ALTOONA RADIO)
**PHILIPSBURG RCO** 122.6 122.5 (ALTOONA RADIO)
**NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
**PORTS NDB (LOM)** 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
**ILS** 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



# RNAV (GPS) RWY 6

## PHILADELPHIA / WINGS FIELD (LOM)

| APP CRS | Rwy Idg | 3523 |
|---|---|---|
| 065° | TDZE | 301 |
| | Apt Elev | 302 |

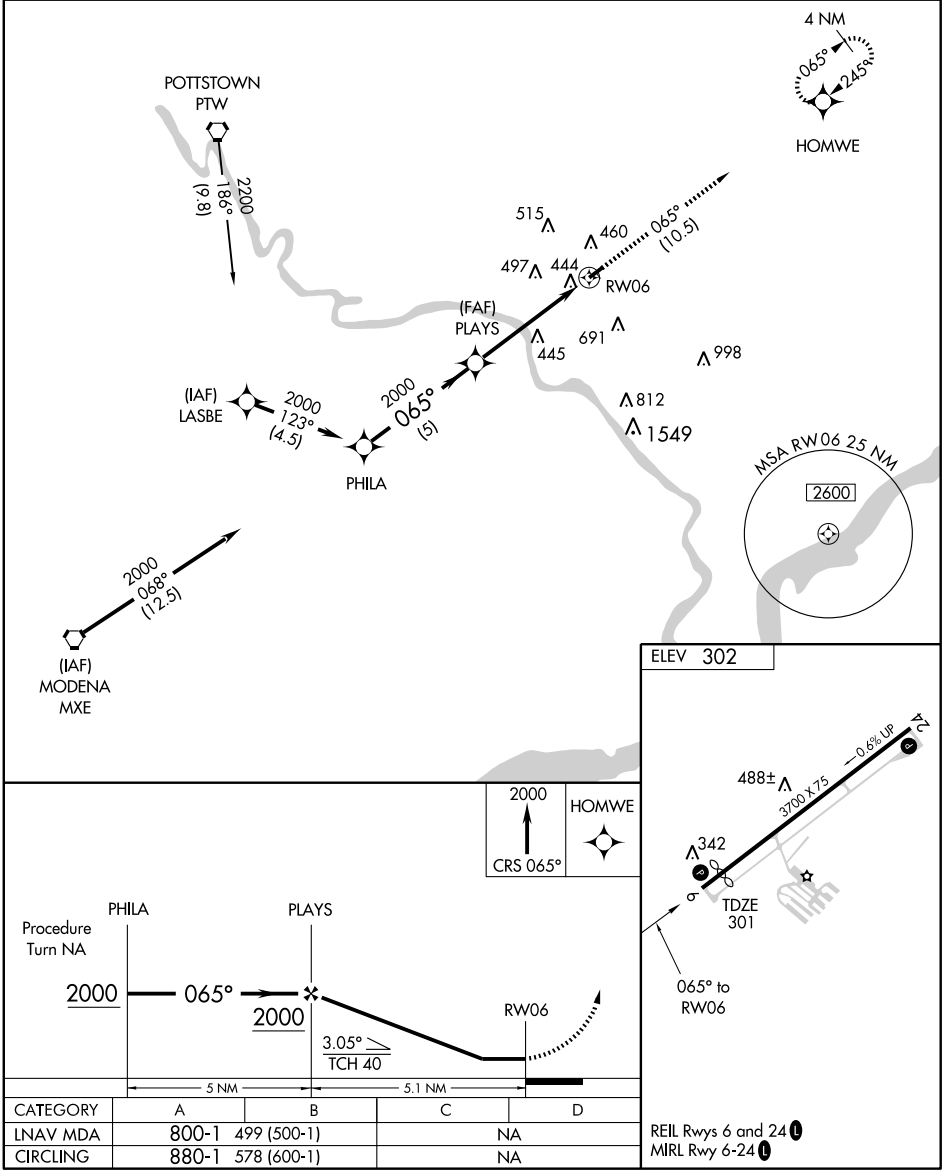
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

NA

MISSED APPROACH: Climb to 2000 via 065° course to HOMWE WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.925 | 126.85 263.125 | 118.55 | 123.0 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 499 (500-1) | | NA | |
| CIRCLING | 880-1 578 (600-1) | | NA | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



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# RNAV (GPS) RWY 24

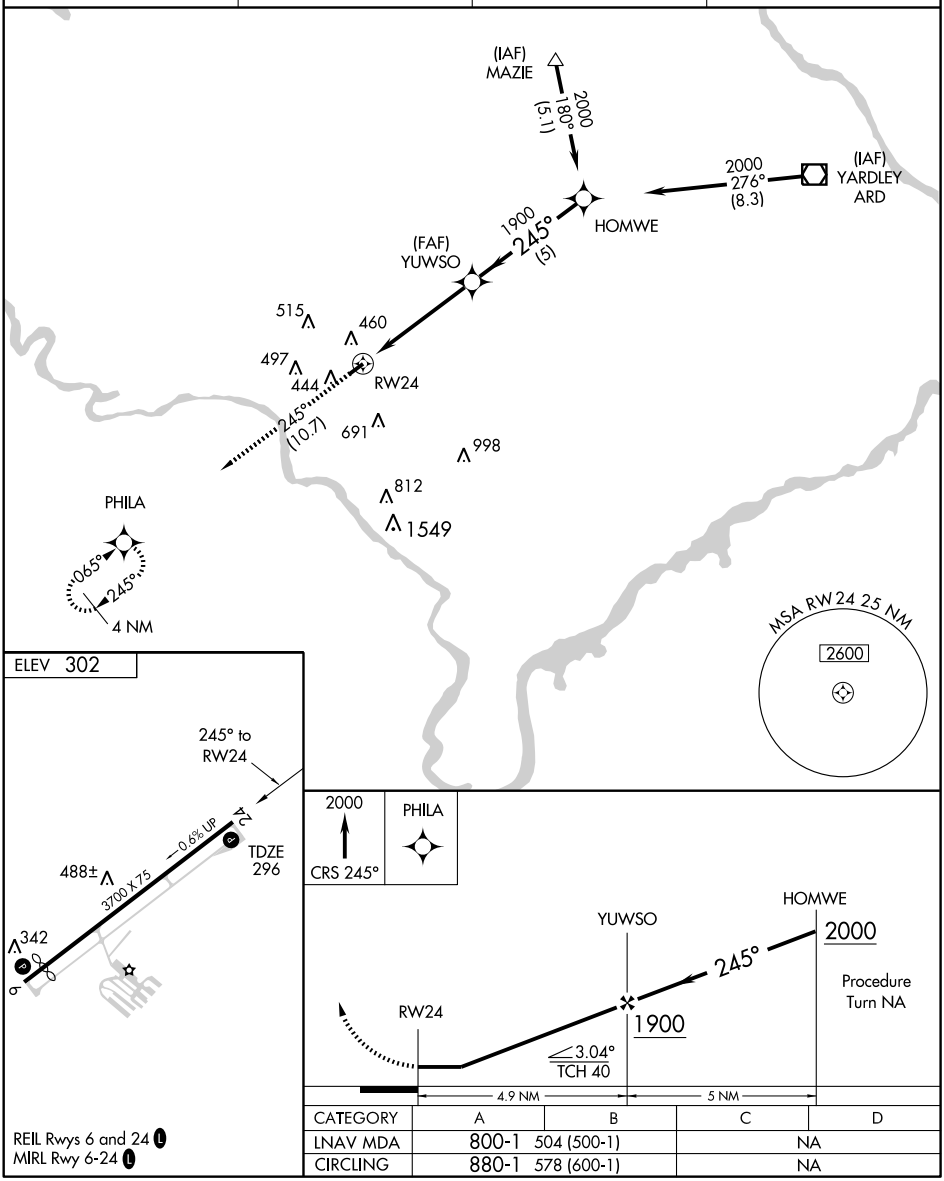
PHILADELPHIA / WINGS FIELD (LOM)

| APP CRS | Rwy Idg | 3700 |
|---|---|---|
| 245° | TDZE | 296 |
| | Apt Elev | 302 |

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.
NA

MISSED APPROACH: Climb to 2000 via 245° course to PHILA WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.925 | 126.85 263.125 | 118.55 | 123.0 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 | 504 (500-1) | NA | |
| CIRCLING | 880-1 | 578 (600-1) | NA | |

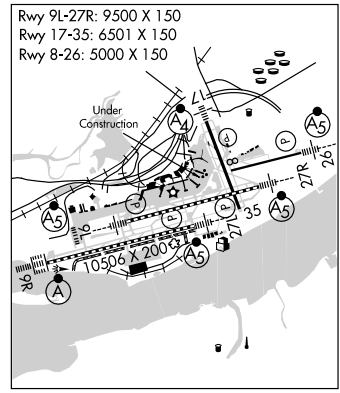


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**PHILADELPHIA INTL** (PHL) 5 SW UTC−5(−4DT) N39°52.33′ W75°14.45′ **WASHINGTON**
36 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E **H–10I, 12I, L–34G, A**
NOTAM FILE PHL **IAP, AD**

**RWY 09R–27L:** H10506X200 (ASPH–GRVD) S–200, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
**RWY 09R:** ALSF2. TDZL. Trees.
**RWY 27L:** MALSR. PAPI(P4R)—GA 3.10° TCH 71′. Boat.
**RWY 09L–27R:** H9500X150 (ASPH–GRVD) S–100, D–210, 2D–350 PCN 60 F/A/X/T HIRL CL
**RWY 09L:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 71′. Ground.
**RWY 27R:** MALSR. PAPI(P4L)—GA 3.0° TCH 81′. Boat.
**RWY 17–35:** H6501X150 (ASPH–GRVD) S–100, D–170, 2S–175, 2D–300 PCN 27 F/A/X/T HIRL
**RWY 17:** MALSF. PAPI(P4L)—GA 3.0° TCH 50′. Pole.
**RWY 35:** REIL. Boat.
**RWY 08–26:** H5000X150 (ASPH–GRVD) D–145 PCN 27 F/A/X/T HIRL CL 0.5% up E
**RWY 08:** Bldg.
**RWY 26:** MALSR. PAPI(P4R)—GA 3.15° TCH 50′. Fence.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 09L | 17–35 | 7350 |
| RWY 17 | 09–27R | 4400 |

**AIRPORT REMARKS:** Attended continuously. Birds on and invof arpt. Airport is located in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used. Unlgtd stack 288 ft MSL (271 ft AGL) 2.3 NM SW of arpt. TCAS equipped acft—TCAS alert may be caused by transponder equipped ships located PHL Naval Base 3 NM E. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189 ft. Rwy 26 ship channel (Schuylkill) max height of ships 149′. Possible unmarked ship obstruction transiting east or westbound along the Delaware River reaching heights of 189′—be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other rwys. Pilots can expect to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. ASDE–X surveillance system in use, pilots should operate mode C on all twys and rwys. Only nose-in parking permitted on North and East remote aprons. PPR from arpt ops for all acft parking on North and East remote aprons; ctc 215–937–6914/6800. Land Rwy 26, tkf Rwy 08. Rwy 09 rollout RVR used for Rwy 09L midpoint RVR. Rwy 09L touchdown RVR avbl. Rwy 27R touchdown RVR avbl. Rwy 09R rollout RVR avbl. Rwy 27L touchdown, and rollout RVR avbl. Rwy 17 touchdown RVR avbl. Rwy 35 touchdown RVR avbl. Rwy 08 touchdown, rollout RVR avbl. Rwy 26 touchdown, rollout RVR avbl. Rough, uneven pavement on Twy S between Twy L and Twy S1. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (215) 492–9617. LLWAS. TDWR.

**COMMUNICATIONS: D–ATIS ARR** 133.4 **D–ATIS DEP** 135.925 **UNICOM** 122.95

Ⓡ **APP CON** 124.35 128.4 (270°–089° above 5000′) 133.875 (090°–269° above 5000′) 127.35 (090°–269° at or below 5000′) 126.85 (270°–360° at or below 5000′) 123.8 (001°–089° at or below 5000′)

Ⓡ **DEP CON** 119.75 (090°–269°) 124.35 (270°–089°)

**TOWER** 118.5 (Rwys 09L–27R, 17–35, 08–26) 135.1 (Rwy 09R–27L) **GND CON** 121.9 121.65 **CLNC DEL** 118.85

**AIRSPACE: CLASS B** See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.

**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69′ W75°36.42′ 065° 20.6 NM to fld. 70/10W.
**ILS/DME** 108.75 I–MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 15° left of course.
**ILS/DME** 108.95 I–VII Chan 26(Y) Rwy 09L. Class IB.
**ILS/DME** 109.3 I–GLC Chan 30 Rwy 27L. ILS unusable inbound from 0.6 NM to thld.
**ILS/DME** 109.3 I–PHL Chan 30 Rwy 09R. Class IIIE. DME also serves Rwy 27L.
**ILS/DME** 108.95 I–PDP Chan 26(Y) Rwy 27R. Class IE. DME unusable within 0.3 NM from thld.
**ILS/DME** 111.55 I–LLH Chan 52(Y) Rwy 26.

**COMM/NAV/WEATHER REMARKS:** Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM approaches. Rwy 26 monitor 123.6 and Rwy 27L monitor 120.425.

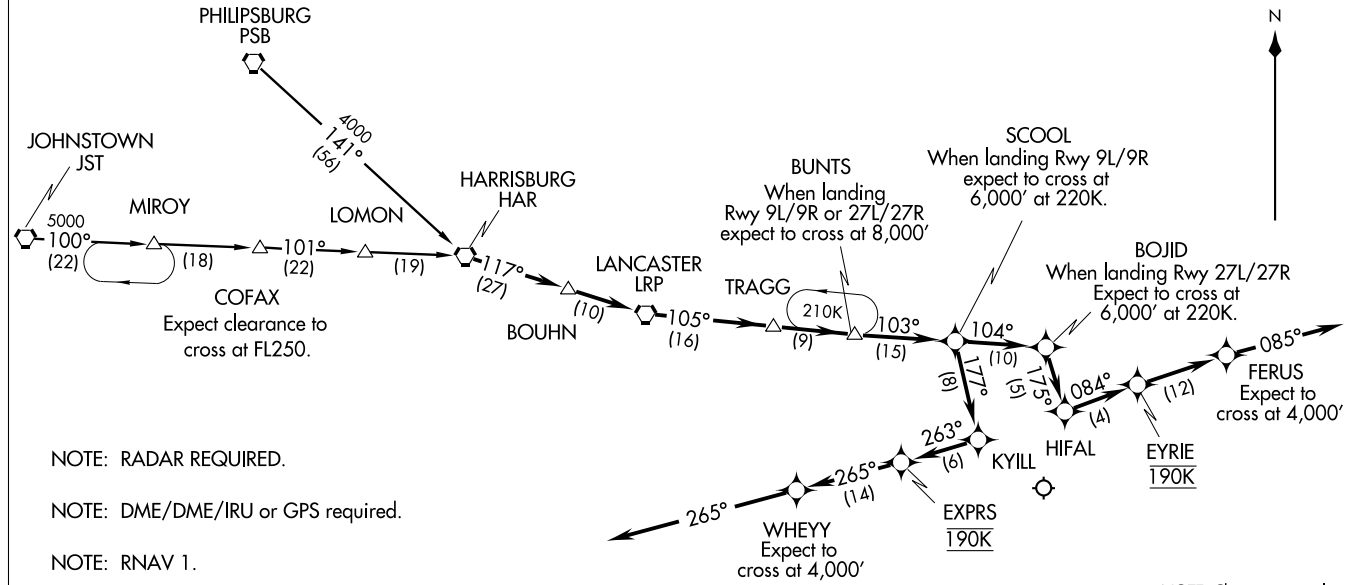
# BOJID ONE ARRIVAL (RNAV)

(BOJID.BOJID1) 07298

ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6
CLNC DEL
118.85 348.6

JOHNSTOWN TRANSTION (JST.BOJID1)
PHILIPSBURG TRANSTION (PSB.BOJID1)

. . . . From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



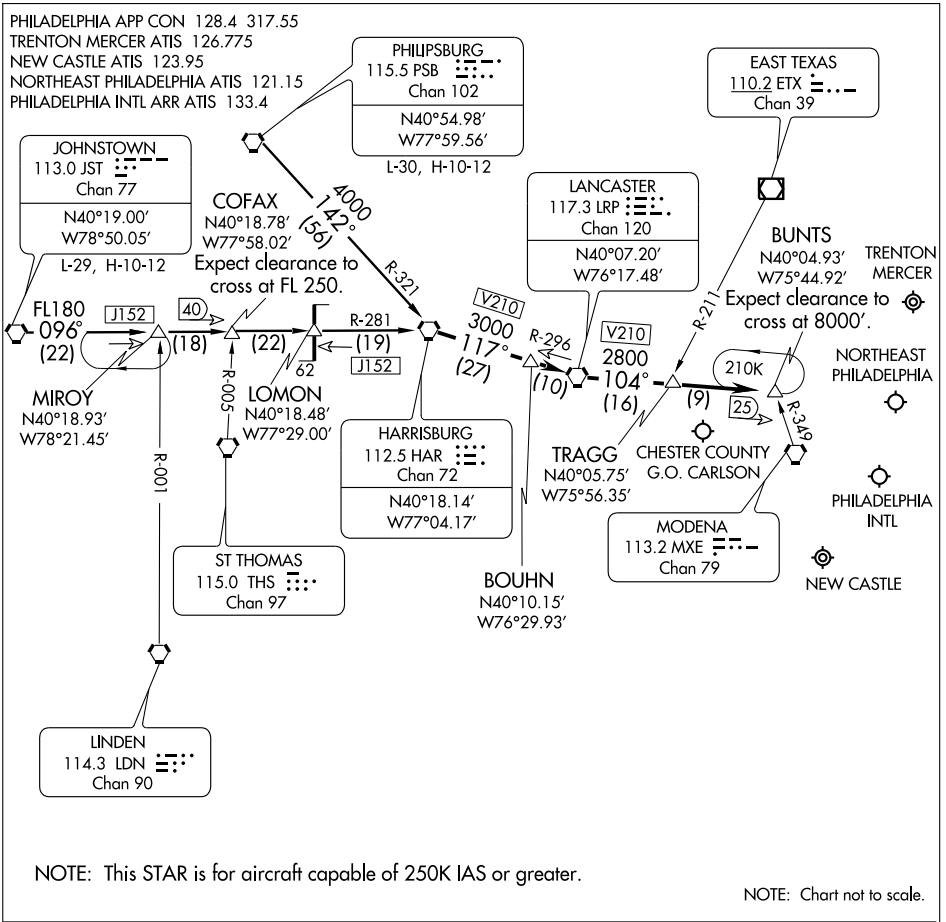

BOJID ONE ARRIVAL (RNAV)
(BOJID.BOJID1) 07298

ST-320 (FAA)

PHILADELPHIA INTL
PHILADELPHIA, PENNSYLVANIA

# BUNTS ONE ARRIVAL






NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS1) 07298

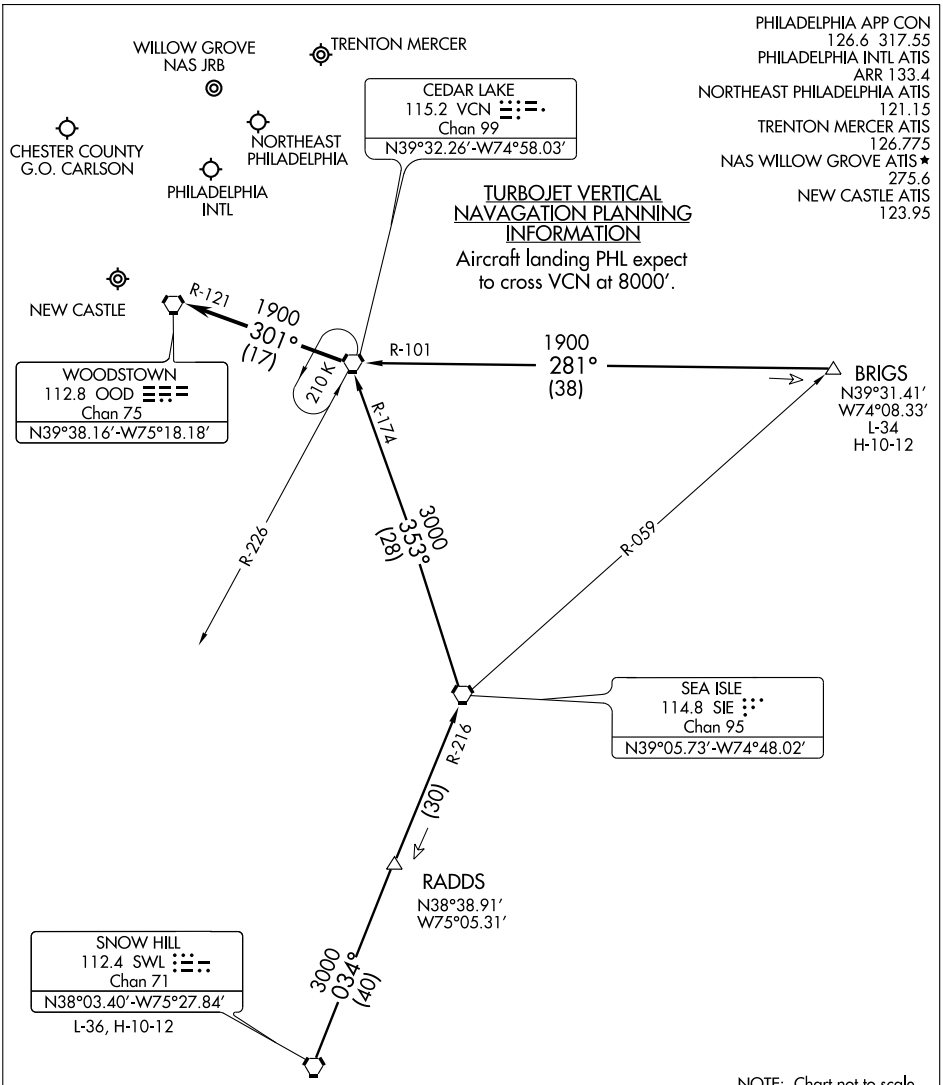
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 22 |
| Chan 30 | | Apt Elev | 38 |

# CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

Simultaneous converging approaches authorized with Rwy 17.

NA

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

* 3000 when authorized by ATC.

IAF
MODENA
113.2 MXE
Chan 79

IAF
DUPONT
114.0 DQO
Chan 87

WOODSTOWN
112.8 OOD
Chan 75

BWINE INT
I-PHL 15.4

ASOCI INT
I-PHL 11.5

KELEE INT
I-PHL 7.2

MM

LOCALIZER 109.3
I-PHL
Chan 30

NAAS Mustin (Abandoned)

MSA OOD 25 NM
2600

10 NM

*4000 152° (8.6)

R-119

R-132

R-152

3000 087° (4.3)

1800 087°

267°

R-027

R-045

R-057

*4000 027° (7.9)

R-352

212°

032°

R-212

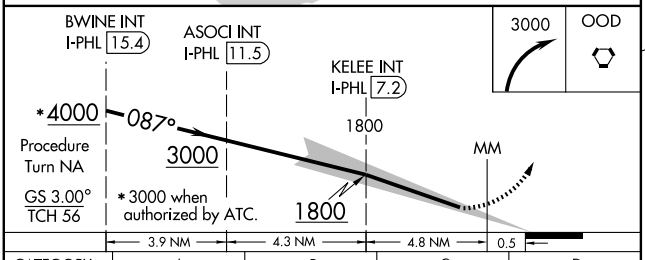
1549 913 1004 618 417 301 216 270 270 130 191 206 185 246 154± 278 285 305 276 1049

ELEV 38

087°

TDZE 22

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 9R | 621-1½ | 599 (600-1½) | | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MYY | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 108.75 | 169° | TDZE | 10 |
| Chan 24 (Y) | | Apt Elev | 36 |

# CONVERGING ILS RWY 17

PHILADELPHIA INTL (PHL)

Inoperative table does not apply.
Visibility reduction by helicopters NA.
NA Simultaneous converging approaches authorized with Rwy 9R.

MALSF

MISSED APPROACH: Climbing left turn to 3000 direct PNE VOR and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

IAF POTTSTOWN 116.5 PTW Chan 112

IAF YARDLEY 108.2 ARD Chan 19

3000 137° (13)

3000 254° (22)

349°

169°

(IF) COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

R-254 R-137 R-087 R-109 R-049

2000 (7)

1549 913 1004 417 301 191 185 216 130 206 246 270 270 618 154± 278 285 276

113.2 MXE Chan 79

NAAS Mustin (Abandoned)

10 NM

LOCALIZER 108.75 I-MYY Chan 24(Y)

ALTERNATE MISSED APCH FIX

109° 289° R-109

YARDLEY 108.2 ARD Chan 19

MISSED APCH FIX

049° 229° R-049

NORTH PHILADEPHIA PNE 112.0

MSA OOD 25 NM

2600

1049

WOODSTOWN 112.8 OOD Chan 75

## RADAR REQUIRED

ELEV 36

169°

TDZE 10

113 141 147 145 112±

9500 X 150

10506 X 200

0.5% UP

5000 X 150

9L 27R 9R 27L 8 26 17 35

COWAD INT I-MYY 14.2

HYILL INT I-MYY 7.2

3000 169° 2000 2000

GS 3.00° TCH 52

7 NM 6 NM

3000 PNE

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 650-2 640 (700-2) | | | 690-2¼ 680 (700-2¼) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# DUPONT FOUR ARRIVAL

(HEDGE.DPNT4) 08101

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

PHILADELPHIA INTL

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

HEDGE
N38°53.54′
W75°50.24′

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

R-195 14 R-270 210K R-346 14 015° (23) R-226 13 R-246 R-276 R-265 R-289 046° (13) 25 (9) 45 (15) 82 085° (35) R-133 R-248 R-226 R-234 18,000 064° (78) 18,000 042° (87) 4000 046° (30) R-334

N

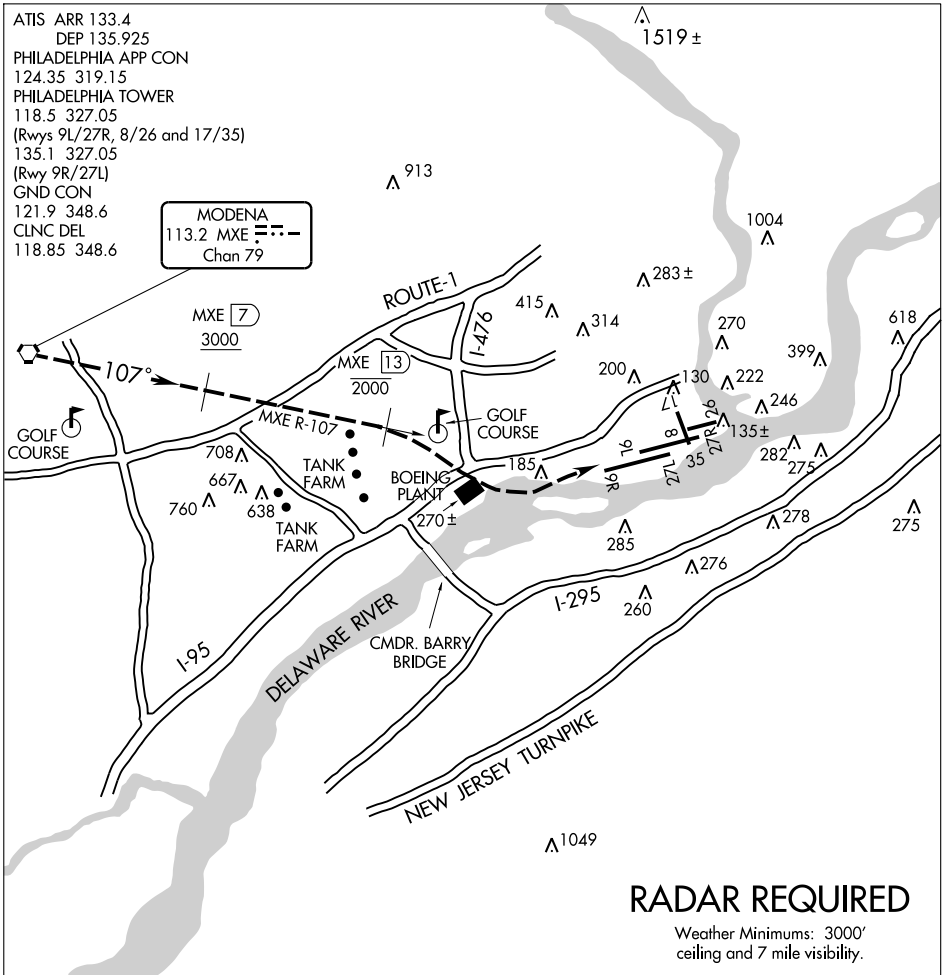
NOTE: Chart not to scale.

ST-320 (FAA)

# FREEDOM VISUAL RWY 9L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

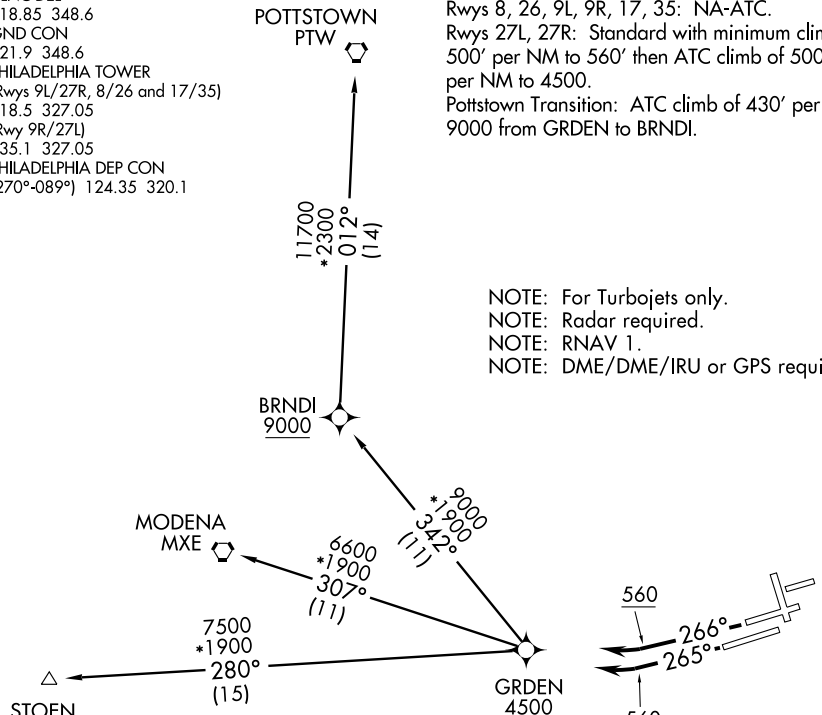
Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

# GRDEN ONE DEPARTURE (RNAV)



ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1

TAKE-OFF MINIMUMS:
Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC.
Rwys 27L, 27R: Standard with minimum climb of 500′ per NM to 560′ then ATC climb of 500′ per NM to 4500.
Pottstown Transition: ATC climb of 430′ per NM to 9000 from GRDEN to BRNDI.




TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.

NOTE: Chart not to scale.



NE-4, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence....
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence....

....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (GRDEN1.MXE):
POTTSTOWN TRANSITION (GRDEN1.PTW):
STOEN TRANSITION (GRDEN1.STOEN):

# GUNNI TWO ARRIVAL (RNAV)

(GUNNI.GUNNI2) 10154

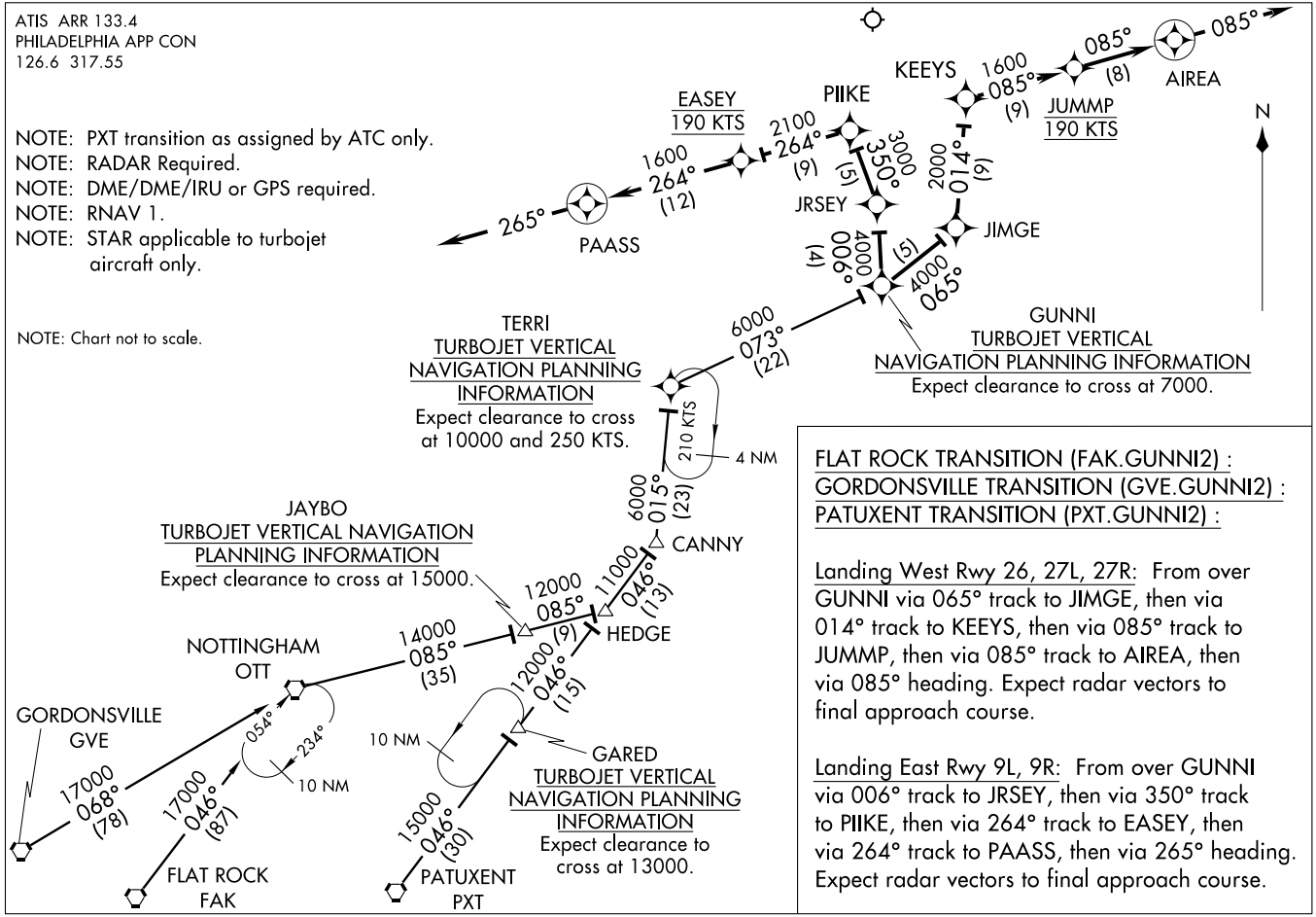
PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL

ATIS ARR 133.4
PHILADELPHIA APP CON
126.6 317.55

NOTE: PXT transition as assigned by ATC only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: STAR applicable to turbojet aircraft only.

NOTE: Chart not to scale.




FLAT ROCK TRANSITION (FAK.GUNNI2) :
GORDONSVILLE TRANSITION (GVE.GUNNI2) :
PATUXENT TRANSITION (PXT.GUNNI2) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

(GUNNI.GUNNI2) 10154
GUNNI TWO ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

# ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

| LOC/DME I-PDP | APP CRS | | 27R | 27L |
|---|---|---|---|---|
| 108.95 | 266° | Rwy Idg | 9500 | 10506 |
| Chan 26 (Y) | | TDZE | 11 | 10 |
| | | Apt Elev | 36 | 36 |

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

27R MALSR (A5) | 27L MALSR (A5)

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

(IAF)
MENGE
ARD 15

108.2 ARD
Chan 19

Procedure NA for arrivals at MENGE via V479 northbound.

3000
200°
(5.1)

3000
266°
(5.5)
(IAF)
ENZEW
RBV 23.1

086°

266°
(5.1)

(IF)
MRTIN INT
I-PDP 11.3

R-200

JALTO
I-PDP 6.1

HADNI
I-PDP 2

MXE
R-115

Procedure NA for arrivals at ENZEW via V123-157 northeast bound.

1549 1004 417 301 216 270 270 130 388 618 2100 191 206 246 185 154± 285 282 278 276

10 NM

MSA OOD 25 NM
2600
1049

WOODSTOWN
112.8 OOD
Chan 75

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

ELEV 36

1500 | 3000 MXE R-115 | MXE

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
Procedure Turn NA
2100
3000
266°
HADNI I-PDP 2
I-PDP 0.2
I-PDP DME ANT.
2100
GS 3.00°
TCH 52
*740
*LOC only
VGSI and ILS glidepath not coincident.
0.2 | 2 NM | 4.1 NM | 5.1 NM

266° 6.3 NM from FAF

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27R | ** 211/24 200 (200-½) | | | |
| S-LOC 27R | 500/24 489 (500-½) | | 500/40 489 (500-¾) | 500/50 489 (500-1) |
| SIDESTEP 27L | 500 -1 490 (500-1) | | | 500-1½ 490 (500-1½) |
| CIRCLING | 540 -1 504 (600-1) | 640 -1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-VII | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 108.95 | 085° | TDZE | 13 |
| Chan 26 (Y) | | Apt Elev | 36 |

# ILS or LOC RWY 9L

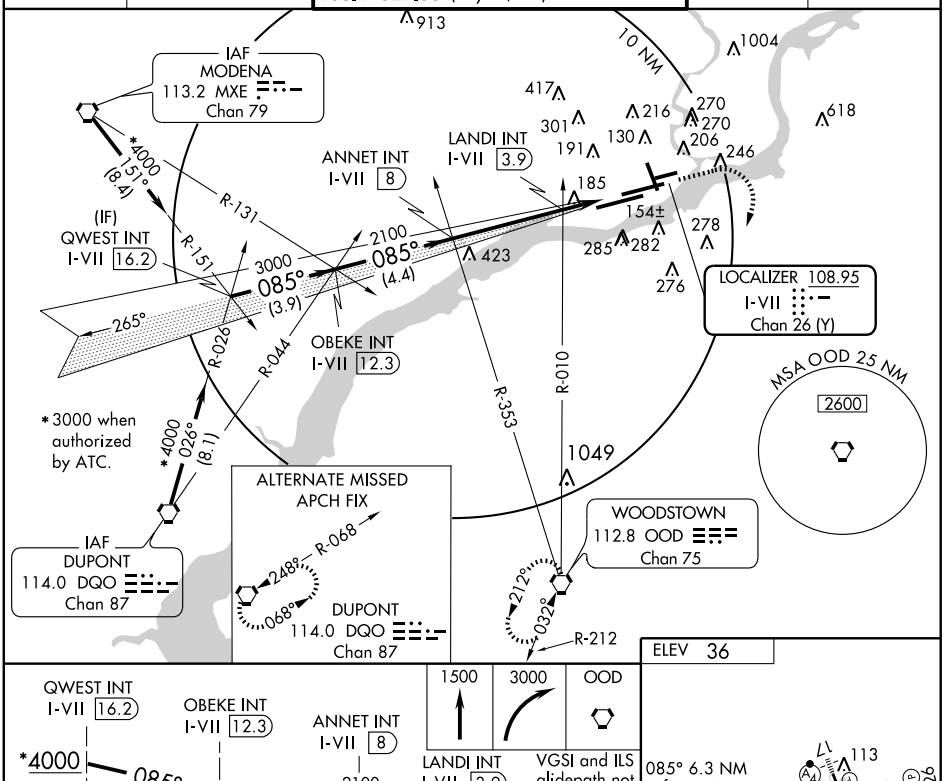
PHILADELPHIA INTL (PHL)

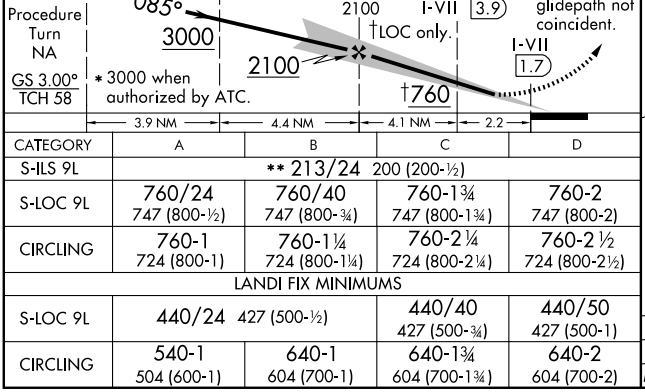
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

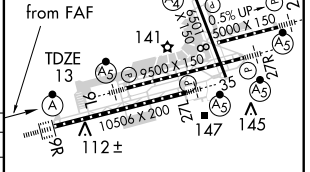
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9L | ** 213/24 200 (200-½) | | | |
| S-LOC 9L | 760/24 747 (800-½) | 760/40 747 (800-¾) | 760-1¾ 747 (800-1¾) | 760-2 747 (800-2) |
| CIRCLING | 760-1 724 (800-1) | 760-1¼ 724 (800-1¼) | 760-2¼ 724 (800-2¼) | 760-2½ 724 (800-2½) |
| LANDI FIX MINIMUMS | | | | |
| S-LOC 9L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

ELEV 36




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

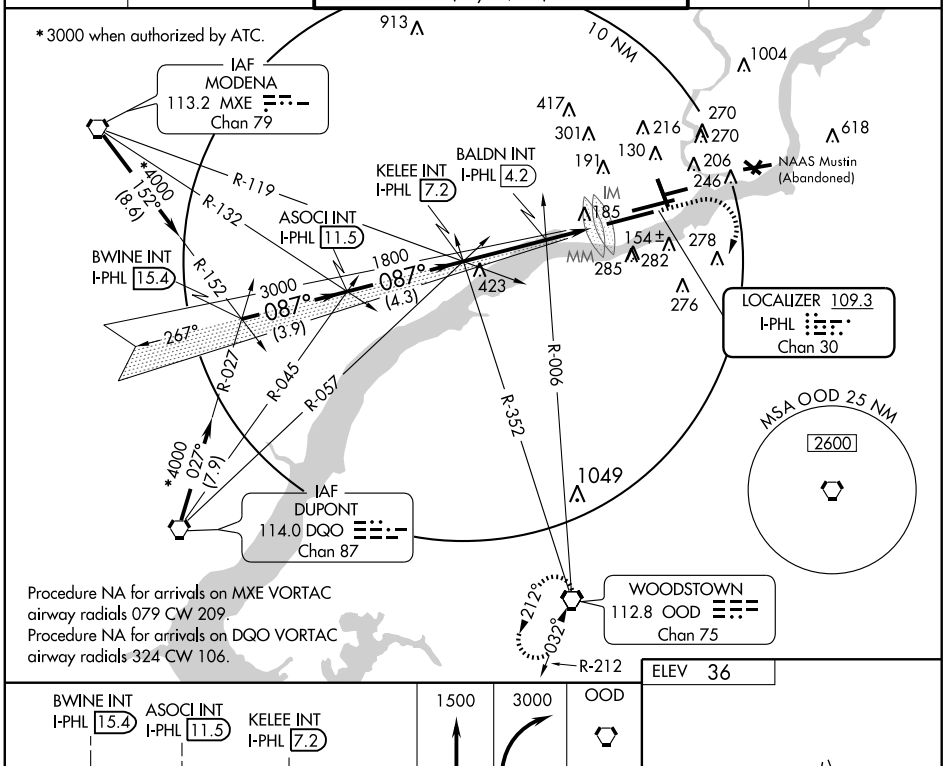
| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

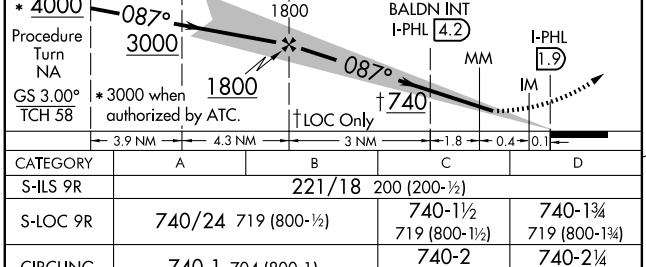
# ILS or LOC RWY 9R
PHILADELPHIA INTL (PHL)

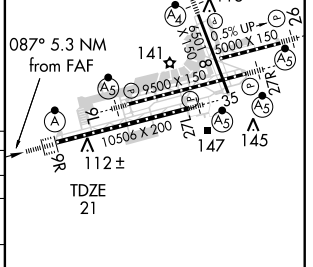
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | 221/18 200 (200-½) | | | |
| S-LOC 9R | 740/24 719 (800-½) | | 740-1½ 719 (800-1½) | 740-1¾ 719 (800-1¾) |
| CIRCLING | 740-1 704 (800-1) | | 740-2 704 (800-2) | 740-2¼ 704 (800-2¼) |
| BALDN FIX MINIMUMS | | | | |
| S-LOC 9R | 580/24 559 (600-½) | | 580/50 559 (600-1) | 580/60 559 (600-1¼) |
| CIRCLING | 580-1 544 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-MYY | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 108.75 | 169° | TDZE | 10 |
| Chan 24 (Y) | | Apt Elev | 36 |

# ILS or LOC RWY 17

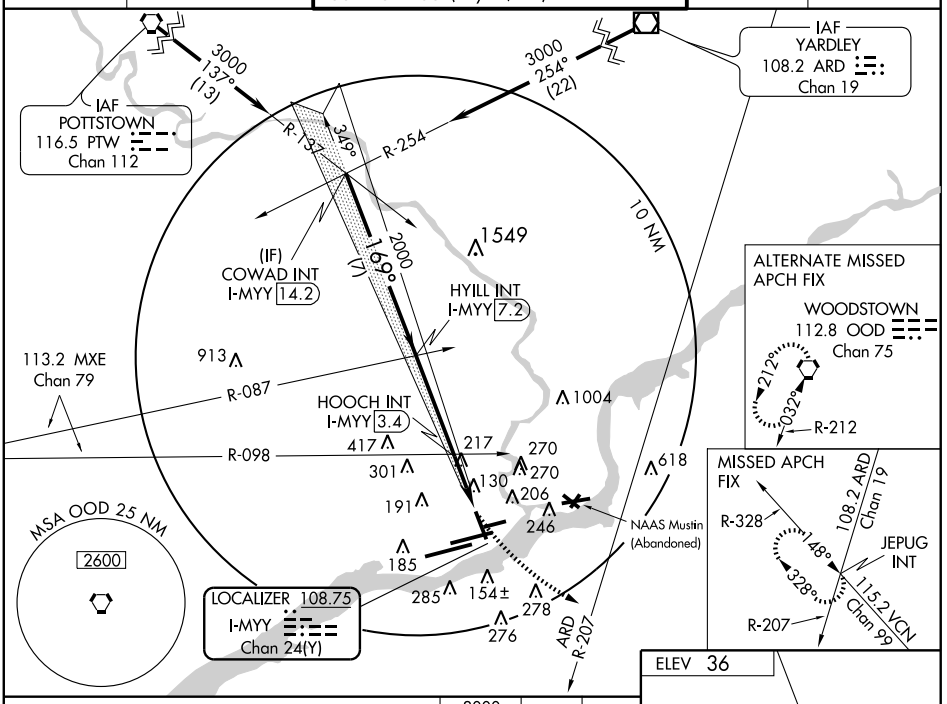
PHILADELPHIA INTL (PHL)

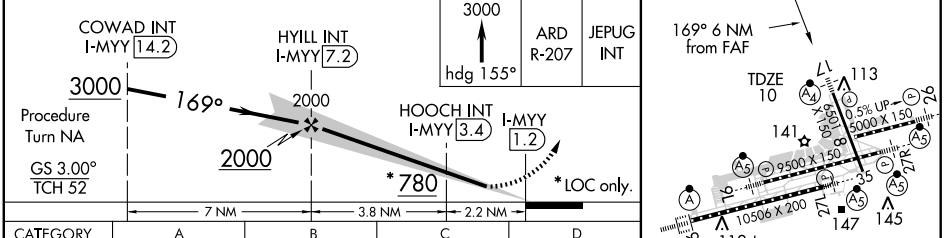
Inoperative table does not apply.
Visibility reduction by helicopter NA.

MALSF

MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | | 260/50 | 250 (300-1) | |
| S-LOC 17 | 780/50<br>770 (800-1) | 780/60<br>770 (800-1¼) | 780-2¼<br>770 (800-2¼) | 780-2½<br>770 (800-2½) |
| CIRCLING | 780-1<br>744 (800-1) | 780-1¼<br>744 (800-1¼) | 780-2¼<br>744 (800-2¼) | 780-2½<br>744 (800-2½) |
| HOOCH FIX MINIMUMS | | | | |
| S-LOC 17 | 480/50 | 470 (500-1) | 480/60<br>470 (500-1¼) | 480-1½<br>470 (500-1½) |
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | 640-2<br>604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-GLC | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| 109.3 | 265° | TDZE | 10 |
| Chan 30 | | Apt Elev | 36 |

# ILS or LOC RWY 27L

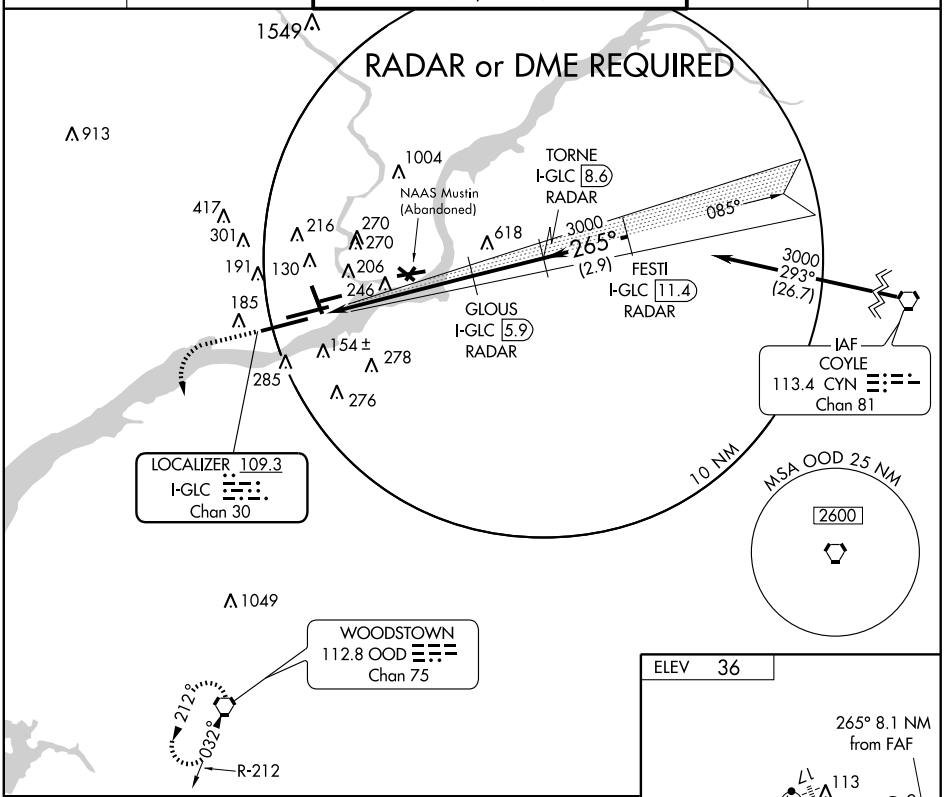
PHILADELPHIA INTL (PHL)

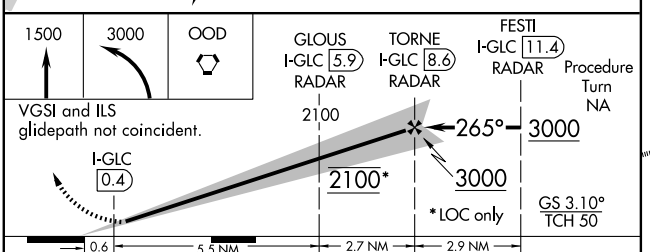
ILS unusable from .60 NM inbound to threshold.

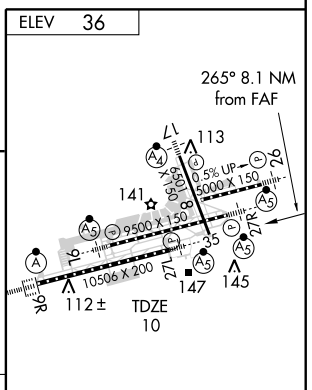
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | 257/24 247 (300-½) | | | |
| S-LOC 27L | 660/24 650 (700-½) | | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 624 (700-1) | | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 8.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# ILS PRM RWY 26
# (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

| LOC/DME I-LLH | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 111.55 | 263° | TDZE 36 |
| Chan 52(Y) | | Apt Elev 36 |

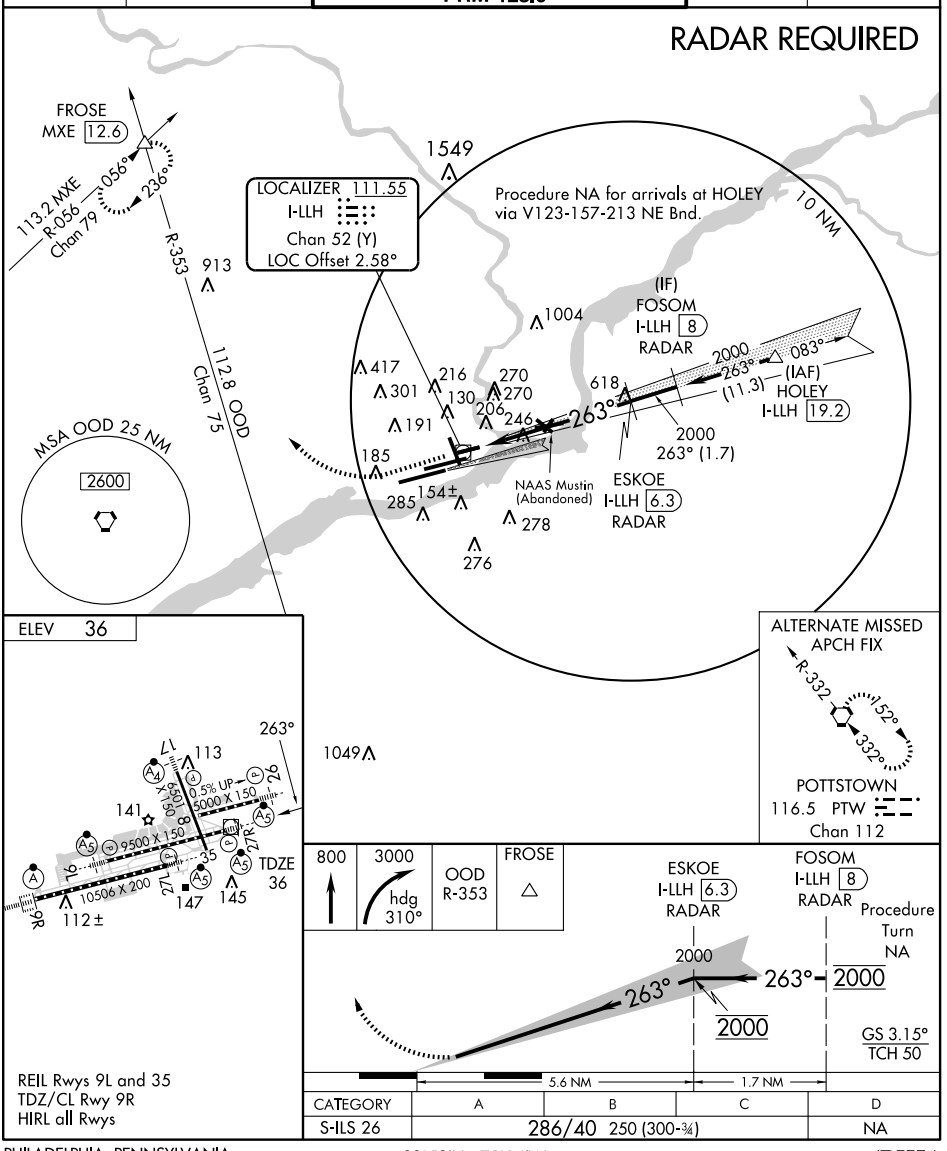
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) PRM 123.6 | | |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 286/40 | 250 (300-¾) | | NA |


NE-4, 26 AUG 2010 to 23 SEP 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.



NE-4, 26 AUG 2010 to 23 SEP 2010

# ILS PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

| LOC/DME I-GLC | APP CRS | Rwy Idg 10506 |
|---|---|---|
| 109.3 | 265° | TDZE 10 |
| Chan 30 | | Apt Elev 36 |

Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |
| | | PRM 120.425 | | |

RADAR REQUIRED

913 1004 417 301 216 130 206 270 270 246 388 618 191 185 154± 285 278 276 1049

NAAS Mustin (Abandoned)

(IF) FESTI I-GLC 11.4 RADAR

TORNE I-GLC 8.6 RADAR

3000 265° 085° (2.9)

ALTERNATE MISSED APCH FIX

R-248 248° 068°

DUPONT 114.0 DQO Chan 87

LOCALIZER 109.3 I-GLC Chan 30

10 NM

MSA OOD 25 NM 2600

WOODSTOWN 112.8 OOD Chan 75

R-212 212° 032°

ELEV 36

265° 113 141 112± 147 145 TDZE 10

9500 X 150 0.5% UP 5000 X 150 10506 X 200

1500 3000 OOD

ILS unusable from 0.6 NM to Thld. VGSI and ILS glidepath not coincident.

GLOUS I-GLC 5.9 RADAR

TORNE I-GLC 8.6 RADAR

FESTI I-GLC 11.4 RADAR

Procedure Turn NA

3000 265° 265° 3000 3000

GS 3.10° TCH 50

6.1 NM 2.7 NM 2.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | 257/24 247 (300-½) | | | |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:
*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the manuever is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

   (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Decending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.



NE-4, 26 AUG 2010 to 23 SEP 2010

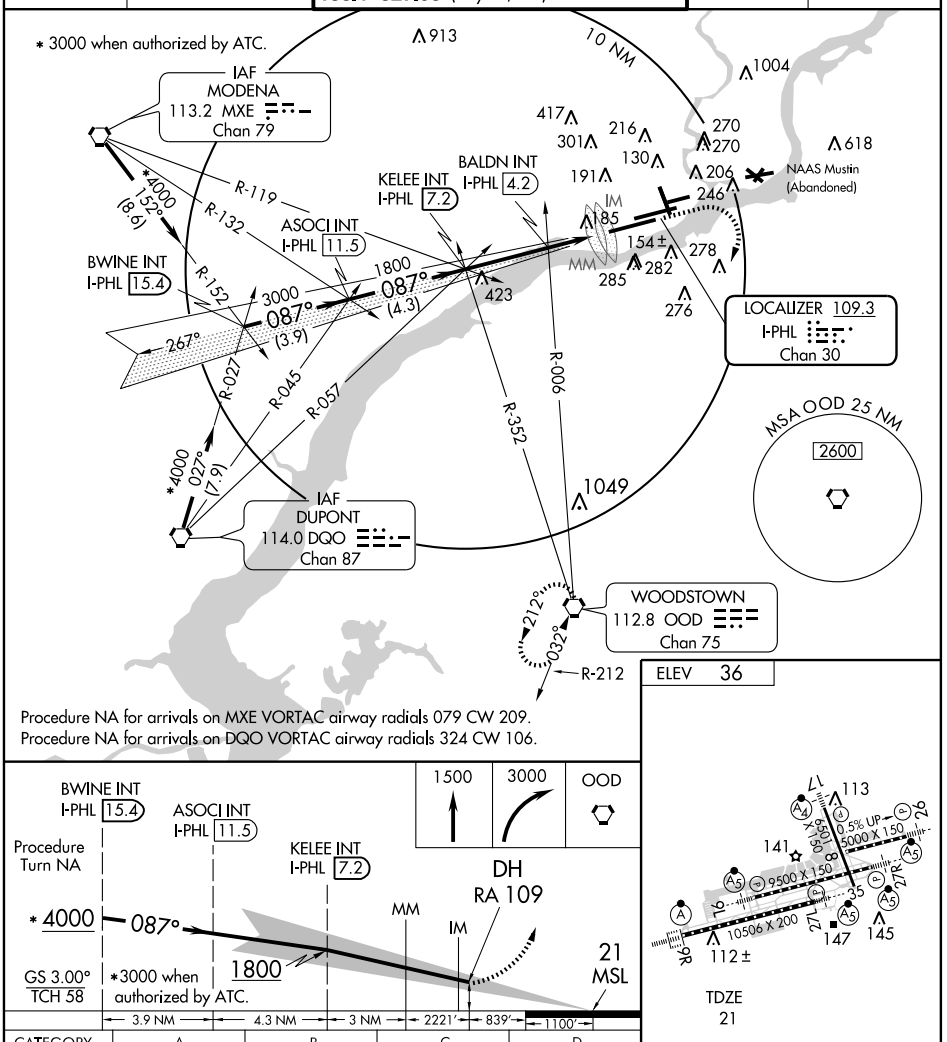
| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

# ILS RWY 9R (CAT II)
## PHILADELPHIA INTL (PHL)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.







REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

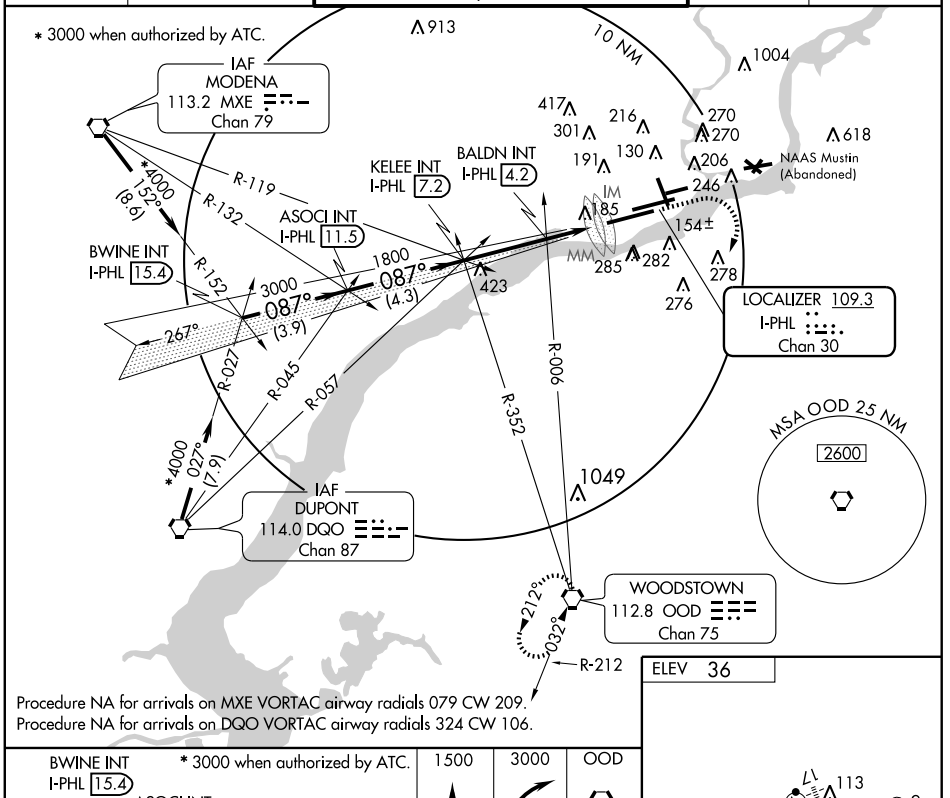
| LOC/DME I-PHL | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| 109.3 | 087° | TDZE | 21 |
| Chan 30 | | Apt Elev | 36 |

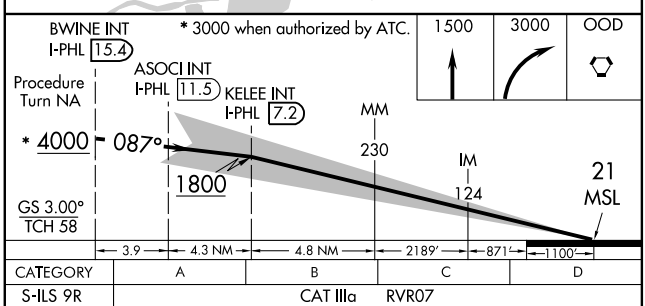
# ILS RWY 9R (CAT III)
## PHILADELPHIA INTL (PHL)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

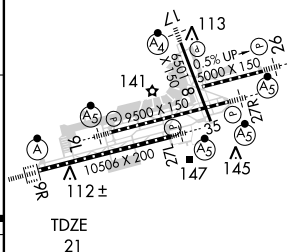
| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | | CAT IIIa | RVR07 | |
| S-ILS 9R | | CAT IIIb | RVR06 | |
| S-ILS 9R | | CAT IIIc | NA | |

ELEV 36




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-LLH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.55 | 263° | TDZE | 38 |
| Chan 52 (Y) | | Apt Elev | 38 |

# ILS RWY 26

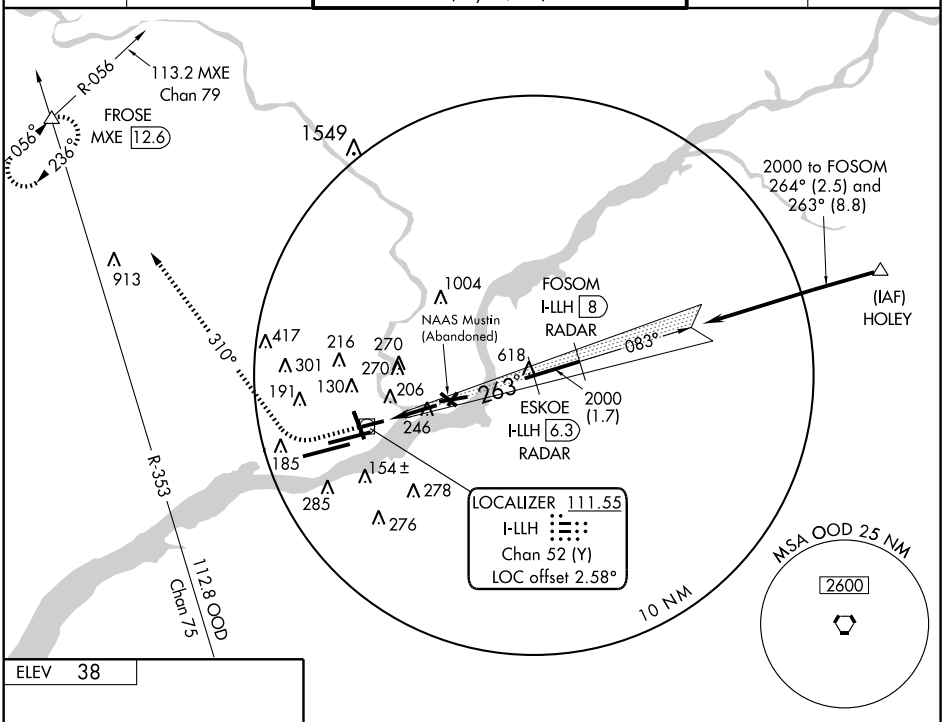
PHILADELPHIA INTL (PHL)

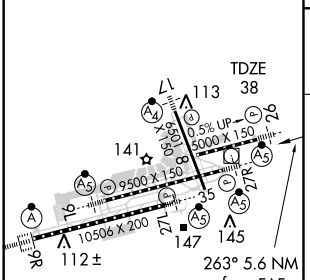
Inoperative table does not apply to S-ILS 26 all Cats. For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

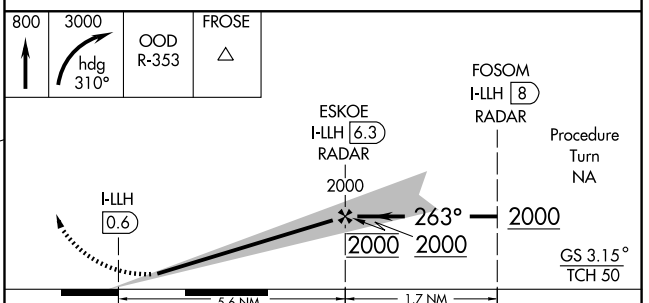
MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 288/40 250 (300-¾) | | | NA |
| S-LOC 26 | 700/40 662 (700-¾) | | 700/60 662 (700-1¼) | NA |
| CIRCLING | 700-1 662 (700-1) | | 700-1¾ 662 (700-1¾) | NA |


NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PDP | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| 108.95 | 266° | TDZE | 11 |
| Chan 26 (Y) | | Apt Elev | 36 |

# ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

MISSED APCH FIX
MODENA
113.2 MXE
Chan 79
054°
234°
R-115
R-234

LOCALIZER 108.95
I-PDP
Chan 26 (Y)

1549
1004
417
301
216
270
270
130
246
206
191
185
388
618
2100
266°
(5.1)
3000
200°
(5.1)
108.2 ARD
Chan 19
(IAF)
MENGE
ARD 15
Procedure NA for arrivals at MENGE via V479 northbound.
086°
(IAF)
ENZEW
RBV 23.1
(5.5)
MXE
R-115
JALTO
I-PDP 6.1
(IF)
MRTIN INT
I-PDP 11.3
R-200
Procedure NA for arrivals at ENZEW via V123-157 northeast bound.
154±
285
282
278
276
10 NM

ALTERNATE MISSED APCH FIX
POTTSTOWN
PTW
116.5
Chan 112
152°
332°
R-152

MSA OOD 25 NM
2600
1049
WOODSTOWN
112.8 OOD
Chan 75

ELEV 36

| 1500 | 3000 | MXE |
|---|---|---|
| | MXE R-115 | |

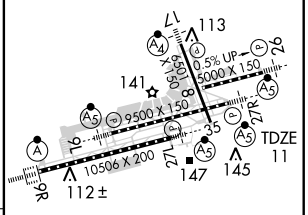
VGSI and ILS glidepath not coincident.

Procedure Turn NA

JALTO I-PDP 6.1
MRTIN INT I-PDP 11.3
I-PDP DME ANTENNA
2100
266°
3000
DH
RA 102
11 MSL
2100
GS 3.00°
TCH 52
1180'
919'
6.1 NM
5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27R | RA 102/12 100 DA 111 | | | |

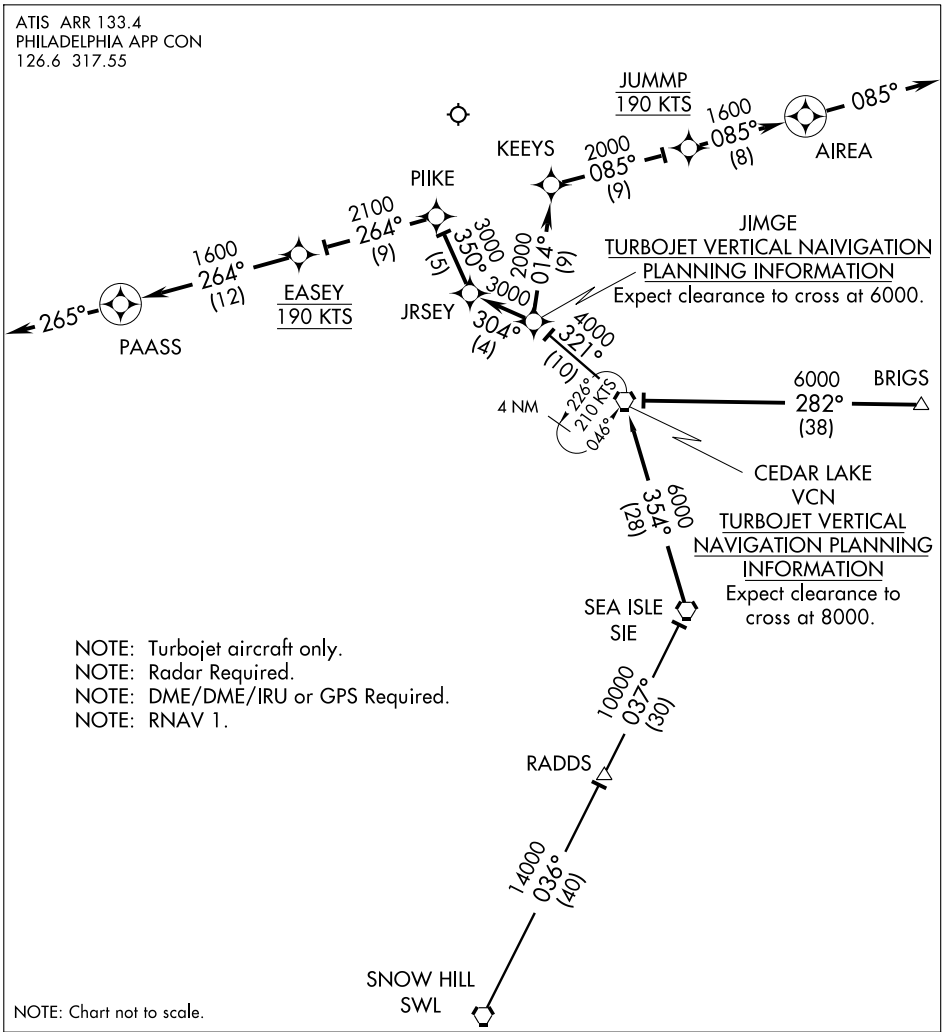
## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010



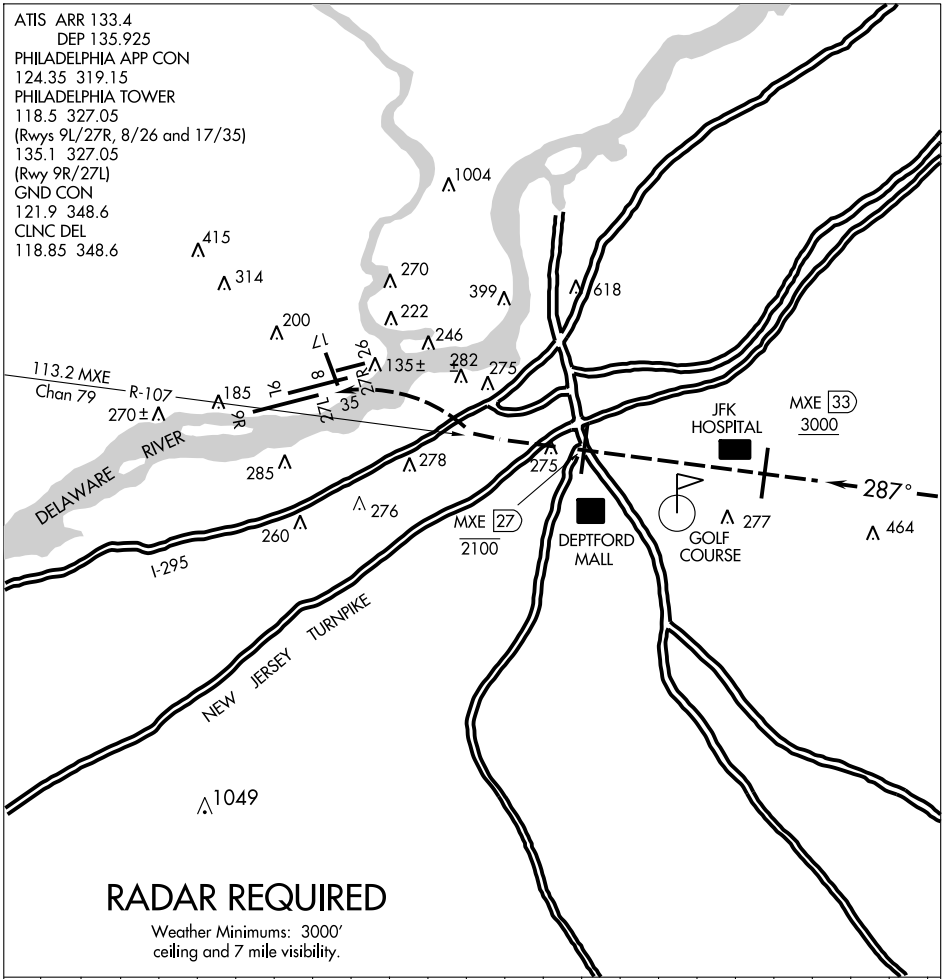

BRIGS TRANSITION (BRIGS.JIMGE2):
SNOW HILL TRANSITION (SWL.JIMGE2):

Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.

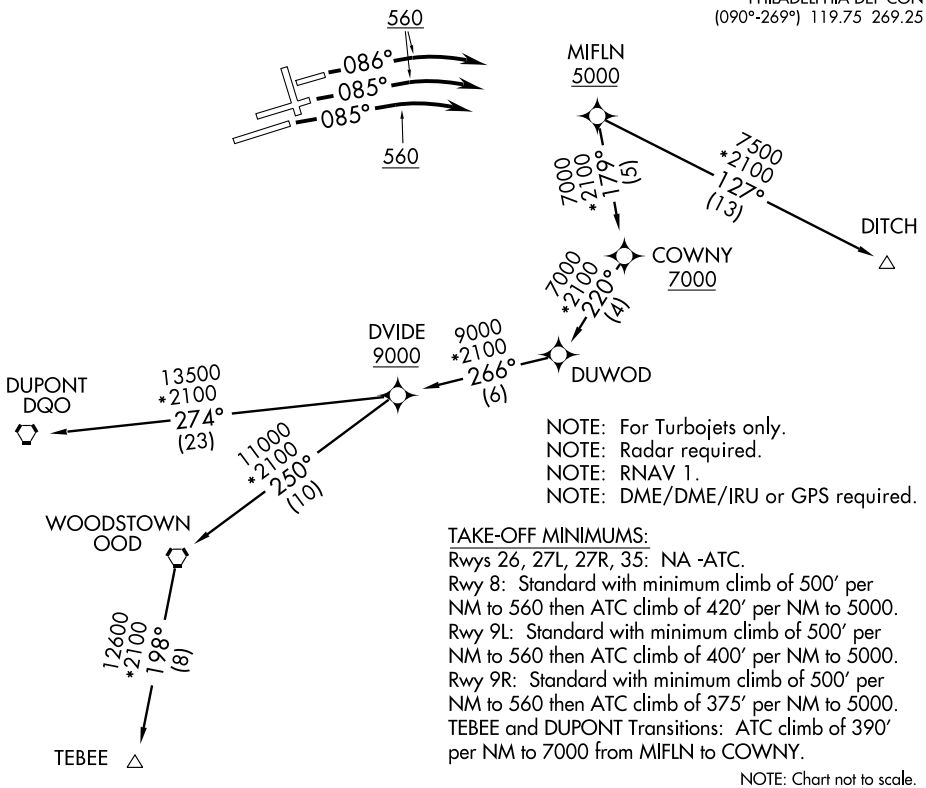
# MIFLN ONE DEPARTURE (RNAV)



TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.
Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL.
Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.
Rwy 9L: Tree 593' from DER, 633' left of centerline,12' AGL/26' MSL.
Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25




NOTE: For Turbojets only.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKE-OFF MINIMUMS:

Rwys 26, 27L, 27R, 35: NA -ATC.
Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 420' per NM to 5000.
Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 400' per NM to 5000.
Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 375' per NM to 5000.
TEBEE and DUPONT Transitions: ATC climb of 390' per NM to 7000 from MIFLN to COWNY.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct MIFLN, thence....

....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

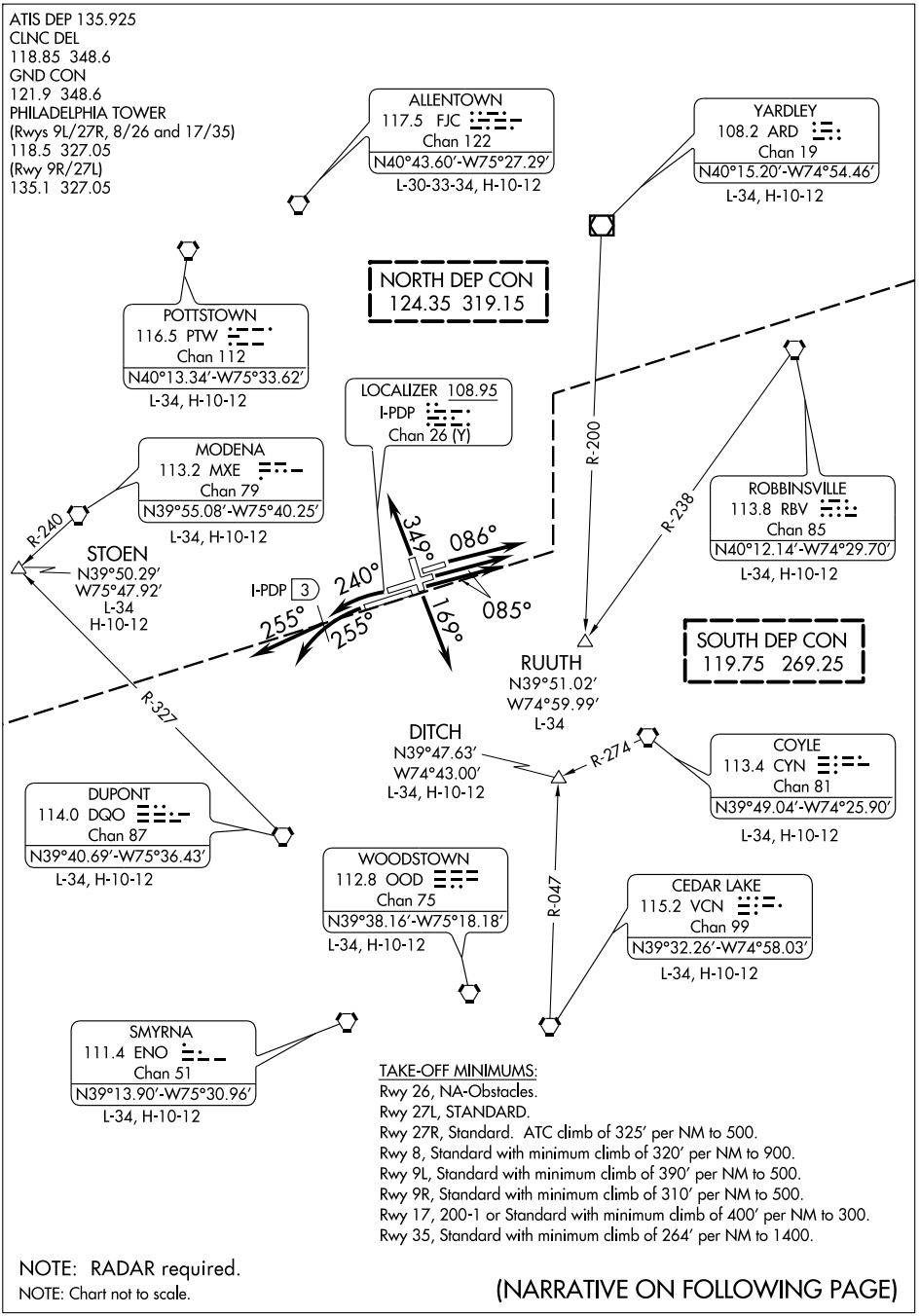
DITCH TRANSITION (MIFLN1.DITCH):
DUPONT TRANSITION (MIFLN1.DQO):
TEBEE TRANSITION (MIFLN1.TEBEE):



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# PHILADELPHIA EIGHT DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 26, NA-Obstacles.
Rwy 27L, STANDARD.
Rwy 27R, Standard. ATC climb of 325' per NM to 500.
Rwy 8, Standard with minimum climb of 320' per NM to 900.
Rwy 9L, Standard with minimum climb of 390' per NM to 500.
Rwy 9R, Standard with minimum climb of 310' per NM to 500.
Rwy 17, 200-1 or Standard with minimum climb of 400' per NM to 300.
Rwy 35, Standard with minimum climb of 264' per NM to 1400.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-4, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .
TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .
TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .
TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .
TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTION: For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163′ from DER, 250′ right of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ left of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ right of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ left of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ right of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ left of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ right of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ left of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ right of centerline, up to 69′ AGL/83′ MSL.

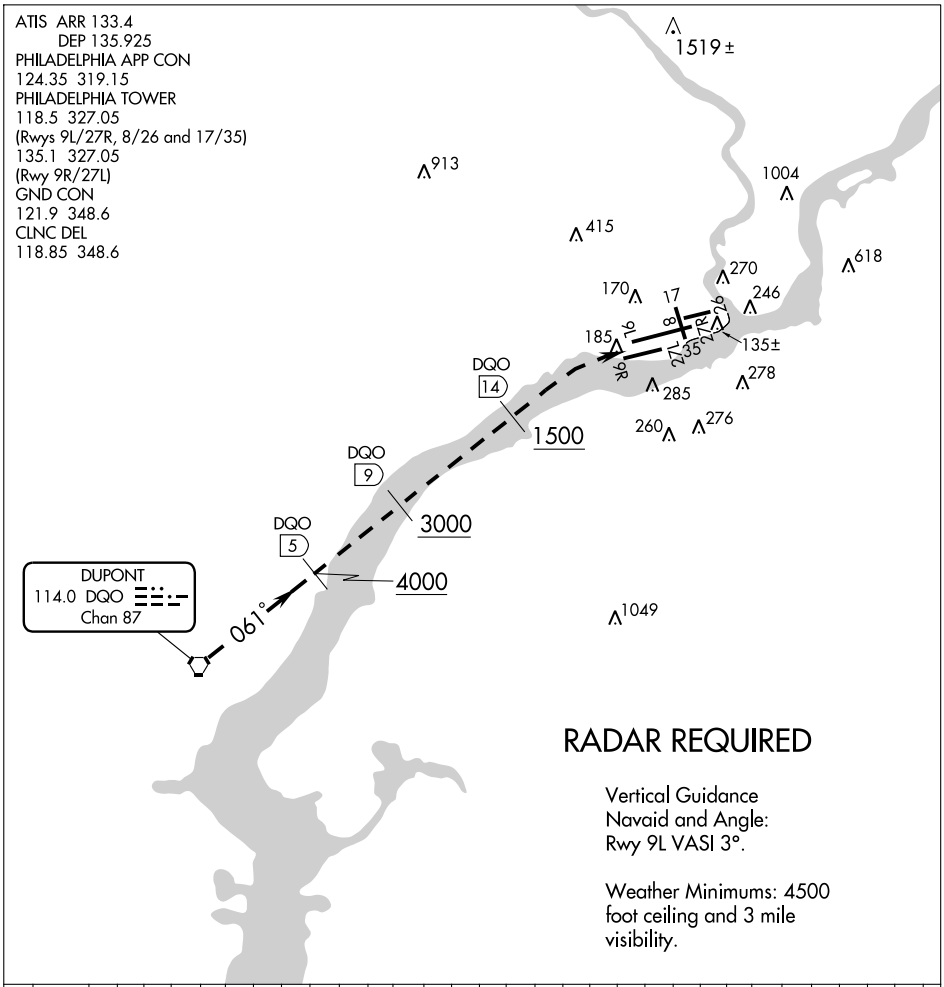
NE-4, 26 AUG 2010 to 23 SEP 2010

# RIVER VISUAL RWY 9L/R

AL-320 (FAA)

PHILADELPHIA INTL (PHL)
PHILADELPHIA, PENNSYLVANIA






RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.



NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 86222 | 169° | TDZE | 10 |
| W17A | | Apt Elev | 36 |

# RNAV (GPS) RWY 17

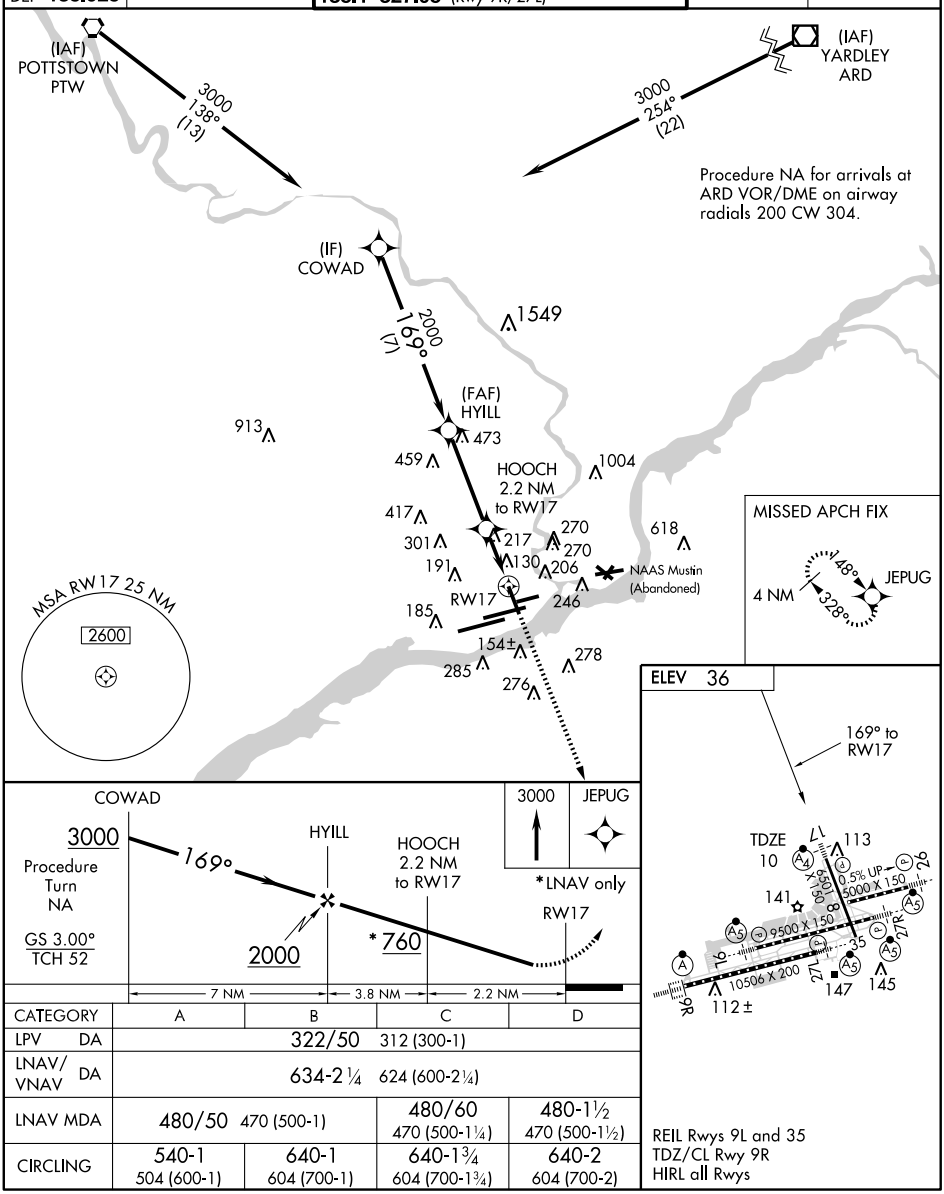
PHILADELPHIA INTL (PHL)

T Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3000 direct JEPUG and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 322/50 | 312 (300-1) | | |
| LNAV/VNAV DA | 634-2¼ | 624 (600-2¼) | | |
| LNAV MDA | 480/50 | 470 (500-1) | 480/60 470 (500-1¼) | 480-1½ 470 (500-1½) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys




NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 266° | TDZE | 36 |
| | Apt Elev | 36 |

For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopers NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |

Procedure NA for arrivals at MENGE via V479 northbound, at ENZEW via V123-157 northeastbound, and at ALBEK via V312 eastbound.

FROSE 057° 237° 4 NM

1549 913 1004 1049

(IAF) MENGE 3300 200° (4.8)

(IAF) ENZEW 3300 269° (5.4)

2000 266° (5.1)

417 301 216 270 399 618 130 206 191 334° 185 246

(FAF) KANKE

ZOKAR 3 NM to RW26

RW26

(IF) FERIN

FERTA 285 154± 278 276

3300 349° (9.6) (IAF) ALBEK

MSA RW 26 25 NM 2600

ELEV 36

266° to RW26

TDZE 36

113 141 112± 147 145

10506 X 200 9500 X 150 5000 X 150 0.5% UP 6500 X 150

| 3000 | FERTA | trk 334° | FROSE |
|---|---|---|---|

KANKE FERIN ZOKAR 3 NM to RW26 1.2 NM to RW26 RW26 266° 3300 2000 1040 3.06° TCH 50 Procedure Turn NA

1.2 1.8 2.9 NM 5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500/40 464 (500-¾) | | | NA |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | NA |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 27L

PHILADELPHIA INTL (PHL)

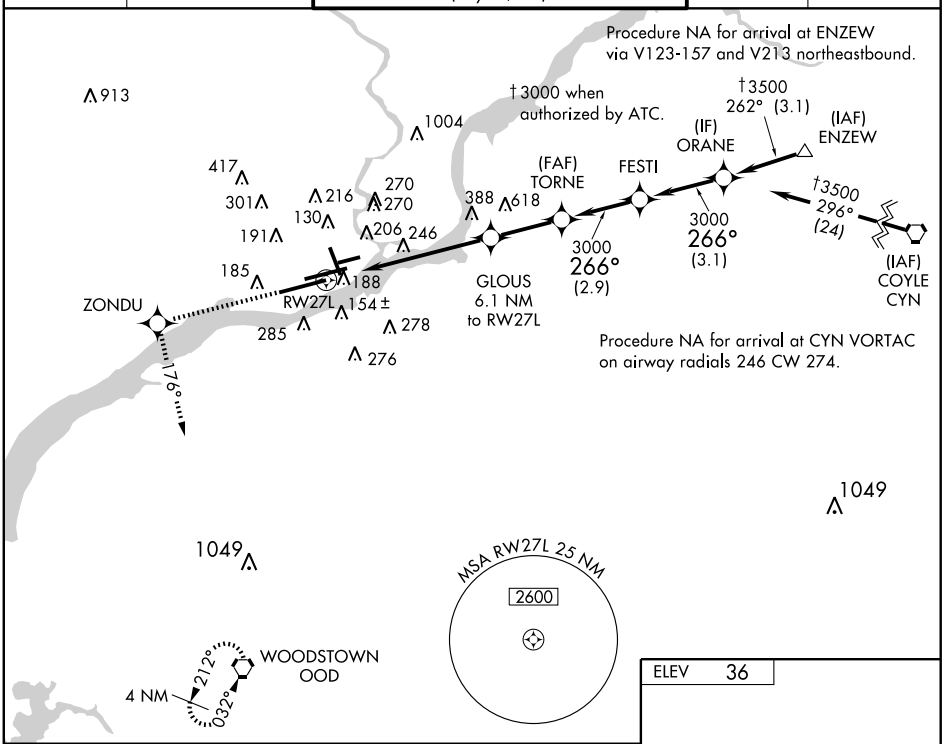
| WAAS CH 97322 W27A | APP CRS 266° | Rwy Idg 10506 / TDZE 10 / Apt Elev 36 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 DEP 135.925 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L) | 121.9 348.6 | 118.85 348.6 |

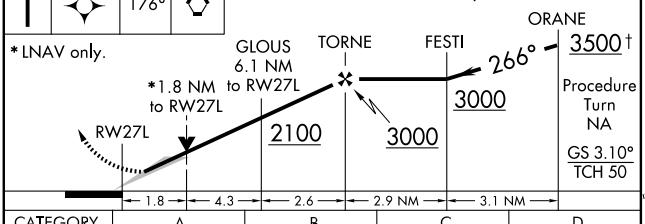



| 3000 | ZONDU | trk 176° | OOD |
|---|---|---|---|

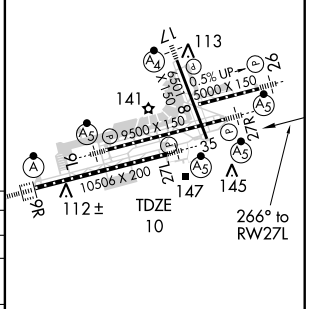
VGSI and RNAV glidepath not coincident.

†3000 when authorized by ATC.

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 260/24 250 (300-½) | | | |
| LNAV/ VNAV DA | 458/50 448 (500-1) | | | |
| LNAV MDA | 660/24 650 (700-½) | | 660/60 650 (700-1¼) | 660-1½ 650 (700-1½) |
| CIRCLING | 660-1 624 (700-1) | | 660-1¾ 624 (700-1¾) | 660-2 624 (700-2) |




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| CH 90122 | 266° | TDZE | 11 |
| W27B | | Apt Elev | 36 |

# RNAV (GPS) RWY 27R

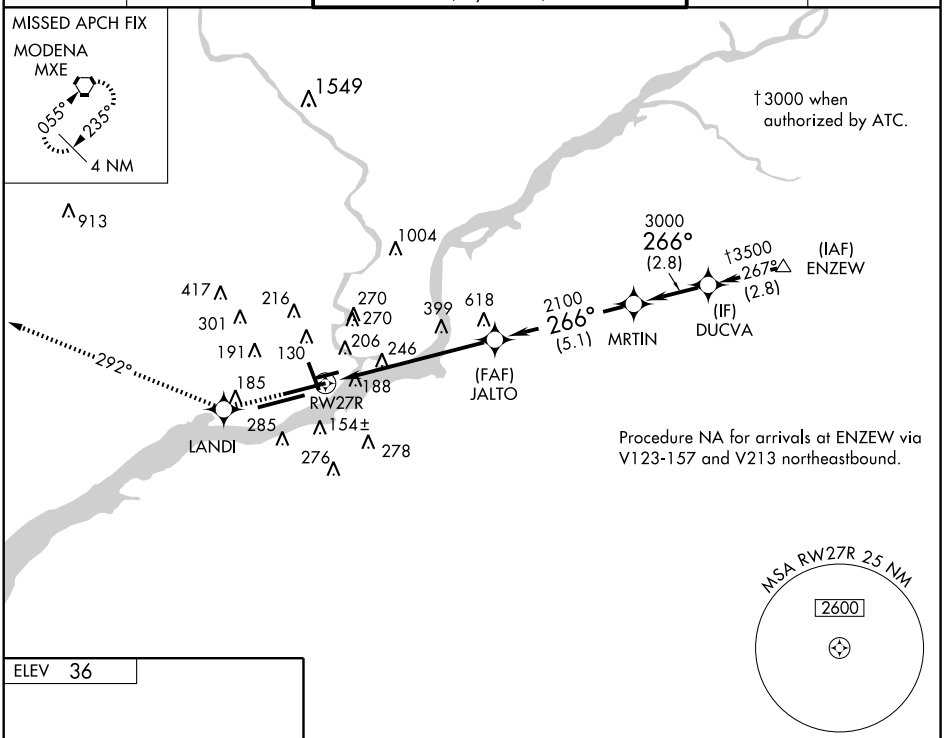
PHILADELPHIA INTL (PHL)

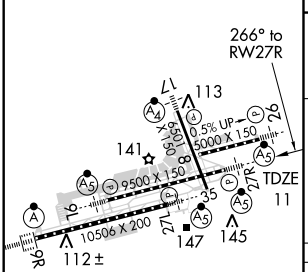
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

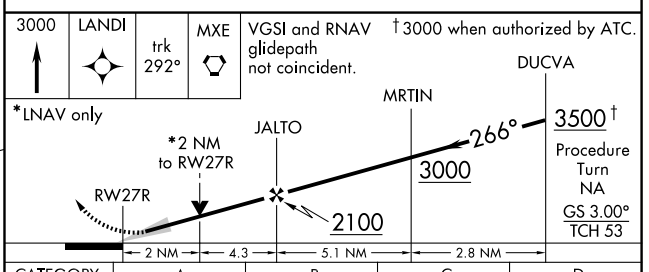
MALSR

MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 267/24 256 (300-½) | | | |
| LNAV/VNAV DA | 520/60 509 (500-1¼) | | | |
| LNAV MDA | 720/24 709 (700-½) | | 720-1½ 709 (700-1½) | 720-1¾ 709 (700-1¾) |
| CIRCLING | 720-1 684 (700-1) | | 720-2 684 (700-2) | 720-2¼ 684 (700-2¼) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6501 |
|---|---|---|
| 349° | TDZE | 14 |
| | Apt Elev | 36 |

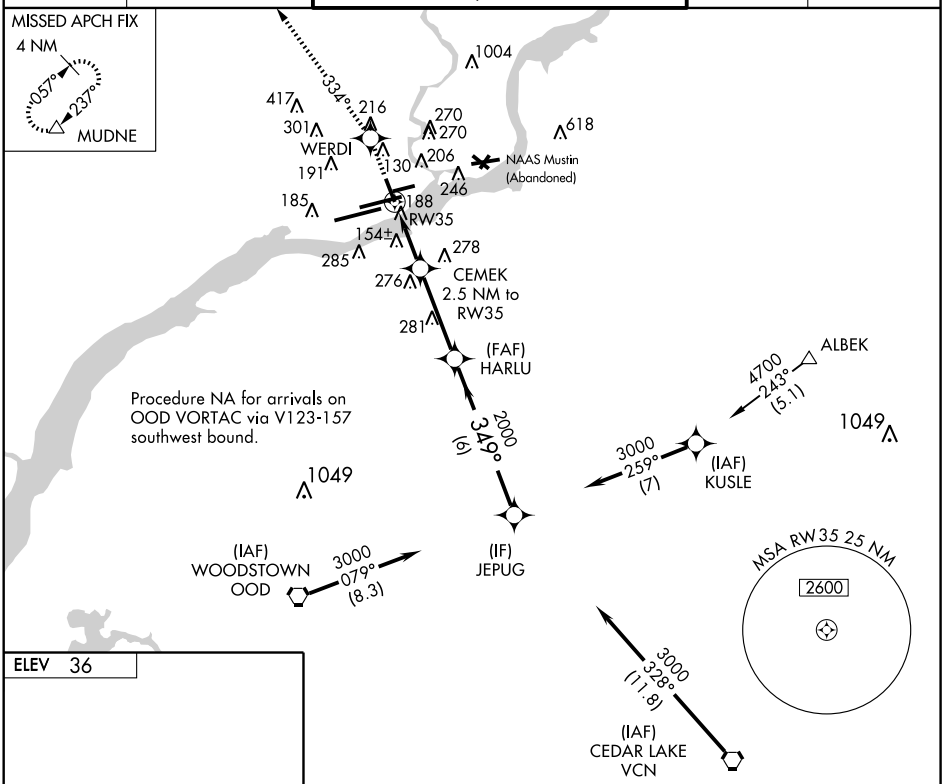
# RNAV (GPS) RWY 35

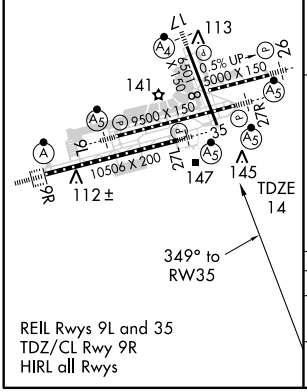
PHILADELPHIA INTL (PHL)

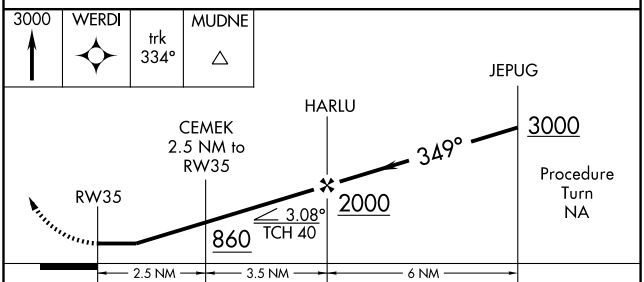
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440/50 426 (500-1) | | 440/60 426 (500-1¼) | |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 9500 |
|---|---|---|---|
| CH 45523 | 085° | TDZE | 13 |
| W09B | | Apt Elev | 36 |

# RNAV (GPS) Y RWY 9L

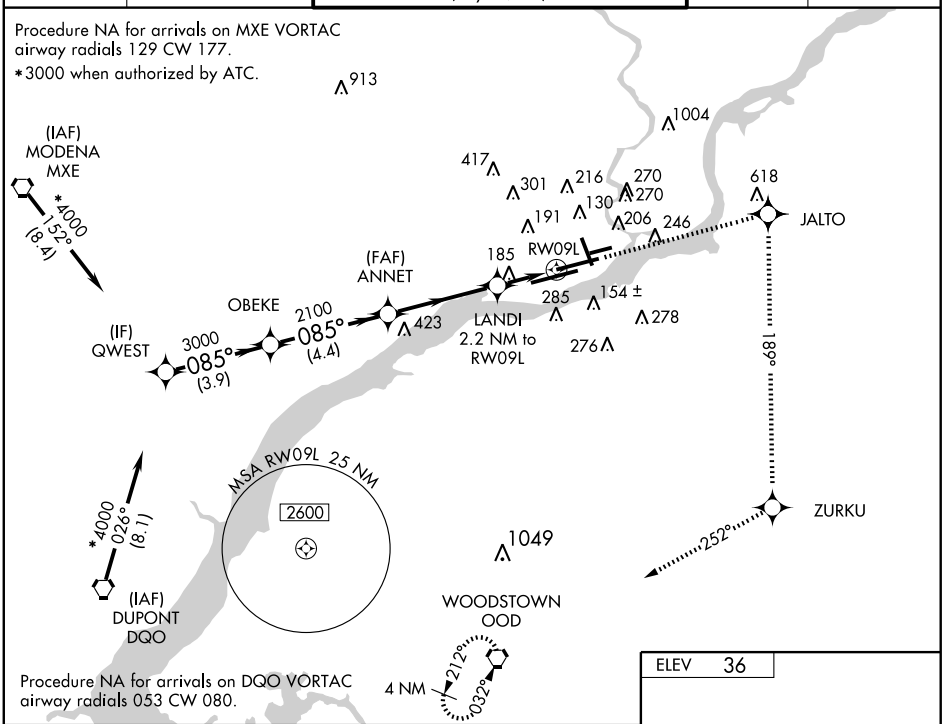
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



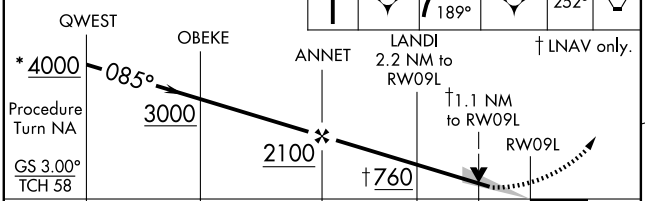

NE-4, 26 AUG 2010 to 23 SEP 2010

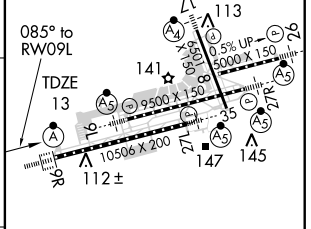
NE-4, 26 AUG 2010 to 23 SEP 2010

VGSI and RNAV glidepath not coincident.
* 3000 when authorized by ATC.

| 3000 | JALTO | trk 189° | ZURKU | trk 252° | OOD |
|---|---|---|---|---|---|

† LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 263/24 250 (300-½) | | | |
| LNAV/VNAV DA | 471/50 458 (500-1) | | | |
| LNAV MDA | 440/24 427 (500-½) | | 440/40 427 (500-¾) | 440/50 427 (500-1) |
| CIRCLING | 540-1 504 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

| WAAS | APP CRS | Rwy Idg | 10506 |
|---|---|---|---|
| CH 40023 | 085° | TDZE | 21 |
| W09A | | Apt Elev | 36 |

# RNAV (GPS) Y RWY 9R

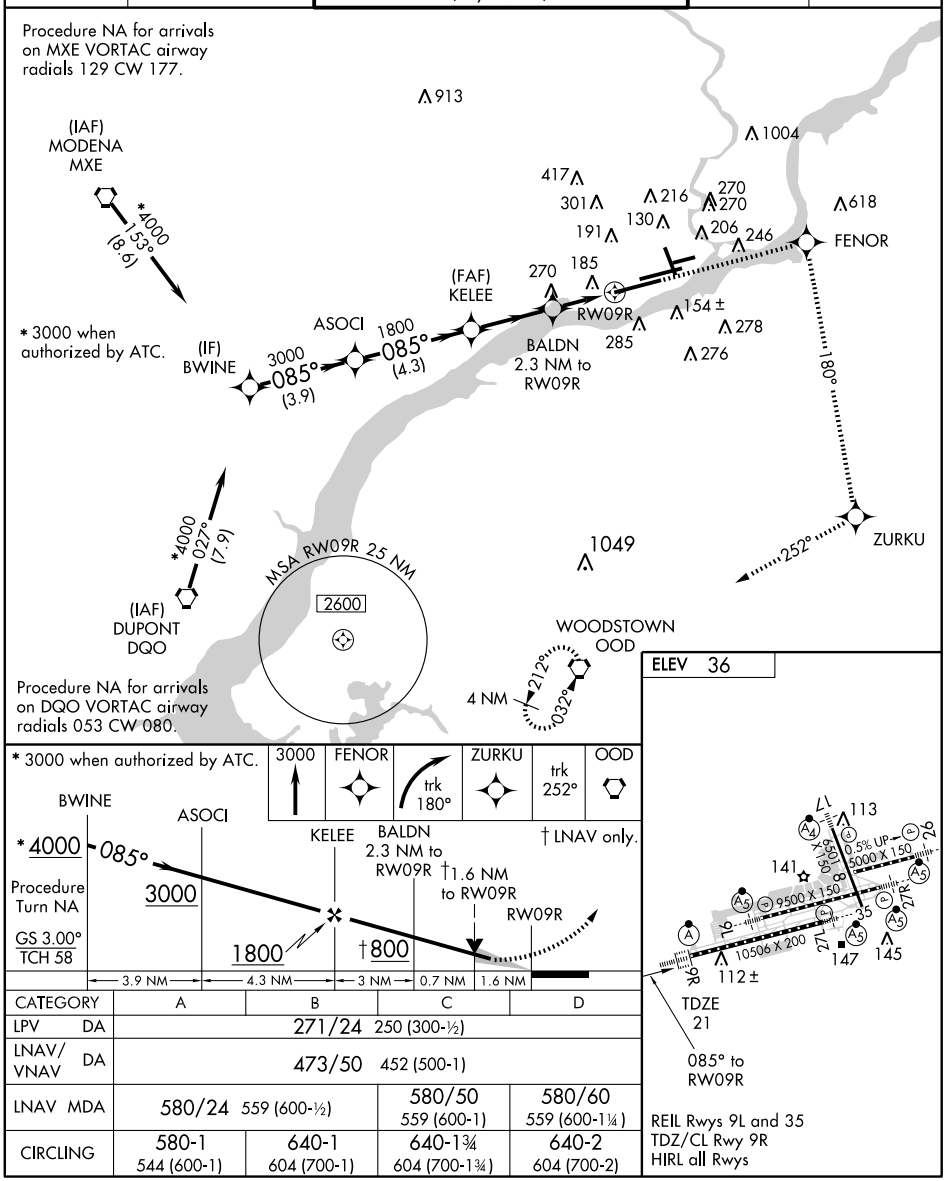
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 271/24 250 (300-½) | | | |
| LNAV/VNAV DA | 473/50 452 (500-1) | | | |
| LNAV MDA | 580/24 559 (600-½) | | 580/50 559 (600-1) | 580/60 559 (600-1¼) |
| CIRCLING | 580-1 544 (600-1) | 640-1 604 (700-1) | 640-1¾ 604 (700-1¾) | 640-2 604 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9500 |
|---|---|---|
| 085° | TDZE | 13 |
| | Apt Elev | 36 |

# RNAV (RNP) Z RWY 9L

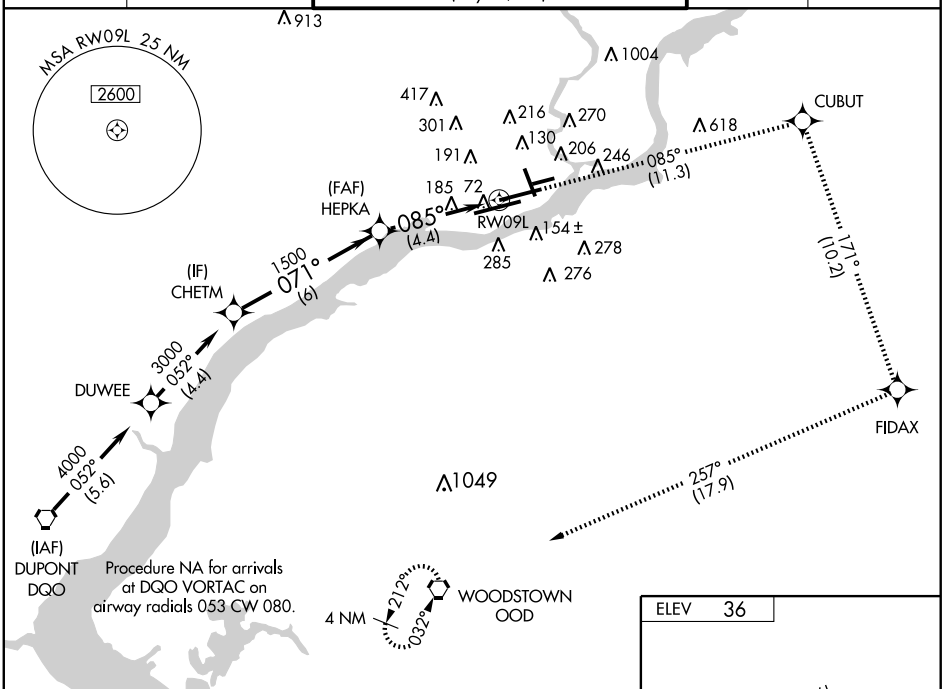
PHILADELPHIA INTL (PHL)

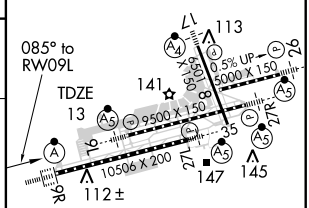
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR

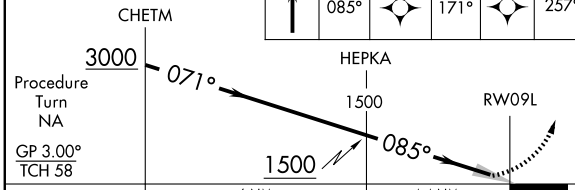
MISSED APPROACH: Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 316/24 303 (300-½) | | | |
| RNP 0.30 DA | 394/40 381 (400-¾) | | | |

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 10506 |
|---|---|---|
| 085° | TDZE | 21 |
| | Apt Elev | 36 |

# RNAV (RNP) Z RWY 9R

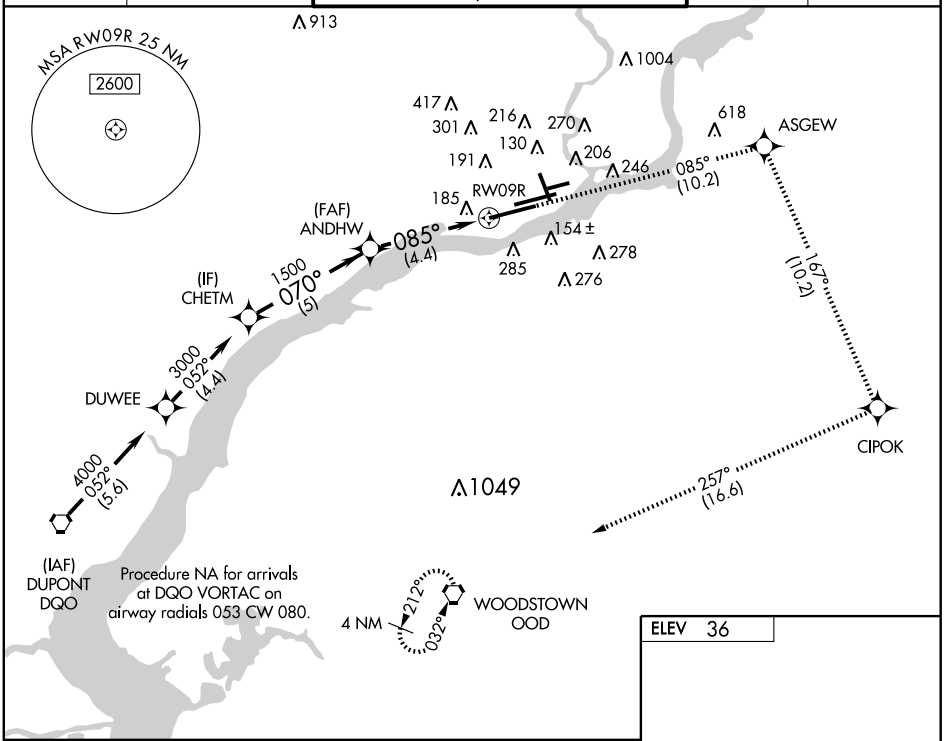
PHILADELPHIA INTL (PHL)

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).
Visibility reduction by helicopters NA.
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

ALSF-2

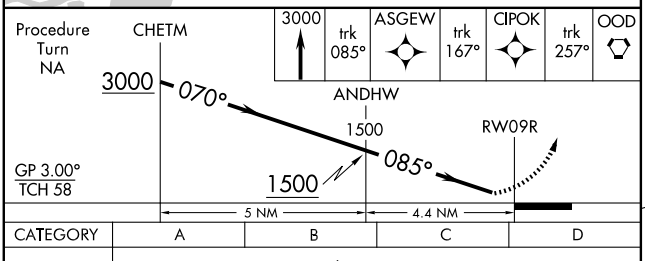
MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |



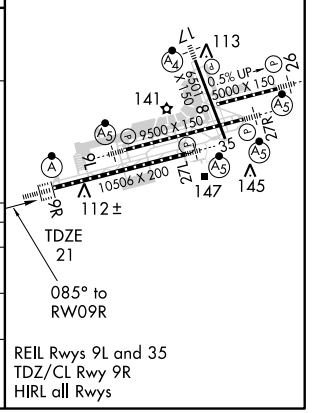

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



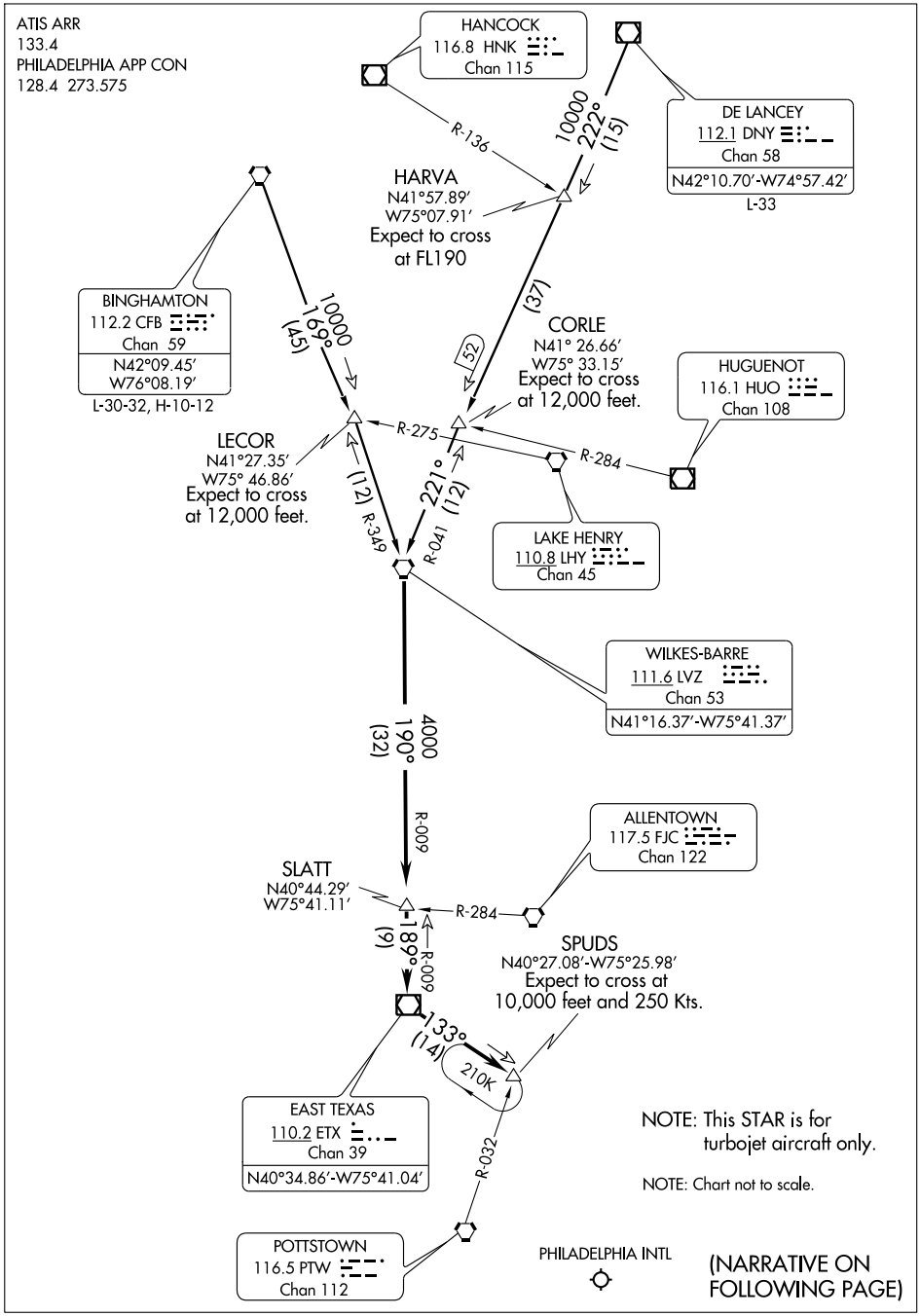

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 271/40 250 (300-¾) | | | |
| RNP 0.30 DA | 460/50 439 (500-1) | | | |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**




REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

# SLATT THREE ARRIVAL




SLATT THREE ARRIVAL
(LVZ.SLATT3) 07354
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTL

NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

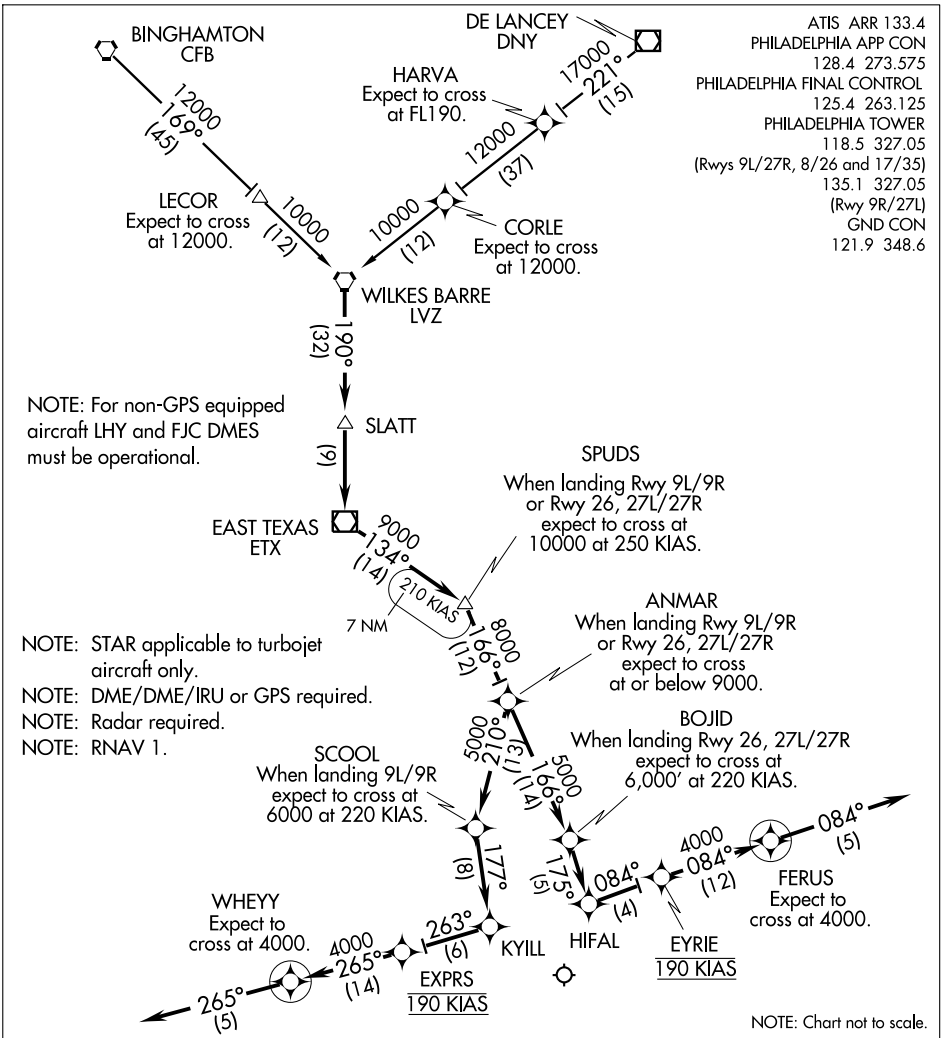
ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .
DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 26 AUG 2010 to 23 SEP 2010

# SPUDS TWO ARRIVAL (RNAV)




ATIS ARR 133.4
PHILADELPHIA APP CON
128.4 273.575
PHILADELPHIA FINAL CONTROL
125.4 263.125
PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)
GND CON
121.9 348.6

BINGHAMTON TRANSITION (CFB.SPUDS2):
DE LANCEY TRANSITION (DNY.SPUDS2):

. . . . From LVC VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. Expect radar vectors to final approach course.

LANDING RWY 9L/9R: Then on track 209° to SCOOL, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

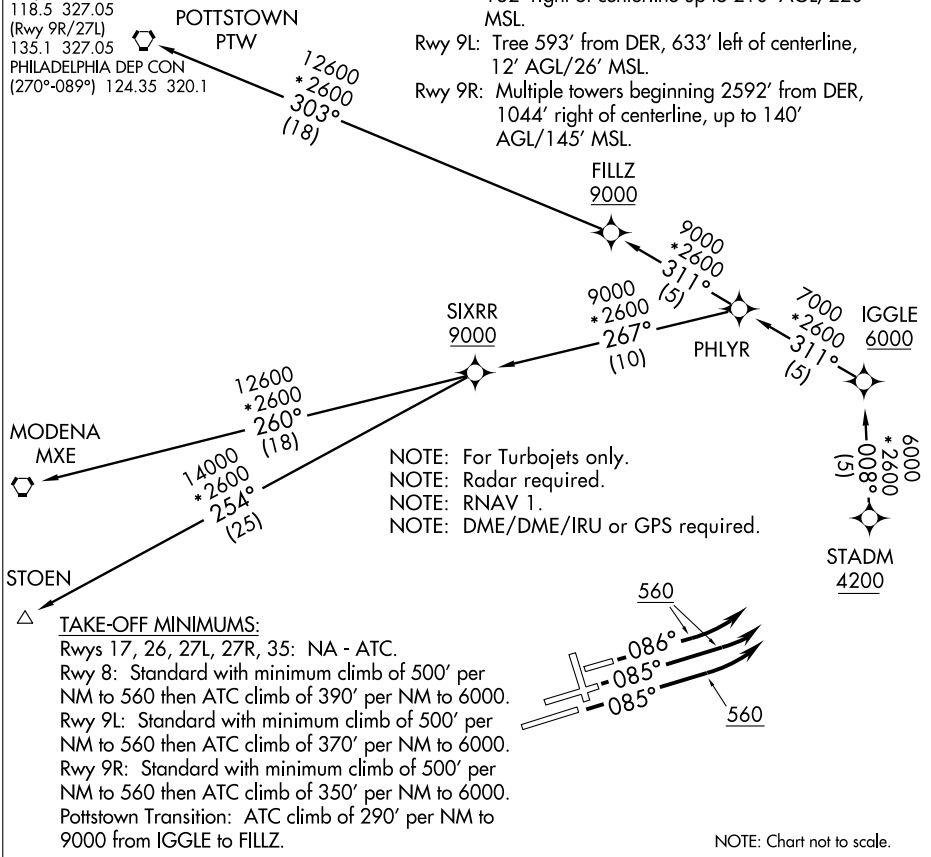
# STADM ONE DEPARTURE (RNAV)





ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(270°-089°) 124.35 320.1

TAKE-OFF OBSTACLES:
Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL. Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.
Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.
Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.




TAKE-OFF MINIMUMS:
Rwys 17, 26, 27L, 27R, 35: NA - ATC.
Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 390' per NM to 6000.
Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 370' per NM to 6000.
Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 350' per NM to 6000.
Pottstown Transition: ATC climb of 290' per NM to 9000 from IGGLE to FILLZ.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then left turn direct STADM, thence....
TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then left turn direct STADM, thence....

.... (Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (STADM1.MXE):
POTTSTOWN TRANSITION (STADM1.PTW):
STOEN TRANSITION (STADM1.STOEN):



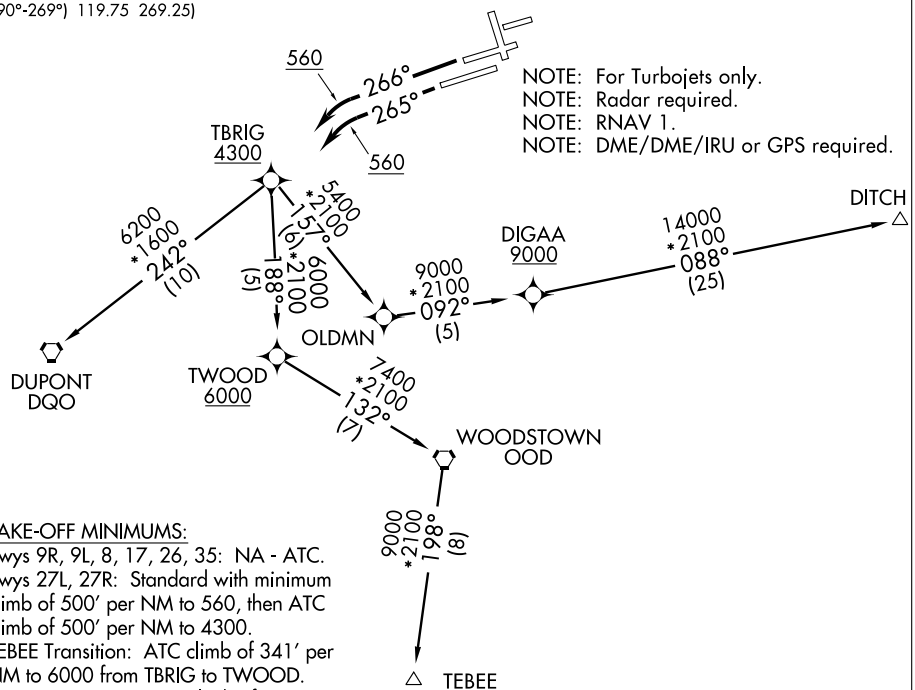
NE-4, 26 AUG 2010 to 23 SEP 2010

# TBRIG ONE DEPARTURE (RNAV)



ATIS DEP 135.925
CLNC DEL
118.85 348.6
GND CON
121.9 348.6
PHILADELPHIA TOWER
(Rwys 9L/27R, 8/26 and 17/35)
118.5 327.05
(Rwy 9R/27L)
135.1 327.05
PHILADELPHIA DEP CON
(090°-269°) 119.75 269.25)

TAKE-OFF OBSTACLES:
Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.




TAKE-OFF MINIMUMS:
Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC.
Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300.
TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD.
DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence...
TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence...

...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (TBRIG1.DITCH):
DUPONT TRANSITION (TBRIG1.DQO):
TEBEE TRANSITION (TBRIG1.TEBEE):



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NE-4, 26 AUG 2010 to 23 SEP 2010

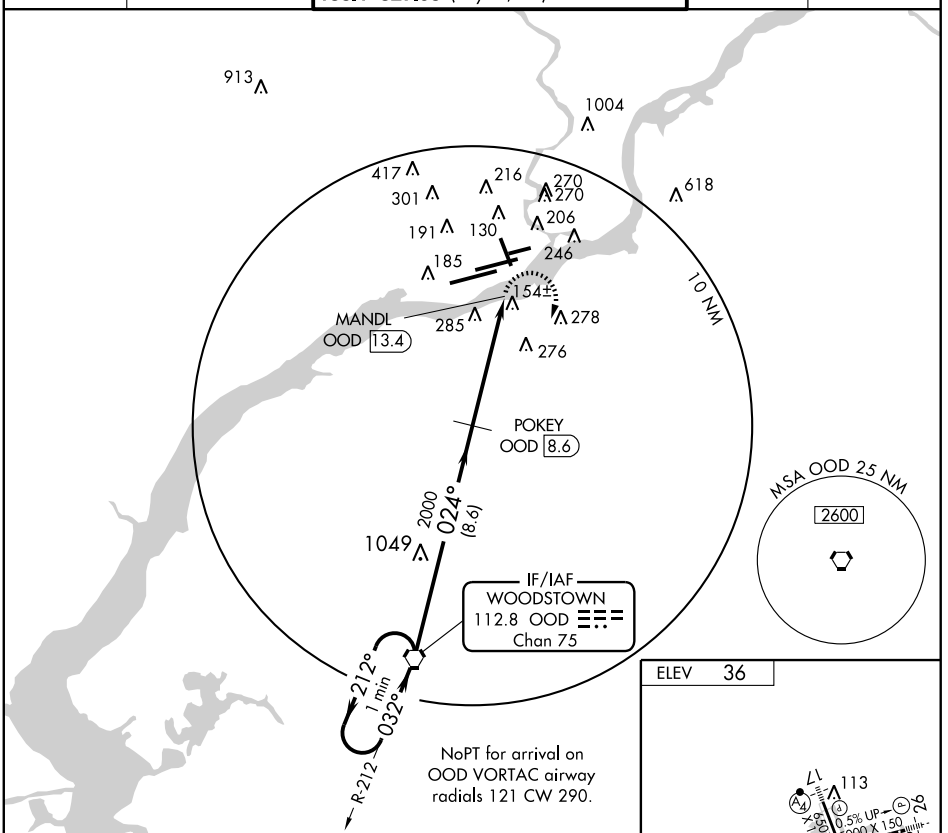
| VORTAC OOD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.8 | 024° | TDZE | N/A |
| Chan 75 | | Apt Elev | 36 |

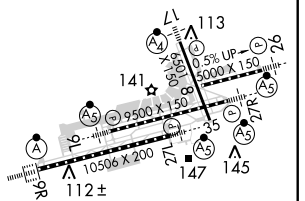
# VOR/DME-A

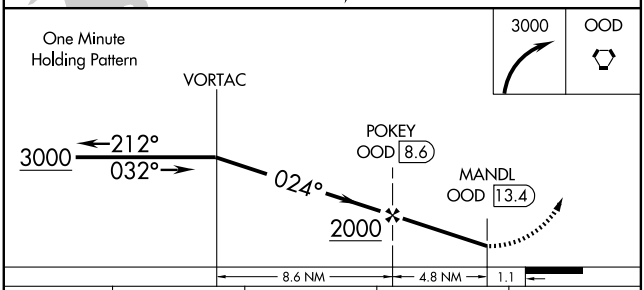
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

| ATIS | PHILADELPHIA APP CON | PHILADELPHIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 133.4 | 124.35 319.15 | 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) | 121.9 348.6 | 118.85 348.6 |
| DEP 135.925 | | 135.1 327.05 (Rwy 9R/27L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1<br>504 (600-1) | 640-1<br>604 (700-1) | 640-1¾<br>604 (700-1¾) | NA |

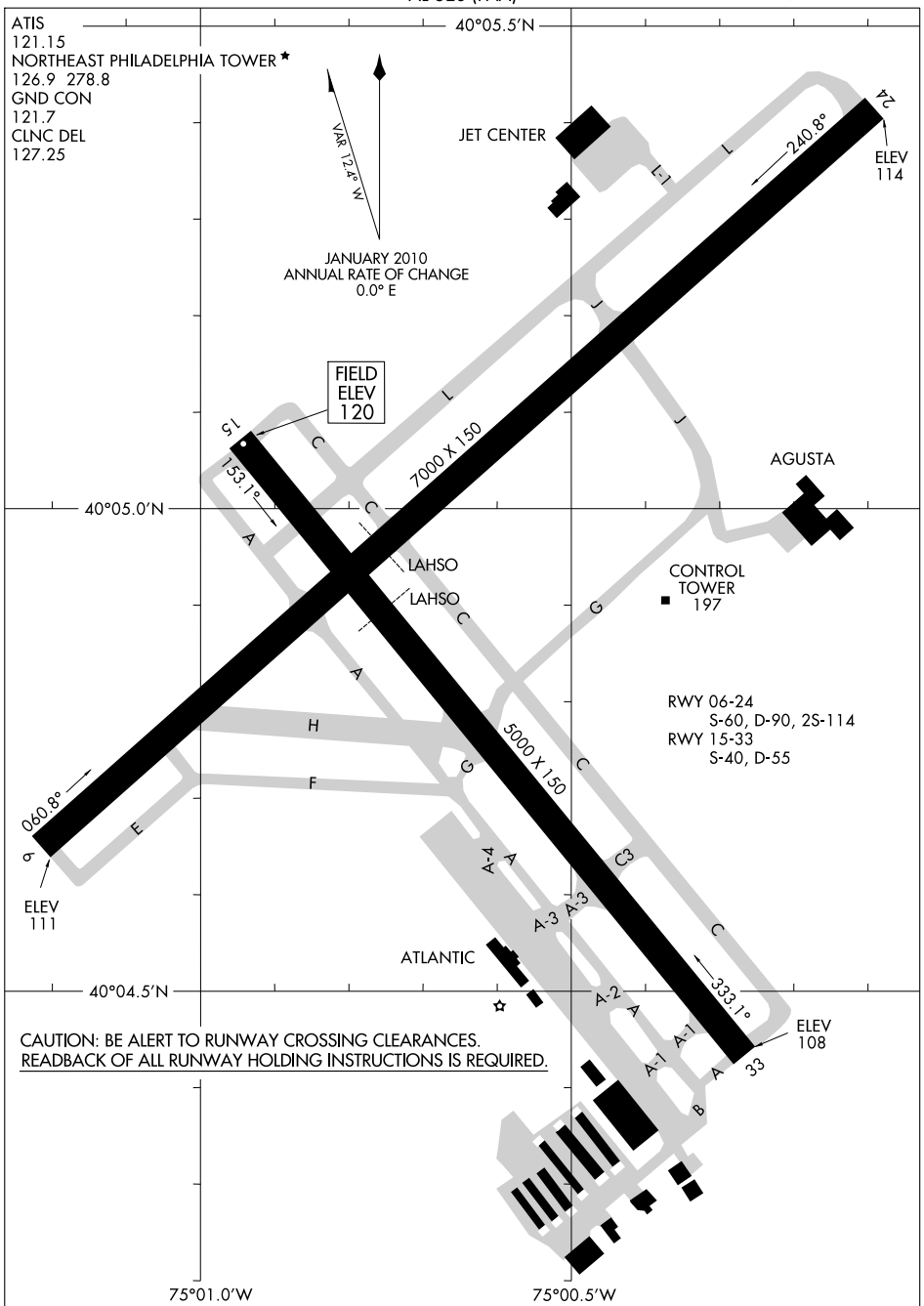
REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)
PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

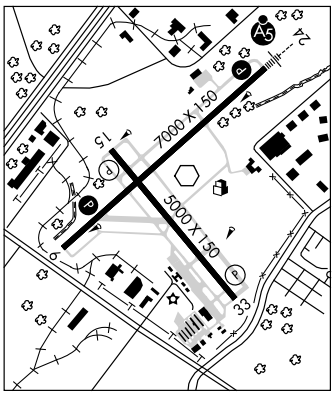
10210

## PHILADELPHIA

### NORTHEAST PHILADELPHIA (PNE) 10 NE UTC−5(−4DT) N40°04.92′ W75°00.64′ NEW YORK

120 B S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—See Remarks LRA H–10I, 12I, L–34G, A

NOTAM FILE PNE IAP, AD




**RWY 06–24:** H7000X150 (ASPH–GRVD) S–60, D–90, 2S–114 HIRL

**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 57′. Trees.

**RWY 24:** MALSR. PAPI(P4R)—GA 3.0° TCH 52′. Trees.

**RWY 15–33:** H5000X150 (ASPH–GRVD) S–40, D–55 MIRL

**RWY 15:** REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.

**RWY 33:** REIL. PAPI(P4R)—GA 3.0° TCH 39′. Trees.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 24 | 15–33 | 4150 |
| RWY 33 | 06–24 | 3600 |

**AIRPORT REMARKS:** Attended continuously. Arpt CLOSED to Part 121 air carrier and Part 135 scheduled service. Deer and birds on and invof arpt. Be alert for arpt vehicles when twr clsd. No military practice approaches without prior approval. TPA aircraft less than 12,500 lbs 1119(999), aircraft 12,500 lbs or more & all turbojet and turbine powered aircraft 1619(1499), rotary wing aircraft 919(799). Turbojet aircraft are confined to full length Rwy 06–24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive; unless winds are 110°–190° at 8 knots or more, this runway will not be assigned. Rwy 15 arrivals are requested to fly at or above glide path. Twys C and C3 to the AER 33 and Twy C3 restricted to design group 1 and 2 acft only. When twr clsd HIRL Rwy 06–24 preset on medium ints; ACTIVATE MALSR Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF. Ldg fee. U. S. Customs user fee arpt; 24 hr PPR notification by calling 215–698–3100.

**WEATHER DATA SOURCES:** ASOS (215) 677–0146.

**COMMUNICATIONS: CTAF** 126.9 **ATIS** 121.15 **UNICOM** 122.95

**NORTH PHILADELPHIA RCO** 122.6 122.2 (WILLIAMSPORT RADIO)

**PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** TF 800–354–9884

**TOWER** 126.9 (1100–0400Z‡) **GND CON** 121.7 **CLNC DEL** 127.25

**AIRSPACE: CLASS D** svc effective 1100–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**YARDLEY (L) VOR/DME** 108.2 ARD Chan 19 N40°15.20′ W74°54.46′ 215° 11.3 NM to fld. 300/10W.

**NORTH PHILADELPHIA (T) VOR** 112.0 PNE N40°04.92′ W75°00.57′ at fld. NOTAM FILE PNE.

VOR unusable

061°–090° byd 9 NM blo 6000′ 246°–330° byd 6 NM blo 6000′

091°–199°

**ILS** 111.1 I–PNE Rwy 24. Class IA. (ILS unmonitored when tower closed). LOC backcourse unusable 15° left and right side of course.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

### PENN'S LANDING HELIPORT (P72) 0 N UTC−5(−4DT) N39°56.24′ W75°08.48′ WASHINGTON

15 B S4 **FUEL** JET A NOTAM FILE IPT

**HELIPAD H1:** H68X68 (ASPH) PERIMETER LIGHTS (NSTD)

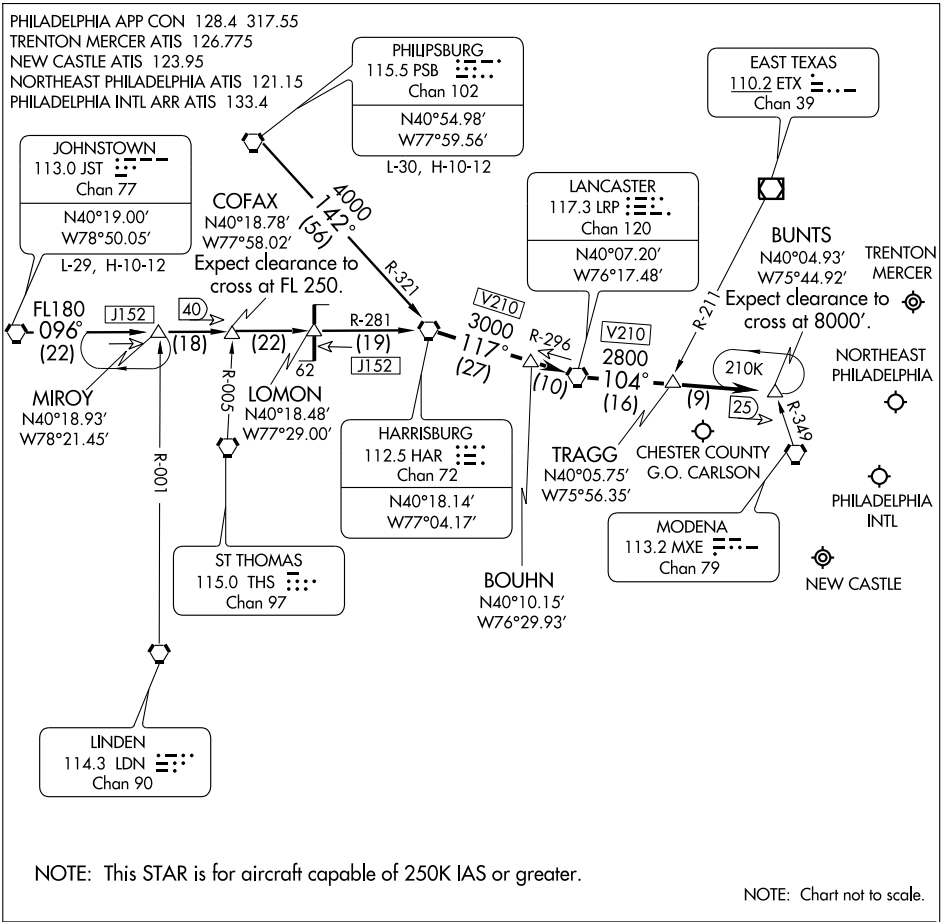
**HELIPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat 1300–2100Z‡, Sun on call. ACTIVATE NSTD perimeter lgts—123.025. Rwy H1 ingress 235°/315°, egress 055°/135°. Rwy H1 shallow surface depressions. Lgtd building 660′ north of pad. Helipad H1 yellow lgts on east and south sides only. Ldg fee.

**COMMUNICATIONS: CTAF** 122.9

**PHILADELPHIA CLNC DEL** TF 800–354–9884.

# BUNTS ONE ARRIVAL






NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS1) 07298

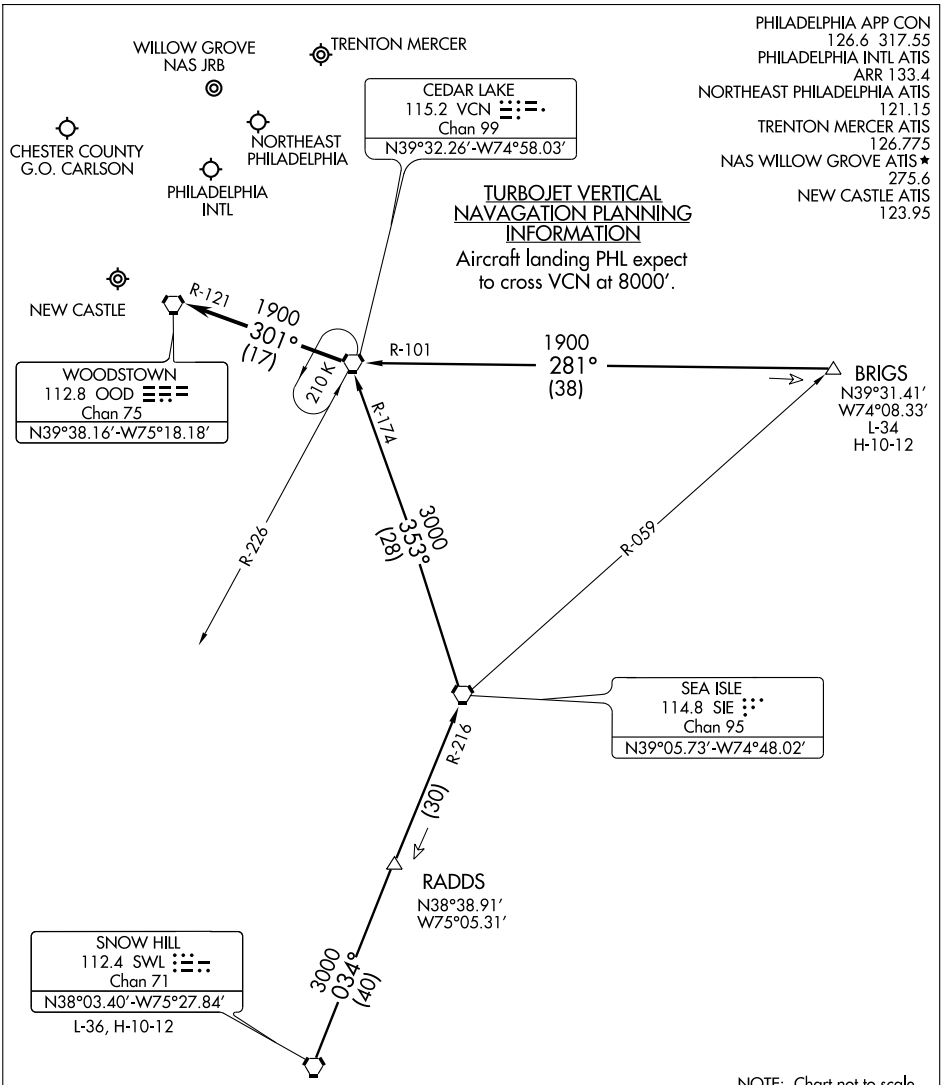
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# DUPONT FOUR ARRIVAL

(HEDGE.DPNT4) 08101

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

PHILADELPHIA INTL

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

HEDGE
N38°53.54′
W75°50.24′

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

R-195 14 R-270 210K R-346 14 015° (23) R-226 13 R-246 R-276 R-265 R-289 046° (13) 25 (9) 45 (15) 82 085° (35) R-133 R-248 R-226 R-234 18,000 064° (78) 18,000 042° (87) 4000 046° (30) R-334

N

NOTE: Chart not to scale.

ST-320 (FAA)

| LOC I-PNE | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.1 | 240° | TDZE | 116 |
| | | Apt Elev | 121 |

# ILS or LOC RWY 24

## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |

ALTERNATE MISSED APCH FIX
POTTSTOWN
116.5 PTW
Chan 112
R-290 110° 290°

YARDLEY
108.2 ARD
Chan 19

IAF
ROBBINSVILLE
113.8 RBV
Chan 85

109° 289° R-109 060° 240° 1 min. 060°
2100
125° (4.9)
R-284
2100 NoPT
284°
(14.6)
R-125
2000
240°
(6)
10 NM
(IF/IAF)
FLITS INT
BORDA INT
315
R-191 ARD

Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.

1049 590 400 409 380 329 246 289 210 315 998 589

NORTH PHILADELPHIA
112.0 PNE

LOCALIZER 111.1
I-PNE

MSA PNE 25 NM
180°
2600
2100
360°

ELEV 121
240° 5.7 NM from FAF
TDZE 116
252 194 149 140 180 154 172 200± 197 142
7000 X 150
5000 X 150
15
6
33

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

800 3000 ARD 108.2

BORDA 2000 240° 2000
FLITS
One Minute Holding Pattern
060° 2100
240°
GS 3.00°
TCH 53
5.7 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 316-½ 200 (200-½) | | | |
| S-LOC 24 | 560-½ 444 (500-½) | | 560-¾ 444 (500-¾) | 560-1 444 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2 ) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-PNE | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.1 | 060° | TDZE | 116 |
| | | Apt Elev | 121 |

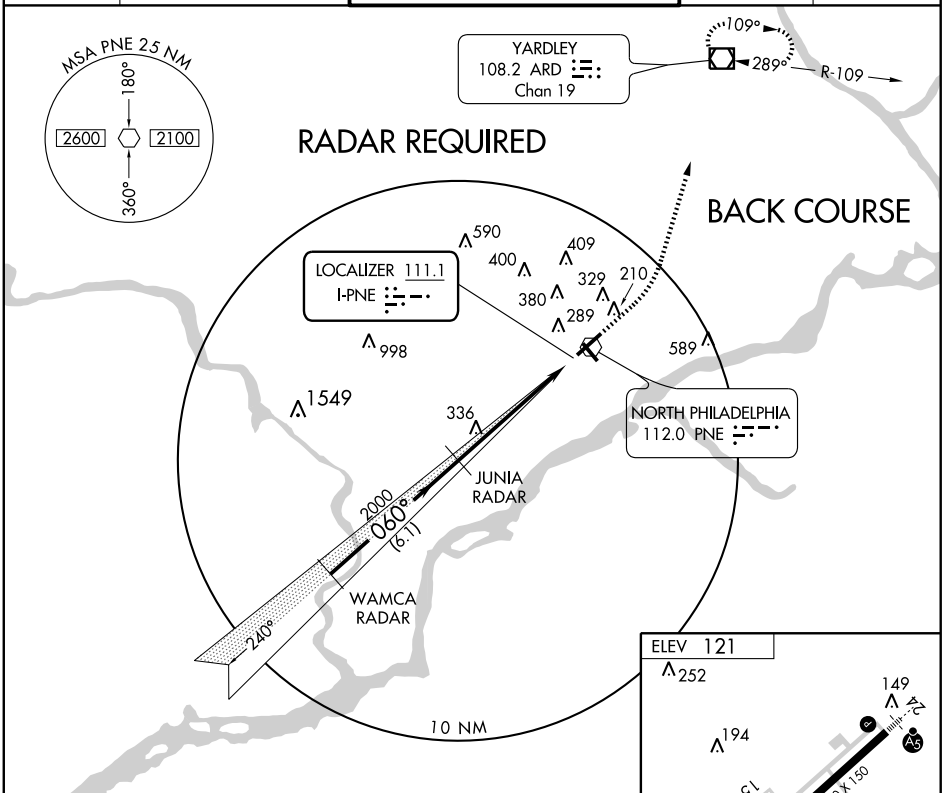
# LOC BC RWY 6

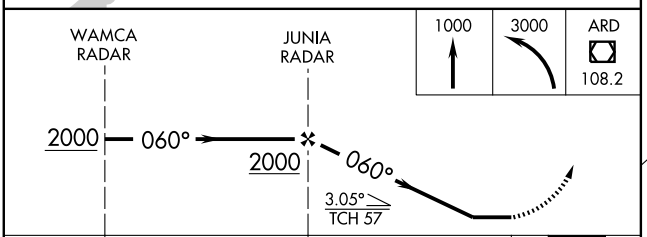
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

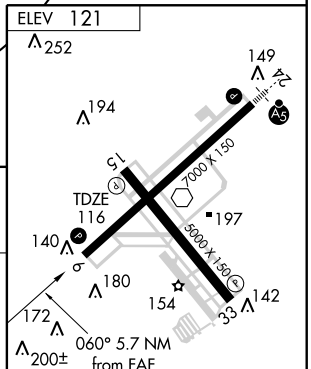
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night. Radar Required.

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| Ch 65622 | 060° | TDZE | 116 |
| W06A | | Apt Elev | 121 |

# RNAV (GPS) RWY 6

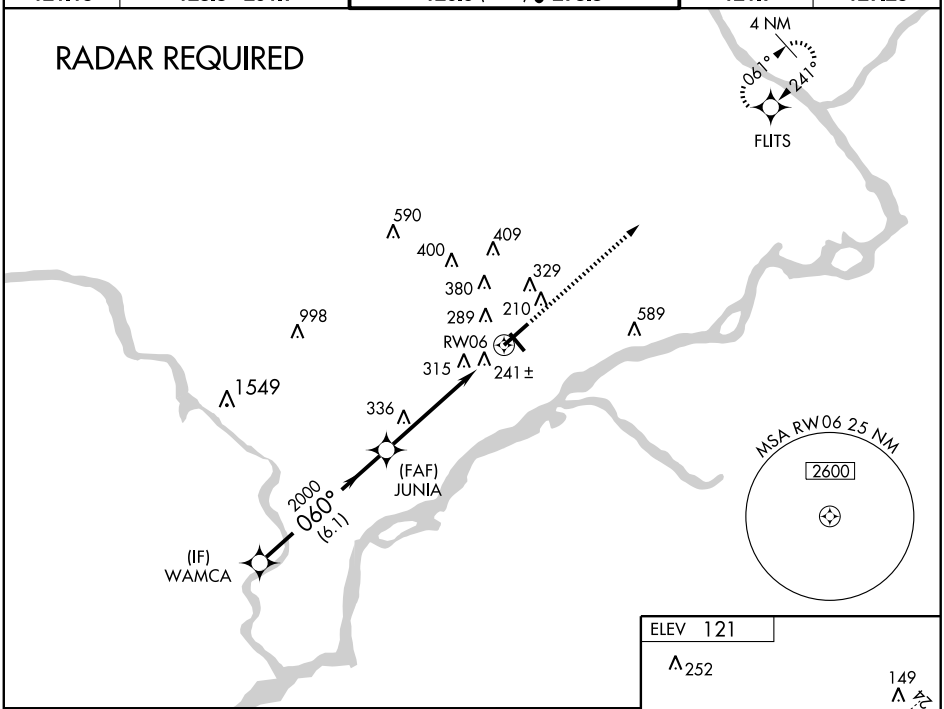
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

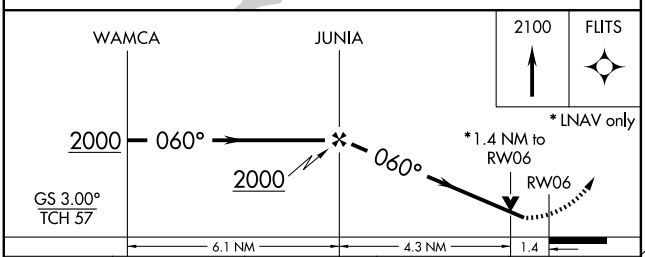
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night.

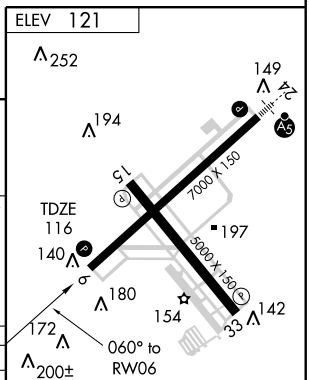
MISSED APPROACH: Climb to 2100 direct FLITS and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 490-1¼ 374 (400-1¼) | | | |
| LNAV/ VNAV DA | 540-1½ 424 (500-1½) | | | |
| LNAV MDA | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 153° | TDZE | 121 |
| | Apt Elev | 121 |

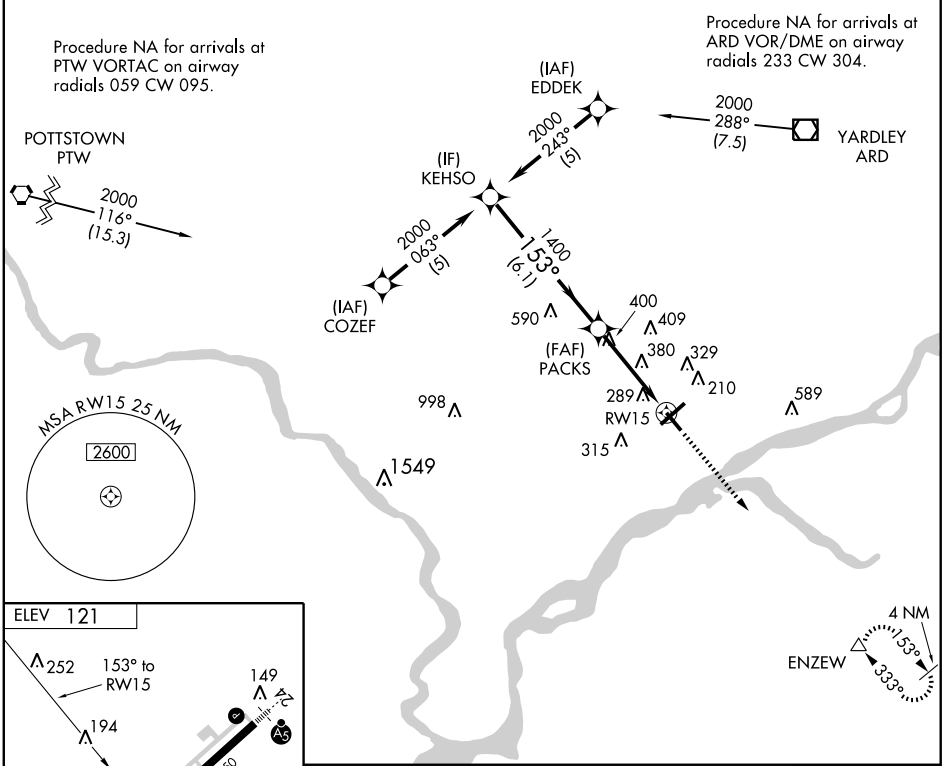
# RNAV (GPS) RWY 15

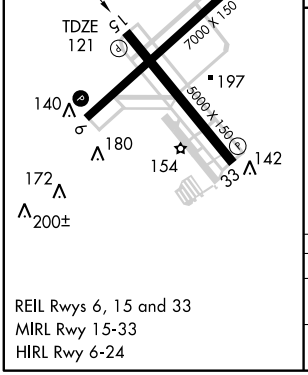
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

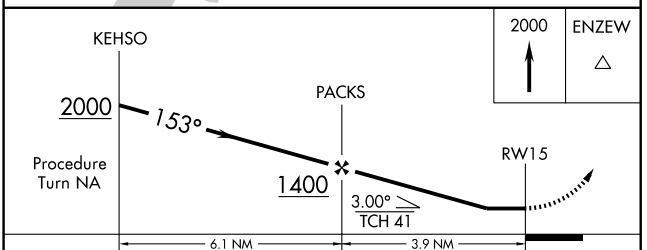
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 539 (600-1) | | 660-1½ 539 (600-1½) | 660-1¾ 539 (600-1¾) |
| CIRCLING | 660-1 539 (600-1) | | 660-1½ 539 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| Ch 45504 | 240° | TDZE | 116 |
| W24A | | Apt Elev | 121 |

# RNAV (GPS) RWY 24

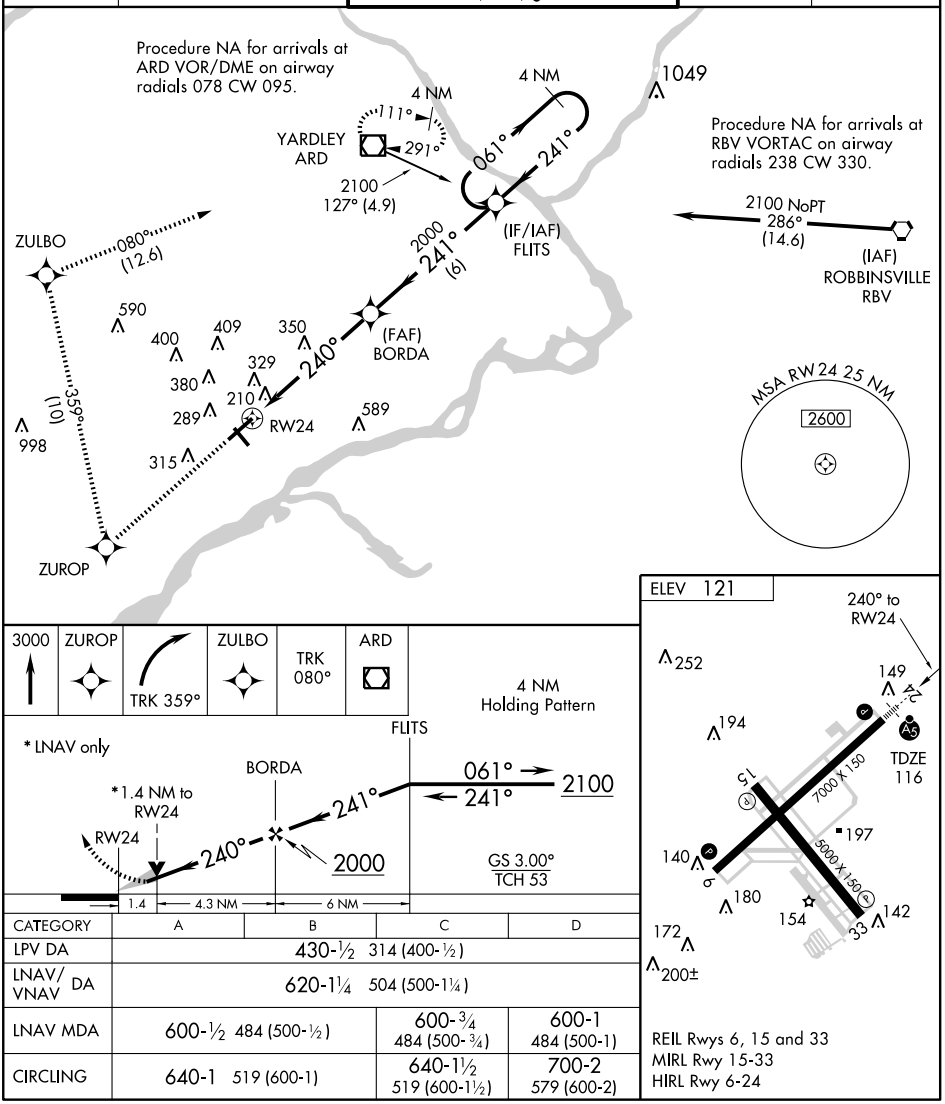
## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼ . For inoperative MALSR, increase LPV visibility all Cats to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) Ⓒ 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 430-½ 314 (400-½) | | | |
| LNAV/ VNAV DA | 620-1¼ 504 (500-1¼) | | | |
| LNAV MDA | 600-½ 484 (500-½) | | 600-¾ 484 (500-¾) | 600-1 484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 333° | TDZE | 109 |
| | Apt Elev | 121 |

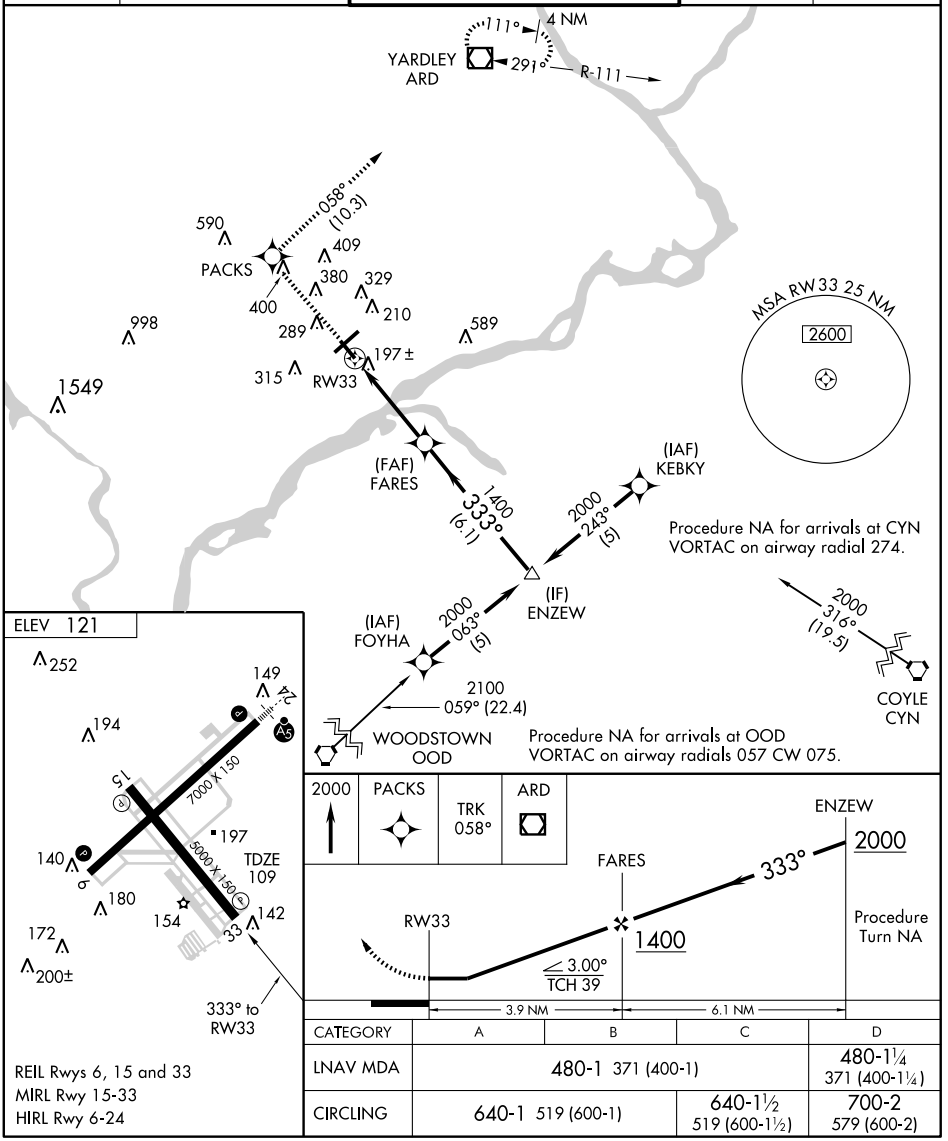
# RNAV (GPS) RWY 33

## PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.
When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.
When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2000 direct PACKS and via 058° track to ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 371 (400-1) | | | 480-1¼ 371 (400-1¼) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR PNE 112.0 | APP CRS 065° | Rwy Idg 7000<br>TDZE 111<br>Apt Elev 121 |
|---|---|---|

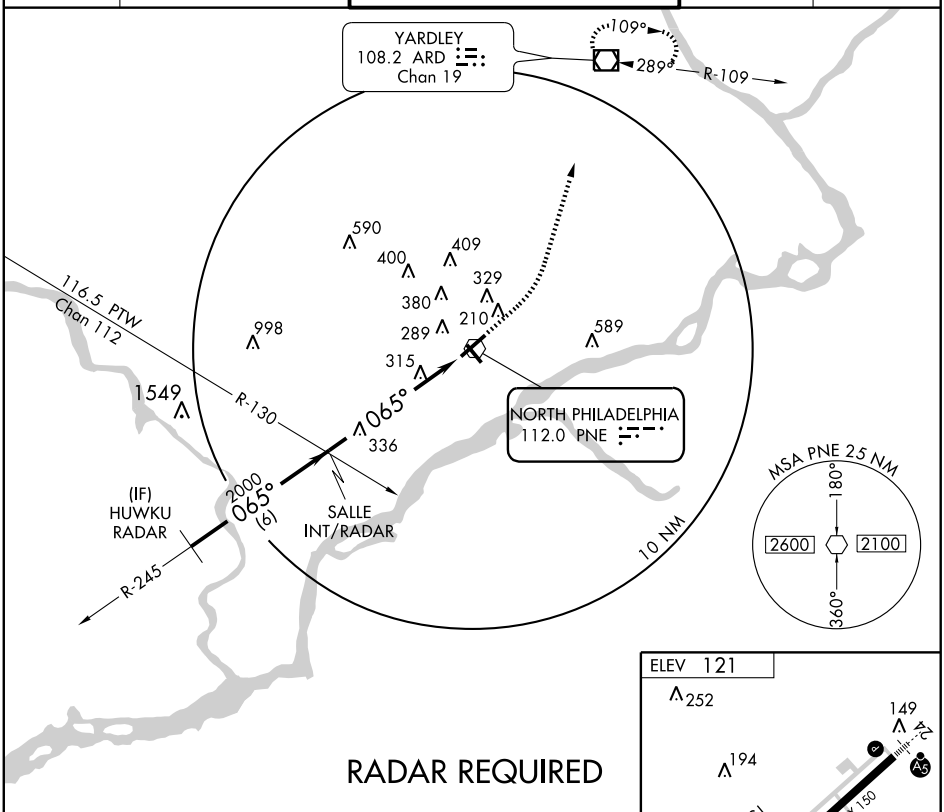
# VOR RWY 6

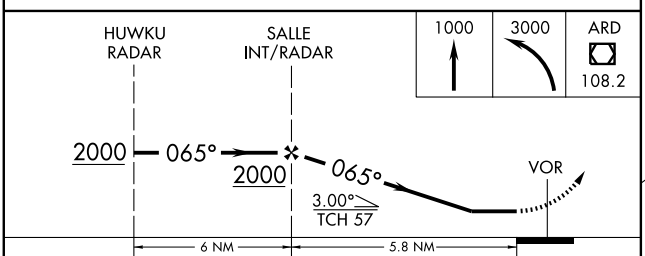
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

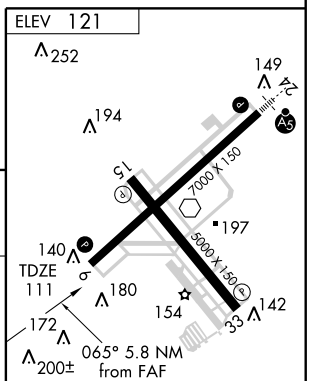
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
When VGSI inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) L 278.8 | 121.7 | 127.25 |




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 600-1 484 (500-1) | | 600-1¼ 484 (500-1¼) | 600-1½ 484 (500-1½) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½ 519 (600-1½) | 700-2 579 (600-2) |

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR PNE 112.0 | APP CRS 235° | Rwy Idg 7000<br>TDZE 116<br>Apt Elev 121 |
|---|---|---|

# VOR RWY 24

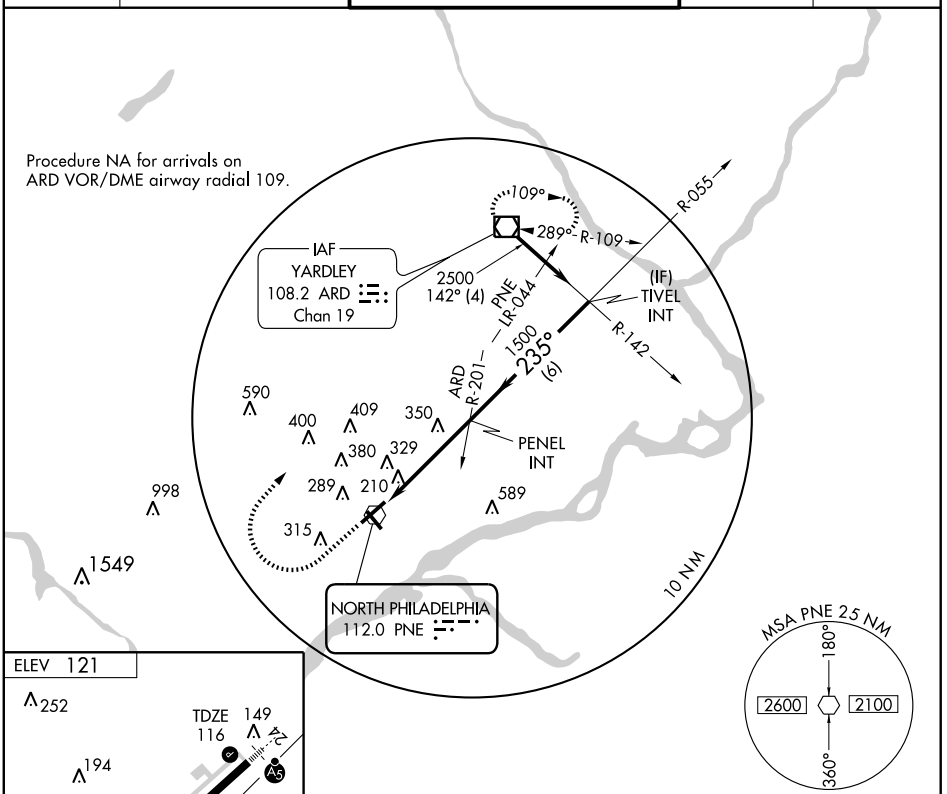
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

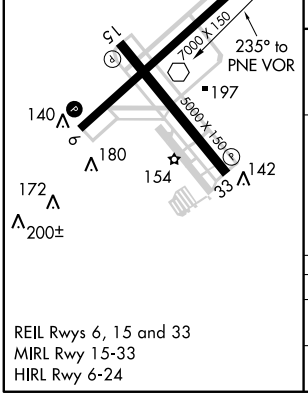
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALSR

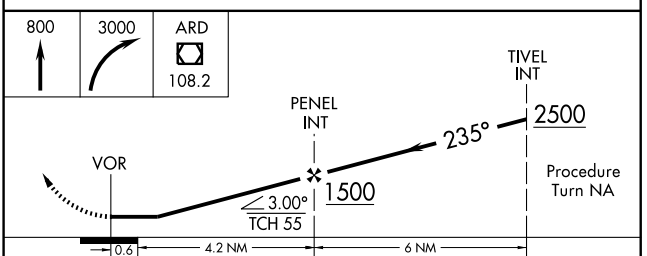
MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.15 | 123.8 291.7 | 126.9 (CTAF) 278.8 | 121.7 | 127.25 |




REIL Rwys 6, 15 and 33
MIRL Rwy 15-33
HIRL Rwy 6-24

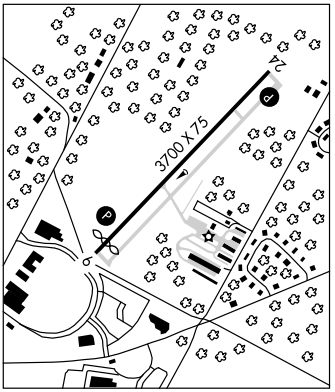



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-½ 484 (500-½) | | 600-¾<br>484 (500-¾) | 600-1<br>484 (500-1) |
| CIRCLING | 640-1 519 (600-1) | | 640-1½<br>519 (600-1½) | 700-2<br>579 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

**WINGS FLD** (LOM) 3 NW UTC−5(−4DT) N40°08.25′ W75°15.91′ **NEW YORK**
302 B S4 **FUEL** 100LL, JET A 0X 1, 2 TPA—1502(1200) NOTAM FILE LOM **L–34G, A**
**RWY 06–24:** H3700X75 (ASPH) S–12.5 MIRL 0.6% up SW **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Thld dsplcd 177′. Trees.
**RWY 24:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended 1100–0500Z‡. For svc after hrs. ctc 609–405–1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215–646–0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06–24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.925 (215) 646–1068.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 064° 22.9 NM to fld. 474/09W. **HIWAS.**
**AMBLER NDB (MHW)** 275 ING N40°07.56′ W75°17.11′ 064° 1.2 NM to fld. OTS indef.



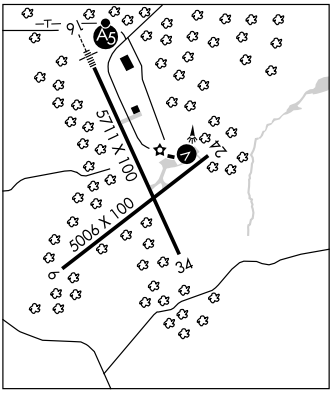

**PHILADELPHIA SPB** (See ESSINGTON)

**PHILIPSBURG** N40°54.98′ W77°59.56′ NOTAM FILE AOO. **DETROIT**
**(H) VORTAC** 115.5 PSB Chan 102 256°4.7 NM to Mid–State. 2440/10W. **H–10H, 12I, L–30I**
**RCO** 122.1R 115.5T (ALTOONA RADIO)
**RCO** N40°53.00′ W78°05.23′. 122.6 122.5 (ALTOONA RADIO)

## PHILIPSBURG

**ALBERT** (1N3) 5 N UTC−5(−4DT) N40°58.29′ W78°14.57′ **DETROIT**
1784 NOTAM FILE AOO
**RWY 11–29:** 3350X125 (TURF–GRVL)
**RWY 11:** Trees. **RWY 29:** Thld dsplcd 205′. Sign.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov–Mar annually. Birds, deer and ground hogs on and invof arpt. Ultralight ops on and invof arpt. Rwy 11–29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.
**COMMUNICATIONS: CTAF** 122.9

**MID–STATE** (PSB) 8 E UTC−5(−4DT) N40°53.06′ W78°05.24′ **DETROIT**
1948 B NOTAM FILE AOO **H–10H, 12I, L–30I**
**RWY 16–34:** H5711X100 (ASPH) S–48, D–60, 2D–90 MIRL 0.5% up NW **IAP**
**RWY 16:** MALSR. Trees. **RWY 34:** Trees.
**RWY 06–24:** H5006X100 (ASPH) S–48, D–60, 2D–90 MIRL 1.0% up NE
**RWY 06:** Trees. **RWY 24:** VASI(VGR)—GA 3.0° TCH 55′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. Deer on and invof arpt. Heavy glider activity during dalgt hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06–24 and Rwy 16–34, MALSR Rwy 16, and VASI Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.525 (814) 343–4531.
**COMMUNICATIONS: CTAF** 122.9
**PHILIPSBURG RCO** 122.1R 115.5T (ALTOONA RADIO)
**PHILIPSBURG RCO** 122.6 122.5 (ALTOONA RADIO)
**NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 256°4.7 NM to fld. 2440/10W.
**PORTS NDB (LOM)** 275 PS N40°59.17′ W78°08.55′ 167° 6.6 NM to fld. Unmonitored.
**ILS** 108.5 I–PSB Rwy 16. LOM PORTS NDB. ILS unmonitored.



| LOC I-PSB | APP CRS | Rwy Idg | 5711 |
|---|---|---|---|
| 108.5 | 165° | TDZE | 1948 |
| | | Apt Elev | 1948 |

# ILS or LOC RWY 16

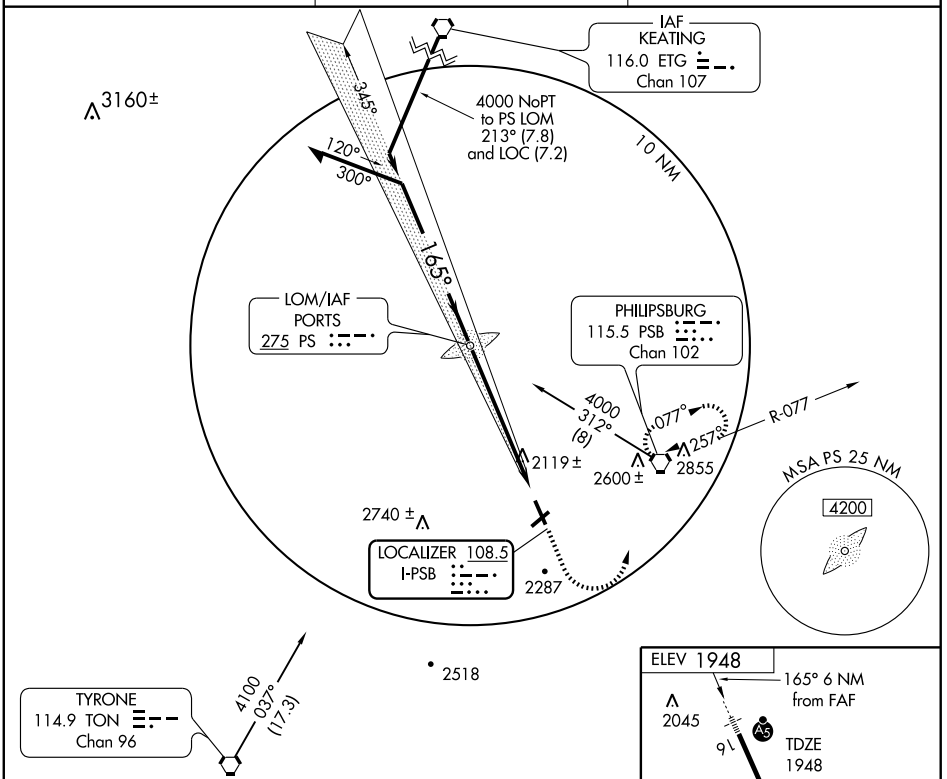
PHILIPSBURG /MID-STATE (PSB)

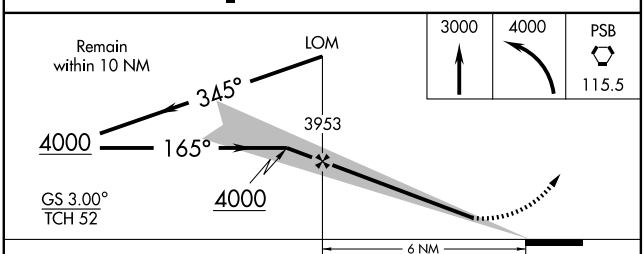
Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-ILS 16 Cats A, B, and C.
Inoperative table does not apply to S-LOC 16 Cats A and B.

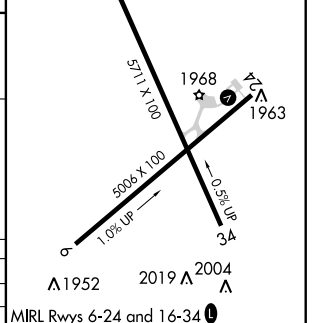
MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 2325-1 377 (400-1) | | | |
| S-LOC 16 | 2500-1 552 (600-1) | | | 2500-1¼ 552 (600-1¼) |
| CIRCLING | 2620-1 672 (700-1) | 2660-1 712 (800-1) | 2740-2¼ 792 (800-2¼) | 2760-2¾ 812 (900-2¾) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOM PS | APP CRS | Rwy Idg | 5711 |
|---|---|---|---|
| 275 | 166° | TDZE | 1948 |
| | | Apt Elev | 1948 |

# NDB RWY 16

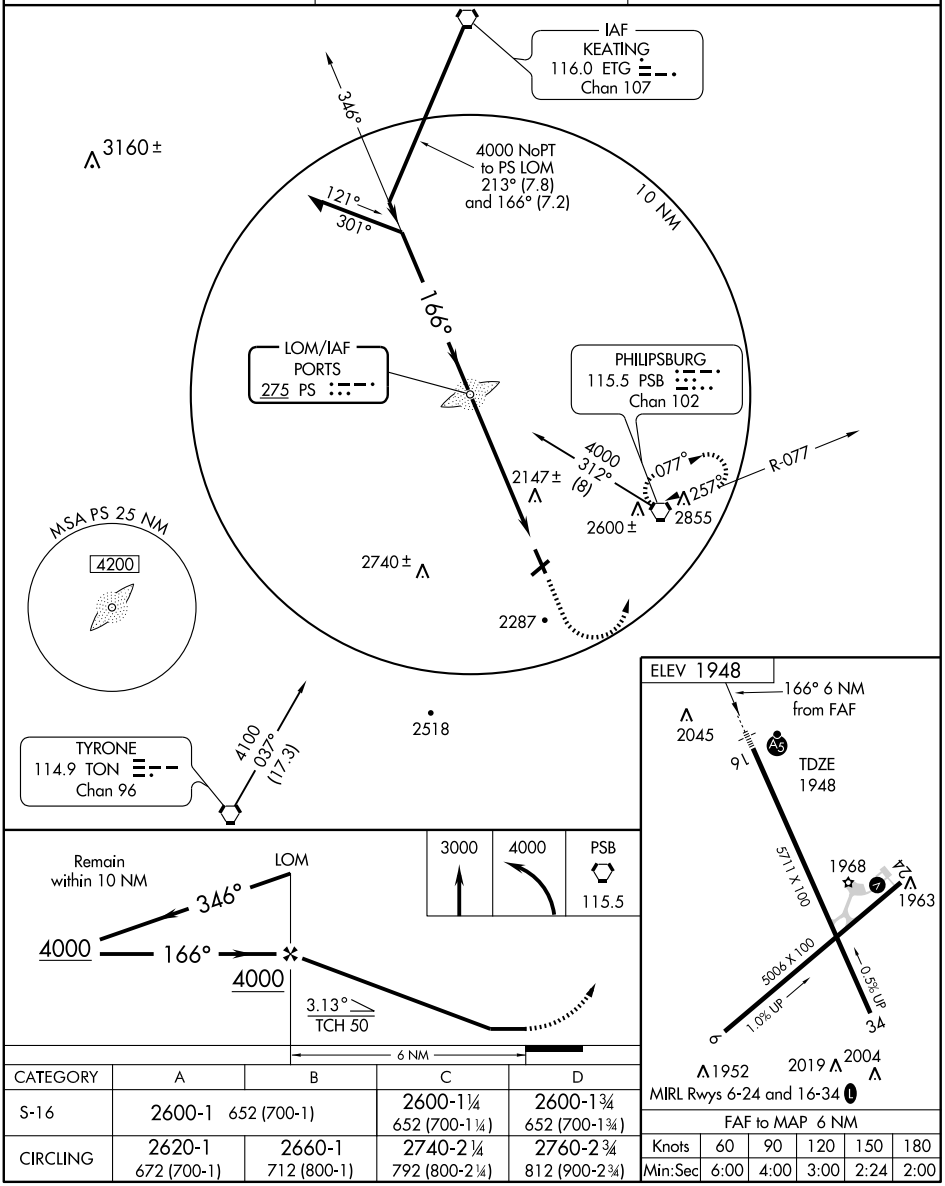
## PHILIPSBURG/MID-STATE (PSB)

Use University Park altimeter setting; when not received, procedure not authorized.
NA Inoperative table does not apply to S-16 Cats A and B.

MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 2600-1 652 (700-1) | | 2600-1¼ 652 (700-1¼) | 2600-1¾ 652 (700-1¾) |
| CIRCLING | 2620-1 672 (700-1) | 2660-1 712 (800-1) | 2740-2¼ 792 (800-2¼) | 2760-2¾ 812 (900-2¾) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 257° | Rwy Idg 5006 TDZE 1917 Apt Elev 1948 |
|---|---|---|

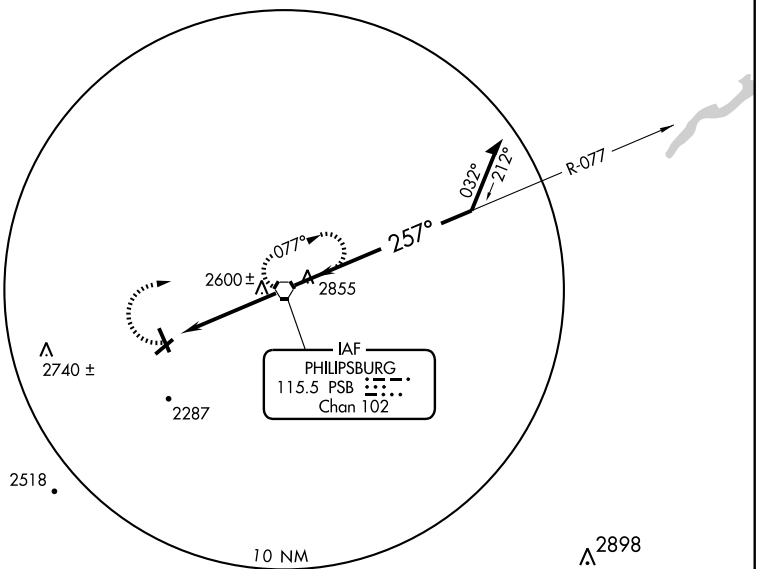
# VOR RWY 24

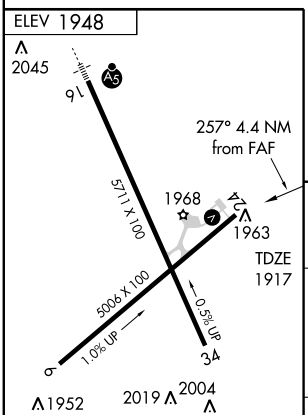
PHILIPSBURG/MID-STATE (PSB)

V A NA — Use University Park altimeter setting; when not received, procedure not authorized. Inoperative table does not apply.

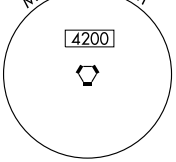
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

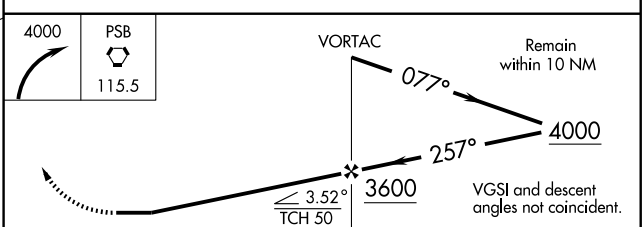
| AWOS-3 | NEW YORK CENTER | CTAF |
|---|---|---|
| 127.525 | 134.8 338.3 | 122.9 L |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

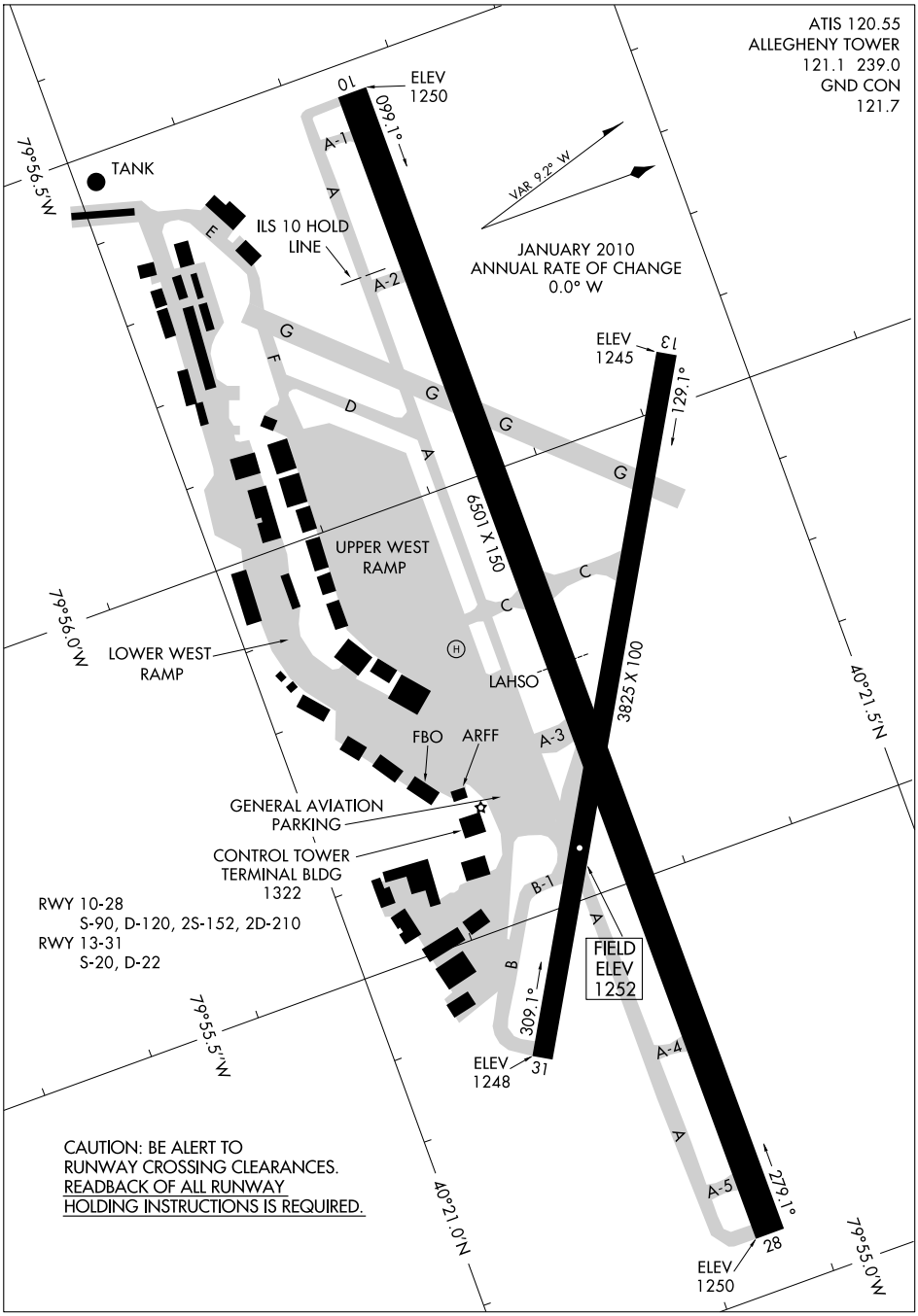



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2840-1¼ 923 (900-1¼) | | 2840-2¾ 923 (900-2¾) | 2840-3 923 (900-3) |
| CIRCLING | 2840-1¼ 892 (900-1¼) | | 2840-2¾ 892 (900-2¾) | 2840-3 892 (900-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010





NE-4, 26 AUG 2010 to 23 SEP 2010

**PICTURE ROCKS** N41°16.61′ W76°42.61′ NOTAM FILE IPT. **NEW YORK**

**NDB (MHW)** 344 PIX 267° 9.8 NM to Williamsport Rgnl. **L–30J**

# PITTSBURGH

## ALLEGHENY CO (AGC) 4 SE UTC−5(−4DT) N40°21.26′ W79°55.81′ **DETROIT**

1252 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE AGC **H–10H, 12I, L–29C**

**RWY 10–28:** H6501X150 (CONC–GRVD) S–90, D–120, 2S–152, 2D–210 HIRL **IAP, AD**

**RWY 10:** REIL. VASI(V4L)—GA 3.0°TCH 47′. Trees.

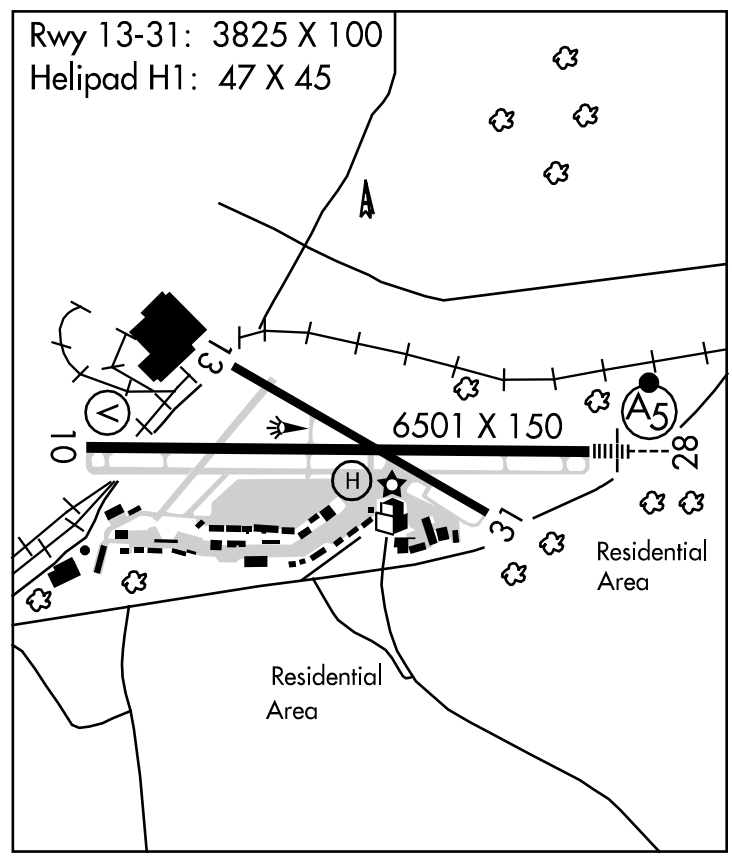
**RWY 28:** MALSR. Trees.

**RWY 13–31:** H3825X100 (CONC–GRVD) S–20, D–22 HIRL

**RWY 13:** REIL. Pole. **RWY 31:** REIL. Trees.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 10 | 13–31 | 3250 |




**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. Uneven pavement intersection Rwys 10–28 and Twy G. Rwy 28 touchdown visual range avbl. Rwy 28 runway visual range OTS indef. Ldg fee for acft 5000 lbs and abv to include all helicopters.

**WEATHER DATA SOURCES:** ASOS (412) 466–8968. **HIWAS** 110.0 AGC.

**COMMUNICATIONS: ATIS** 120.55 **UNICOM** 122.95

**RCO** 122.1R 110.0T (ALTOONA RADIO)

**RCO** 122.4 122.2 (ALTOONA RADIO)

Ⓡ **PITTSBURGH APP/DEP CON** 119.35

**TOWER** 121.1 **GND CON** 121.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.

**(L) VOR/DME** 110.0 AGC Chan 37 N40°16.72′ W80°02.45′

057° 6.8 NM to fld. 1290/09W. **HIWAS.**

VOR unusable 036°–059° beyond 10 NM below 7000′ 226°–261° byd 10 NM.

**McKEESPORT NDB (HW)** 287 MKP N40°21.31′ W79°46.86′ 277° 6.8 NM to fld.

**ILS** 109.1 I–AGC Rwy 28.

**ILS** 109.1 I–SAQ Rwy 10. Class IE. Unmonitored.

**HELIPAD H1:** H47X45 (CONC)

**HELIPORT REMARKS:** Heliport H1 located on general aviation apron E of Twy C.

# ALLEGHENY FIVE DEPARTURE



NE-4, 26 AUG 2010 to 23 SEP 2010

ATIS 120.55
ALLEGHENY GND CON
121.7
ALLEGHENY TOWER
121.1 239.0
PITTSBURGH DEP CON
119.35
ASOS

ERIE
109.4 ERI
Chan 31
N42°01.04′-W80°17.56′
L-30, H-10

CLARION
112.9 CIP
Chan 76
N41° 08.78′-W79°27.48′
L-30, H-10-12

YOUNGSTOWN
109.0 YNG
Chan 27
N41°19.86′-W80°40.48′
L-30, H-10

AKRON
114.4 ACO
Chan 91
N41°06.47′
W81°12.09′
L-30, H-10

FRANKLIN
109.6 FKL
N41°26.32′
W79°51.41′
L-30, H-10

BRIGGS
112.4 BSV
Chan 71
N40°44.44′-W81°25.93′
L-29, H-10

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′-W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40° 44.11′
W78°19.88′
L-30

WHEELING
112.2 HLG
Chan 59
N40°15.59′-W80°34.12′
L-29

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′- W80°11.63′
L-29

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

HOMEE
N40°30.61′
W79°24.21′
L-29

DILNE
N40°28.08′
W80°52.54′

R-092
R-276
R-073
R-319

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

R-225
R-158

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′-W80°02.45′
L-29

BURGS
N39°41.91′
W80°35.19′
L-29, H-10-12

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′-W81°28.59′
L-29, H-10

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

R-335

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′-W79°51.62′
L-29, H-10-12

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29

ELKINS
114.2 EKN
Chan 89
N38°54.87′-W80°05.96′
L-29, H-10-12

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
RWY 10, 13, 28, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .
TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91′ from DER, 492′ right of centerline, 15′ AGL/1254′ MSL.
Tree 3783′ from DER, 713′ left of centerline, 69′ AGL/1352′ MSL.
Rwy 13, Vehicle 73′ from DER, 412′ right of centerline, 15′ AGL/1254′ MSL.
Trees beginning 385′ from DER, 120′ right of centerline, up to 40′ AGL/1268′ MSL.
Rwy 31, Pole 265′ from DER, 298′ right of centerline, 49′ AGL/1263′ MSL.

NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-AGC | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 109.1 | 281° | TDZE | 1251 |
| | | Apt Elev | 1252 |

# ILS or LOC RWY 28

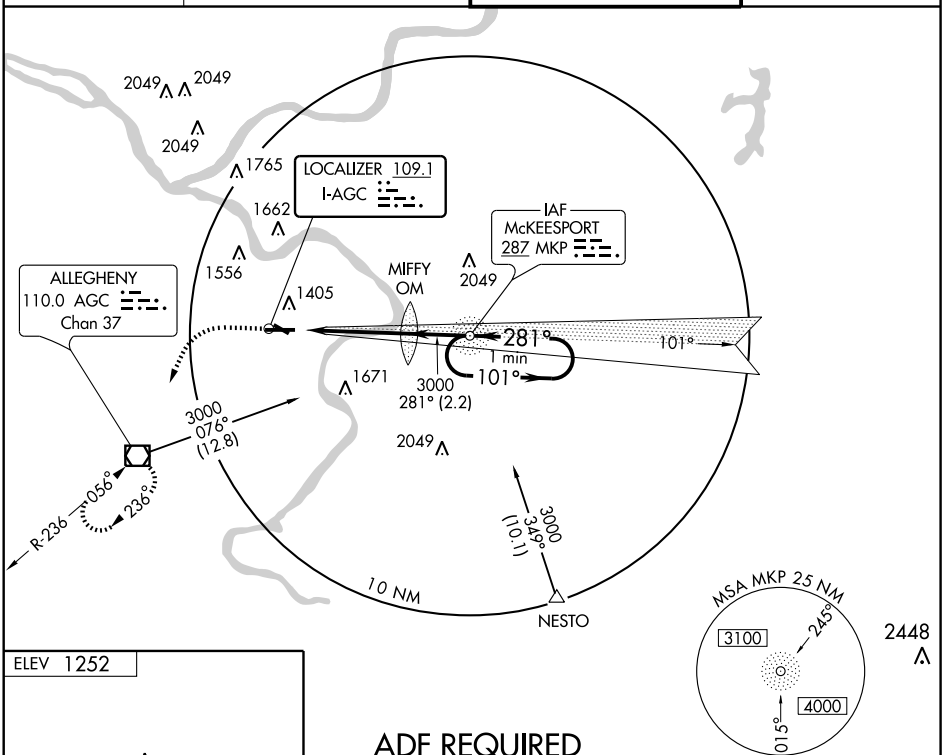
PITTSBURGH / ALLEGHENY COUNTY (AGC)

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

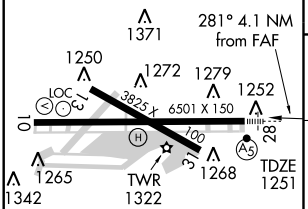
| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

ELEV 1252

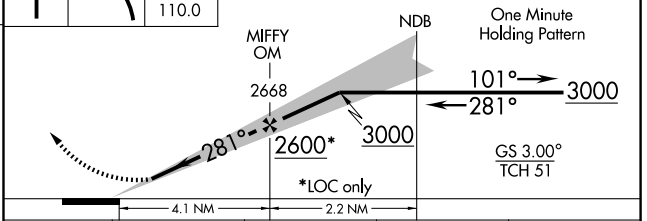



REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

## ADF REQUIRED

| 2000 | 3000 | AGC |
|---|---|---|
| | | 110.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | **1451/24 200 (200-½) | | | |
| S-LOC 28 | 1660/24 409 (500-½) | | 1660/40 409 (500-¾) | |
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |

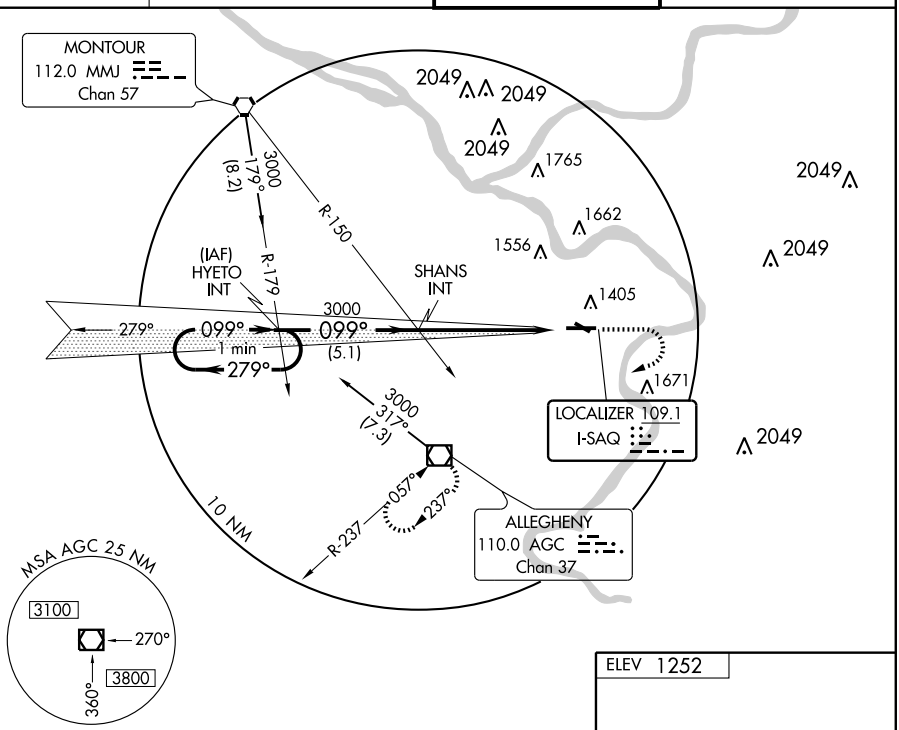
| LOC I-SAQ | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 109.1 | 099° | TDZE | 1251 |
| | | Apt Elev | 1252 |

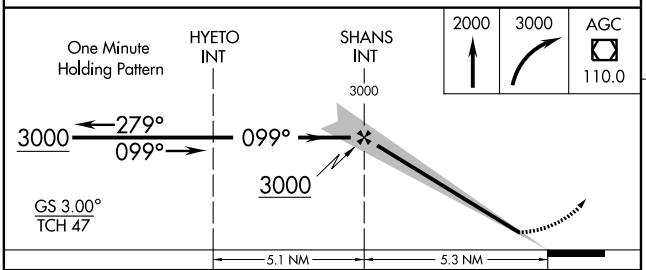
# ILS RWY 10

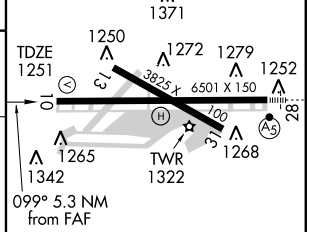
PITTSBURGH / ALLEGHENY COUNTY (AGC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 1451-¾ 200 (200-¾) | | | |
| S-LOC 10 | 1740-1 489 (500-1) | | 1740-1¼ 489 (500-1¼) | 1740-1½ 489 (500-1½) |
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

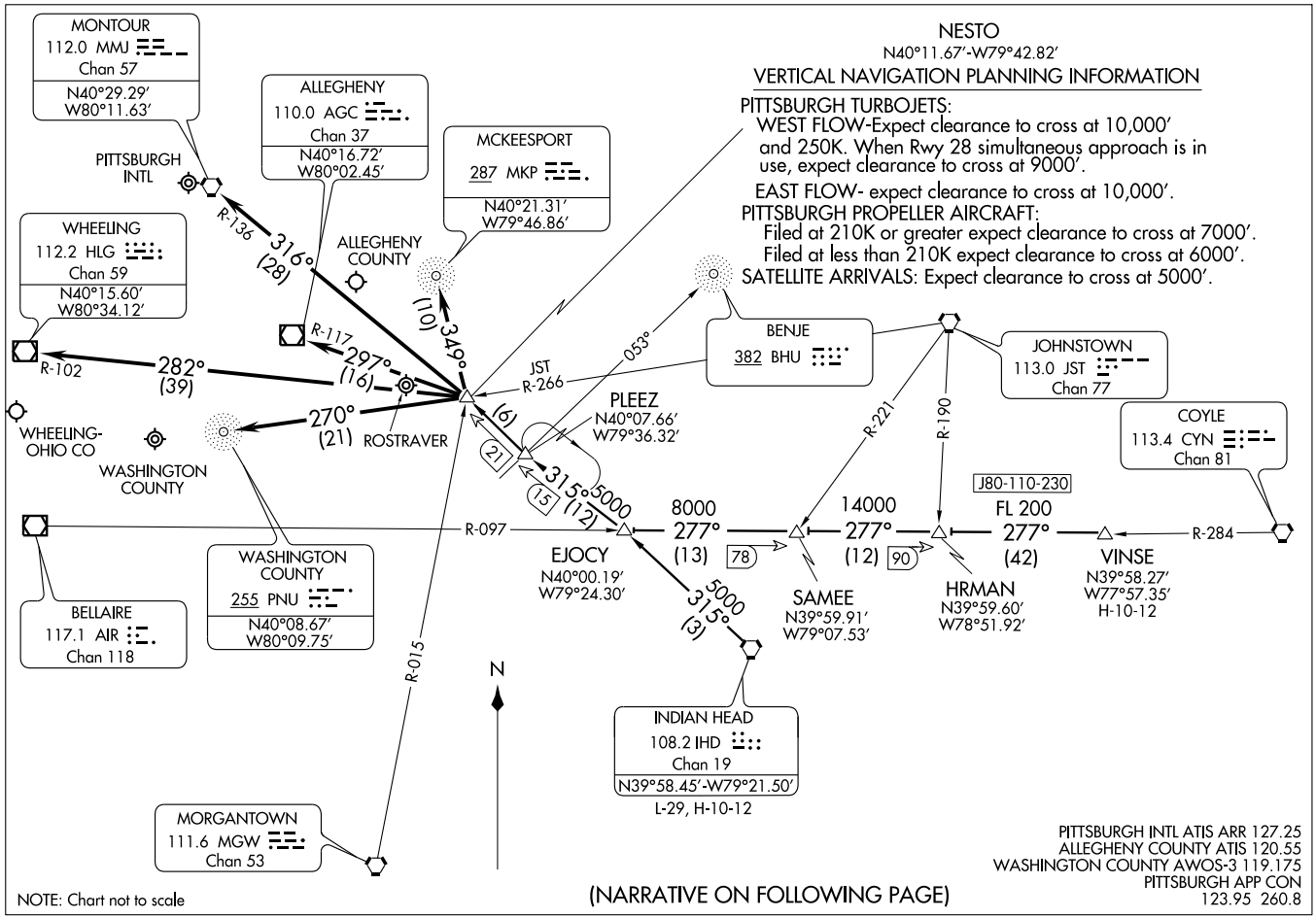


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA




NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 97325 | 099° | TDZE | 1251 |
| W10A | | Apt Elev | 1252 |

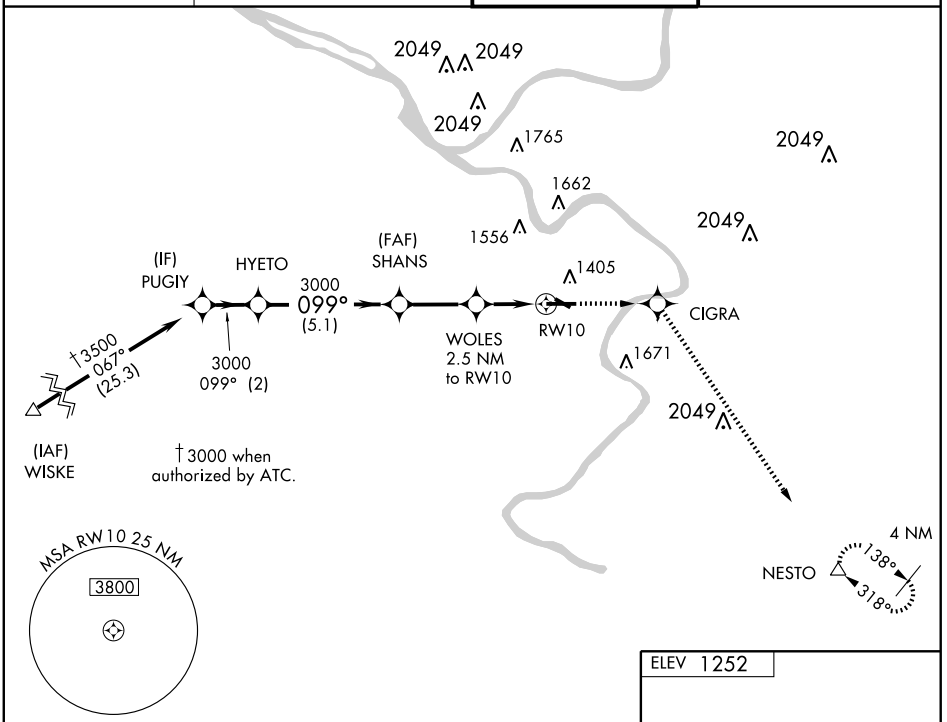
# RNAV (GPS) RWY 10

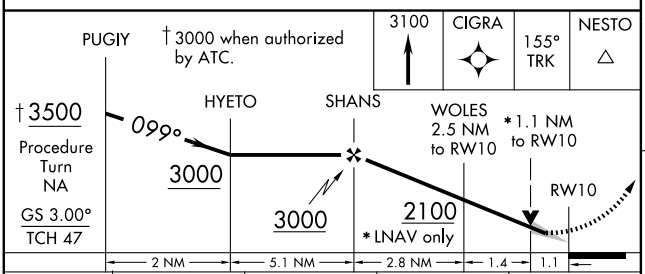
PITTSBURGH / ALLEGHENY COUNTY (AGC)

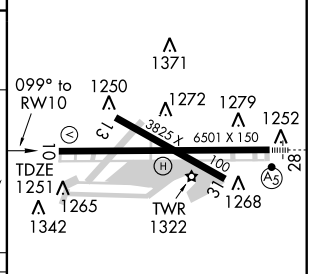
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1501-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1642-1¼ 391 (400-1¼ ) | | | |
| LNAV MDA | 1660-1 409 (500-1) | | 1660-1¼ 409 (500-1¼ ) | |
| CIRCLING | 1740-1¼ 488 (500-1¼ ) | | 1740-1½ 488 (500-1½ ) | 1820-2 568 (600-2) |

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| CH 65625 | 279° | TDZE | 1251 |
| W28A | | Apt Elev | 1252 |

# RNAV (GPS) RWY 28

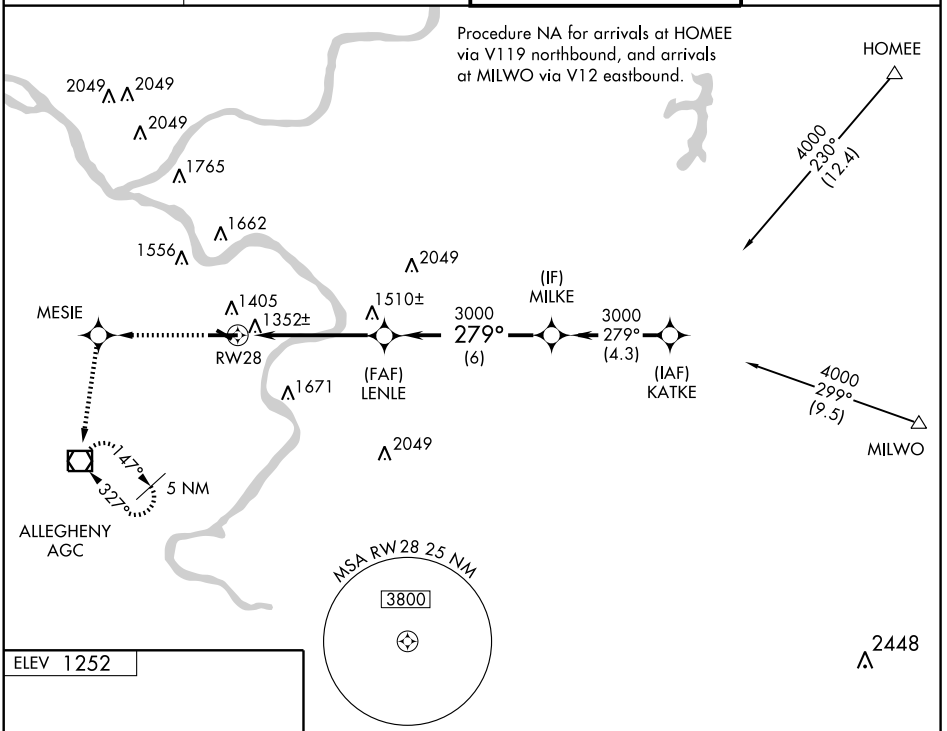
PITTSBURGH / ALLEGHENY COUNTY (AGC)

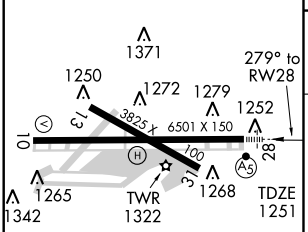
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

MALSR

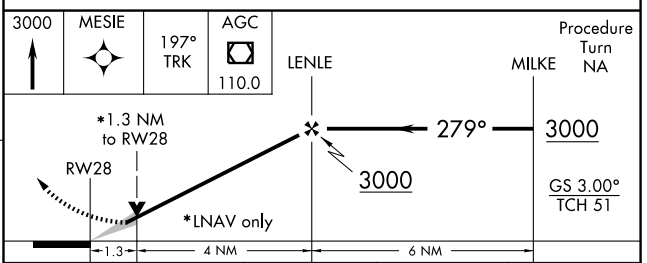
MISSED APPROACH: Climb to 3000 direct MESIE and via 197° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |




REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1563/24 312 (400-½) | | | |
| LNAV/VNAV DA | 1625/40 374 (400-¾) | | | |
| LNAV MDA | 1700/24 449 (500-½) | | 1700/40 449 (500-¾) | 1700/50 449 (500-1) |
| CIRCLING | 1740-1¼ 488 (500-1¼) | | 1740-1½ 488 (500-1½) | 1820-2 568 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AGC 110.0 Chan 37 | APP CRS 056° | Rwy Idg N/A TDZE N/A Apt Elev 1252 |
|---|---|---|

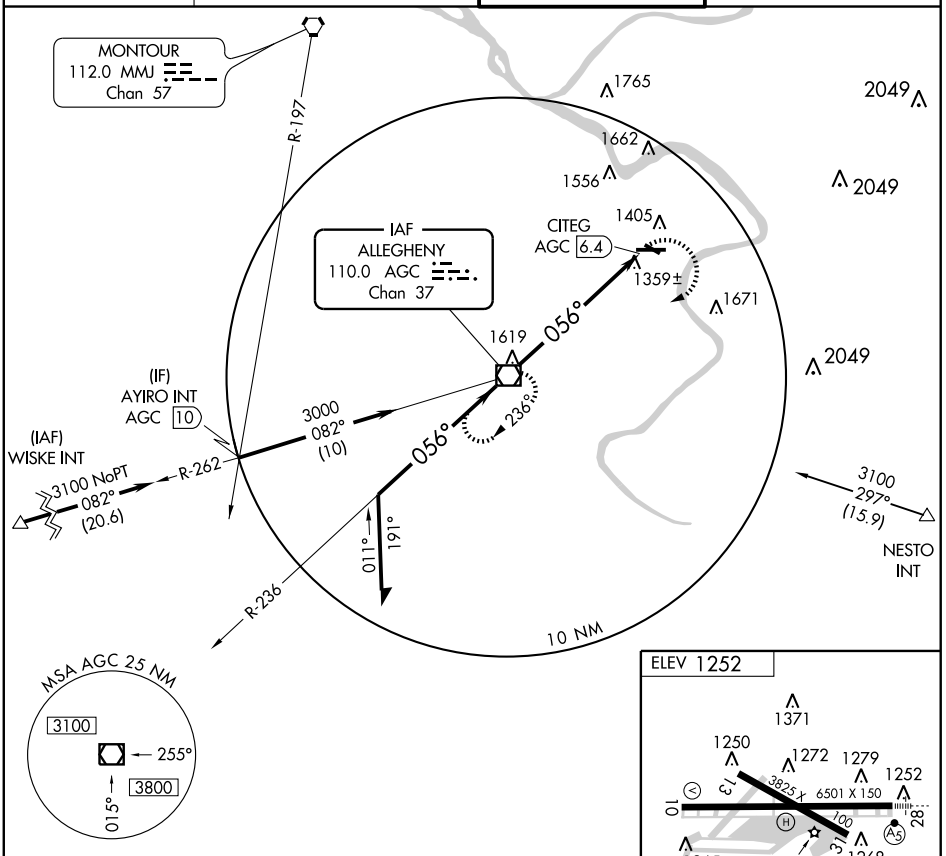
# VOR-A

## PITTSBURGH / ALLEGHENY COUNTY (AGC)

If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

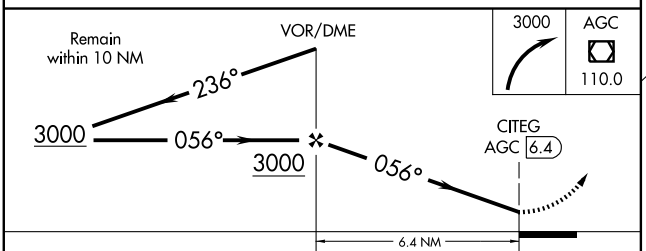
MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

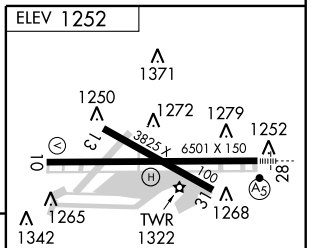
| ATIS | PITTSBURGH APP CON | ALLEGHENY TOWER | GND CON |
|---|---|---|---|
| 120.55 | 119.35 285.57 | 121.1 239.0 | 121.7 |










056° 6.4 NM from FAF

REIL Rwys 10, 13, and 31
HIRL Rwys 10-28 and 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1740-1 488 (500-1) | | 1740-1½ 488 (500-1½) | NA |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.

PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.

SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

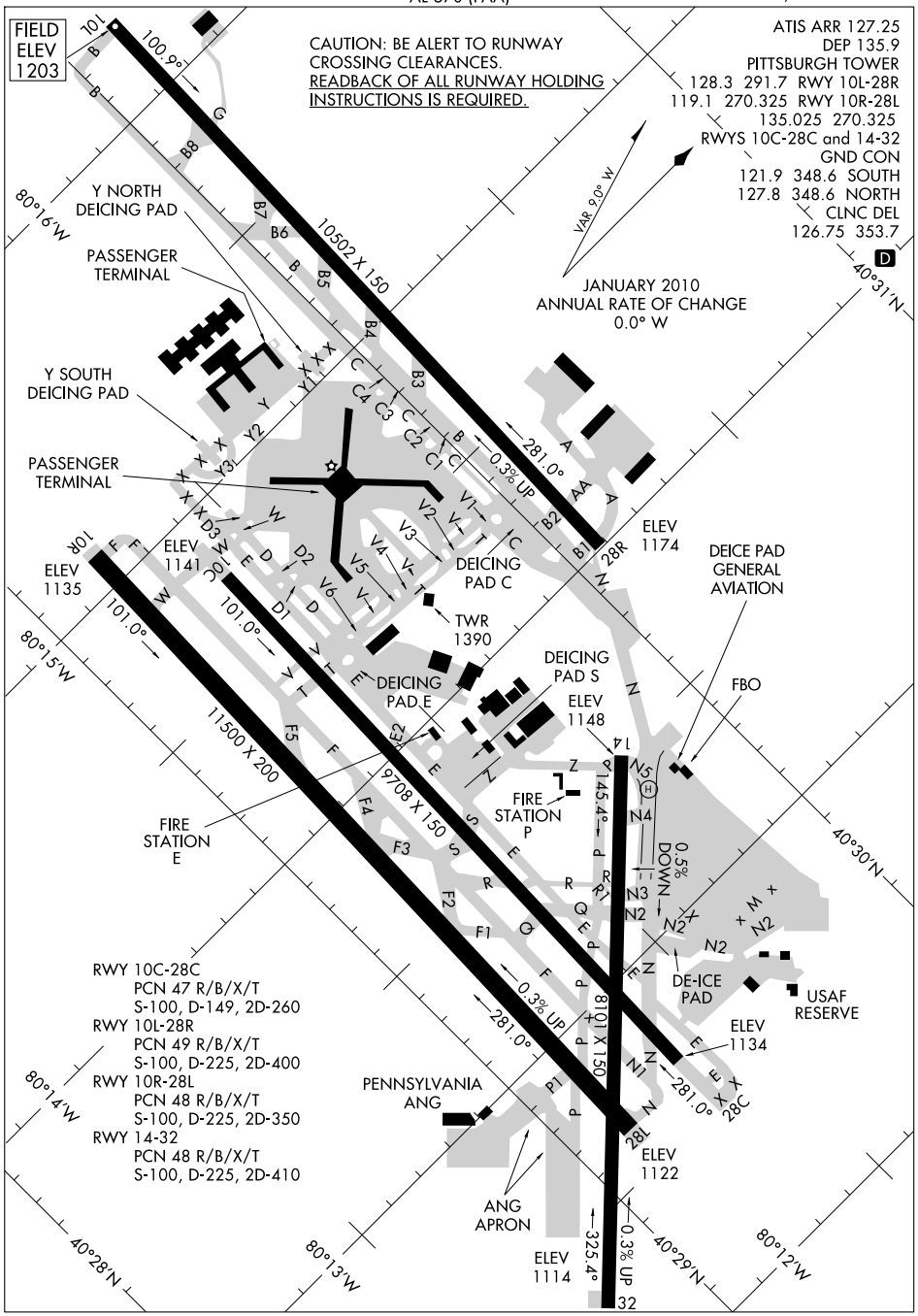
. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-570 (FAA)

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

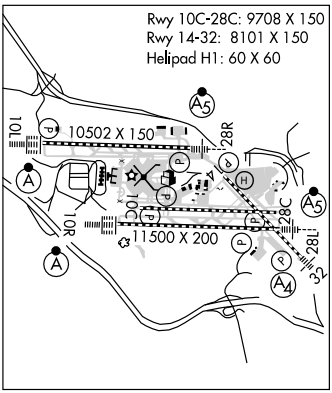
NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PIT)

10210

**PITTSBURGH INTL** (PIT) 12 NW UTC−5(−4DT) N40°29.49′ W80°13.97′ **DETROIT**
1203 B S2 **FUEL** 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE PIT **H–10H, 12I, L–29C**
**RWY 10R–28L:** H11500X200 (CONC–GRVD) S–100, D–225, 2D–350 PCN 48 R/B/X/T **IAP, AD**
HIRL CL
**RWY 10R:** ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 52′. Trees.
**RWY 28L:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70′.
Trees. 0.3% up.
**RWY 10L–28R:** H10502X150 (ASPH–CONC–GRVD) S–100, D–225, 2D–400 PCN 49 R/B/X/T HIRL CL
**RWY 10L:** ALSF2. TDZL. PAPI(P4L)–GA 3.0° TCH 75′. Trees.
**RWY 28R:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′.
Trees. 0.3% up.
**RWY 10C–28C:** H9708X150 (ASPH–CONC–GRVD) S–100, D–149, 2D–260 PCN 47 R/B/X/T HIRL CL
**RWY 10C:** REIL. PAPI(P4L)—GA 3.0° TCH 51′.
**RWY 28C:** TDZL. PAPI (P4L)—GA 3.0° TCH 50′. Trees.
**RWY 14–32:** H8101X150 (CONC–GRVD) S–100, D–225, 2D–410 PCN 48 R/B/X/T HIRL CL
**RWY 14:** PAPI(P4L)—GA 3.0° TCH 60′. Pole. 0.5% down.
**RWY 32:** MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 72′. Trees.
0.3% up.

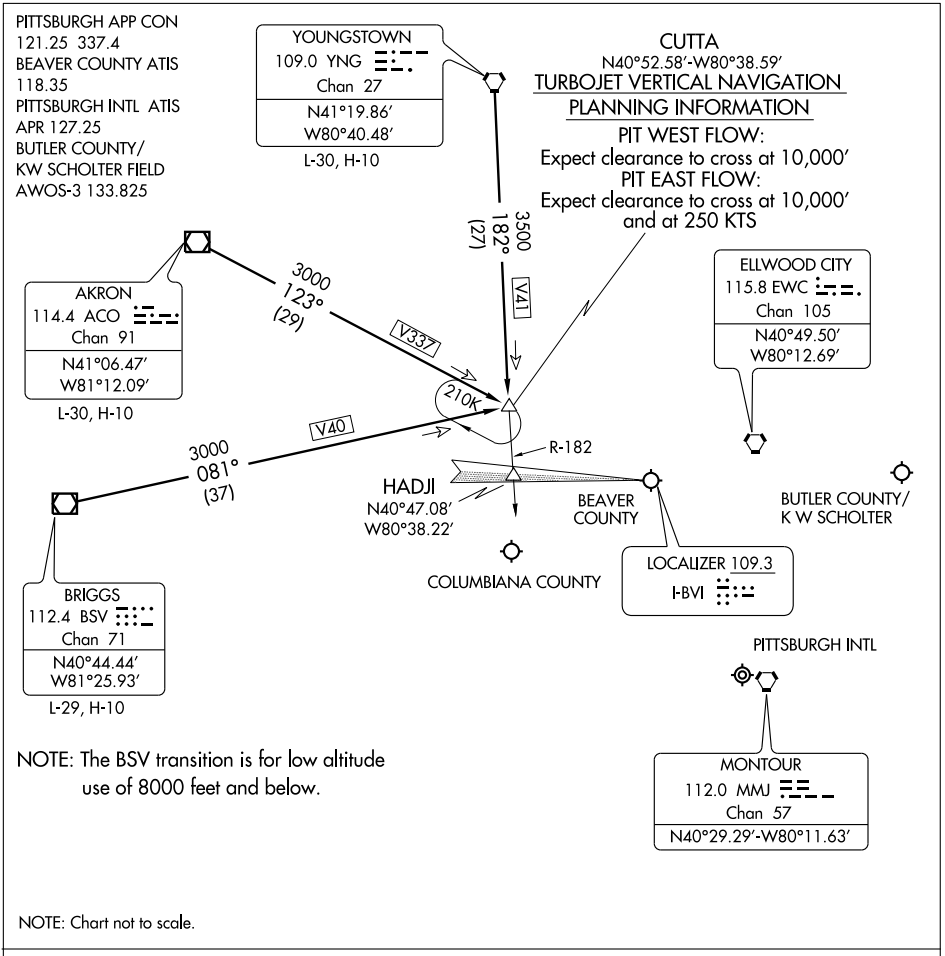



**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 10L:** TORA–10502 TODA–10502 ASDA–10502 LDA–10502
**RWY 10C:** TORA–9708 TODA–9708 ASDA–9708 LDA–9708
**RWY 10R:** TORA–11500 TODA–11500 ASDA–11500 LDA–11500
**RWY 14:** TORA–8101 TODA–8101 ASDA–8101 LDA–8101
**RWY 28L:** TORA–11500 TODA–11500 ASDA–11500 LDA–11500
**RWY 28C:** TORA–9708 TODA–9708 ASDA–9708 LDA–9708
**RWY 28R:** TORA–10502 TODA–10502 ASDA–10102 LDA–10102
**RWY 32:** TORA–8101 TODA–8101 ASDA–8101 LDA–8101

**AIRPORT REMARKS:** Attended continuously. Deer and birds on and invof arpt PAEW adjacent all rwys. Rwy 10L ALSF2 and SSALR is a dual mode system and controlled by twr and remote monitored. Twr is authorized to taxi acft into position and hold on Rwy 28L at Twy 'P' during hrs of darkness. The specific rwy shall be used only for departures and the intersection must be visible from twr. All jets departing Rwy 28R must be aligned with rwy prior to applying takeoff power. Rwy 10C and Rwy 28C departures: do not apply tkf thrust prior to rwy thld. Rwy 32 NSTD precision instrument markings—TDZ markings missing at 3000′. Rwy 10R touchdown, midfield and rollout runway visual range avbl. Rwy 28L touchdown, midfield and rollout rwy visual range avbl. Rwy 10L touchdown, midfield and rollout rwy visual range avbl. Rwy 28R touchdown, midfield and rollout rwy visual range avbl. Rwy 14 touchdown, midfield and rollout rwy visual range avbl. Rwy 32 touchdown, midfield and rollout rwy visual range avbl. Rwy 10C touchdown, midfield and rollout rwy visual range avbl. Rwy 28C touchdown, midfield and rollout rwy visual range avbl. Twy F clsd indef from Twy P to Rwy 32. Twy Y clsd indef, access to commuter apron avbl via Twy Y1 and Twy Y2. Acft using Twy N prohibited to stop on overpass area due to possible emergency evacuation hazard. Terminal taxilanes east of concourses A and B restricted to group 3 acft and smaller. Twy G intersection at Rwy 10L–28R right turn not allowed. Ldg fee. NOTE: See Special Notices—Intersection Departures During Period of Darkness, and Continuous Power Facilities..

**WEATHER DATA SOURCES:** ASOS (412) 472–0145. TDWR.
**COMMUNICATIONS: D–ATIS ARR** 127.25 **D–ATIS DEP** 135.9 **UNICOM** 122.95
**MONTOUR RCO** 122.1R 112.0T (ALTOONA RADIO)
Ⓡ **APP CON** 124.15 (001°–090°) 123.95 (091°–180°) 133.7 (181°–270°) 121.25 (271°–360°)
**TOWER** 119.1 (Rwy 10R–28L) 128.3 (Rwy 10L–28R) 135.025 (Rwys 10C–28C and 14–32)
**CLNC DEL** 126.75 **PRE–TAXI CLNC** 126.75 **GND CON** 121.9 (South) 127.8 (North)
Ⓡ **DEP CON** 119.35 (South) 124.75 (North) 125.275
**AIRSPACE: CLASS B** See VFR Terminal Area Chart.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIT.
**MONTOUR (L) VORTAC** 112.0 MMJ Chan 57 N40°29.29′ W80°11.63′ 284° 1.8 NM to fld. 1200/08W.
**ILS** 111.7 I–LXB Rwy 10L. Class IIIE.
**ILS** 108.9 I–GUT Rwy 10R. Class IIIE.
**ILS** 111.3 I–TQW Rwy 32. Class IE.
**ILS** 111.7 I–HFE Rwy 28R.
**ILS** 108.9 I–PFS Rwy 28L. Class IT.
**ASR**
**COMM/NAV/WEATHER REMARKS:** Terminal apron control frequencies are 130.77 for north apron; 131.37 for south apron.

• • • •




AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

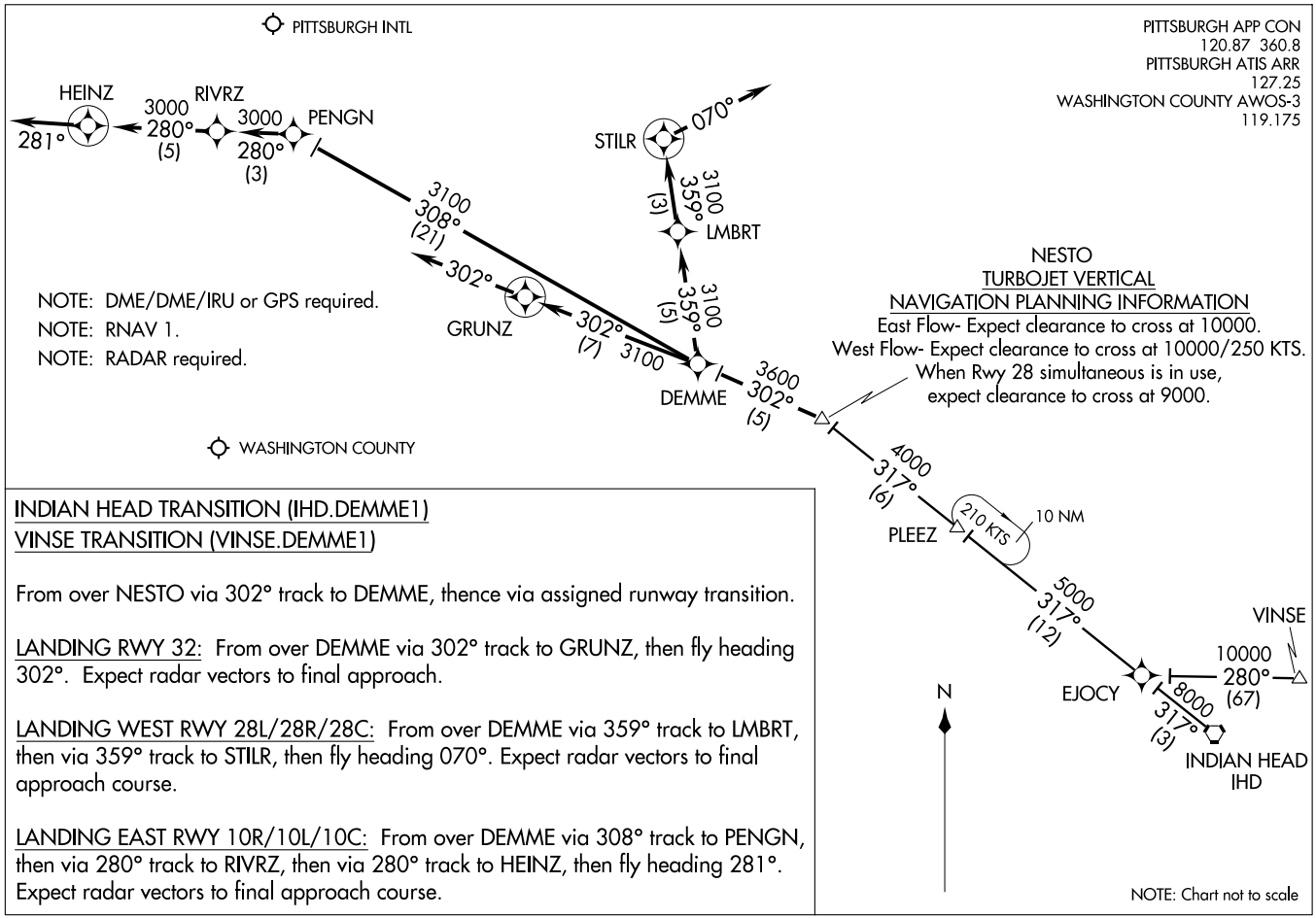
BTP and 02G direct EWC


NE-4, 26 AUG 2010 to 23 SEP 2010

# DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA




INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

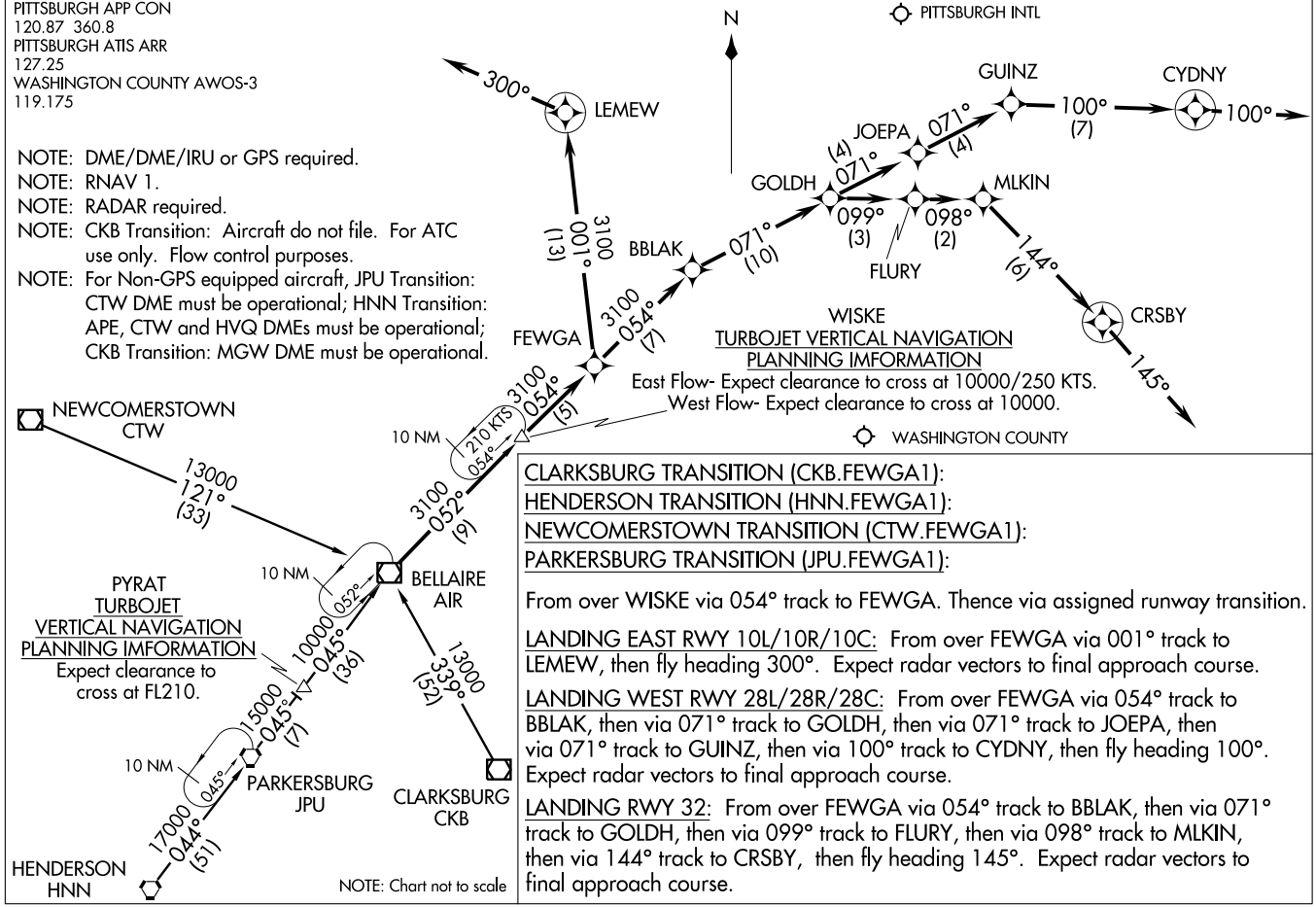
# FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.




CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

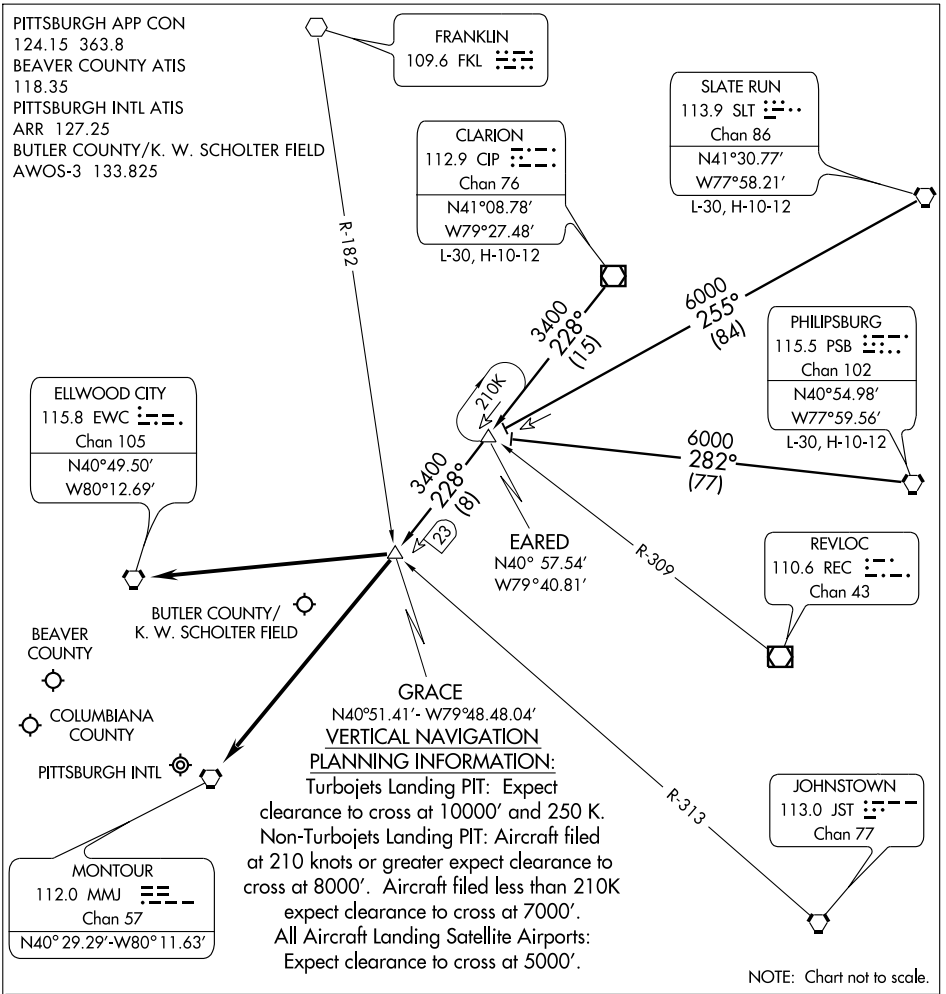
ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)
(FEWGA.FEWGA1) 10042
PITTSBURGH, PENNSYLVANIA

# GRACE THREE ARRIVAL








## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

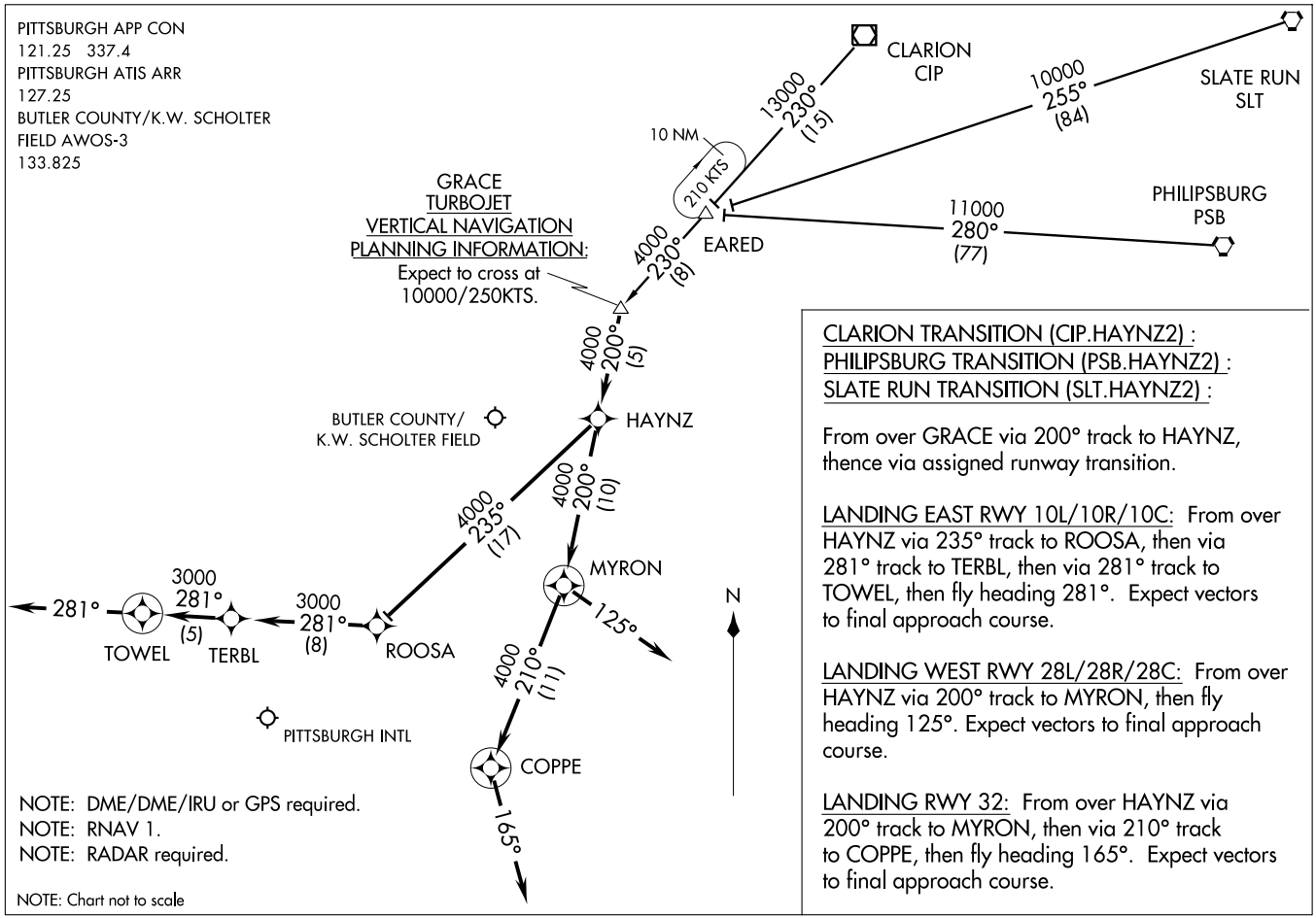


NE-4, 26 AUG 2010 to 23 SEP 2010

# HAYNZ TWO ARRIVAL (RNAV)

(HAYNZ.HAYNZ2) 10154

PITTSBURGH, PENNSYLVANIA




CLARION TRANSITION (CIP.HAYNZ2) :
PHILIPSBURG TRANSITION (PSB.HAYNZ2) :
SLATE RUN TRANSITION (SLT.HAYNZ2) :

From over GRACE via 200° track to HAYNZ, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over HAYNZ via 235° track to ROOSA, then via 281° track to TERBL, then via 281° track to TOWEL, then fly heading 281°. Expect vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over HAYNZ via 200° track to MYRON, then fly heading 125°. Expect vectors to final approach course.

LANDING RWY 32: From over HAYNZ via 200° track to MYRON, then via 210° track to COPPE, then fly heading 165°. Expect vectors to final approach course.

HAYNZ TWO ARRIVAL (RNAV)
(HAYNZ.HAYNZ2) 10154
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

# ILS or LOC RWY 10R

PITTSBURGH INTL (PIT)

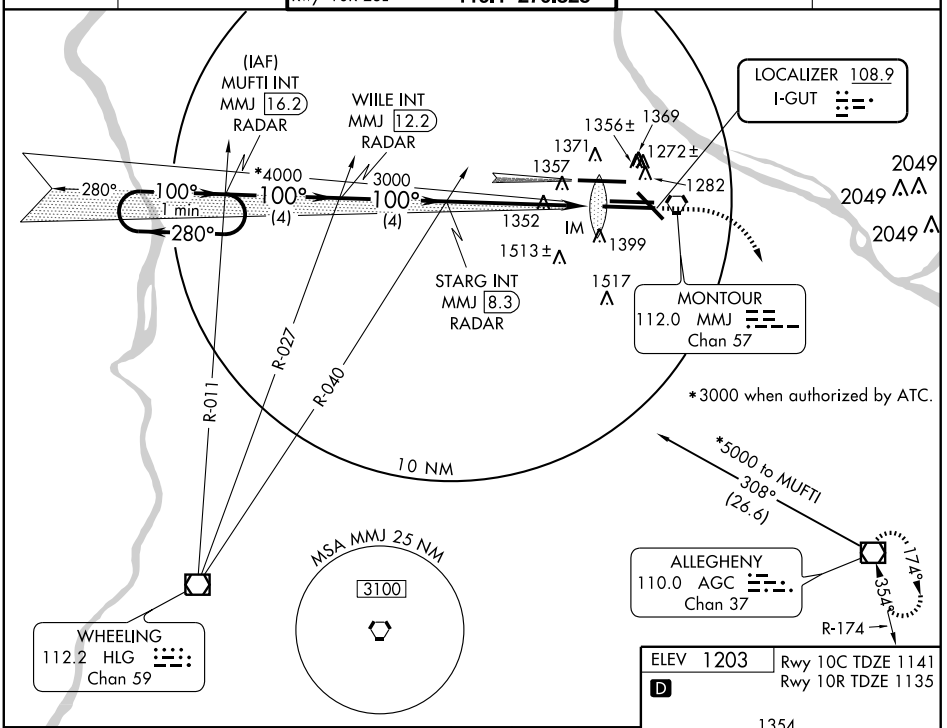
| LOC I-GUT | APP CRS | | 10R | 10C |
|---|---|---|---|---|
| 108.9 | 100° | Rwy Idg | 11500 | 9708 |
| | | TDZE | 1135 | 1141 |
| | | Apt Elev | 1203 | 1203 |

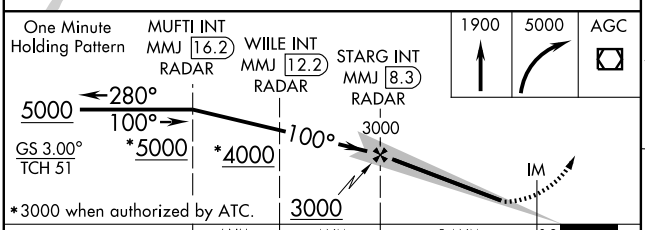
Simultaneous approach authorized with Rwy 10L.

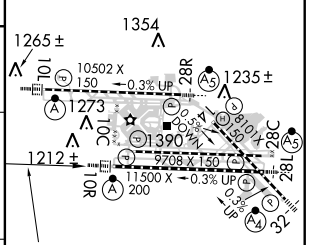
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10R | 1335/18 200 (200-½) | | | | 1335/24 200 (200-½) |
| S-LOC 10R | 1620/24 485 (500-½) | | 1620/40 485 (500-¾) | 1620/50 485 (500-1) | 1620/60 485 (500-1¼) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |
| SIDESTEP 10C | 1620/50 479 (500-1) | | 1620-1½ 479 (500-1½) | 1620-2 479 (500-2) | 1620-2¼ 479 (500-2¼) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-PFS | APP CRS | | 28L | 28C |
|---|---|---|---|---|
| 108.9 | 280° | Rwy ldg | 11500 | 9708 |
| | | TDZE | 1125 | 1134 |
| | | Apt Elev | 1203 | 1203 |

# ILS or LOC RWY 28L

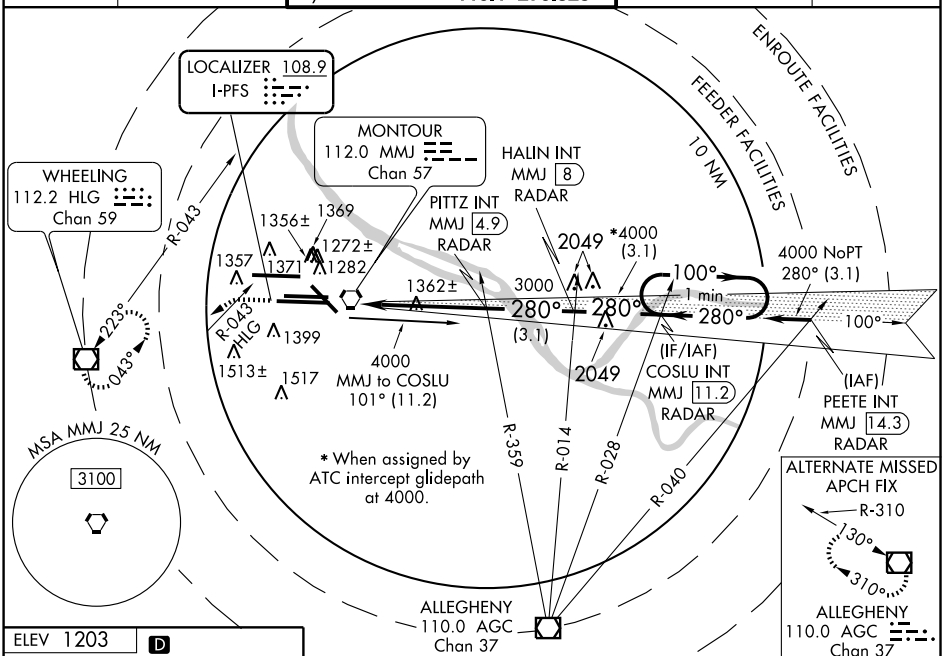
PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R. For inoperative MALSR, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

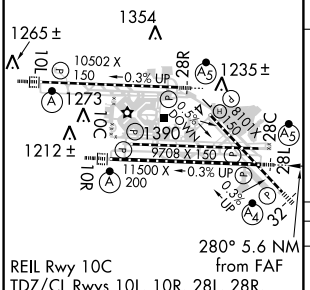



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

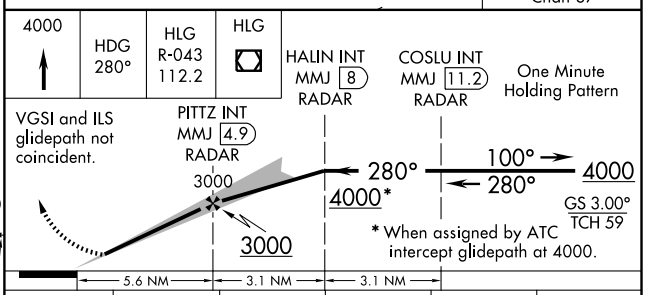
ELEV 1203 D

Rwy 28L TDZE 1125
Rwy 28C TDZE 1134




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28L | 1325/18 200 (200-½) | | | | 1325/24 200 (200-½) |
| S-LOC 28L | 1620/24 495 (500-½) | | 1620/40 495 (500-¾) | 1620/50 495 (500-1) | 1620/60 495 (500-1¼) |
| SIDESTEP 28C | 1620-1 486 (500-1) | | 1620-1½ 486 (500-1½) | 1620-2 486 (500-2) | 1620-2¼ 486 (500-2¼) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |

| LOC I-HFE | APP CRS | Rwy Idg | 10102 |
|---|---|---|---|
| 111.7 | 280° | TDZE | 1174 |
| | | Apt Elev | 1203 |

# ILS or LOC RWY 28R

PITTSBURGH INTL (PIT)

For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 28L. Radar Required for LOC minimums.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

MISSED APCH FIX

R-002

182°

002°

ELLWOOD CITY

115.8 EWC

Chan 105

TACAN MISSED APCH FIX

182°

002°

R-002

HAXIT

EWC 5

ELLWOOD CITY

115.8 EWC

Chan 105

LOCALIZER 111.7

I-HFE

COFEE INT

MMJ 6.8

RADAR

(IF/IAF)

KERRS INT

MMJ 10

RADAR

ZAIKO INT

RADAR

DOPNE

RADAR

†4000

280°

(3.1)

100°

1 min

280°

100°

3000

280°

(3.1)

2049

2049

1356±

1369

1272±

1282

1371

1357

1399

1513±

1517

5000 to KERRS

096° (10)

†5000 NoPT

NASTY to KERRS

280° (3.1)

(IAF)

NASTY INT

MMJ 13.1

RADAR

MONTOUR

112.0 MMJ

Chan 57

10 NM

R-008

R-355

R-022

R-034

MSA MMJ 25 NM

3100

2049

ELEV 1203

D

280° 5.5 NM from FAF

1354

TDZE 1174

1265±

1235±

1273

1212±

1390

10502 X 150

0.3% UP

11500 X 150

9708 X 150

200

0.3% UP

0.3% UP

0.3% UP

10L

10C

10R

28R

28C

28L

32

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ALLEGHENY

110.0 AGC

Chan 37

2049

1800

5000

EWC

115.8

VGSI and ILS glidepath not coincident.

GS 3.00°

TCH 57

*LOC Only

2300*

3000

3.4 NM

2.1 NM

3.1 NM

3.1 NM

COFEE INT

MMJ 6.8

RADAR

KERRS INT

MMJ 10

RADAR

One Minute Holding Pattern

ZAIKO INT

RADAR

DOPNE

RADAR

3000

280°

100°

280°

†5000

†4000

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 28R | 1374/18 200 (200-½) | | | | 1374/24 200 (200-½) |
| S-LOC 28R | 1540/24 366 (400-½) | | | 1540/40 | 366 (400-¾) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC RWY 32

PITTSBURGH INTL (PIT)

| LOC I-TQW | APP CRS | Rwy Idg | 8101 |
|---|---|---|---|
| 111.3 | 324° | TDZE | 1123 |
| | | Apt Elev | 1203 |

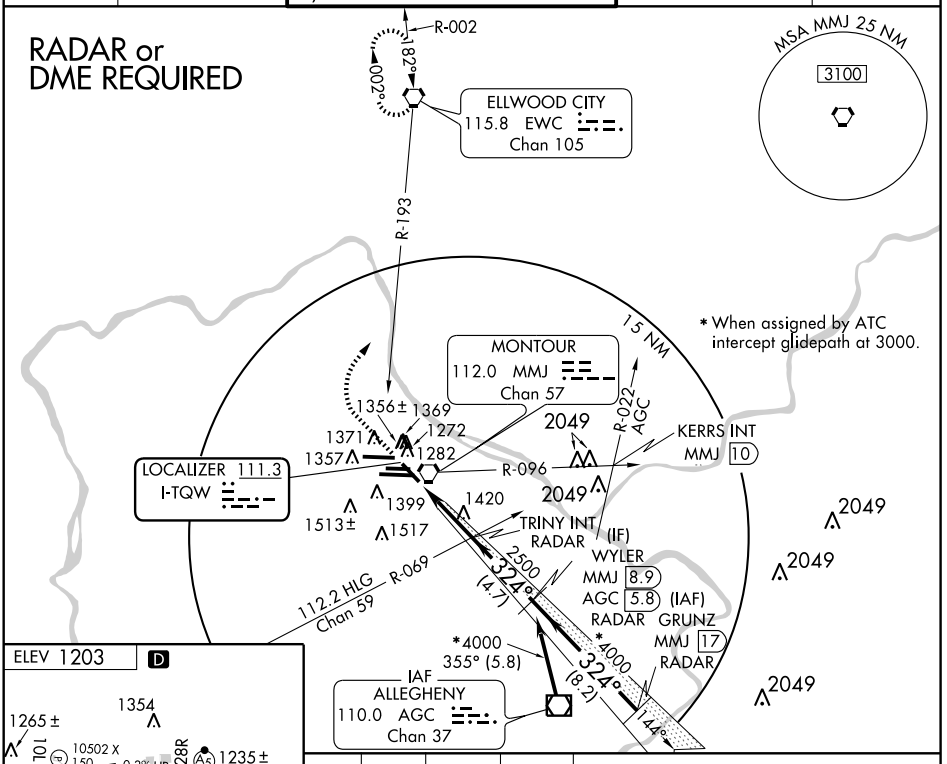
▼ ▲ Inoperative table does not apply to S-LOC 32 Cat C.

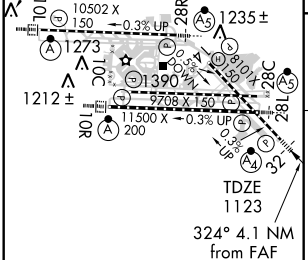
MALS (A4)

MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound).

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

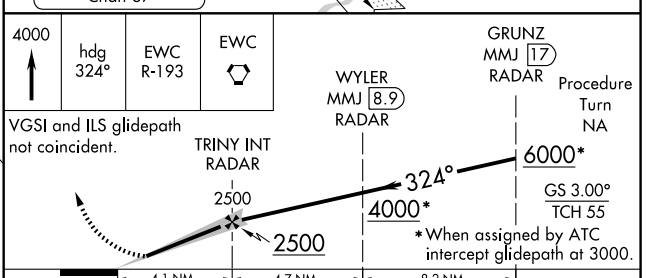
RADAR or DME REQUIRED




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C 10R-28L and 14-32

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 | 1323/40 200 (200-¾) | | | | |
| S-LOC 32 | 1720/40 597 (600-¾) | | 1720-1½ 597 (600-1½) | 1720-1¾ 597 (600-1¾) | 1720-2 597 (600-2) |
| CIRCLING | 1720-1 517 (600-1) | | 1720-1½ 517 (600-1½) | 1760-2 557 (600-2) | 1860-2¼ 657 (700-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-LXB | APP CRS | Rwy Idg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

# ILS RWY 10L (CAT II)

PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | |

R-002 182° 002° ELLWOOD CITY 115.8 EWC Chan 105

MSA MMJ 25 NM 3100

15 NM

LOCALIZER 111.7 I-LXB

(IAF) STOWI INT MMJ 15.4 RADAR

RACOO MMJ 9 RADAR

3000 280° 100° 1 min 280° 100° (6.4)

1356± 1371 1369 1357 1272 1282 1399 1513± 1517

2049

MONTOUR 112.0 MMJ Chan 57

R-014 112.2 HLG Chan 59

*3000 when authorized by ATC.

4000 297° (15.9)

*4000 to STOWI 311° (26.3)

ALLEGHENY 110.0 AGC Chan 37

NESTO

ELEV 1204 D

TDZE 1354 1265± 1204 1235± 1273 1390 1212± 9708 X 150 11500 X 150 10502 X 150 0.3% UP 0.5% UP 200

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

STOWI INT MMJ 15.4 RADAR

One Minute Holding Pattern

RACOO MMJ 9 RADAR

1900 4000 EWC 115.8

4000 280° 100° 3000 100° *4000 3000

GS 3.00° TCH 59

DH RA NA IM 1204 MSL

*3000 when authorized by ATC.

6.4 NM 5.2 NM 783' 1251'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | RA NA/12 | 100 DA 1304 | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-LXB | APP CRS | Rwy Idg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

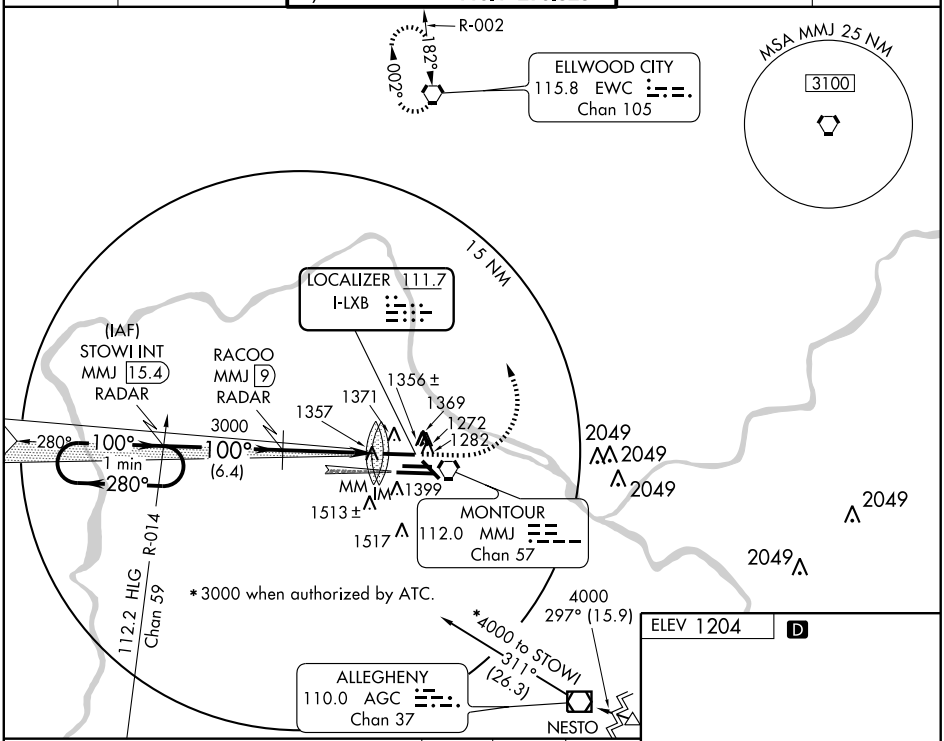
# ILS RWY 10L (CAT III)
PITTSBURGH INTL (PIT)

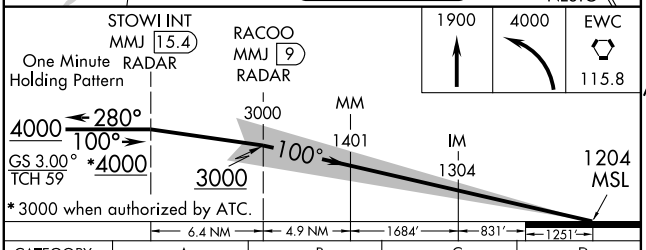
Simultaneous approach authorized with Rwy 10R.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

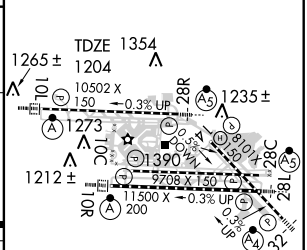
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | Cat IIIa RVR 07 | | | |
| S-ILS 10L | Cat IIIb RVR 06 | | | |
| S-ILS 10L | Cat IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-LXB | APP CRS | Rwy ldg | 10502 |
|---|---|---|---|
| 111.7 | 100° | TDZE | 1204 |
| | | Apt Elev | 1204 |

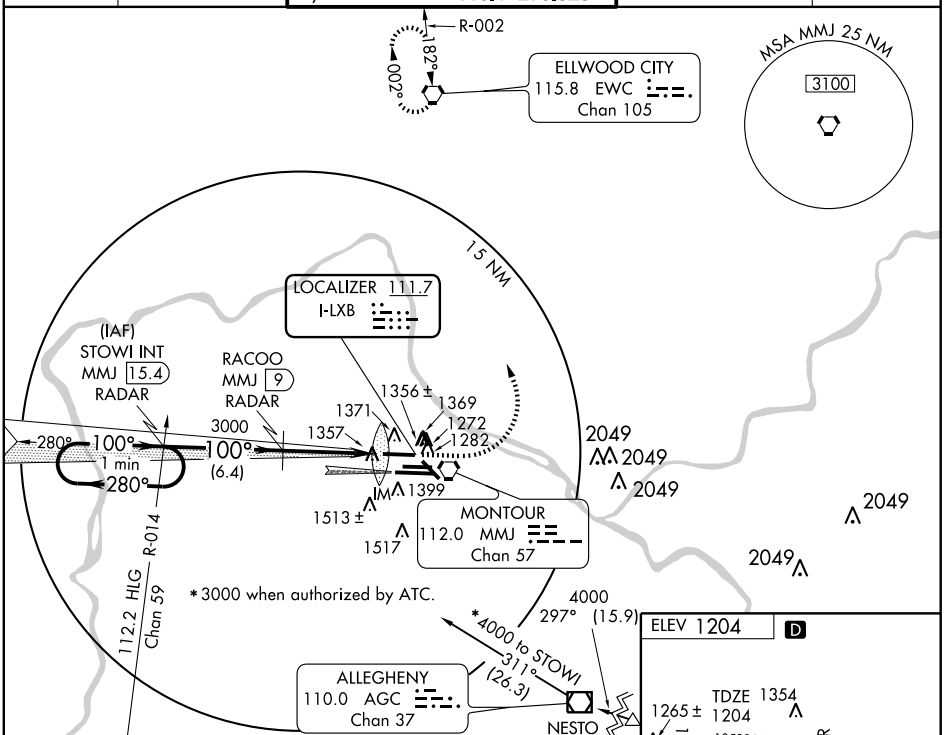
# ILS RWY 10L
## PITTSBURGH INTL (PIT)

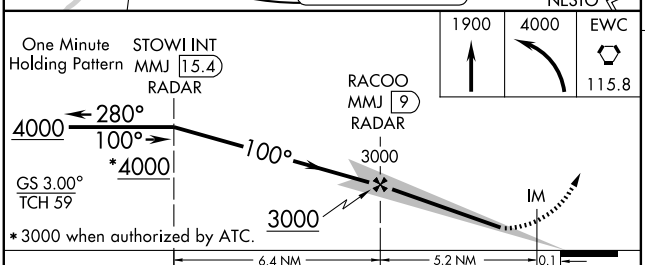
Simultaneous approach authorized with Rwy 10R.
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.
DME or RADAR REQUIRED for LOC minimums.

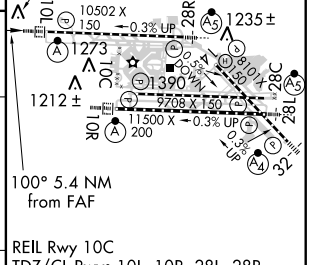
ALSF-2

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10L | 1404/18 200 (200-½) | | | | 1404/24 200 (200-½) |
| S-LOC 10L | 1580/24 376 (400-½) | | | 1580/40 376 (400-¾) | |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) | 1860-2¼ 656 (700-2¼) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 10R (CAT II)

## PITTSBURGH INTL (PIT)

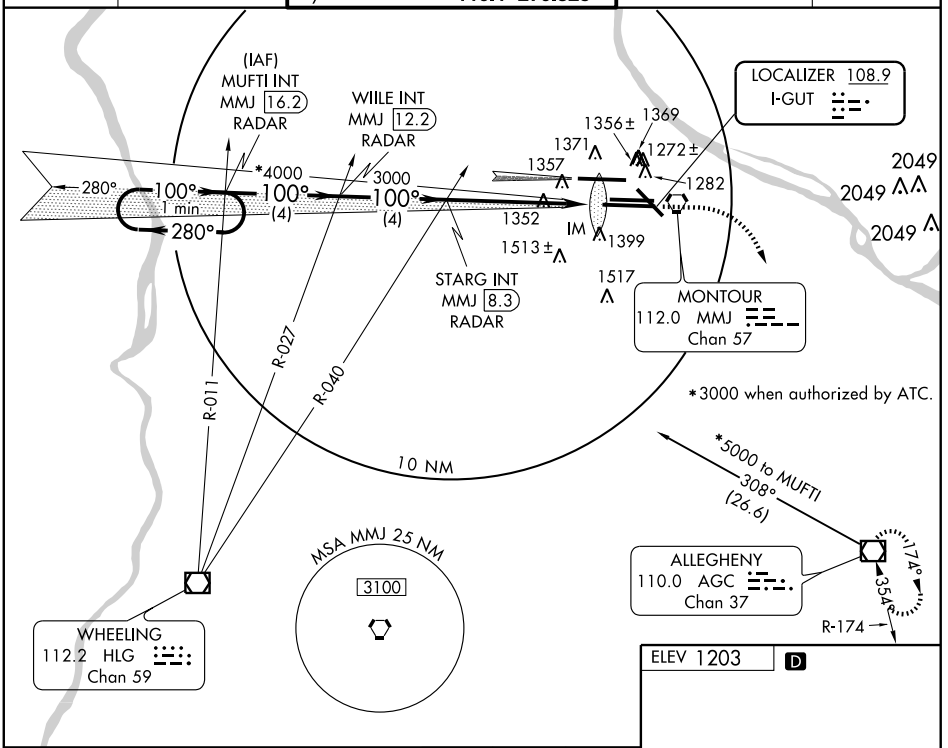
| LOC I-GUT | APP CRS | Rwy ldg 11500 TDZE 1135 Apt Elev 1203 |
|---|---|---|
| 108.9 | 100° | |

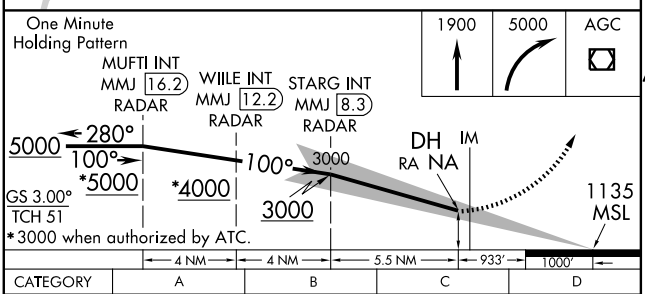
Simultaneous approach authorized with Rwy 10L.

ALSF-2

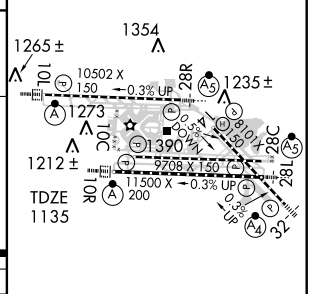
MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | RA NA/12 100 DA 1235 | | | |




## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 10R (CAT III)

PITTSBURGH INTL (PIT)

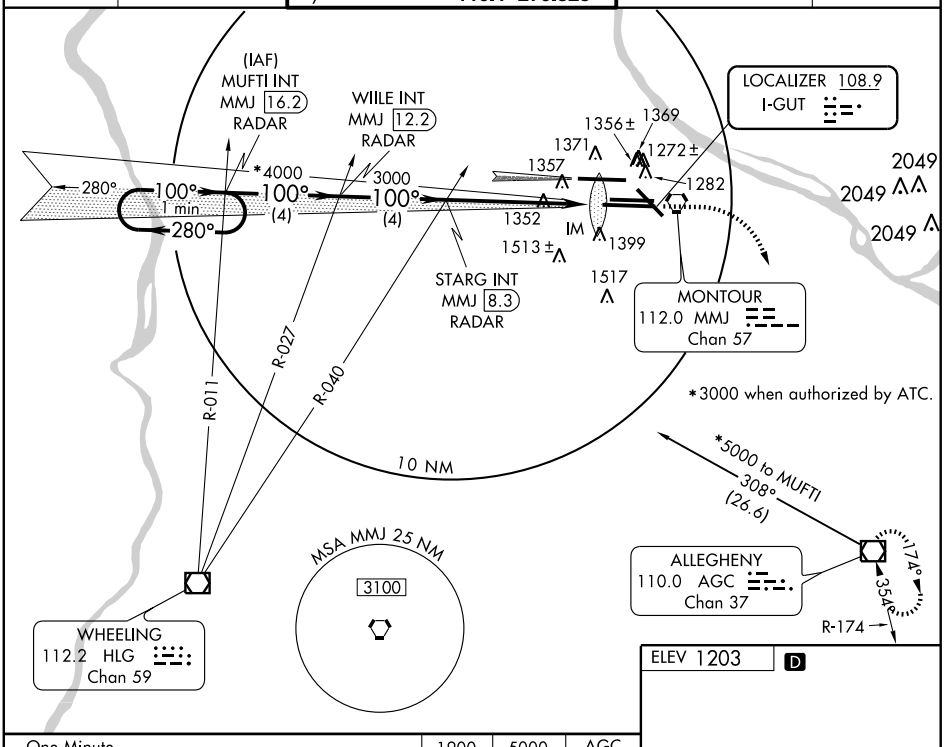
| LOC I-GUT | APP CRS | Rwy ldg 11500 |
|---|---|---|
| 108.9 | 100° | TDZE 1135 |
| | | Apt Elev 1203 |

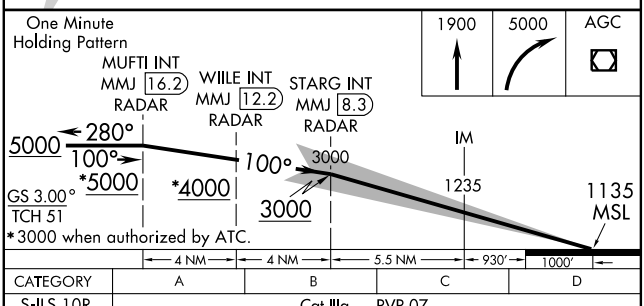
Simultaneous approach authorized with Rwy 10L.

ALSF-2

MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).

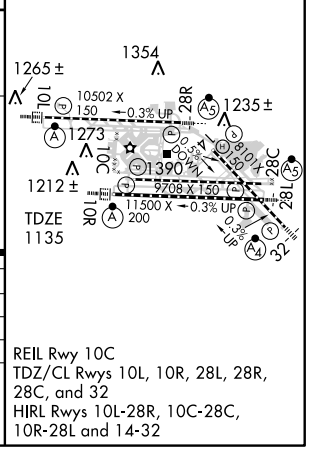
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | | Cat IIIa | RVR 07 | |
| S-ILS 10R | | Cat IIIb | RVR 06 | |
| S-ILS 10R | | Cat IIIc | NA | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-PFS | APP CRS | Rwy ldg | 11500 |
|---|---|---|---|
| 108.9 | 280° | TDZE | 1125 |
| | | Apt Elev | 1203 |

# ILS RWY 28L (CAT II)

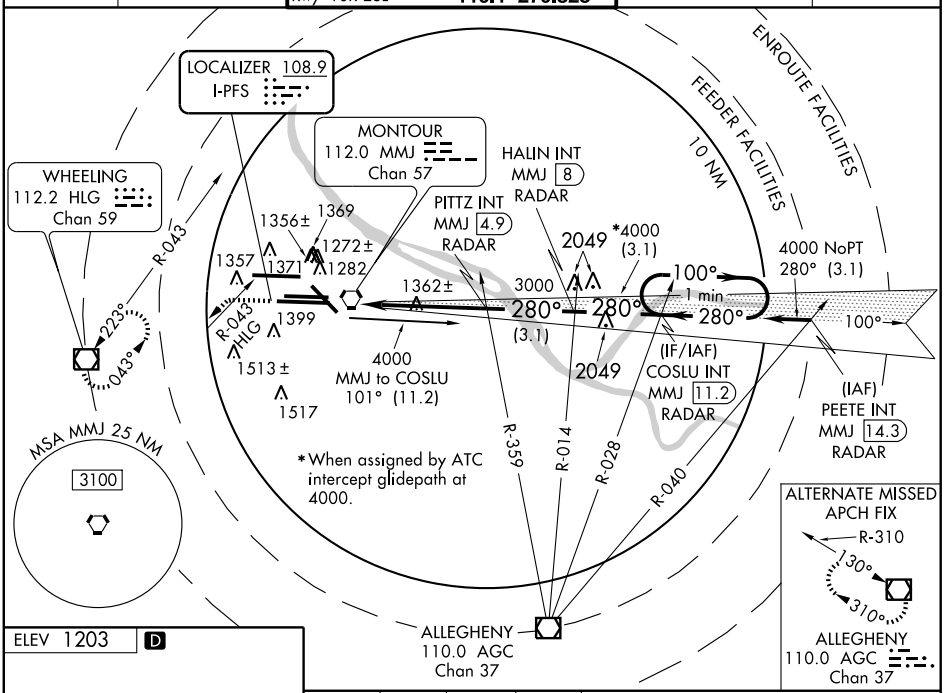
PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 28R.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

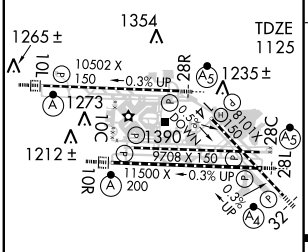
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

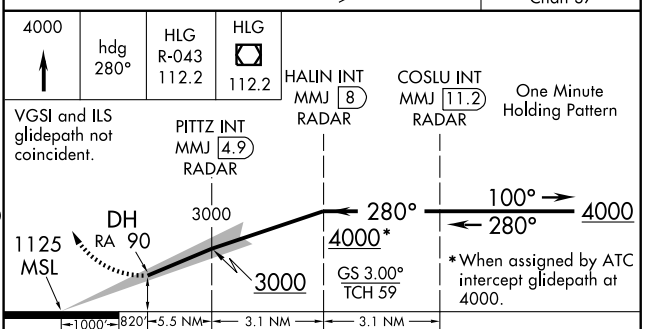
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | RA 90/12 100 DA 1225 | | | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

# ILS RWY 28R (CAT II)

PITTSBURGH INTL (PIT)

| LOC I-HFE | APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|---|
| 111.7 | 280° | 10102 | 1174 | 1203 |

Simultaneous approach authorized with Rwy 28L.
Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

MISSED APCH FIX
R-002
182°
002°
ELLWOOD CITY
115.8 EWC
Chan 105

TACAN MISSED APCH FIX
182°
002°
R-002
HAXIT
EWC 5
ELLWOOD CITY
115.8 EWC
Chan 105

LOCALIZER 111.7
I-HFE

COFEE INT
MMJ 6.8
RADAR

(IF/IAF)
KERRS INT
MMJ 10
RADAR

ZAIKO INT
RADAR

†4000
280°
(3.1)

100°
1 min
280°

3000
280°
(3.1)

100°

2049
2049

1356±
1369
1272±
1282
1371
1357
1399
1513±
1517

5000 to KERRS
096° (10)

†5000 NoPT
NASTY to KERRS
280° (3.1)

(IAF)
NASTY INT
MMJ 13.1
RADAR

MONTOUR
112.0 MMJ
Chan 57

R-008
R-355
R-022
R-034
10 NM

MSA MMJ 25 NM
3100
2049

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

ALLEGHENY
110.0 AGC
Chan 37
2049

ELEV 1203 D

1354
1265±
TDZE
1174
1235±
1273
1390
1212±
10R
10C
28R
28C
28L
32
10502 X 150 0.3% UP
9708 X 150 0.3% UP
11500 X 200 0.3% UP

1800 | 5000 | EWC 115.8

VGSI and ILS glidepath not coincident.

GS 3.00°
TCH 57

DH
RA 146
1174
MSL

ZAIKO INT
RADAR

COFEE INT
MMJ 6.8
RADAR

KERRS INT
MMJ 10
RADAR

One Minute Holding Pattern

3000
280°
100°
280°
†5000
†4000
3000

†When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

1110′ 782′ 5.4 NM 3.1 NM 3.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | RA 146/12 100 DA 1274 | | | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

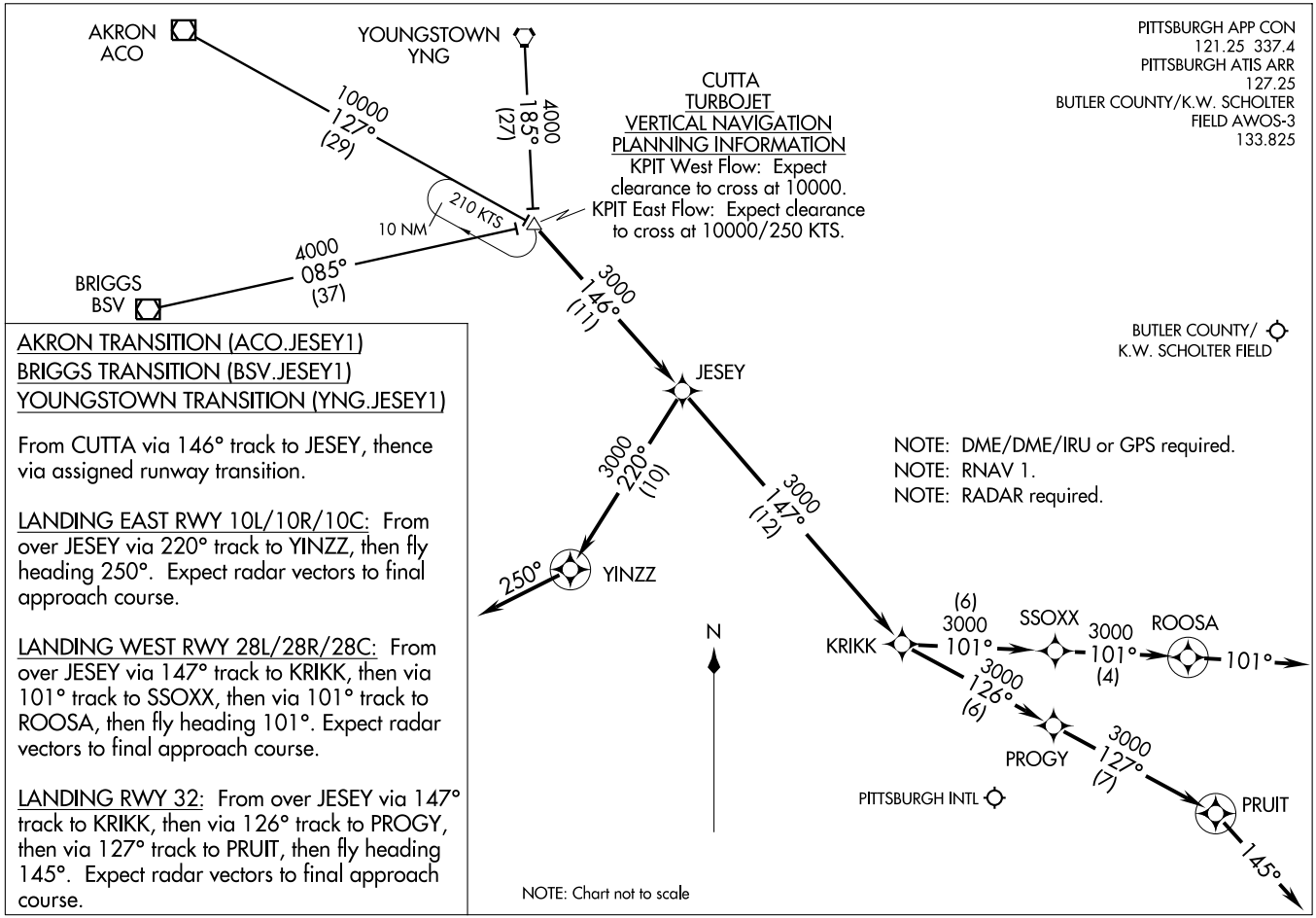
## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# JESEY ONE ARRIVAL (RNAV)

(JESEY.JESEY1) 09351




AKRON TRANSITION (ACO.JESEY1)
BRIGGS TRANSITION (BSV.JESEY1)
YOUNGSTOWN TRANSITION (YNG.JESEY1)

From CUTTA via 146° track to JESEY, thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over JESEY via 220° track to YINZZ, then fly heading 250°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. Expect radar vectors to final approach course.

LANDING RWY 32: From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. Expect radar vectors to final approach course.

PITTSBURGH, PENNSYLVANIA

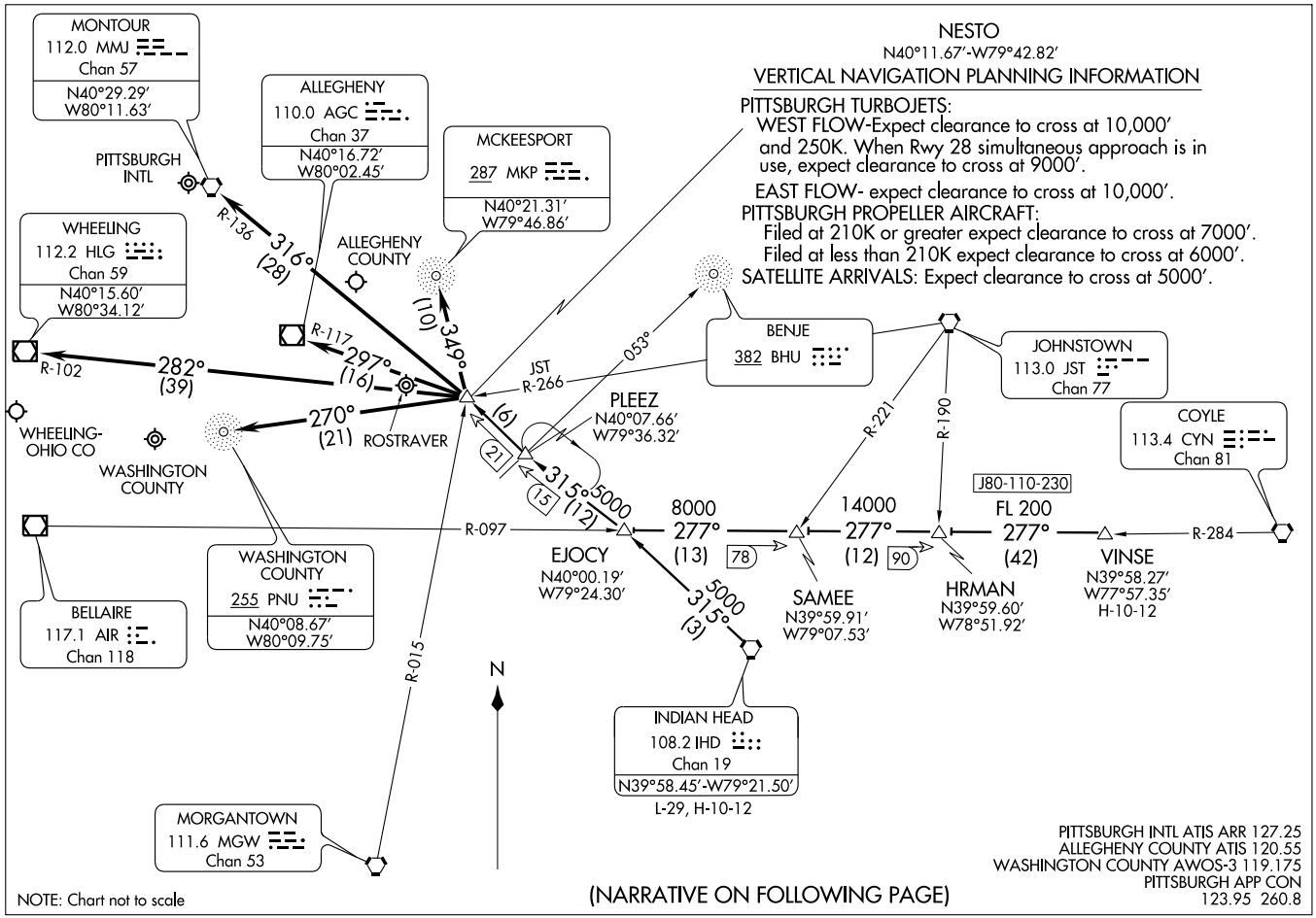
JESEY ONE ARRIVAL (RNAV)
(JESEY.JESEY1) 09351

ST-570 (FAA)

# NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA




NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

# PITTSBURGH NINE DEPARTURE

(PIT9.PIT) 09239

PITTSBURGH, PENNSYLVANIA

PITTSBURGH INTL (PITT)

ATIS DEP 135.9
PITTSBURGH CLNC DEL
126.75 353.7
PITTSBURGH GND CON
121.9 (SOUTH) 348.6
127.8 (NORTH) 348.6
U.S. AIRWAYS RAMP CON
131.37 (SOUTH) 130.77 (NORTH)
PITTSBURGH TOWER
Rwy 10L/28R 128.3 291.7
Rwy 10R/28L 119.1 270.325
Rwy 10C/28C and 14/32
135.02 270.325

DEPARTURE FREQUENCY: The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (north or south) where first fix/navaid/radial for your route is located (see graphic).
NOTE: Due to varying internal airspace configurations, Pittsburgh Tower may specifically issue departure frequencies that supercede those indicated here.

N

PITTSBURGH DEP CON NORTH 124.75 338.2

BRIGGS
112.4 BSV
Chan 71
N40°44.44′
W81°25.93′
L-29, H-10

TIVERTON
116.5 TVT
Chan 112
N40°27.48′-W82°07.61′
L-29

DILNE
N40°28.08′
W80°52.54′

1700
1700
324°
280°
100°
1700
1700
144°

R-092
R-276
R-319

ELLWOOD CITY
115.8 EWC
Chan 105
N40°49.50′
W80°12.69′
L-29, H-10

TYRONE
114.9 TON
Chan 96
N40°44.11′
W78°19.88′
L-30

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′
L-29

REVLOC
110.6 REC
Chan 43
N40°32.79′
W78°44.82′
L-29

WHEELING
112.2 HLG
Chan 59
N40°15.59′
W80°34.12′
L-29

JOHNSTOWN
113.0 JST
Chan 77
N40°19.00′
W78°50.05′
L-29, H-10-12

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′
L-29

R-225
R-158

BURGS
N39°41.91′
W80°35.19′
L-29, H-10-12

PITTSBURGH DEP CON SOUTH 119.35 285.575

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′-W80°49.04′
L-29, H-10-12

MORGANTOWN
111.6 MGW
Chan 53
N39°33.40′
W79°51.62′
L-29, H-10-12

V103
R-335

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

TAKEOFF MINIMUMS:
Rwys 10L, 10C, 10R, 28L, 28R, 14: STANDARD.
Rwy 32: 200-1½ or STANDARD with minimum climb of 240 ft per NM to 1500, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, Takeoff must occur no later than 2100 ft prior to DER.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

PITTSBURGH NINE DEPARTURE
(PIT9.PIT) 09239
SL-570 (FAA)
PITTSBURGH, PENNSYLVANIA
PITTSBURGH INTL (PITT)

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L, 10C,10R: Climb heading 100° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.
JETS: Maintain 5000 or requested altitude if lower.
ALL OTHERS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.

TAKEOFF OBSTACLES:
Rwy 10L: Tree 1387′ from DER, 733′ left of centerline, 59′ AGL/1233′ MSL.
Rod on OL tower 4168′ from DER, 910′ left of centerline, 112′ AGL/1282′ MSL.
Tower 4175′ from DER, 864′ left of centerline, 112′ AGL/1282′ MSL.
Tree 1463′ from DER, 672′ left of centerline, 38′ AGL/1212′ MSL.
Rwy 10C: Multiple trees beginning 3207′ from DER, 461′ left of centerline, up to 29′ AGL/1263′ MSL.
Rwy 10R: Multiple trees beginning 1082′ from DER, 102′ right of centerline, up to 66′ AGL/1265′ MSL.
OL on monitor pole 4590′ from DER, 1124′ left of centerline, 55′ AGL/1241′ MSL.
Pole 4610′ from DER, 1138′ left of centerline, 55′ AGL/1241′ MSL.
Rwy 14: Tree 968′ from DER, 516′ right of centerline, 44′ AGL/1158′ MSL.
Rwy 28L: Tree 2272′ from DER, 1109′ left of centerline, 64′ AGL/1223′ MSL.
Tree 39′ from DER, 498′ left of centerline, 9′ AGL/1144′ MSL.
Rwy 28R: Tree 1810′ from DER, 912′ right of centerline, 34′ AGL/1273′ MSL.
Bush 73′ from DER, 477′ right of centerline, 12′ AGL/1215′ MSL.
Pole 465′ from DER, 633′ left of centerline, 20′ AGL/1233′ MSL.
Rwy 32: Antenna on OL tower 1.1 NM from DER, 435′ left of centerline, 105′ AGL/1354′ MSL.
Tower 1.1 NM from DER, 497′ left of centerline, 96′ AGL/1342′ MSL.
LT on pole 454′ from DER, 515′ right of centerline, 25′ AGL/1173′ MSL.
Multiple trees beginning 1717′ from DER, 1108′ right of centerline, up to 61′ AGL/1312′ MSL.
Tree 6074′ from DER, 1272′ right of centerline, 61′ AGL/1321′ MSL.
Tree 2577′ from DER, 1108′ right of centerline, 74′ AGL/1233′ MSL.
Tree 2480′ from DER, 1118′ right of centerline, 33′ AGL/1212′ MSL.



NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 10502 |
|---|---|---|---|
| CH 81826 | 100° | TDZE | 1204 |
| W10B | | Apt Elev | 1204 |

# RNAV (GPS) RWY 10L

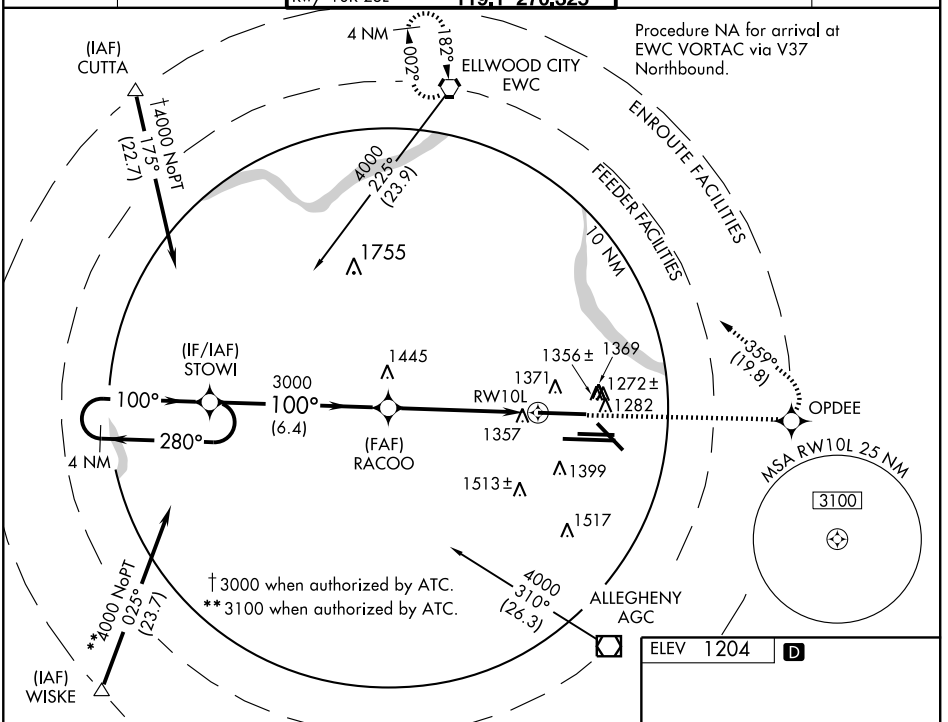
PITTSBURGH INTL (PIT)

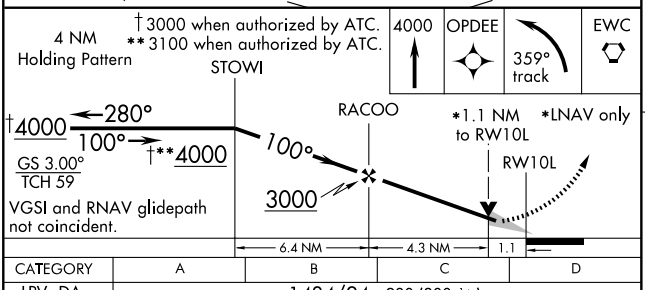
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.

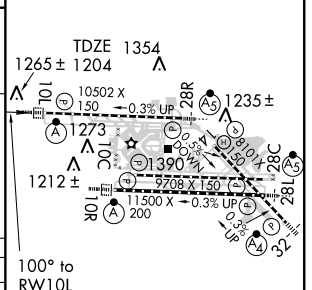
ALSF-2

MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1484/24 280 (300-½) | | | |
| LNAV/ VNAV DA | 1636/50 432 (500-1) | | | |
| LNAV MDA | 1620/24 416 (500-½) | | 1620/40 416 (500-¾) | 1620/50 416 (500-1) |
| CIRCLING | 1700-1½ 496 (500-1½) | | | 1760-2 556 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

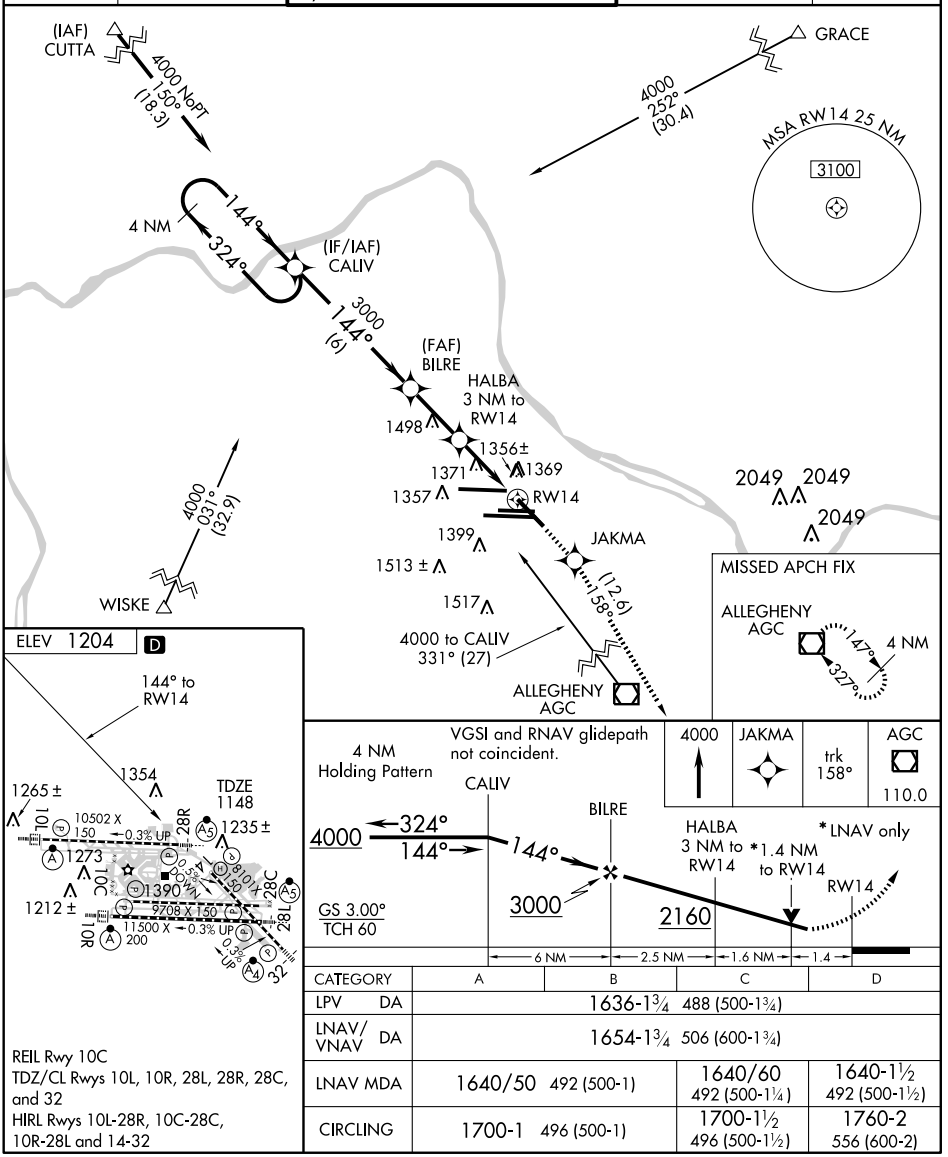
PITTSBURGH INTL (PIT)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 77526 W14A | 144° | Rwy Idg | 8101 |
| | | TDZE | 1148 |
| | | Apt Elev | 1204 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA and via 158° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1636-1¾ 488 (500-1¾) | | | |
| LNAV/VNAV DA | 1654-1¾ 506 (600-1¾) | | | |
| LNAV MDA | 1640/50 492 (500-1) | | 1640/60 492 (500-1¼) | 1640-1½ 492 (500-1½) |
| CIRCLING | 1700-1 496 (500-1) | | 1700-1½ 496 (500-1½) | 1760-2 556 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **90126** | **100°** | Rwy Idg | **9708** |
| **W10A** | | TDZE | **1141** |
| | | Apt Elev | **1203** |

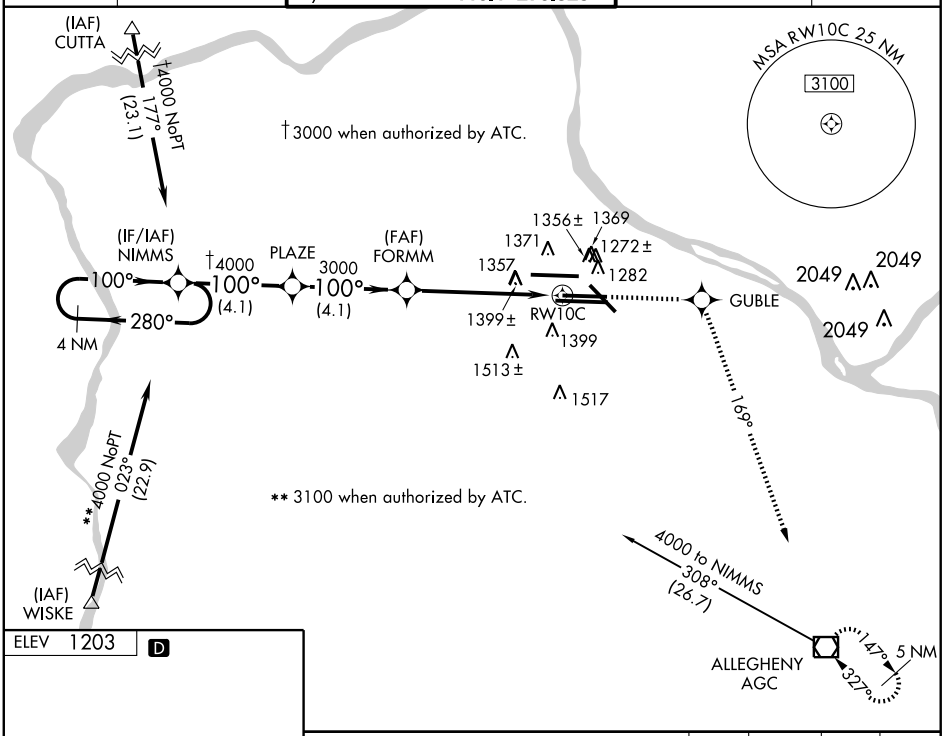
# RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

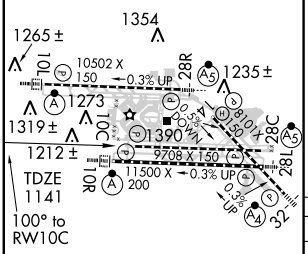
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

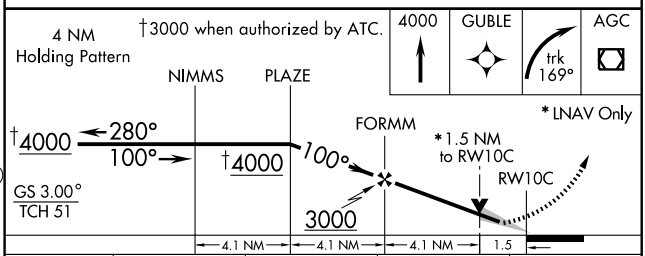
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR **127.25** | **123.95 360.8** | Rwys 10L-28R **128.3 291.7** | SOUTH **121.9 348.6** | **126.75 353.7** |
| DEP **135.9** | | Rwys 10C-28C, 14-32 **135.025 270.325** | NORTH **127.8 348.6** | |
| | | Rwy 10R-28L **119.1 270.325** | | |




ELEV 1203 D




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1438/50 297 (300-1) | | | |
| LNAV/VNAV DA | 1634-1¾ 493 (500-1¾) | | | |
| LNAV MDA | 1660/50 519 (500-1) | | 1660-1½ 519 (500-1½) | 1660-1¾ 519 (500-1¾) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| CH 86226 | 100° | TDZE | 1135 |
| W10D | | Apt Elev | 1203 |

# RNAV (GPS) Y RWY 10R

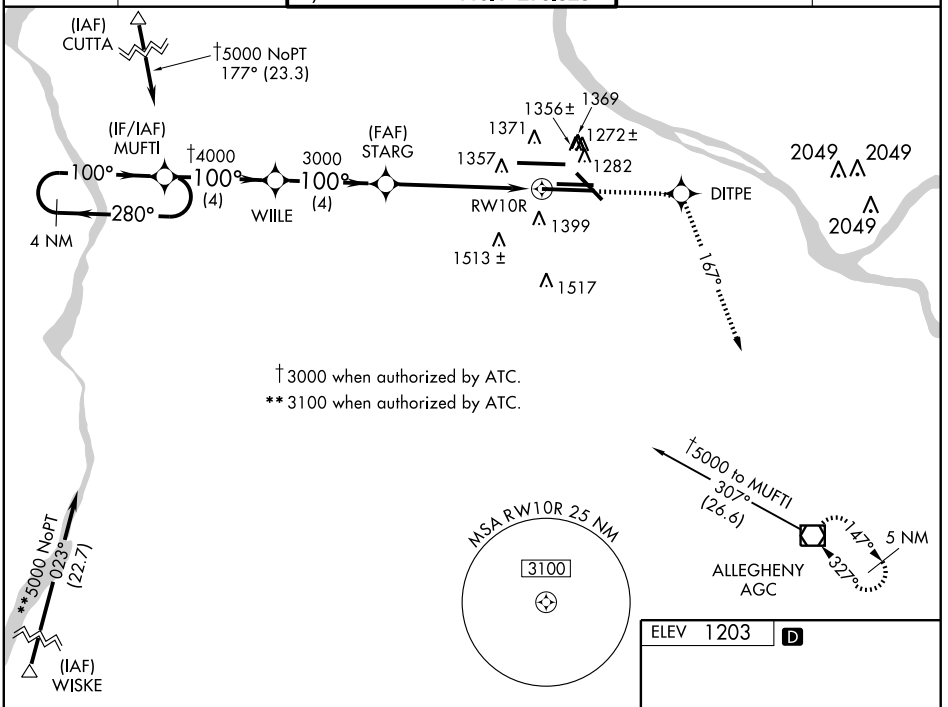
PITTSBURGH INTL (PIT)

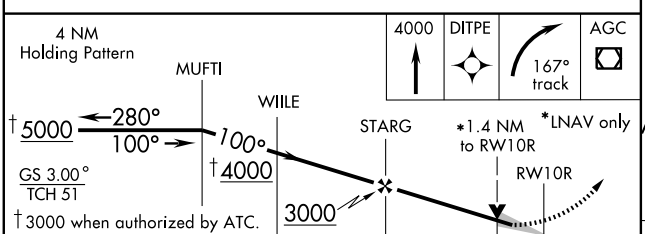
For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.

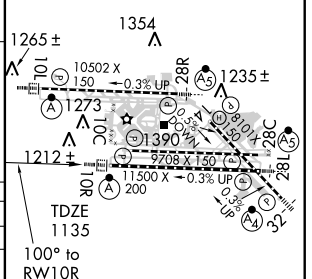
ALSF-2

MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1443/24 308 (400-½) | | | |
| LNAV/VNAV DA | 1658/60 523 (600-1¼) | | | |
| LNAV MDA | 1620/24 485 (500-½) | | 1620/40 485 (500-¾) | 1620/50 485 (500-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 45527 | 280° | Rwy Idg | 9708 |
| W28A | | TDZE | 1134 |
| | | Apt Elev | 1203 |

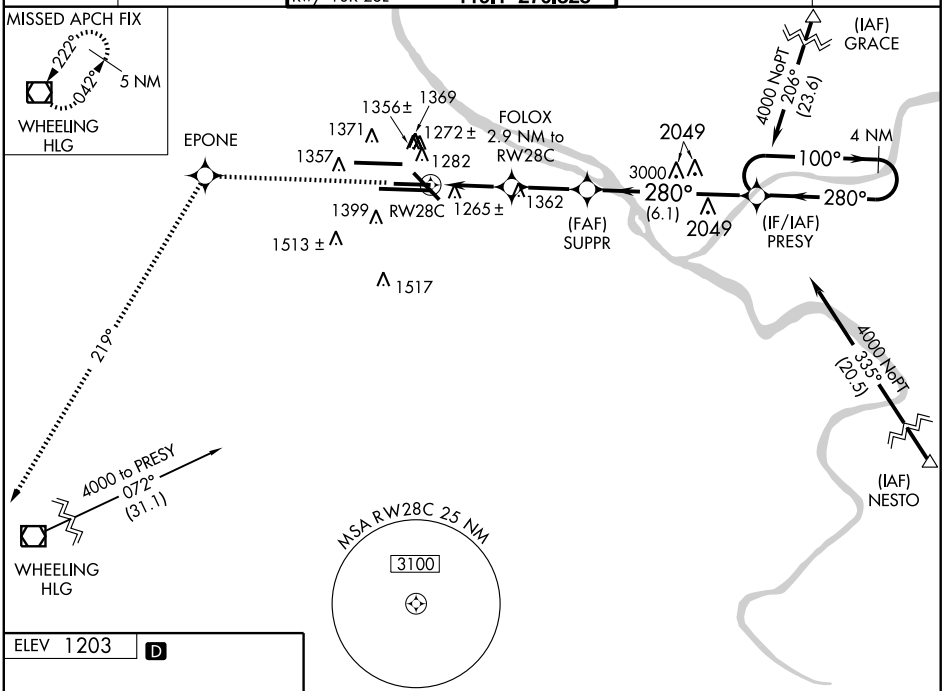
# RNAV (GPS) Y RWY 28C

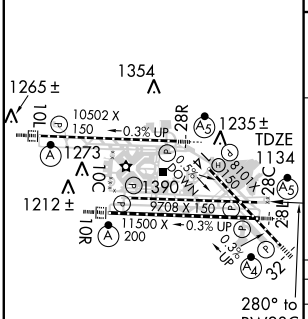
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

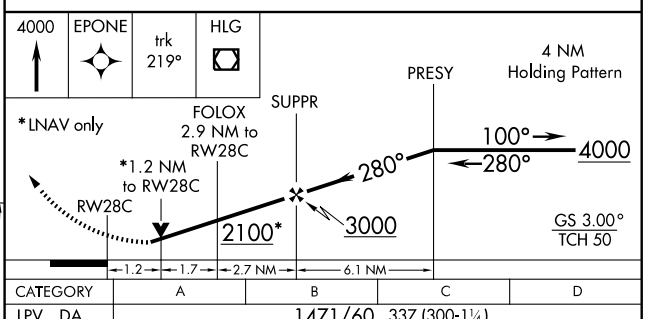
MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1471/60 337 (300-1¼) | | | |
| LNAV/VNAV DA | 1545-1½ 411 (400-1½) | | | |
| LNAV MDA | 1580/50 446 (400-1) | | 1580/60 446 (400-1¼) | 1580-1½ 446 (400-1½) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **97326** | **280°** | Rwy Idg | **11500** |
| **W28B** | | TDZE | **1125** |
| | | Apt Elev | **1203** |

# RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct CAKAT and via 222° track to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR **127.25** | **123.95 360.8** | Rwys 10L-28R **128.3 291.7** | SOUTH **121.9 348.6** | **126.75 353.7** |
| DEP **135.9** | | Rwys 10C-28C, 14-32 **135.025 270.325** | NORTH **127.8 348.6** | |
| | | Rwy 10R-28L **119.1 270.325** | | |

MISSED APCH FIX

222° 042° 5 NM

WHEELING HLG

GRACE

4000 197° (23.1)

1356± 1369 1371 1272± 1282 POLOE 2.9 NM to RW28L

CAKAT 1357 1399 RW28L 1265± 1362 1513± 1517

2049 2049 3000 280° (6.3) (FAF) PITTZ 2049 (IF/IAF) COSLU 100° 280° 4 NM (IAF) PEETE

4000 NoPT 280° (3.1)

222°

4000 to COSLU 073° (31.2)

WHEELING HLG

Procedure NA for arrivals at HLG VOR/DME via V12 Westbound.

MSA RW28L 25 NM 3100

2049

4000 344° (18.6)

2049 NESTO

ELEV 1203 D

1354 1265± 1235± 1273 1212± 1390 1708 X 150 10502 X 150 11500 X 200 0.3% UP 0.5% DOWN 8101 X 150 0.3% UP 10L 10C 10R 28R 28C 28L 32

TDZE 1125

280° to RW28L

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000 | CAKAT | 222° track | HLG

* LNAV only

* 1 NM to RW28L

POLOE 2.9 NM to RW28L

PITTZ

COSLU

4 NM Holding Pattern

100° 280° 4000

GS 3.00° TCH 59

2100* 3000

VGSI and RNAV glidepath not coincident.

1 NM 1.9 NM 2.7 NM 6.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1514/40 389 (400-¾) | | | |
| LNAV/VNAV DA | 1548/50 423 (400-1) | | | |
| LNAV MDA | 1520/24 395 (400-½) | | | 1520/50 395 (400-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 10102 |
|---|---|---|---|
| CH 40027 | 280° | TDZE | 1174 |
| W28D | | Apt Elev | 1203 |

# RNAV (GPS) Y RWY 28R

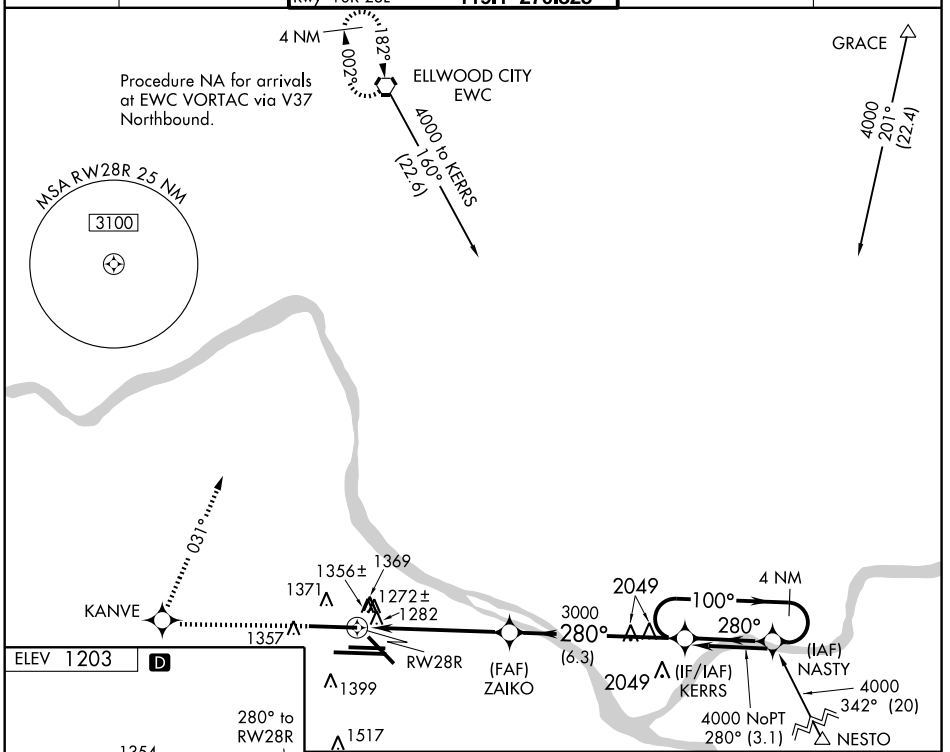
PITTSBURGH INTL (PIT)

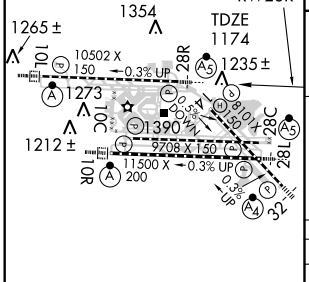
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

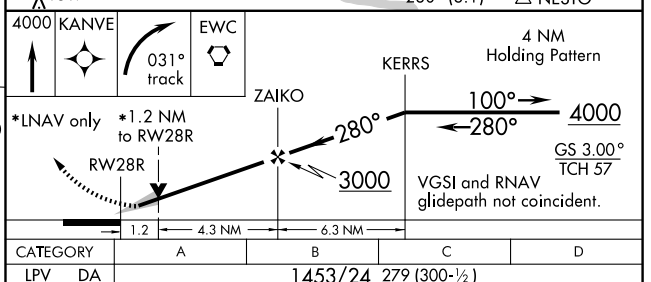
MALSR

MISSED APPROACH: Climb to 4000 direct KANVE and right turn via 031° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1453/24 279 (300-½) | | | |
| LNAV/VNAV DA | 1710/60 536 (600-1¼) | | | |
| LNAV MDA | 1640/24 466 (500-½) | | 1640/40 466 (500-¾) | 1640/50 466 (500-1) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8101 |
|---|---|---|---|
| CH 70326 | 324° | TDZE | 1123 |
| W32A | | Apt Elev | 1203 |

# RNAV (GPS) Y RWY 32

PITTSBURGH INTL (PIT)

Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C 114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.

MALS

MISSED APPROACH: Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

ELLWOOD CITY EWC

Procedure NA for arrivals at EWC VORTAC via V37 Northbound.

026°

JAVET

†5000 to COPKU

172° (30.6)

MISSED APCH FIX

4 NM

182°

002°

ELLWOOD CITY EWC

1356± 1369 1371 1272± 1282 1357 1265± 1399 RW32 1513± 1517 1430± 2049 2049 2049 2049

ZANTA 2 NM to RW32

(FAF) TRINY

2500 324° (4.7)

WYLER

4000 325° (3.1)

145° 325°

(IF/IAF) COPKU

4 NM

†6000 302° (11.8)

†4000 when assigned by ATC.

†5000 NoPT to COPKU 325° (5)

(IAF) GRUNZ

NESTO

MSA RW32 25 NM

3100

ELEV 1203 D

1354 1265± 1235± 1273 1212± 1390 10502 X 150 0.3% UP 9708 X 150 11500 X 200 0.3% UP 10L 10C 10R 28R 28C 28L 32 TDZE 1123

324° to RW32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

4000 JAVET 026° track EWC †4000 when assigned by ATC.

4 NM Holding Pattern

COPKU WYLER TRINY ZANTA 2 NM to RW32

145° †5000 325° 325° 4000 324°

* LNAV only

*1.1 NM to RW32

RW32 1800* 2500

GS 3.00° TCH 55

VGSI and RNAV glidepath not coincident.

1.1 0.9 2.1 NM 4.7 NM 3.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1373/40 250 (200-¾) | | | |
| LNAV/VNAV DA | 1515-1½ 392 (400-1½) | | | |
| LNAV MDA | 1520/40 397 (400-¾) | | | 1520/60 397 (400-1¼) |
| CIRCLING | 1700-1 497 (500-1) | | 1700-1½ 497 (500-1½) | 1760-2 557 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9708 |
|---|---|---|
| 100° | TDZE | 1141 |
| | Apt Elev | 1203 |

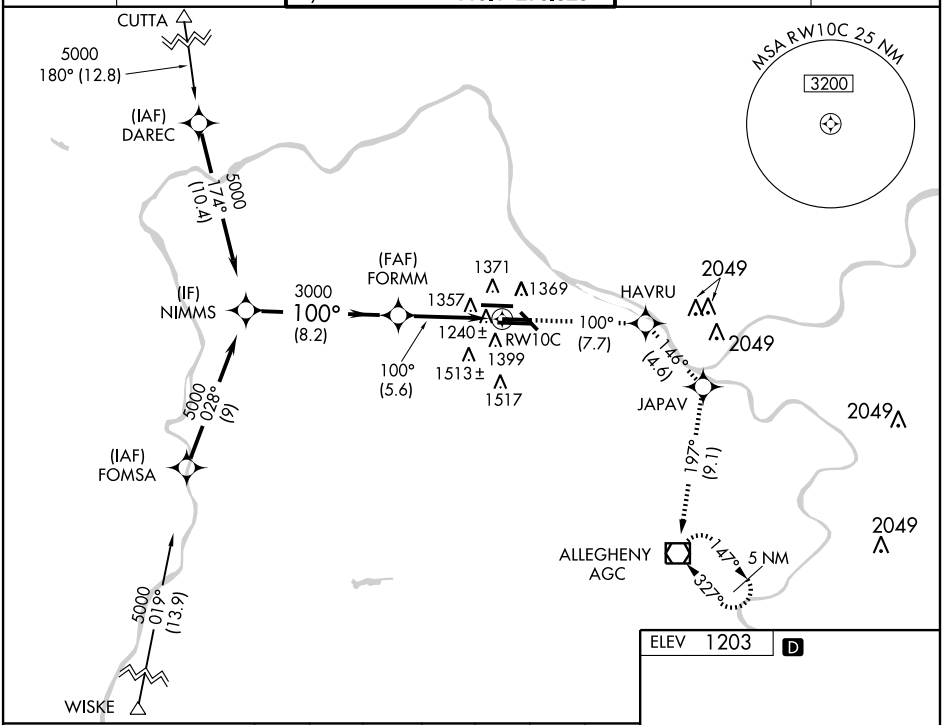
# RNAV (RNP) Z RWY 10C

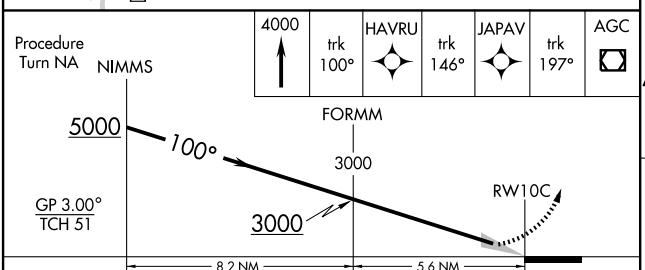
PITTSBURGH INTL (PIT)

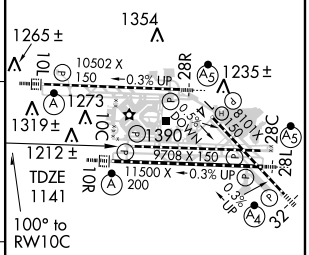
GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

| ATIS | | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|
| ARR 127.25 | PITTSBURGH APP CON | Rwys 10L-28R | 128.3 291.7 | SOUTH 121.9 348.6 | | |
| DEP 135.9 | 123.95 360.8 | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH 127.8 348.6 | | 126.75 353.7 |
| | | Rwy 10R-28L | 119.1 270.325 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1540-1½ | 399 (400-1½) | | |
| RNP 0.20 DA | 1566-1½ | 425 (400-1½) | | |
| RNP 0.30 DA | 1669-1¾ | 528 (500-1¾) | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 11500 |
|---|---|---|
| 100° | TDZE | 1135 |
| | Apt Elev | 1203 |

# RNAV (RNP) Z RWY 10R

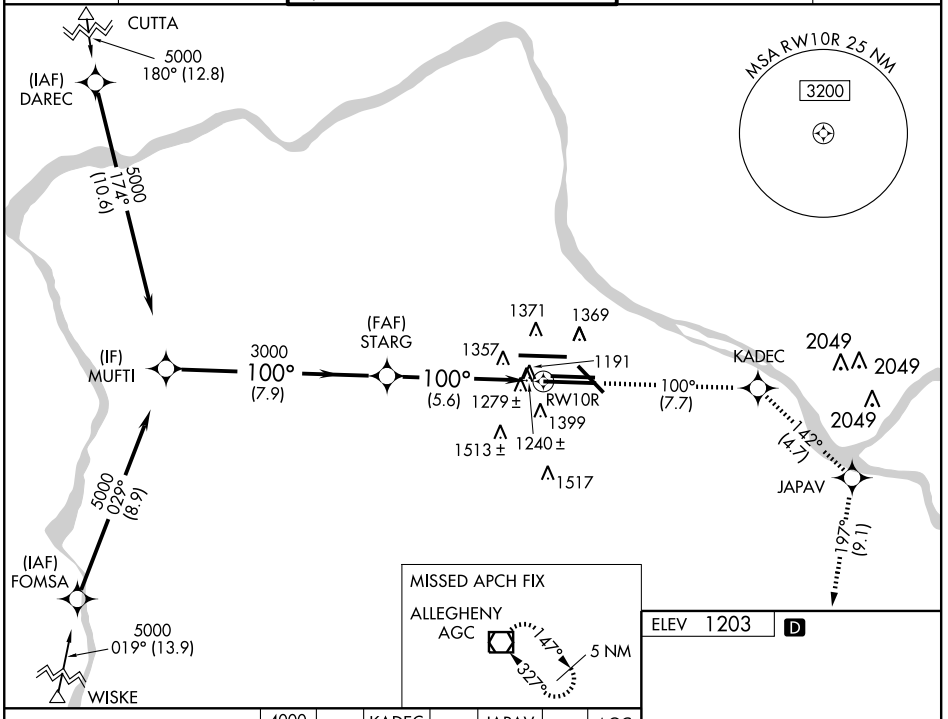
PITTSBURGH INTL (PIT)

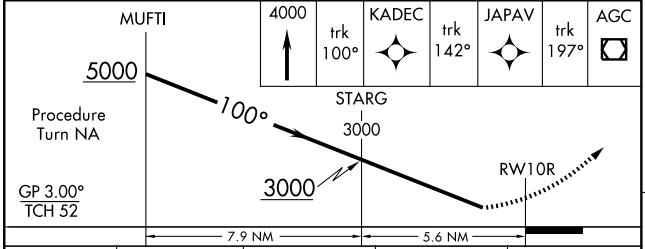
GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

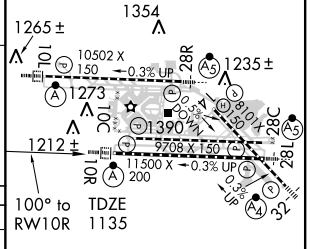
ALSF-2

MISSED APPROACH: Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R | 128.3 291.7 | SOUTH | 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 | 135.025 270.325 | NORTH | 127.8 348.6 | |
| | | Rwy 10R-28L | 119.1 270.325 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | 1511/40 376 (400-¾) | | | |
| RNP 0.20 DA | 1558/50 423 (400-1) | | | |
| RNP 0.30 DA | 1745-1¾ 610 (600-1¾) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 280° | Rwy Idg | 9708 |
| | TDZE | 1134 |
| | Apt Elev | 1203 |

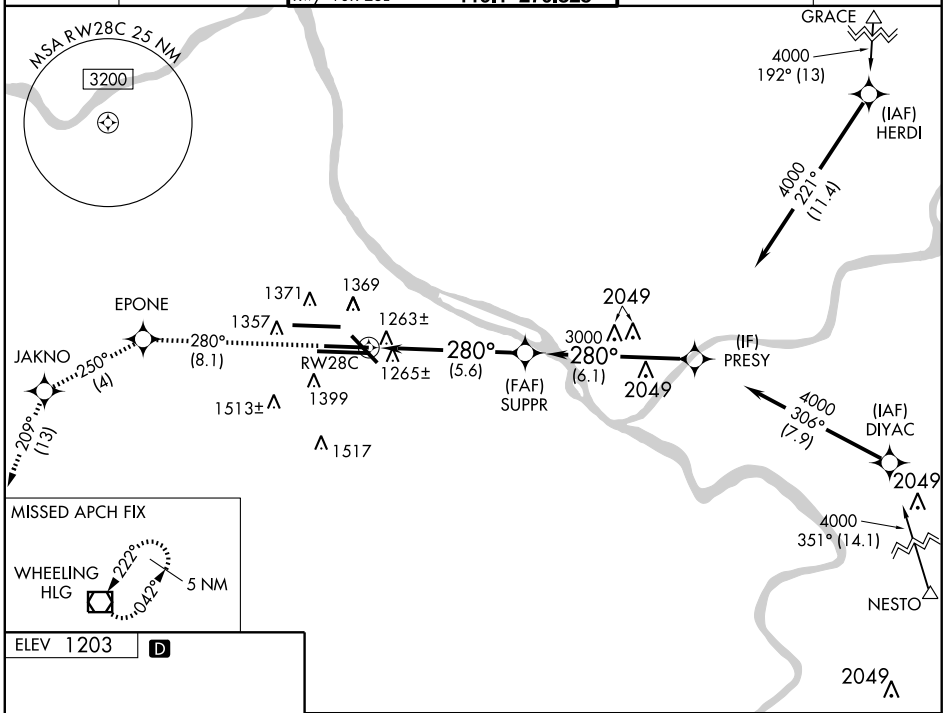
# RNAV (RNP) Z RWY 28C

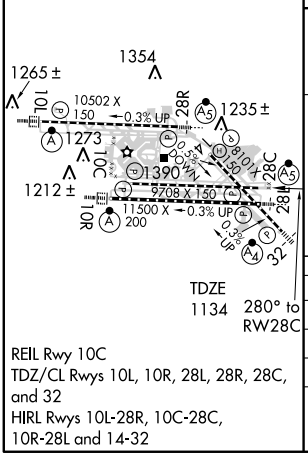
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 280° to EPONE via track 250° to JAKNO via track 209° to HLG VOR/DME and hold.

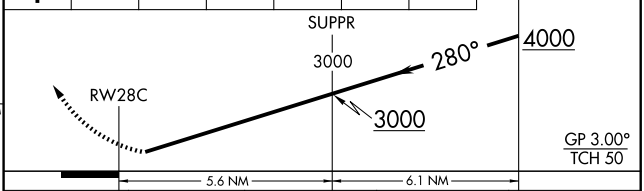
| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




| 4000 | trk 280° | EPONE | trk 250° | JAKNO | trk 209° | HLG |
|---|---|---|---|---|---|---|

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | | 1527/60 | 393 (400-1¼) | |
| RNP 0.16 DA | | 1531-1½ | 397 (400-1½) | |
| RNP 0.30 DA | | 1576-1½ | 442 (400-1½) | |

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 11500 |
|---|---|---|
| 280° | TDZE | 1125 |
| | Apt Elev | 1203 |

# RNAV (RNP) Z RWY 28L

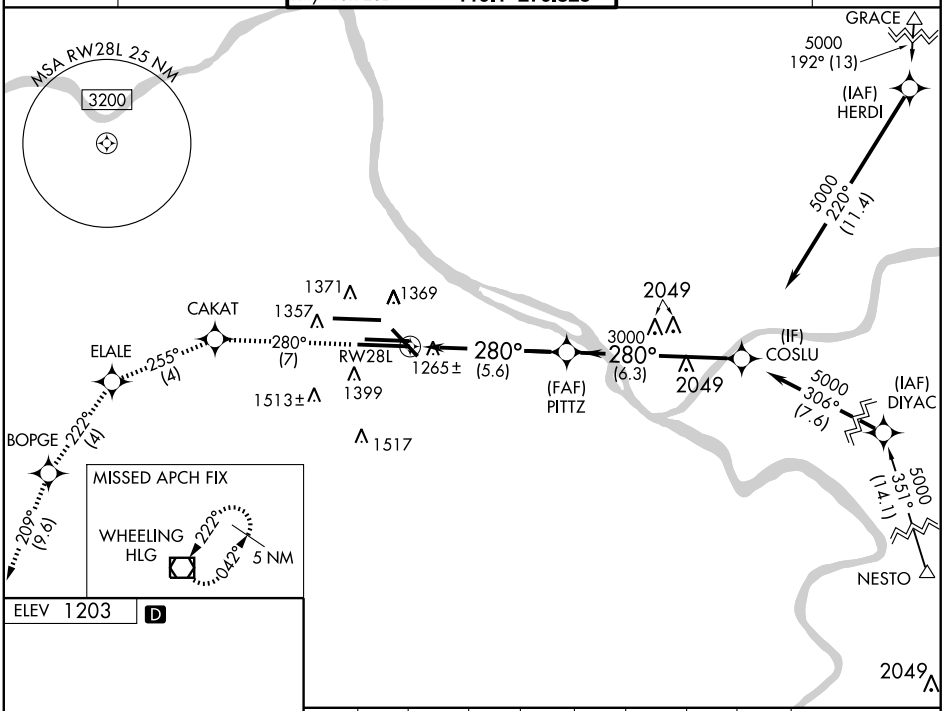
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. For inoperative MALSR, increase RNP 0.13 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

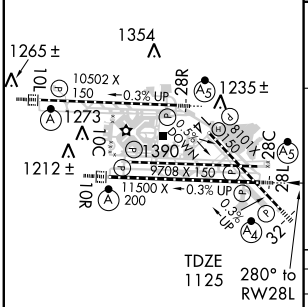
MALSR

MISSED APPROACH: Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




ELEV 1203 D

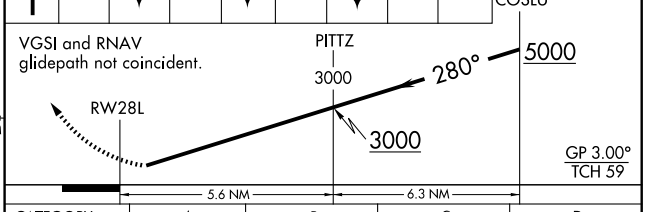



REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| 4000 | trk 280° | CAKAT | trk 255° | ELALE | trk 222° | BOPGE | trk 209° | HLG |
|---|---|---|---|---|---|---|---|---|

Procedure Turn NA

COSLU




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 1524/50 399 (400-1) | | | |
| RNP 0.30 DA | 1569/50 444 (400-1) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

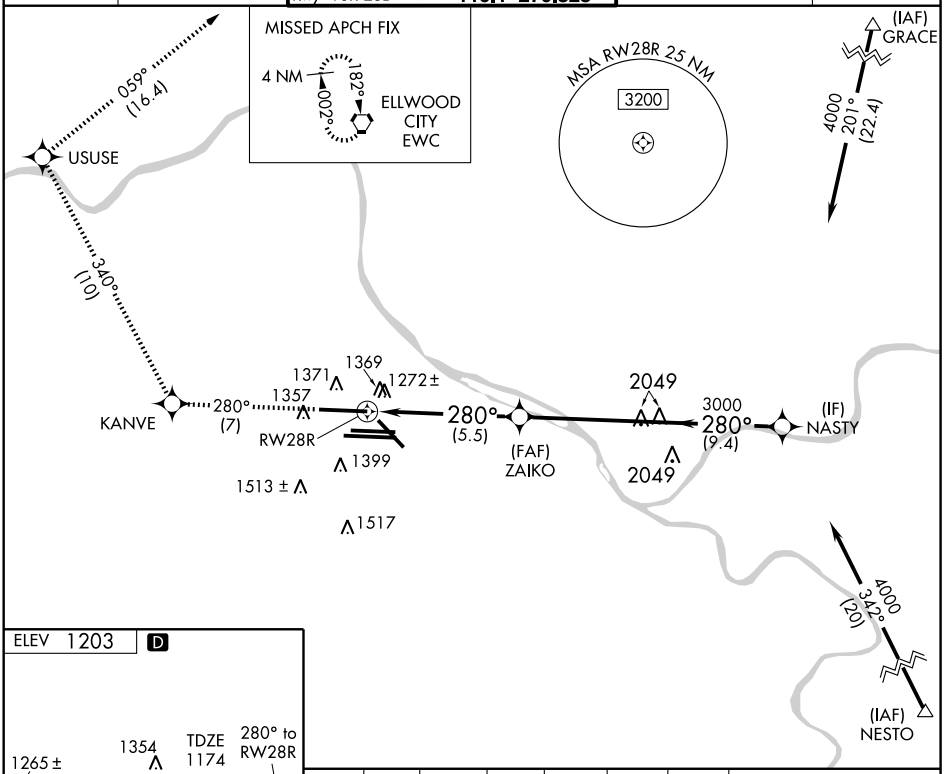
| APP CRS | Rwy Idg | 10102 |
|---|---|---|
| 280° | TDZE | 1174 |
| | Apt Elev | 1203 |

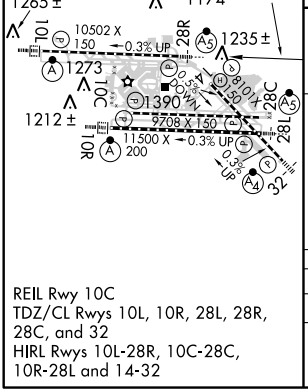
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR

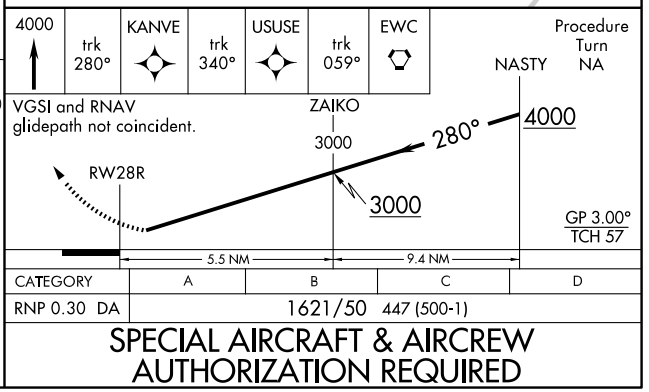
MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |




REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1621/50 447 (500-1) | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (RNP) Z RWY 32

PITTSBURGH INTL (PIT)

| APP CRS | Rwy ldg | 8101 |
|---|---|---|
| 324° | TDZE | 1123 |
| | Apt Elev | 1203 |

For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. Inoperative table does not apply to RNP 0.11 and RNP 0.13. For inoperative MALS, increase RNP 0.30 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 4000 via track 324° to JAVET and via track 354° to ASIWU and via track 034° to EWC VORTAC and hold.

| ATIS | PITTSBURGH APP CON | PITTSBURGH TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 127.25 | 123.95 360.8 | Rwys 10L-28R 128.3 291.7 | SOUTH 121.9 348.6 | 126.75 353.7 |
| DEP 135.9 | | Rwys 10C-28C, 14-32 135.025 270.325 | NORTH 127.8 348.6 | |
| | | Rwy 10R-28L 119.1 270.325 | | |

MISSED APCH FIX

4 NM 182° 200° ELLWOOD CITY EWC

ASIWU 034° (13.2) 354° (3.5) JAVET 324° (7.7)

1371 1369 1357 RW32 1096 ± 1399 1513 ± 1517

(FAF) TRINY 324° (4.1) 2500 325° (7.9)

(IF) COPKU 4000 325° (5)

(IAF) GRUNZ 4000 302° (11.8) NESTO

MSA RW32 25 NM 3200

2049 2049 2049

ELEV 1203 D

1354 1265 ± 1235 ± 1273 1390 1212 ± 1708 X 150 10502 X 150 11500 X 200 0.3% UP 8101 X 150 TDZE 1123 324° to RW32

REIL Rwy 10C
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32
HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

| 4000 | trk 324° | JAVET | trk 354° | ASIWU | trk 034° | EWC |
|---|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident.

COPKU 4000 Procedure Turn NA

TRINY 2500 325°

RW32 324° 2500

GP 3.00° TCH 55

4.1 NM 7.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1411/50 288 (300-1) | | | |
| RNP 0.13 DA | 1433/50 310 (300-1) | | | |
| RNP 0.30 DA | 1504/50 381 (400-1) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.

PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.

SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

## POTTSTOWN

### POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

**RWY 10–28:** H3371X75 (ASPH) MIRL

**RWY 10:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.425 (610) 495–0823.

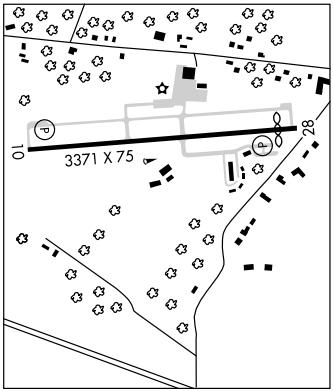
**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**(L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

**ILS** 108.3 I–PTW Rwy 28. LOC only.




### POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

**RWY 08–26:** H2704X75 (ASPH) S–12 MIRL 0.4% up SW

**RWY 08:** REIL. PAPI(P2L). Tree.

**RWY 26:** REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

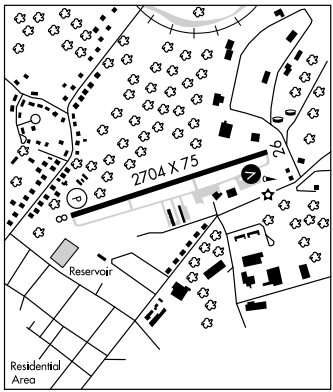
**AIRPORT REMARKS:** Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**(L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



# RNAV (GPS) RWY 26

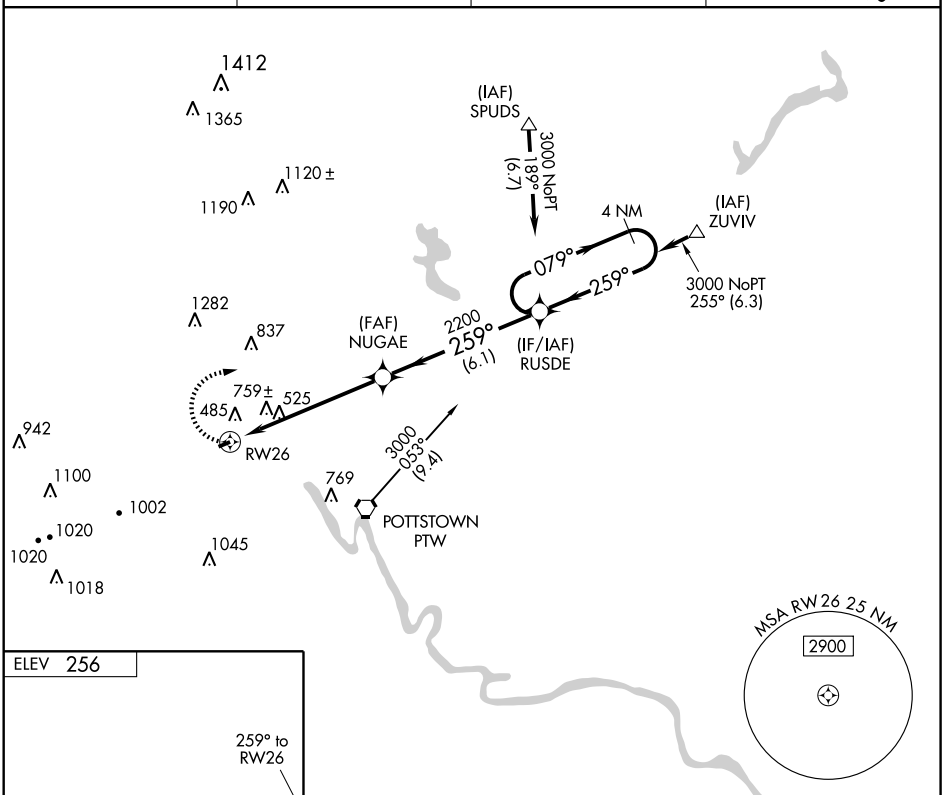
## POTTSTOWN MUNI (N47)

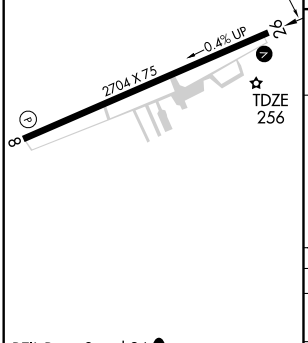
| APP CRS | Rwy Idg | 2704 |
|---|---|---|
| 259° | TDZE | 256 |
| | Apt Elev | 256 |

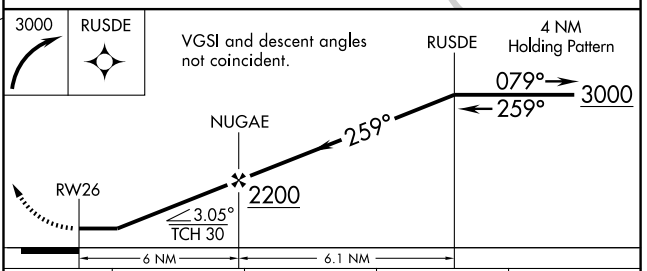
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

| HERITAGE FIELD ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1040-2¼<br>784 (800-2¼) | NA |
| CIRCLING | 1040-1<br>784 (800-1) | 1040-1¼<br>784 (800-1¼) | 1080-2½<br>824 (900-2½) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

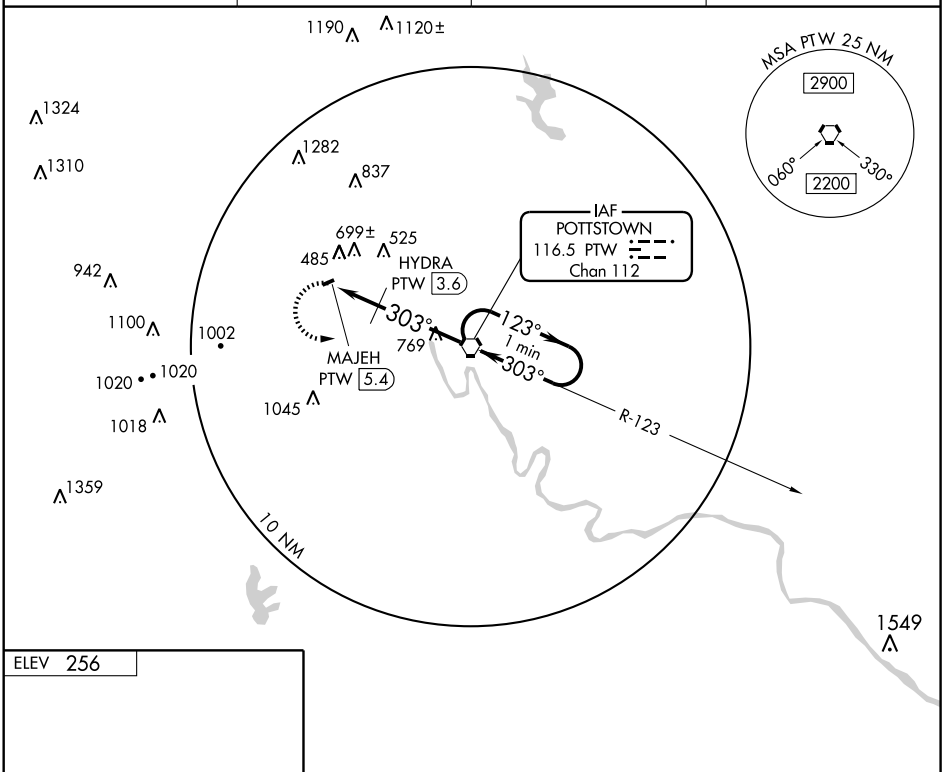
| VORTAC PTW 116.5 Chan 112 | APP CRS 303° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 256 |
|---|---|---|

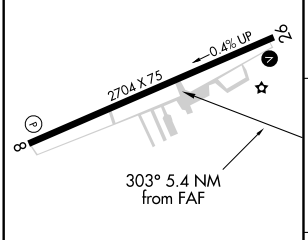
# VOR-B
## POTTSTOWN MUNI (N47)

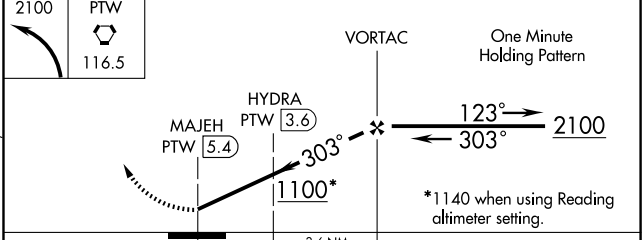
T NA Use Heritage Field altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 direct PTW VORTAC and hold.

| HERITAGE FIELD ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.8 (CTAF) L |




REIL Rwys 8 and 26 L
MIRL Rwy 8-26

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1<br>844 (900-1) | 1100-1¼<br>844 (900-1¼) | 1100-2½<br>844 (900-2½) | NA |
| HYDRA FIX MINIMUMS | | | | |
| CIRCLING | 1020-1<br>764 (800-1) | 1020-1¼<br>764 (800-1¼) | 1080-2¼<br>824 (900-2¼) | NA |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## POTTSTOWN

### POTTSTOWN LIMERICK (PTW) 3 E UTC−5(−4DT) N40°14.37′ W75°33.40′

NEW YORK
L–34G, A
IAP

309 B S4 **FUEL** 100LL, JET A NOTAM FILE PTW

**RWY 10–28:** H3371X75 (ASPH) MIRL

**RWY 10:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.

**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 200′. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1300Z‡–dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and invof arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.425 (610) 495–0823.

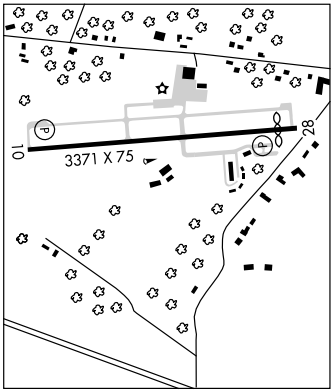
**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**(L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 018° 1.1 NM to fld. 290/09W.

**ILS** 108.3 I–PTW Rwy 28. LOC only.




### POTTSTOWN MUNI (N47) 2 NW UTC−5(−4DT) N40°15.62′ W75°40.25′

NEW YORK
L–30K, 34G, A
IAP

256 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT

**RWY 08–26:** H2704X75 (ASPH) S–12 MIRL 0.4% up SW

**RWY 08:** REIL. PAPI(P2L). Tree.

**RWY 26:** REIL. VASI(V2L)—GA 3.0° TCH 20′. Tree.

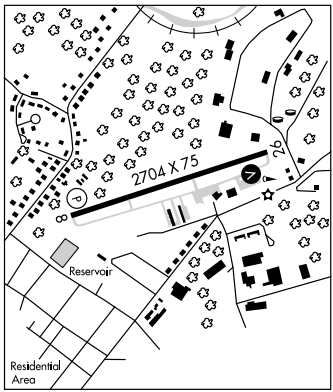
**AIRPORT REMARKS:** Attended 1200–0100Z‡. For svc after hrs ctc 610–858–7453. Deer and seagulls on and invof arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PHILADELPHIA APP/DEP CON** 126.85 **CLNC DEL** 118.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

**(L) VORTAC** 116.5 PTW Chan 112 N40°13.34′ W75°33.62′ 303° 5.6 NM to fld. 290/09W.



| APP CRS | Rwy Idg | 3371 |
|---|---|---|
| 096° | TDZE | 309 |
| | Apt Elev | 309 |

# GPS RWY 10

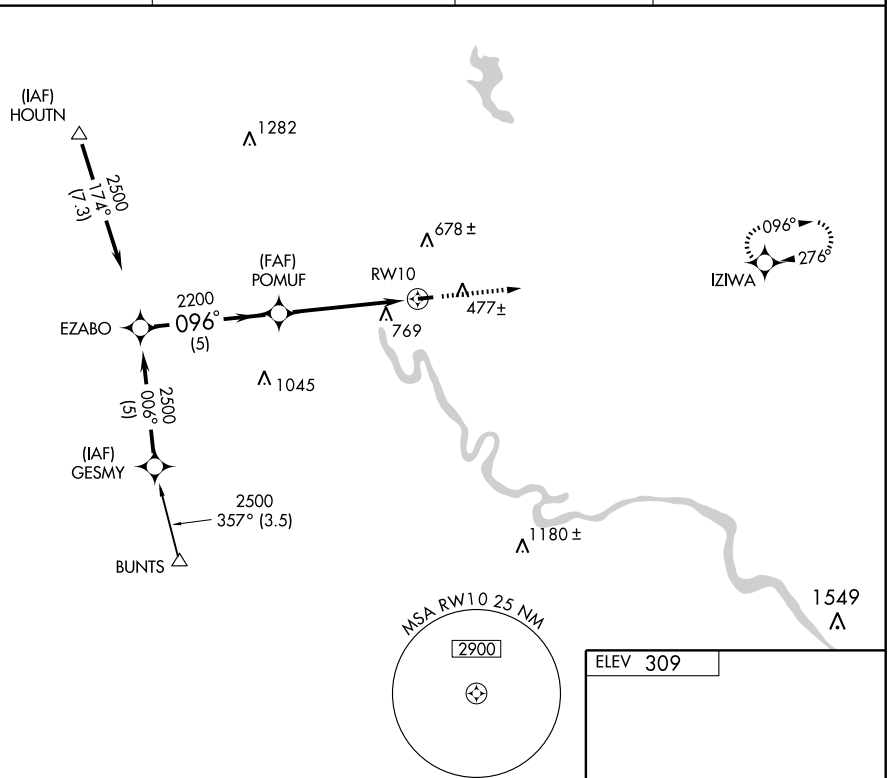
## POTTSTOWN/HERITAGE FIELD (PTW)

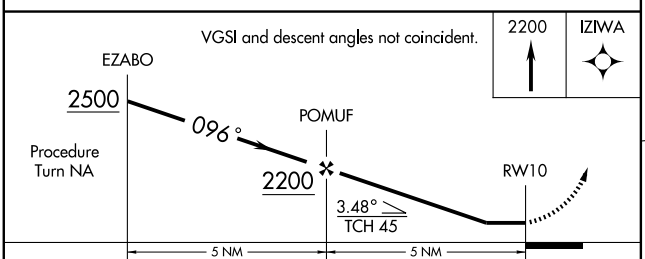
NA

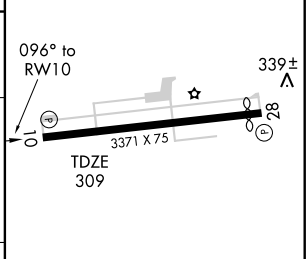
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 direct IZIWA WP and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




ELEV 309

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1080-1<br>771 (800-1) | 1080-1¼<br>771 (800-1¼) | 1080-2¼<br>771 (800-2¼) | NA |
| CIRCLING | 1080-1<br>771 (800-1) | 1080-1¼<br>771 (800-1¼) | 1080-2¼<br>771 (800-2¼) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3171 |
|---|---|---|
| 276° | TDZE | 309 |
| | Apt Elev | 309 |

# GPS RWY 28

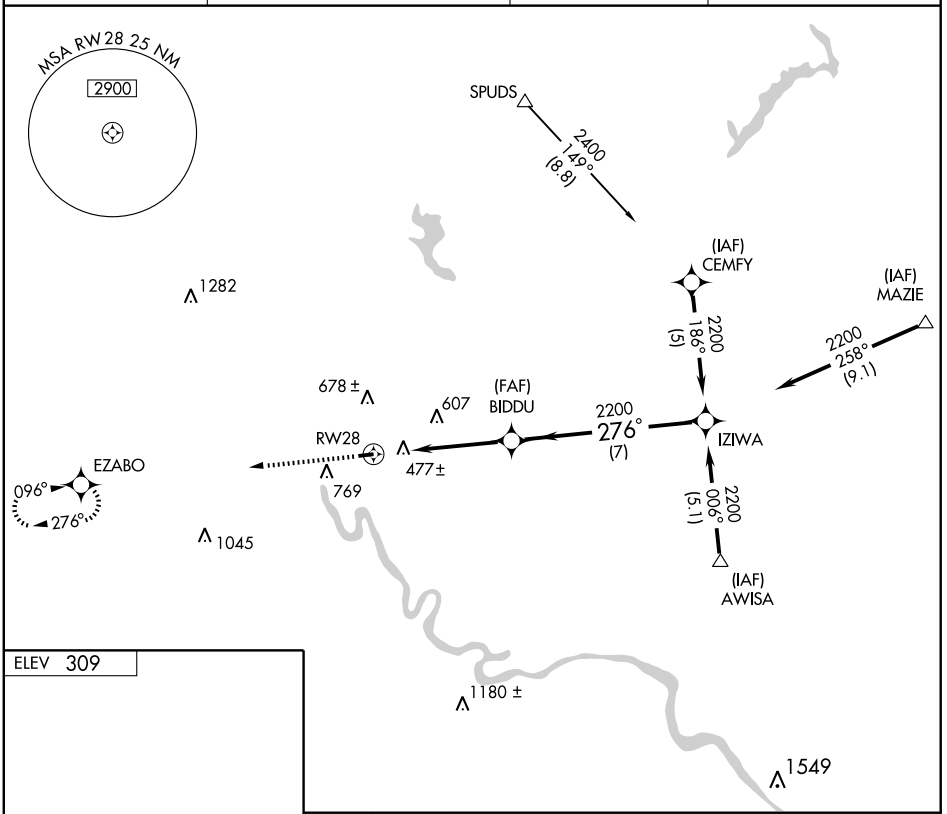
POTTSTOWN/HERITAGE FIELD (PTW)

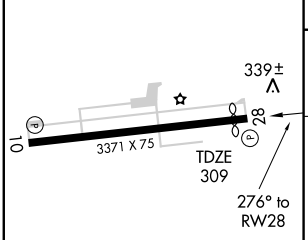
NA

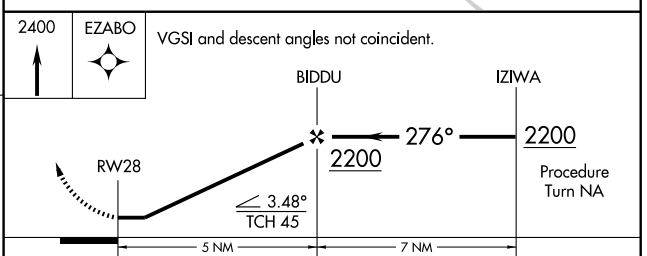
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 880-1 571 (600-1) | | 880-1½ 571 (600-1½) | NA |
| CIRCLING | 880-1 571 (600-1) | | 880-1½ 571 (600-1½) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-PTW | APP CRS | Rwy Idg | 3171 |
|---|---|---|---|
| 108.3 | 276° | TDZE | 309 |
| | | Apt Elev | 309 |

# LOC RWY 28

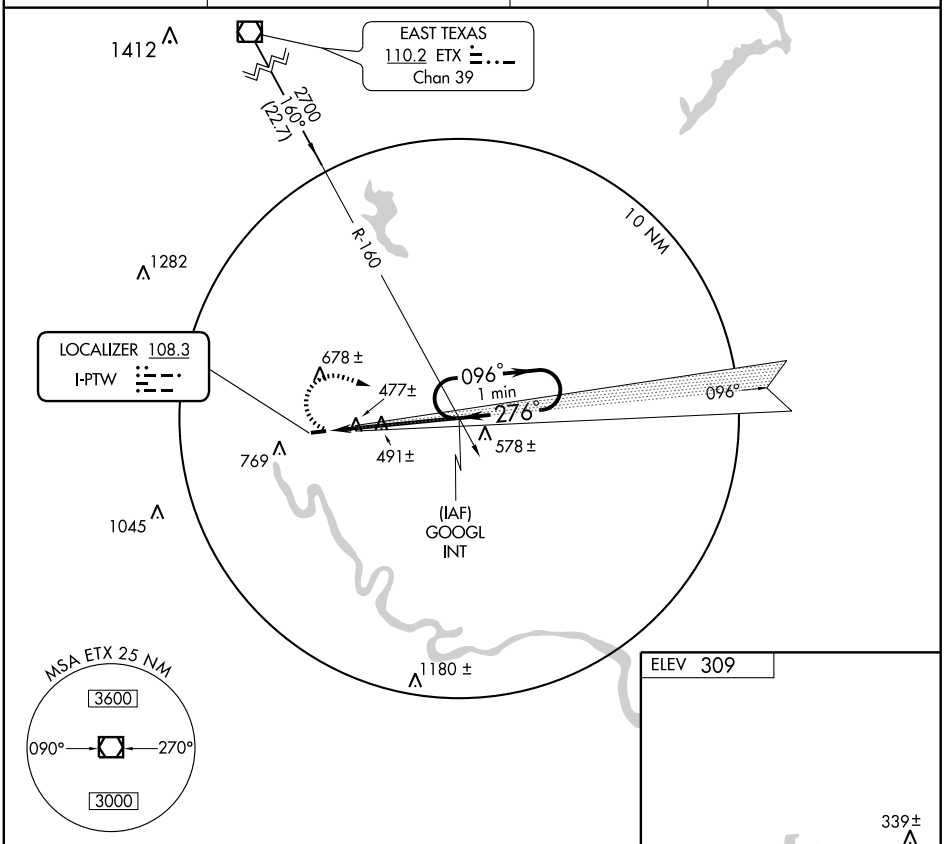
POTTSTOWN/ HERITAGE FIELD (PTW)

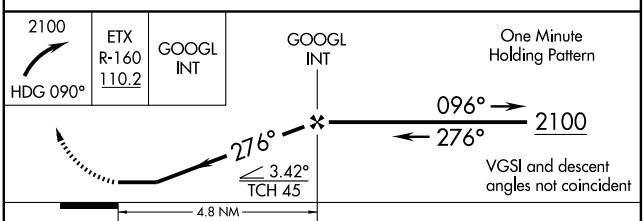
NA

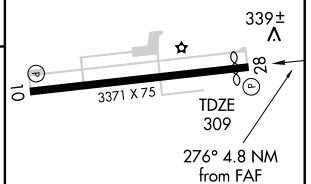
Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 760-1 451 (500-1) | | 760-1¼ 451 (500-1¼) | NA |
| CIRCLING | 860-1 551 (600-1) | | 860-1½ 551 (600-1½) | NA |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC PTW 116.5 Chan 112 | APP CRS 211° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 309 |
|---|---|---|

# VOR/DME-A

POTTSTOWN/HERITAGE FIELD (PTW)

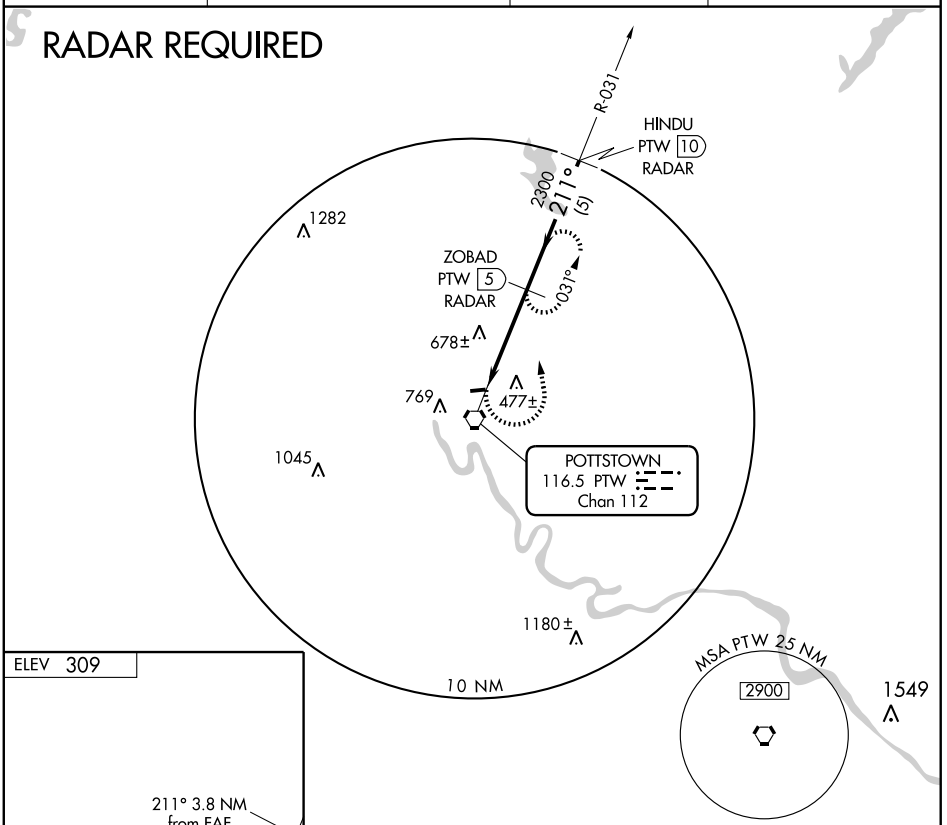
NA

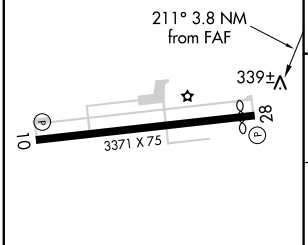
Circling NA southwest of Rwy 10-28.

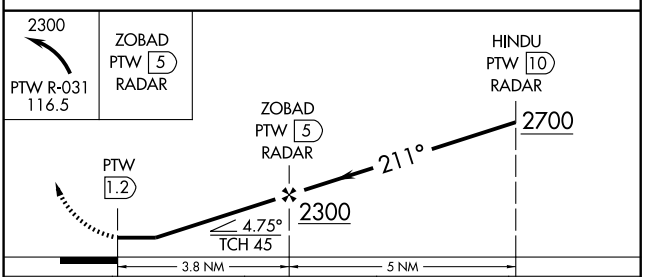
MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

| ASOS | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.425 | 126.85 263.125 | 118.55 | 122.7 (CTAF) |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1 631 (700-1) | | 940-1¾ 631 (700-1¾) | NA |

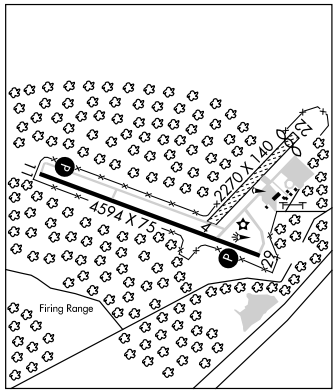
MIRL Rwy 10-28
REIL Rwys 10 and 28



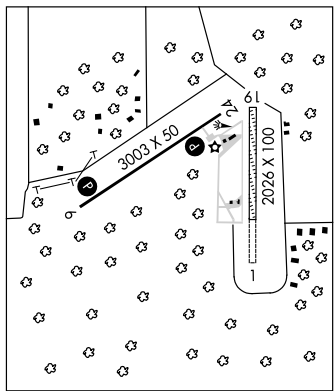
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## POTTSVILLE

**SCHUYLKILL CO (JOE ZERBEY)** (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
**RWY 11–29:** H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
**RWY 11:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**RWY 29:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**RWY 04–22:** 2270X140 (TURF)
**RWY 04:** Trees. **RWY 22:** Thld dsplcd 200′. Brush.
**AIRPORT REMARKS:** Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.57 (570) 544–2778.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RAVINE RCO** 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




**PUNXSUTAWNEY MUNI** (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**
1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
**RWY 06–24:** H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
**RWY 24:** REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
**RWY 01–19:** 2026X100 (TURF–GRVL) MIRL
**RWY 01:** REIL. Trees. **RWY 19:** REIL. Road.
**AIRPORT REMARKS:** Attended irregularly. For fuel call 814–590–1137. Birds; deer and woodchuck on and invof arpt. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**CLEVELAND CENTER APP/DEP CON** 126.72
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



| WAAS CH 61214 W11A | APP CRS 110° | Rwy Idg 4594 TDZE 1729 Apt Elev 1729 |
|---|---|---|

# RNAV (GPS) RWY 11

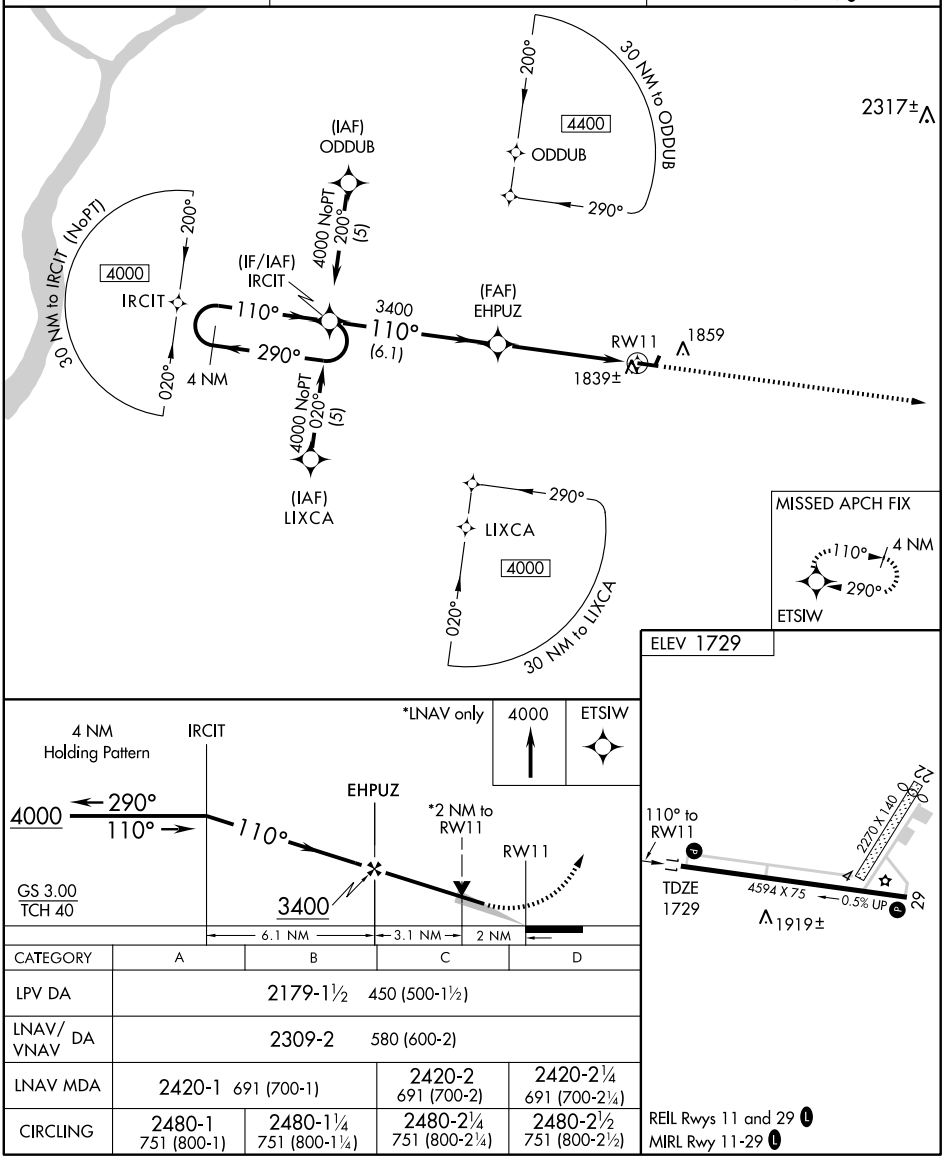
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

T NA

DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile.
VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2179-1½ 450 (500-1½) | | | |
| LNAV/ VNAV DA | 2309-2 580 (600-2) | | | |
| LNAV MDA | 2420-1 691 (700-1) | | 2420-2 691 (700-2) | 2420-2¼ 691 (700-2¼) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1¼ 751 (800-1¼) | 2480-2¼ 751 (800-2¼) | 2480-2½ 751 (800-2½) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4594 |
|---|---|---|---|
| CH 63014 | 290° | TDZE | 1724 |
| W29A | | Apt Elev | 1729 |

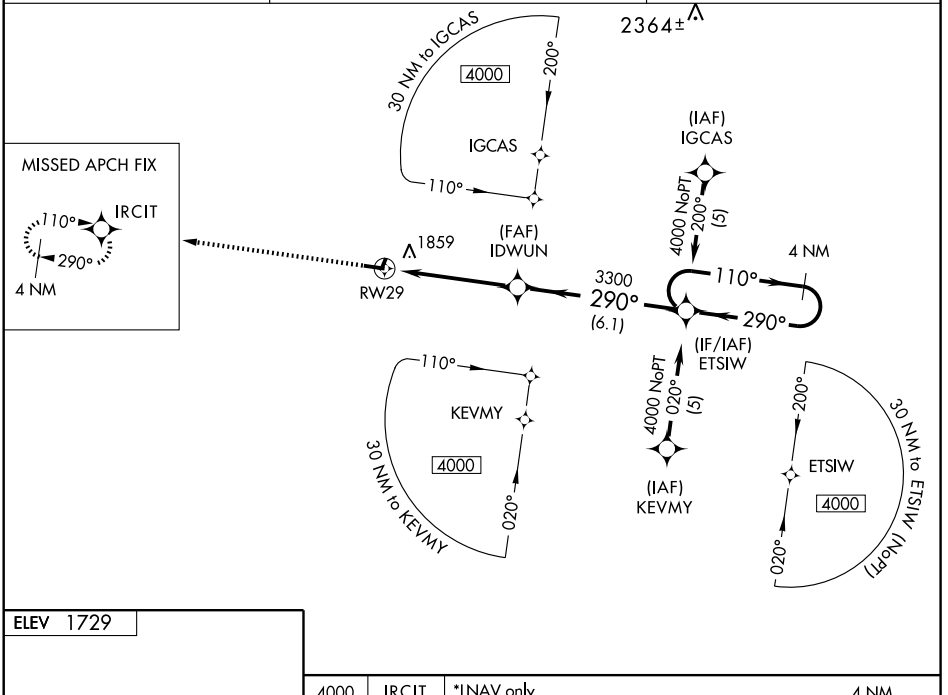
# RNAV (GPS) RWY 29

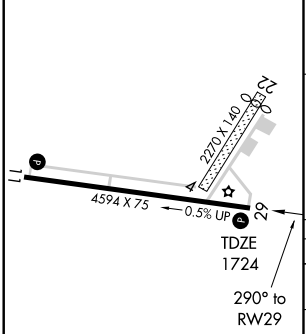
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

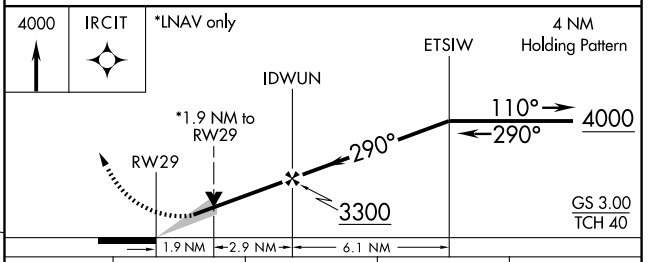
DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1¾ mile, LNAV Cat A/B ¼ mile, Cat C/D 1 mile, circling Cat A/B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2174-1¾ 450 (500-1¾) | | | |
| LNAV/VNAV DA | 2344-2¼ 620 (700-2¼) | | | |
| LNAV MDA | 2360-1 636 (700-1) | | 2360-1¾ 636 (700-1¾) | 2360-2 636 (700-2) |
| CIRCLING | 2480-1 751 (800-1) | 2480-1¼ 751 (800-1¼) | 2480-2¼ 751 (800-2¼) | 2480-2½ 751 (800-2½) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC RAV 114.6 Chan 93 | APP CRS 060° | Rwy Idg 2270 TDZE 1716 Apt Elev 1734 |
|---|---|---|

# VOR or GPS RWY 4

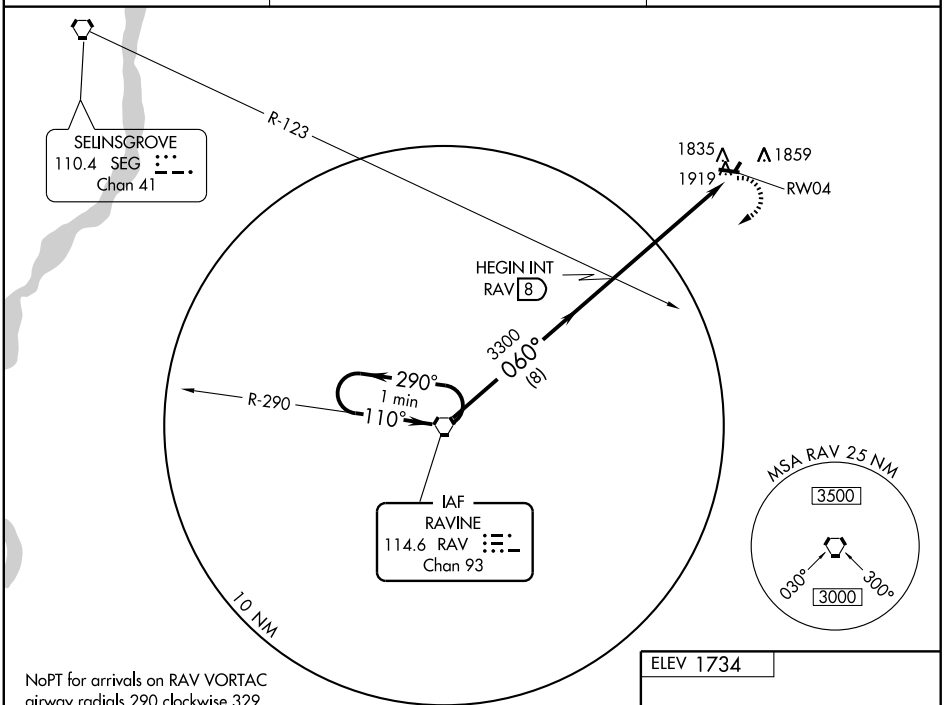
POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (ZER)

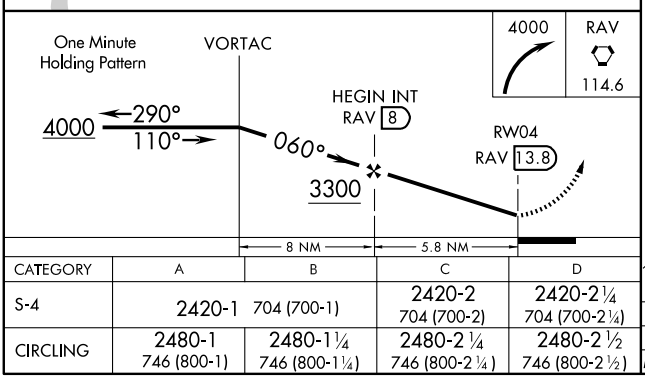
Procedure NA at night.

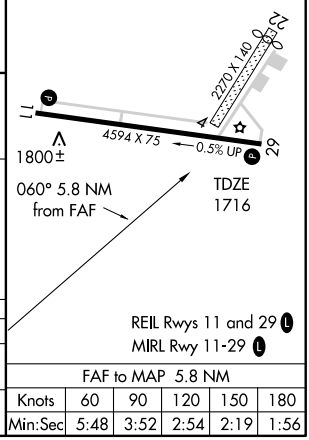
NA

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 127.57 | 118.25 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2420-1 704 (700-1) | | 2420-2 704 (700-2) | 2420-2¼ 704 (700-2¼) |
| CIRCLING | 2480-1 746 (800-1) | 2480-1¼ 746 (800-1¼) | 2480-2¼ 746 (800-2¼) | 2480-2½ 746 (800-2½) |

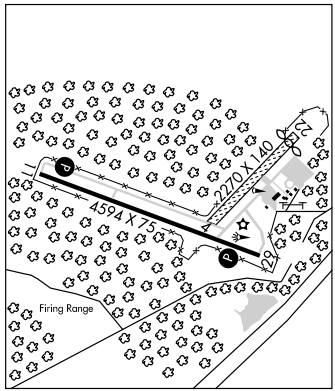
| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



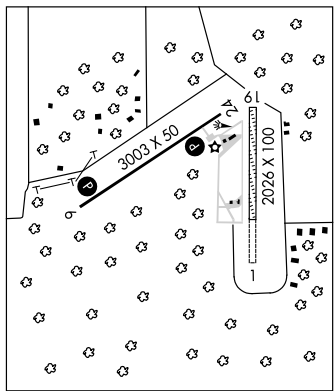

NE-4, 26 AUG 2010 to 23 SEP 2010

## POTTSVILLE

**SCHUYLKILL CO (JOE ZERBEY)** (ZER) 8 W UTC−5(−4DT) N40°42.39′ W76°22.39′ **NEW YORK**
1729 B **FUEL** 100LL, JET A TPA—2500 (771) NOTAM FILE IPT **L–30J**
**RWY 11–29:** H4594X75 (ASPH) S–21 MIRL 0.5% up W **IAP**
**RWY 11:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**RWY 29:** REIL. PAPI(P2L)—GA 3.0°TCH 40′. Trees.
**RWY 04–22:** 2270X140 (TURF)
**RWY 04:** Trees. **RWY 22:** Thld dsplcd 200′. Brush.
**AIRPORT REMARKS:** Attended Mon–Fri 1230–2200Z‡. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200′ AGL, 5 NM Rwy 11–29. Rwy 04–22 not maintained winter months. Rwy 04–22 edge and dsplcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11–29, REILS and PAPIS Rwys 11 and 29—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.57 (570) 544–2778.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RAVINE RCO** 122.1R 114.6T (WILLIAMSPORT RADIO)
Ⓡ **HARRISBURG APP/DEP CON** 118.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 059° 13.8 NM to fld. 1750/11W.
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




**PUNXSUTAWNEY MUNI** (N35) 3 NE UTC−5(−4DT) N40°58.00′ W78°55.80′ **DETROIT**
1439 B **FUEL** 100LL NOTAM FILE AOO **L–30I**
**RWY 06–24:** H3003X50 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Trees.
**RWY 24:** REIL. PAPI(P2L)—GA 4.0° TCH 40′. Trees.
**RWY 01–19:** 2026X100 (TURF–GRVL) MIRL
**RWY 01:** REIL. Trees. **RWY 19:** REIL. Road.
**AIRPORT REMARKS:** Attended irregularly. For fuel call 814–590–1137. Birds; deer and woodchuck on and invof arpt. PAEW adjacent to arpt. Rwy 01–19 CLOSED Nov–Apr due to inclement weather. ACTIVATE MIRL Rwy 01–19 and Rwy 06–24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**CLEVELAND CENTER APP/DEP CON** 126.72
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**CLARION (L) VOR/DME** 112.9 CIP Chan 76 N41°08.78′ W79°27.48′ 120° 26.3 NM to fld. 1520/06W.



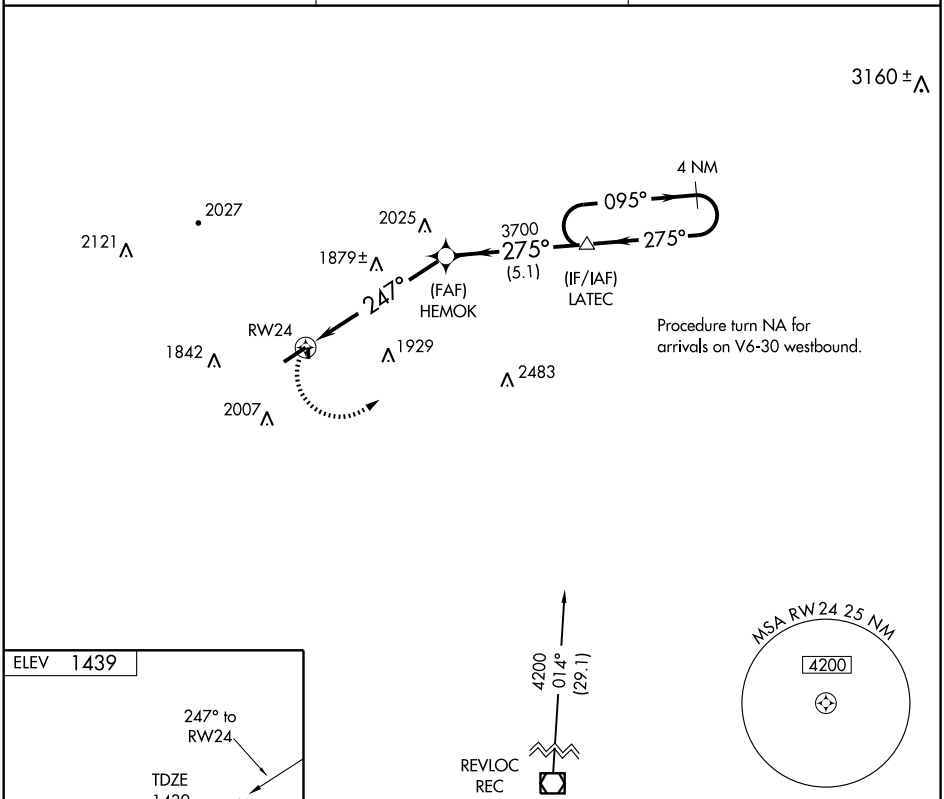
| APP CRS | Rwy Idg | 3003 |
|---|---|---|
| 247° | TDZE | 1439 |
| | Apt Elev | 1439 |

# RNAV (GPS) RWY 24
## PUNXSUTAWNEY MUNI (N35)

Use Indiana Co-Jimmy Stewart Fld altimeter setting.
NA Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

| JIMMY STEWART FIELD AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 126.72 291.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1 | 721 (800-1) | NA | |
| CIRCLING | 2160-1 | 721 (800-1) | NA | |

REIL Rwys 1, 6, 19 and 24
MIRL Rwys 1-19 and 6-24



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CIP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.9 | 120° | TDZE | N/A |
| Chan 76 | | Apt Elev | 1439 |

# VOR/DME-A

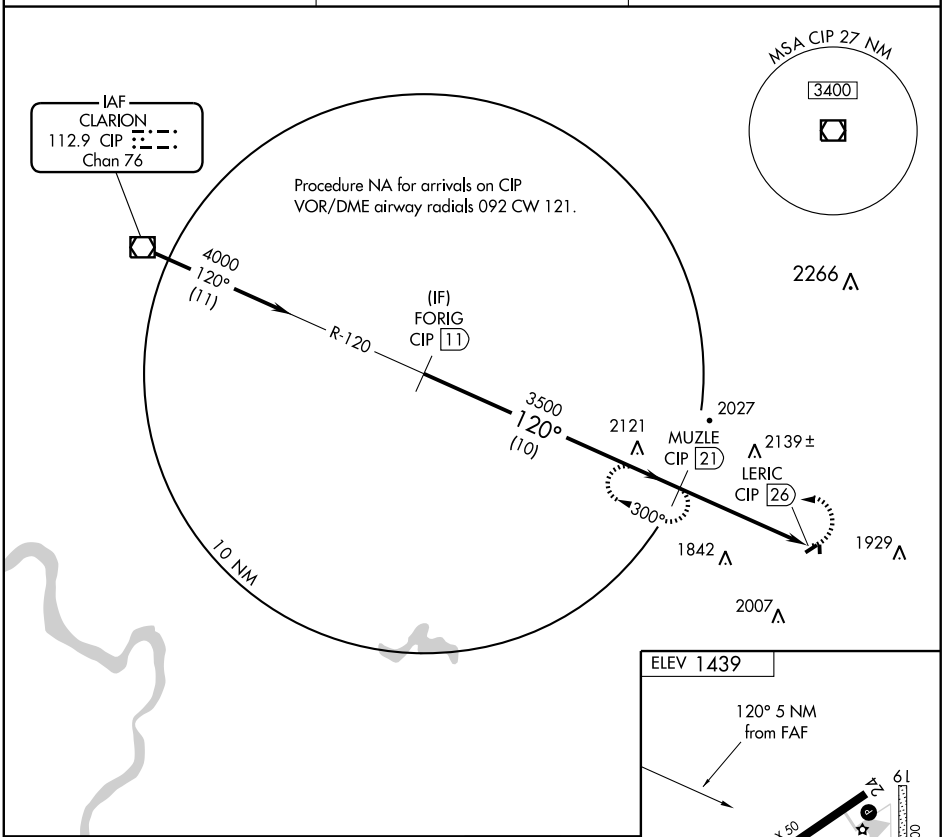
## PUNXSUTAWNEY MUNI (N35)

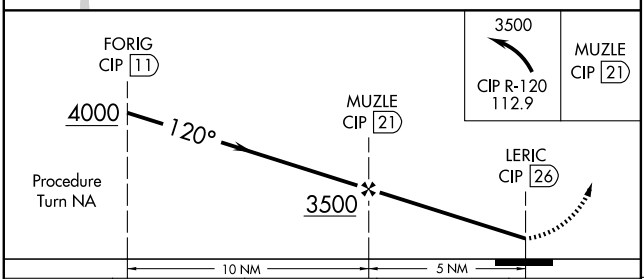
Use Indiana Co-Jimmy Stewart Fld altimeter setting.

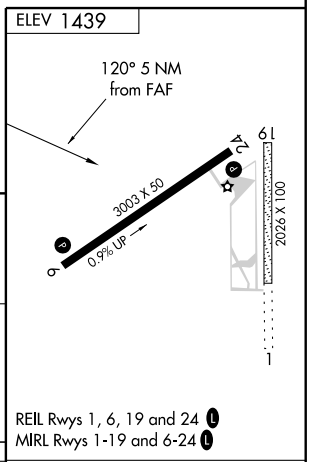
NA

MISSED APPROACH: Climbing left turn to 3500 via CIP R-120 to MUZLE/21 DME and hold.

| JIMMY STEWART FIELD AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 126.625 | 126.72 291.65 | 123.0 (CTAF) L |




REIL Rwys 1, 6, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2460-1¼ 1021 (1100-1¼) | 2460-1½ 1021 (1100-1½) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**QUAKERTOWN** (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
**RWY 11–29:** H3201X50 (ASPH) S–12 MIRL 0.7% up W **IAP**
**RWY 11:** VASI (V2L)—GA 5.1°. Trees.
**RWY 29:** VASI(V2L)—GA 4.75°. Trees.
**AIRPORT REMARKS:** Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
**WEATHER DATA SOURCES:** AWOS–3 119.475 (215) 538–7610.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
**PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
**NDB (MHW)** 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.




**RAVINE** N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
**(L) VORTAC** 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
**RCO** 122.1R 114.6T (WILLIAMSPORT RADIO)

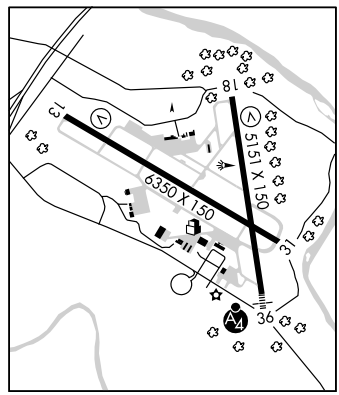
**READING RGNL/CARL A SPAATZ FLD** (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12I, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
**RWY 13–31:** H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
**RWY 13:** VASI(V4L)—GA 3.03°TCH 45′. Trees.
**RWY 31:** REIL. Trees.
**RWY 18–36:** H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
**RWY 18:** VASI(V4L)—GA 3°TCH 55′. Trees.
**RWY 36:** MALSF. Trees.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 13 | 18–36 | 5200′ |
| RWY 18 | 13–31 | 3050′ |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 13:** | TORA–6350 | TODA–6350 | ASDA–6350 | LDA–6350 |
| **RWY 18:** | TORA–5151 | TODA–5151 | ASDA–5151 | LDA–5151 |
| **RWY 31:** | TORA–6350 | TODA–6350 | ASDA–6350 | LDA–6350 |
| **RWY 36:** | TORA–5151 | TODA–5151 | ASDA–5151 | LDA–5151 |

**ARRESTING GEAR/SYSTEM**
**RWY 13:** EMAS




**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. PPR 24 hrs for air carriers ops with more than 30 passenger seats. Call arpt manager 610–372–4666. ARFF avbl daily 1100–0530Z‡. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
**WEATHER DATA SOURCES:** ASOS (610) 372–9863.
**COMMUNICATIONS: CTAF** 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
**TOWER** 119.9 (1100–0500Z‡) **GND CTL** 121.9
**AIRSPACE: CLASS D** svc effective 1100–0500Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
**SHAPP NDB (LOM)** 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
**ILS** 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
**ILS/DME** 110.55 I–VXO Chan 42Y Rwy 13.

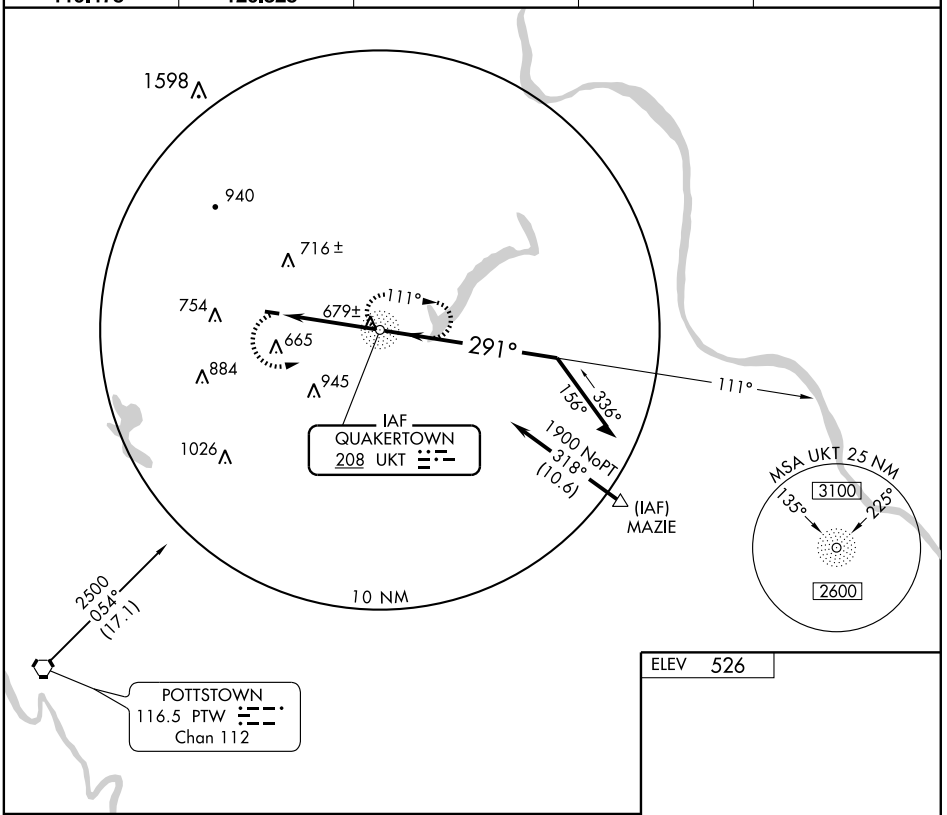
| NDB UKT 208 | APP CRS 291° | Rwy Idg 3201<br>TDZE 526<br>Apt Elev 526 |
|---|---|---|

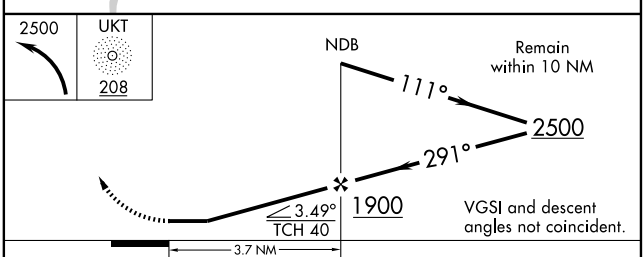
# NDB RWY 29
## QUAKERTOWN (UKT)

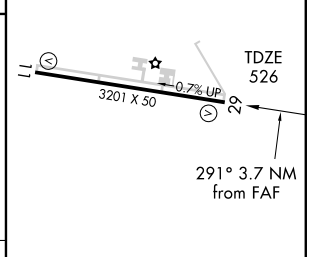
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct UKT NDB and hold.

| QUAKERTOWN AWOS-3 119.475 | PENNRIDGE AWOS-3 126.325 | PHILADELPHIA APP CON 123.8 291.7 | CLNC DEL 118.55 | UNICOM 122.725 (CTAF) |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1000-1 474 (500-1) | | 1000-1¼ 474 (500-1¼) | NA |
| CIRCLING | 1000-1 474 (500-1) | | 1000-1½ 474 (500-1½) | NA |

MIRL Rwy 11-29

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

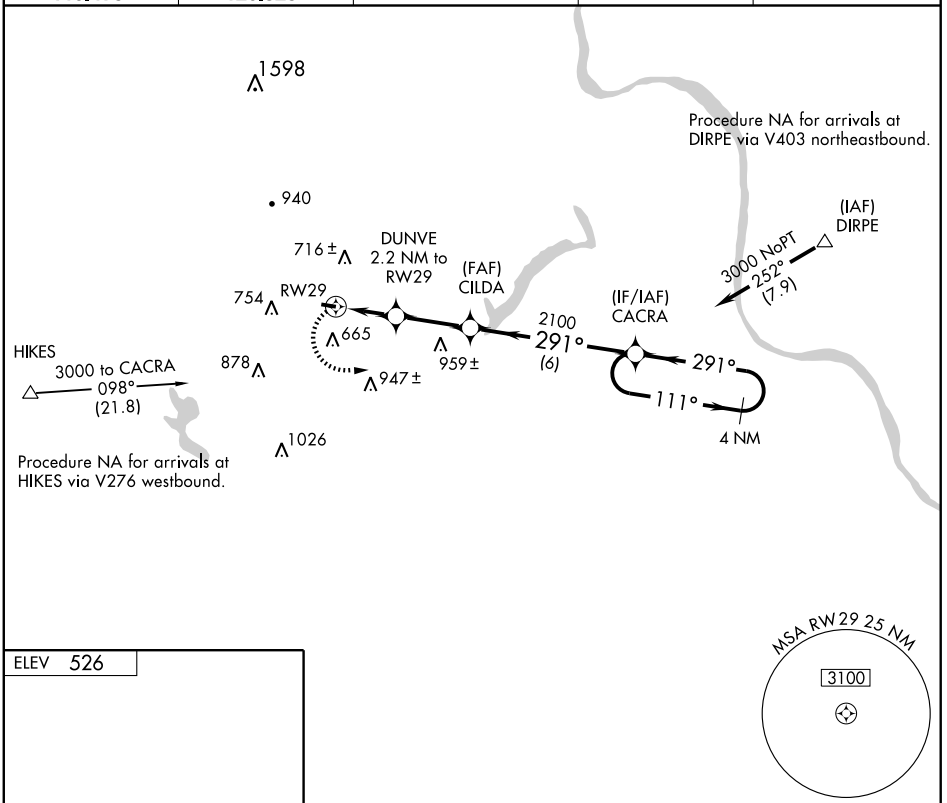
# RNAV (GPS) RWY 29
## QUAKERTOWN (UKT)

| APP CRS | Rwy Idg | 3201 |
|---|---|---|
| 291° | TDZE | 526 |
| | Apt Elev | 526 |

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

| QUAKERTOWN AWOS-3 | PENNRIDGE AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 119.475 | 126.325 | 123.8 291.7 | 118.55 | 122.725 (CTAF) |





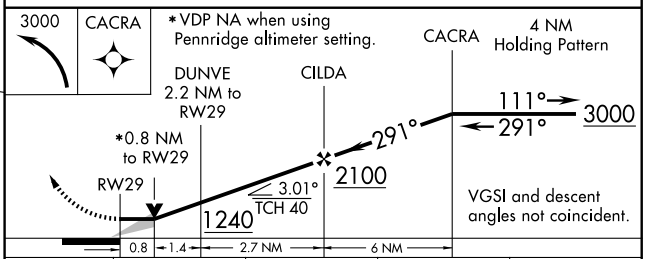

NE-4, 26 AUG 2010 to 23 SEP 2010




ELEV 526




MIRL Rwy 11-29

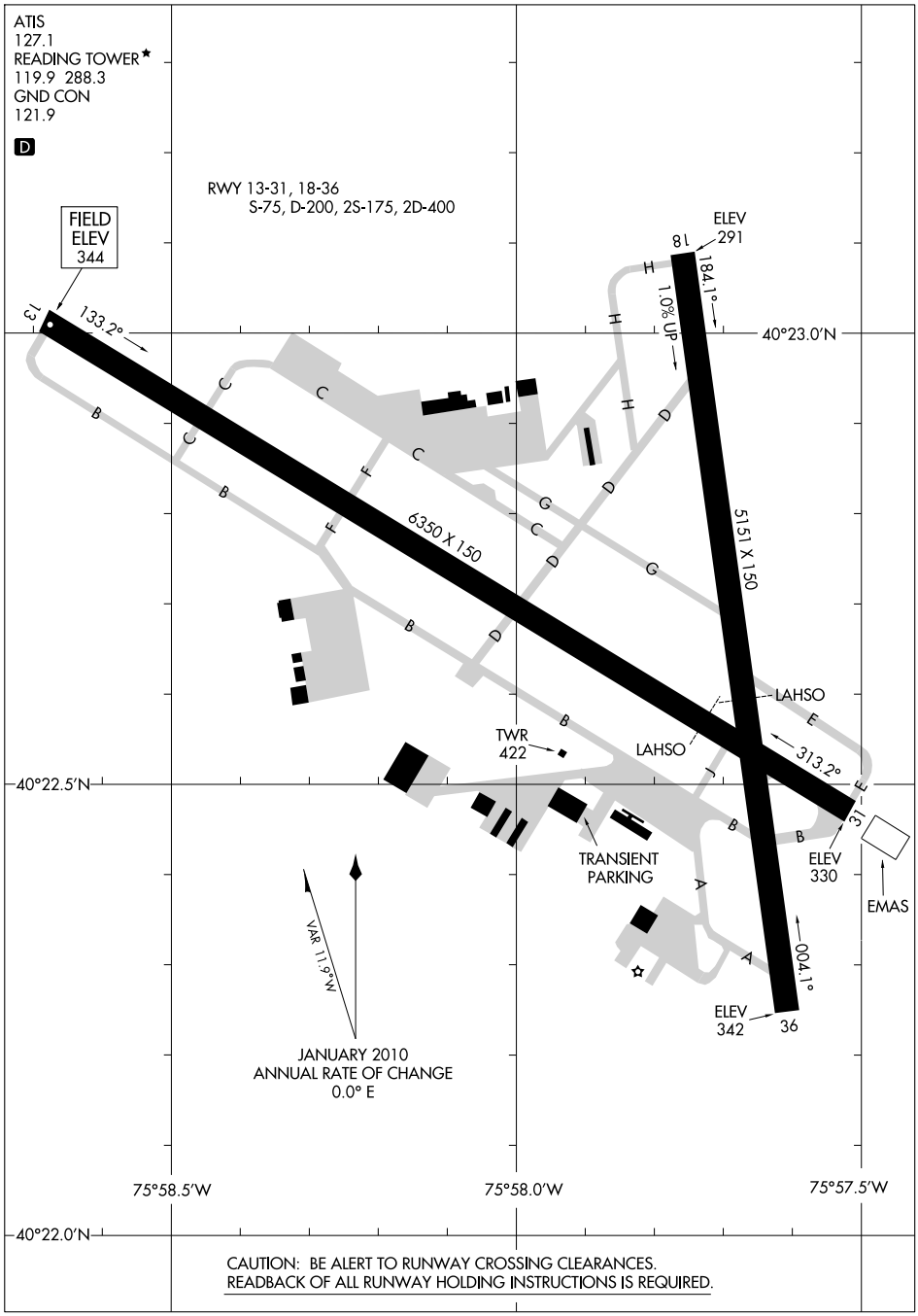



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 434 (500-1) | | 960-1¼ 434 (500-1¼) | NA |
| CIRCLING | 1000-1 474 (500-1) | | 1000-1½ 474 (500-1½) | NA |

# AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL /CARL A SPAATZ FIELD (RDG)
READING, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**QUAKERTOWN** (UKT) 2 W UTC−5(−4DT) N40°26.11′ W75°22.92′ **NEW YORK**
526 B S4 **FUEL** 100LL TPA—1526(1000) NOTAM FILE UKT **L–33A, 34G**
**RWY 11–29:** H3201X50 (ASPH) S–12 MIRL 0.7% up W **IAP**
**RWY 11:** VASI (V2L)—GA 5.1°. Trees.
**RWY 29:** VASI(V2L)—GA 4.75°. Trees.
**AIRPORT REMARKS:** Attended 1800–0300Z‡. 100LL avbl 24 hrs self–serve credit card. Svc after hrs ctc 610–653–8121. Deer on and invof arpt.
**WEATHER DATA SOURCES:** AWOS–3 119.475 (215) 538–7610.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
**PHILADELPHIA APP/DEP CON** 123.8 **CLNC DEL** 118.55 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 131° 16.4 NM to fld. 742/9W.
**NDB (MHW)** 208 UKT N40°25.49′ W75°17.84′ 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.




**RAVINE** N40°33.20′ W76°35.96′ NOTAM FILE IPT. **NEW YORK**
**(L) VORTAC** 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W. **H–10H, L–30J**
**RCO** 122.1R 114.6T (WILLIAMSPORT RADIO)

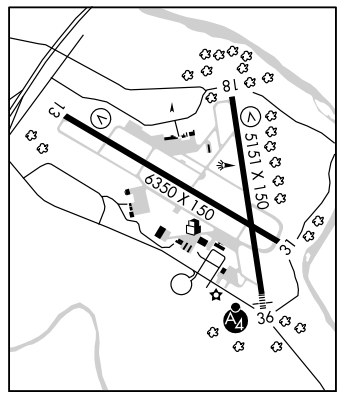
**READING RGNL/CARL A SPAATZ FLD** (RDG) 3 NW UTC−5(−4DT) **NEW YORK**
N40°22.71′ W75°57.92′ **H–10I, 12I, L–30K, 34G, A**
344 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA–1400(1056) Class IV, ARFF Index A **IAP, AD**
NOTAM FILE RDG
**RWY 13–31:** H6350X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL
**RWY 13:** VASI(V4L)—GA 3.03°TCH 45′. Trees.
**RWY 31:** REIL. Trees.
**RWY 18–36:** H5151X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL 1.0% up S
**RWY 18:** VASI(V4L)—GA 3°TCH 55′. Trees.
**RWY 36:** MALSF. Trees.
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 13 | 18–36 | 5200′ |
| RWY 18 | 13–31 | 3050′ |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 13:** | TORA–6350 | TODA–6350 | ASDA–6350 | LDA–6350 |
| **RWY 18:** | TORA–5151 | TODA–5151 | ASDA–5151 | LDA–5151 |
| **RWY 31:** | TORA–6350 | TODA–6350 | ASDA–6350 | LDA–6350 |
| **RWY 36:** | TORA–5151 | TODA–5151 | ASDA–5151 | LDA–5151 |

**ARRESTING GEAR/SYSTEM**
**RWY 13:** EMAS




**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. PPR 24 hrs for air carriers ops with more than 30 passenger seats. Call arpt manager 610–372–4666. ARFF avbl daily 1100–0530Z‡. Other times by PPR. Rwy 18–36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13–31, HIRL Rwy 18–36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.
**WEATHER DATA SOURCES:** ASOS (610) 372–9863.
**COMMUNICATIONS: CTAF** 119.9 **ATIS** 127.1 **UNICOM** 122.95
Ⓡ **READING APP/DEP CON** 125.15 (1100–0500Z‡)
Ⓡ **HARRISBURG APP/DEP CON** 124.1 (0500–1100Z‡)
**TOWER** 119.9 (1100–0500Z‡) **GND CTL** 121.9
**AIRSPACE: CLASS D** svc effective 1100–0500Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86′ W75°41.04′ 236° 17.7 NM to fld. 742/09W.
**SHAPP NDB (LOM)** 356 RD N40°18.39′ W75°56.97′ 001° 4.4 NM to fld.
**ILS** 109.5 I–RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.
**ILS/DME** 110.55 I–VXO Chan 42Y Rwy 13.

| LOC/DME I-VXO | APP CRS | Rwy Idg | 6350 |
|---|---|---|---|
| 110.55 | 133° | TDZE | 344 |
| Chan 42 (Y) | | Apt Elev | 344 |

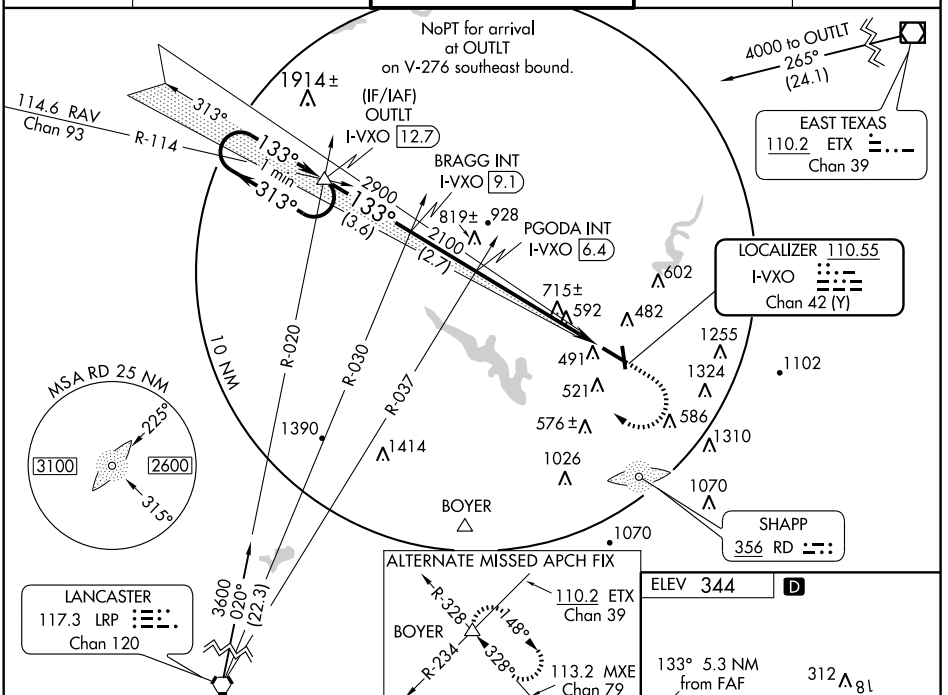
# ILS or LOC RWY 13

READING RGNL / CARL A SPAATZ FIELD (RDG)

Visibility reduction by helicopters NA.
VDP NA when using Harrisburg Intl altimeter setting.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cats A and B DA to 637 feet and visibility ¼ mile, Cats C and D DA to 687 feet and visibility ½ mile. Increase all MDA 100 feet and S-LOC 13 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile, and Cats B and D visibility ¼ mile.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 via heading 280° and LRP VORTAC R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 544-¾ 200 (200-¾) | | 594-¾ 250 (300-¾) | |
| S-LOC 13 | 980-1 636 (700-1) | | 980-1¾ 636 (700-1¾) | 980-2 636 (700-2) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-RDG | APP CRS | Rwy Idg | 5151 |
|---|---|---|---|
| 109.5 | 004° | TDZE | 343 |
| | | Apt Elev | 344 |

# ILS or LOC RWY 36

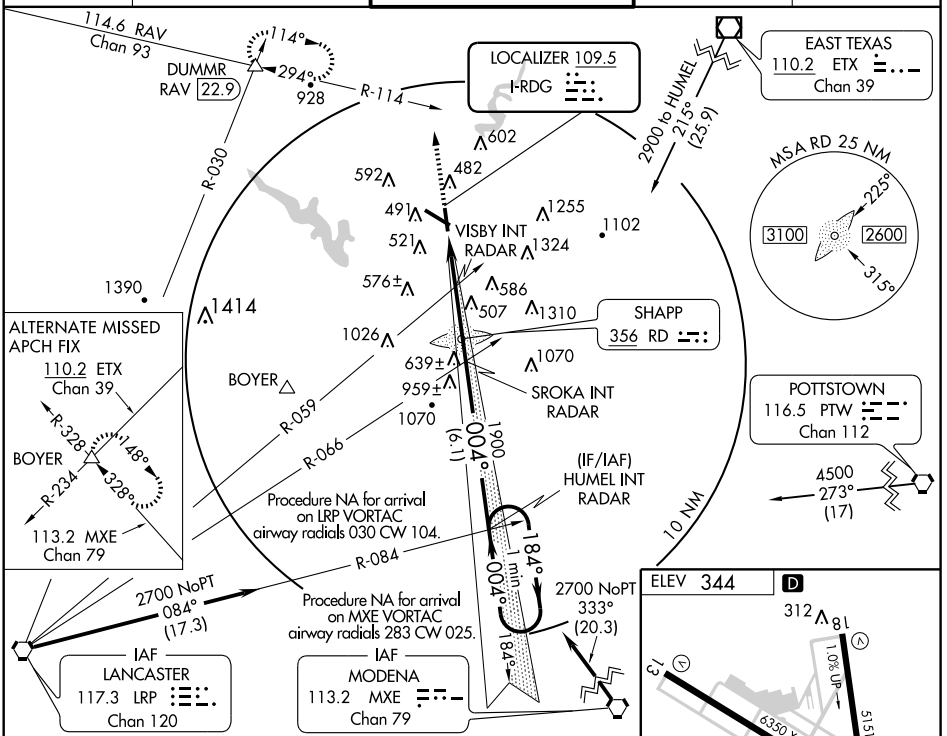
## READING RGNL / CARL A SPAATZ FIELD (RDG)

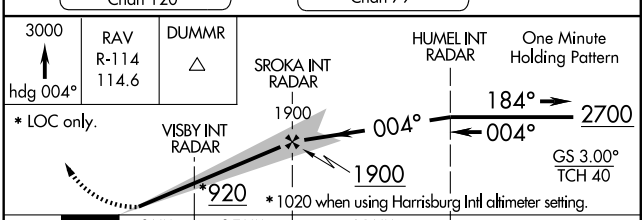
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

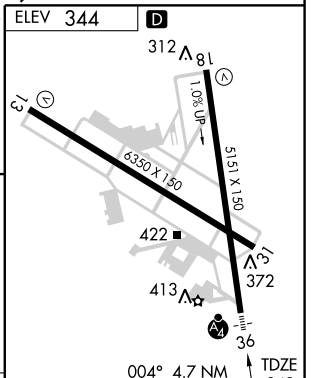
MALSF

MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 593-1 250 (300-1) | | | |
| S-LOC 36 | 820-1 477 (500-1) | | 820-1¼ 477 (500-1¼) | 820-1½ 477 (500-1½) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |


NE-4, 26 AUG 2010 to 23 SEP 2010

| LOM RD | APP CRS | Rwy ldg | 5151 |
|---|---|---|---|
| 356 | 005° | TDZE | 343 |
| | | Apt Elev | 344 |

# NDB RWY 36

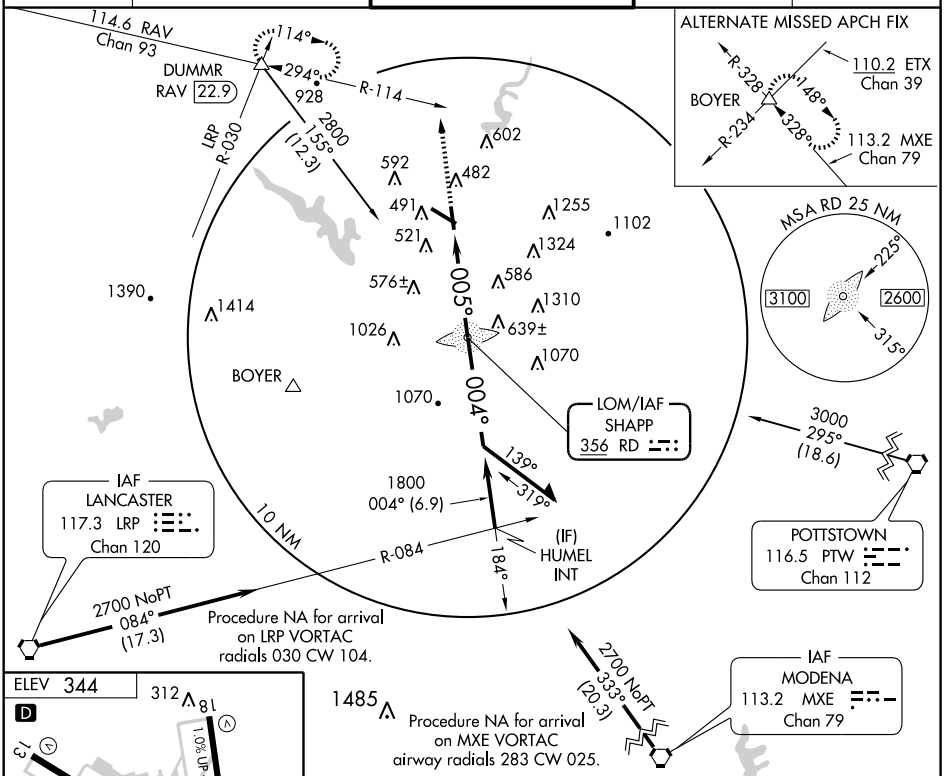
## READING RGNL / CARL A SPAATZ FIELD (RDG)

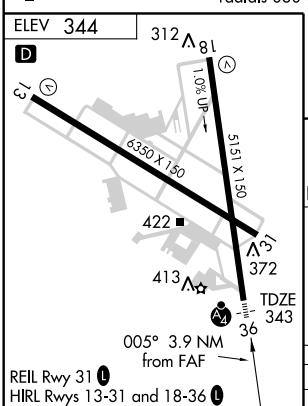
Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility ¼ mile, Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile.

MALSF

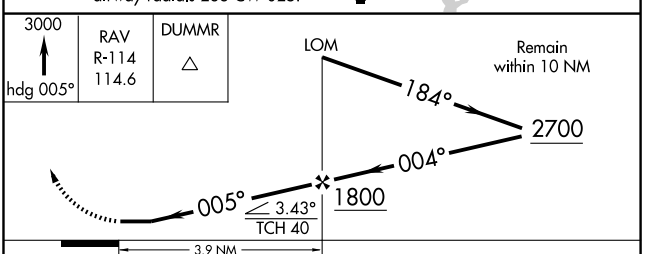
MISSED APPROACH: Climb to 3000 via heading 005° and RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 900-1 557 (600-1) | | 900-1½ 557 (600-1½) | 900-1¾ 557 (600-1¾) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6350 |
|---|---|---|---|
| CH 45712 | 133° | TDZE | 344 |
| W13A | | Apt Elev | 344 |

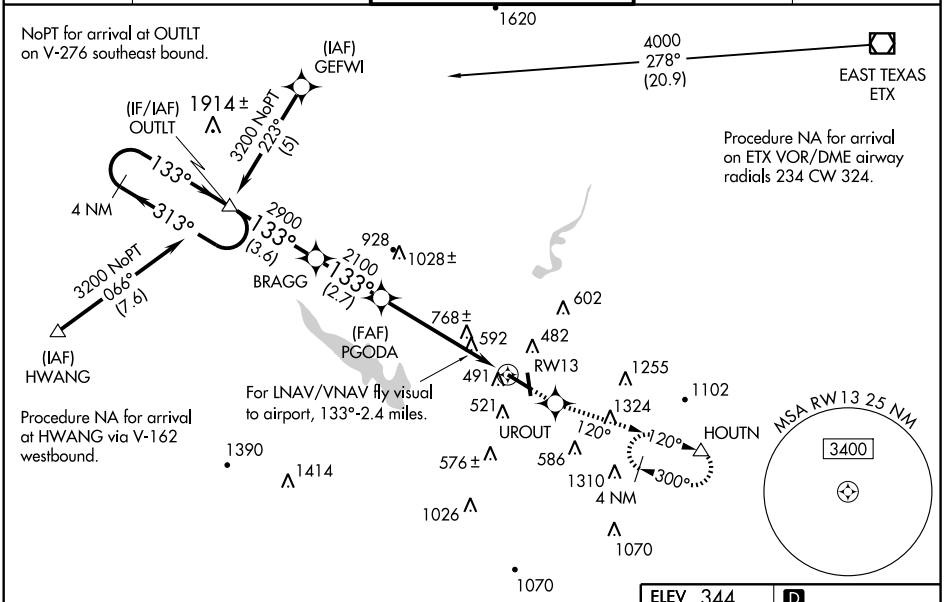
# RNAV (GPS) RWY 13

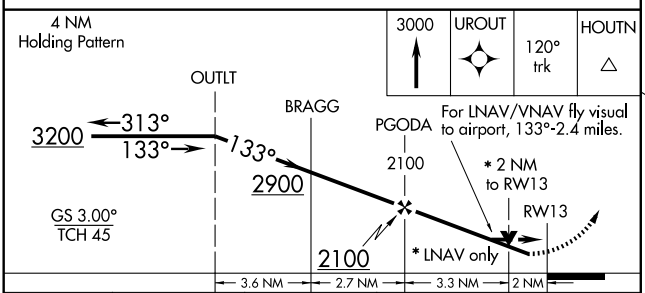
## READING RGNL / CARL A SPAATZ FIELD (RDG)

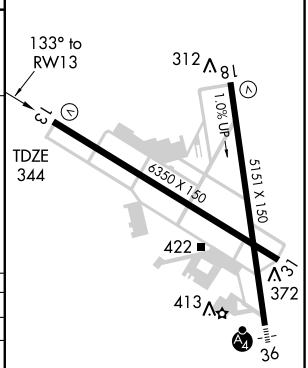
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 804-1¾ 460 (500-1¾) | | | |
| LNAV/VNAV DA | 1156-2 812 (900-2) | | 1156-2½ 812 (900-2½) | 1156-2¾ 812 (900-2¾) |
| LNAV MDA | 1020-1 676 (700-1) | | 1020-2 676 (700-2) | 1020-2¼ 676 (700-2¼) |
| CIRCLING | 1020-1 676 (700-1) | | 1020-2 676 (700-2) | 1120-2½ 776 (800-2½) |

REIL Rwy 31 L
HIRL Rwys 13-31 and 18-36 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5151 |
|---|---|---|
| 184° | TDZE | 319 |
| | Apt Elev | 344 |

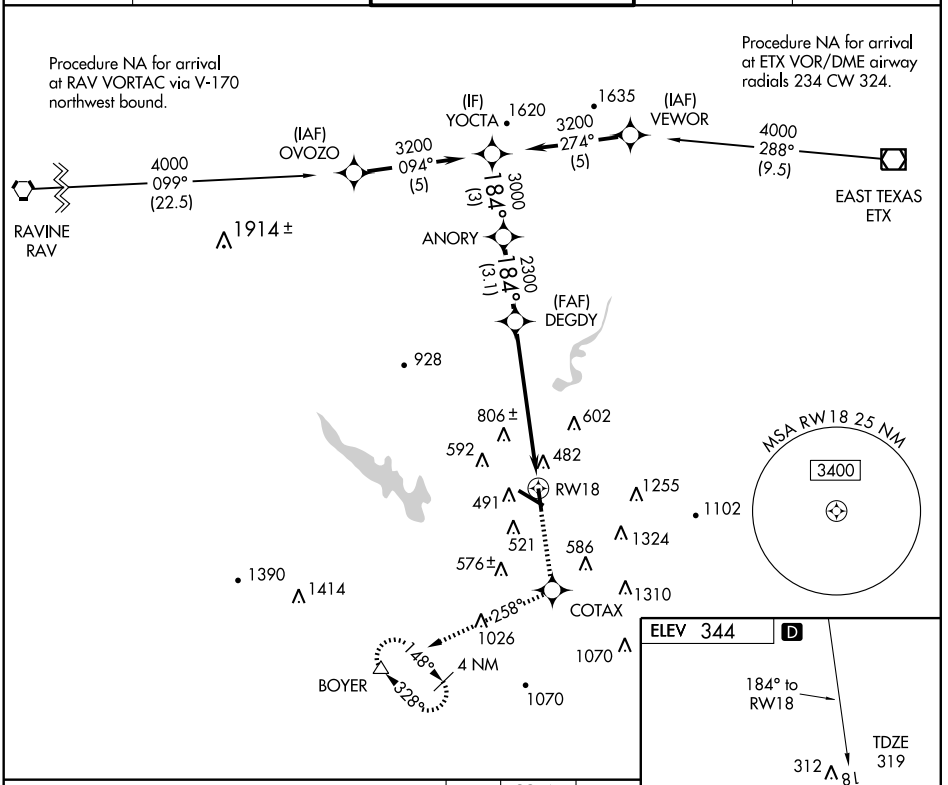
# RNAV (GPS) RWY 18

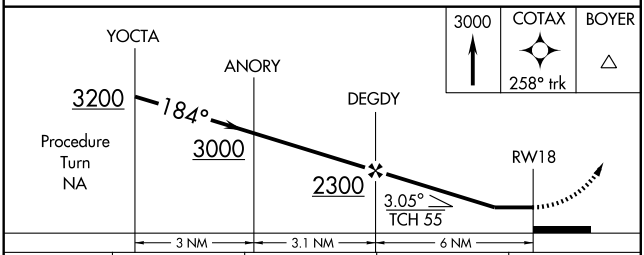
## READING RGNL / CARL A SPAATZ FIELD (RDG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 661 (700-1) | | 980-1¾ 661 (700-1¾) | 980-2 661 (700-2) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5151 |
|---|---|---|---|
| CH 97412 | 004° | TDZE | 343 |
| W36A | | Apt Elev | 344 |

# RNAV (GPS) RWY 36

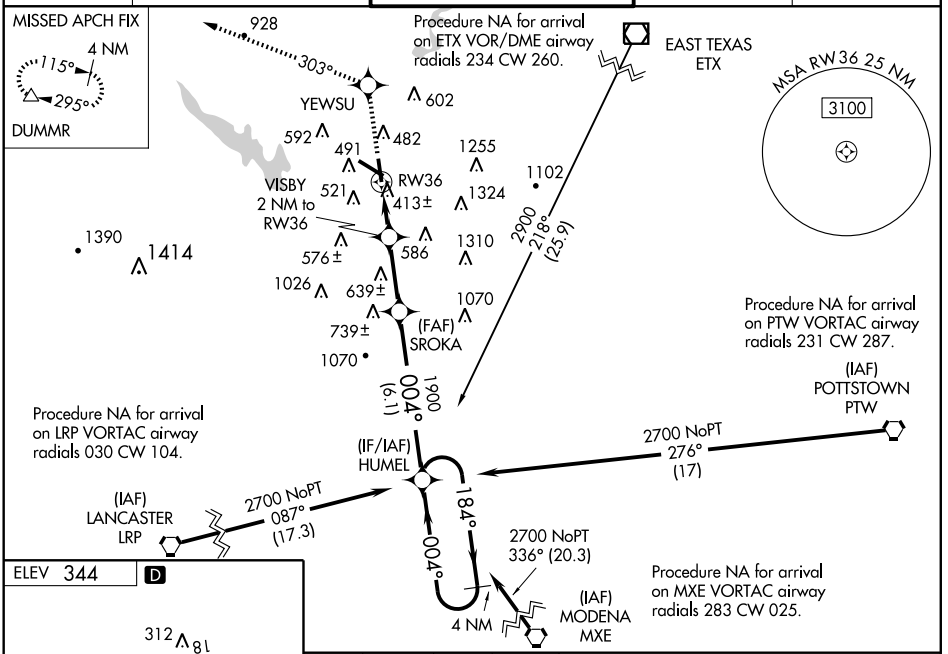
READING RGNL / CARL A SPAATZ FIELD (RDG)

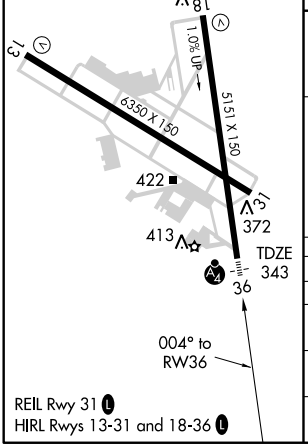
Straight-in minimums NA at night. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

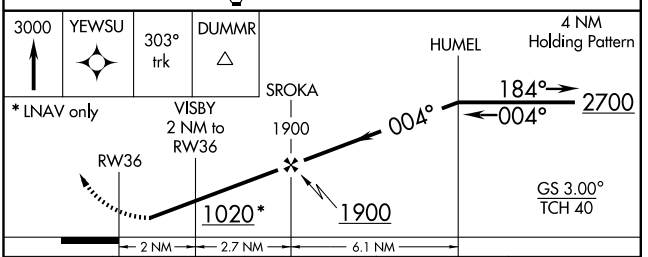
MALSF

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

| ATIS | READING APP CON ★ | READING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.1 | 125.15 257.9 | 119.9 (CTAF) L 288.3 | 121.9 | 122.95 |



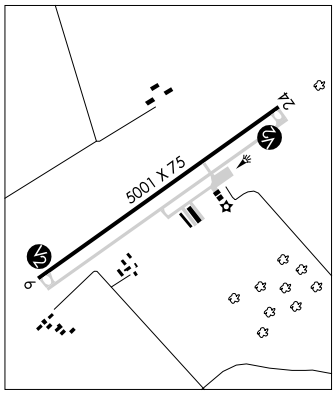

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 622-1 279 (300-1) | | | |
| LNAV/VNAV DA | 830-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 740-1 397 (400-1) | | | 740-1¼ 397 (400-1¼) |
| CIRCLING | 1000-1 656 (700-1) | | 1000-1¾ 656 (700-1¾) | 1120-2½ 776 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## REEDSVILLE

**MIFFLIN CO** (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12I, L–30J
**RWY 06–24:** H5001X75 (ASPH) S–60 MIRL — IAP
**RWY 06:** REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
**RWY 24:** REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
**AIRPORT REMARKS:** Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.85 (717) 667–3993.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
**STROH NDB (MHW/LOM)** 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
**ILS** 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.




**REIGLE FLD** (See PALMYRA)

**REVLOC** N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
**(L) VOR/DME** 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
**RCO** 122.1R 110.6T (ALTOONA RADIO)

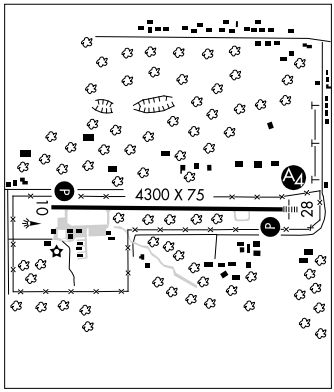
**RIDGE SOARING** (See UNIONVILLE)

**ROCK** (See PITTSBURGH)

**ROCKY HILL ULTRALIGHT** (See CRESCO)

**ROSTRAVER** (See MONONGAHELA)

**ST MARYS MUNI** (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
**RWY 10–28:** H4300X75 (ASPH–GRVD) S–12.5 MIRL 0.7% up E. — IAP
**RWY 10:** PAPI(P4L)—GA 3.0° TCH 40′. Road.
**RWY 28:** MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.05. (814) 834–9416.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 121.3 (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.325
**ALTOONA FSS CLNC DEL** 121.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**SLATE RUN (H) VORTAC** 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
**ILS/DME** 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.




**ST THOMAS** N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
**(L) VORTAC** 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
**RCO** 122.1R 115.0T (ALTOONA RADIO)

| LOC I-RVL | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.3 | 059° | TDZE | 819 |
| | | Apt Elev | 819 |

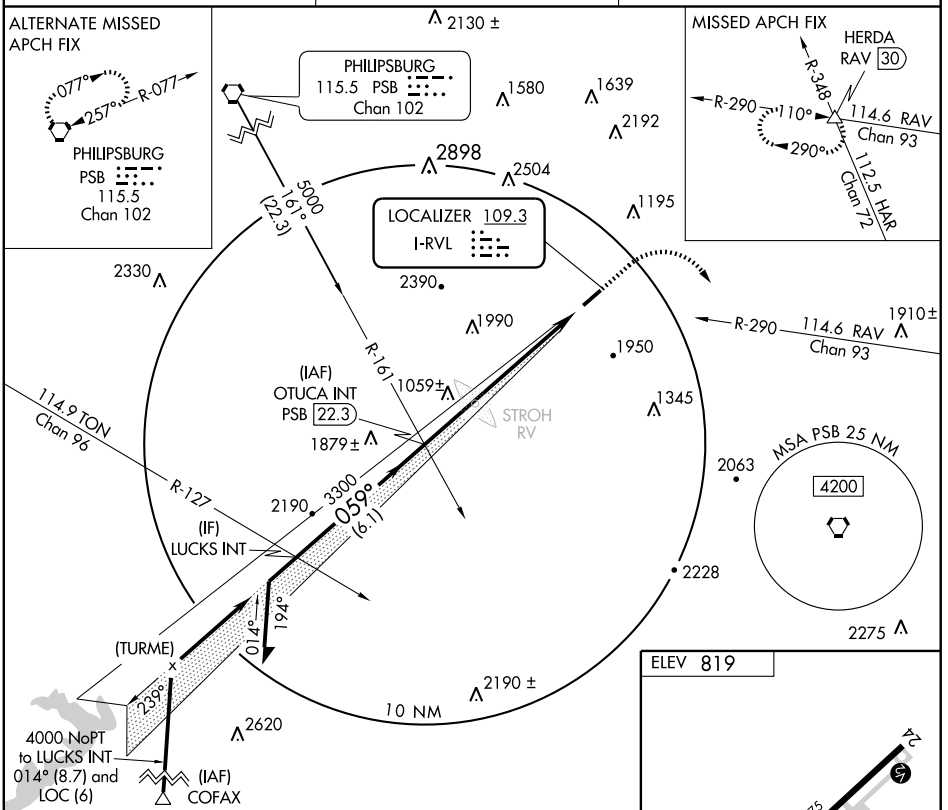
# LOC RWY 6

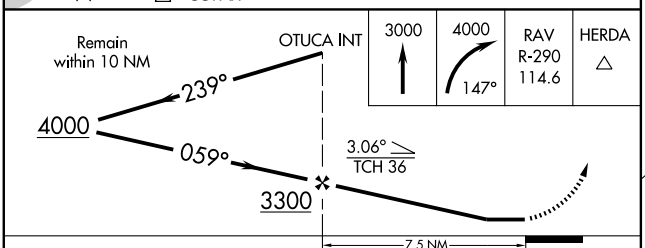
REEDSVILLE/MIFFLIN COUNTY (RVL)

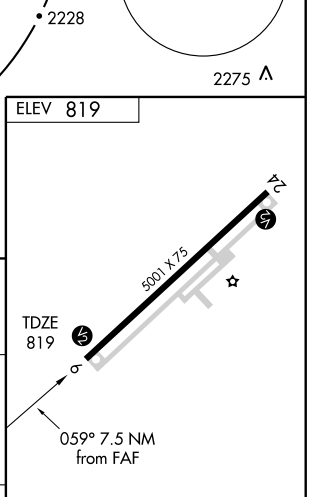
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1840-1¼ 1021 (1100-1¼) | 1840-1½ 1021 (1100-1½) | 1840-3 1021 (1100-3) | |
| CIRCLING | 1840-1¼ 1021 (1100-1¼) | 1840-1½ 1021 (1100-1½) | 1840-3 1021 (1100-3) | 2360-3 1541 (1600-3) |

REIL Rwys 6 and 24
MIRL Rwy 6-24

| FAF to MAP 7.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 059° | TDZE | 819 |
| | Apt Elev | 819 |

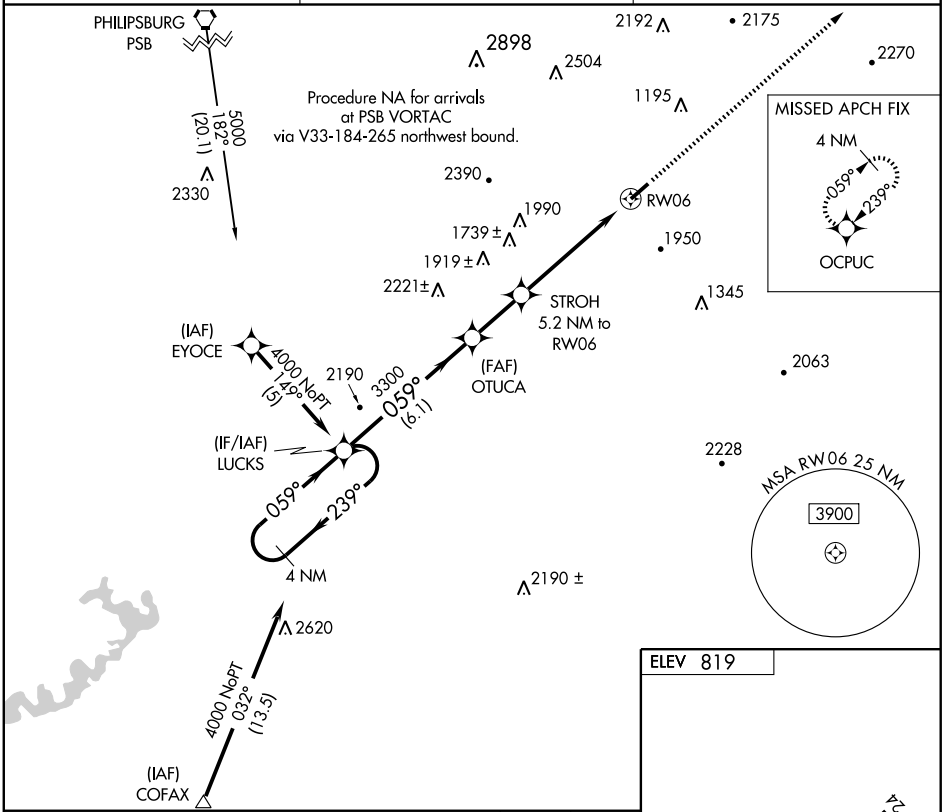
# RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct OCPUC and hold.

| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | |
| CIRCLING | 1800-1¼ 981 (1000-1¼) | 1800-1½ 981 (1000-1½) | 1800-3 981 (1000-3) | 2360-3 1541 (1600-3) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 78107 | 239° | TDZE | 818 |
| W24A | | Apt Elev | 819 |

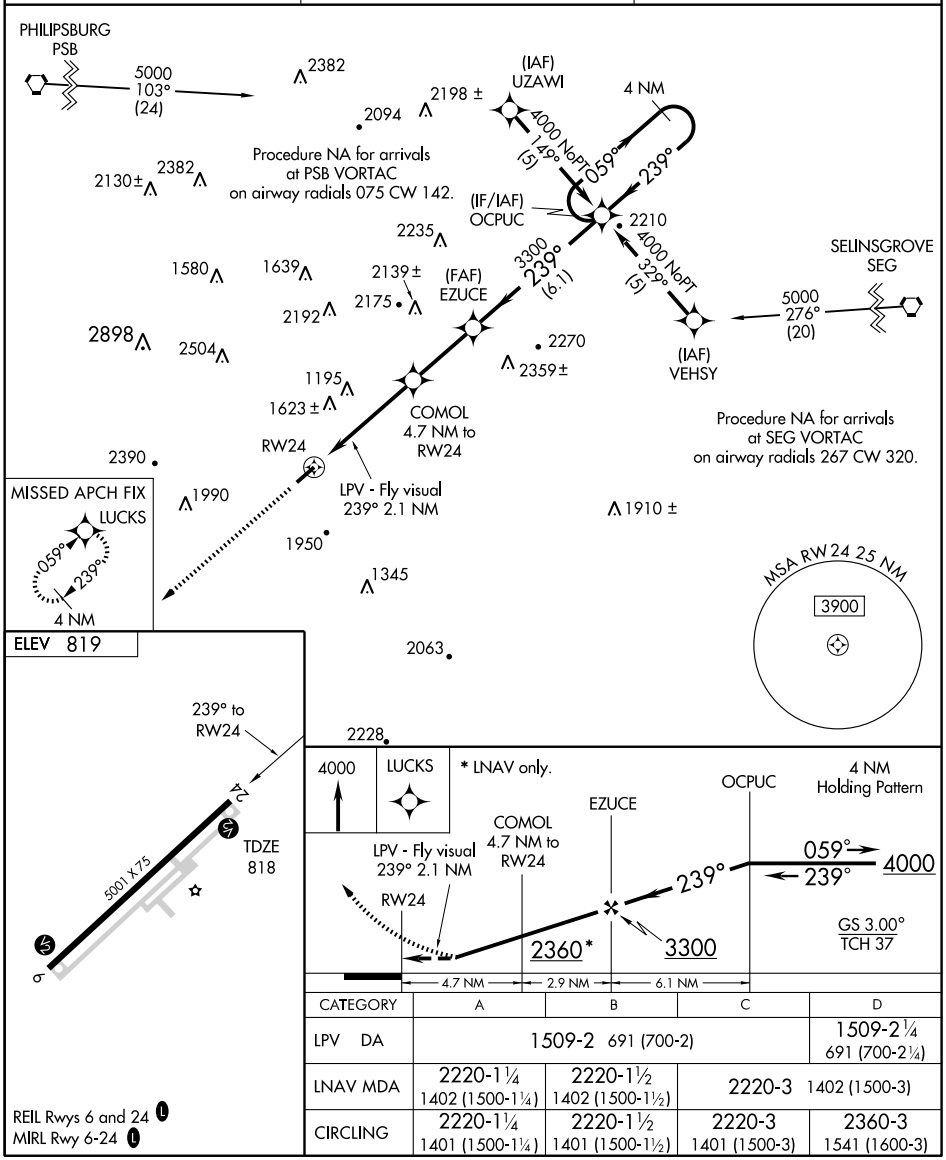
# RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 ¾ all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

| AWOS-3 | NEW YORK CENTER | UNICOM |
|---|---|---|
| 123.85 | 134.8 338.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1509-2 691 (700-2) | | | 1509-2¼ 691 (700-2¼) |
| LNAV MDA | 2220-1¼ 1402 (1500-1¼) | 2220-1½ 1402 (1500-1½) | 2220-3 1402 (1500-3) | |
| CIRCLING | 2220-1¼ 1401 (1500-1¼) | 2220-1½ 1401 (1500-1½) | 2220-3 1401 (1500-3) | 2360-3 1541 (1600-3) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**SCHUYLKILL CO (JOE ZERBEY)** (See POTTSVILLE)

**SEAMANS FLD** (See FACTORYVILLE)

**SELINSGROVE** N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

**(L) VORTAC** 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

**RCO** 122.1R 110.4T (WILLIAMSPORT RADIO)

## SELINSGROVE

**PENN VALLEY** (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

**RWY 17–35:** H4760X75 (ASPH) S–27 D–27 MIRL IAP

**RWY 17:** REIL. Thld dsplcd 388′. Pole.

**RWY 35:** REIL. Thld dsplcd 250′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

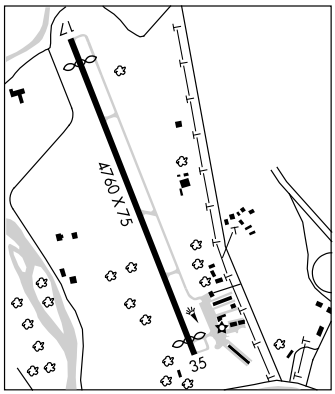
**SELINSGROVE RCO** 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

**SELINSGROVE (L) VORTAC** 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




## SEVEN SPRINGS BOROUGH

**SEVEN SPRINGS** (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

**RWY 10–28:** H3045X42 (ASPH) MIRL 1.1% up W IAP

**RWY 10:** Trees. **RWY 28:** Trees.

**AIRPORT REMARKS:** Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

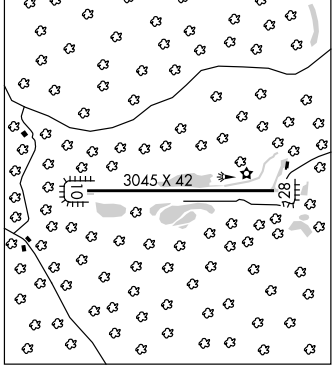
**COMMUNICATIONS: CTAF** 122.9

**INDIAN HEAD RCO** 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



| APP CRS | Rwy ldg | 4372 |
|---|---|---|
| 170° | TDZE | 456 |
| | Apt Elev | 450 |

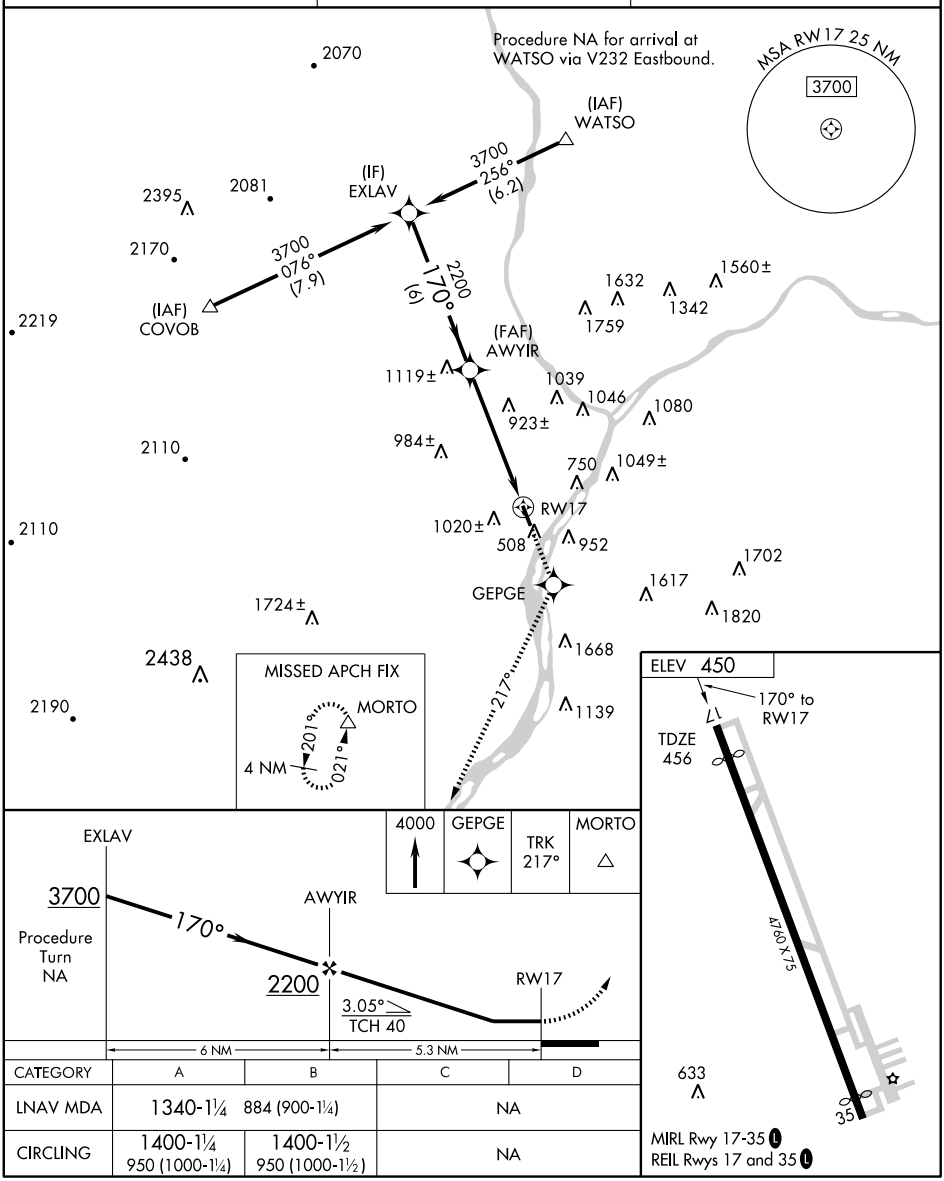
# RNAV (GPS) RWY 17

SELINSGROVE/PENN VALLEY (SEG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

| ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 123.975 | 118.25 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1¼ 884 (900-1¼) | | NA | |
| CIRCLING | 1400-1¼ 950 (1000-1¼) | 1400-1½ 950 (1000-1½) | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC SEG | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.4 | 034° | TDZE | N/A |
| Chan 41 | | Apt Elev | 450 |

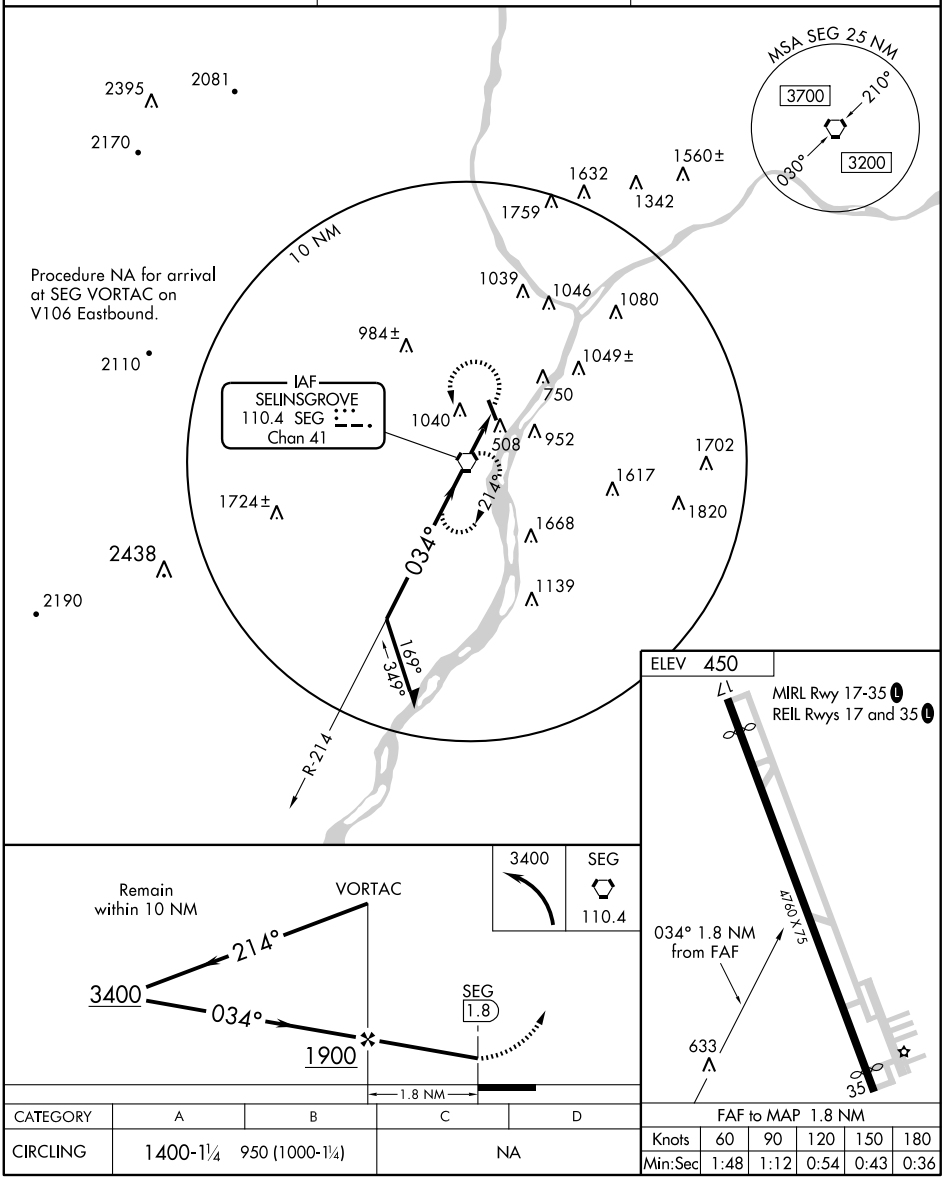
# VOR-A

SELINSGROVE/PENN VALLEY (SEG)

When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

| ASOS | HARRISBURG APP CON | UNICOM |
|---|---|---|
| 123.975 | 118.25 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1¼ 950 (1000-1¼) | | NA | |

FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**SCHUYLKILL CO (JOE ZERBEY)** (See POTTSVILLE)

**SEAMANS FLD** (See FACTORYVILLE)

**SELINSGROVE** N40°47.45′ W76°53.04′ NOTAM FILE SEG. NEW YORK

**(L) VORTAC** 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. **HIWAS.** H–10H, 12I, L–30J

VOR portion unusable

105°–115° byd 20 NM blo 3000′
180°–195° byd 30 NM blo 9000′
204°–209° blo 5000′
250°–285° byd 10 NM blo 14000′
180°–195° blo 6000′
196°–200° blo 9000′
210°–230° byd 35 NM blo 2500′

DME portion unusable

100°–115° byd 30 NM blo 3000′
115°–170° byd 35 NM blo 2900′
190°–300° byd 35 NM blo 3500′

**RCO** 122.1R 110.4T (WILLIAMSPORT RADIO)

## SELINSGROVE

**PENN VALLEY** (SEG) 1 N UTC−5(−4DT) N40°49.27′ W76°51.85′ NEW YORK

464 B S4 **FUEL** 100LL, JET A NOTAM FILE SEG L–30J

**RWY 17–35:** H4760X75 (ASPH) S–27 D–27 MIRL IAP

**RWY 17:** REIL. Thld dsplcd 388′. Pole.

**RWY 35:** REIL. Thld dsplcd 250′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. Rising terrain both sides of apch to Rwy 17. Ultralgts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef. ACTIVATE MIRL Rwy 17–35; REIL Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.975 (570) 374–4099. **HIWAS** 110.4 SEG.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

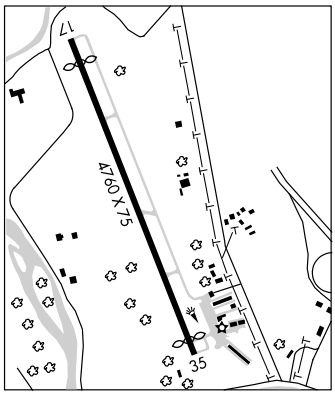
**SELINSGROVE RCO** 122.1R 110.4T (WILLIAMSPORT RADIO)

Ⓡ **HARRISBURG APP/DEP CON** 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

**SELINSGROVE (L) VORTAC** 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 034° 2 NM to fld. 620/08W. **HIWAS.**

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




## SEVEN SPRINGS BOROUGH

**SEVEN SPRINGS** (7SP) 1 SW UTC−5(−4DT) N40°00.60′ W79°19.31′ DETROIT

2907 B NOTAM FILE AOO L–29C

**RWY 10–28:** H3045X42 (ASPH) MIRL 1.1% up W IAP

**RWY 10:** Trees. **RWY 28:** Trees.

**AIRPORT REMARKS:** Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10–28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

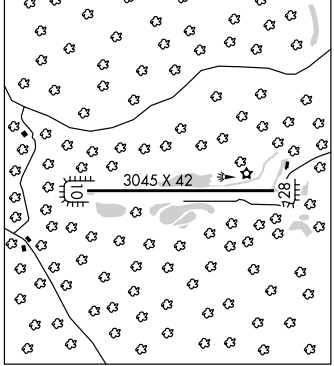
**COMMUNICATIONS: CTAF** 122.9

**INDIAN HEAD RCO** 122.1R 108.2T (ALTOONA RADIO)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 044° 2.7 NM to fld. 2820/06W.



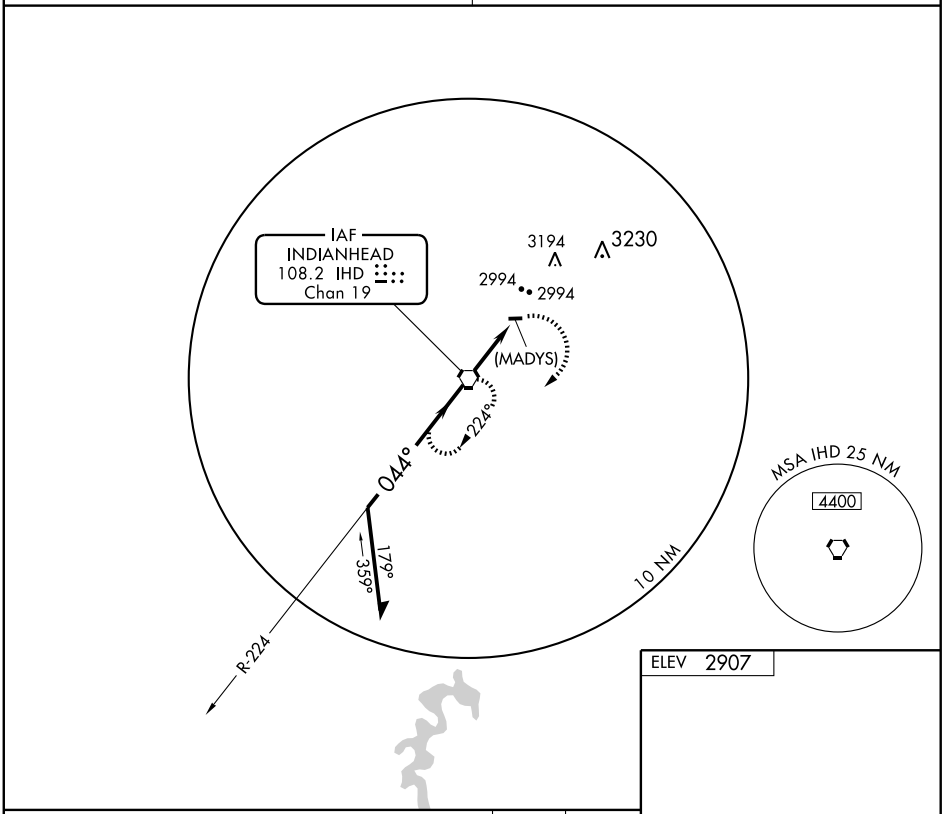
| VORTAC IHD 108.2 Chan 19 | APP CRS 044° | Rwy Idg 3045 TDZE N/A Apt Elev 2907 |
|---|---|---|

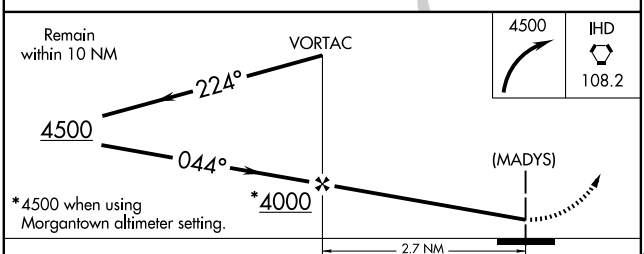
# VOR or GPS-A
## SEVEN SPRINGS (7SP)

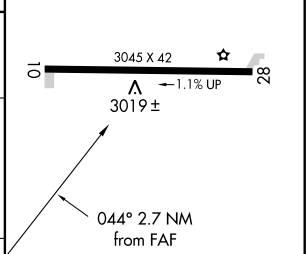
NA Use Johnstown altimeter setting; when not available, use Morgantown altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 4500 direct IHD VORTAC and hold.

| CLEVELAND CENTER | CTAF |
|---|---|
| 124.4 327.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3540-1 636 (700-1) | | 3540-1¾ 636 (700-1¾) | NA |
| MORGANTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 4420-3 1516 (1600-3) | | | NA |

MIRL Rwy 10-28 L

FAF to MAP 2.7 NM

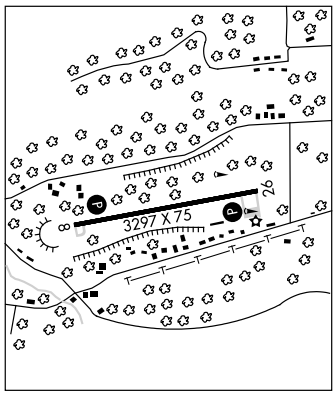
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## SHAMOKIN

**NORTHUMBERLAND CO** (N79) 3 N UTC−5(−4DT) N40°50.22′ W76°33.15′ **NEW YORK**
881 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT **L–30J**
**RWY 08–26:** H3297X75 (ASPH) S–12.5 MIRL 0.9% up NE **IAP**
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**RWY 26:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended on Mon–Fri 1300–2300Z‡, Sat–Sun on call. ACTIVATE MIRL Rwy 08–26 and PAPI Rwys 08 and 26—121.8.
**WEATHER DATA SOURCES:** AWOS–3 119.175 (570) 672–0389.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **HARRISBURG APP/DEP CON** 118.25
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.
**SELINSGROVE (L) VORTAC** 110.4 SEG Chan 41 N40°47.45′ W76°53.04′ 088° 15.4 NM to fld. 620/08W. **HIWAS.**
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




**SHAPP** N40°18.39′ W75°56.97′ NOTAM FILE RDG.
**NDB (LOM)** 356 RD 001° 4.4 NM to Reading Rgnl/Carl A Spaatz Fld.

**SHIPPENSBURG** (N42) 3 NE UTC−5(−4DT) N40°03.51′ W77°27.73′ **DETROIT**
760 NOTAM FILE IPT
**RWY 07–25:** 2300X170 (TURF)
**RWY 07:** Thld dsplcd 535′. Brush. **RWY 25:** Thld dsplcd 595′. Brush.
**AIRPORT REMARKS:** Unattended. Rwy 07 and 25 dsplcd thlds marked with white barrels. Rwy 07–25 ends and edges marked with yellow barrels.
**COMMUNICATIONS: CTAF** 122.9
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

**SHOESTRING AVIATION AIRFIELD** (See STEWARTSTOWN)

**SKYHAVEN** (See TUNKHANNOCK)

**SLATE RUN** N41°30.77′ W77°58.21′ NOTAM FILE AOO. **DETROIT**
**(H) VORTAC** 113.9 SLT Chan 86 264° 25 NM to St. Marys Muni. 2320/08W. **H–10H, L–30I**
**RCO** 122.1R 113.9T (ALTOONA RADIO)

**SLATINGTON** (69N) 1 N UTC−5(−4DT) N40°45.82′ W75°36.29′ **NEW YORK**
380 B S4 **FUEL** 100LL, JET A NOTAM FILE IPT
**RWY 01–19:** H2455X50 (ASPH) LIRL (NSTD)
**RWY 01:** Thld dsplcd 352′. Trees. **RWY 19:** Trees.
**AIRPORT REMARKS:** Attended Mon–Sat daylgt hours. +977 ft hill 7700 ft from Rwy 19 thld. ACTIVATE LIRL Rwy 01–19 and rotating beacon—CTAF. Rwy 01–19 NSTD LIRL located 10 and 20 ft outboard from rwy edges respectively. Rwy 19 end lgts located outboard from rwy edges.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**SMOKETOWN** (S37) 0 N UTC−5(−4DT) N40°02.50′ W76°12.08′ **NEW YORK**
370 B S4 **FUEL** 100LL NOTAM FILE IPT
**RWY 10–28:** H2400X50 (ASPH) S–12.5, D–12.5 LIRL
**RWY 10:** Thld dsplcd 167′. Tree. **RWY 28:** Thld dsplcd 110′.
**AIRPORT REMARKS:** Attended Mon–Sat 1300–2200Z‡, Sun 1800–2200Z‡.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

| APP CRS | Rwy Idg | 3297 |
|---|---|---|
| 248° | TDZE | 881 |
| | Apt Elev | 881 |

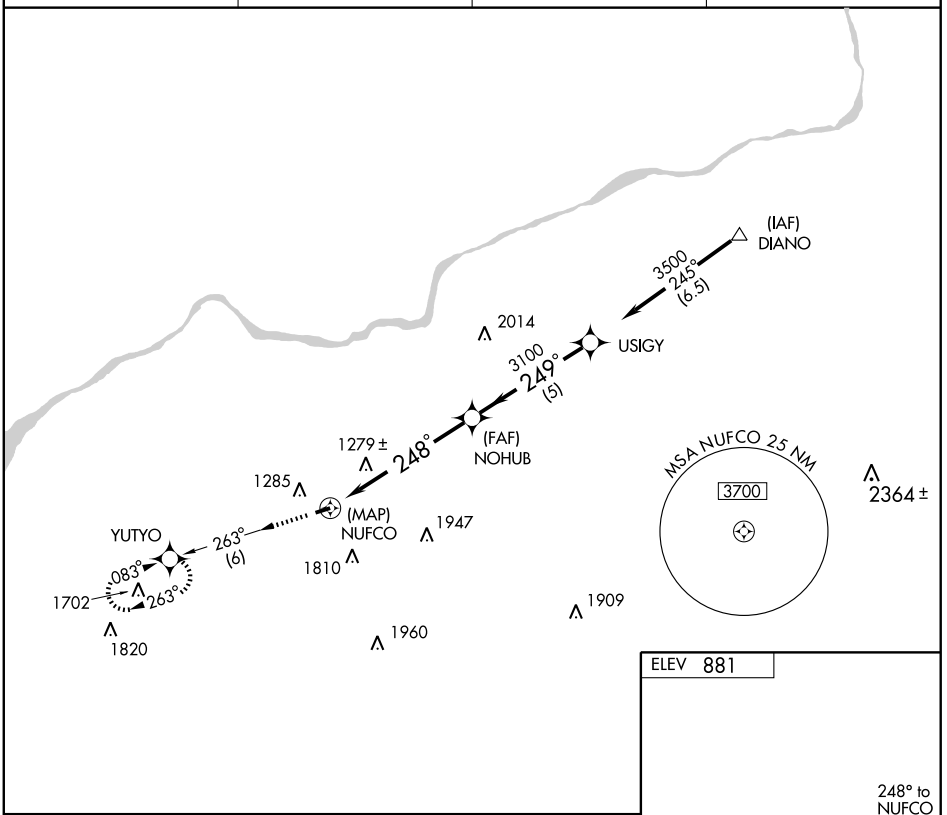
# GPS RWY 26

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

NA

MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM | |
|---|---|---|---|
| 119.175 | 118.25 269.45 | 122.8 (CTAF) | 121.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1540-1 659 (700-1) | | 1540-1¾ 659 (700-1¾) | NA |
| CIRCLING | 1840-1¼ 959 (1000-1¼) | 1880-1½ 999 (1000-1½) | 1900-3 1019 (1100-3) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC SEG | APP CRS | Rwy Idg | 3297 |
|---|---|---|---|
| 110.4 | 088° | TDZE | 879 |
| Chan 41 | | Apt Elev | 881 |

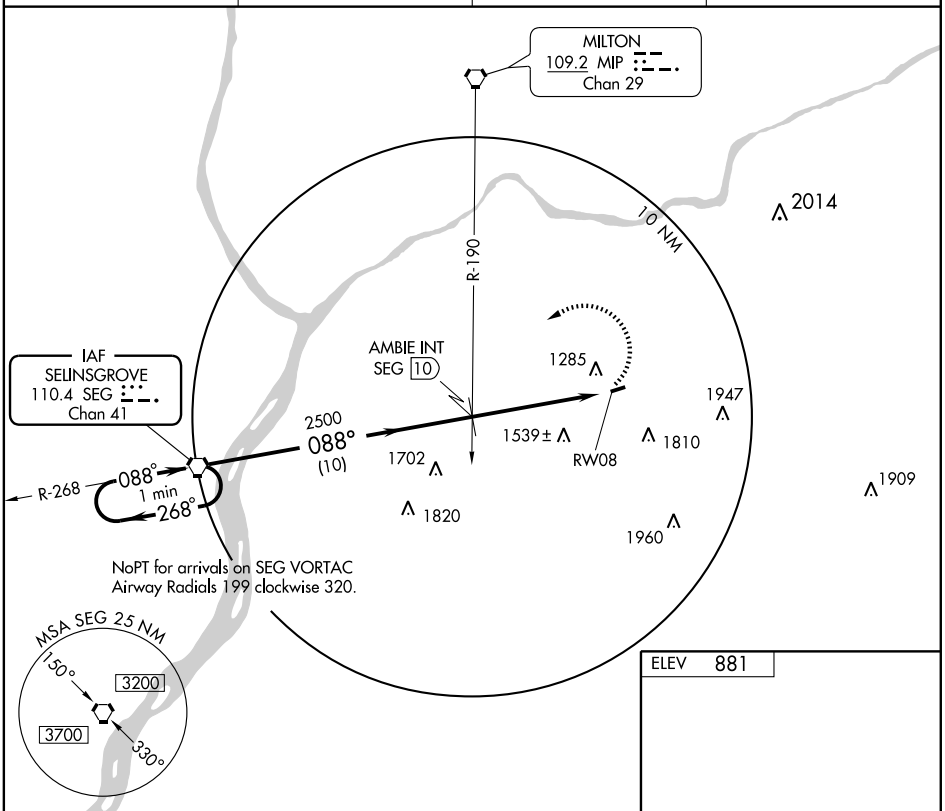
# VOR or GPS RWY 8

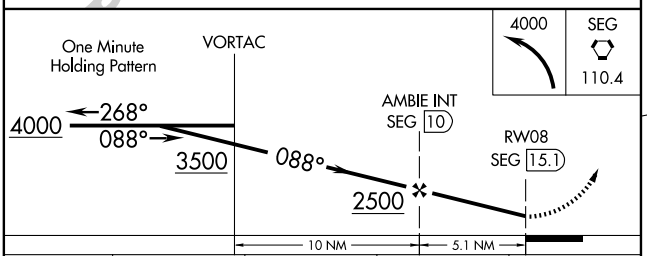
SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

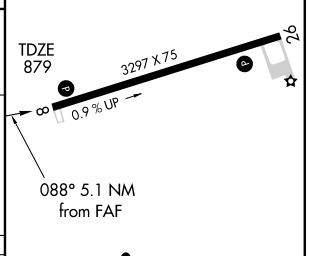
NA

MISSED APPROACH: Climbing left turn to 4000 direct SEG VORTAC and hold.

| AWOS-3 | HARRISBURG APP CON | UNICOM | |
|---|---|---|---|
| 119.175 | 118.25 269.45 | 122.8 (CTAF) | 121.8 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1980-1¼<br>1101 (1100-1¼) | 1980-1½<br>1101 (1100-1½) | 1980-3<br>1101 (1100-3) | NA |
| CIRCLING | 1980-1¼<br>1099 (1100-1¼) | 1980-1½<br>1099 (1100-1½) | 1980-3<br>1099 (1100-3) | NA |

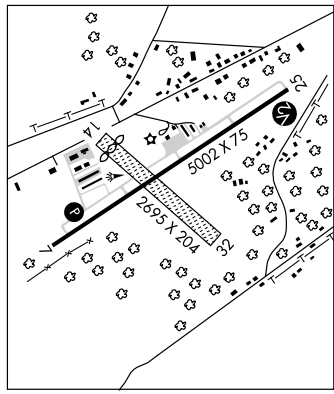
MIRL Rwy 8-26 (L)
REIL Rwys 8 and 26

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**SOMERSET CO** (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, L–29D**
**RWY 07–25:** H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
**RWY 25:** REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
**RWY 14–32:** 2695X204 (TURF–ASPH) 0.7% up SE
**RWY 14:** Thld dsplcd 295′. Road. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.



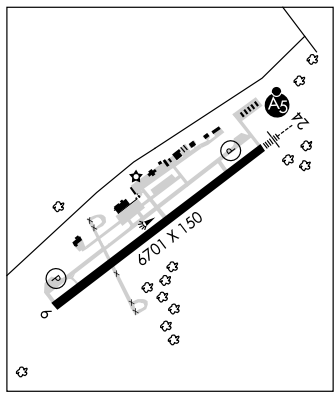

**WEATHER DATA SOURCES:** AWOS–3 133.8 (814) 443–2114.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**INDIAN HEAD RCO** 122.1R 108.2T (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
**STOYSTOWN NDB (MHW)** 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
**ILS** 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

**SOUTHERN ADAMS CO HELIPORT** (See GETTYSBURG)

**SPRING HILL** (See STERLING)

## STATE COLLEGE

**UNIVERSITY PARK** (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12I, L–30I**
NOTAM FILE UNV **IAP**
**RWY 06–24:** H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
**RWY 24:** MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 06:** TORA–6701 TODA–6701 ASDA–6701 LDA–6701
**RWY 24:** TORA–6701 TODA–6701 ASDA–6701 LDA–6701
**AIRPORT REMARKS:** Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.




**WEATHER DATA SOURCES:** AWOS–3 127.65 (814) 865–8799 SAWRS
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**NEW YORK CENTER APP/DEP CON** 134.8 **CLNC DEL** 118.55
**AIRSPACE: CLASS E** svc continuous.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
**PENUE NDB (LOM)** 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
**ILS** 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

| LOC I-SOZ | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 108.7 | 246° | TDZE | 2240 |
| | | Apt Elev | 2275 |

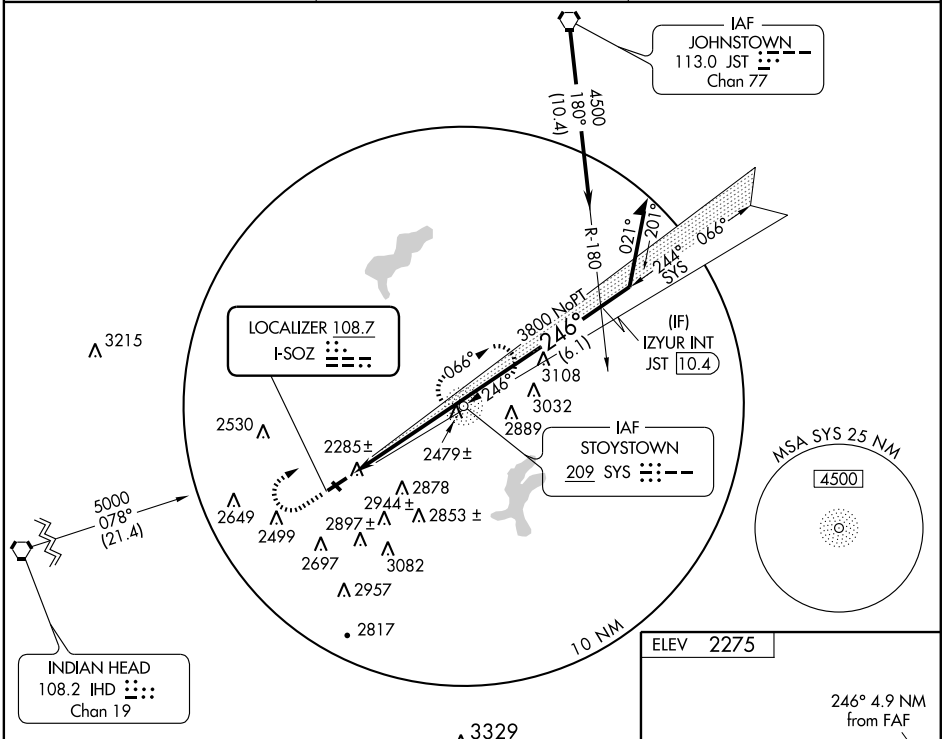
# LOC/NDB RWY 25
## SOMERSET COUNTY (2G9)

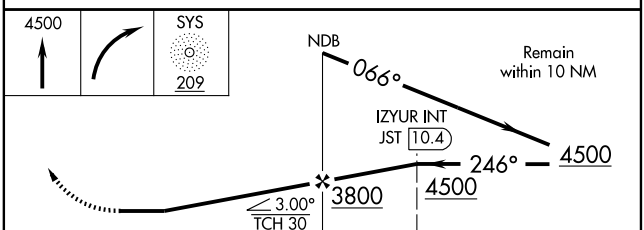
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

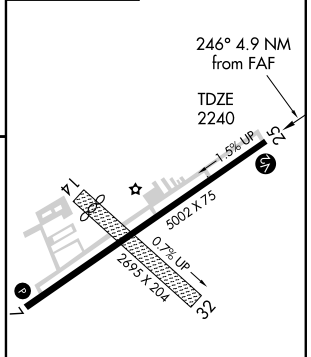
NA

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2700-1 460 (500-1) | | 2700-1¼ 460 (500-1¼) | 2700-1½ 460 (500-1½) |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

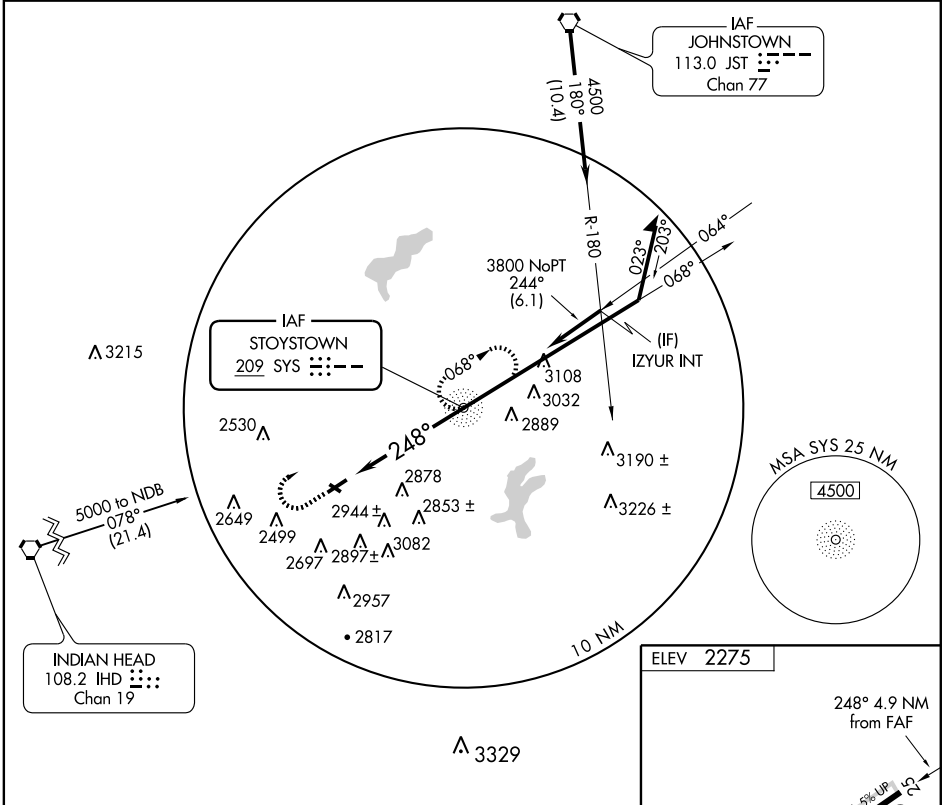
| NDB SYS | APP CRS | | |
|---|---|---|---|
| 209 | 248° | Rwy Idg | 5002 |
| | | TDZE | 2240 |
| | | Apt Elev | 2275 |

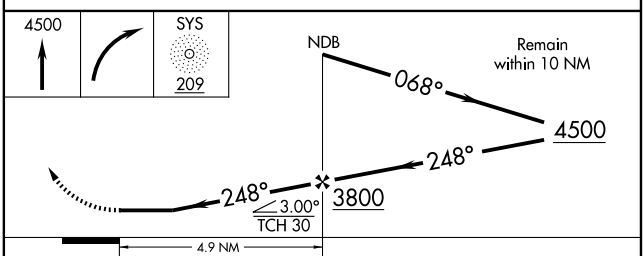
# NDB RWY 25
## SOMERSET COUNTY (2G9)

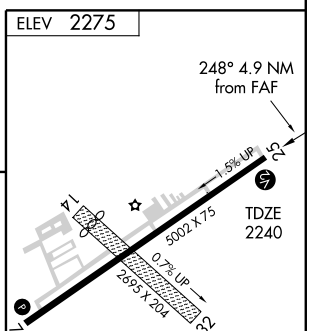
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25/25 | 3240-1¼ 1000 (1000-1¼) | 3240-1½ 1000 (1000-1½) | 3240-3 1000 (1000-3) | |
| CIRCLING | 3240-1¼ 965 (1000-1¼) | 3240-1½ 965 (1000-1½) | 3240-3 965 (1000-3) | 3300-3 1025 (1100-3) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 66005 | 066° | TDZE | 2275 |
| W07A | | Apt Elev | 2275 |

# RNAV (GPS) RWY 7

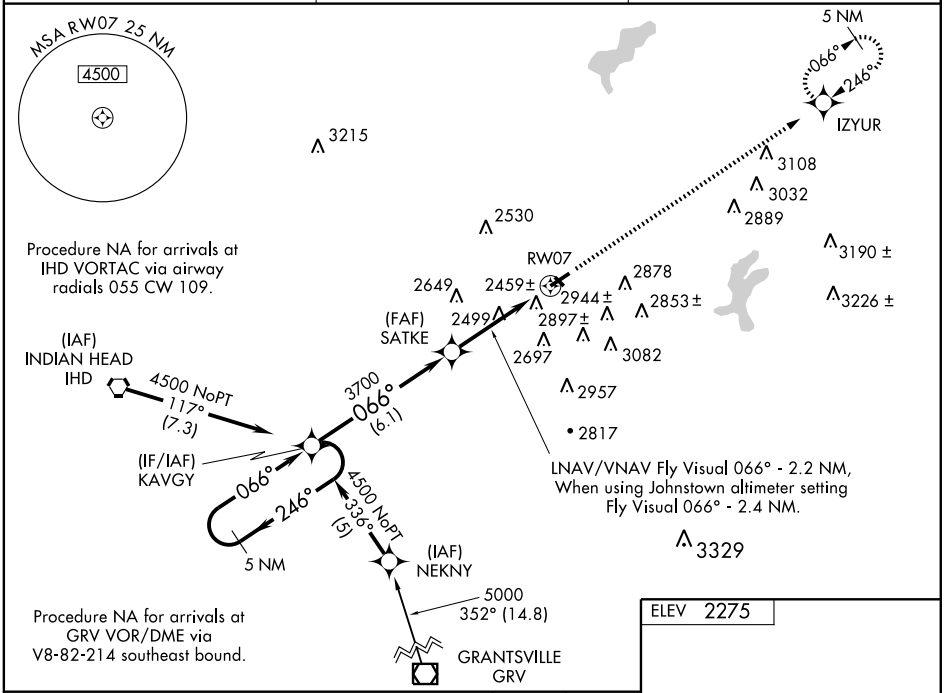
## SOMERSET COUNTY (2G9)

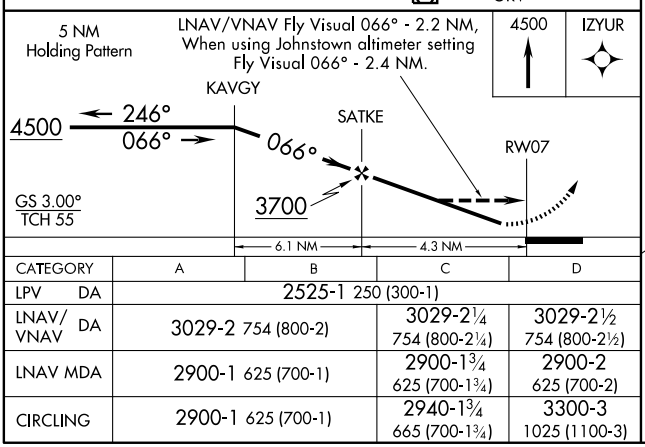
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

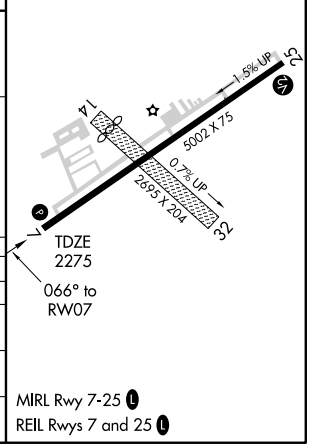
NA

MISSED APPROACH: Climb to 4500 direct IZYUR and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2525-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3029-2 754 (800-2) | | 3029-2¼ 754 (800-2¼) | 3029-2½ 754 (800-2½) |
| LNAV MDA | 2900-1 625 (700-1) | | 2900-1¾ 625 (700-1¾) | 2900-2 625 (700-2) |
| CIRCLING | 2900-1 625 (700-1) | | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 82205 | 246° | TDZE | 2240 |
| W25A | | Apt Elev | 2275 |

# RNAV (GPS) RWY 25

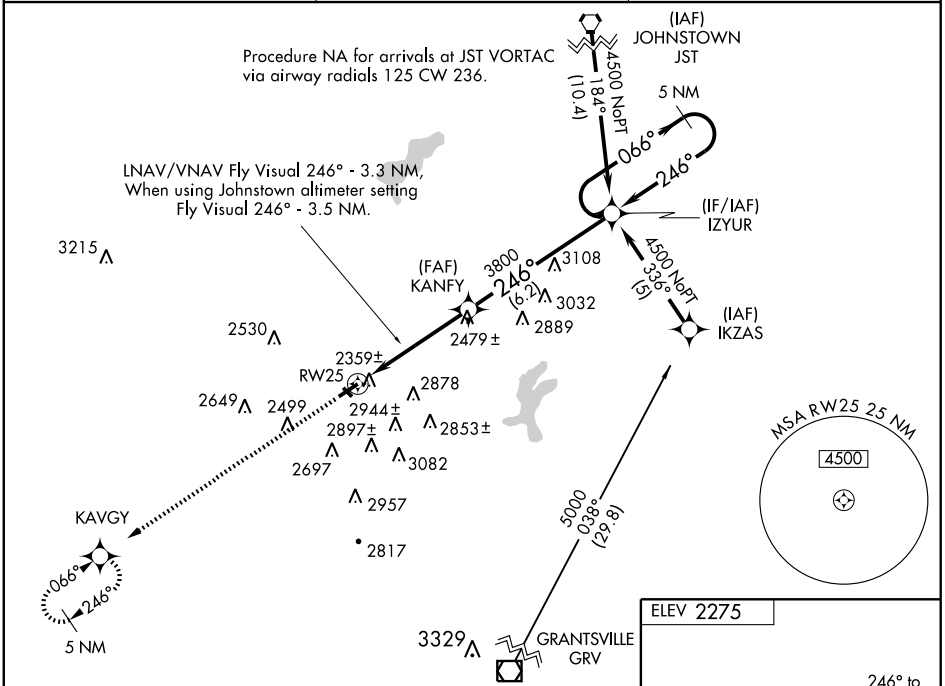
## SOMERSET COUNTY (2G9)

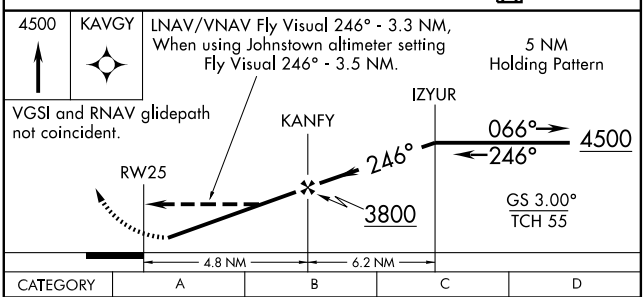
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

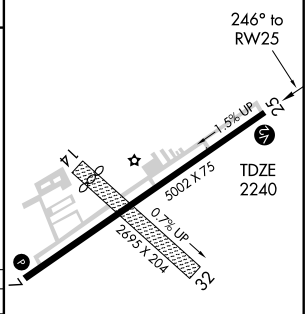
NA

MISSED APPROACH: Climb to 4500 direct KAVGY and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 124.4 327.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2490-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3305-2 1065 (1100-2) | | 3305-3 1065 (1100-3) | |
| LNAV MDA | 2660-1 420 (400-1) | | 2660-1¼ 420 (400-1¼) | |
| CIRCLING | 2820-1 545 (600-1) | 2860-1 585 (600-1) | 2940-1¾ 665 (700-1¾) | 3300-3 1025 (1100-3) |

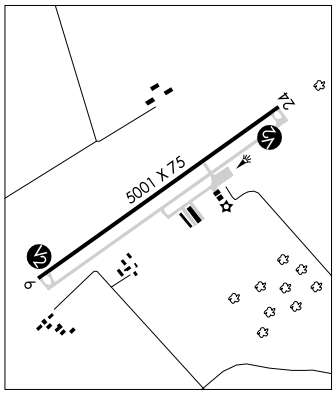
MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## REEDSVILLE

**MIFFLIN CO** (RVL) 5 NW UTC−5(−4DT) N40°40.64′ W77°37.61′ — DETROIT
819 B **FUEL** 100LL, JET A NOTAM FILE IPT — H–10H, 12I, L–30J
**RWY 06–24:** H5001X75 (ASPH) S–60 MIRL — IAP
**RWY 06:** REIL. PVASI (PSIL)—GA 3.0° TCH 36′. Trees.
**RWY 24:** REIL. PVASI (PSIL)—GA 3.0° TCH 37′. Trees.
**AIRPORT REMARKS:** Attended Apr 1–Oct 31 Mon–Fri 1300–2200Z‡, Sat 1300–1700Z‡. Nov 1–Mar 31 Mon–Fri 1300–2100Z‡, Sat 1300–1700Z‡. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06–24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.85 (717) 667–3993.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**NEW YORK CENTER APP/DEP CON** 134.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 141° 22 NM to fld. 2440/07W.
**STROH NDB (MHW/LOM)** 407 RV N40°36.89′ W77°43.08′ 058° 5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.
**ILS** 109.3 I–RVL Rwy 06. LOM STROH NDB. LOC only. LOC and LOM unmonitored. LOC unusable byd 20° either side of course; byd 16 NM blo 4000 ft.




**REIGLE FLD** (See PALMYRA)

**REVLOC** N40°32.79′ W78°44.82′ NOTAM FILE AOO. — DETROIT
**(L) VOR/DME** 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W. VOR portion unusable 070°–085° byd 10 NM. — L–29D
**RCO** 122.1R 110.6T (ALTOONA RADIO)

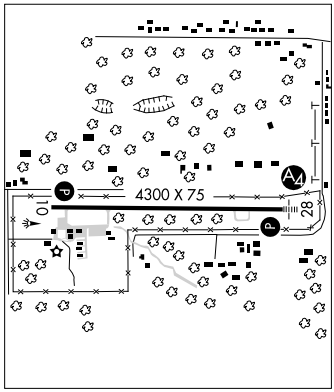
**RIDGE SOARING** (See UNIONVILLE)

**ROCK** (See PITTSBURGH)

**ROCKY HILL ULTRALIGHT** (See CRESCO)

**ROSTRAVER** (See MONONGAHELA)

**ST MARYS MUNI** (OYM) 3 SE UTC−5(−4DT) N41°24.75′ W78°30.16′ — DETROIT
1934 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO — L–30I
**RWY 10–28:** H4300X75 (ASPH–GRVD) S–12.5 MIRL 0.7% up E. — IAP
**RWY 10:** PAPI(P4L)—GA 3.0° TCH 40′. Road.
**RWY 28:** MALS. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡. ACTIVATE MIRL Rwy 10–28, PAPI Rwys 10 and 28, and MALS Rwy 28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.05. (814) 834–9416.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**RCO** 121.3 (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.325
**ALTOONA FSS CLNC DEL** 121.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**SLATE RUN (H) VORTAC** 113.9 SLT Chan 86 N41°30.77′ W77°58.21′ 264° 25 NM to fld. 2320/08W.
**ILS/DME** 108.9 I–OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.




**ST THOMAS** N39°55.99′ W77°57.06′ NOTAM FILE AOO. — WASHINGTON
**(L) VORTAC** 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W — H–10H, L–29D, A
**RCO** 122.1R 115.0T (ALTOONA RADIO)

| LOC/DME I-OYM | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| 108.9 | 281° | TDZE | 1934 |
| Chan 26 | | Apt Elev | 1934 |

# LOC/DME RWY 28

## ST. MARYS MUNI (OYM)

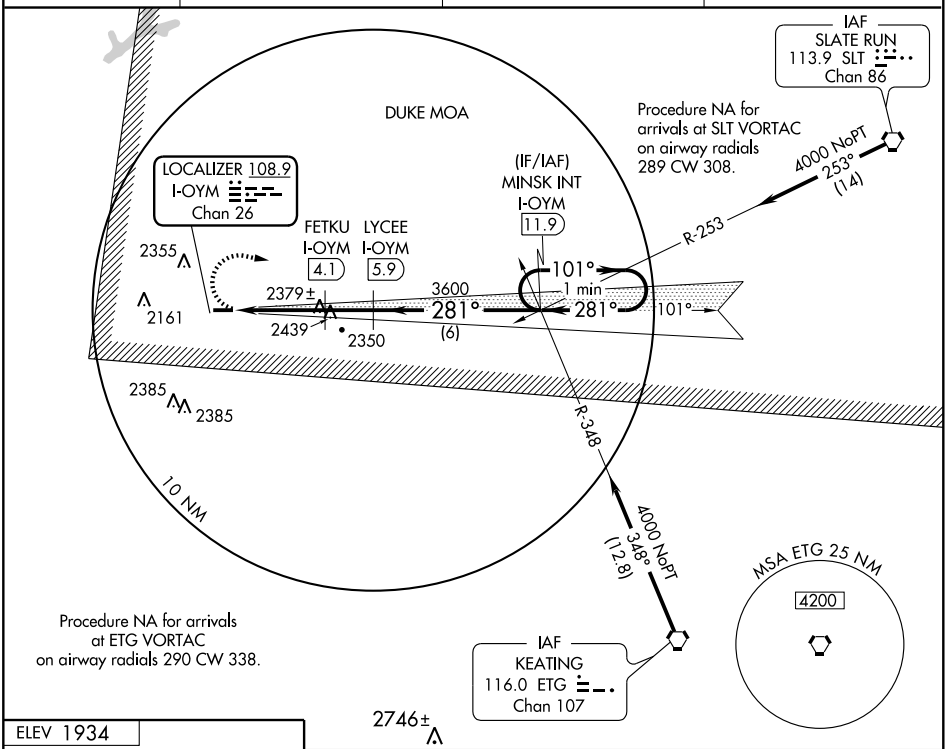
If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

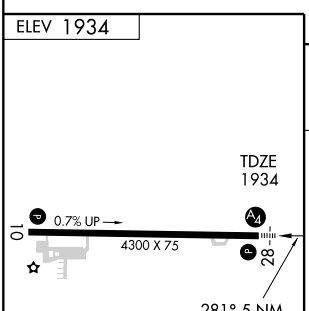
NA

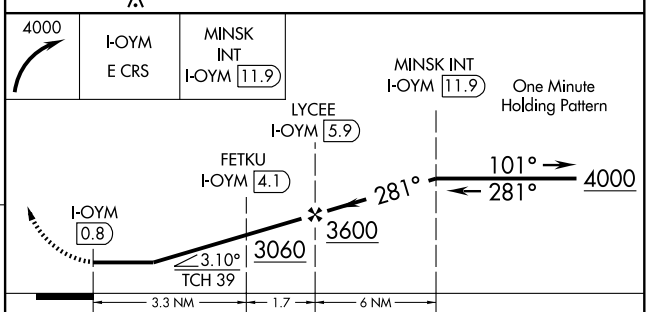
MALS

MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2740-1<br>806 (900-1) | 2740-1¼<br>806 (900-1¼) | 2740-2¼<br>806 (900-2¼) | 2740-2½<br>806 (900-2½) |
| CIRCLING | 2740-1<br>806 (900-1) | 2740-1¼<br>806 (900-1¼) | 2740-2¼<br>806 (900-2¼) | 2800-2¾<br>866 (900-2¾) |

MIRL Rwy 10-28 L


NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 40102 | 101° | TDZE | 1909 |
| W10A | | Apt Elev | 1934 |

# RNAV (GPS) RWY 10

## ST. MARYS MUNI (OYM)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

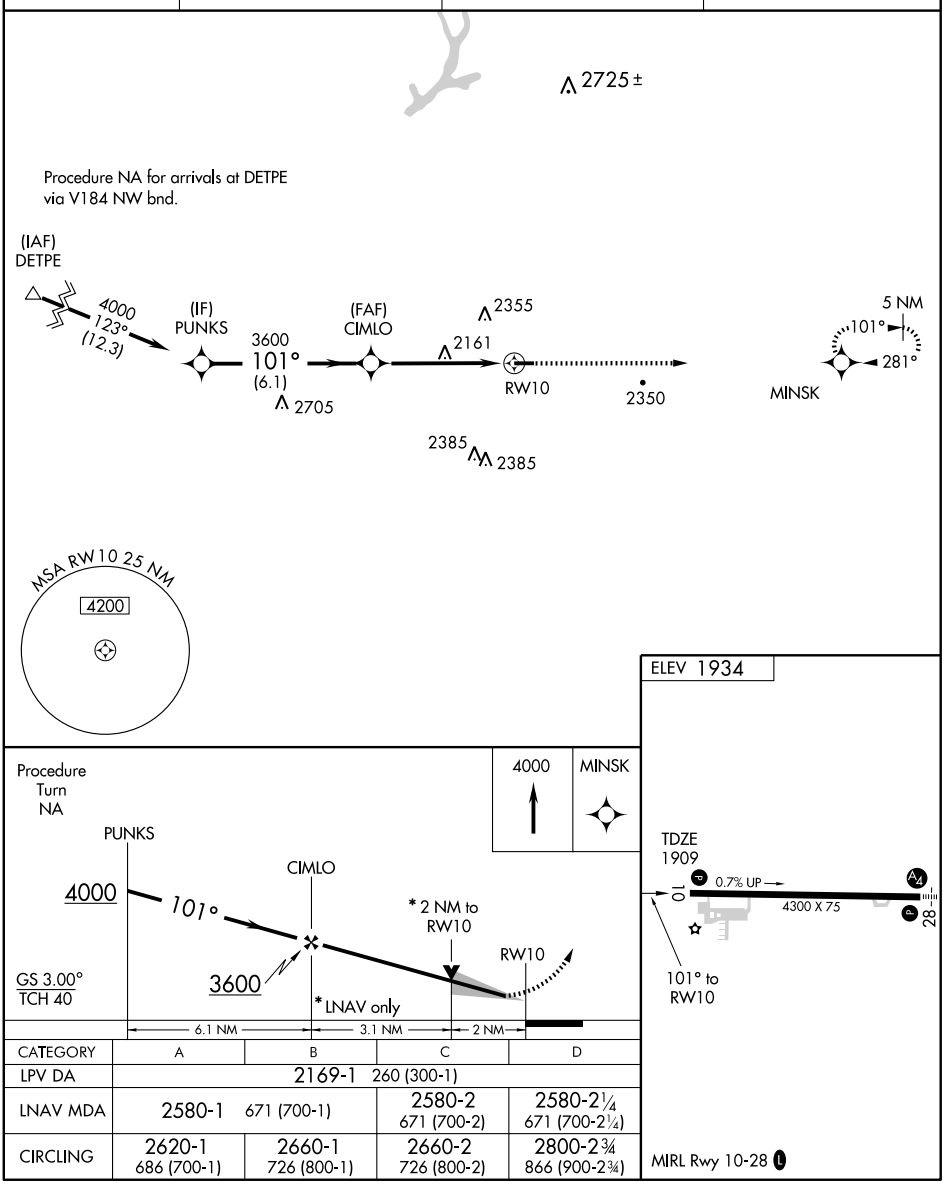
NA

MISSED APPROACH: Climb to 4000 direct MINSK and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |



NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2169-1 260 (300-1) | | | |
| LNAV MDA | 2580-1 671 (700-1) | | 2580-2 671 (700-2) | 2580-2¼ 671 (700-2¼) |
| CIRCLING | 2620-1 686 (700-1) | 2660-1 726 (800-1) | 2660-2 726 (800-2) | 2800-2¾ 866 (900-2¾) |

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 82302 | 281° | TDZE | 1934 |
| W28A | | Apt Elev | 1934 |

# RNAV (GPS) RWY 28

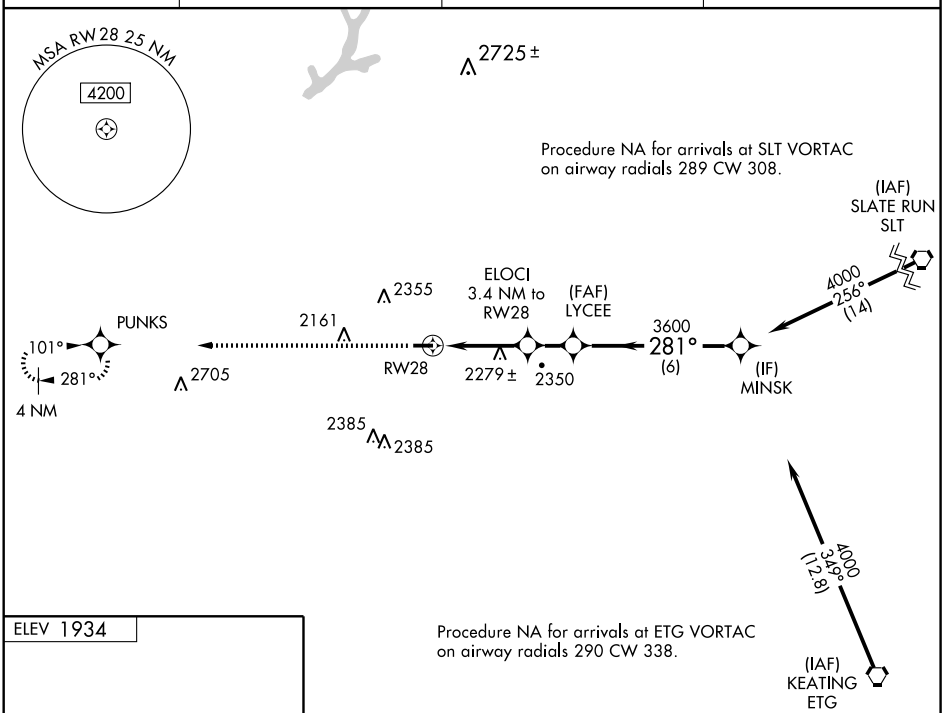
## ST. MARYS MUNI (OYM)

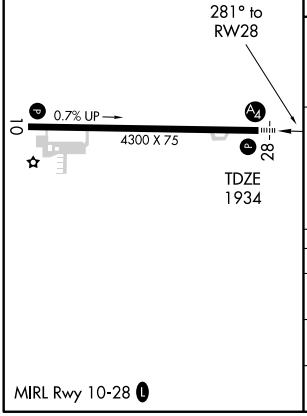
T NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet and increase LPV all Cats visibility ¾ mile; LNAV Cats A/B visibility ¼ mile, Cats C/D ¾ mile; Circling Cats A/D visibility ¼ mile, Cat B ½ mile, Cat C 1 mile.

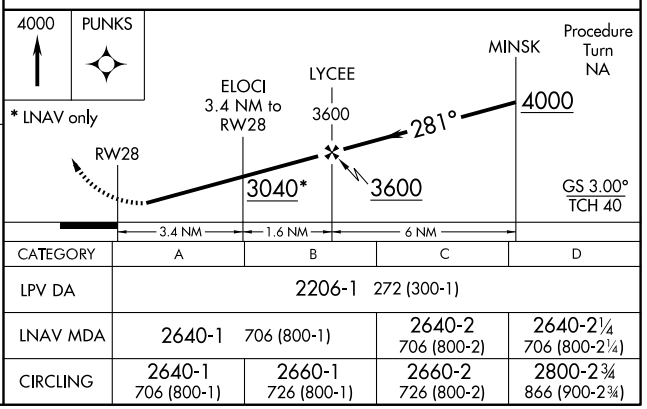
MALS

MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2206-1 272 (300-1) | | | |
| LNAV MDA | 2640-1 706 (800-1) | | 2640-2 706 (800-2) | 2640-2¼ 706 (800-2¼) |
| CIRCLING | 2640-1 706 (800-1) | 2660-1 726 (800-1) | 2660-2 726 (800-2) | 2800-2¾ 866 (900-2¾) |



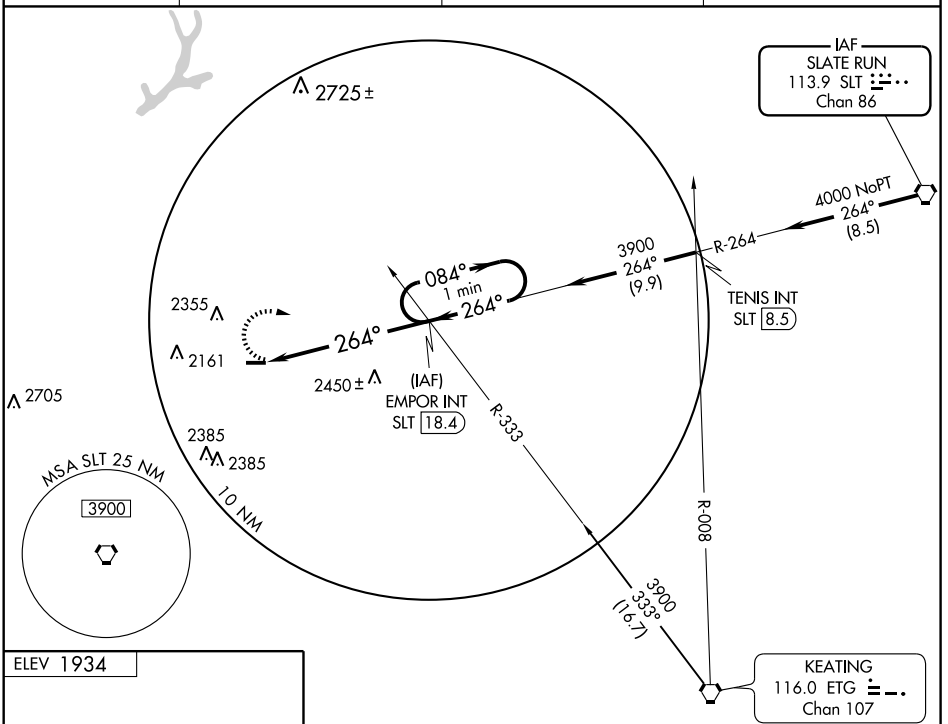
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

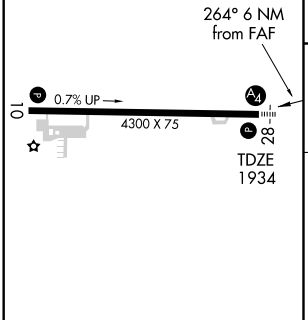
| VORTAC SLT 113.9 Chan 86 | APP CRS 264° | Rwy Idg 4300 TDZE 1934 Apt Elev 1934 |
|---|---|---|

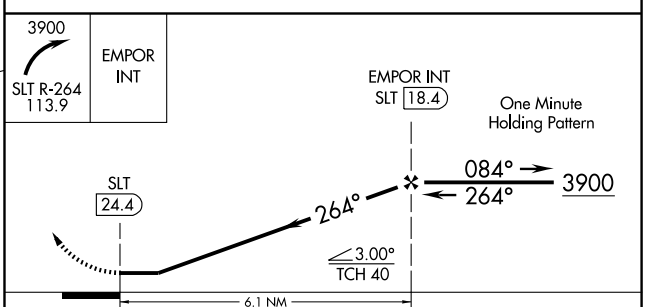
# VOR RWY 28
## ST. MARYS MUNI (OYM)

| | | |
|---|---|---|
| If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. | MALS | MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold. |

| AWOS-3 | CLEVELAND CENTER | ALTOONA CLNC DEL | UNICOM |
|---|---|---|---|
| 118.05 | 124.325 353.85 | 121.3 | 122.7 (CTAF) |




MIRL Rwy 10-28 (L)

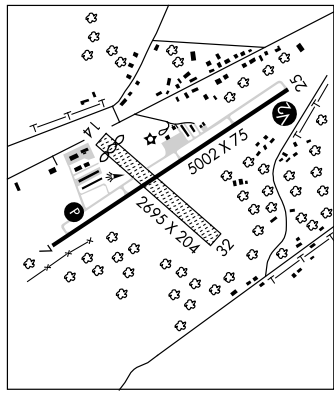
| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2820-1¼ | 886 (900-1¼) | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |
| CIRCLING | 2820-1¼ | 886 (900-1¼) | 2820-2¾ 886 (900-2¾) | 2820-3 886 (900-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**SOMERSET CO** (2G9) 3 NE UTC−5(−4DT) N40°02.33′ W79°00.90′ **DETROIT**
2275 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO **H–10H, L–29D**
**RWY 07–25:** H5002X75 (ASPH) S–18 MIRL 1.5% up SW **IAP**
**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 56′. Trees.
**RWY 25:** REIL. PVASI(PSIL)—GA 3.0° TCH 50′. Trees.
**RWY 14–32:** 2695X204 (TURF–ASPH) 0.7% up SE
**RWY 14:** Thld dsplcd 295′. Road. **RWY 32:** Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self–service fueling avbl. Single–point refueling avbl on req. Rwy 14–32 CLOSED Dec 1–Apr 15. Check NOTAMS. Rwy 14–32 570′ by 60′ asph at intersection with Rwy 07–25 and parallel twy. Rwy 14–32 marked with wooden boundary markers. Rwy 14 dsplcd thld marked with yellow wooden boundary markers. MIRL Rwy 07–25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk–0500Z‡, after 0500Z‡ and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk–dawn—CTAF.



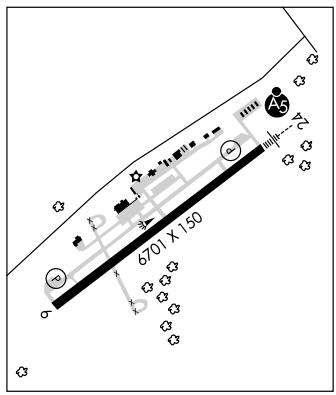

**WEATHER DATA SOURCES:** AWOS–3 133.8 (814) 443–2114.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**INDIAN HEAD RCO** 122.1R 108.2T (ALTOONA RADIO)
**CLEVELAND CENTER APP/DEP CON** 124.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45′ W79°21.50′ 082° 16.3 NM to fld. 2820/06W.
**STOYSTOWN NDB (MHW)** 209 SYS N40°05.14′ W78°54.99′ 246° 5.3 NM to fld. NOTAM FILE AOO.
Unusable 090°–150° byd 20 NM.
**ILS** 108.7 I–SOZ Rwy 25. LOC unusable byd 18° left and right of course.

**SOUTHERN ADAMS CO HELIPORT** (See GETTYSBURG)

**SPRING HILL** (See STERLING)

## STATE COLLEGE

**UNIVERSITY PARK** (UNV) 3 N UTC−5(−4DT) N40°50.96′ W77°50.92′ **DETROIT**
1239 B S3 **FUEL** 100LL, JET A OX 4 TPA—(See Remarks) Class I, ARFF Index B. **H–10H, 12I, L–30I**
NOTAM FILE UNV **IAP**
**RWY 06–24:** H6701X150 (ASPH–GRVD) S–50, D–110
PCN 44 F/B/X/U HIRL 0.6% up SW
**RWY 06:** REIL. PAPI(P4L)—GA 3.0° TCH 44′. Rgt tfc.
**RWY 24:** MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 06:** TORA–6701 TODA–6701 ASDA–6701 LDA–6701
**RWY 24:** TORA–6701 TODA–6701 ASDA–6701 LDA–6701
**AIRPORT REMARKS:** Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06–24 cannot be seen on other end due to rwy grade. Rwy 06–24 grvd portion of rwy center 80′. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814–865–5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.




**WEATHER DATA SOURCES:** AWOS–3 127.65 (814) 865–8799 SAWRS
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**NEW YORK CENTER APP/DEP CON** 134.8 **CLNC DEL** 118.55
**AIRSPACE: CLASS E** svc continuous.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**PHILIPSBURG (H) VORTAC** 115.5 PSB Chan 102 N40°54.98′ W77°59.56′ 131° 7.7 NM to fld. 2440/10W.
**PENUE NDB (LOM)** 388 UN N40°54.62′ W77°44.51′ 242° 6.1 NM to fld. NOTAM FILE UNV.
**ILS** 111.7 I–UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430–1100Z‡.

| LOC I-UNV | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| 111.7 | 244° | TDZE | 1218 |
| | | Apt Elev | 1239 |

# ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

ADF Required. Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.

MALSR

MISSED APPROACH: Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) |

ALTERNATE MISSED APCH FIX

077° R-077 257°

PHILIPSBURG PSB 115.5 Chan 102

ADF REQUIRED

10 NM

2282 2254

LOM/IAF PENUE 388 UN

064° 289° 109° 244°

PHILIPSBURG 115.5 PSB Chan 102

2855 4800 102° (11.4) 2600 ± 2026± 2382 2091 Bellefonte 064° 1313± Ridge Soaring Gliderport 2130± 2382 2287 4800 075° (28.8) 1878 1784

Procedure NA for arrivals at RASHE INT via V106 southwest bound.

LOCALIZER 111.7 I-UNV

TYRONE 114.9 TON Chan 96

2898 2504 4800 to PENUE 353° (14.7) 2390 RASHE

MSA UN 25 NM 3900

ELEV 1239 D

244° 5.5 NM from FAF

TDZE 1218

0.6% UP

6701 X 150

REIL Rwy 6

HIRL Rwy 6-24

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| 2600 | 4000 | UN |
|---|---|---|

* LOC only.

LOM 064° 3900 244° 3016 244° *3100 3400 GS 3.00° TCH 55 5.5 NM

Remain within 10 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1418-½ 200 (200-½) | | | |
| S-LOC 24 | 1580-½ 362 (400-½) | | | 1580-¾ 362 (400-¾) |
| CIRCLING | 1640-1 401 (500-1) | 1700-1 461 (500-1) | 1700-1½ 461 (500-1½) | 1800-2 561 (600-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| CH 87109 | 064° | TDZE | 1231 |
| W06A | | Apt Elev | 1239 |

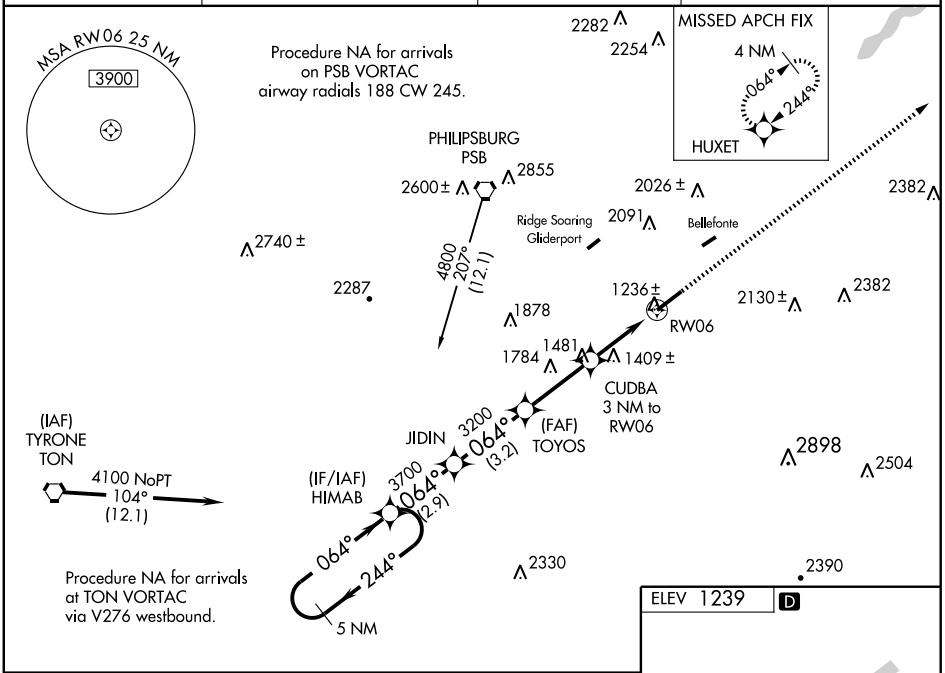
# RNAV (GPS) RWY 6

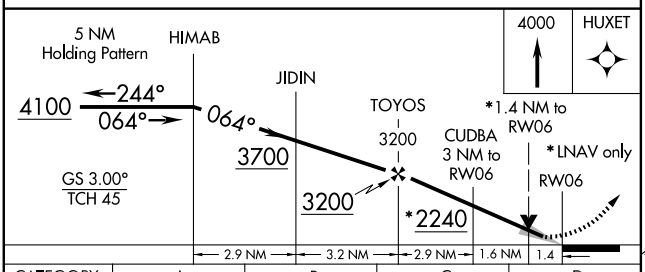
STATE COLLEGE / UNIVERSITY PARK (UNV)

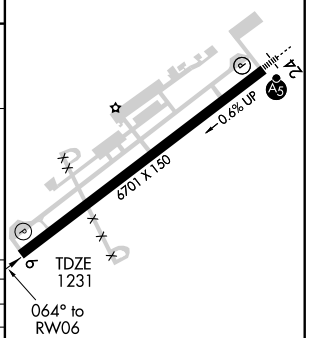
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1481- ¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1681-1½ 450 (500-1½) | | | |
| LNAV MDA | 1720-1 489 (500-1) | | 1720-1¼ 489 (500-1¼) | 1720-1½ 489 (500-1½) |
| CIRCLING | 1720-1 481 (500-1) | | 1720-1½ 481 (500-1½) | 1800-2 561 (600-2) |

REIL Rwy 6 L
HIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6701 |
|---|---|---|---|
| CH 61309 | 244° | TDZE | 1218 |
| W24A | | Apt Elev | 1239 |

# RNAV (GPS) RWY 24

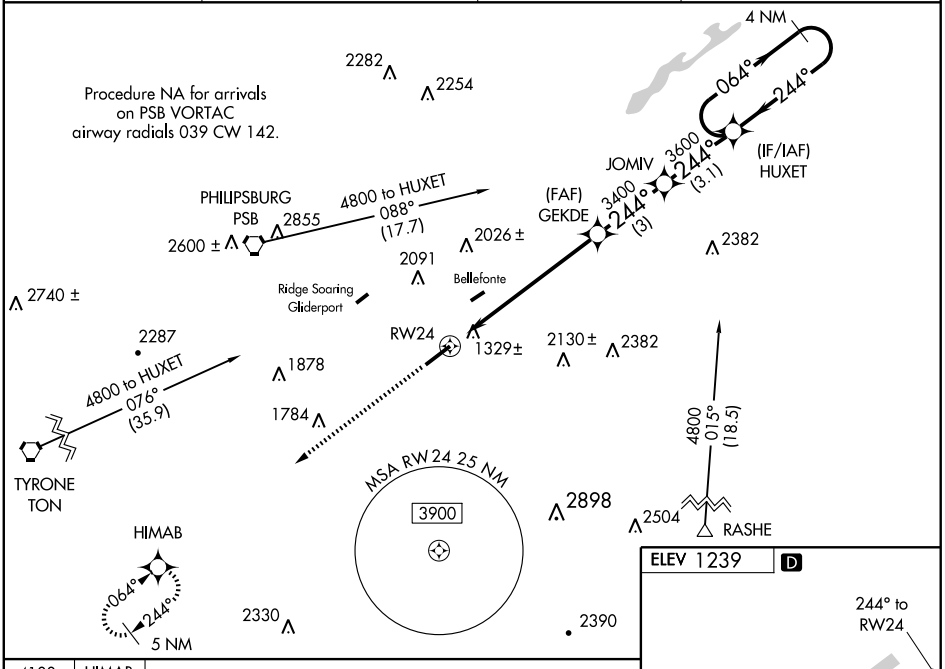
STATE COLLEGE/ UNIVERSITY PARK (UNV)

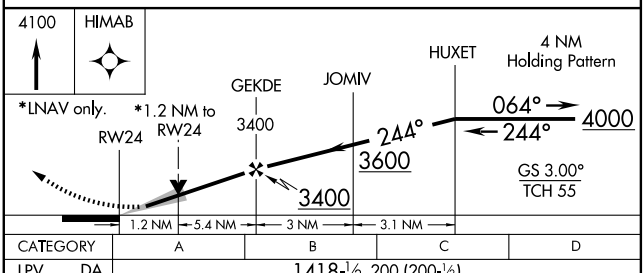
Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Clearfield altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

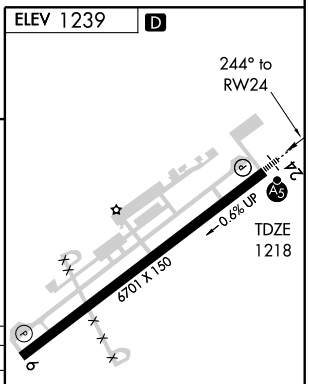
MALSR

MISSED APPROACH: Climb to 4100 direct HIMAB and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1418-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1635-1 417 (400-1) | | | |
| LNAV MDA | 1620-½ 402 (400-½) | | 1620-¾ 402 (400-¾) | 1620-1 402 (400-1) |
| CIRCLING | 1640-1 401 (500-1) | 1700-1 461 (500-1) | 1700-1½ 461 (500-1½) | 1800-2 561 (600-2) |

REIL Rwy 6 L
HIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC PSB 115.5 Chan 102 | APP CRS 132° | Rwy Idg N/A TDZE N/A Apt Elev 1239 |
|---|---|---|

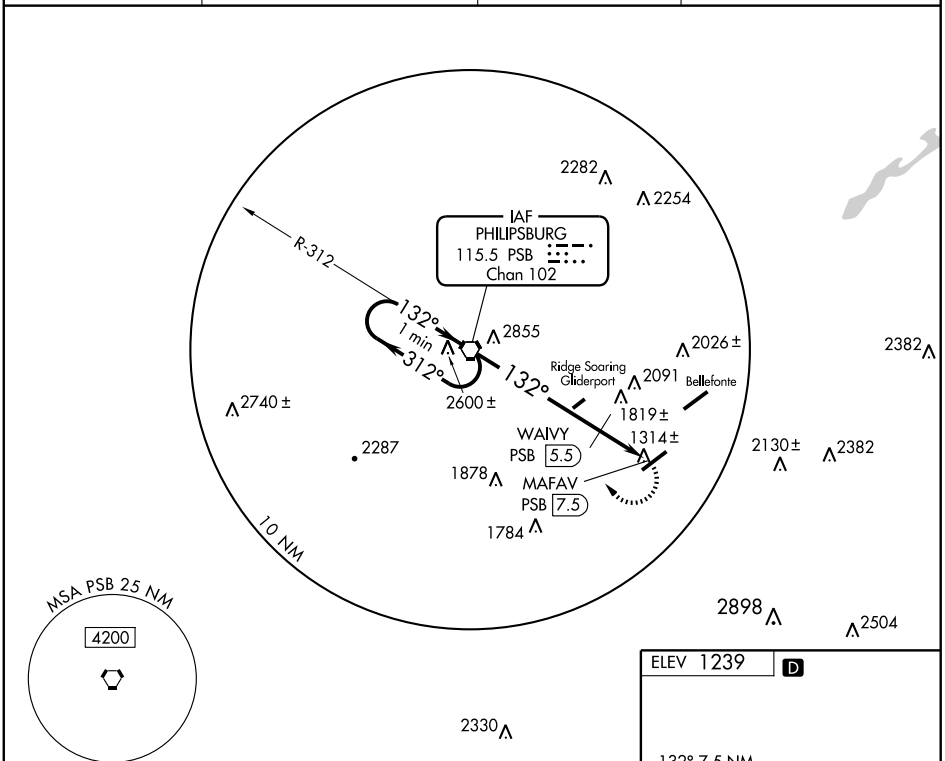
# VOR-B

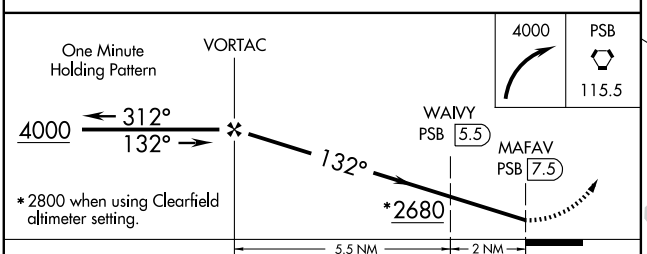
## STATE COLLEGE / UNIVERSITY PARK (UNV)

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

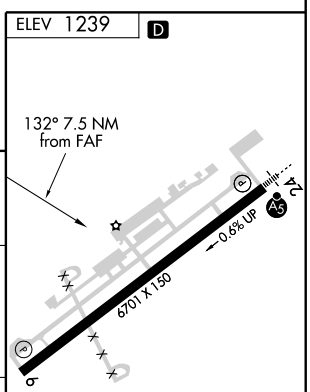
MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

| AWOS-3 | NEW YORK CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.65 | 134.8 338.3 | 118.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2680-1¼ 1441 (1500-1¼) | 2680-1½ 1441 (1500-1½) | 2680-3 1441 (1500-3) | |
| WAIVY FIX MINIMUMS | | | | |
| CIRCLING | 1960-1 721 (800-1) | | 1960-2 721 (800-2) | 1960-2¼ 721 (800-2¼) |




REIL Rwy 6 L
HIRL Rwy 6-24 L

| FAF to MAP 7.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## STERLING

**SPRING HILL** (7Ø) 1 NW UTC−5(−4DT) N41°20.84′ W75°24.95′ NEW YORK
1729 B **FUEL** 100LL NOTAM FILE IPT L–30K, 33A, 34H
**RWY 05–23:** H2478X42 (ASPH) S–10 LIRL 2.4% up SW IAP
**RWY 05:** Thld dsplcd 400′. Hill. **RWY 23:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. For svc after hrs call 570–242–5771. Rwy 05 CLOSED ldg SS–SR. Deer on and invof arpt. Winter months call for rwy conditions. ACTIVATE LIRL Rwy 05–23 and rotating bcn—CTAF.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **WILKES–BARRE APP/DEP CON** 126.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**LAKE HENRY (L) VORTACW** 110.8 LHY Chan 45 N41°28.55′ W75°28.96′ 169° 8.3 NM to fld. 2320/10W.

## STEWARTSTOWN

**SHOESTRING AVIATION AIRFIELD** (ØP2) 3 NW UTC−5(−4DT) N39°47.69′ W76°38.83′ WASHINGTON
1000 S4 NOTAM FILE IPT
**RWY 15–33** 1000X100 (TURF)
**RWY 15:** Thld dsplcd 200′. Tree. Rgt tfc. **RWY 33:** Thld dsplcd 500′. Tree.
**RWY 06–24 ULTRALIGHT:** 1000X100 (TURF)
**RWY 06: ULTRALIGHT:** Trees. **RWY 24 ULTRALIGHT:** Thld dsplcd 183′. Rgt tfc.
**AIRPORT REMARKS:** Attended irregularly. Extensive ultralgt activity on and invof arpt. Ultralgts must use Rwy 06U–24U. Major airframe and powerplant repair for light sport acft only. Rwy 33 nstd dsplcd thld marked with one white patio block each side. Dsplcd thlds marked with one white paver each side.
**COMMUNICATIONS: CTAF** 122.9

**STONYFORK** N41°41.72′ W77°25.19′ NOTAM FILE IPT. DETROIT
**(L) VOR/DME** 108.6 SFK Chan 23 036° 2.2 NM to Wellsboro Johnston. 1985/08W. H–10H, L–30J
**RCO** 122.1R 108.6T (WILLIAMSPORT RADIO)

**STOTTLE MEM HELIPORT** (See HONEY GROVE)

**STOYSTOWN** N40°05.14′ W78°54.99′ NOTAM FILE AOO. DETROIT
**NDB (MHW)** 209 SYS 246° 5.3 NM to Somerset Co. Unusable 090°–150°beyond 20 NM. L–29D

**STROH** N40°36.89′ W77°43.08′ NOTAM FILE IPT. DETROIT
**NDB (MHW/LOM)** 407 RV 058° 5.6 NM to Mifflin Co. L–30J
NDB unmonitored.

**STROUDSBURG–POCONO** (See EAST STROUDSBURG)

## SUNBURY

**SUNBURY** (71N) 2 NE UTC−5(−4DT) N40°53.51′ W76°46.73′ NEW YORK
450 S2 NOTAM FILE IPT
**RWY 05–23:** 3250X250 (TURF)
**RWY 05:** Thld dsplcd 1050′. Trees. **RWY 23:** Tree.
**AIRPORT REMARKS:** Attended irregularly. Glider ops on and in vicinity of arpt. Mountain 560 ft AGL .5 miles east apch end Rwy 23. Treeline borders south end. Rwy 05–23 outlined with white patio blocks.
**COMMUNICATIONS: CTAF** 122.9

**SUNBURY SPB** (H11) 3 NE UTC−5(−4DT) N40°54.79′ W76°43.98′ NEW YORK
430 S2 **FUEL** 100LL NOTAM FILE IPT
**WATERWAY 07–25:** 5000X250 (WATER)
**WATERWAY 25:** Rgt tfc.
**SEAPLANE REMARKS:** Attended Jun–Aug irregularly dalgt hrs. Rwy 07–25 –ridge line of 850 ft MSL running parallel to rwy on S side.
**COMMUNICATIONS: CTAF** 122.9

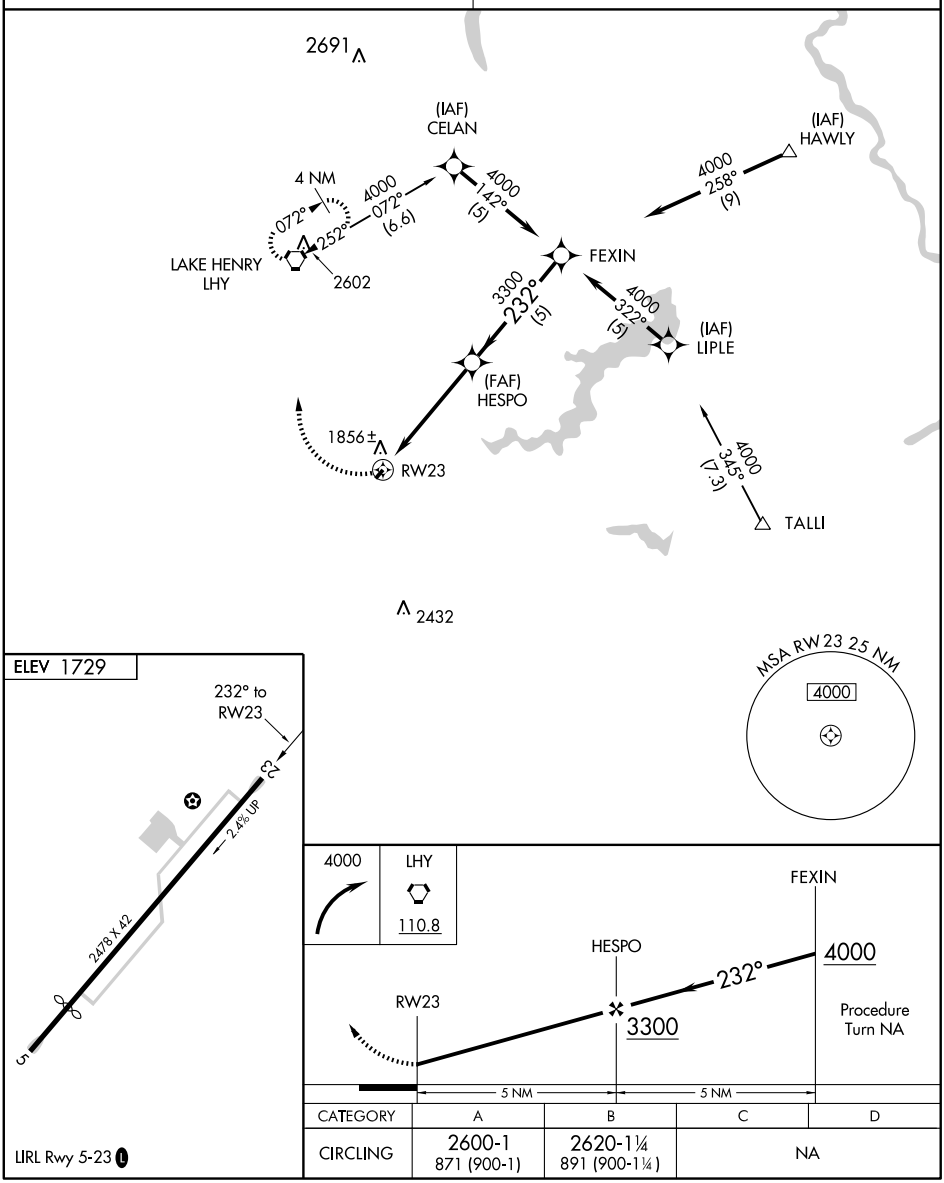
**TIDIOUTE** N41°42.78′ W79°25.04′ NOTAM FILE AOO. DETROIT
**(L) VORTAC** 117.6 TDT Chan 123 256° 15.9 NM to Titusville. 1710/09W. L–30H
DME unusable 041°–051° byd 30 NM blo 4000′; 305°–340° byd 24 NM blo 3500′; 340°–005° byd 24 NM blo 5000′.
**RCO** 122.1R 117.6T (ALTOONA RADIO)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 232° | TDZE | N/A |
| | Apt Elev | 1729 |

# RNAV (GPS)-A

STERLING / SPRING HILL (7ØN)

| | |
|---|---|
| T A NA — Use Wilkes-Barre/Scranton Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold. |
| WILKES-BARRE APP CON 126.3 256.7 | CTAF (L) 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2600-1 871 (900-1) | 2620-1¼ 891 (900-1¼) | NA | |

LIRL Rwy 5-23 (L)



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC LHY 110.8 Chan 45 | APP CRS 167° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1729 |
|---|---|---|

# VOR-B

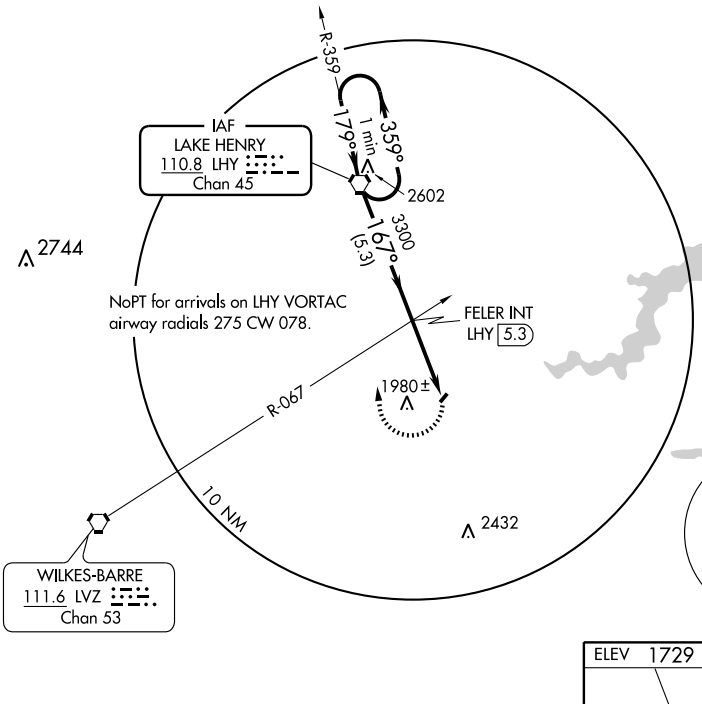
STERLING/SPRING HILL (7ØN)

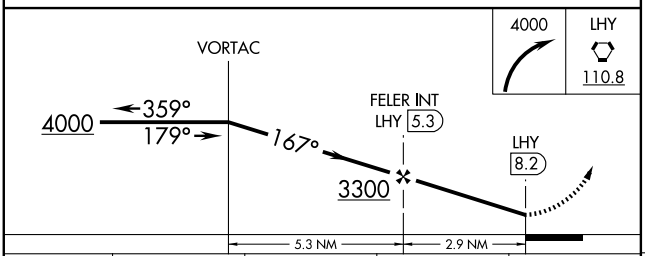
NA

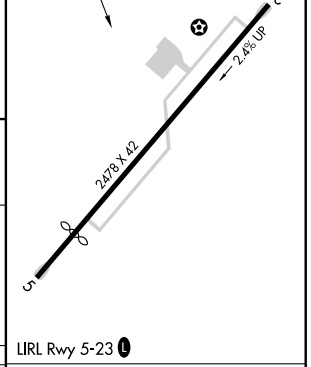
Use Wilkes-Barre/Scranton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct LHY VORTAC and hold.

| WILKES-BARRE APP CON | CTAF (L) |
|---|---|
| 126.3 256.7 | 122.9 |




LIRL Rwy 5-23 (L)

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2600-1<br>871 (900-1) | 2620-1¼<br>891 (900-1¼) | NA | |

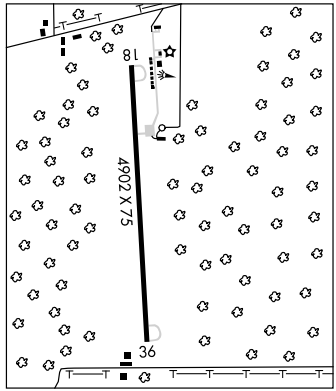
| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**TITUSVILLE** (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
**RWY 18–36:** H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
**RWY 18:** Trees.
**RWY 36:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
**FRANKLIN (L) VOR** 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

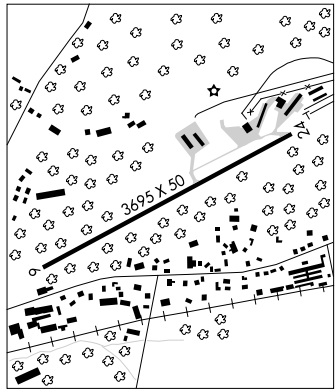



**TOTAL RF HELIPORT** (See BENSALEM)

## TOUGHKENAMON

**NEW GARDEN** (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
**RWY 06–24:** H3695X50 (ASPH) LIRL (NSTD)
**RWY 06:** Trees. **RWY 24:** Building.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**MODENA RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



| VOR FKL 109.6 | APP CRS 033° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1600 |
|---|---|---|

# VOR or GPS-A

TITUSVILLE (6G1)

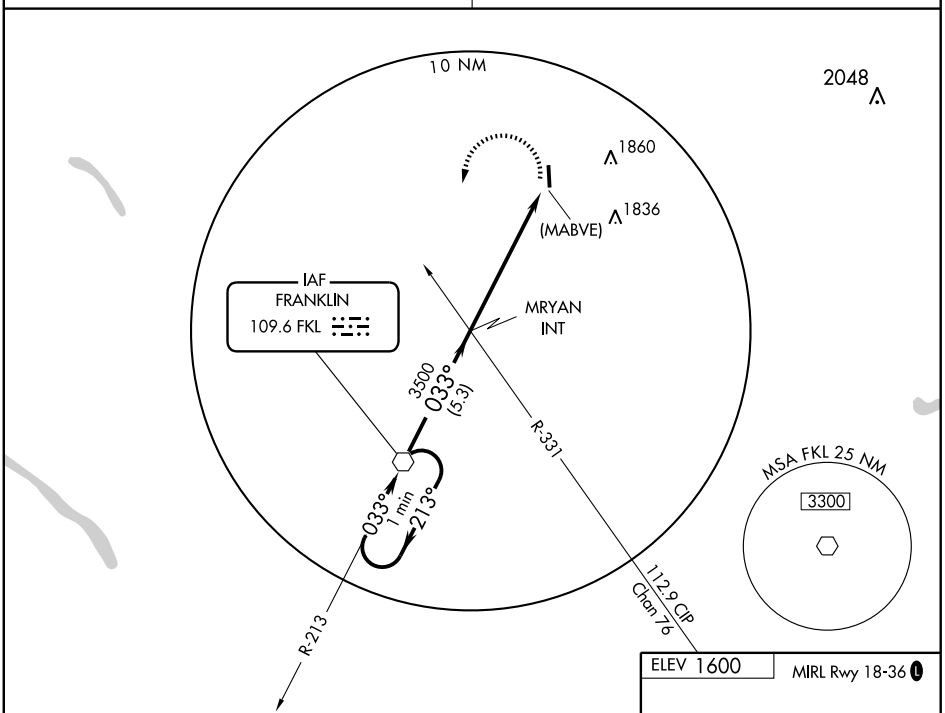
T
A NA

Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

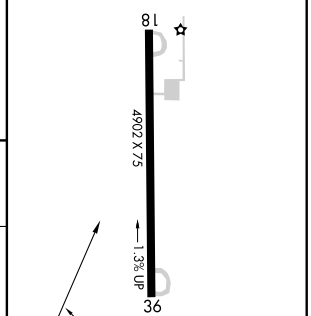
YOUNGSTOWN APP CON ★
133.95 322.3

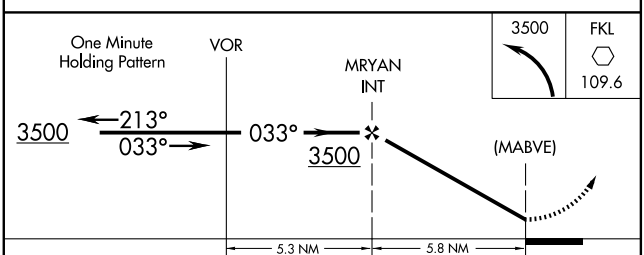
CTAF
122.9 L




NoPT for arrivals on FKL VOR airway radials 140 CW 281.

ELEV 1600 MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1 600 (600-1) | | 2200-1½ 600 (600-1½) | 2260-2 660 (700-2) |

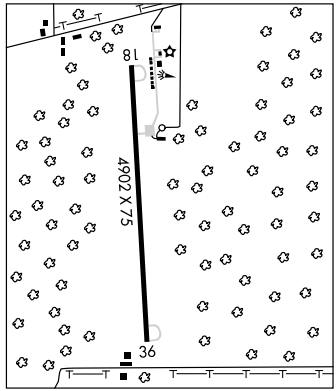
| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**TITUSVILLE** (6G1) 3 W UTC−5(−4DT) N41°36.53′ W79°44.48′
1600 B S2 **FUEL** 100LL, JET A NOTAM FILE AOO
**RWY 18–36:** H4902X75 (ASPH) S–12.5 MIRL 1.3% up N
**RWY 18:** Trees.
**RWY 36:** Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡. For fuel after hrs call 814–827–7664, 814–827–8795, 814–827–9157. Birds and deer on and invof arpt. Ultralights on and invof arpt. Radio controlled acft invof arpt. Gyro ops invof arpt last Sat every month. ACTIVATE MIRL Rwy 18–36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)
**CLEVELAND CENTER APP/DEP CON** 132.4 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.
**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78′ W79°25.04′ 256° 15.9 NM to fld. 1710/09W.
**FRANKLIN (L) VOR** 109.6 FKL N41°26.32′ W79°51.41′ 033° 11.5 NM to fld. NOTAM FILE FKL. **HIWAS.**

DETROIT
L–30H
IAP

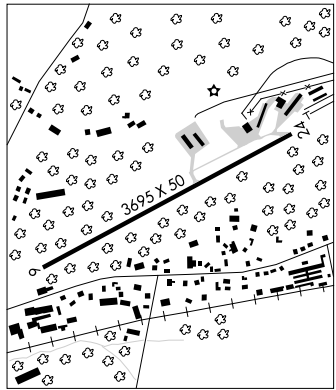



**TOTAL RF HELIPORT** (See BENSALEM)

## TOUGHKENAMON

**NEW GARDEN** (N57) 1 W UTC−5(−4DT) N39°49.83′ W75°46.19′
436 B S4 **FUEL** 80, 100LL NOTAM FILE IPT
**RWY 06–24:** H3695X50 (ASPH) LIRL (NSTD)
**RWY 06:** Trees. **RWY 24:** Building.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. For assistance after hrs ctc 610–444–0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06–24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200′ MSL before turning crosswind. Rwy 06–24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**MODENA RCO** 122.1R 113.2T (WILLIAMSPORT RADIO)
Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.
**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 230° 7.0 NM to fld. 474/09W. **HIWAS.**

WASHINGTON
L–34G, A
IAP



| VORTAC MXE 113.2 Chan 79 | APP CRS 230° | Rwy Idg 3695 TDZE 436 Apt Elev 436 |
|---|---|---|

# VOR RWY 24

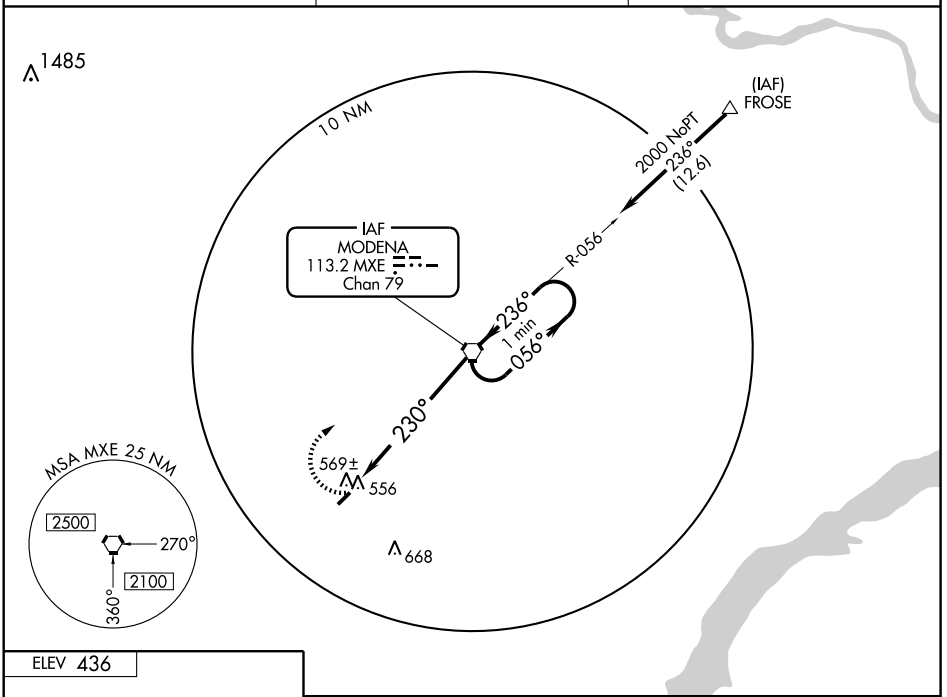
## TOUGHKENAMON/ NEW GARDEN (N57)

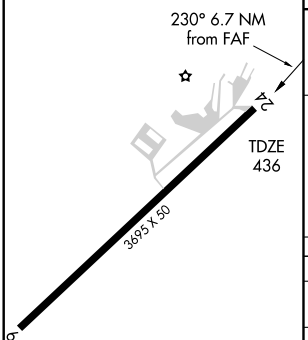
NA

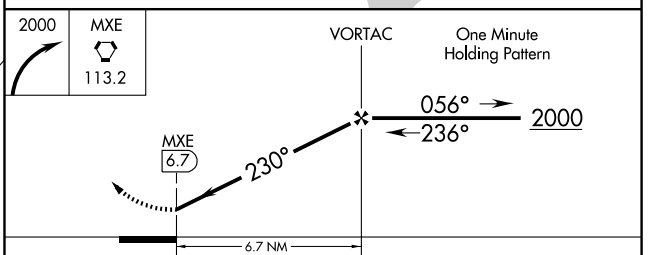
Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

| PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.35 319.15 | 125.6 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 940-1 | 504 (600-1) | 940-1½ 504 (600-1½) | NA |
| CIRCLING | 960-1 | 524 (600-1) | 960-1½ 524 (600-1½) | NA |
| WILMINGTON ALTIMETER SETTING MINIMUMS | | | | |
| S-24 | 1020-1 | 584 (600-1) | 1020-1½ 584 (600-1½) | NA |
| CIRCLING | 1040-1 | 604 (700-1) | 1040-1¾ 604 (700-1¾) | NA |

LIRL Rwy 6-24

| FAF to MAP 6.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## TOWANDA

**BRADFORD CO** (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

**RWY 05–23:** H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

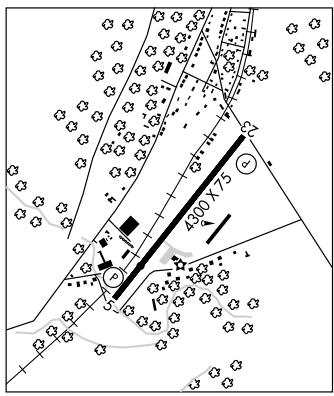
**COMMUNICATIONS: CTAF/UNICOM** 123.0

**BINGHAMTON APP/DEP CON** 118.6 (1100–0500Z‡)

**NEW YORK CENTER APP/DEP CON** 132.175 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**BINGHAMTON (L) VORTAC** 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.




## TOWER CITY

**BENDIGO** (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

**RWY 05–23:** H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

**RWY 05:** Trees.

**RWY 23:** VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

**AIRPORT REMARKS:** Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

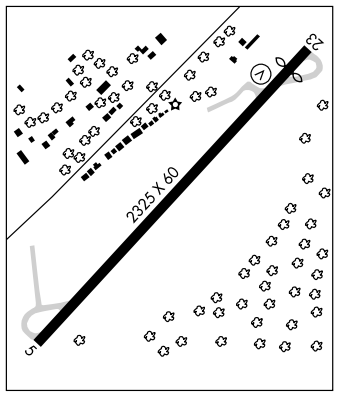
**COMMUNICATIONS: CTAF** 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




## TUNKHANNOCK

**SKYHAVEN** (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

**RWY 01–19:** H2007X50 (ASPH) S–12.5

**RWY 01:** Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

**TYRONE** N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

**(L) VORTAC** 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

**RCO** 122.1R 114.9T (ALTOONA RADIO)

# RNAV (GPS) RWY 23

TOWANDA/ BRADFORD COUNTY (N27)

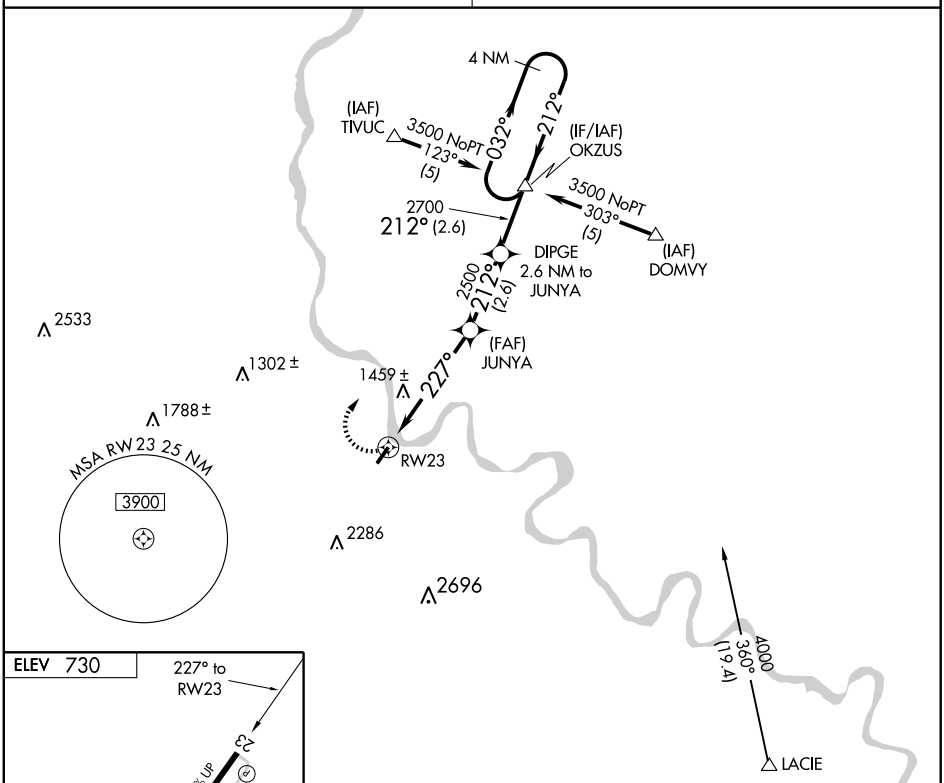
| APP CRS | Rwy Idg | 4300 |
|---|---|---|
| 227° | TDZE | 733 |
| | Apt Elev | 730 |

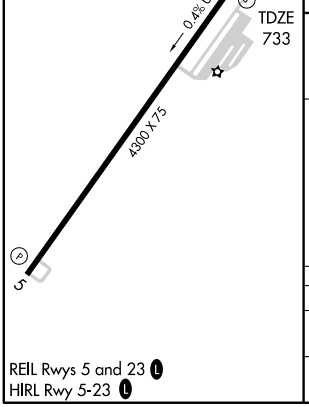
Use Tri-Cities, NY altimeter setting
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

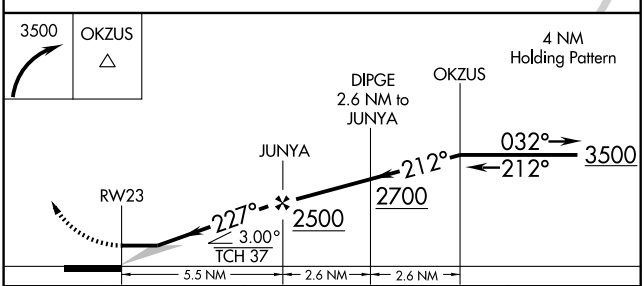
MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

BINGHAMTON APP CON
**118.6 257.625**

UNICOM
**123.0** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1¼ (1067 (1100-1¼)) | 1800-1½ (1067 (1100-1½)) | NA | |
| CIRCLING | 2020-1¼ (1290 (1300-1¼)) | 2020-1½ (1290 (1300-1½)) | NA | |

REIL Rwys 5 and 23 L
HIRL Rwy 5-23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## TOWANDA

**BRADFORD CO** (N27) 2 S UTC−5(−4DT) N41°44.40′ W76°26.83′ — NEW YORK

730 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE IPT — L–30J

**RWY 05–23:** H4300X75 (ASPH) S–12 HIRL 0.4% up SW. — IAP

**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 41′. Trees.

**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. For svc after hrs call 570–637–4899, 570–265–2629 or 607–857–3025. Ultralight activity on and invof. ACTIVATE HIRL Rwy 05–23, REIL Rwys 05 and 23 —123.0.

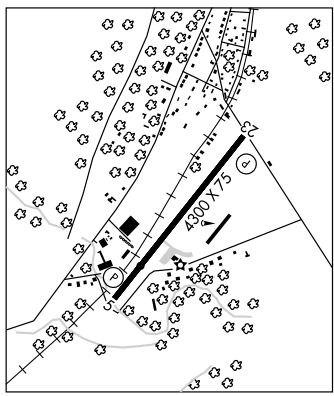
**COMMUNICATIONS: CTAF/UNICOM** 123.0

**BINGHAMTON APP/DEP CON** 118.6 (1100–0500Z‡)

**NEW YORK CENTER APP/DEP CON** 132.175 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BUF.

**BINGHAMTON (L) VORTAC** 112.2 CFB Chan 59 N42°09.45′ W76°08.19′ 219° 28.6 NM to fld. 1583/10W.




## TOWER CITY

**BENDIGO** (74N) 2 S UTC−5(−4DT) N40°33.51′ W76°33.57′ — NEW YORK

791 B NOTAM FILE IPT — L–30J

**RWY 05–23:** H2325X60 (ASPH–CONC) S–12.5 HIRL — IAP

**RWY 05:** Trees.

**RWY 23:** VASI(V2R)—GA 3.0 TCH 25′. Thld dsplcd 196′. Tree.

**AIRPORT REMARKS:** Unattended. For attendance on call phone 717–647–7367. Arpt may be clsd to transient acft Dec–Apr. Check NOTAMS and call 610–413–7428 for arpt conditions. ACTIVATE HIRL Rwy 05–23—CTAF.

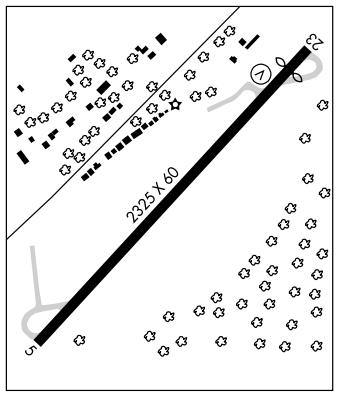
**COMMUNICATIONS: CTAF** 122.9

Ⓡ **HARRISBURG APP/DEP CON** 126.45

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20′ W76°35.96′ 091° 1.8 NM to fld. 1150/11W.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.




## TUNKHANNOCK

**SKYHAVEN** (76N) 1 S UTC−5(−4DT) N41°31.75′ W75°56.81′ — NEW YORK

639 S4 **FUEL** 100LL TPA—1600(961) NOTAM FILE IPT

**RWY 01–19:** H2007X50 (ASPH) S–12.5

**RWY 01:** Thld dsplcd 225′. Tree. **RWY 19:** Thld dsplcd 438′. Pole.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Parachute Jumping. For service after hrs phone 570–836–3884 or 570–237–6374.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **WILKES–BARRE APP/DEP CON** 124.5

**TYRONE** N40°44.11′ W78°19.88′ NOTAM FILE AOO . — DETROIT

**(L) VORTAC** 114.9 TON Chan 96 058° 14.3 NM to Mid–State. 2630/07W. — L–30I

**RCO** 122.1R 114.9T (ALTOONA RADIO)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 234° | TDZE | N/A |
| | Apt Elev | 791 |

# RNAV (GPS)-A

TOWER CITY/ BENDIGO (74N)

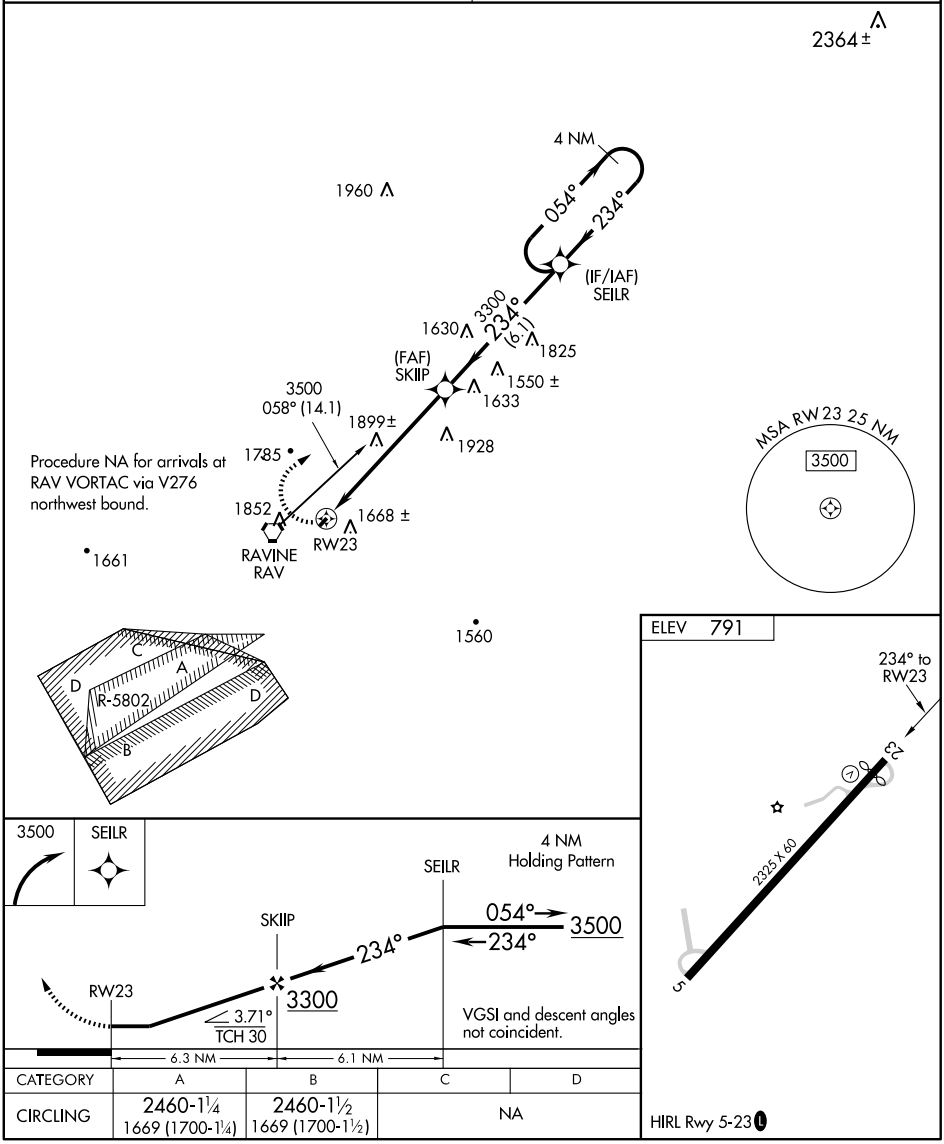
T
NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

| HARRISBURG APP CON | CTAF |
|---|---|
| 126.45 269.45 | 122.9 L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2460-1¼<br>1669 (1700-1¼) | 2460-1½<br>1669 (1700-1½) | NA | |

HIRL Rwy 5-23 L



NE-4, 26 AUG 2010 to 23 SEP 2010

## UNIONVILLE

### RIDGE SOARING (79N) 2 SW UTC−5(−4DT) N40°53.04′ W77°54.43′ DETROIT

815 **FUEL** 100LL NOTAM FILE AOO

**RWY 07–25:** 3322X150 (ASPH–TURF)

**RWY 07:** Thld dsplcd 725′. Tree. **RWY 25:** Thld dsplcd 470′. Trees.

**AIRPORT REMARKS:** Attended Mar–Nov 1400–2200Z‡. Designated gliderport. Ditch obstructs turf ldg sfc 1738 ft inbound from Rwy 25. Rwy 07 end and sides marked with yellow cones. Rwy 25 turf area mowed but aprch end and thld unmarked. W end Rwy 07–25 1367 ft by 100 ft turf; east end rwy 345 ft by 100 ft turf; center portion contains asph/grvl strip 1953 ft by 20 ft both north and south side. Marked with yellow cones. Rwy 07–25 centerline runs along south edge of paved strip.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** Communications with arpt avbl on 123.3 Aviation Instructional frequency.

### UNIVERSITY PARK (See STATE COLLEGE)

### VANSANT (See ERWINNA)

### VENANGO RGNL (See FRANKLIN)

### WASHINGTON CO (AFJ) 3 SW UTC−5(−4DT) N40°08.19′ W80°17.41′ DETROIT

1184 S4 **FUEL** 100LL, JET A OX 1,3 NOTAM FILE AFJ H–10H, 12H, L–29C

**RWY 09–27:** H5000X100 (ASPH) S–40, D–60, 2D–90 HIRL IAP

**RWY 09:** Trees.

**RWY 27:** REIL. Hill.

**AIRPORT REMARKS:** Attended 1100–0200Z‡. Deer and turkey on and invof rwy. 185′ hill/trees 3209′ from thld Rwy 09. 282′ hill/trees 6978′ from thld Rwy 27. HIRL Rwy 09–27 and REIL Rwy 27 opr dusk–0200Z‡; after 0200Z‡ ACTIVATE—CTAF. VASI Rwys 09 and 27 opr 24 hrs. Rwy 27 VASI restricted to category A and B acft only.

**WEATHER DATA SOURCES:** AWOS–3 119.175 (724) 228–3529.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

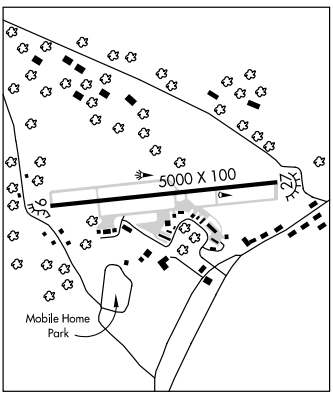
Ⓡ **PITTSBURGH APP/DEP CON** 119.35 **CLNC DEL** 127.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.

**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 242° 14.3 NM to fld. 1290/09W. **HIWAS.**

**WHEELING (L) VOR/DME** 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 127° 14.8 NM to fld. 1269/07W. NOTAM FILE HLG.

**ILS/DME** 110.3 I–AFJ Chan 40 Rwy 27. (LOC only).




## WATTSBURG

### ERIE CO (3G1) 3 NW UTC−5(−4DT) N42°02.67′ W79°51.24′ DETROIT

1450 **FUEL** 80 NOTAM FILE AOO L–30H

**RWY 09–27:** H3030X60 (ASPH) S–12.5

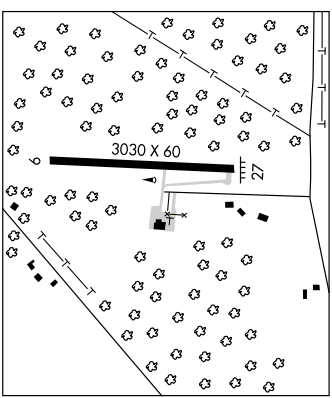
**RWY 09:** Trees.

**AIRPORT REMARKS:** Unattended. Groundskeeper on station, no svcs. Small birds and deer on and invof rwy. For arpt conditions 25 Dec–31 Mar ctc arpt manager 814–739–2456.

**COMMUNICATIONS: CTAF** 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ERI.

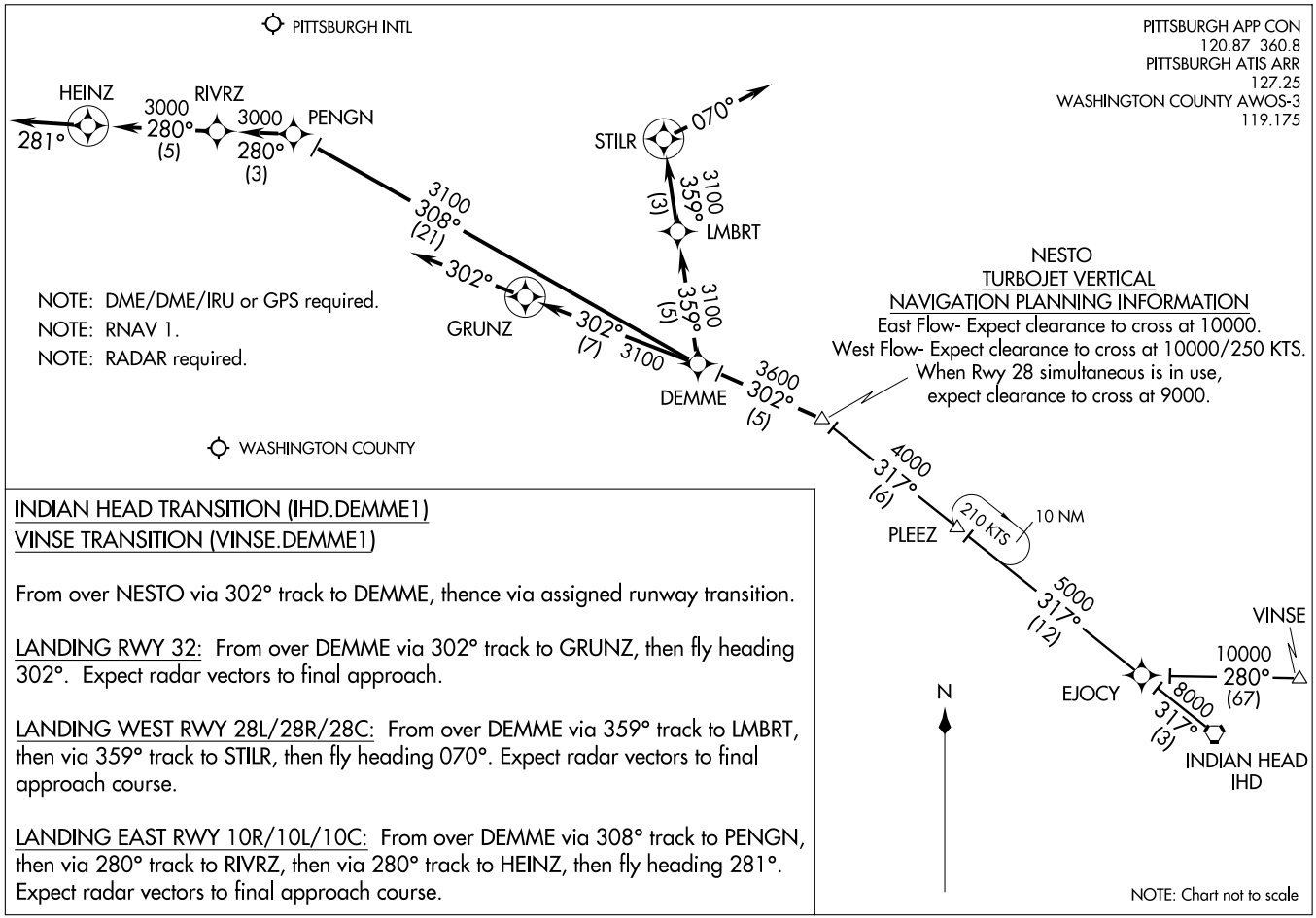
**ERIE (L) VORTAC** 109.4 ERI Chan 31 N42°01.04′ W80°17.56′ 091° 19.7 NM to fld. 800/06W.



# DEMME ONE ARRIVAL (RNAV)

(DEMME.DEMME1) 09351

PITTSBURGH, PENNSYLVANIA




INDIAN HEAD TRANSITION (IHD.DEMME1)
VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

DEMME ONE ARRIVAL (RNAV)
(DEMME.DEMME1) 09351
PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

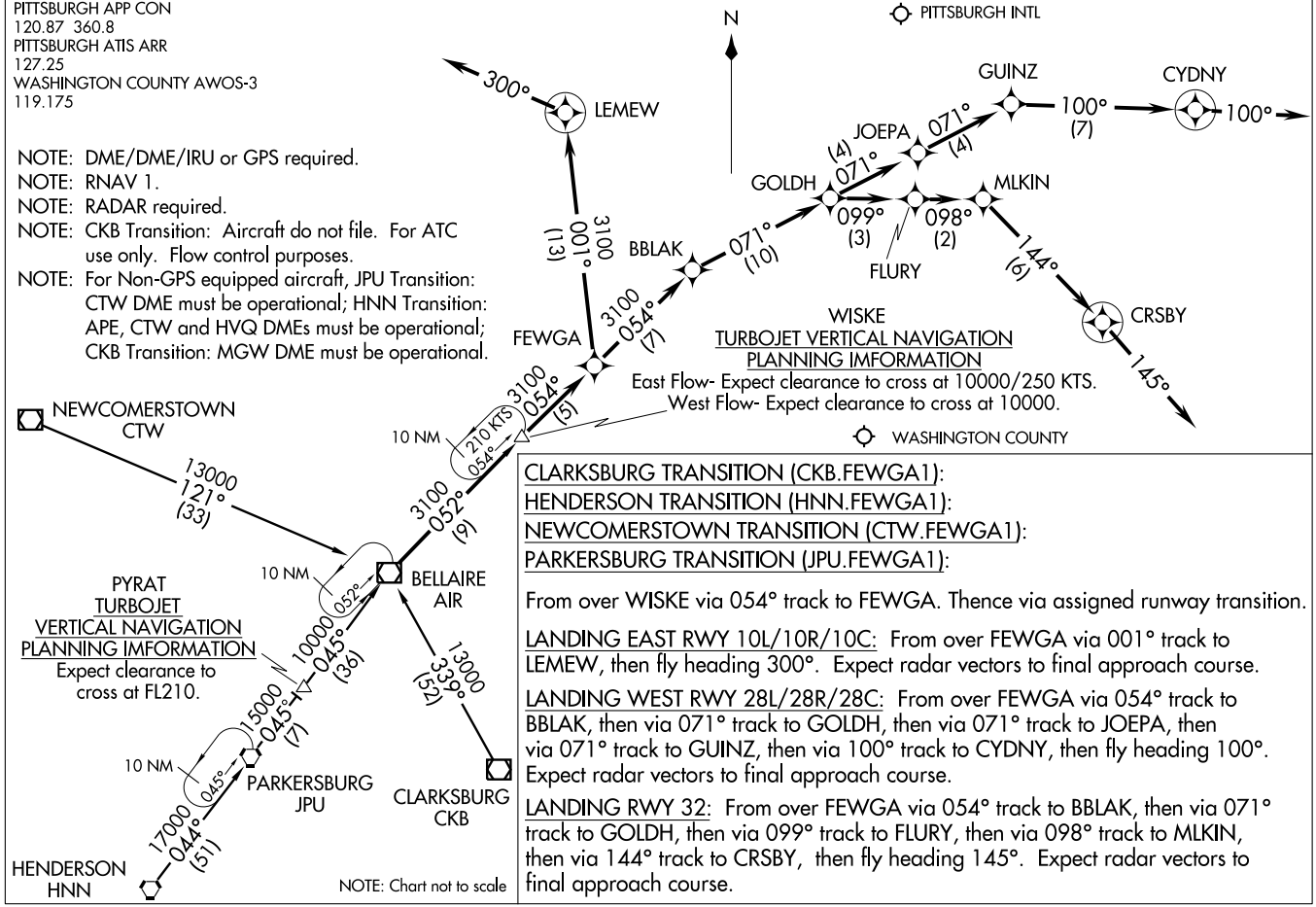
# FEWGA ONE ARRIVAL (RNAV)

(FEWGA.FEWGA1) 10042

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH ATIS ARR
127.25
WASHINGTON COUNTY AWOS-3
119.175

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: CKB Transition: Aircraft do not file. For ATC use only. Flow control purposes.
NOTE: For Non-GPS equipped aircraft, JPU Transition: CTW DME must be operational; HNN Transition: APE, CTW and HVQ DMEs must be operational; CKB Transition: MGW DME must be operational.




CLARKSBURG TRANSITION (CKB.FEWGA1):
HENDERSON TRANSITION (HNN.FEWGA1):
NEWCOMERSTOWN TRANSITION (CTW.FEWGA1):
PARKERSBURG TRANSITION (JPU.FEWGA1):

From over WISKE via 054° track to FEWGA. Thence via assigned runway transition.

LANDING EAST RWY 10L/10R/10C: From over FEWGA via 001° track to LEMEW, then fly heading 300°. Expect radar vectors to final approach course.

LANDING WEST RWY 28L/28R/28C: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 071° track to JOEPA, then via 071° track to GUINZ, then via 100° track to CYDNY, then fly heading 100°. Expect radar vectors to final approach course.

LANDING RWY 32: From over FEWGA via 054° track to BBLAK, then via 071° track to GOLDH, then via 099° track to FLURY, then via 098° track to MLKIN, then via 144° track to CRSBY, then fly heading 145°. Expect radar vectors to final approach course.

ST-570 (FAA)

FEWGA ONE ARRIVAL (RNAV)
(FEWGA.FEWGA1) 10042
PITTSBURGH, PENNSYLVANIA

| LOC/DME I-AFJ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.3 | 273° | TDZE | 1184 |
| Chan 40 | | Apt Elev | 1184 |

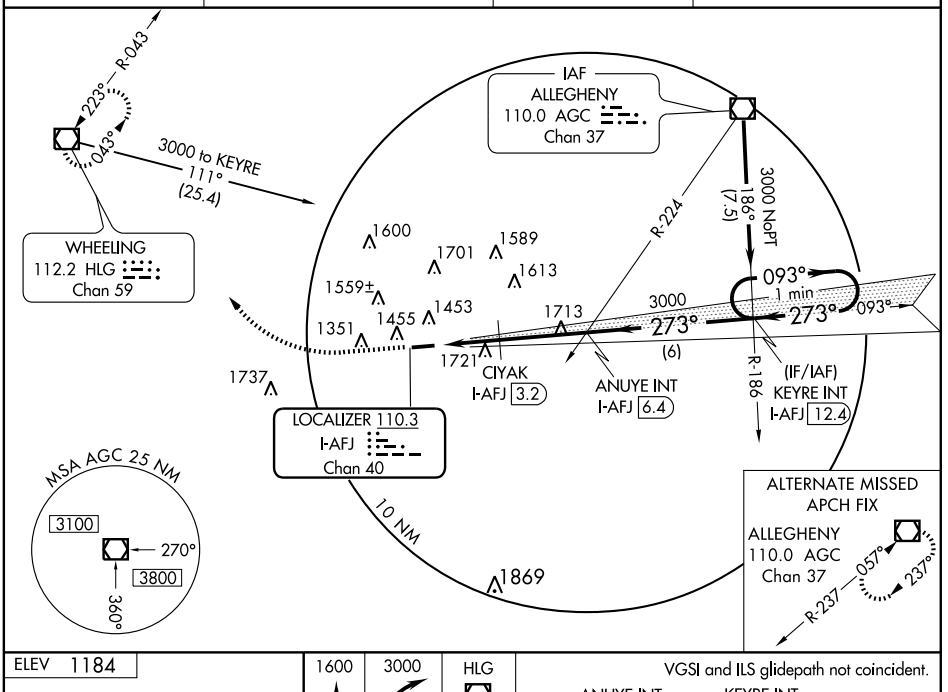
# ILS or LOC RWY 27
## WASHINGTON COUNTY (AFJ)

If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night. VDP NA when using Wheeling altimeter setting.

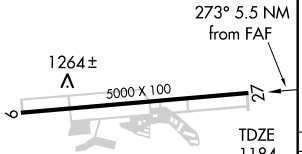
NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) L |




ELEV 1184

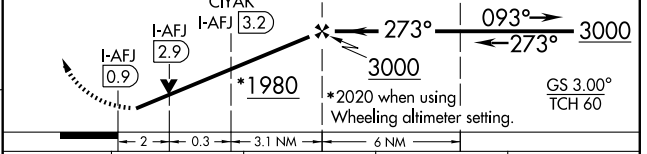



HIRL Rwy 9-27 L
REIL Rwy 27 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| 1600 | 3000 | HLG |
|---|---|---|
| | | 112.2 |

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1384-¾ 200 (200-¾) | | | |
| S-LOC 27 | 1980-1<br>796 (800-1) | 1980-1¼<br>796 (800-1¼) | 1980-2¼<br>796 (800-2¼) | 1980-2½<br>796 (800-2½) |
| CIRCLING | 1980-1<br>796 (800-1) | 1980-1¼<br>796 (800-1¼) | 1980-2¼<br>796 (800-2¼) | 2040-3<br>856 (900-3) |
| DME MINIMUMS | | | | |
| S-LOC 27 | 1780-1 596 (600-1) | | 1780-1½<br>596 (600-1½) | 1780-1¾<br>596 (600-1¾) |
| CIRCLING | 1780-1<br>596 (600-1) | 1800-1<br>616 (700-1) | 1800-1¾<br>616 (700-1¾) | 2040-3<br>856 (900-3) |

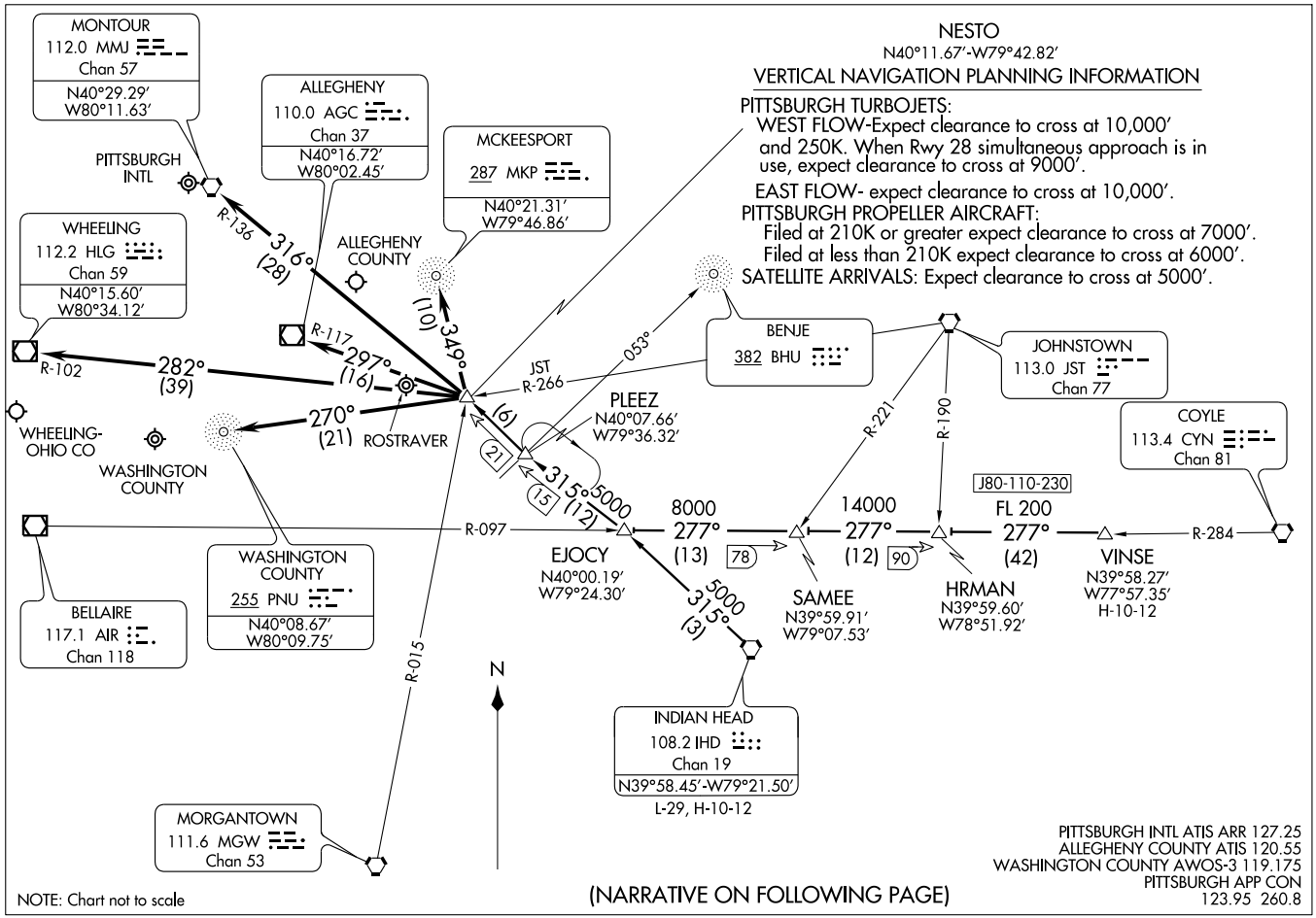


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA




NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

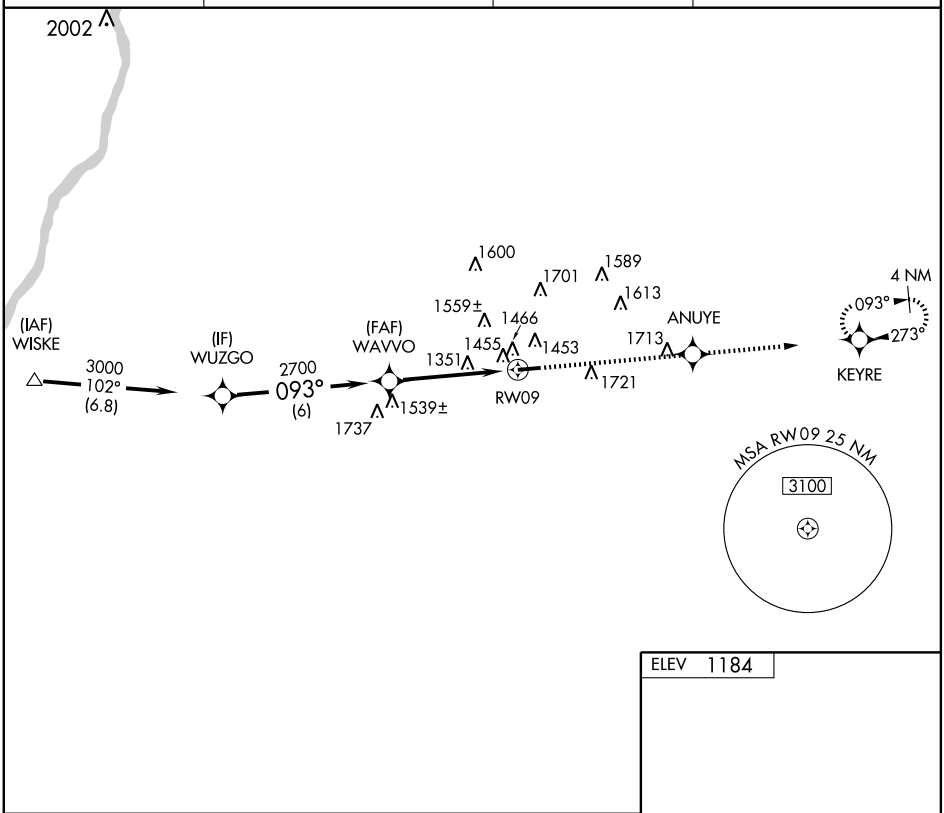
| APP CRS | | |
|---|---|---|
| 093° | Rwy Idg | 5000 |
| | TDZE | 1184 |
| | Apt Elev | 1184 |

# RNAV (GPS) RWY 9
## WASHINGTON COUNTY (AFJ)

DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 536 (600-1) | | 1720-1½ 536 (600-1½) | 1720-1¾ 536 (600-1¾) |
| CIRCLING | 1780-1 596 (600-1) | 1800-1 616 (700-1) | 1800-1¾ 616 (700-1¾) | 2040-2¾ 856 (900-2¾) |

HIRL Rwy 9-27 L
REIL Rwy 27 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

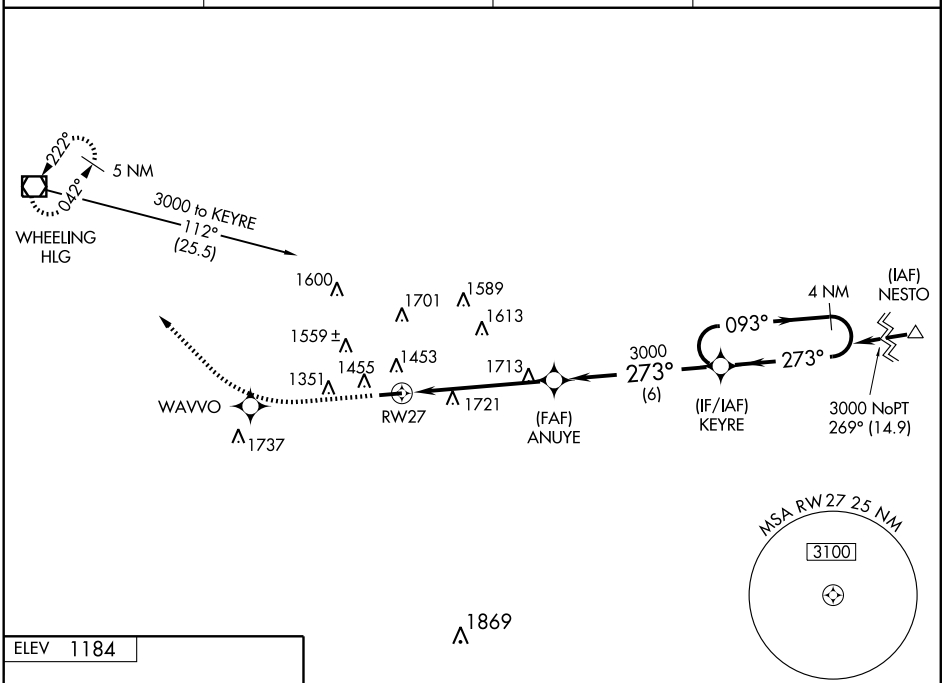
| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 90107 | 273° | TDZE | 1184 |
| W27A | | Apt Elev | 1184 |

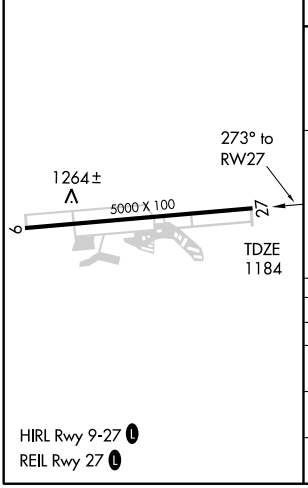
# RNAV (GPS) RWY 27
## WASHINGTON COUNTY (AFJ)

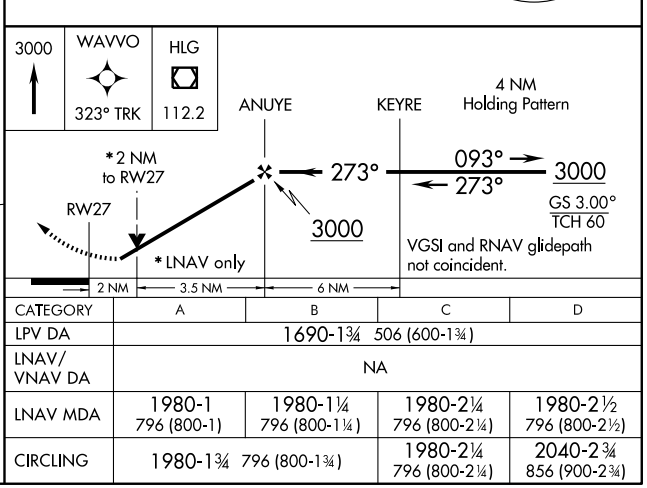
DME/DME RNP-0.3 NA.
If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.
VDP NA when using Wheeling altimeter setting.

MISSED APPROACH: Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

| AWOS-3 | PITTSBURGH APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.175 | 119.35 285.575 | 127.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1690-1¾ 506 (600-1¾) | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1980-1 796 (800-1) | 1980-1¼ 796 (800-1¼) | 1980-2¼ 796 (800-2¼) | 1980-2½ 796 (800-2½) |
| CIRCLING | 1980-1¾ 796 (800-1¾) | | 1980-2¼ 796 (800-2¼) | 2040-2¾ 856 (900-2¾) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# WISKE THREE ARRIVAL

(WISKE.WISKE3) 08101

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON
120.87 360.8
PITTSBURGH INTL ATIS
ARR 127.25
ALLEGHENY COUNTY ATIS
120.55
WASHINGTON COUNTY
AWOS-3 119.175

WHEELING
112.2 HLG
Chan 59
N40°15.60′
W80°34.12′

PITTSBURGH INTL

MONTOUR
112.0 MMJ
Chan 57
N40°29.29′
W80°11.63′

ALLEGHENY COUNTY

ALLEGHENY
110.0 AGC
Chan 37
N40°16.72′
W80°02.45′

WASHINGTON COUNTY

N

3100

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

R-106

3000
120°
(33)

R-300

3000
051°
(9)

WISKE
N40°07.75′-W80°40.57′

BELLAIRE
117.1 AIR
Chan 118
N40°01.02′
W80°49.04′

R-224

R-158

ZANESVILLE
111.4 ZZV
Chan 51

R-136

3000
044°
(36)

4000
335°
(52)

PYRAT
N39°32.24′-W81°16.95′

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at FL210.
Propeller aircraft expect clearance to cross at 15,000′.

7000
040°
(7)
58

HENDERSON
115.9 HNN
Chan 106
N38°45.25′
W82°01.57′
L-26, H-10-12

R-220

7000
039°
(51)

PARKERSBURG
108.6 JPU
Chan 23
N39°26.47′-W81°22.49′
L-29, H-4-6

CLARKSBURG
112.6 CKB
Chan 73
N39°15.19′
W80°16.07′
L-29

VERTICAL NAVIGATION PLANNING INFORMATION

PITTSBURGH TURBOJETS:
WEST FLOW - Expect clearance to cross at 10,000′.
EAST FLOW - Expect clearance to cross at 10,000′ and 250K.

PITTSBURGH PROPELLER AIRCRAFT:
Filed at 210K or greater expect clearance to cross at 7000′.
Filed at less than 210K expect clearance to cross at 6000′.

SATELLITE ARRIVALS: Expect clearance to cross at 5000′.

CKB TRANSITION:
Aircraft DO NOT file.
For ATC Use only.
Flow Control Purposes.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

(WISKE.WISKE3) 08101
WISKE THREE ARRIVAL
ST-570 (FAA)
PITTSBURGH, PENNSYLVANIA

ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .
PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . . .

. . . .From over WISKE INT:
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.
For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.
For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

## WAYNESBURG

**GREENE CO** (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

**RWY 09–27:** H3500X75 (ASPH) S–12 MIRL **IAP**

**RWY 09:** Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

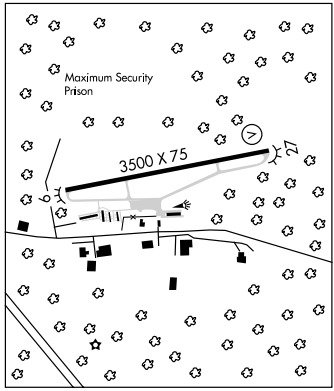
**AIRPORT REMARKS:** Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.

**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**




## WELLSBORO

**WELLSBORO JOHNSTON** (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

**RWY 10–28:** H3597X60 (ASPH) MIRL **IAP**

**RWY 10:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**STONYFORK (L) VOR/DME** 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

## WELLSVILLE

**KAMPEL** (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

**RWY 05–23:** 2500X100 (TURF)

**RWY 05:** Tank. **RWY 23:** Thld dsplcd 300′. Trees.

**AIRPORT REMARKS:** Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

| WAAS | APP CRS | Rwy Idg | 3500 |
|---|---|---|---|
| CH 45806 | 088° | TDZE | 1069 |
| W09A | | Apt Elev | 1069 |

# RNAV (GPS) RWY 9

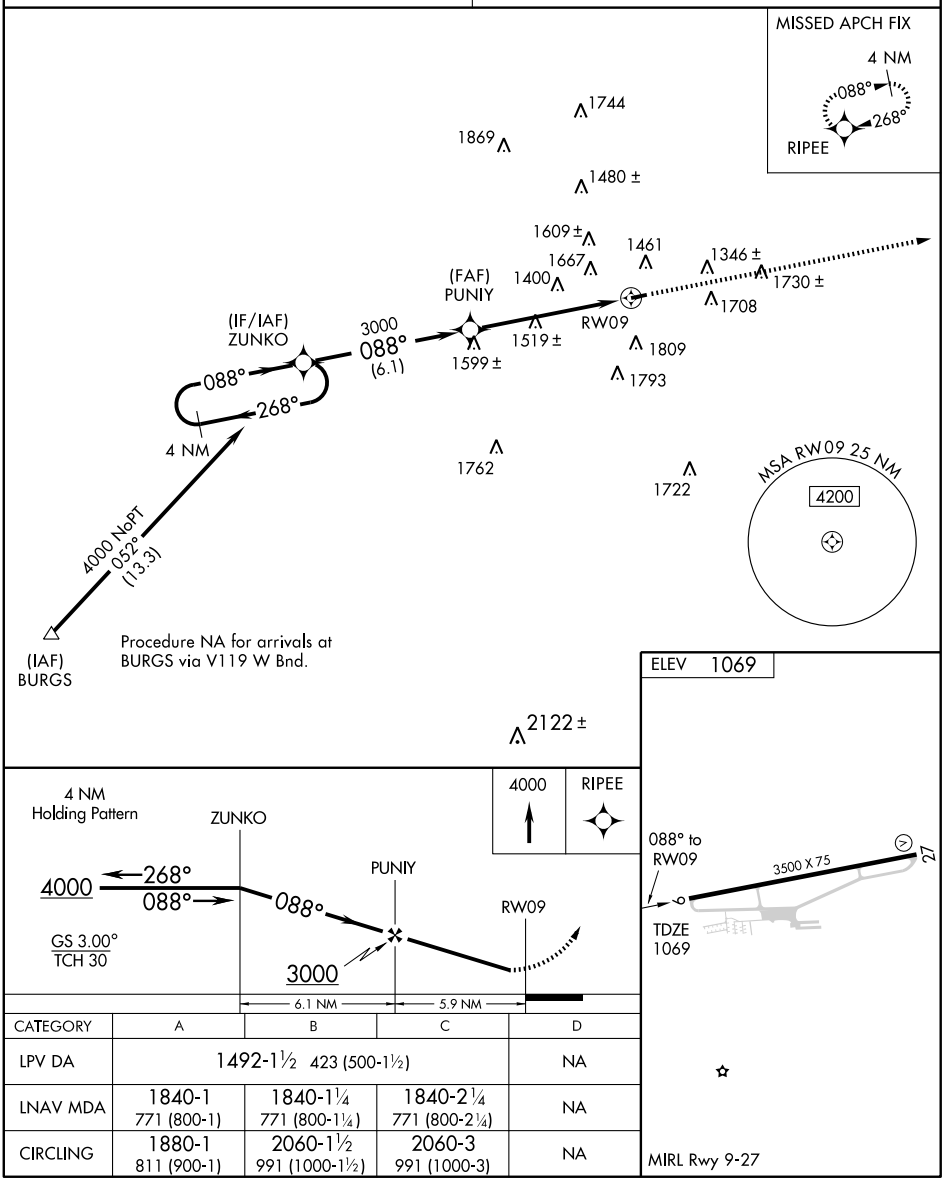
WAYNESBURG/ GREENE COUNTY (WAY)

Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 126.95 239.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1492-1½ 423 (500-1½) | | | NA |
| LNAV MDA | 1840-1 771 (800-1) | 1840-1¼ 771 (800-1¼) | 1840-2¼ 771 (800-2¼) | NA |
| CIRCLING | 1880-1 811 (900-1) | 2060-1½ 991 (1000-1½) | 2060-3 991 (1000-3) | NA |

MIRL Rwy 9-27

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 27

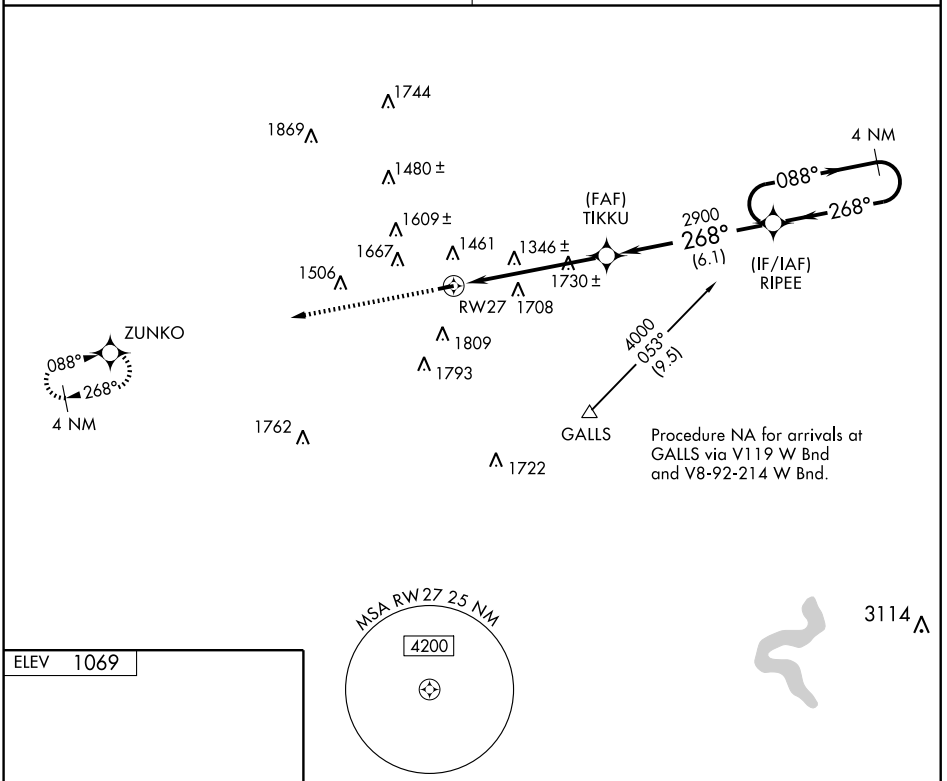
WAYNESBURG/ GREENE COUNTY (WAY)

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 268° | TDZE | 1069 |
| | Apt Elev | 1069 |

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct ZUNKO and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 126.95 239.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1¼<br>1031 (1100-1¼) | 2100-1½<br>1031 (1100-1½) | 2100-3<br>1031 (1100-3) | NA |
| CIRCLING | 2100-1¼<br>1031 (1100-1¼) | 2100-1½<br>1031 (1100-1½) | 2100-3<br>1031 (1100-3) | NA |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## WAYNESBURG

**GREENE CO** (WAY) 2 E UTC−5(−4DT) N39°54.07′ W80°07.84′ **CINCINNATI**

1069 B S4 **FUEL** 100LL NOTAM FILE AOO **L–29C**

**RWY 09–27:** H3500X75 (ASPH) S–12 MIRL **IAP**

**RWY 09:** Trees. **RWY 27:** VASI(V4R)—GA 4.0°TCH 28′. Trees.

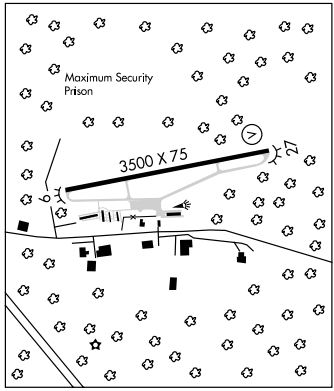
**AIRPORT REMARKS:** Attended Mon–Fri 1330Z‡–2130Z‡, Sat–Sun 1400–2200. For svc after hrs ctc 724–627–8357, 724–998–3879 or 724–852–1553. Ground drops off sharply east end Rwy 09–27. Deer and birds on and invof rwy.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.

**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72′ W80°02.45′ 199° 23.0 NM to fld. 1290/09W. **HIWAS.**




## WELLSBORO

**WELLSBORO JOHNSTON** (N38) 4 SW UTC−5(−4DT) N41°43.67′ W77°23.79′ **DETROIT**

1892 B **FUEL** 100LL NOTAM FILE IPT **L–30J**

**RWY 10–28:** H3597X60 (ASPH) MIRL **IAP**

**RWY 10:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended Mon–Sat 1500–2200Z‡. Sun 1800–2200Z‡. Bcn ops dusk–0700Z‡. ACTIVATE MIRL Rwy 10–28, REIL Rwys 10 and 28 and rotating bcn after 0700Z‡—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **ELMIRA APP/DEP CON** 119.45 (1100–0500Z‡)

Ⓡ **NEW YORK CENTER APP/DEP CON** 133.35 (0500–1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**STONYFORK (L) VOR/DME** 108.6 SFK Chan 23 N41°41.72′ W77°25.19′ 036° 2.2 NM to fld. 1985/08W.

## WELLSVILLE

**KAMPEL** (2N5) 2 W UTC−5(−4DT) N40°02.91′ W76°58.68′ **NEW YORK**

610 S1 **FUEL** 100LL NOTAM FILE IPT

**RWY 05–23:** 2500X100 (TURF)

**RWY 05:** Tank. **RWY 23:** Thld dsplcd 300′. Trees.

**AIRPORT REMARKS:** Attended Apr–Nov Mon–Sat 1300–2200Z‡. Arpt CLOSED to transient acft Dec–Mar. Rwy 05–23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

**COMMUNICATIONS: CTAF** 122.9

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800–932–0712.

| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 279° | TDZE | 1899 |
| | Apt Elev | 1899 |

# GPS RWY 28
## WELLSBORO JOHNSTON (N38)

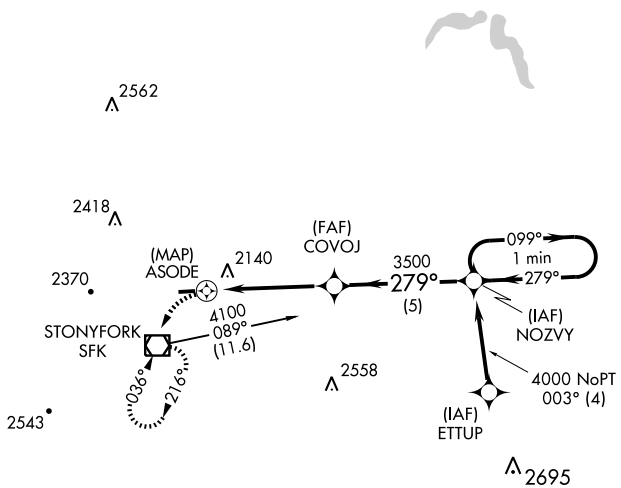
NA

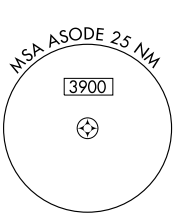
Use Elmira, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct SFK VOR/DME and hold.

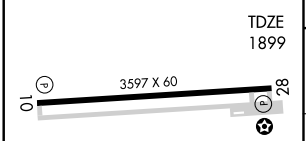
ELMIRA APP CON ★
**119.45 257.8**

UNICOM
**122.8** (CTAF) L

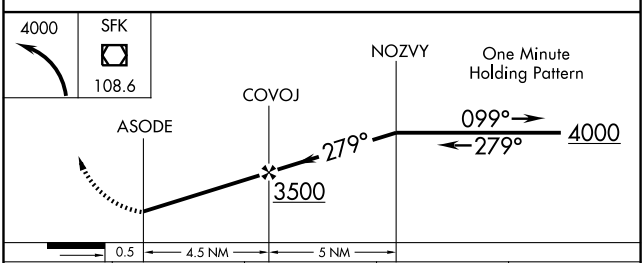



ELEV 1899




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2680-1<br>781 (800-1) | 2680-1¼<br>781 (800-1¼) | 2680-2¼<br>781 (800-2¼) | NA |
| CIRCLING | 3020-1¼<br>1121 (1200-1¼) | 3020-1½<br>1121 (1200-1½) | 3020-3<br>1121 (1200-3) | NA |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SFK 108.6 Chan 23 | APP CRS 036° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1899 |
|---|---|---|

# VOR or GPS-A

## WELLSBORO JOHNSTON (N38)

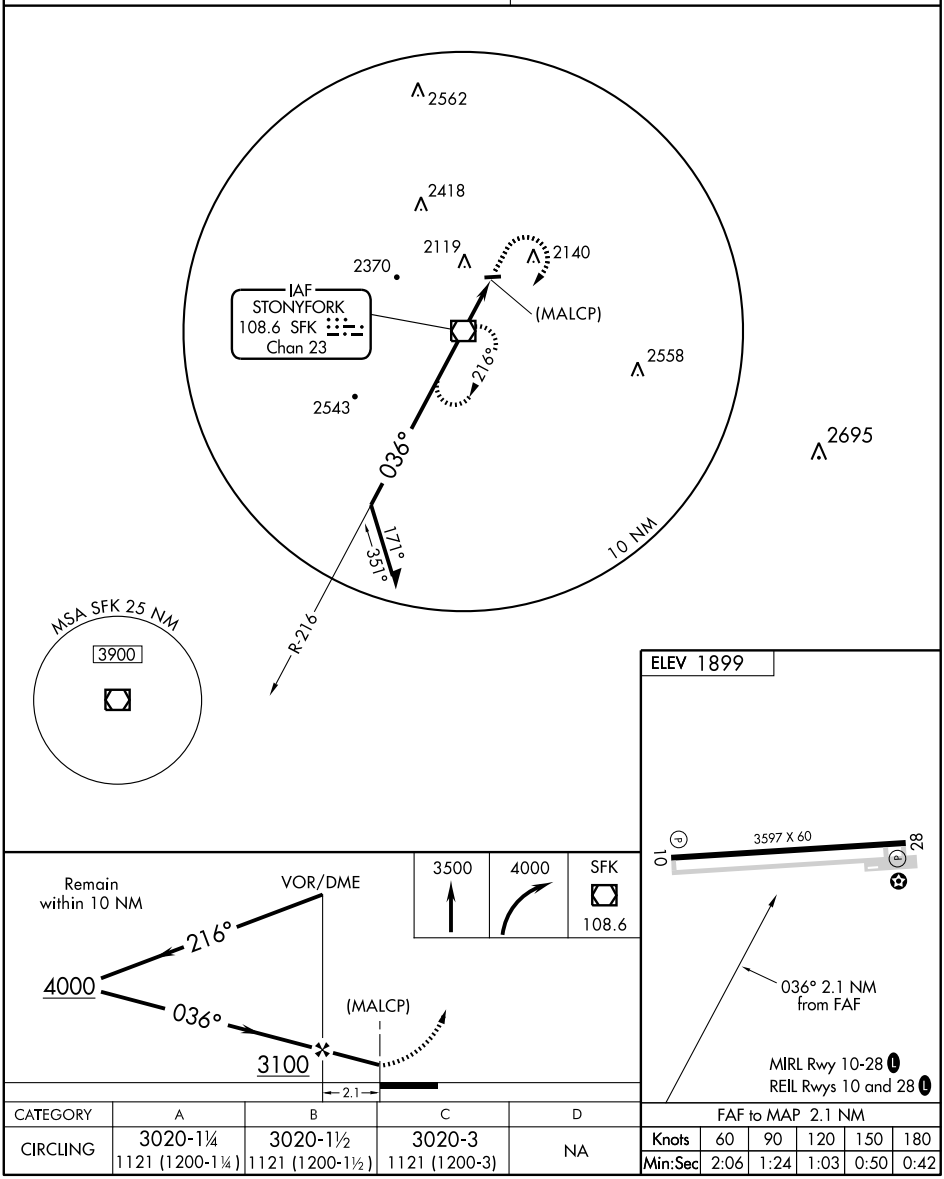
NA

Use Elmira, NY altimeter setting.

MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★ 119.45 257.8

UNICOM 122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3020-1¼<br>1121 (1200-1¼) | 3020-1½<br>1121 (1200-1½) | 3020-3<br>1121 (1200-3) | NA |

| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |




NE-4, 26 AUG 2010 to 23 SEP 2010

## WEST CHESTER

**BRANDYWINE** (OQN) 3 NE UTC−5(−4DT) N39°59.41′ W75°34.92′ **WASHINGTON**

466 B S6 **FUEL** 100LL, JET A TPA—1501(1035) NOTAM FILE IPT **L–34G, A**

**RWY 09–27:** H3347X50 (ASPH) S–10 LIRL **IAP**

**RWY 09:** Thld dsplcd 125′. Trees. Rgt tfc.

**RWY 27:** PAPI(P2L)—GA 3.0° TCH 15′. Thld dsplcd 250′. Trees.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. For svc after hrs ctc 484–832–3476. Birds and deer on and invof arpt. Tfc departing Rwy 27 turn right 10° until reaching 1200′ MSL to avoid mansion left and homes right. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 09–27, PAPI Rwy 27—CTAF. Ldg fee commercial ops only.

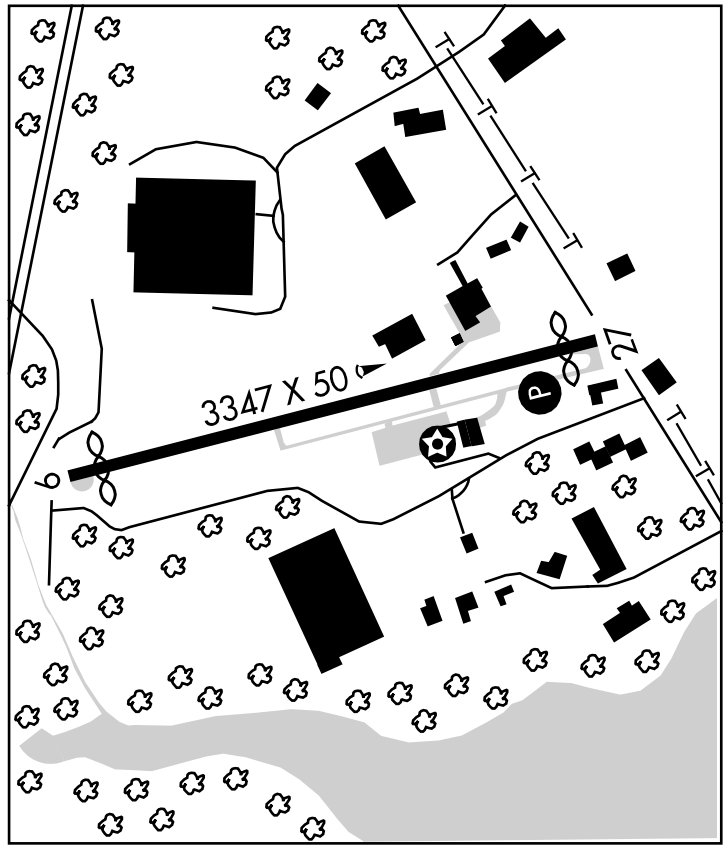
**WEATHER DATA SOURCES:** AWOS–3 121.4 (610) 692–6190.

**COMMUNICATIONS: CTAF/UNICOM** 123.075

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF 800–354–9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08′ W75°40.25′ 052° 6.0 NM to fld. 474/09W. **HIWAS.**




## WILKES–BARRE

N41°16.37′ W75°41.37′ NOTAM FILE AVP. **NEW YORK**

**(L) VORTAC** 111.6 LVZ Chan 53 349° 4.2 NM to Wilkes–Barre/Scranton Intl. 2120/10W. **H–10I, 12J, L–30K, 33A, 34H**

VOR portion unusable 290°–305° byd 15 NM blo 6000′.

**RCO** 122.6 122.2 (LEESBURG RADIO)

| APP CRS | Rwy Idg | 3222 |
|---|---|---|
| 088° | TDZE | 466 |
| | Apt Elev | 466 |

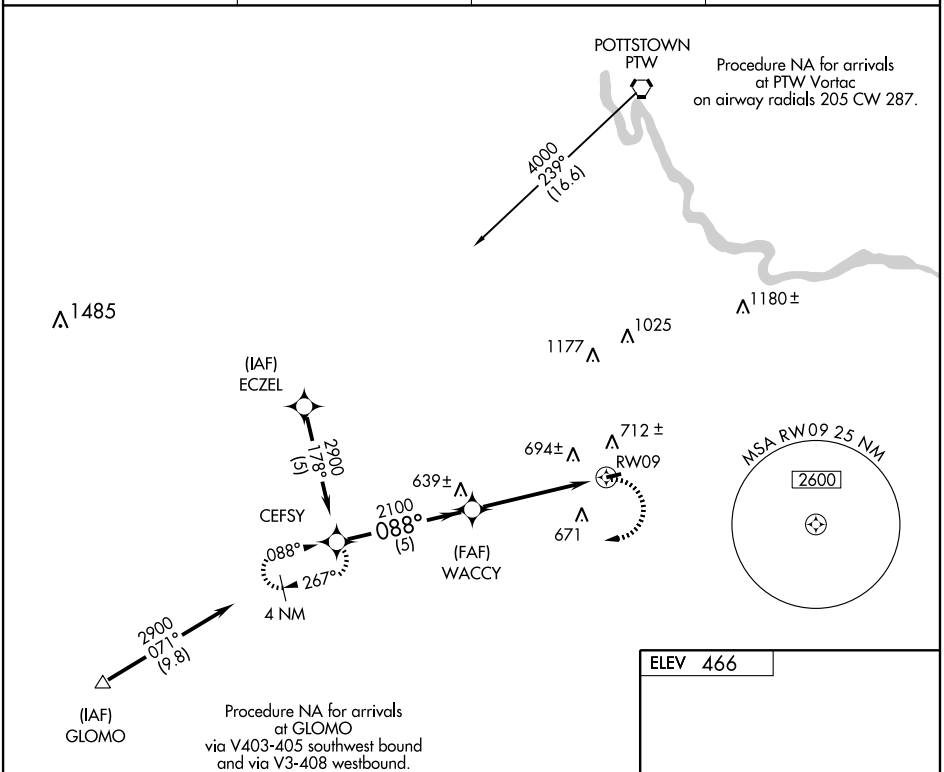
# RNAV (GPS) RWY 9

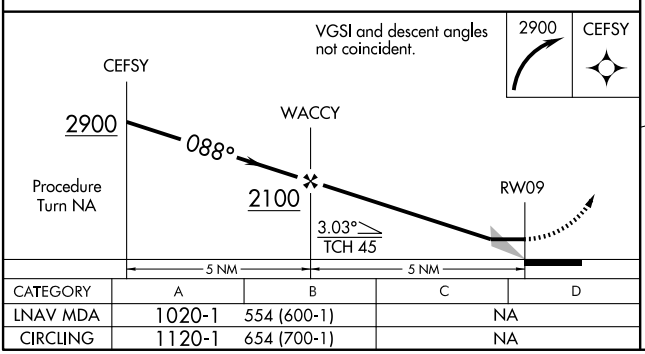
## WEST CHESTER/ BRANDYWINE (OQN)

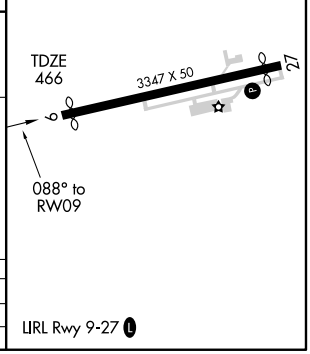
Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2900 direct CEFSY WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.4 | 124.35 319.15 | 125.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 554 (600-1) | NA | |
| CIRCLING | 1120-1 | 654 (700-1) | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3097 |
|---|---|---|
| 269° | TDZE | 466 |
| | Apt Elev | 466 |

# RNAV (GPS) RWY27

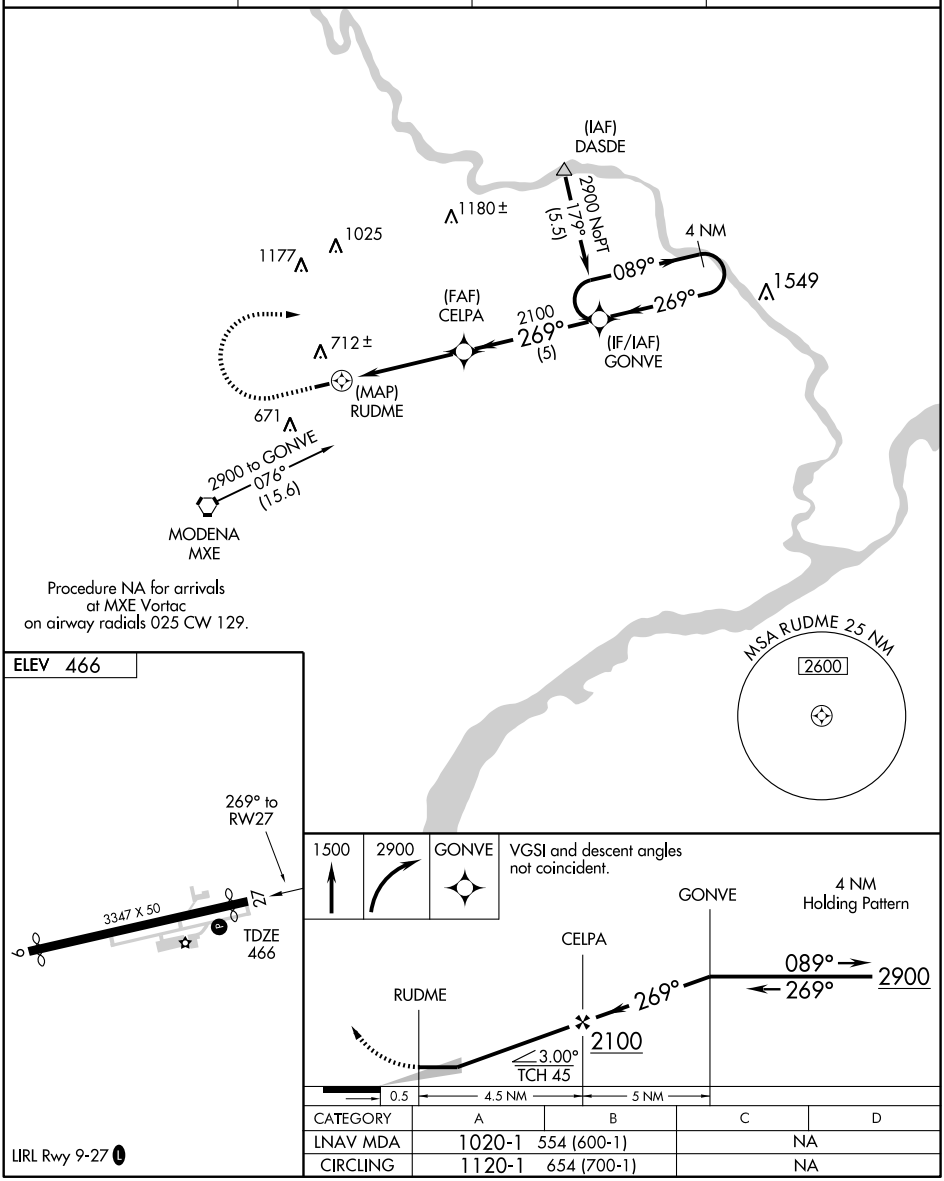
## WEST CHESTER/BRANDYWINE (OQN)

Use Coatesville/Chester County G.O. Carlson altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.4 | 124.35 319.15 | 125.6 | 123.075 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 554 (600-1) | | NA | |
| CIRCLING | 1120-1 654 (700-1) | | NA | |

NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC MXE 113.2 Chan 79 | APP CRS 052° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 466 |
|---|---|---|

# VOR-A

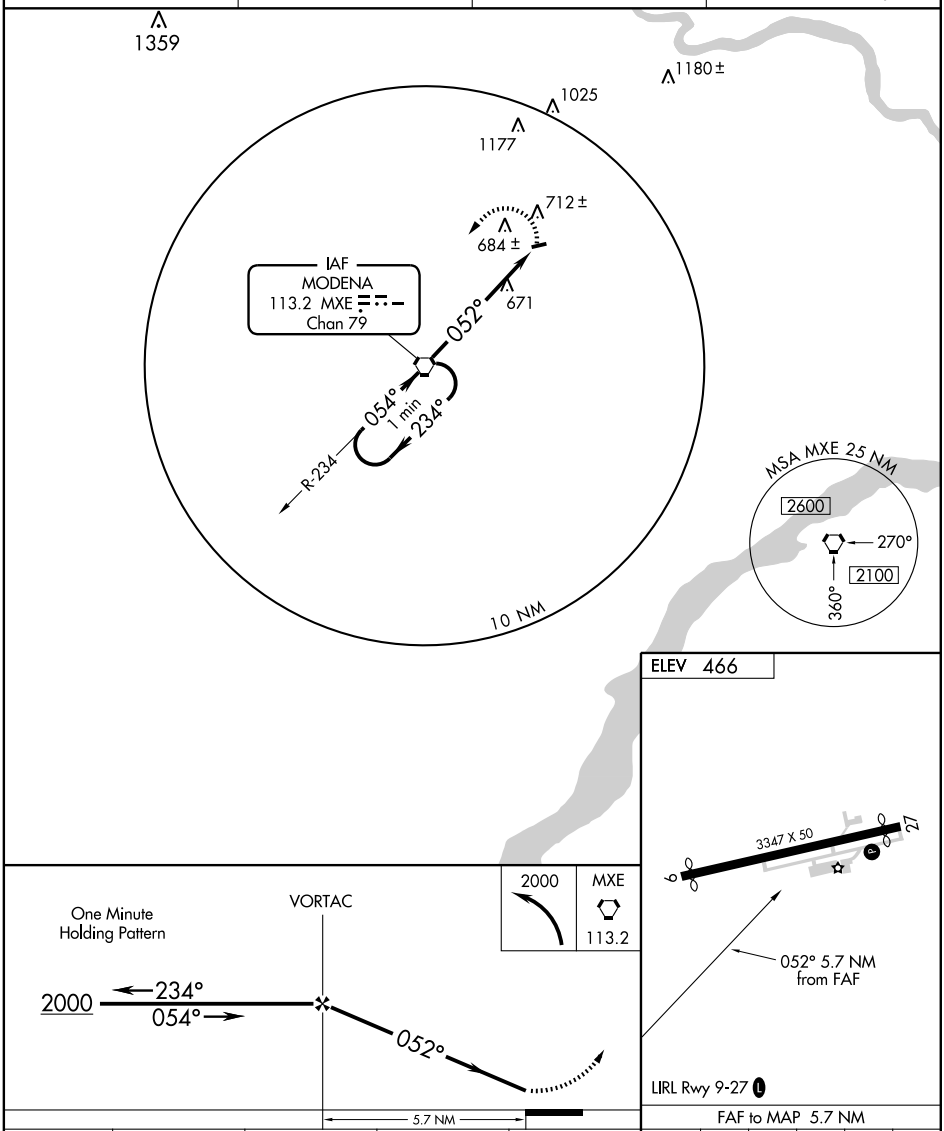
## WEST CHESTER/BRANDYWINE (OQN)

NA

Use Coatesville/Chester County G.O. Carlson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MXE VORTAC and hold.

| AWOS-3 | PHILADELPHIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.4 | 124.35 319.15 | 125.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1120-1 | 654 (700-1) | NA | |

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

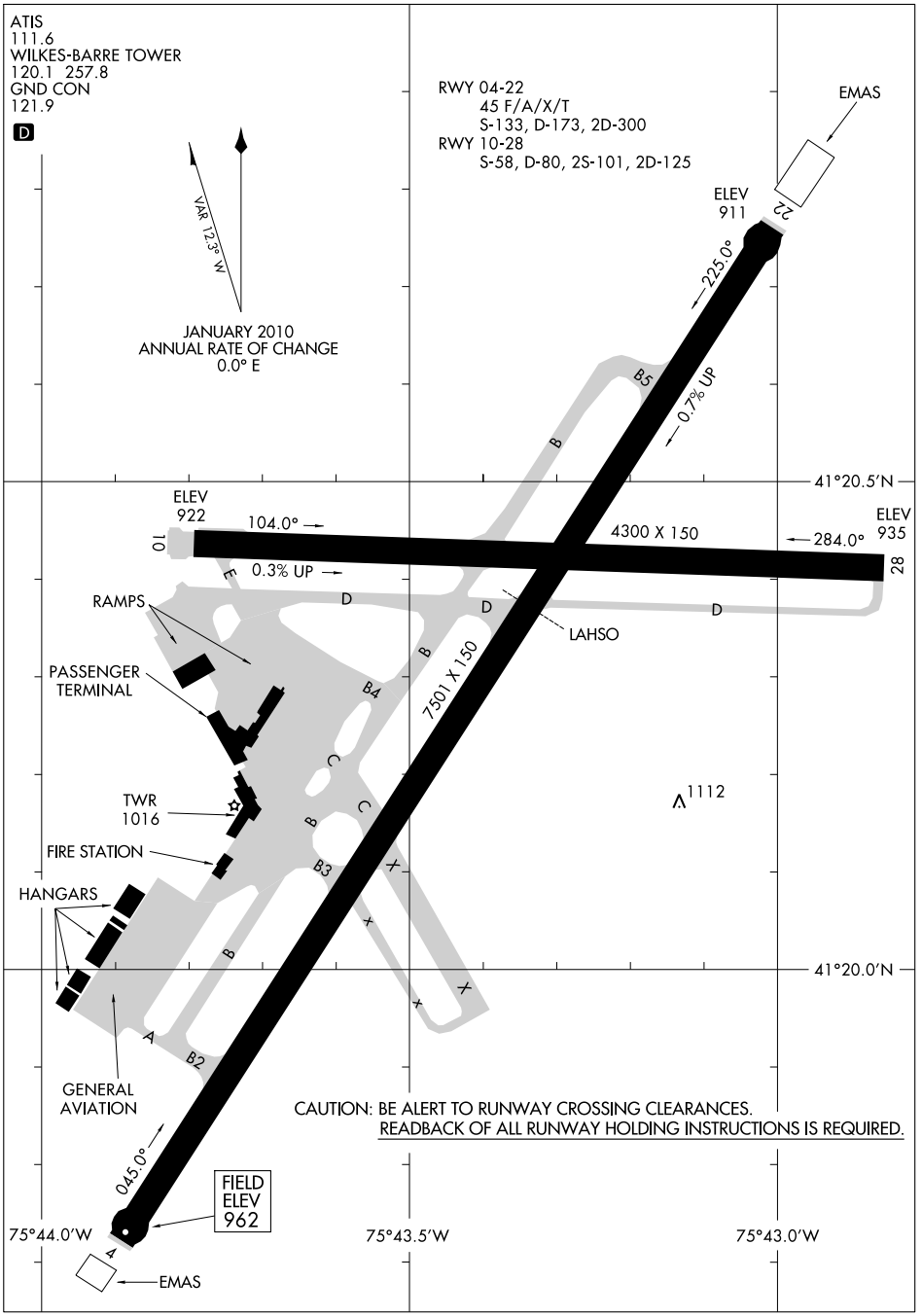
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

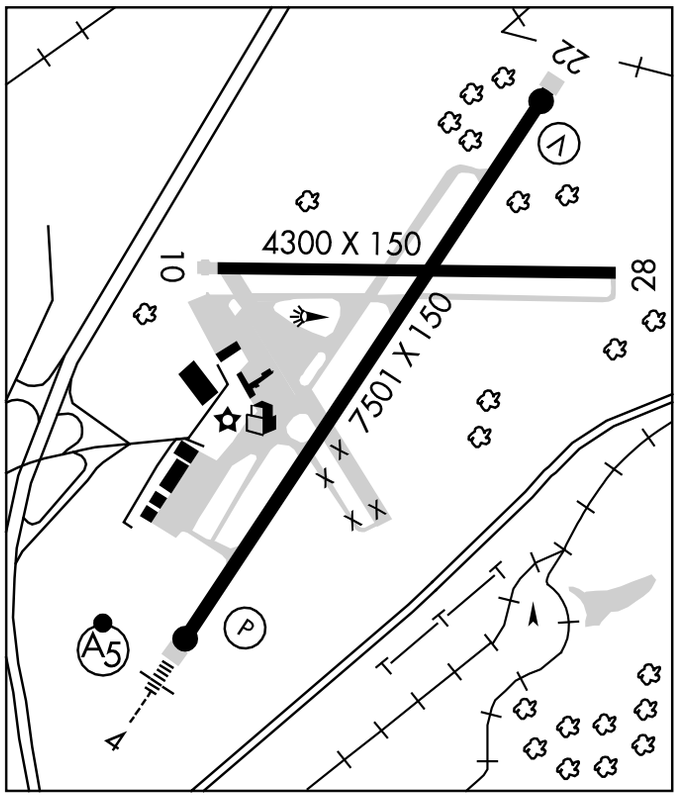
WILKES-BARRE/SCRANTON, PENNSYLVANIA
WILKES-BARRE/SCRANTON INTL (AVP)

10210

## WILKES–BARRE/SCRANTON INTL (AVP) 5 SW UTC−5(−4DT) N41°20.31′ W75°43.40′

962 B S4 **FUEL** 100LL, JET A OX 2, 4 LRA Class I, ARFF Index B
NOTAM FILE AVP

**RWY 04–22:** H7501X150 (ASPH–GRVD) S–133, D–173, 2D–300
PCN 45 F/A/X/T HIRL 0.7% up SW
**RWY 04:** MALSR. PAPI(P4R)—GA 3.0° TCH 65′.
**RWY 22:** REIL. VASI(V4L)—GA 3.0°TCH 54′. Tower. Rgt tfc.
**RWY 10–28:** H4300X150 (ASPH–GRVD) S–58, D–80, 2S–101, 2D–125 MIRL 0.3% up E
**RWY 10:** REIL. Rgt tfc.
**RWY 28:** REIL. Trees. Rgt tfc.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 04 | 10–28 | 4700 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 04:** | TORA–7501 | TODA–7501 | ASDA–7501 | LDA–7501 |
| **RWY 10:** | TORA–4300 | TODA–4300 | ASDA–4300 | LDA–4300 |
| **RWY 22:** | TORA–7501 | TODA–7501 | ASDA–7501 | LDA–7501 |
| **RWY 28:** | TORA–4300 | TODA–4300 | ASDA–4300 | LDA–4300 |

**ARRESTING GEAR/SYSTEM**
**RWY 04:** EMAS
**RWY 22:** EMAS

**AIRPORT REMARKS:** Attended continuously. Deer and birds on and invof arpt. Rwy 10 CLOSED for ldgs. Rwy 04–22 NSTD safety area each end less than 1000′, Rwy 04 departure end Runway Safety Area = 400′, Rwy 04–22 precipitous drop–off each rwy end. First 1500′ Rwy 10 not visible from twr. Unlighted twr 1130′ 1.3 miles east AER 28; unlighted twr 1463′ 1.7 miles east AER 28, unlighted twr 1652′ 2.4 miles east AER 28. Rwy 28 unlgtd high terrain trees, 1155 ft MSL .91 miles E AER 28, 1463 ft MSL 1.49 miles east–southeast AER 28, 1667 ft MSL 2.25 miles east AER 28, 1920 ft MSL 2.84 miles E AER 28. Western ⅓ of Twy D not visible from twr. Twy E not visible from twr. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (570) 457–3111.

**COMMUNICATIONS: ATIS** 111.6 **UNICOM** 122.95
**RCO** 122.6 122.2 (WILLIAMSPORT RADIO)
Ⓡ **APP/DEP CON** 124.5 (280°–100°) 126.3 (101°–279°)
**TOWER** 120.1 **GND CON** 121.9

**AIRSPACE: TRSA** svc ctc **APP CON** within 20 NM

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.
**(L) VORTACW** 111.6 LVZ Chan 53 N41°16.37′ W75°41.37′ 349° 4.2 NM to fld. 2120/10W.
**CRYSTAL LAKE NDB (MHW)** 410 CYE N41°12.62′ W75°49.91′ 044° 9.1 NM to fld.
NDB unusable byd 15 NM.
**BARTY NDB (LOM)** 257 AV N41°16.61′ W75°46.54′ 044° 4.4 NM to fld. Unusable byd 10 NM.
**ILS/DME** 109.9 I–AVP Chan 36 Rwy 04. LOM BARTY NDB. BARTY OM unusable byd 10 NM.
**ILS/DME** 109.9 I–IZK Chan 36 Rwy 22. Localizer unusable byd 30° left side of course. DME also serves ILS Rwy 04.

| LOC/DME I-AVP | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| 109.9 | 045° | TDZE | 962 |
| Chan 36 | | Apt Elev | 962 |

# ILS or LOC/DME RWY 4

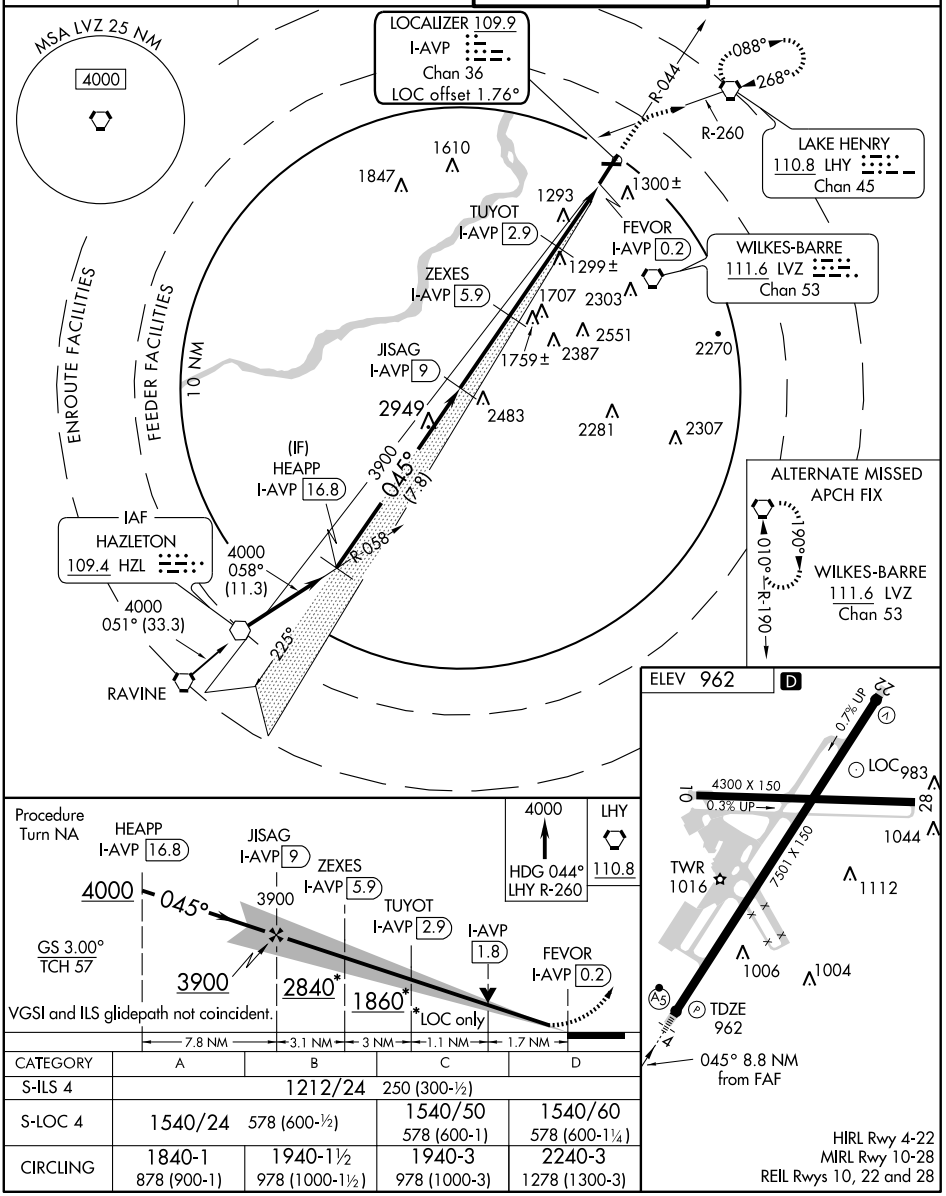
## WILKES-BARRE/SCRANTON INTL (AVP)

If local altimeter setting not received procedure NA.

MALSR

MISSED APPROACH: Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1212/24 | | 250 (300-½) | |
| S-LOC 4 | 1540/24 | 578 (600-½) | 1540/50<br>578 (600-1) | 1540/60<br>578 (600-1¼) |
| CIRCLING | 1840-1<br>878 (900-1) | 1940-1½<br>978 (1000-1½) | 1940-3<br>978 (1000-3) | 2240-3<br>1278 (1300-3) |

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-IZK | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| 109.9 | 225° | TDZE | 933 |
| Chan 36 | | Apt Elev | 962 |

# ILS or LOC/DME RWY 22

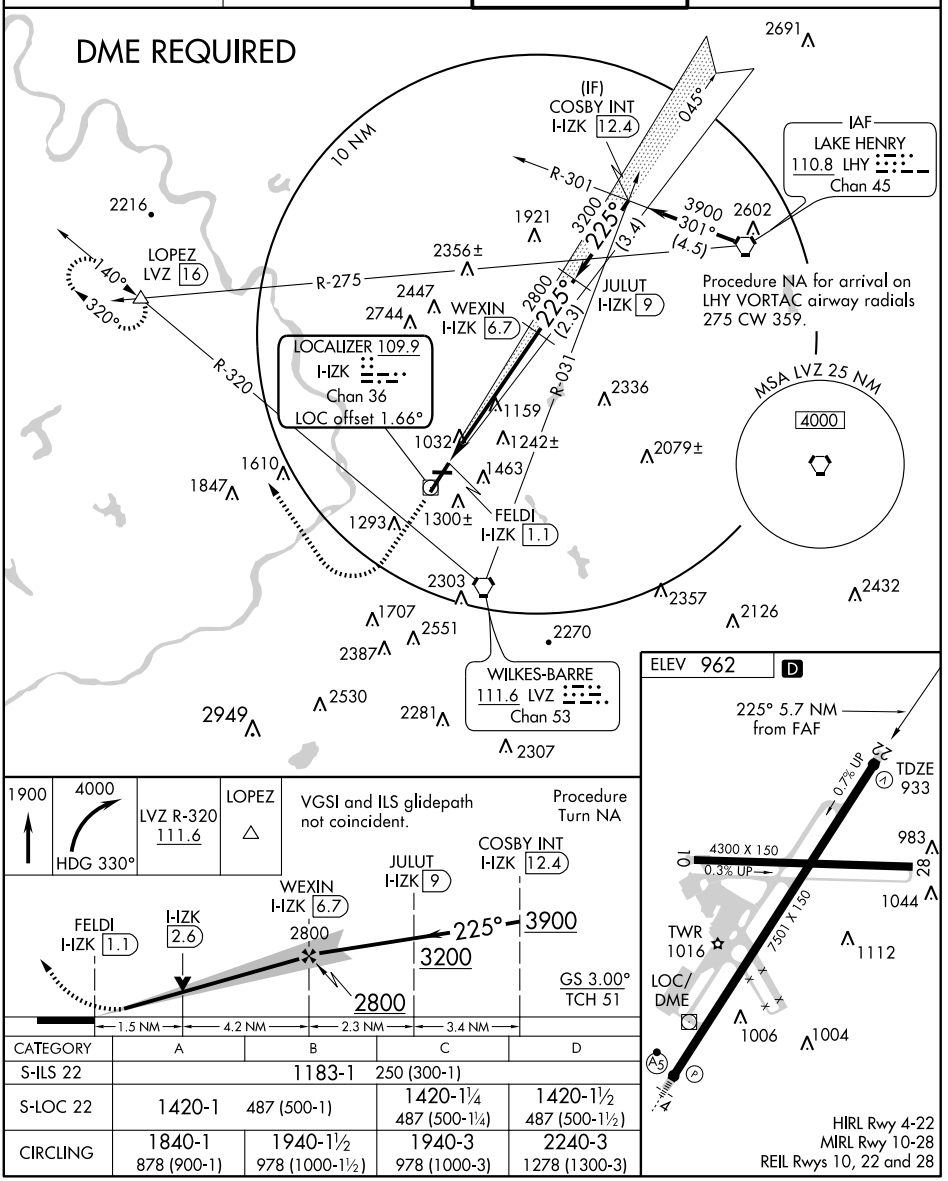
WILKES-BARRE/SCRANTON INTL (AVP)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |



NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1183-1 | 250 (300-1) | | |
| S-LOC 22 | 1420-1 487 (500-1) | | 1420-1¼ 487 (500-1¼) | 1420-1½ 487 (500-1½) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |

| LOM AV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 257 | 044° | TDZE | N/A |
| | | Apt Elev | 962 |

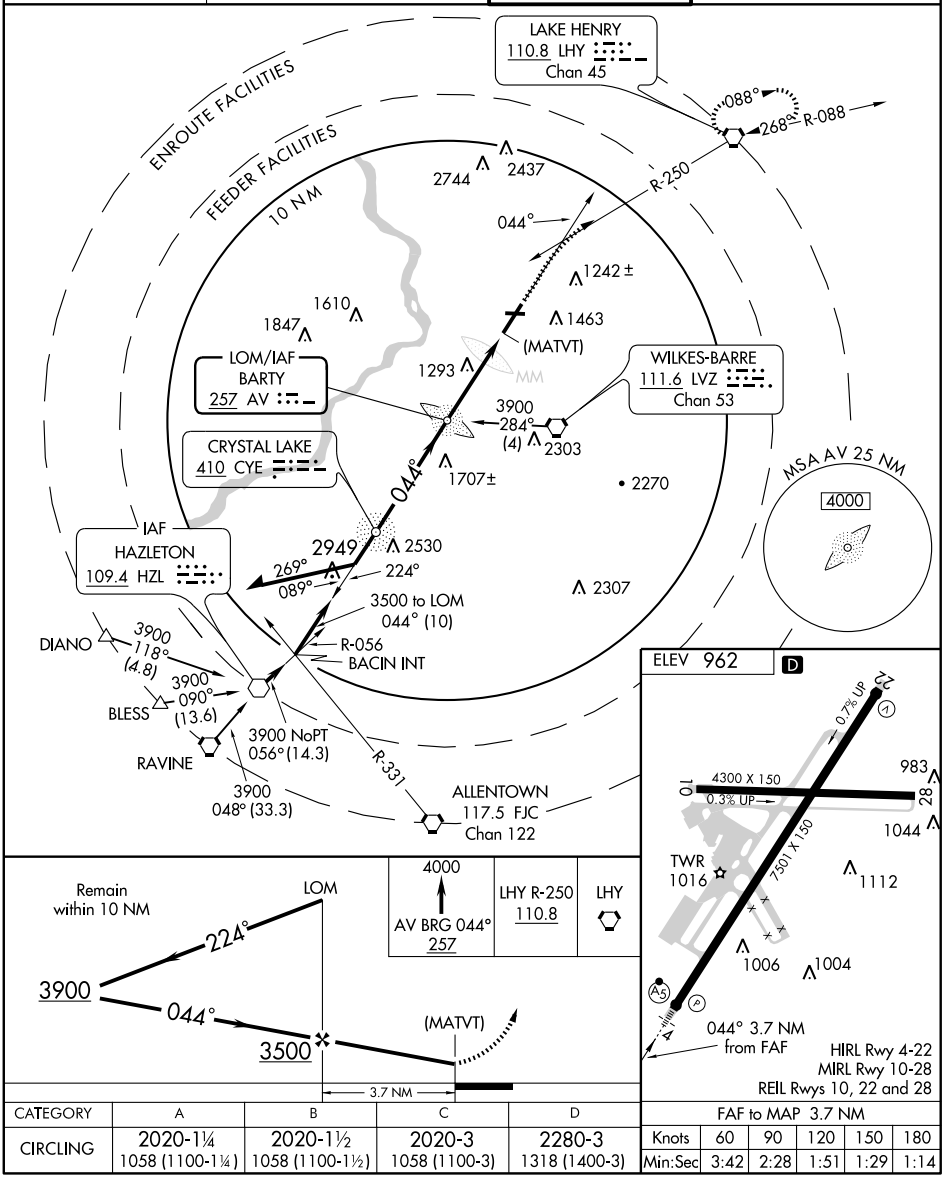
# NDB or GPS-A

## WILKES-BARRE/SCRANTON INTL (AVP)

Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2020-1¼ 1058 (1100-1¼) | 2020-1½ 1058 (1100-1½) | 2020-3 1058 (1100-3) | 2280-3 1318 (1400-3) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |


NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| CH 62813 | 044° | TDZE | 962 |
| W04A | | Apt Elev | 962 |

# RNAV (GPS) RWY 4

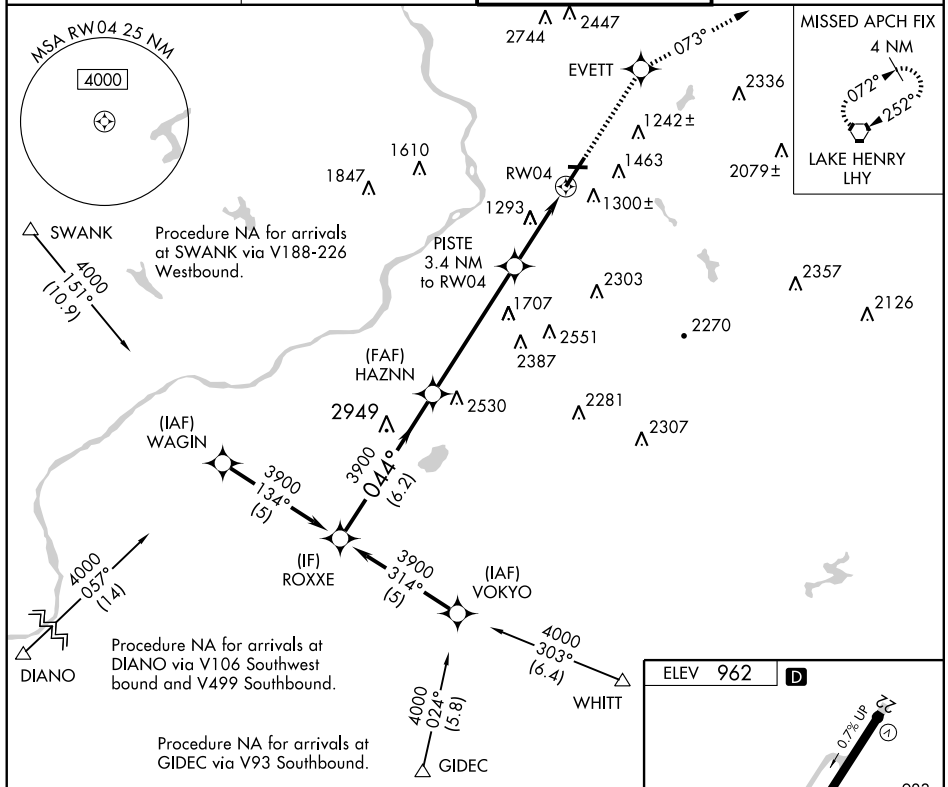
## WILKES-BARRE/SCRANTON INTL (AVP)

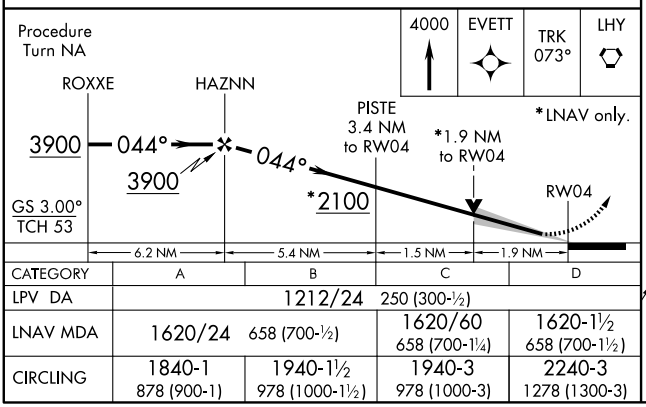
DME/DME RNP-0.3 NA.

MALSR

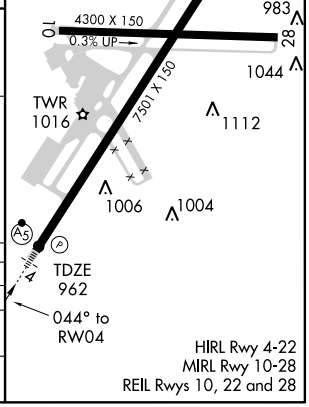
MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1212/24 | 250 (300-½) | | |
| LNAV MDA | 1620/24 | 658 (700-½) | 1620/60<br>658 (700-1¼) | 1620-1½<br>658 (700-1½) |
| CIRCLING | 1840-1<br>878 (900-1) | 1940-1½<br>978 (1000-1½) | 1940-3<br>978 (1000-3) | 2240-3<br>1278 (1300-3) |







NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| CH 69213 | 224° | TDZE | 933 |
| W22A | | Apt Elev | 962 |

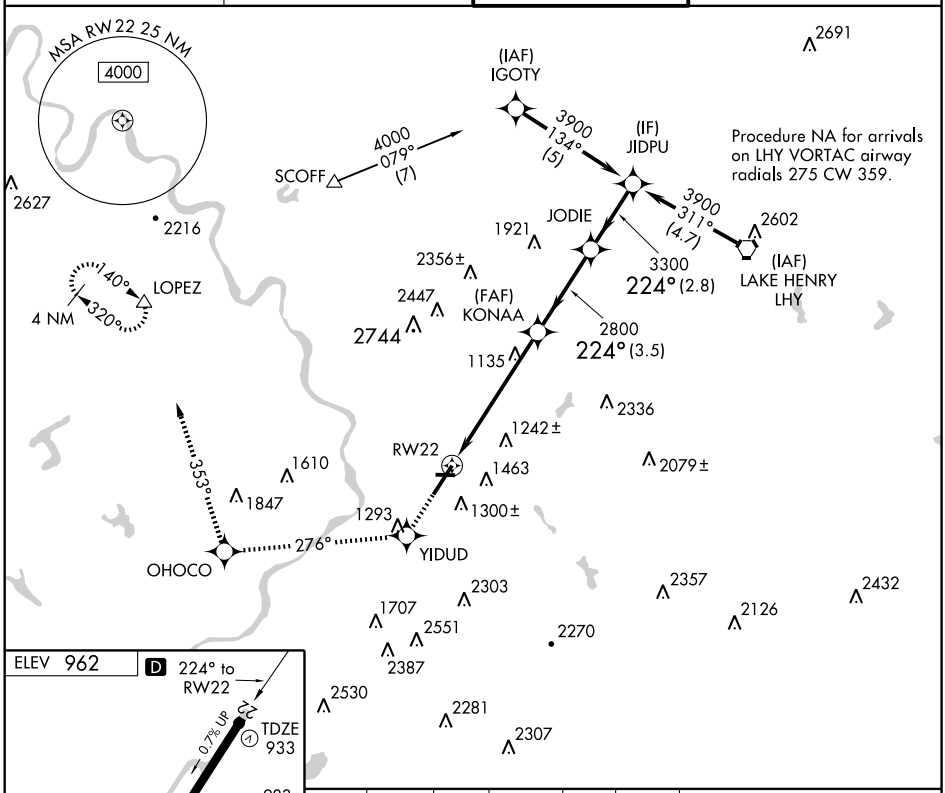
# RNAV (GPS) RWY 22

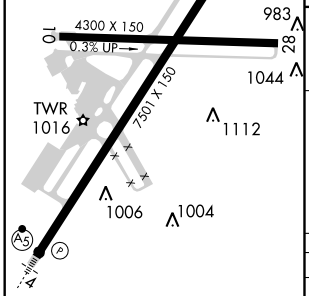
## WILKES-BARRE/SCRANTON INTL (AVP)

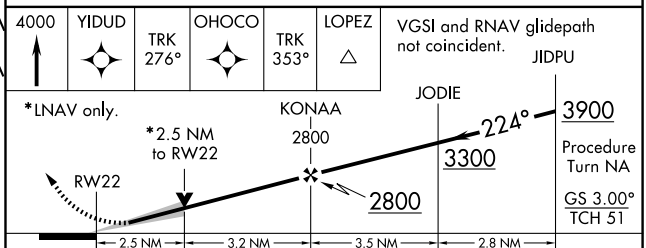
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

| ATIS | WILKES-BARRE APP CON | WILKES-BARRE TOWER | GND CON |
|---|---|---|---|
| 111.6 | 126.3 256.7 | 120.1 257.8 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1275-1¼ 342 (400-1¼) | | | |
| LNAV MDA | 1720-1 787 (800-1) | 1720-1¼ 787 (800-1¼) | 1720-2¼ 787 (800-2¼) | 1720-2½ 787 (800-2½) |
| CIRCLING | 1840-1 878 (900-1) | 1940-1½ 978 (1000-1½) | 1940-3 978 (1000-3) | 2240-3 1278 (1300-3) |



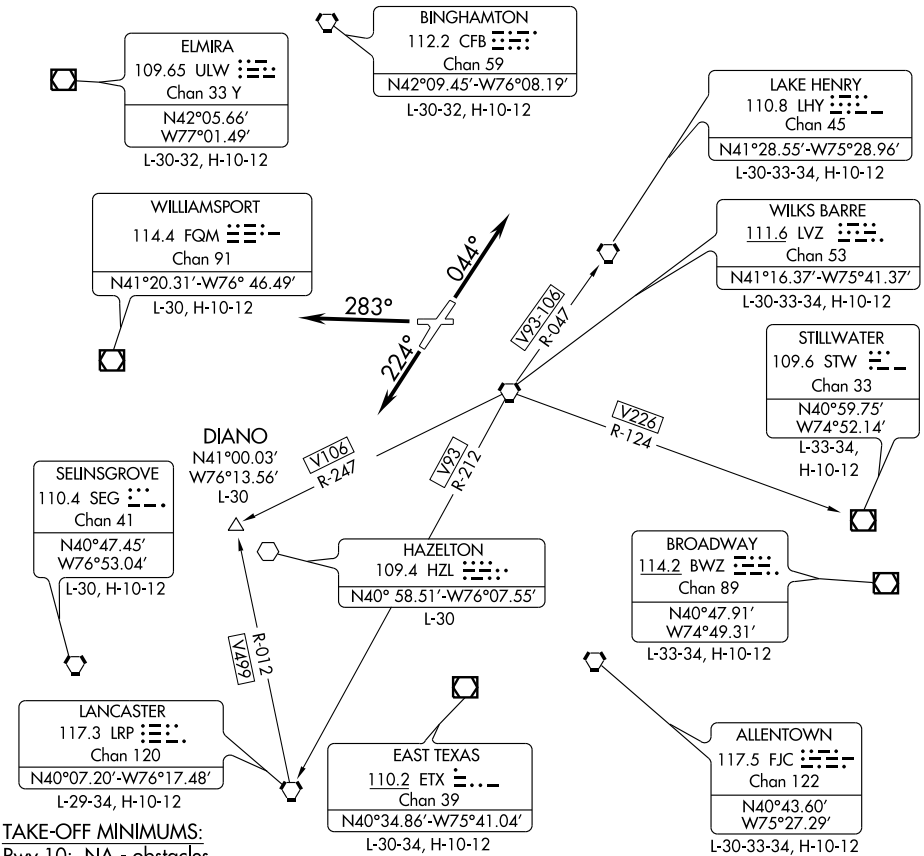
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
DEP CON
(N) 124.5 256.7
(S) 126.3 256.7

NOTE: Chart not to scale.

TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852′ from DER, 1646′ left of centerline, 73′ AGL/1064′ MSL.
Tree 1.2 NM from DER, 172′ right of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ left of centerline, 100′ AGL/1279′ MSL.
Tower 1.8 NM from DER, 2177′ right of centerline, 352′ AGL/1293′ MSL.




TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.
Rwy 4: STANDARD with minimum climb of 221′ per NM to 2700′, ATC climb of 400′ per NM to 2700′.
Rwy 22: STANDARD with minimum climb of 283′ per NM to 3600′.
Rwy 28: STANDARD with minimum climb of 263′ per NM to 2100′.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000′. Thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000′. Thence. . . .

. . . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.



NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM



AL-457 (FAA)




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

WILLIAMSPORT, PENNSYLVANIA
WILLIAMSPORT RGNL (IPT)

10210

**WILLIAMSPORT RGNL** (IPT) 4 E UTC−5(−4DT) N41°14.50′ W76°55.31′

529 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE IPT

**RWY 09–27:** H6825X150 (ASPH–GRVD) S–65, D–100, 2S–127, 2D–190 HIRL

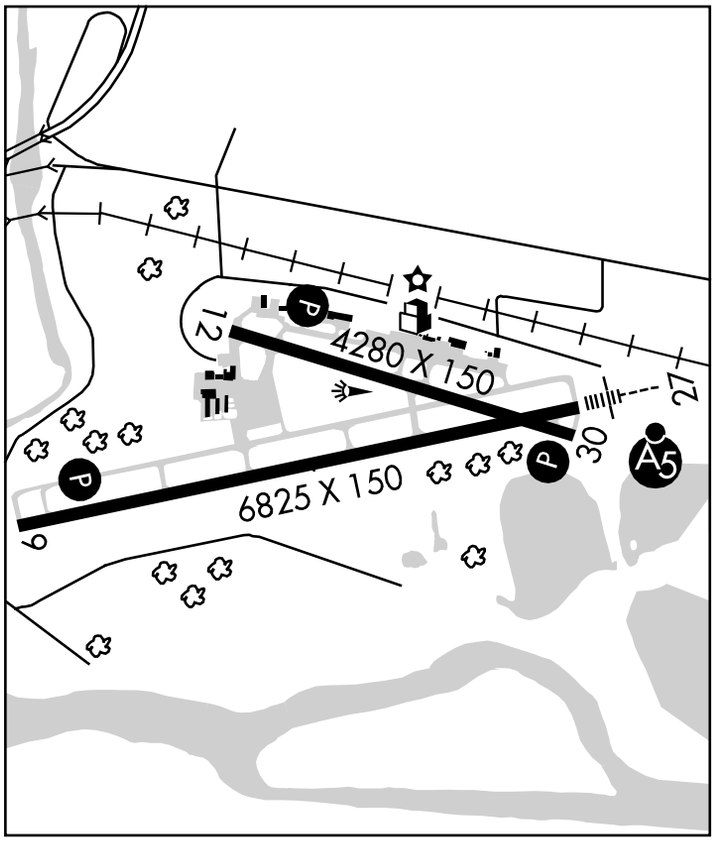
**RWY 09:** PAPI(P4L)—GA 3.0° TCH 49′. Trees.

**RWY 27:** MALSR. Railroad. Rgt tfc.

**RWY 12–30:** H4280X150 (ASPH) S–200, D–200, 2S–175, 2D–400 MIRL

**RWY 12:** PAPI(P2L)—GA 3.75° TCH 45′.

**RWY 30:** PAPI(P2L)—GA 4.0° TCH 41′. Rgt tfc.




**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 09:** TORA–6474 TODA–6474 ASDA–6474 LDA–6474

**RWY 12:** TORA–4280 TODA–4280 ASDA–4280 LDA–4280

**RWY 27:** TORA–6474 TODA–6474 ASDA–6474 LDA–6474

**RWY 30:** TORA–4280 TODA–4280 ASDA–4280 LDA–4280

**AIRPORT REMARKS:** Attended 1130–0330Z‡. After hours by prior coordination call 570–368–2651. Fuel and svcs avbl 1030–0300Z‡, after hrs by prior coordination call 570–368–2651. Arpt CLOSED to banner towing ops. Twy J CLOSED to acft with wing span over 78 ft. PPR 12 hours for unscheduled air carrier ops with more than 30 passenger seats 0400–1100Z‡ daily call arpt manager 570–368–2444 or 570–368–2446. Rwy 30 PAPI unusable byd 7° left side of course. Birds on and invof arpt especially AER 27. Unlighted crane 90′ AGL .5 miles southeast AER 30 permanently. When twr closed ACTIVATE MALSR Rwy 27, HIRL Rwy 09–27, PAPI Rwy 09, Rwy 12, and Rwy 30 and twy lgts—CTAF; MIRL Rwy 12–30 off. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 125.225 (570) 368–3420.

**COMMUNICATIONS: CTAF** 119.1 **UNICOM** 122.95

**RCO** 122.65 122.2 (WILLIAMSPORT RADIO)

**RCO** 122.1R 114.4T (WILLIAMSPORT RADIO)

Ⓡ **NEW YORK CENTER APP/DEP CON** 124.9

**TOWER** 119.1 (1130–0330Z‡) **GND CON** 121.9

**AIRSPACE: CLASS D** svc 1130–0330Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**(L) VOR/DME** 114.4 FQM Chan 91 N41°20.31′ W76°46.49′ 238° 8.8 NM to fld. 2090/09W.

**PICTURE ROCKS NDB (MHW)** 344 PIX N41°16.61′ W76°42.61′ 267° 9.8 NM to fld.

**ILS** 110.1 I–IPT Rwy 27. LOC unusable 1 NM to AER abv 2200 ft. LOC unusable byd 30° left of course.

**COMM/NAV/WEATHER REMARKS:** When twr clsd New York Center provides clnc del on 124.9.

| LOC I-IPT | APP CRS | Rwy Idg | 6474 |
|---|---|---|---|
| 110.1 | 266° | TDZE | 527 |
| | | Apt Elev | 529 |

# ILS or LOC RWY 27

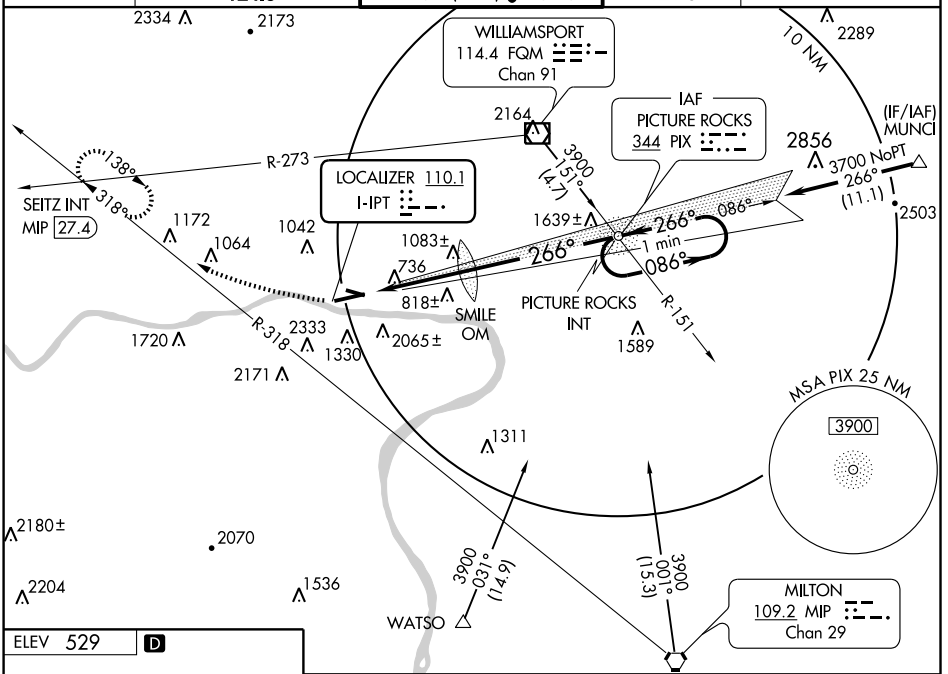
## WILLIAMSPORT RGNL (IPT)

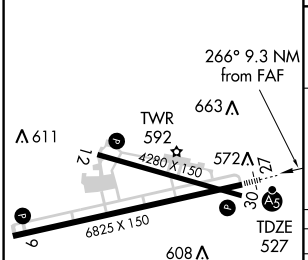
Circling to Rwy 12 NA at night. Circling NA South of Rwy 9-27. Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 27 Cats A and B. For inoperative MALSR,increase S-ILS 27 visibility to 1¾. SMILE OM Minimums: For inoperative MALSR, increase S-LOC 27 Cat B visiblity to 1¼. Inoperative table does not apply to S-LOC 27 Cat A.

MALSR

MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ INT/MIP 27.4 DME and hold.

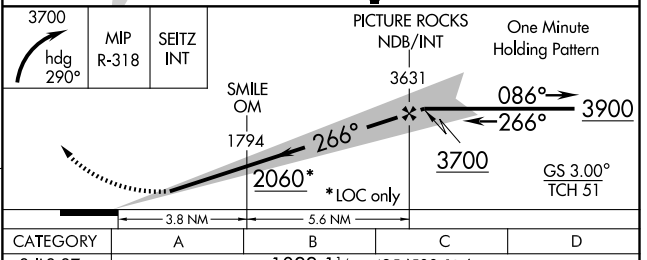
| ASOS | NEW YORK CENTER | WILLIAMSPORT TOWER ★ | GND CON | WILLIAMSPORT RADIO |
|---|---|---|---|---|
| 125.225 | 124.9 | 119.1 (CTAF) L 257.8 | 121.9 | 122.65 |




MIRL Rwy 12-30
HIRL Rwy 9-27 L

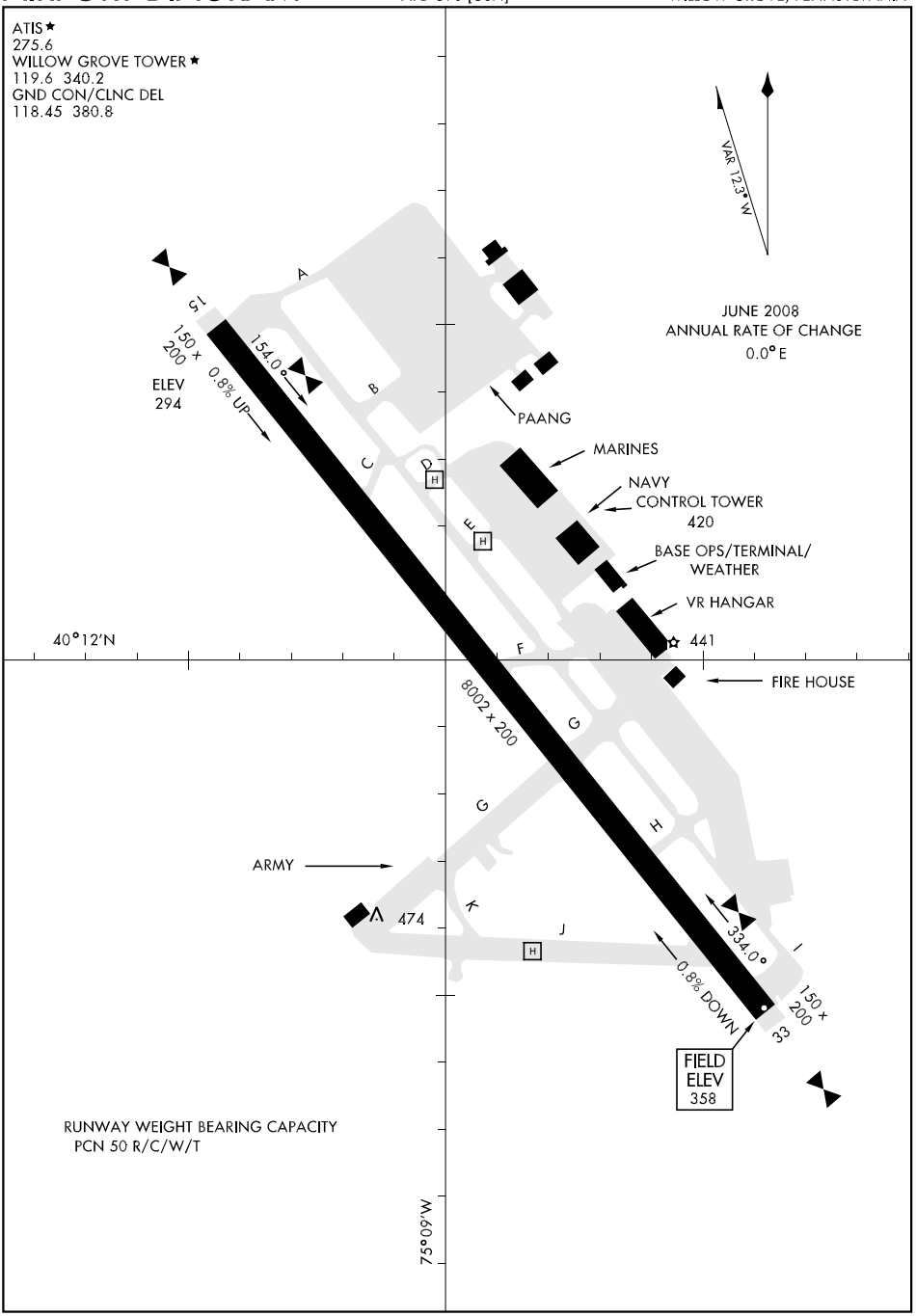
| FAF to MAP 9.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:18 | 6:12 | 4:39 | 3:43 | 3:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1022-1¼ 495 (500-1¼) | | | |
| S-LOC 27 | 2060-1¼ 1533 (1600-1¼) | 2060-1½ 1533 (1600-1½) | 2060-2½ 1533 (1600-2½) | |
| CIRCLING | 2060-1¼ 1531 (1600-1¼) | 2060-1½ 1531 (1600-1½) | 2060-3 1531 (1600-3) | |
| SMILE OM MINIMUMS | | | | |
| S-LOC 27 | 1340-1 813 (900-1) | | 1340-2 813 (900-2) | 1340-2¼ 813 (900-2¼) |
| CIRCLING | 1340-1 811 (900-1) | 1460-1¼ 931 (1000-1¼) | 1500-3 971 (1000-3) | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**WILLOW GROVE NAS JRB** (NXX)(KNXX) N (AR ANG) 4 NW UTC−5(−4DT) **NEW YORK**
N40°11.99′ W75°08.89′ **H–10I, 12I, L–34G, A**
358 B TPA—See Remarks NOTAM FILE PNE Not insp. **DIAP, AD**
**RWY 15–33:** H8002X200 (PEM) PCN 50 R/C/W/T HIRL CL
**RWY 15:** ALSF1. VASI(V4R). Rgt tfc. 0.8% up. **RWY 33:** MALSF. PAPI(P4R). 0.8% down.
**MILITARY SERVICE: LGT** Opr SS–0400Z‡. **JASU** 9(GTC–85) 12(NC–8) 2(MA–1A) Ltd F4 starting capability. **FUEL** J8. No fuel avbl 0400–1200Z‡ daily. Priority fueling established for Reserve training Fri–Sun. **FLUID** SP PRESAIR; LOX 24 hr prior notice required 2100–1200Z‡. **OIL** O–133–156 **TRAN ALERT** Ltd tran svc avbl during normal opr hrs. No hangar space. No fleet svc avbl.
**MILITARY REMARKS:** Opr 1200–0400Z‡. See FLIP AP/1, Supplementary Arpt Remarks. **RSTD** PPR 24 hr prior notice from Navy Transient Line for all transient acft DSN 991–6215, C215–443–6215. In addition to the PPR, acft requiring parking on National Guard ramp contact 111th FighterWing Operations at DSN 991–1511. **CAUTION** Numerous civil acft opr to/from 2 civil arpts and 6 heliports within the Class D Airspace. Simultaneous helicopter opr conducted W of Rwy 15–33 at and blo 1200′. Bird hazard spring and fall. Tran heavy jet practice apch restricted. **TFC PAT** TPA–Overhead pattern 1900(1542). **NS ABTMT** Fixed wing acft climb rwy heading to 2000′ prior to any turns. **MISC** Tran acft requiring multiple apchs restricted to Mon–Sat 1300–0200Z‡; Sun 1700–0200Z‡. Arpt subject to no notice closure. Wx observation svc opr hr. **ANG** Tran acft to ANG ctc DSN 991–1511, C215–443–1511.
**COMMUNICATIONS: ATIS** 275.6
Ⓡ **PHILADELPHIA APP/DEP CON** 123.8 291.7 325.2X
**TOWER** 119.6 340.2 (1200–0400Z‡) **GND CON** 118.45 380.8 **CLNC DEL** 118.45 380.8 **PMSV METRO** 344.6
(Opr 24 hrs) **ANG OPS** 343.0 46.85 **BASE OPS** 306.8 **AR** 143.02 226.5 34.55
**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PNE.
**(T) TACAN** Chan 61 NXX (133.4) N40°11.67′ W75°08.78′ at fld. 357/10W. TACAN opr and monitored 1200–0400Z‡.
TACAN unusable:
010–030° at and blo 4,500′ byd 15 NM
070°–090° at and blo 4,500′ byd 15 NM
260°–280° at and blo 4,500′ byd 15 NM
**ASR/PAR** No–NOTAM PAR MP Mon 1300–2100Z‡.
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**WINGS FLD** (See PHILADELPHIA)

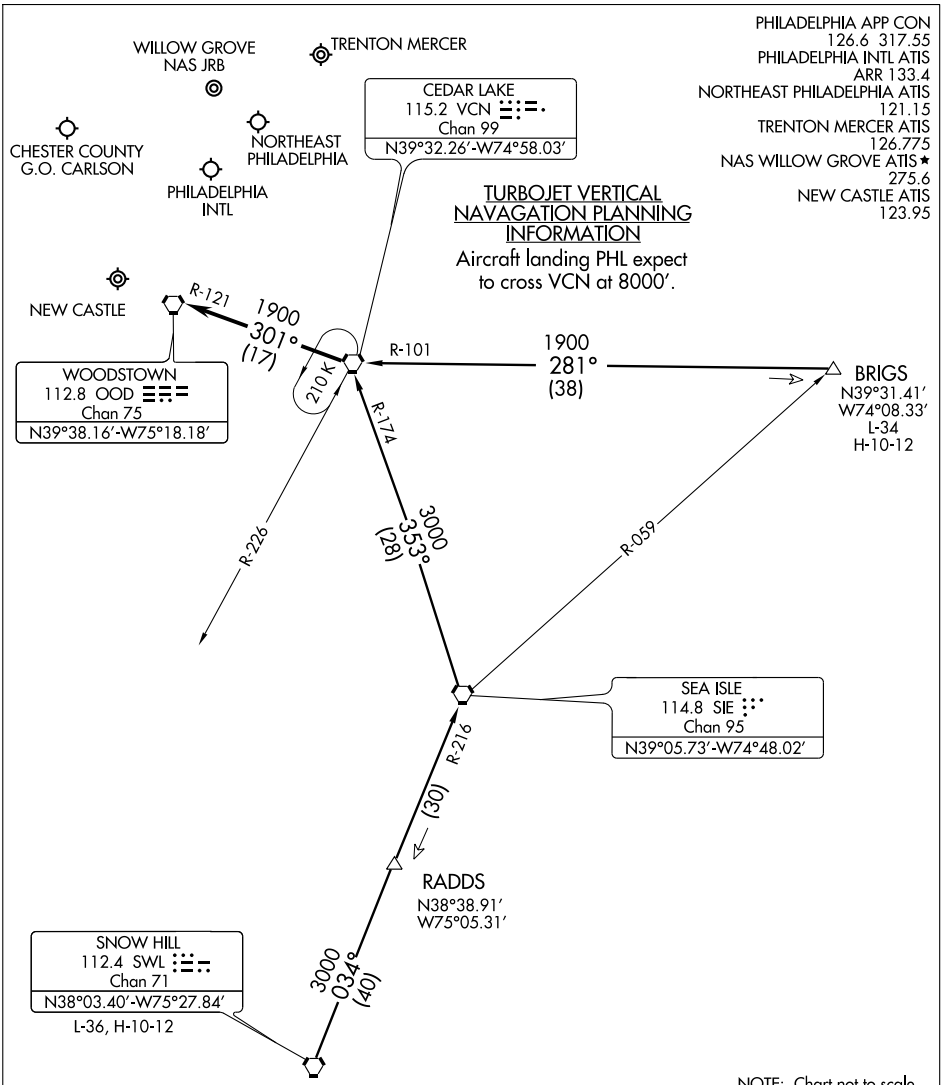
**W.P.H.S. HELIPORT** (See MOUNT PLEASANT)

**YARDLEY** N40°15.20′ W74°54.46′ NOTAM FILE IPT. **NEW YORK**
**(L) VOR/DME** 108.2 ARD Chan 19 082° 4.5 NM to Trenton Mercer, NJ. 300/10W. **H–10I, L–34G, A**
VOR portion unusable:
178° byd 5 NM
230°–238° byd 8 NM blo 3000′
250°–265° byd 17 NM blo 2500′
266°–280° byd 10 NM
281°–300° byd 17 NM blo 3000′
300°–353° byd 35 NM blo 3000′
DME portion unusable:
178° byd 5 NM
25°–275° byd 15 NM blo 2400′
225°–275° byd 30 NM blo 5000′
230°–238° byd 8 NM blo 3000′

# CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA






NE-4, 26 AUG 2010 to 23 SEP 2010

BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

# DUPONT FOUR ARRIVAL

(HEDGE.DPNT4) 08101

PHILADELPHIA, PENNSYLVANIA

FLAT ROCK TRANSITION (FAK.DPNT4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
GORDONSVILLE TRANSITION (GVE.DPNT4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-085 to HEDGE INT. Thence. . . .
PATUXENT TRANSITION (PXT.DPNT4): From over PXT VORTAC via PXT R-046 to HEDGE INT. Thence. . . .
. . . . From over HEDGE INT to CANNY INT via ENO R-226, then via DQO R-195 to TERRI INT. Expect radar vectors to final approach course prior to TERRI INT.

PHILADELPHIA APP CON
126.6 317.55
PHILADELPHIA INTL ATIS
ARR 133.4
NORTHEAST PHILADELPHIA ATIS
121.15
TRENTON MERCER ATIS
126.775
NAS WILLOW GROVE ATIS ★
275.6

NOTE: STAR applicable to TURBOJET AIRCRAFT only.
NOTE: PXT transition as assigned by ATC only.

DUPONT
114.0 DQO
Chan 87

WILLOW GROVE NAS JRB

TRENTON MERCER

NORTHEAST PHILADELPHIA

CHESTER COUNTY G.O. CARLSON

PHILADELPHIA INTL

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51

BALTIMORE
115.1 BAL
Chan 98

TERRI
N39°26.73′-W75°38.00′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 10,000′ and 250 Kts.

JAYBO
N38°51.29′-W76°01.41′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearing to cross at 15,000′.

CANNY
N39°03.67′
W75°40.68′

HEDGE
N38°53.54′
W75°50.24′

NOTTINGHAM
113.7 OTT
Chan 84
N38°42.35′-W76°44.68′

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′
L-34-36, H-10-12

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71′-W77°49.69′
L-36, H-10-12

PATUXENT
117.6 PXT
Chan 123
N38°17.27′
W76°24.01′
L-34-36, H-10-12

GARED
N38°41.67′-W76°01.37′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 13,000′.

SEA ISLE
114.8 SIE
Chan 95

WATERLOO
112.6 ATR
Chan 73

SNOW HILL
112.4 SWL
Chan 71

R-195 14 R-270 210K R-346 14 015° (23) R-226 13 R-246 R-276 R-265 R-289 046° (13) 25 (9) 45 (15) 82 085° (35) R-133 R-248 R-226 R-234 18,000 064° (78) 18,000 042° (87) 4000 046° (30) R-334

N

NOTE: Chart not to scale.

ST-320 (FAA)

# RNAV (GPS) RWY 15

WILLOW GROVE NAS JRB (KNXX)

| APCH CRS | Rwy ldg | 8002 |
|---|---|---|
| 154° | TDZE | 324 |
| | Arpt Elev | 358 |

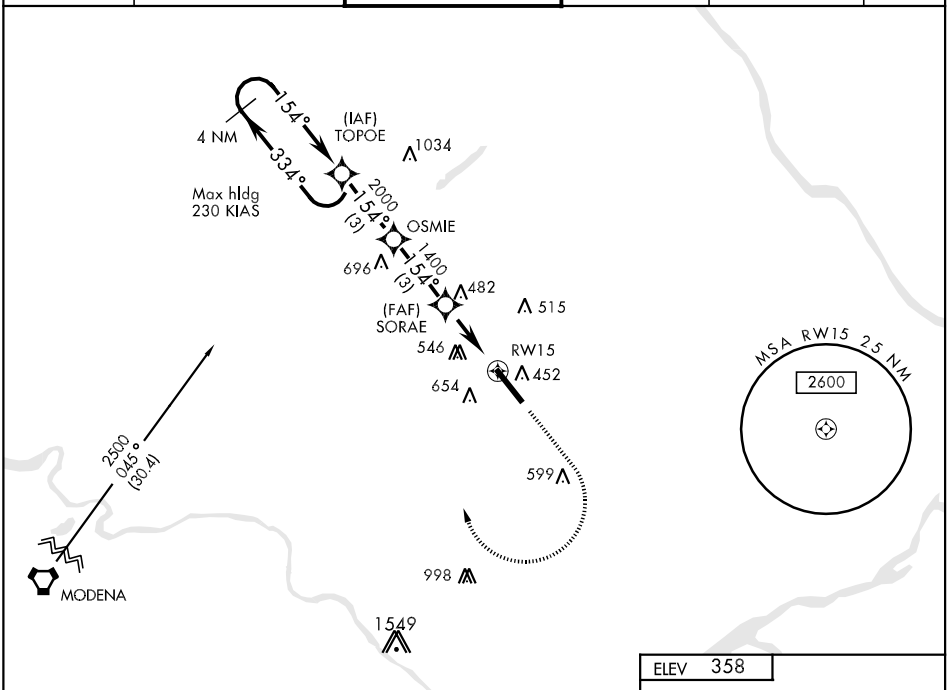
AL-598 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** When ALS inop, increase vis CAT ABCDE to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

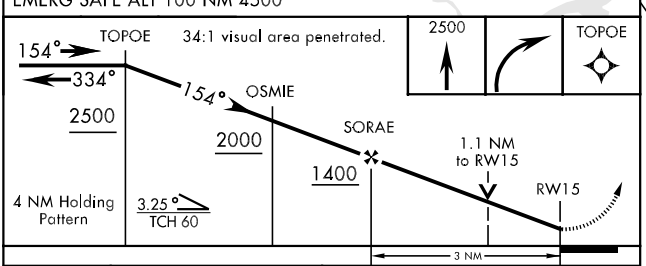
| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |

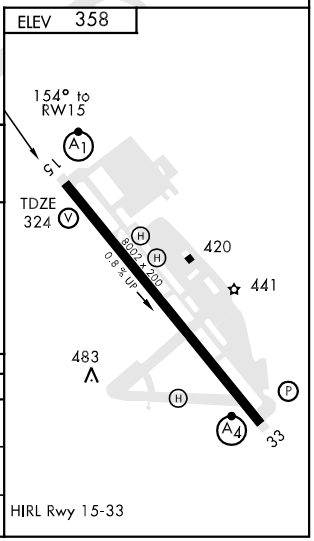



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 740-¾ | | 416 (500-¾) | | 740-1 416 (500-1) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 15** | 524-½ | | 200 (200-½) | | GS 3.25° |

# RNAV (GPS) RWY 33

WILLOW GROVE NAS JRB (KNXX)

| APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|
| 334° | 8002 | 358 | 358 |

AL-598 [USN]

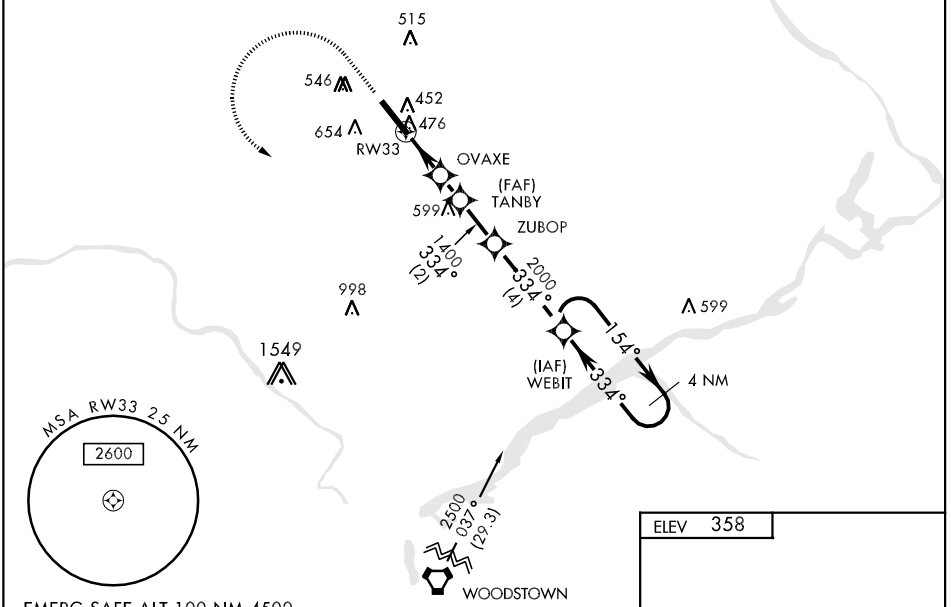
▼ * When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

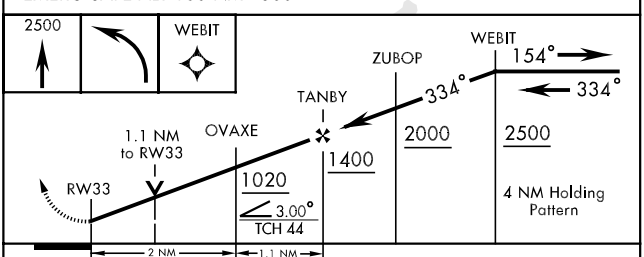
MALSF

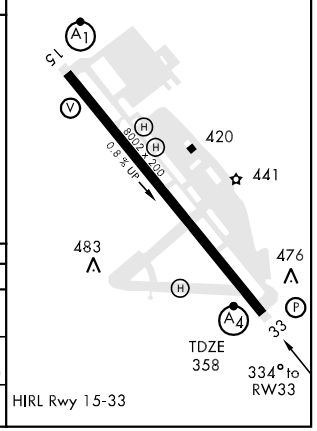
MISSED APPROACH: Climb to 2500 then turn left direct WEBIT and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |






| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 740-¾ | 382 (400-¾) | | 740-1 | 382 (400-1) |
| CIRCLING | 800-1<br>442 (500-1) | 960-1<br>602 (700-1) | 960-1¾<br>602 (700-1¾) | 960-2<br>602 (700-2) | 960-2¼<br>602(700-2¼) |
| S-PAR 15** | 558-½ | 200 (200-½) | 558-¾ | 200 (200-¾) | GS 3.0° |



NE-4, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 15

WILLOW GROVE NAS JRB (KNXX)

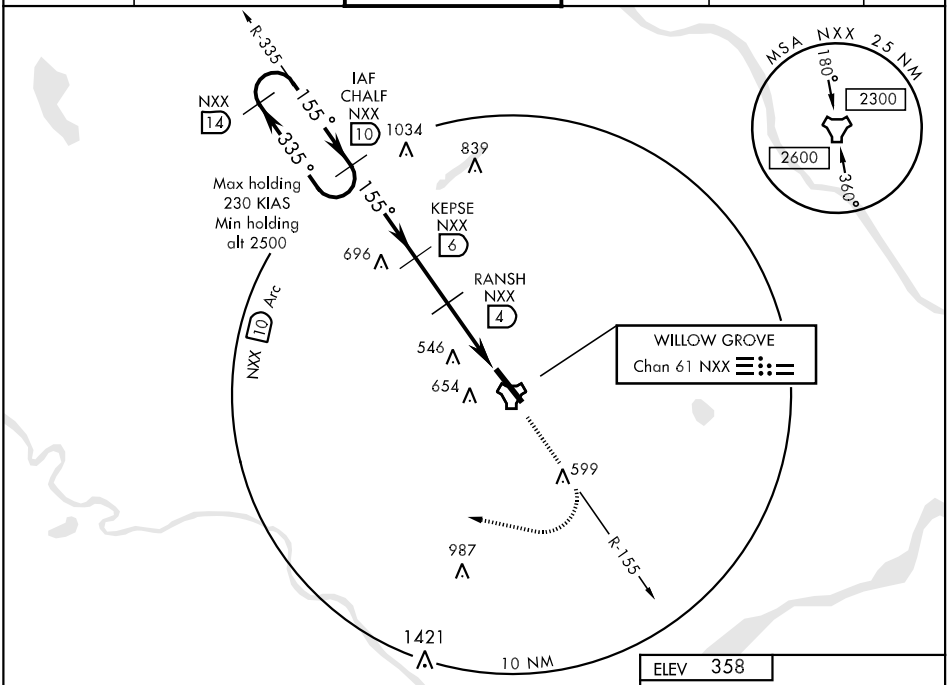
| TACAN NXX Chan 61 | APCH CRS 155° | Rwy ldg 8002 TDZE 324 Arpt Elev 358 | AL-598 [USN] |
|---|---|---|---|

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis to ¾ mile.

ALSF-1

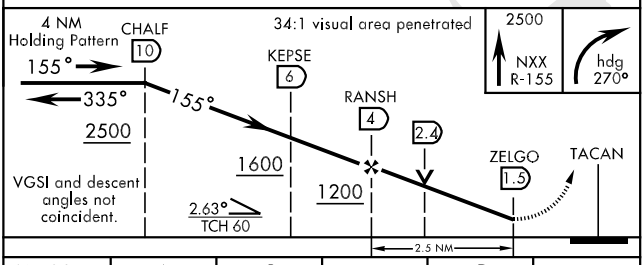
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |

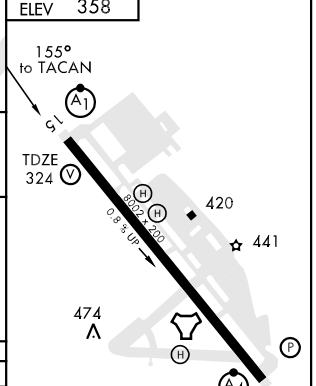



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 * | 800-¾ | 476 | (500-¾) | 800-1 476 (500-1) | 800-1¼ 476 (500-1¼) |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 15 ** | 524-½ | 200 | (200-½) | GS 3.25° | |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 33

WILLOW GROVE NAS JRB (KNXX)

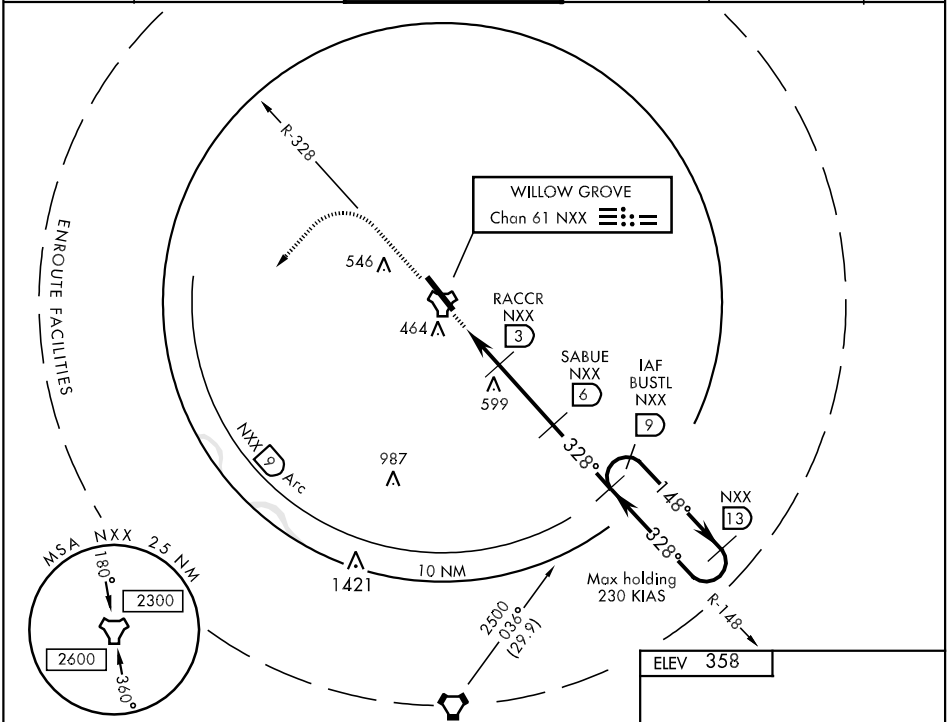
| TACAN NXX Chan 61 | APCH CRS 328° | Rwy ldg 8002 TDZE 358 Arpt Elev 358 | AL-598 [USN] |
|---|---|---|---|

▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles.
** When ALS inop, increase vis CAT AB to ¾ mile.

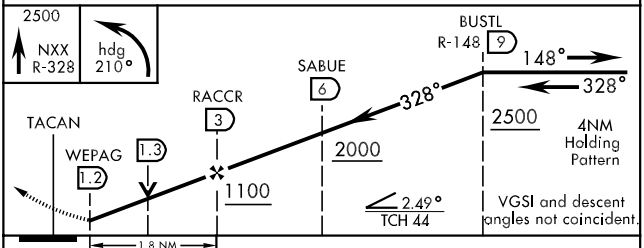
MALSF (A4)

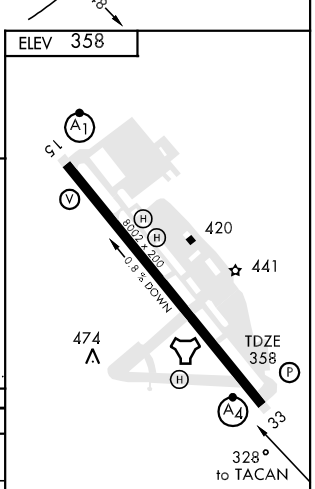
MISSED APPROACH: Climb to 2500 via NXX R-328. Then turn left heading 210° to join and arc SW via the NXX TACAN 9 mile arc to BUSTL and hold.

| ATIS ★ | PHILADELPHIA APP CON | WILLOW GROVE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 275.6 | 123.8 291.7 | 119.6 340.2 | 118.45 380.8 | 118.45 380.8 | |




EMERG SAFE ALT 100 NM 4500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 * | 720-¾ | 362 (400-¾) | | 720-1 362 (400-1) | |
| CIRCLING | 800-1 442 (500-1) | 960-1 602 (700-1) | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) | 960-2¼ 602(700-2¼) |
| S-PAR 33 ** | 558-½ 200 (200-½) | | 558-¾ 200 (200-¾) | GS 3.0° | |

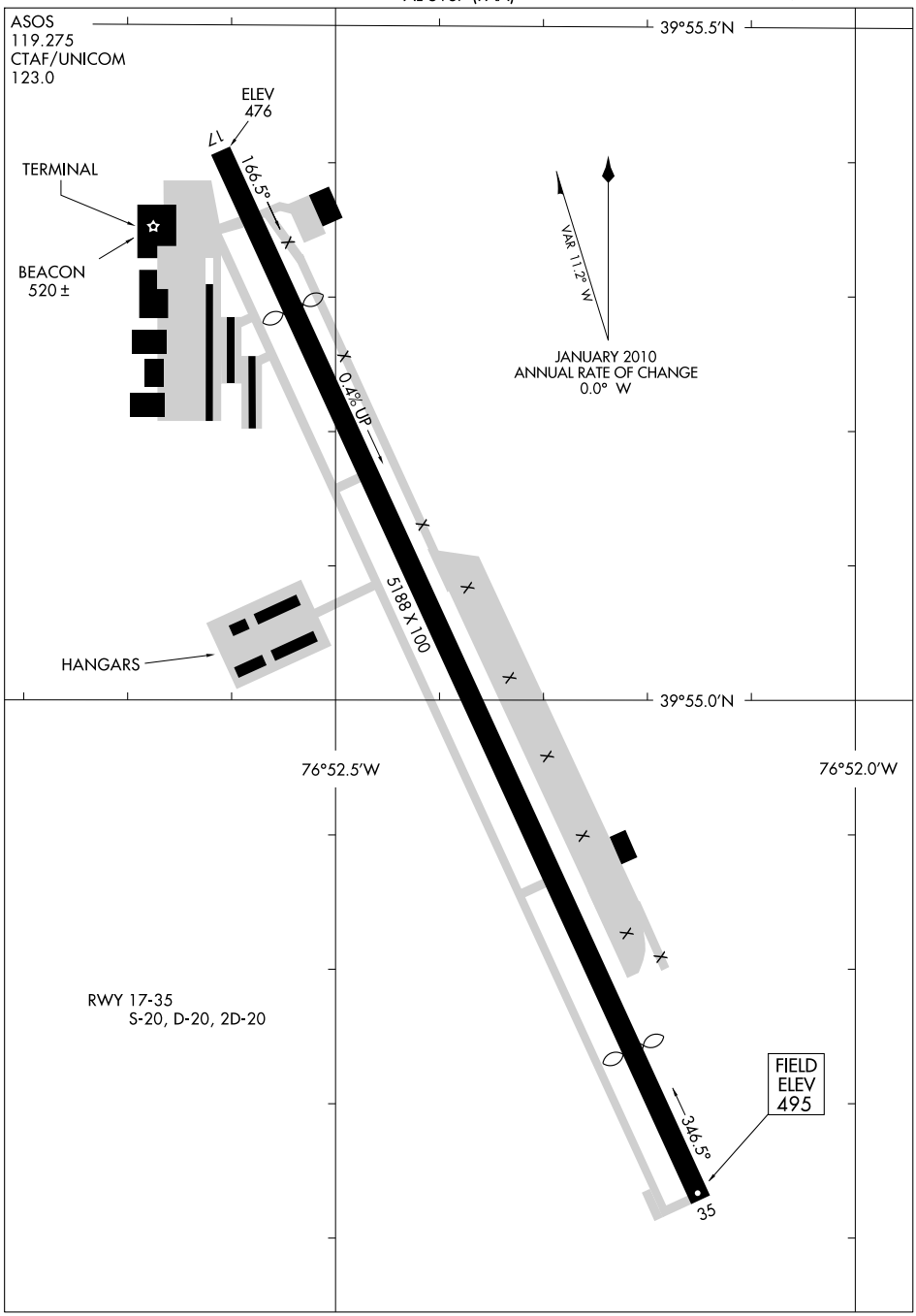


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

YORK (THV)
YORK, PENNSYLVANIA

AL-5137 (FAA)




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

**RWY 17–35:** H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

**RWY 17:** REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

**RWY 35:** REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

**AIRPORT REMARKS:** Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.275 (717) 792–5529.

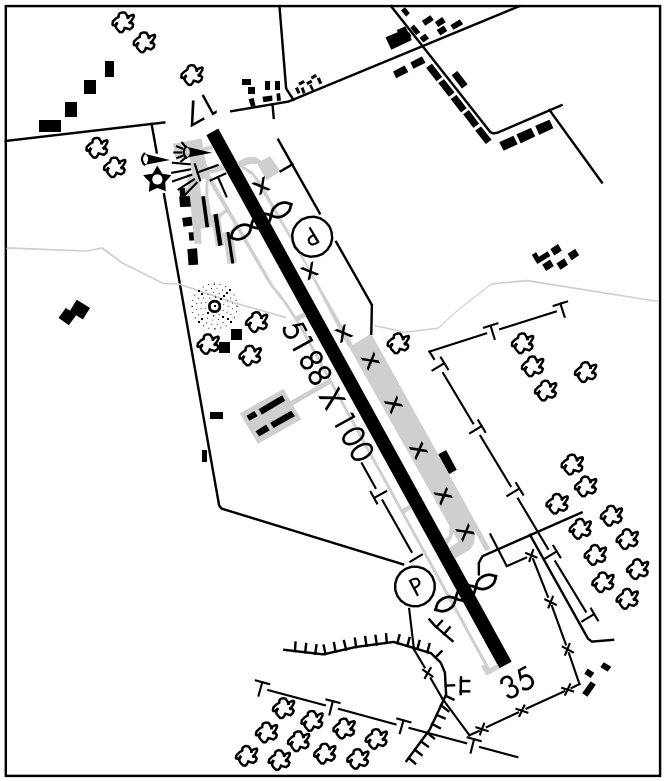
**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

**NDB (MHW)** 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.




## ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

**RWY 17–35:** H4933X75 (ASPH) MIRL

**RWY 17:** Thld dsplcd 551′. Hill.

**RWY 35:** Thld dsplcd 282′. REIL. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 17:** TORA–4241 TODA–5056 ASDA–4932 LDA–4382

**RWY 35:** TORA–4932 TODA–4932 ASDA–4632 LDA–4352

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors.

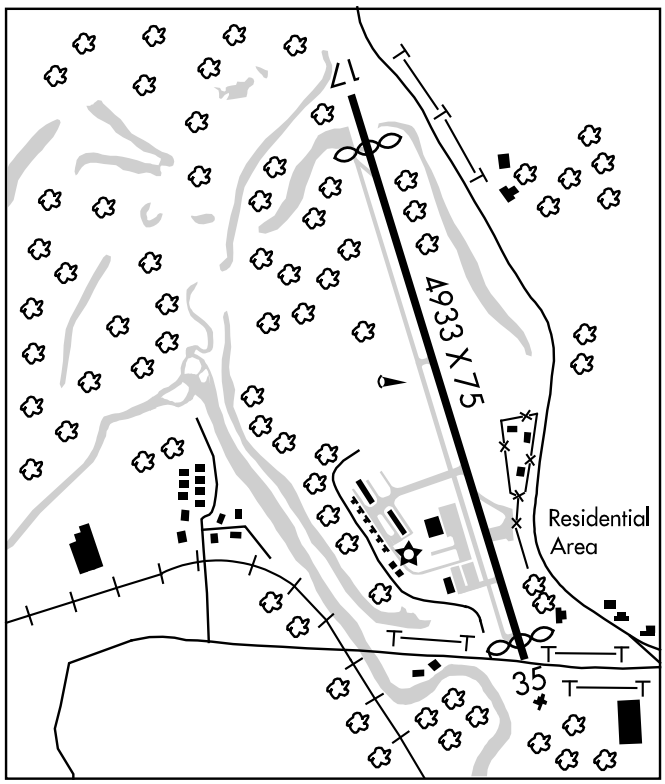
**WEATHER DATA SOURCES:** ASOS 118.45 (724) 452–5304.

**COMMUNICATIONS: CTAF** 122.9

**PITTSBURGH APP/DEP CON** 124.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



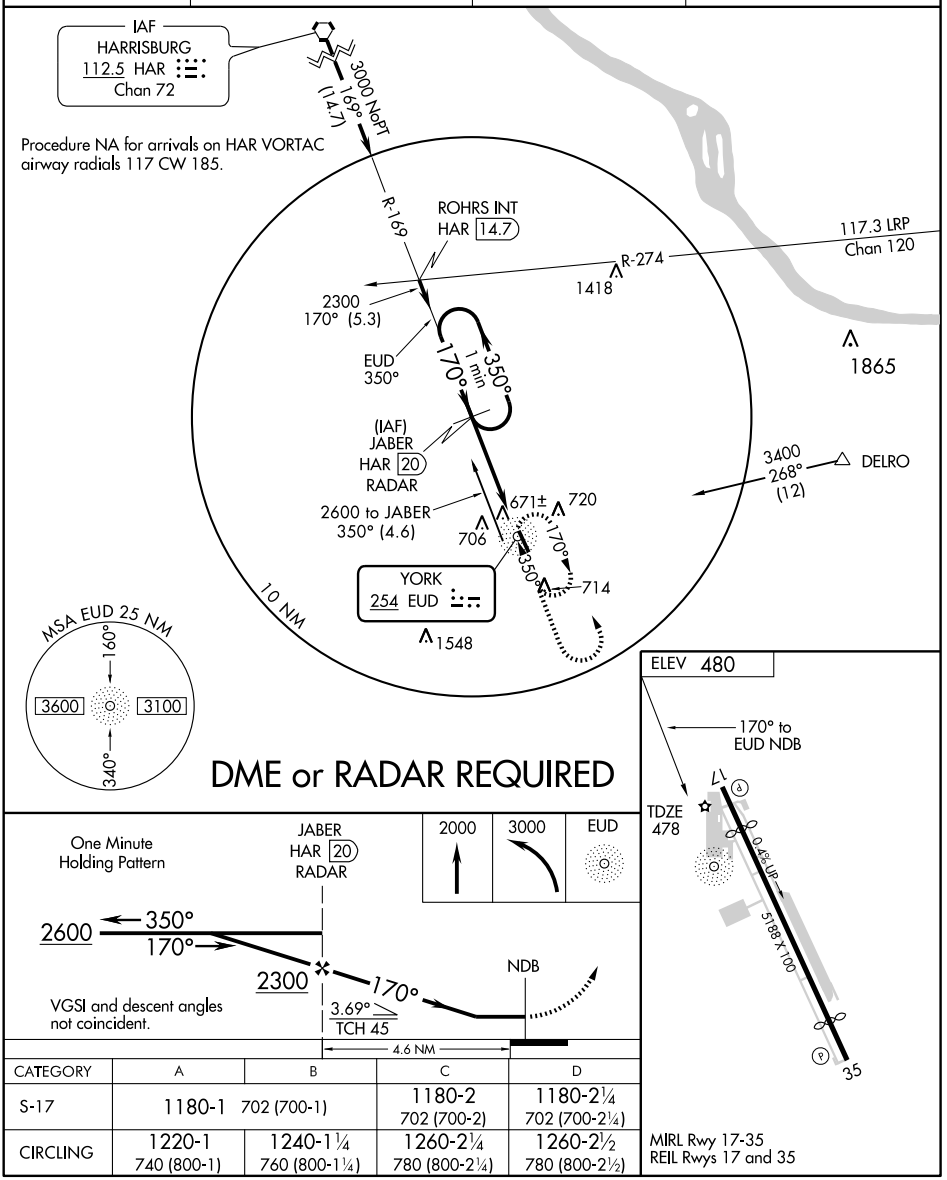
| NDB EUD 254 | APP CRS 170° | Rwy Idg 4394<br>TDZE 478<br>Apt Elev 480 |
|---|---|---|

# NDB RWY 17
YORK (THV)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.

| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1180-1 702 (700-1) | | 1180-2 702 (700-2) | 1180-2¼ 702 (700-2¼) |
| CIRCLING | 1220-1 740 (800-1) | 1240-1¼ 760 (800-1¼) | 1260-2¼ 780 (800-2¼) | 1260-2½ 780 (800-2½) |

MIRL Rwy 17-35
REIL Rwys 17 and 35



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 17

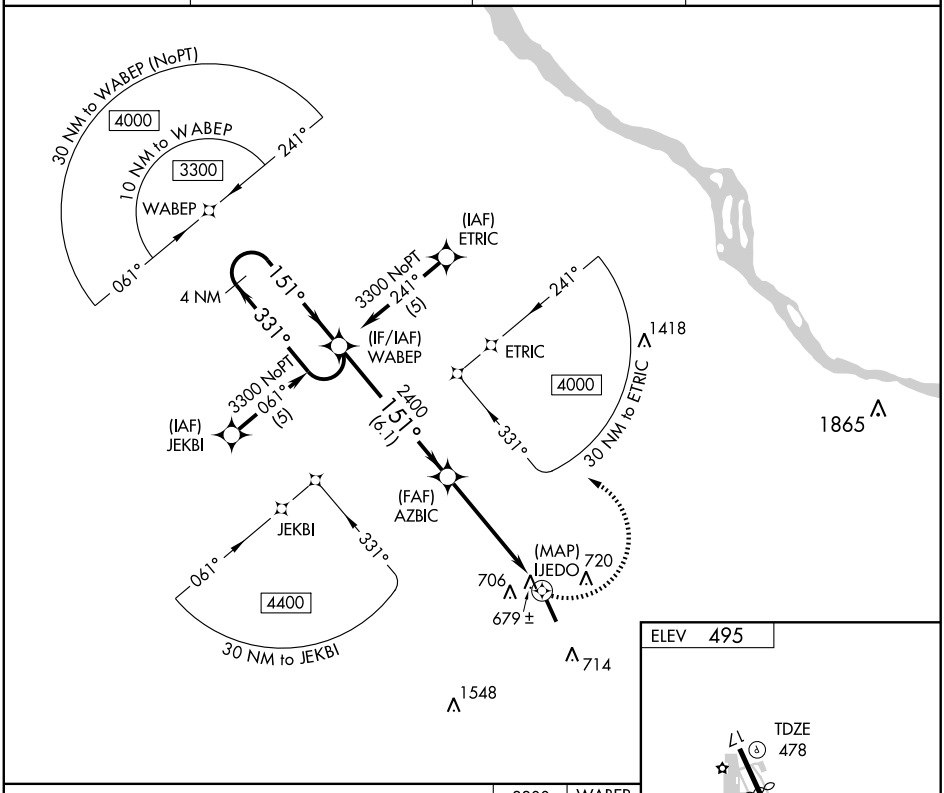
YORK (THV)

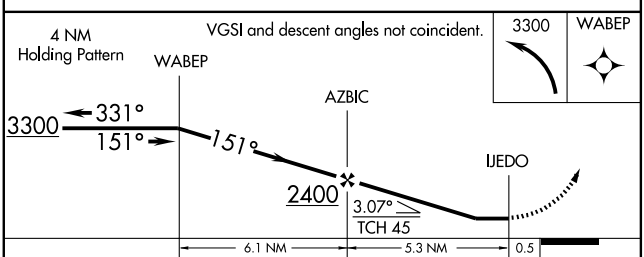
| APP CRS | Rwy Idg | 4394 |
|---|---|---|
| 151° | TDZE | 478 |
| | Apt Elev | 495 |

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

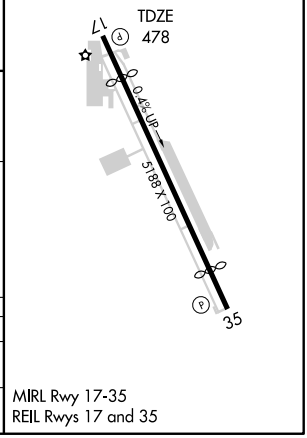
MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 462 (500-1) | | 940-1¼ 462 (500-1¼) | 940-1½ 462 (500-1½) |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2¼ 765 (800-2¼) | 1260-2½ 765 (800-2½) |




MIRL Rwy 17-35
REIL Rwys 17 and 35



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 35

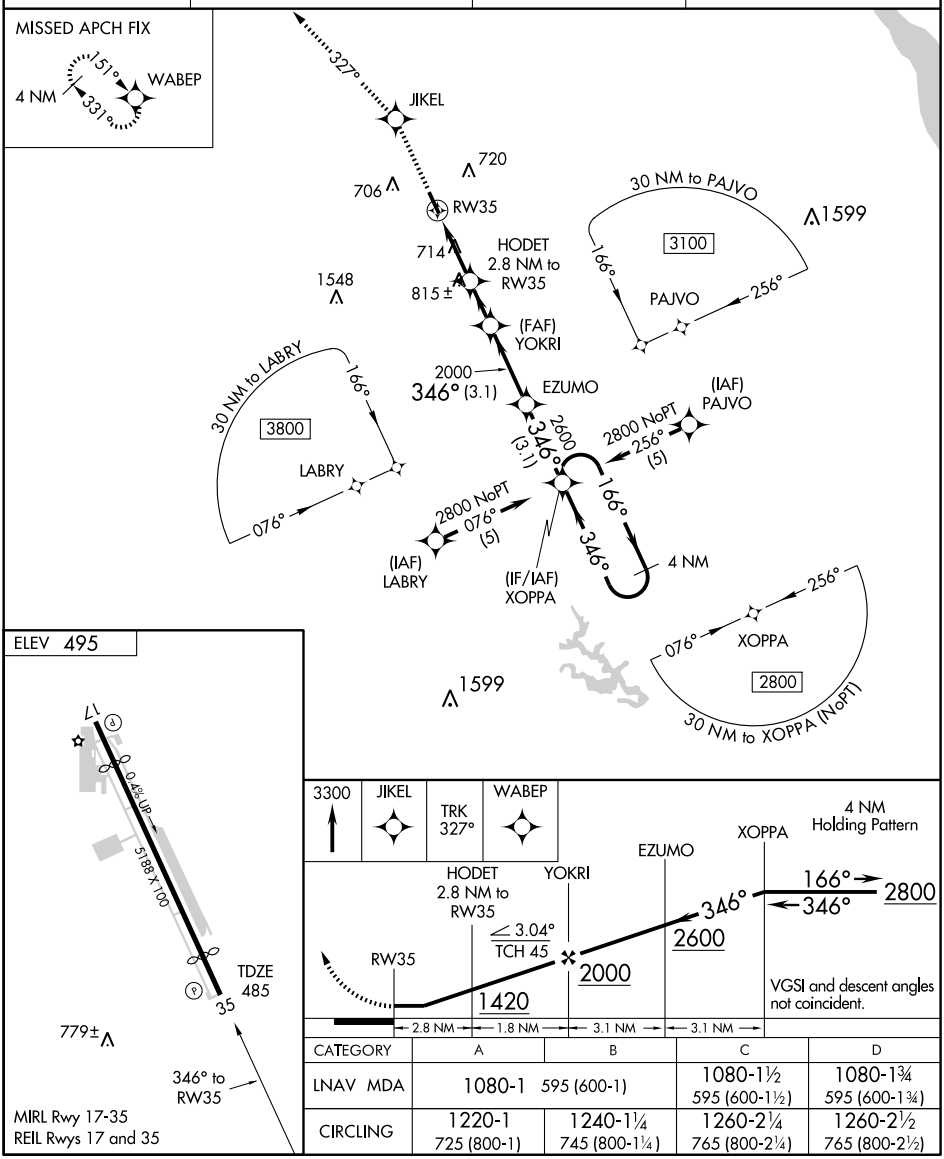
YORK (THV)

| APP CRS | Rwy Idg | 4449 |
|---|---|---|
| 346° | TDZE | 485 |
| | Apt Elev | 495 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

| ASOS | HARRISBURG APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.1 273.525 | 121.65 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 595 (600-1) | | 1080-1½ 595 (600-1½) | 1080-1¾ 595 (600-1¾) |
| CIRCLING | 1220-1 725 (800-1) | 1240-1¼ 745 (800-1¼) | 1260-2¼ 765 (800-2¼) | 1260-2½ 765 (800-2½) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## YORK (THV) 7 SW UTC−5(−4DT) N39°55.02′ W76°52.38′

WASHINGTON
H–10H, 12I, L–29E, 34F, A
IAP, AD

495 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE THV

**RWY 17–35:** H5188X100 (ASPH) S–20, D–20, 2D–20 MIRL 0.4% up SE.

**RWY 17:** REIL. PAPI(P4L)—GA 4.5° TCH 20′. Thld dsplcd 794′. Pole.

**RWY 35:** REIL. PAPI(P4L)—GA 3.75° TCH 23′. Thld dsplcd 739′. Pole.

**AIRPORT REMARKS:** Attended May–Sep 1100–0100Z‡, Oct–Apr 1200–2300Z‡. Twy clsd to acft with wingspan over 60′. Rwy 35 lgtd obstruction pole within 60′ of controlling obstruction. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.275 (717) 792–5529.

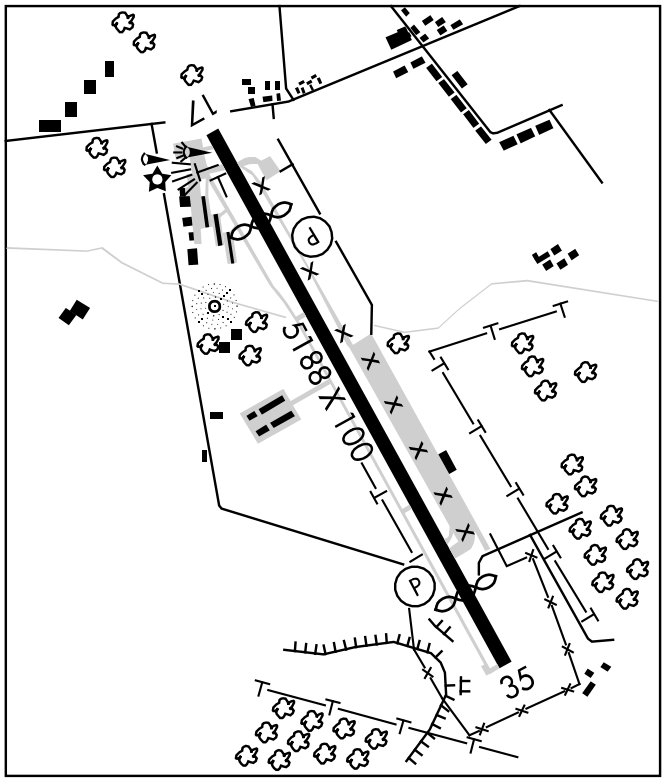
**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **HARRISBURG APP/DEP CON.** 124.1 **CLNC DEL** 121.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

**HARRISBURG (L) VORTAC** 112.5 HAR Chan 72 N40°18.13′ W77°04.17′ 169° 24.8 NM to fld. 1301/10W.

**NDB (MHW)** 254 EUD N39°55.20′ W76°52.65′ at fld. NOTAM FILE THV.




## ZELIENOPLE MUNI (PJC) 1 W UTC−5(−4DT) N40°48.12′ W80°09.65′

DETROIT
L–29C
IAP

898 B S2 **FUEL** 100LL, JET A OX 2, 3 NOTAM FILE AOO

**RWY 17–35:** H4933X75 (ASPH) MIRL

**RWY 17:** Thld dsplcd 551′. Hill.

**RWY 35:** Thld dsplcd 282′. REIL. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 17:** TORA–4241 TODA–5056 ASDA–4932 LDA–4382

**RWY 35:** TORA–4932 TODA–4932 ASDA–4632 LDA–4352

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. For attendant Sat–Sun call 724–452–4719. Deer and geese on and invof rwy. Rwy 17 has +78′ lgtd power pole on hill. Rwy 17–35 transverse crack near Twy A2. MIRL Rwy 17–35 opr dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors.

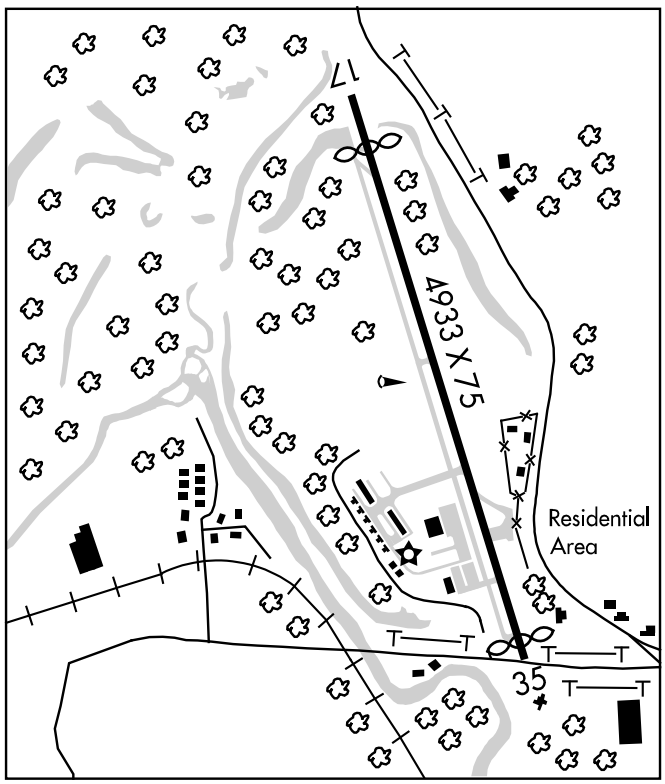
**WEATHER DATA SOURCES:** ASOS 118.45 (724) 452–5304.

**COMMUNICATIONS: CTAF** 122.9

**PITTSBURGH APP/DEP CON** 124.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105 N40°49.50′ W80°12.69′ 129° 2.7 NM to fld. 1227/08W.



# RNAV (GPS) RWY 17

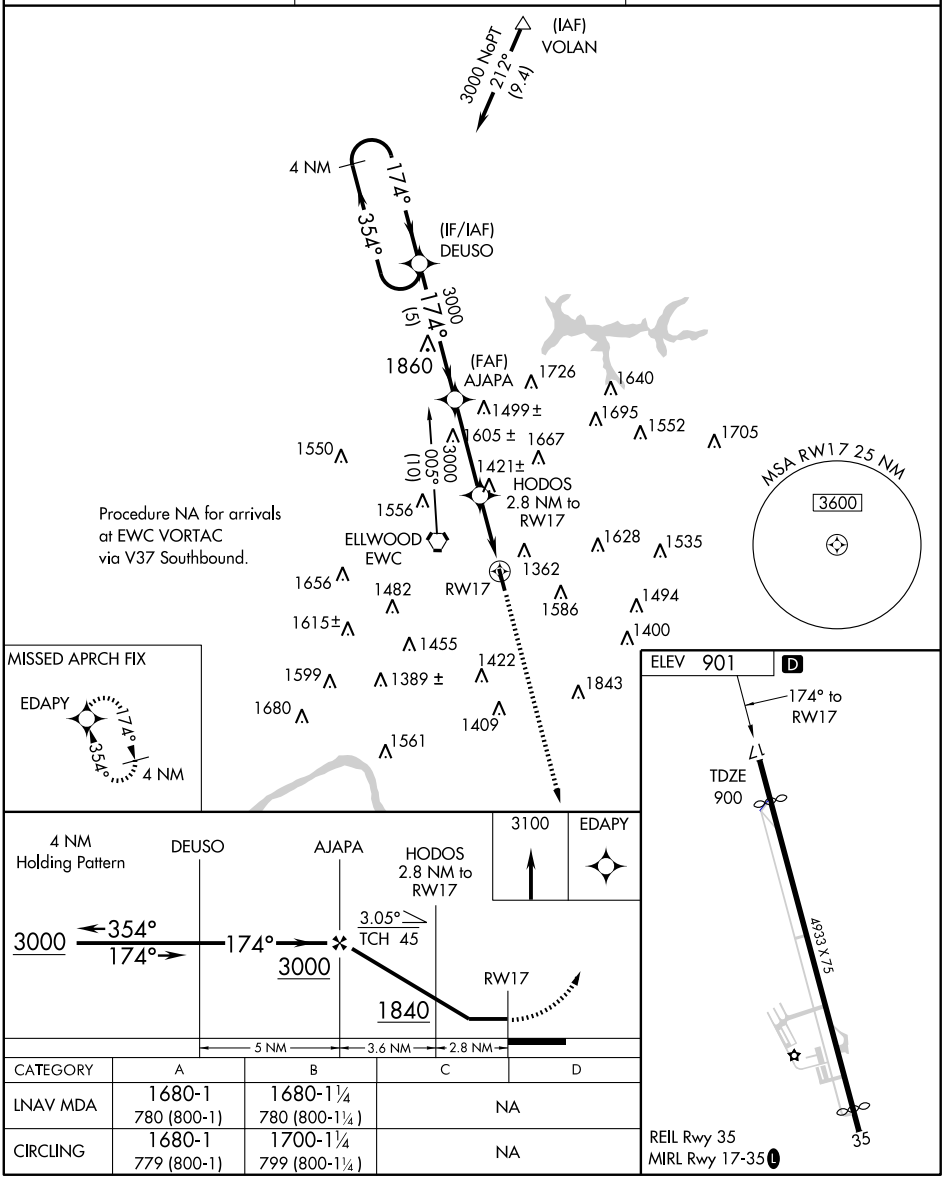
## ZELIENOPLE MUNI (PJC)

| APP CRS | Rwy Idg | 4382 |
|---|---|---|
| 174° | TDZE | 900 |
| | Apt Elev | 901 |

DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

| ASOS | PITTSBURGH APP CON | CTAF |
|---|---|---|
| 118.45 | 124.75 338.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1<br>780 (800-1) | 1680-1¼<br>780 (800-1¼) | NA | |
| CIRCLING | 1680-1<br>779 (800-1) | 1700-1¼<br>799 (800-1¼) | NA | |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 35

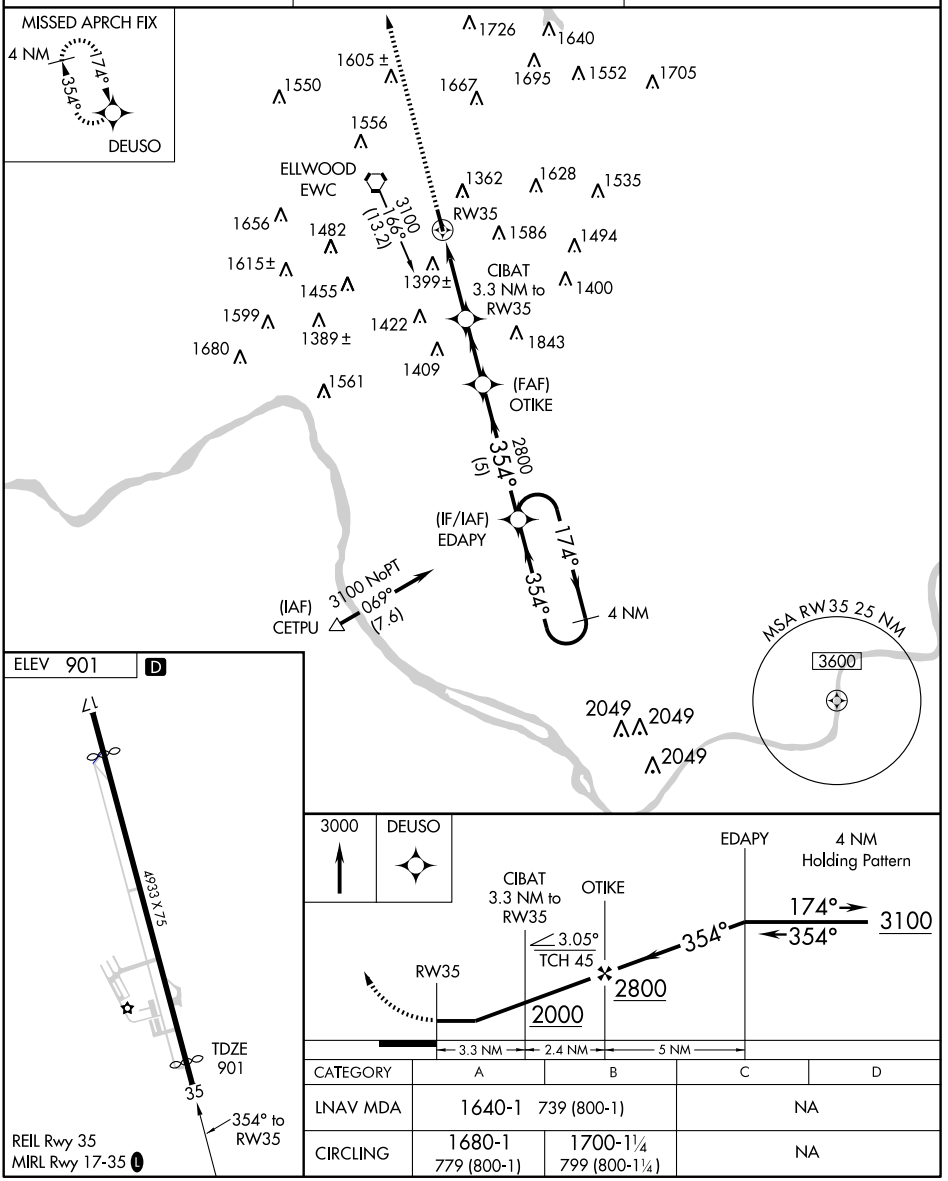
ZELIENOPLE MUNI (PJC)

| APP CRS | Rwy Idg | 4352 |
|---|---|---|
| 354° | TDZE | 901 |
| | Apt Elev | 901 |

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17 NA at night. When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

| ASOS | PITTSBURGH APP CON | CTAF |
|---|---|---|
| 118.45 | 124.75 338.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 739 (800-1) | | NA | |
| CIRCLING | 1680-1 779 (800-1) | 1700-1¼ 799 (800-1¼) | NA | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


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NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


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**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

26 AUG 2010 to 23 SEP 2010

**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



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### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


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## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

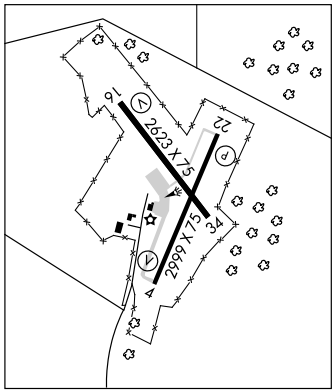

26 AUG 2010 to 23 SEP 2010

**ARMIN** N41°48.62′ W71°21.19′ NOTAM FILE PVD.
**NDB (LOM)** 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

**BLOCK ISLAND STATE** (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
**RWY 10–28:** H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
**RWY 10:** MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
**AIRPORT REMARKS:** Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
**WEATHER DATA SOURCES:** AWOS–3 134.775 (401) 466–5495.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BID.
**SANDY POINT (L) VORW/DME** 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

**DOWNTOWN PROVIDENCE HELISTOP** (See PROVIDENCE)

**NEWPORT STATE** (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
**RWY 04–22:** H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
**RWY 04:** VASI(V4L)—GA 4.0°TCH 51′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
**RWY 16–34:** H2623X75 (ASPH) S–30 MIRL 0.6% up S
**RWY 16:** VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys 'A' 'B' 'C' and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
**WEATHER DATA SOURCES:** ASOS 132.075 (401) 846–5910.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
**HIWAS.**
**ILS/DME** 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.




**NORTH CENTRAL STATE** (See PAWTUCKET)

# RNAV (GPS) RWY 10

BLOCK ISLAND STATE (BID)

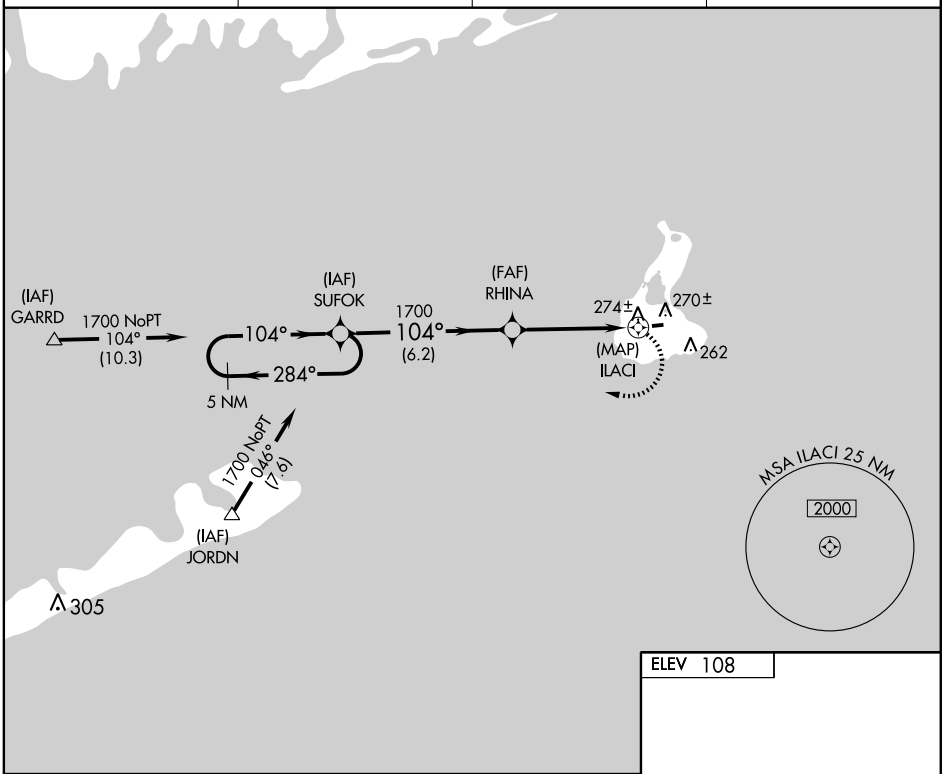
| APP CRS | Rwy Idg | 2502 |
|---|---|---|
| 104° | TDZE | 108 |
| | Apt Elev | 108 |

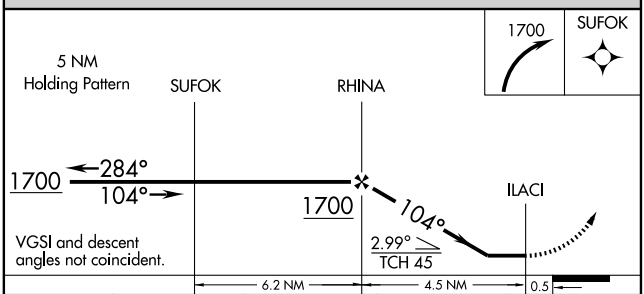
T NA — Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA.

MALSF

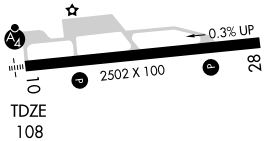
MISSED APPROACH: Climbing right turn to 1700 direct SUFOK WP and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




ELEV 108




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700- ¾ 592 (600- ¾) | | 700-1½ 592 (600-1½) | NA |
| CIRCLING | 700-1 592 (600-1) | | 700-1½ 592 (600-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 2502 |
|---|---|---|---|
| CH 70501 | 279° | TDZE | 108 |
| W28A | | Apt Elev | 108 |

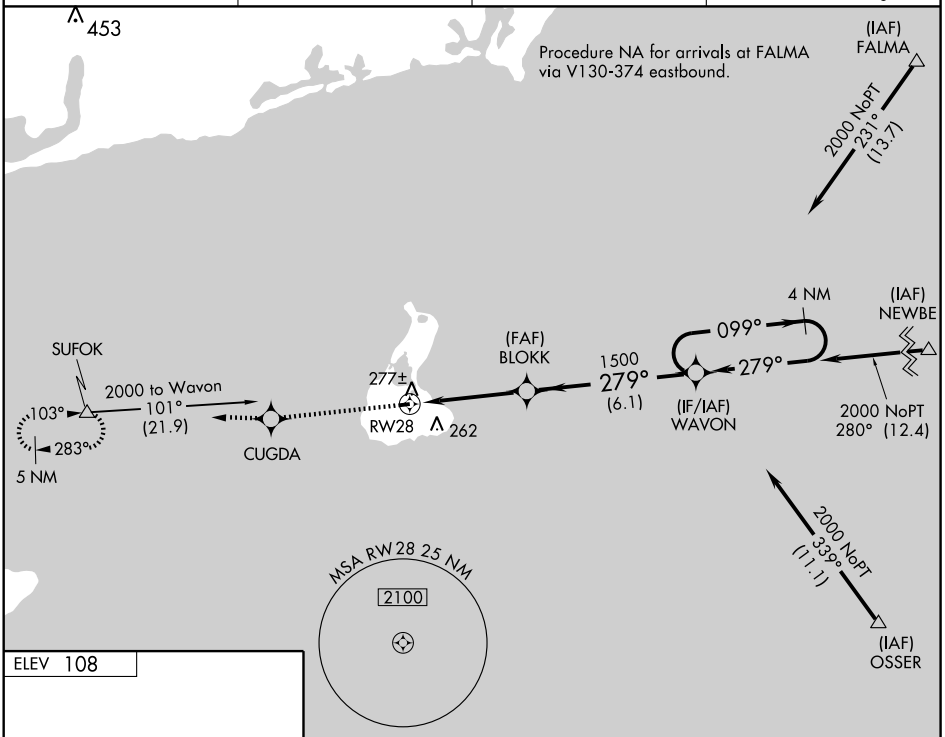
# RNAV (GPS) RWY 28

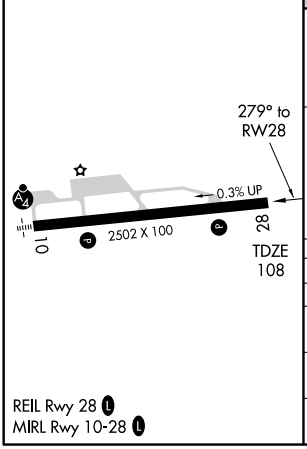
BLOCK ISLAND STATE (BID)

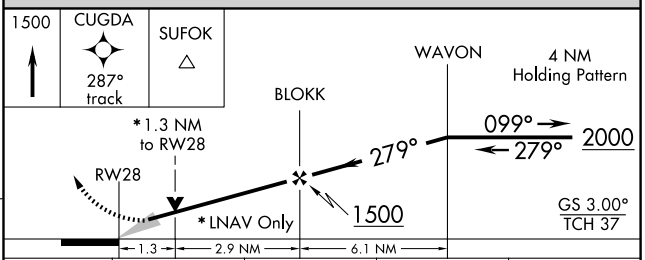
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Westerly State altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Westerly State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 96°C (205°F).

MISSED APPROACH: Climb to 1500 direct CUGDA and via 287° track to SUFOK and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 358-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 570-1¾ 462 (500-1¾) | | | NA |
| LNAV MDA | 540-1 432 (500-1) | | 540-1¼ 432 (500-1¼) | NA |
| CIRCLING | 580-1 472 (500-1) | | 580-1½ 472 (500-1½) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SEY | APP CRS | Rwy Idg | 2502 |
|---|---|---|---|
| 117.8 | 104° | TDZE | 109 |
| Chan 125 | | Apt Elev | 109 |

# VOR/DME RWY 10

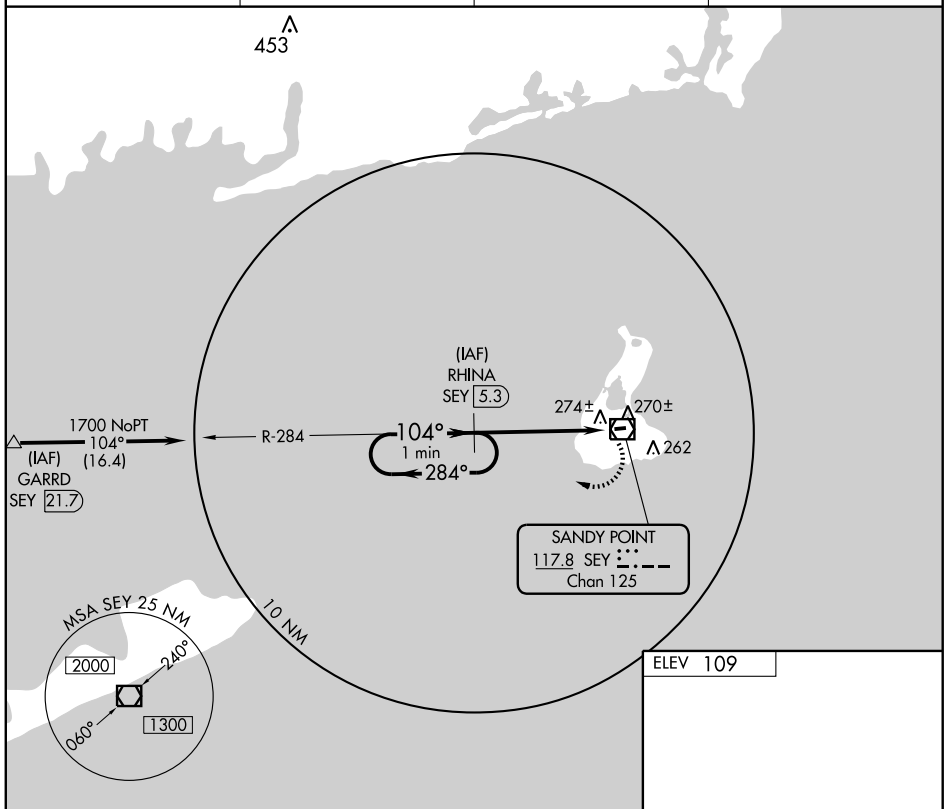
## BLOCK ISLAND STATE (BID)

Inoperative table does not apply to Cat C.

MALSF

MISSED APPROACH: Climbing right turn to 1700 via heading 300° and SEY R-284 to RHINA/SEY 5.3 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 540- ¾ 431 (500- ¾) | | 540-1¼ 431 (500-1¼) | NA |
| CIRCLING | 580-1 471 (500-1) | | 580-1½ 471 (500-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME SEY | APP CRS | Rwy Idg | 2502 |
|---|---|---|---|
| 117.8 | 274° | TDZE | 108 |
| Chan 125 | | Apt Elev | 108 |

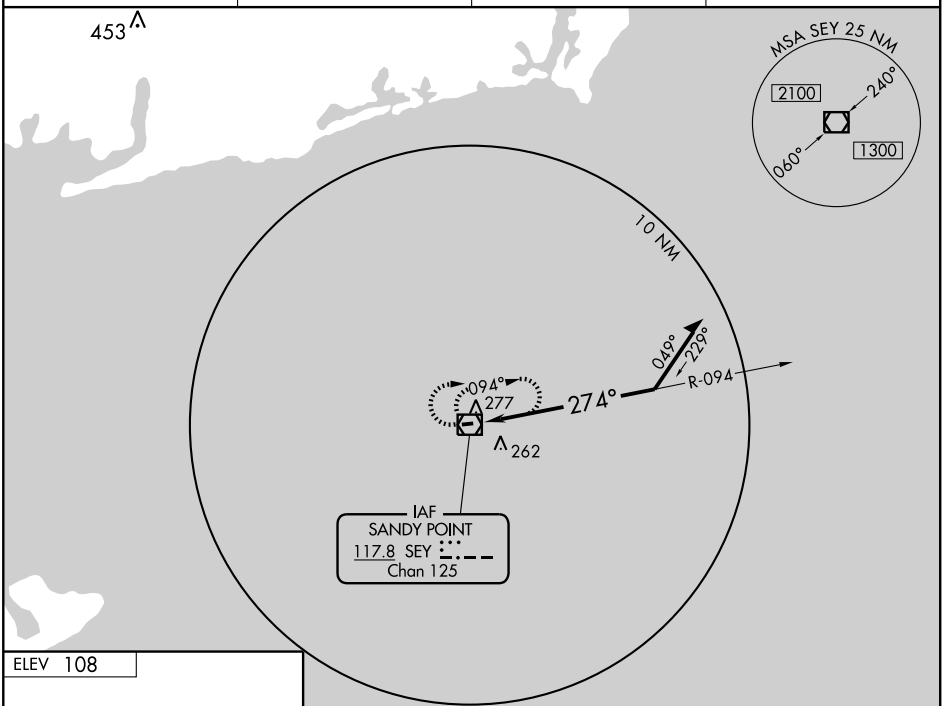
# VOR RWY 28

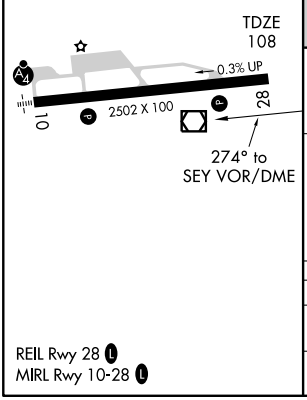
## BLOCK ISLAND STATE (BID)

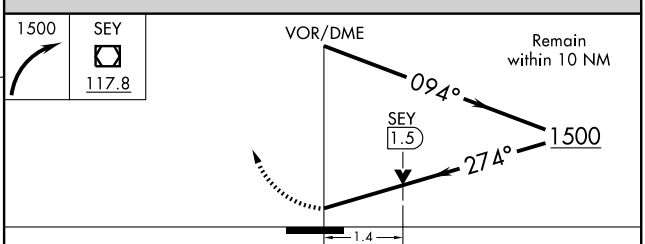
Visibility reduction by helicopters NA. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet and S-28 Cat C visibility ¼ mile. VDP NA when using Westerly State altimeter setting.

MISSED APPROACH: Climbing right turn to 1500 in SEY VOR/DME holding pattern.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.775 | 125.75 319.2 | 120.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 580-1 | 472 (500-1) | 580-1¼ 472 (500-1¼) | NA |
| CIRCLING | 580-1 | 472 (500-1) | 580-1½ 472 (500-1½) | NA |

REIL Rwy 28 L
MIRL Rwy 10-28 L



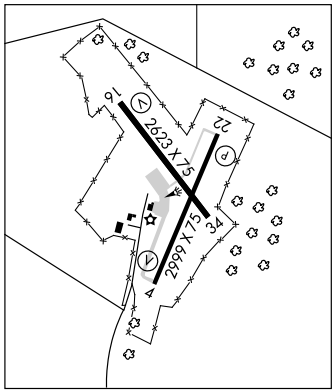
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**ARMIN** N41°48.62′ W71°21.19′ NOTAM FILE PVD.
**NDB (LOM)** 356 AR 228° 6.2 NM to Theodore Francis Green State. Unmonitored when twr closed.

**BLOCK ISLAND STATE** (BID) 1 W UTC−5(−4DT) N41°10.09′ W71°34.67′ **NEW YORK**
108 B NOTAM FILE BID **L–33C**
**RWY 10–28:** H2502X100 (ASPH) S–30 MIRL 0.3% up W **IAP**
**RWY 10:** MALSF. PAPI(P4R)—GA 3.0°TCH 40′. Trees. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 35′.
**AIRPORT REMARKS:** Attended May–Oct Sun–Thur 1300–0000Z‡, Fri–Sat 1300–0130Z‡, Nov–Apr 1300–2100Z‡. Deer and birds on and invof arpt. Obstructions–lighted towers 1 NM north east of airport ½ NM apart. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–466–5511. ACTIVATE MIRL Rwy 10–28; MALSF Rwy 10 and REIL and PAPI Rwy 10 and Rwy 28—CTAF. Arpt parking and safety brief avbl on landing 122.85 MHz or call 401–466–5511. Ldg fee: commercial and non Rhode Island registered acft. Overnight parking fee.
**WEATHER DATA SOURCES:** AWOS–3 134.775 (401) 466–5495.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 120.1
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BID.
**SANDY POINT (L) VORW/DME** 117.8 SEY Chan 125 N41°10.05′ W71°34.56′ at fld. 100/15W.

**DOWNTOWN PROVIDENCE HELISTOP** (See PROVIDENCE)

**NEWPORT STATE** (UUU) 2 NE UTC−5(−4DT) N41°31.95′ W71°16.89′ **NEW YORK**
172 B S4 **FUEL** 100LL NOTAM FILE UUU **L–33C**
**RWY 04–22:** H2999X75 (ASPH) S–30 MIRL 0.8% up NE **IAP**
**RWY 04:** VASI(V4L)—GA 4.0°TCH 51′. Trees.
**RWY 22:** REIL. PAPI(P4L)—GA 4.0° TCH 30′. Trees.
**RWY 16–34:** H2623X75 (ASPH) S–30 MIRL 0.6% up S
**RWY 16:** VASI(V4L)—GA 3.75°TCH 40′. Trees. **RWY 34:** Trees.
**AIRPORT REMARKS:** Attended Nov–Apr 1300–2130Z‡, May–Oct 1300–2300Z‡. Fuel avbl 24 hrs by credit card. Parachute Jumping. Deer and birds on and invof arpt. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. PPR required for jet acft. Arpt located in noise sensitive area. Populated areas to the south. Noise abatement procedures in effect, ctc arpt manager 401–846–9400 for more information. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34; REIL Rwy 22 Twys 'A' 'B' 'C' and ramp area—CTAF. Overngt parking fee. Ldg fee commercial and non Rhode Island registered acft.
**WEATHER DATA SOURCES:** ASOS 132.075 (401) 846–5910.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡) **CLNC DEL** 127.25
**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 164° 13.3 NM to fld. 49/14W.
**HIWAS.**
**ILS/DME** 108.5 I–OTI CHAN 22 Rwy 22. LOC only. LOC unmonitored.




**NORTH CENTRAL STATE** (See PAWTUCKET)

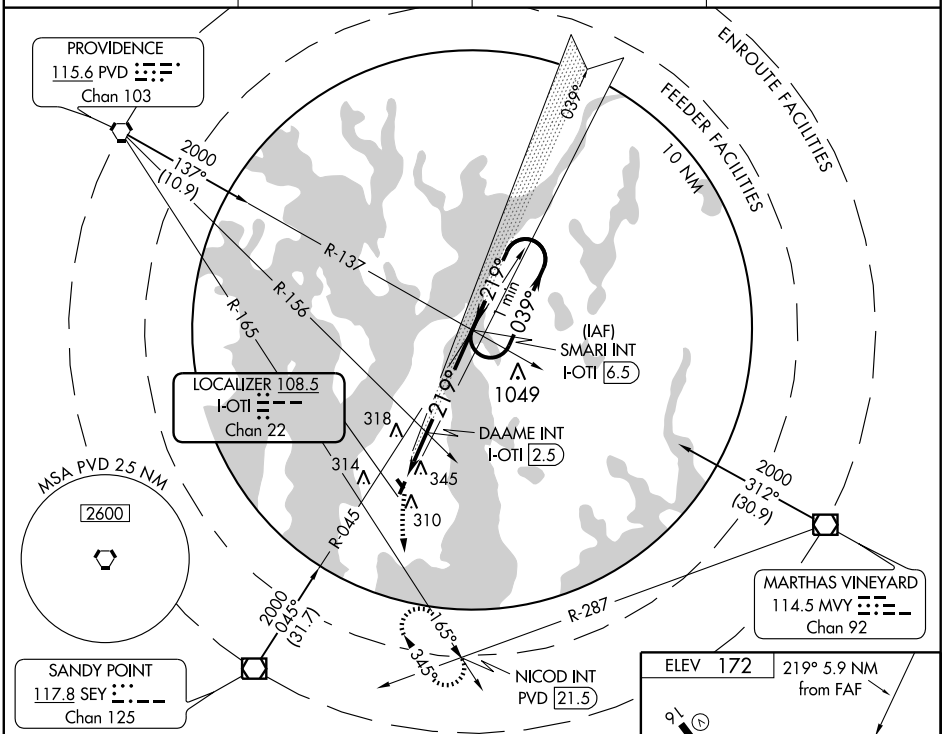
| LOC/DME I-OTI | APP CRS | Rwy Idg 2999 |
|---|---|---|
| 108.5 | 219° | TDZE 172 |
| Chan 22 | | Apt Elev 172 |

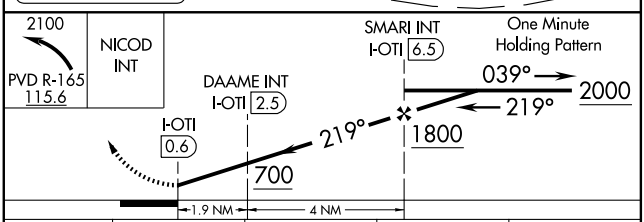
# LOC RWY 22
## NEWPORT STATE (UUU)

NA

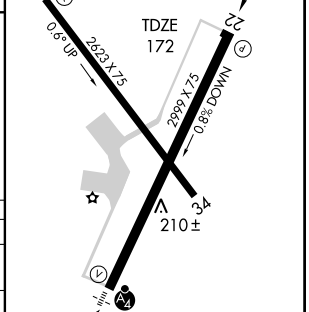
MISSED APPROACH: Climbing left turn to 2100 via PVD VORTAC R-165 to NICOD Int/21.5 DME and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 700-1 | 528 (600-1) | 700-1½ 528 (600-1½) | NA |
| CIRCLING | 760-1 | 588 (600-1) | 760-1½ 588 (600-1½) | NA |
| DAAME FIX MINIMUMS | | | | |
| S-22 | 640-1 | 468 (500-1) | 640-1¼ 468 (500-1¼) | NA |
| CIRCLING | 760-1 | 588 (600-1) | 760-1½ 588 (600-1½) | NA |




REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 16

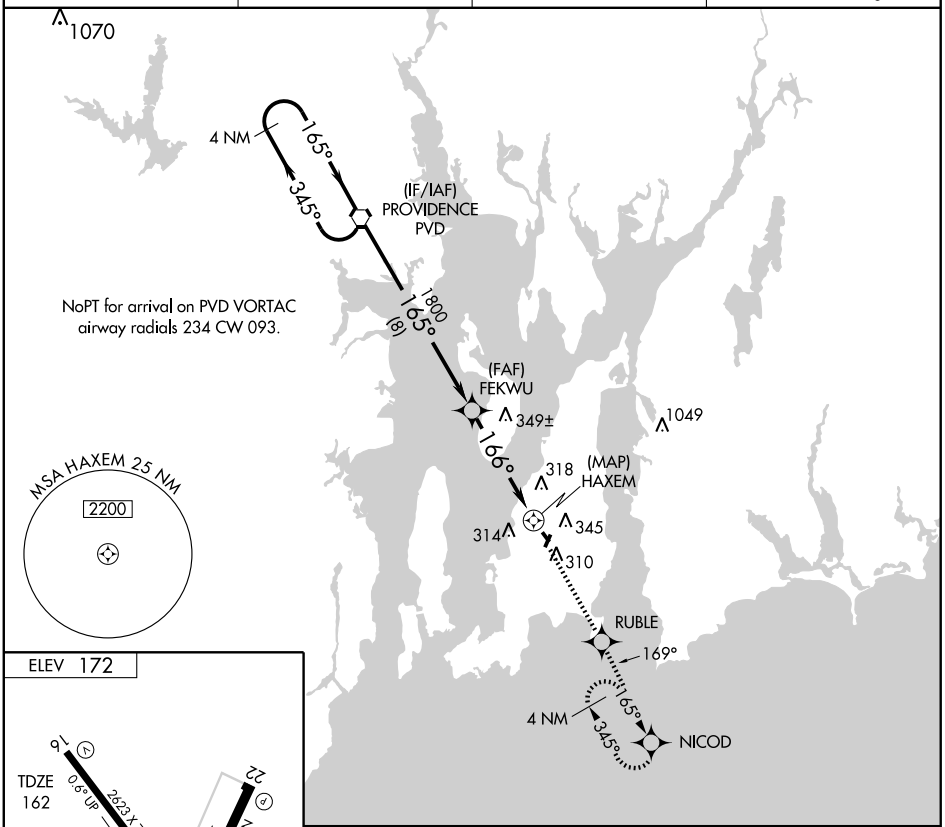
NEWPORT STATE (UUU)

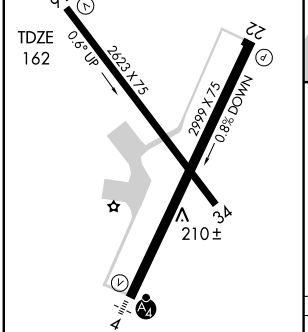
| APP CRS | Rwy Idg | 2623 |
|---|---|---|
| 166° | TDZE | 162 |
| | Apt Elev | 172 |

When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. VDP NA with Providence altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

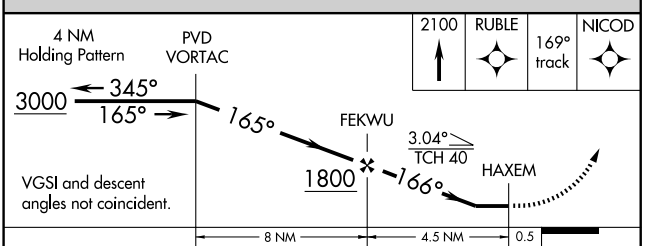
MISSED APPROACH: Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) L |




REIL Rwy 22 L
MIRL Rwys 4-22 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 438 (500-1) | | 600-1¼ 438 (500-1¼) | NA |
| CIRCLING | 700-1 528 (600-1) | | 700-1½ 528 (600-1½) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

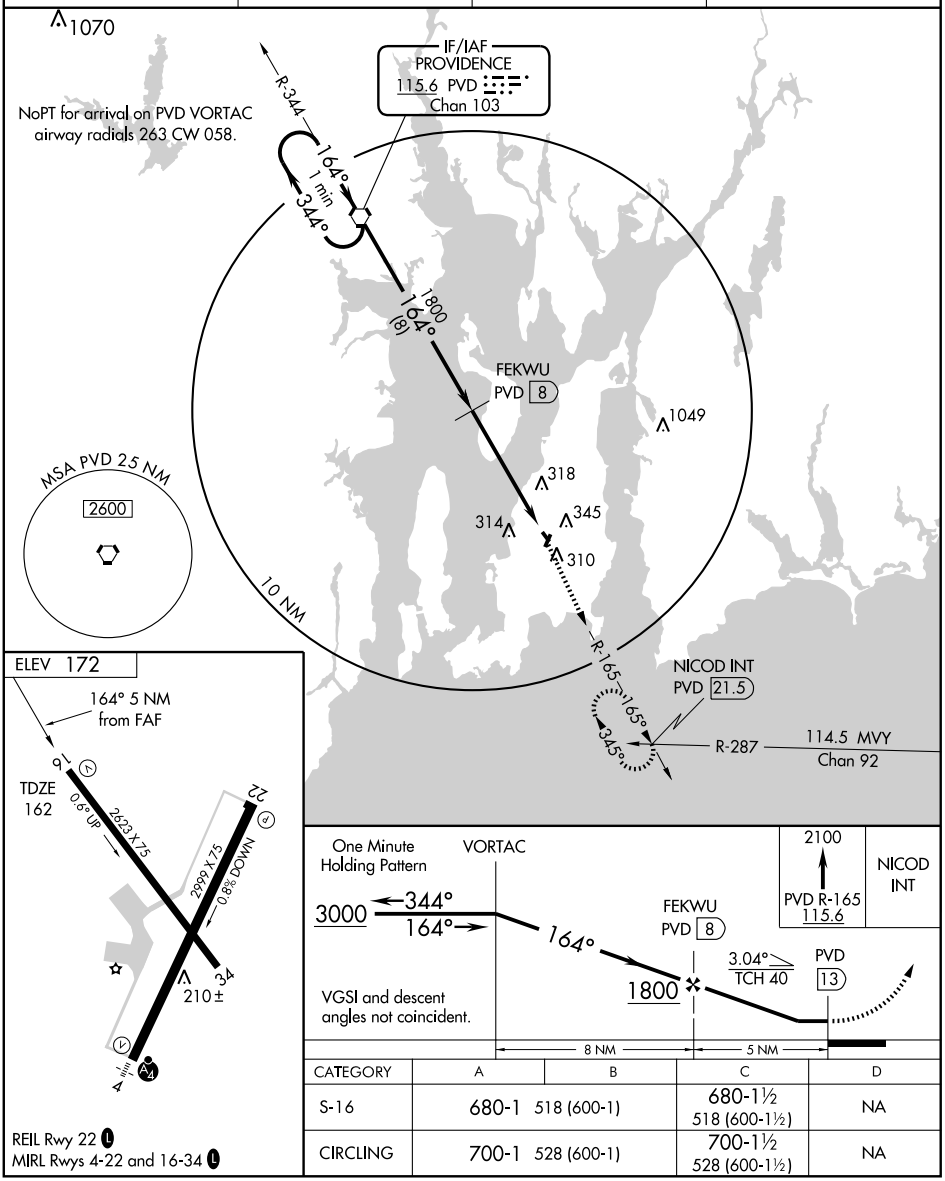
| VORTAC PVD | APP CRS | Rwy Idg | 2623 |
|---|---|---|---|
| 115.6 | 164° | TDZE | 162 |
| Chan 103 | | Apt Elev | 172 |

# VOR/DME RWY 16
## NEWPORT STATE (UUU)

▼ When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

| ASOS | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.075 | 128.7 269.525 | 127.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 680-1 | 518 (600-1) | 680-1½ 518 (600-1½) | NA |
| CIRCLING | 700-1 | 528 (600-1) | 700-1½ 528 (600-1½) | NA |

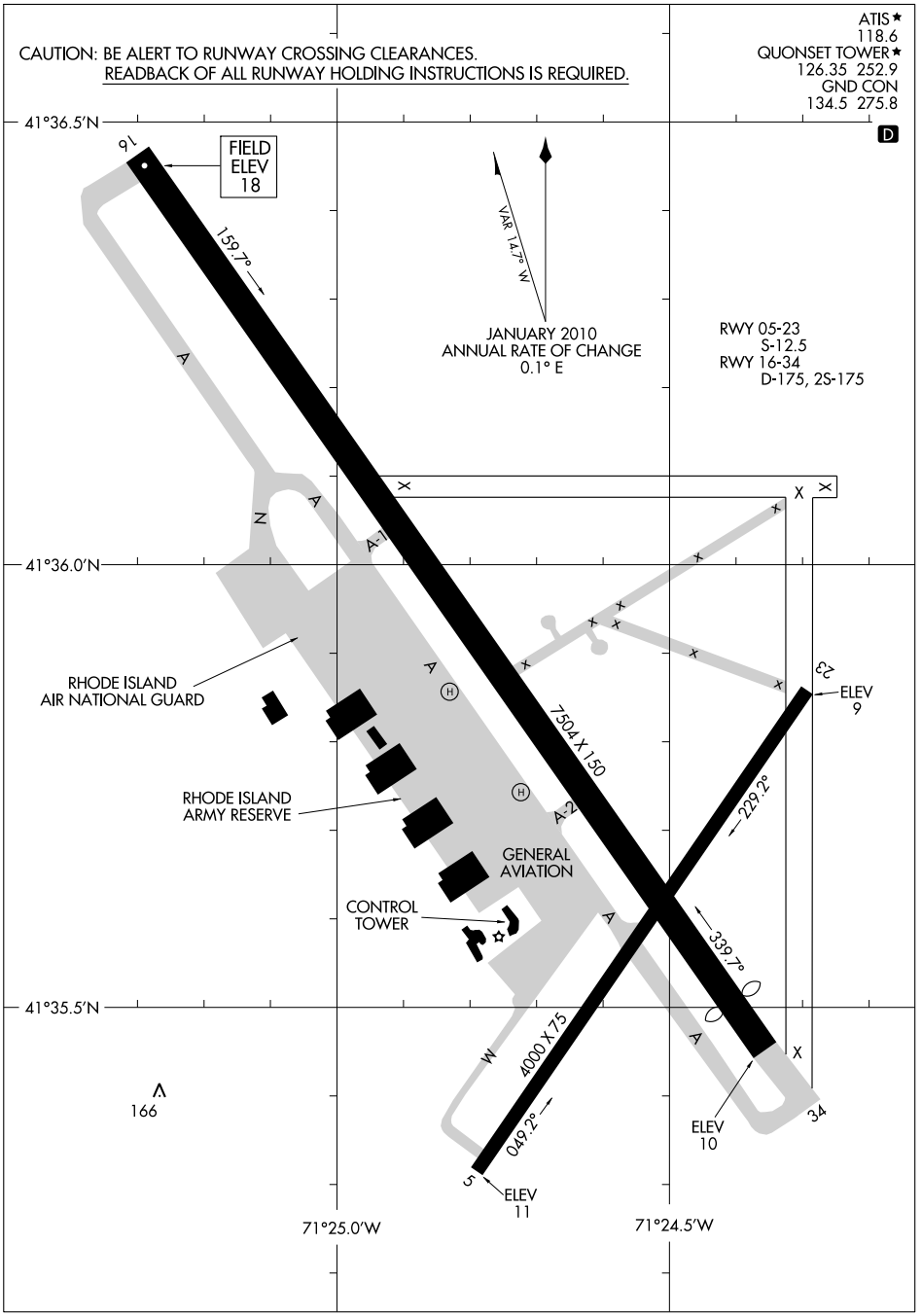


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

NORTH KINGSTOWN/QUONSET STATE (OQU)
NORTH KINGSTOWN, RHODE ISLAND

AL-338 (FAA)




NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

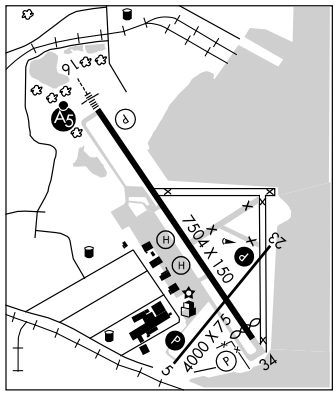
AIRPORT DIAGRAM

NORTH KINGSTOWN, RHODE ISLAND
NORTH KINGSTOWN/QUONSET STATE (OQU)

10210

## NORTH KINGSTOWN

**QUONSET STATE** (OQU)(KOQU) CIV/MIL/P/ARNG/ANG 3 NE UTC−5(−4DT)
N41°35.83′ W71°24.73′
18 B **FUEL** 100LL, JET A LRA NOTAM FILE OQU
**RWY 16–34:** H7504X150 (ASPH–GRVD) D–175, 2S–175 HIRL
**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 58′. Trees.
**RWY 34:** PAPI(P4L)—GA 3.0° TCH 58′. Thld dsplcd 403′.
**RWY 05–23:** H4000X75 (ASPH) S–12.5 MIRL
**RWY 05:** REIL. PAPI(P4L)–GA 3.0° TCH 40′. Pole.
**RWY 23:** REIL. PAPI(P4R)–GA 3.0° TCH 40°.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 16:** TORA–7100 TODA–7100 ASDA–7100 LDA–7100
**RWY 34:** TORA–7500 TODA–7500 ASDA–7500 LDA–7100




**MILITARY SERVICE: FUEL** J8 (Military) A+, Landmark Aviation, opr 1100–0200Z‡. PPR mandatory during non–duty hr. Ctc C401–295–5020 extension 3008.) (NC–100LL, A)
**AIRPORT REMARKS:** Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1230–2230Z‡. Noise abatement procedures for heavy acft; ctc arpt manager 401–295–5020. Heavy acft 255,000 gross weight. Twy R and Twy E clsd indef. Lgtd cranes 125′ high at pier 1000′ SE of Rwy 05. Deer and birds on and invof arpt. 180° turns for acft over 12,500 pounds gross weight prohibited on Rwy 16–34. Rwy 16 8000′ avbl for military acft. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–295–5020. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 16–34, MALSR Rwy 16, REIL Rwy 05 and Rwy 23, and PAPI Rwy 05 and Rwy 23, and twy lgts—CTAF. Ldg fee commercial and non Rhode Island registered acft/overnight parking fee. Flight Notification Service (ADCUS) available.
**MILITARY REMARKS: RSTD** 180° turns for acft over 12,500 lbs gross weight prohibited on Rwy 16–34. **MISC** Rwy 16 8000′ avbl for military acft only. **TFC PAT** Rotary/Wing 718 (700), Fixed/Wing 1018(1000). **ANG** PPR. Opr Tue–Fri 1200–2230Z‡, except holidays. Tran acft inbound to ANG ctc RHODY OPS 15 min out. ANG OPS DSN 476–3405/3422, C401–886–1405/1422. Req all acft carrying Distinguished Visitors transit the ANG ramp during normal duty hr. Bird Aircraft Strike Hazard program in effect. 1 Aug–31 Oct is designated Phase II for Bird Watch Condition. Increased hazard from Canadian geese flying east to west over rwy. Inbound acft ctc twr for latest Bird Watch Condition. No communications security/weapons storage avbl. Acft req customs/agriculture ctc RHODY OPS 7 days prior arrival. No hot cargo parking avbl. **ARNG** Opr Tue–Fri 1200–2230Z‡, except holidays. Ltd tran maintenance, fuel and parking avbl. PPR fuel DSN 247–4539, C401–275–4539. Tran military acft ctc ARNG OPS 38.95 253.4 if landing ARNG ramp.
**COMMUNICATIONS: CTAF** 126.35 **ATIS** 118.6 (Tue–Fri 1300–0400Z‡, Sat 1400–2200Z‡ Sun 1500–2300Z‡.)
**UNICOM** 122.95
**RCO** 122.3 (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 380.25 244.875 (1045–0500Z‡)
**BOSTON CENTER APP/DEP CON** 124.85 307.9 (0500–1045Z‡)
**QUONSET TOWER** 126.35 252.9 Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; clsd Mon and holidays **GND CON** 134.5 275.8 **ARNG OPS** 36.8 233.15
**ANG OPS** 383.3 (Call RHODY OPS)
**AIRSPACE: CLASS D** svc Tue–Fri 1300–0400Z‡; Sat 1400–2200Z‡; Sun 1500–2300Z‡; except Mon and holidays other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 188° 7.7 NM to fld. 49/14W. **HIWAS.**
**ILS/DME** 109.5 I–OQU Chan 32 Rwy 16. Class IA. Unmonitored when twr clsd. Preventive maintenance scheduled Thu 1400–1600Z‡.

| LOC/DME I-OQU | APP CRS | Rwy Idg 7100 |
|---|---|---|
| 109.5 | 160° | TDZE 18 |
| Chan 32 | | Apt Elev 18 |

# ILS or LOC RWY 16

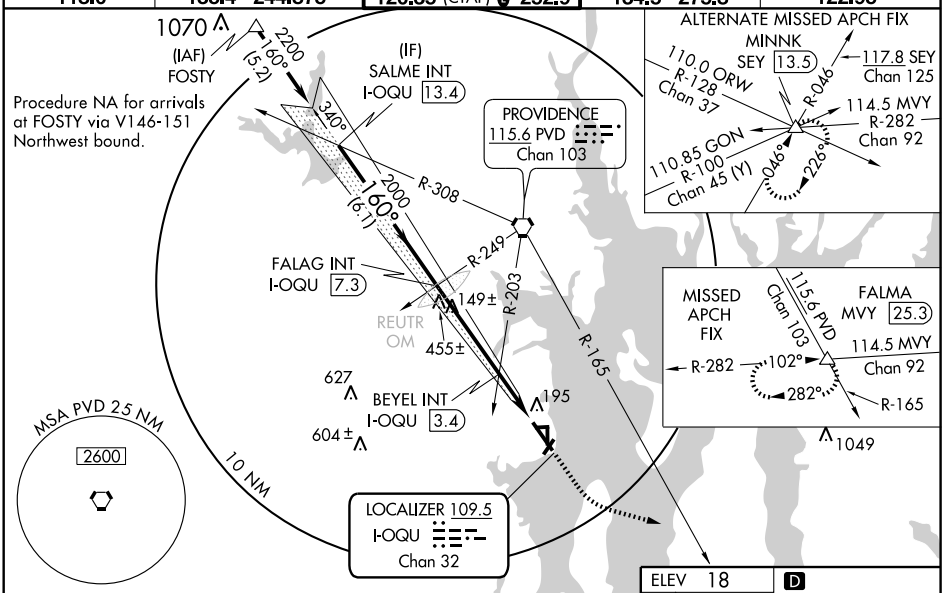
## NORTH KINGSTOWN / QUONSET STATE (OQU)

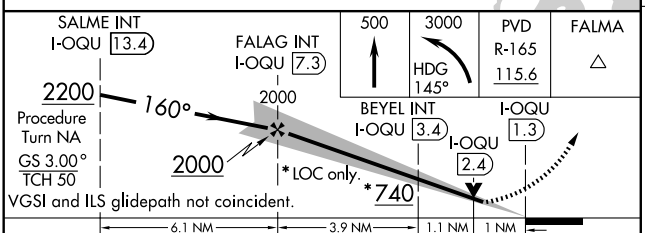
Visibility reduction by helicopters NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all DA 23 feet and all MDA 40 feet, and S-LOC 16 Cats C and D and Circling Cats B, C,and D visibilities ¼ mile, and BEYEL fix minimums Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-ILS 16. For inoperative MALSR, increase S-LOC 16 Cats A and B visibilities to 1 mile. BEYEL fix minimums: For inoperative MALSR, increase S-LOC 16 Cats A, B, and C visibilities to 1 mile. For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cat A visibility to 1 mile. BEYEL fix minimums: For inoperative MALSR, when using Providence altimeter setting increase S-LOC 16 Cats A and B visibilities to 1 mile.

MALSR

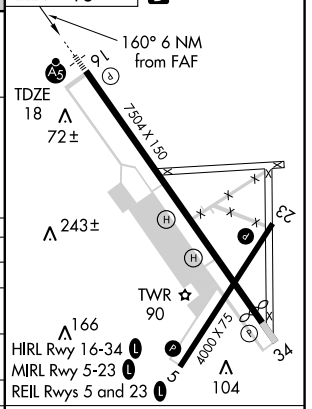
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 145° and PVD VORTAC R-165 to FALMA INT/ MVY 25.3 DME and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 268-¾ 250 (300-¾) | | | |
| S-LOC 16 | 740-¾ 722 (800-¾) | | 740-1½ 722 (800-1½) | 740-1¾ 722 (800-1¾) |
| CIRCLING | 740-1 722 (800-1) | | 740-2 722 (800-2) | 740-2¼ 722 (800-2¼) |
| BEYEL FIX MINIMUMS | | | | |
| S-LOC 16 | 400-¾ 382 (400-¾) | | | |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 16

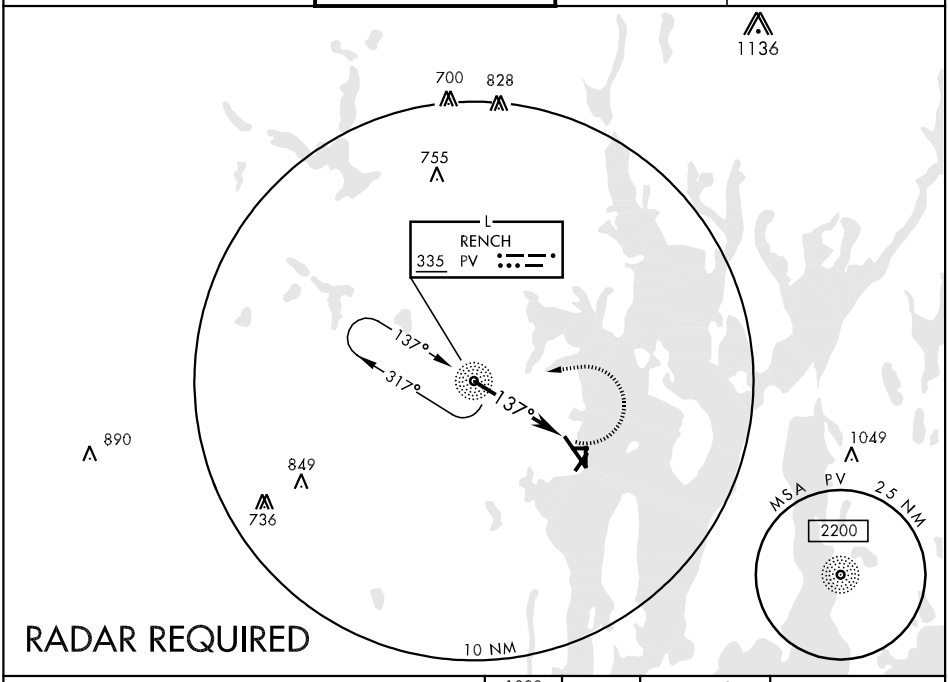
| NDB PV 335 | APCH CRS 137° | Rwy Idg 7504<br>TDZE 19<br>Arpt Elev 19 | AL-338 [USA] | NORTH KINGSTOWN/ QUONSET STATE (OQU) |
|---|---|---|---|---|

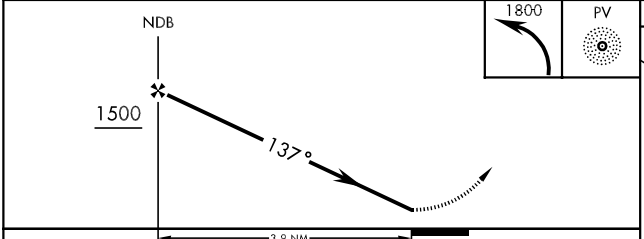
NA
Procedure not authorized when Providence approach control closed.
When local altimeter not received, use Providence altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 1800 direct PV NDB and hold or as directed by ATC.

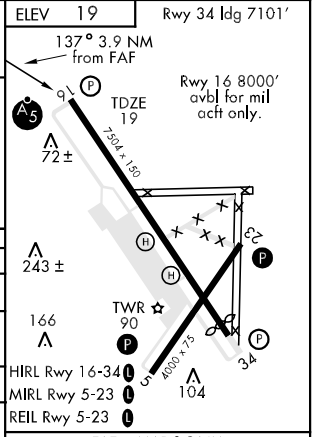
| PROVIDENCE APP CON | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|
| 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 520-1 501 (600-1) | | 520-1½ 501 (600-½) | |
| CIRCLING | 560-1 541 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |
| PROVIDENCE ALTIMETER SETTING MINIMUMS | | | | |
| S-16 | 540-1 521 (600-1) | | 540-1½ 521 (600-1½) | 540-1¾ 521 (600-1¾) |
| CIRCLING | 600-1 581 (600-1) | | 600-1½ 581 (600-1½) | 600-2 581 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| CH 93705 | 160° | TDZE | 18 |
| W16A | | Apt Elev | 18 |

# RNAV (GPS) RWY 16

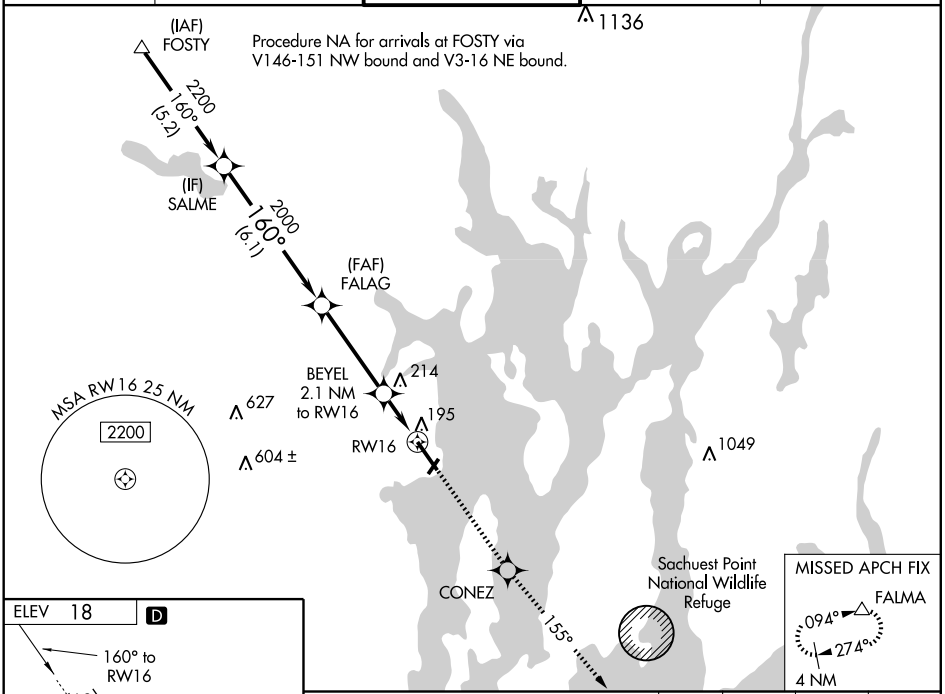
NORTH KINGSTOWN / QUONSET STATE (OQU)

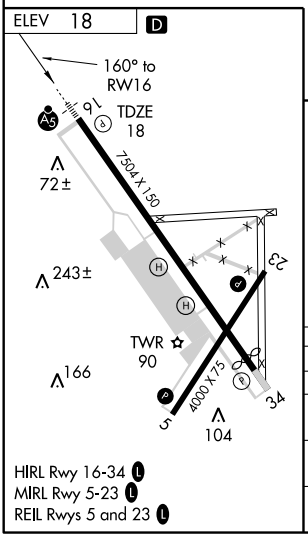
For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase LPV DA to 343 feet, increase LNAV/VNAV DA to 468 feet; increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MALSR

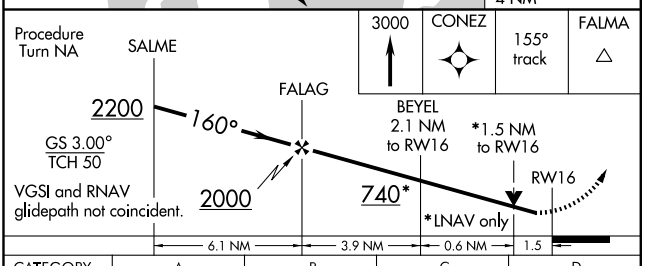
MISSED APPROACH: Climb to 3000 direct CONEZ and via 155° track to FALMA and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 320-¾ 302 (400-¾) | | | |
| LNAV/VNAV DA | 445-1 427 (500-1) | | | |
| LNAV MDA | 560-¾ 542 (600-¾) | | 560-1 542 (600-1) | 560-1¼ 542 (600-1¼) |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7100 |
|---|---|---|
| 340° | TDZE | 11 |
| | Apt Elev | 18 |

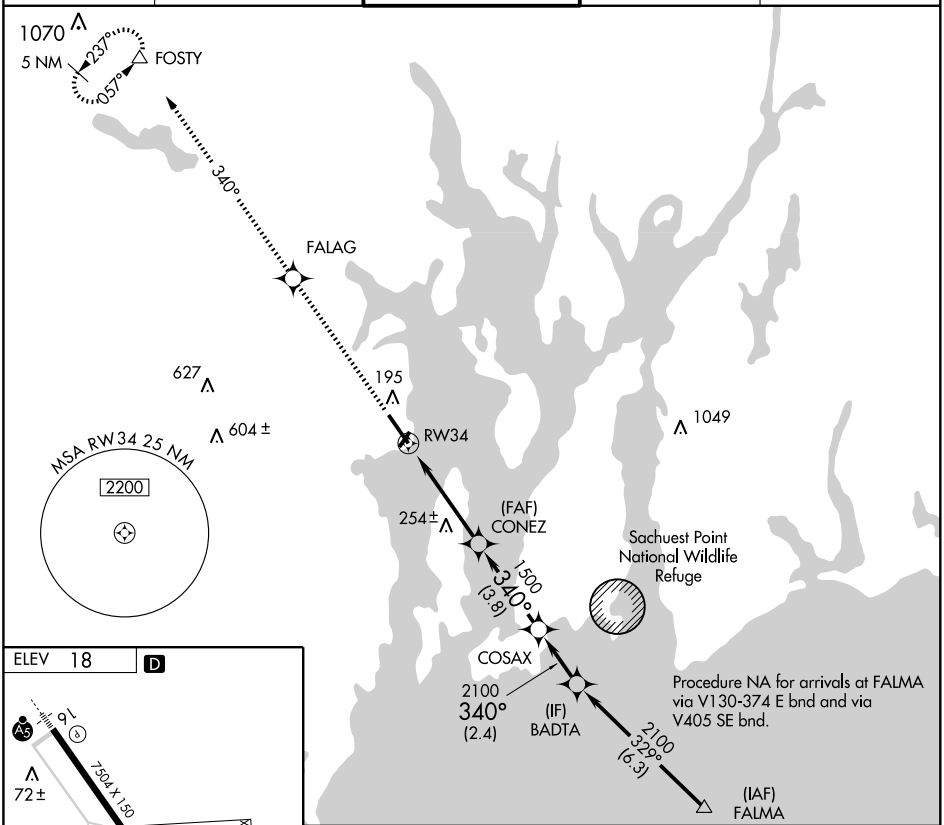
# RNAV (GPS) RWY 34

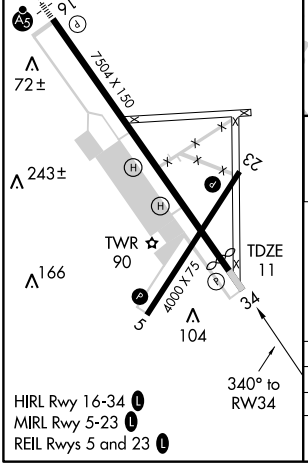
## NORTH KINGSTOWN / QUONSET STATE (OQU)

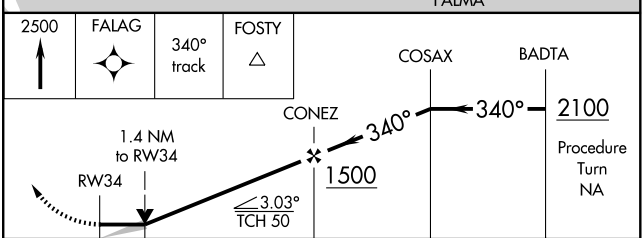
DME/DME RNP-0.3 NA. VDP NA when using Providence altimeter setting. When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 40 feet, visibility Cat D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FALAG and via 340° track to FOSTY and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 509 (600-1) | | 520-1½ 509 (600-1½) | |
| CIRCLING | 600-1 582 (600-1) | | 600-1½ 582 (600-1½) | 600-2 582 (600-2) |

HIRL Rwy 16-34 L
MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD 115.6 Chan 103 | APP CRS 188° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 19 |
|---|---|---|

# VOR-A

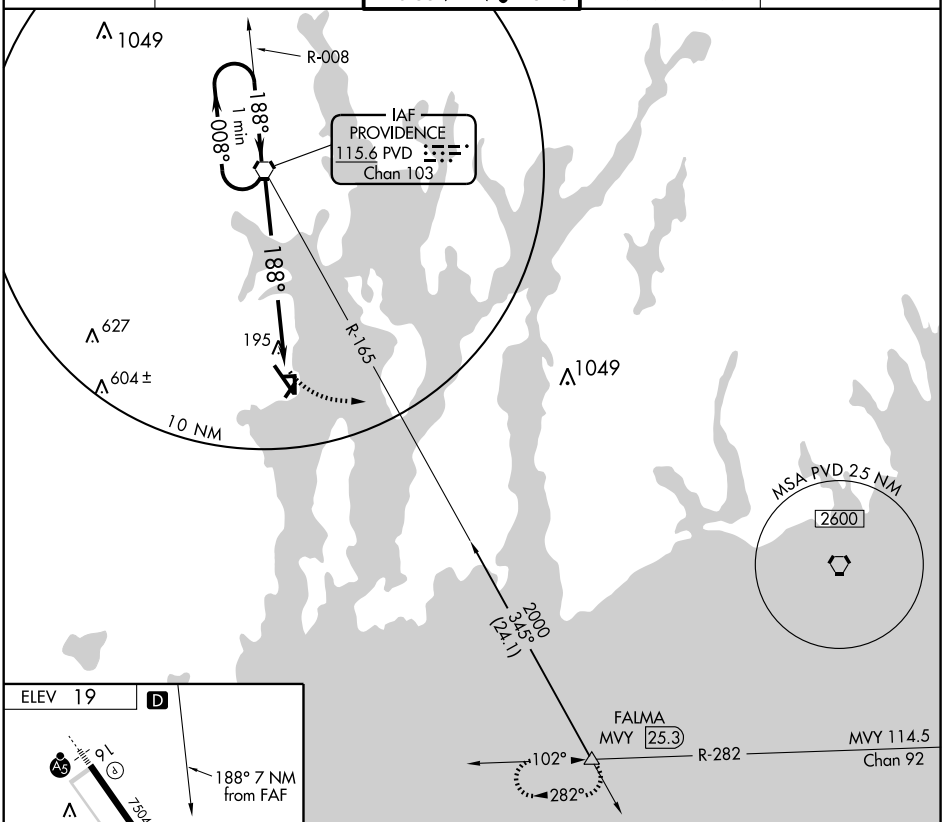
## NORTH KINGSTOWN / QUONSET STATE (OQU)

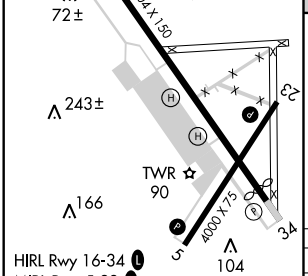
When local altimeter not received, use Providence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 100° and PVD R-165 to FALMA Int and hold.

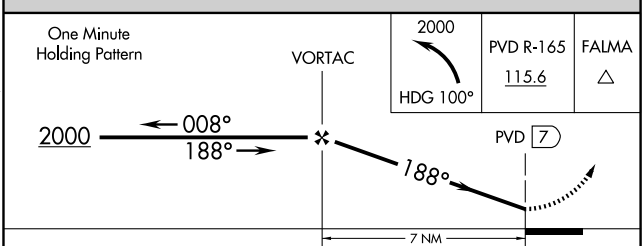
| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |






| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 541 (600-1) | | 560-1½ 541 (600-1½) | 580-2 561 (600-2) |

PROVIDENCE ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 580-1 561 (600-1) | | 580-1½ 561 (600-1½) | 580-2 561 (600-2) |

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 115.6 | 006° | TDZE | 12 |
| Chan 103 | | Apt Elev | 19 |

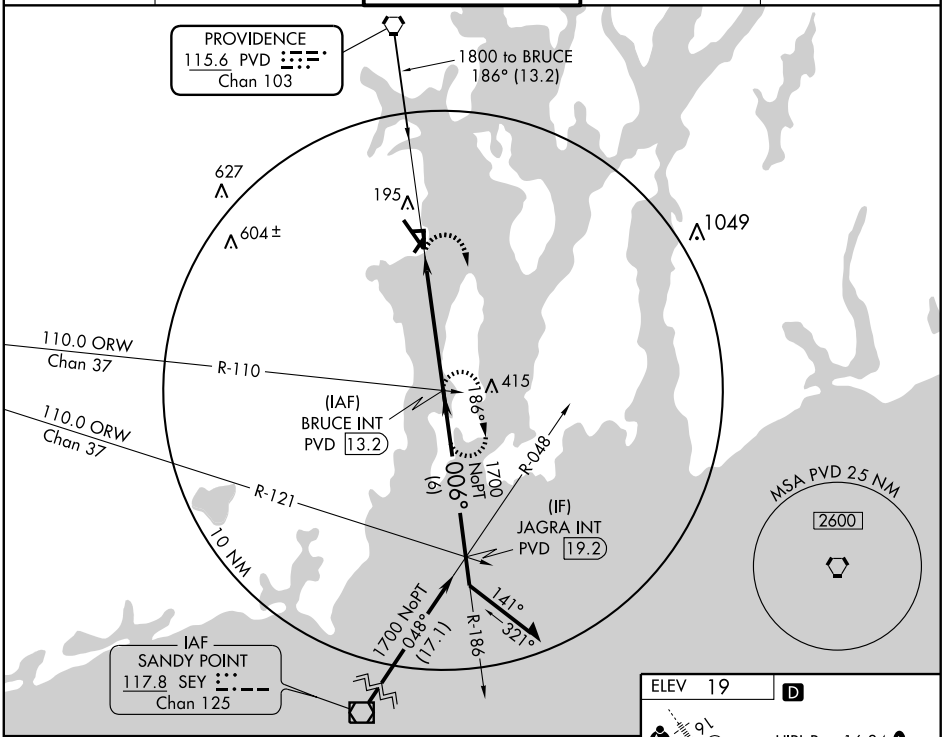
# VOR RWY 34

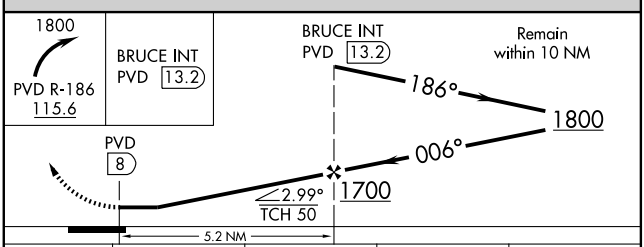
## NORTH KINGSTOWN / QUONSET STATE (OQU)

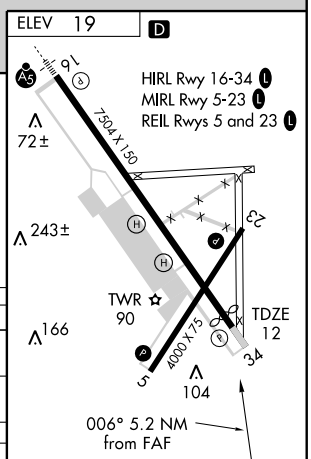
When local altimeter setting not received, use Providence altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 via PVD R-186 to BRUCE Int/PVD 13.2 DME and hold.

| ATIS ★ | PROVIDENCE APP CON ★ | QUONSET TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.6 | 135.4 244.875 | 126.35 (CTAF) L 252.9 | 134.5 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 660-1 648 (700-1) | | 660-1¾ 648 (700-1¾) | 660-2 648 (700-2) |
| CIRCLING | 660-1 641 (700-1) | | 660-1¾ 641 (700-1¾) | 660-2 641 (700-2) |
| PROVIDENCE ALTIMETER SETTING MINIMUMS | | | | |
| S-34 | 680-1 668 (700-1) | | 680-1¾ 668 (700-1¾) | 680-2 668 (700-2) |
| CIRCLING | 680-1 661 (700-1) | | 680-1¾ 661 (700-1¾) | 680-2 661 (700-2) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




NE-1, 26 AUG 2010 to 23 SEP 2010

## PAWTUCKET

### NORTH CENTRAL STATE (SFZ) 3 E UTC−5(−4DT) N41°55.25′ W71°29.48′ NEW YORK

441 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE SFZ H–10I, 11D, 12J, L–33C, 34J IAP

**RWY 05–23:** H5000X100 (ASPH) S–30, D–60 HIRL

**RWY 05:** MALS. VASI(V4R)—GA 3.0° TCH 52′. Trees.

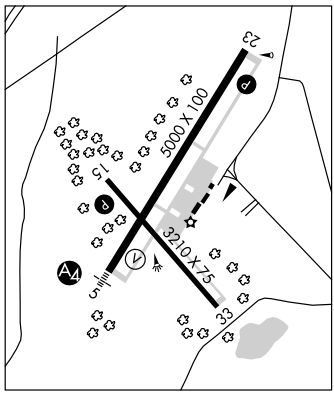
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.

**RWY 15–33:** H3210X75 (ASPH) S–12.5 MIRL 0.5% up SE

**RWY 15:** REIL. PAPI(P4R)—GA 3.5° TCH 35′. Trees.

**RWY 33:** REIL. Trees.

**AIRPORT REMARKS:** Attended 1200–0000Z‡. Parachute Jumping. Deer and birds on and invof arpt. Lgtd 250 ft MSL tower 3 2/5 miles SE. +50′ drop–off 250′ from Rwy 05 end, +40′ drop–off 250′ from Rwy 23 end. Rwy 23 intersection dep not authorized. For noise abatement, acft departing Rwy 23 maintain rwy heading for 1.1 miles prior to turn out. ACTIVATE HIRL Rwy 05–23 and MIRL Rwy 15–33; PAPI Rwy 15 and Rwy 23; MALS Rwy 05 and REIL Rwy 15, Rwy 23 and Rwy 33 and Twy lgts A, B, C, and D—CTAF. Overnight parking fee. Ldg fee for commercial acft and non–Rhode Island registered acft.




**WEATHER DATA SOURCES:** AWOS–3 120.025 (401) 334–0324

**COMMUNICATIONS: CTAF/UNICOM** 123.075

**PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡) **CLNC DEL** 124.35

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.

**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 001° 12.1 NM to fld. 49/14W. **HIWAS.**

**PUTNAM (H) VOR/DME** 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 111° 15.9 NM to fld. 650/14W. NOTAM FILE BDR.

**ILS/DME** 111.9 I–SFZ Chan 56 Rwy 05. LOC only. LOC unmonitored.

### PROVIDENCE N41°43.46′ W71°25.78′ NOTAM FILE PVD. NEW YORK

**(H) VORTACW** 115.6 PVD Chan 103 at Theodore Francis Green State. 49/14W. **HIWAS. H–10I, 11D, 12J, L–33C, 34J**

VOR portion unusable:

085°–105° byd 8 NM blo 3000′

336°–194° byd 30 NM blo 2000′

195°–228° byd 30 NM blo 2500′

229°–254° byd 30 NM blo 2000′

255°–279° byd 30 NM blo 2500′

280°–335° byd 30 NM blo 3000′

DME unusable:

220°–240° byd 35 NM blo 3000′

241°–310° byd 30 NM blo 3000′

**RCO** 122.6 (BRIDGEPORT RADIO)

## PROVIDENCE

### DOWNTOWN PROVIDENCE HELISTOP (RI9) 0 N UTC−5(−4DT) N41°49.45′ W71°24.52′ NEW YORK

7 NOTAM FILE BDR

**HELIPAD H1:** H25X25 (CONC)

**HELIPORT REMARKS:** Unattended. PPR for all ops call 401–737–4000, ext. 227. CAUTION: High rise obstructions 600 ft North, South, and East of helistop. Birds on and invof helistop. Landing Area 25 ft diameter CONC TDZ area. Helipad H1 +90 ft building 81 ft from NE side; +20 ft trees 150 ft from SE side; 20 ft tree 135 ft south; +331 ft MSL lgtd smokestacks 675 ft from SW side.

**COMMUNICATIONS: CTAF** 122.9

| LOC/DME I-SFZ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.9 | 047° | TDZE | 429 |
| Chan 56 | | Apt Elev | 441 |

# LOC RWY 5

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

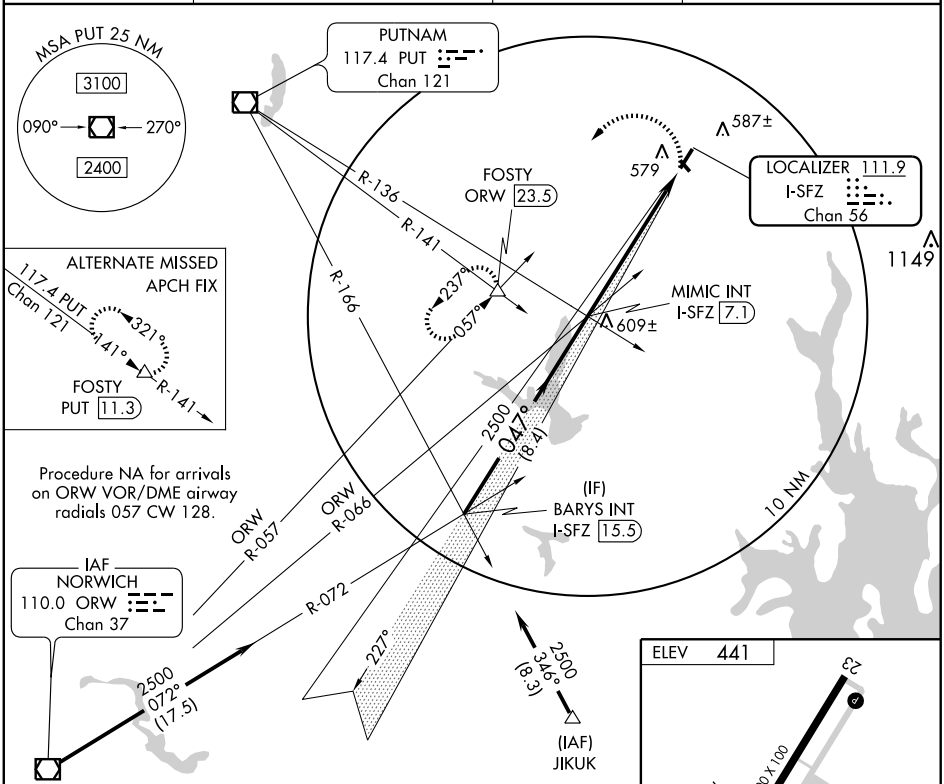
Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase S-5 and Circling Cat C visibility ¼ mile. Inoperative table does not apply to S-5 Cat C. VDP NA when using Providence altimeter setting.

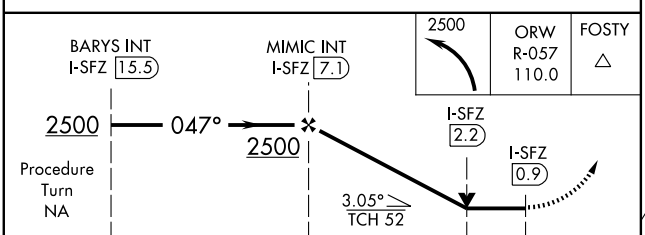
NA

MALS

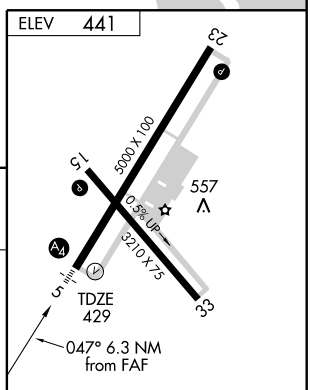
MISSED APPROACH: Climbing left turn to 2500 ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 880-¾ 451 (500-¾) | | 880-1¼ 451 (500-1¼) | NA |
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

PAWTUCKET / NORTH CENTRAL STATE (SFZ)

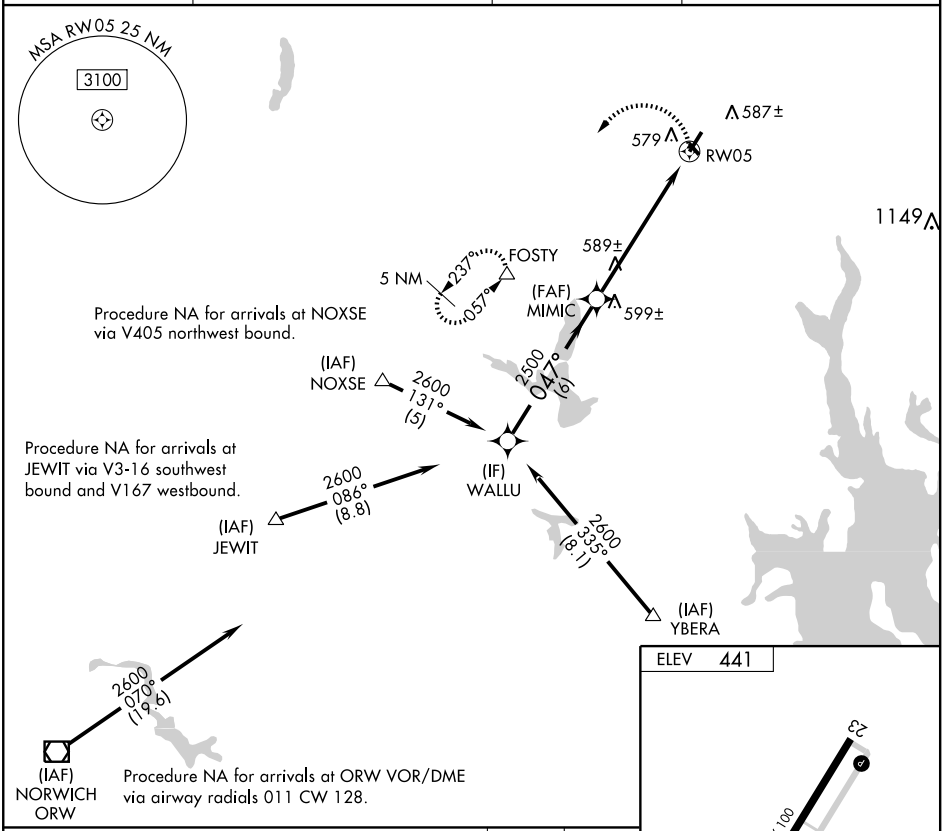
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 047° | TDZE | 429 |
| | Apt Elev | 441 |

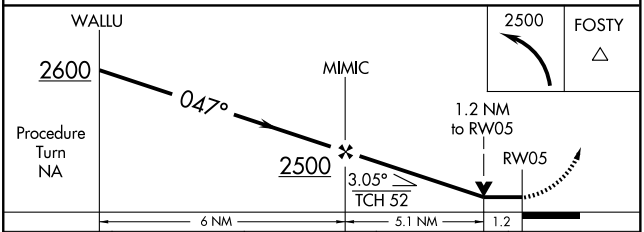
Inoperative table does not apply to Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Providence altimeter setting.

MALS

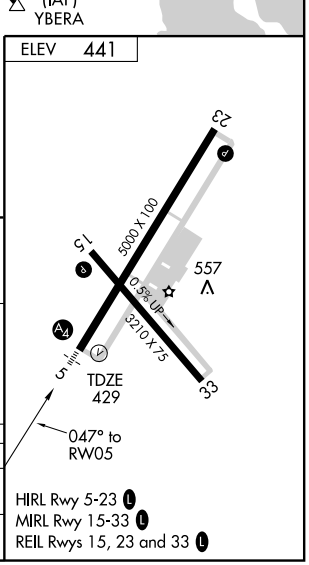
MISSED APPROACH: Climbing left turn to 2500 direct FOSTY and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-¾ 431 (500-¾) | | 860-1¼ 431 (500-1¼) | NA |
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23

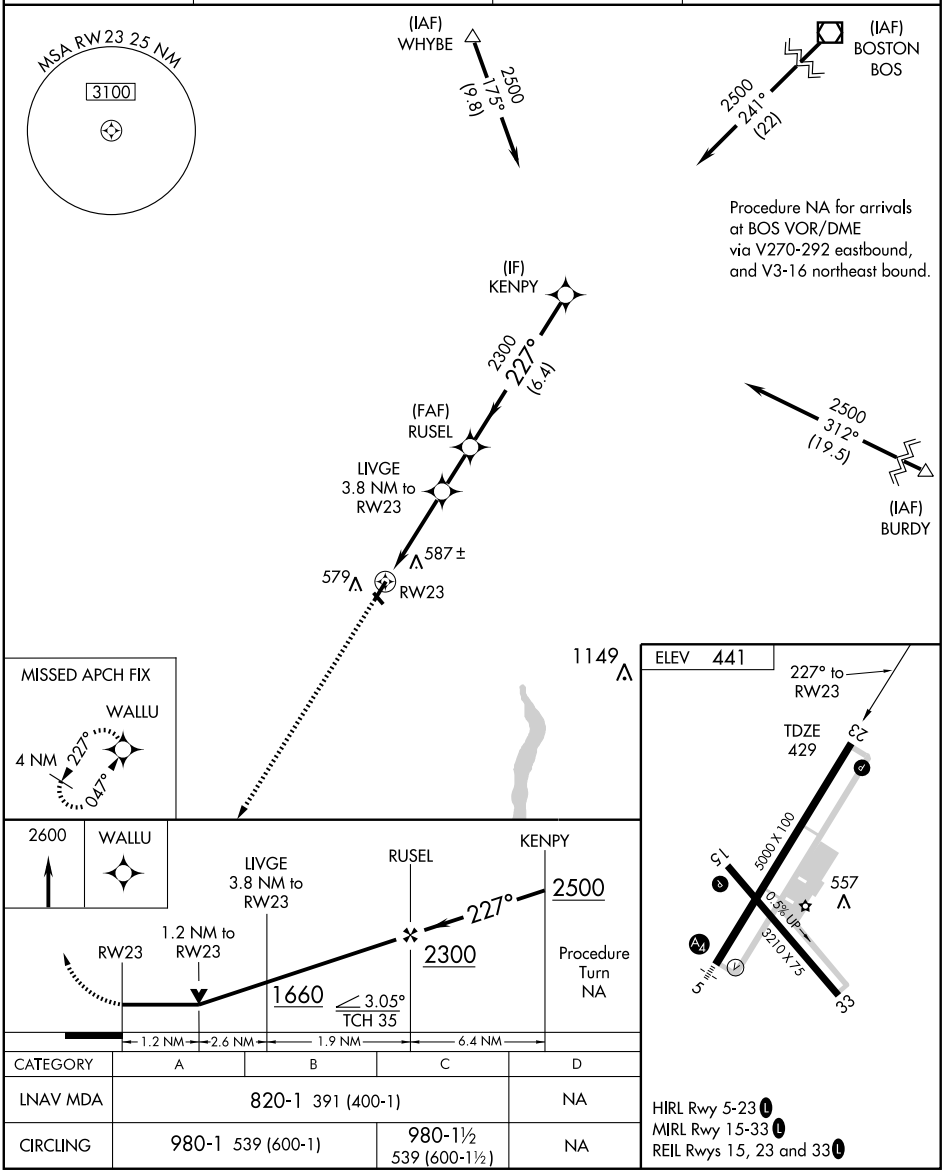
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 227° | TDZE | 429 |
| | Apt Elev | 441 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Providence altimeter setting.

MISSED APPROACH: Climb to 2600 direct WALLU and hold.

| AWOS-3 | PROVIDENCE APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD 115.6 Chan 103 | APP CRS 001° | Rwy Idg N/A TDZE N/A Apt Elev 441 |
|---|---|---|

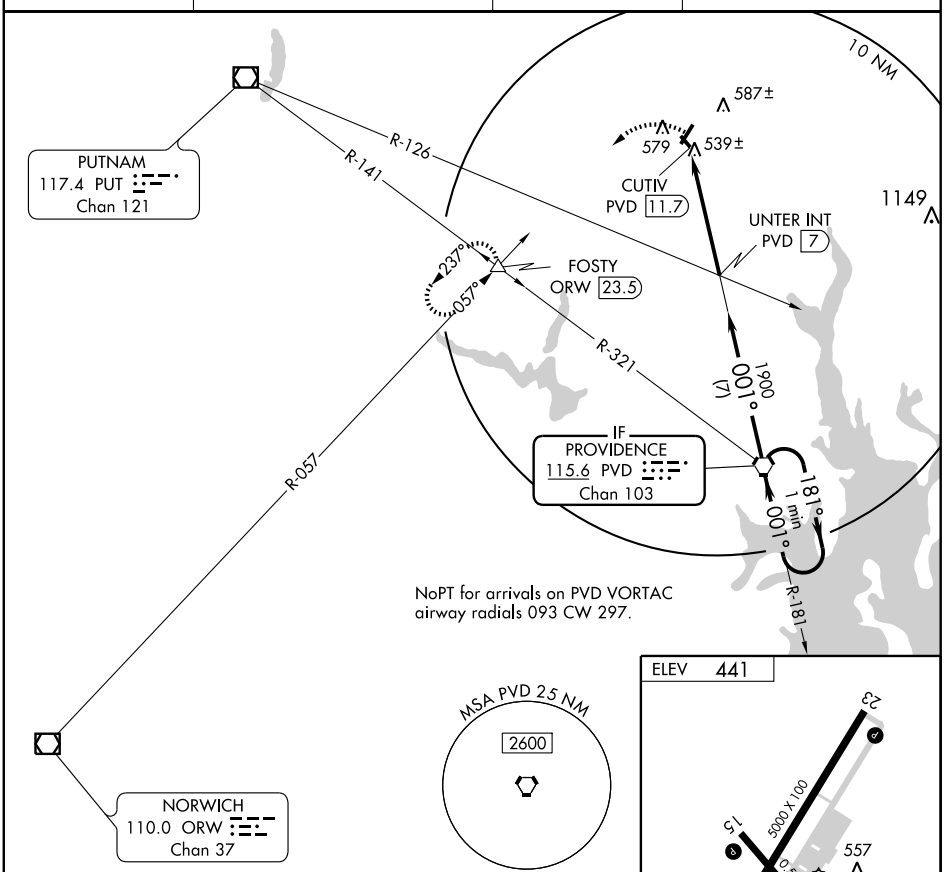
# VOR-A

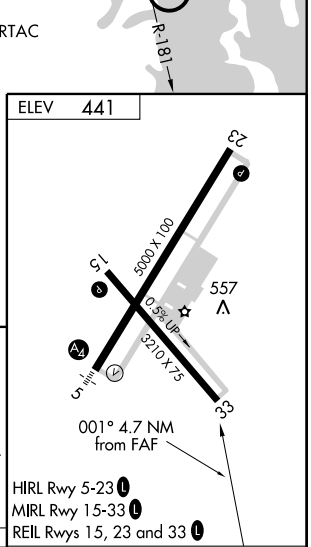
PAWTUCKET / NORTH CENTRAL STATE (SFZ)

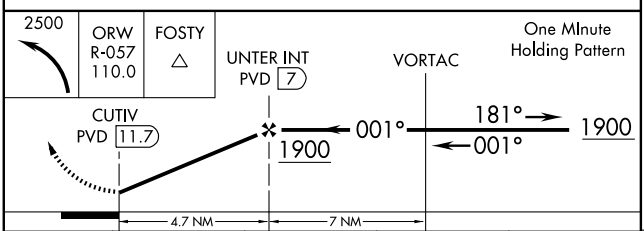
When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1 539 (500-1) | | 980-1½ 539 (500-1½) | NA |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME PUT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.4 | 111° | TDZE | N/A |
| Chan 121 | | Apt Elev | 441 |

# VOR-B

## PAWTUCKET / NORTH CENTRAL STATE (SFZ)

When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

| AWOS-3 | PROVIDENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.025 | 135.4 244.875 | 124.35 | 123.075 (CTAF) L |

Procedure NA for arrivals at PUT VOR/DME via V146-151 northwest bound.

MSA PUT 25 NM
3100
090° 270°
2400

IAF
PUTNAM
117.4 PUT
Chan 121

1549

KREAK INT
PUT 10.8

(IF)
BIRDS INT
PUT 4.8

JOPVO
PUT 15.7

2500
111°
(4.8)

1800
111°
(6)

656

579

587±

R-141

R-342

R-328

R-321

R-057

237°

057°

10 NM

FOSTY
ORW 23.5

110.0 ORW
Chan 37

PROVIDENCE
115.6 PVD
Chan 103

ALTERNATE MISSED
APCH FIX

R-005

185°

005°

PUTNAM
117.4 PUT
Chan 121

ELEV 441

111° 4.9 NM
from FAF

5000 X 100

0.5% UP

3210 X 75

557

5 min

23

5

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L
REIL Rwys 15, 23 and 33 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

VOR/DME
Procedure Turn NA

2500 ORW R-057 110.0 FOSTY △

BIRDS INT
PUT 4.8

KREAK INT
PUT 10.8

JOPVO
PUT 15.7

2500 111° 2500 1800

4.8 NM 6 NM 4.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1 539 (600-1) | | 980-1½ 539 (600-1½) | NA |

NE-1, 26 AUG 2010 to 23 SEP 2010

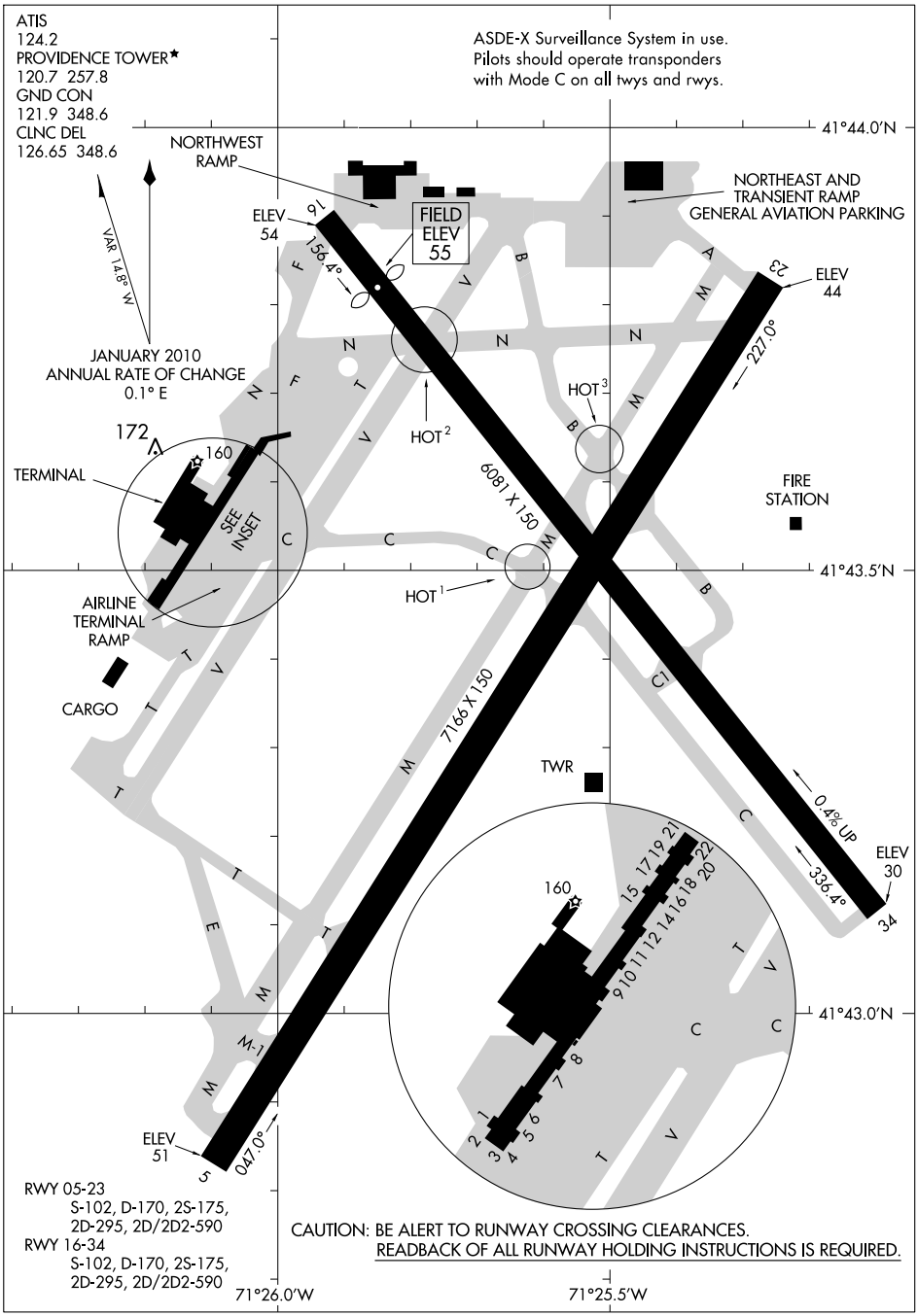
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

AL-333 (FAA)

PROVIDENCE, RHODE ISLAND




AIRPORT DIAGRAM

PROVIDENCE, RHODE ISLAND

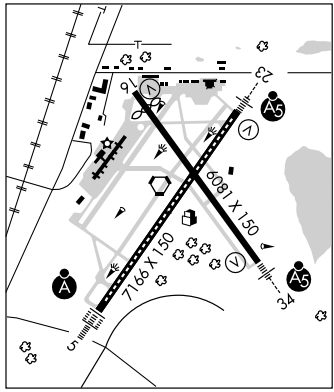
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

10210

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

**THEODORE FRANCIS GREEN STATE** (PVD) 6 S UTC−5(−4DT) N41°43.44′ W71°25.69′ **NEW YORK**
55 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE PVD **H–10I, 11D, 12J, L–33C, 34J**
**RWY 05–23:** H7166X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL CL **IAP, AD**
**RWY 05:** ALSF2. TDZL.
**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 39′. Trees.
**RWY 16–34:** H6081X150 (ASPH–GRVD) S–102, D–170, 2S–175, 2D–295, 2D/2D2–590 HIRL 0.4% up N
**RWY 16:** REIL. VASI(V4L)—GA 3.0°TCH 38′. Thld dsplcd 565′. Pole.
**RWY 34:** MALSR. VASI(V2L)—GA 2.8° TCH 35′. Trees.




**AIRPORT REMARKS:** Attended continuously. Deer and birds on and invof arpt. Rwy 16–34, 110 ft unmarked light poles 2700 ft from thld Rwy 34; 900 ft left of centerline. ASDE–X Surveillance System in Use: Pilots should operate transponders with Mode C on all twys and rwys. Terminal ramp prohibited for use to general aviation. Parked acft on the northeast ramp west of Twy A. Be alert. Northwest ramp acft with wingspan greater than 110′ req ground crew assistance for thru taxi and parking. Run up pads for Twys F and T clsd to acft with wingspan over 118 ft. Runup pad for Twy T used for overnight acft parking between 0100–1300Z‡. Twy V clsd daily 0100–1300Z‡; avbl for taxi north of Twy C. Noise abatement procedures in effect, ctc arpt manager 401–691–2297. Helicopters avoid residential areas when blo 1000′. Rwy 05 touchdown, midfield, and rollout runway visual range avbl. Rwy 23 touchdown runway visual range avbl. Rwy 34 touchdown runway visual range avbl. Rwy 05 ALSF2 becomes SSALR when twr clsd. When twr clsd ACTIVATE HIRL Rwys 05–23 and 16–34; SSALR Rwy 05; MALSR Rwys 23 and 34, Rwy 05 TDZL and Rwy 05–23 centerline lgts—CTAF. Ground vehicles monitor CTAF when twr closed. Ldg fee. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (401) 737–7612. **HIWAS** 115.6 PVD. LLWAS.
**COMMUNICATIONS: CTAF** 120.7 **D–ATIS** 124.2 401–737–3215.
**PROVIDENCE RCO** 122.6 (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡) **BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)
**PROVIDENCE TOWER** 120.7 (1045–0500Z‡) **GND CON** 121.9 **CLNC DEL** 126.65
**BRIDGEPORT RADIO CLNC DEL** 122.6 (0500–1100Z‡)
**AIRSPACE: CLASS C** svc 1045–0500Z‡ ctc **APP CON** other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PVD.
**PROVIDENCE (H) VORTACW** 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ at fld. 49/14W. **HIWAS.**
**RENCH NDB (LOM)** 335 PV N41°38.51′ W71°29.68′ 046° 5.8 NM to fld. Unmonitored when twr closed.
**ARMIN NDB (LOM)** 356 AR N41°48.62′ W71°21.19′ 228° 6.2 NM to fld. Unmonitored when twr closed.
**ILS/DME** 109.3 I–PVD Chan 30 Rwy 05. Class IIIE. LOM RENCH NDB. ILS/DME unmonitored when twr closed.
**ILS/DME** 109.3 I–ARJ Chan 30 Rwy 23. Class IE. LOM ARMIN NDB. ILS/DME unmonitored when twr closed. DME unusable byd 10 NM. LOC unusable 10° right of course.
**ILS/DME** 111.5 I–UNQ Chan 52 Rwy 34. Class IE. ILS/DME unmonitored when twr closed. GS unusable byd 5° right of course.
**COMM/NAV/WEATHER REMARKS:** ILS/DME Rwy 05 CAT II and CAT III unavailable when twr closed.

**QUONSET STATE** (See NORTH KINGSTOWN)

**RENCH** N41°38.51′ W71°29.68′ NOTAM FILE PVD.
**NDB (LOM)** 335 PV 046° 5.8 NM to Theodore Francis Green State. Unmonitored when twr closed.

**RICHMOND** (See WEST KINGSTOWN)

**SANDY POINT** N41°10.05′ W71°34.57′ NOTAM FILE BID. **NEW YORK**
**(L) VORW/DME** 117.8 SEY Chan 125 at Block Island State. 100/15W. **H–10I, L–33C**
VOR/DME unusable 245°–250° byd 20 NM blo 3500′.

**THEODORE FRANCIS GREEN STATE** (See PROVIDENCE)

| LOC/DME I-PVD | APP CRS | Rwy Idg 7166 |
|---|---|---|
| 109.3 | 047° | TDZE 53 |
| Chan 30 | | Apt Elev 55 |

# ILS or LOC RWY 5

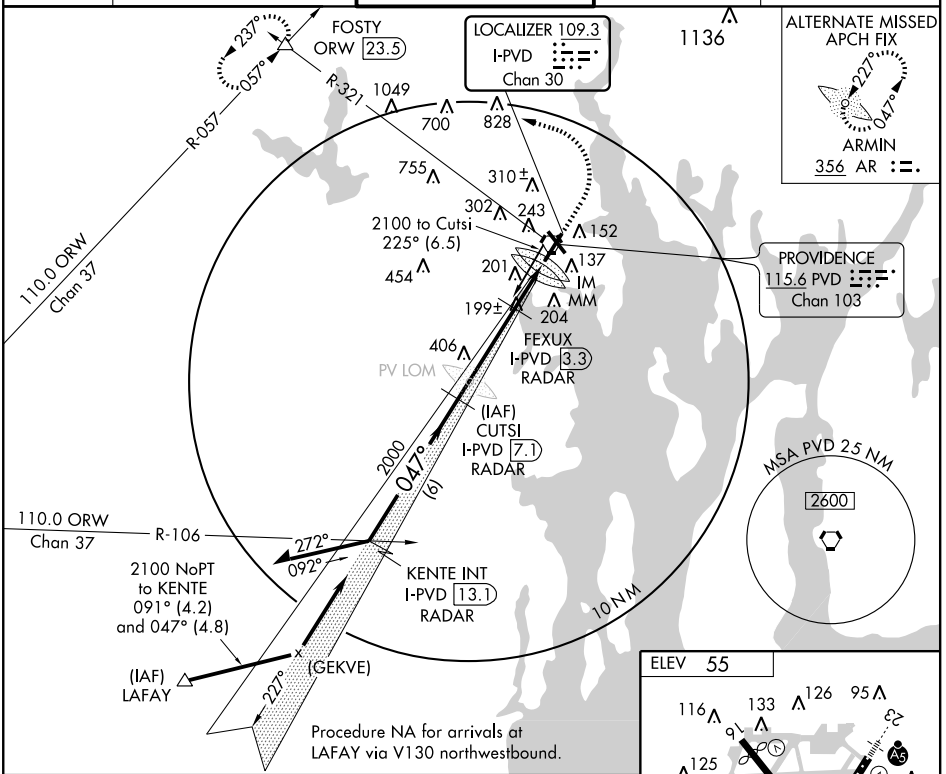
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

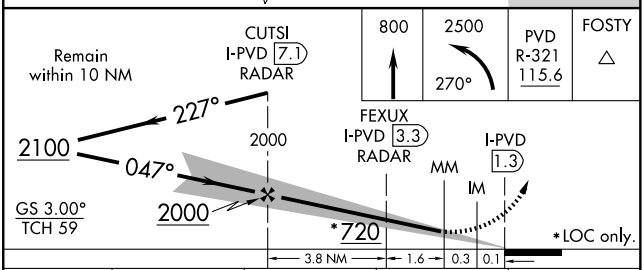
RADAR or DME Required for localizer minimums.

ALSF-2

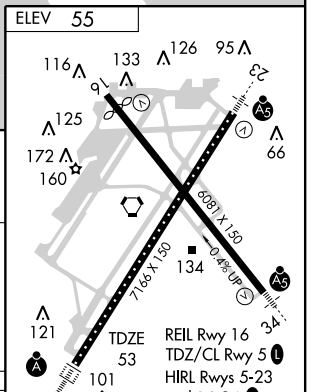
MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | | 253/18 | 200 (200-½) | |
| S-LOC 5 | 460/24 | 407 (500-½) | 460/40 | 407 (500-¾) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |




| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ARJ | APP CRS | Rwy Idg 7166 |
|---|---|---|
| 109.3 | 227° | TDZE 50 |
| Chan 30 | | Apt Elev 55 |

# ILS or LOC RWY 23

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

RADAR or DME REQUIRED

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2500 via 350° heading and PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON * | PROVIDENCE TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) 257.8 | 121.9 348.6 | 126.65 348.6 |

ADF REQUIRED

PUTNAM
117.4 PUT
Chan 121

2300 to Armin
126° (23.6)
R-141

237°
057°
FOSTY
PVD 11.9
R-057
110.0 ORW
Chan 37

MSA AR 25 NM
2600

LOM/IAF
ARMIN
356 AR

1049 700 828
R-321
2200 to Armin
048° (6.2)
755 310±
302 243 152
454 201 137 204
383 239

CUSKA
I-ARJ 5.5
RADAR

PROVIDENCE
115.6 PVD
Chan 103

10 NM

047° 272° 092° 227° 1149

LOCALIZER 109.3
I-ARJ
Chan 30

ALTERNATE MISSED APCH FIX
227° 047°
RENCH
335 PV

ELEV 55
227° 5.6 NM from FAF

116 133 126 95 23 9
TDZ 50
125 172 160 66
6081 X 150
7166 X 150
0.4% UP
134
121 101 34

TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

| 700 | 2500 | PVD R-321 115.6 | FOSTY |
|---|---|---|---|
| | 350° | | |

AR LOM
CUSKA
I-ARJ 5.5
RADAR
1900

Remain within 10 NM
047° 227° 2200
1900
GS 3.00°
TCH 51
5.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 250/24 200 (200-½) | | | |
| S-LOC 23 | 540/24 490 (500-½) | | 540/40 490 (500-¾) | 540/50 490 (500-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PVD | APP CRS | Rwy ldg | 7166 |
|---|---|---|---|
| 109.3 | 047° | TDZE | 53 |
| Chan 30 | | Apt Elev | 55 |

# ILS RWY 5 (CAT II)

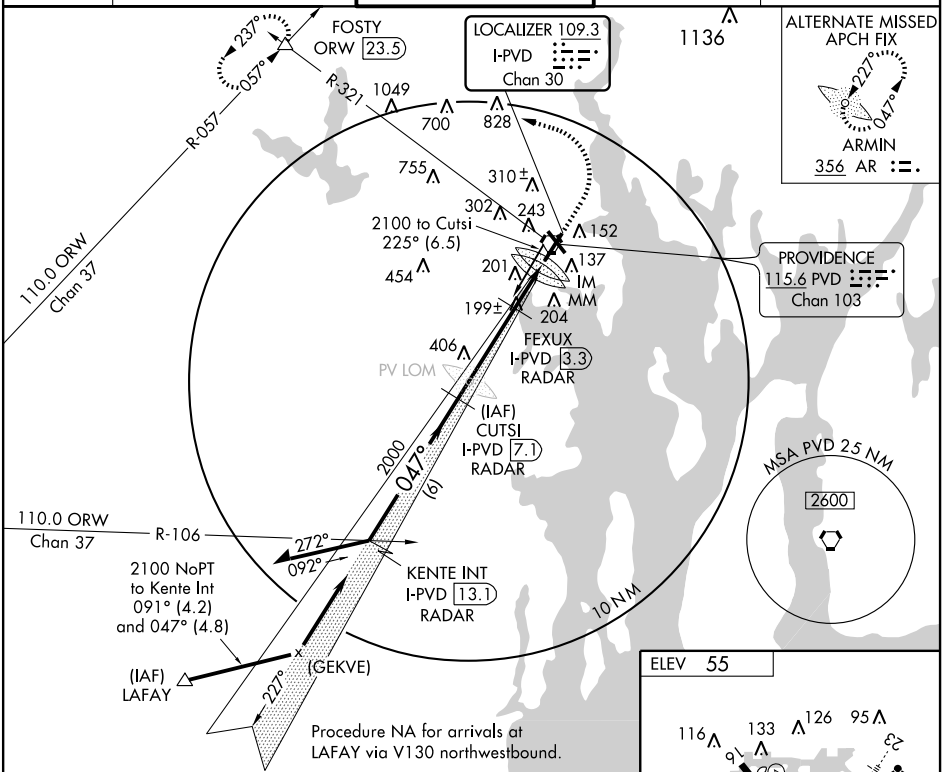
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

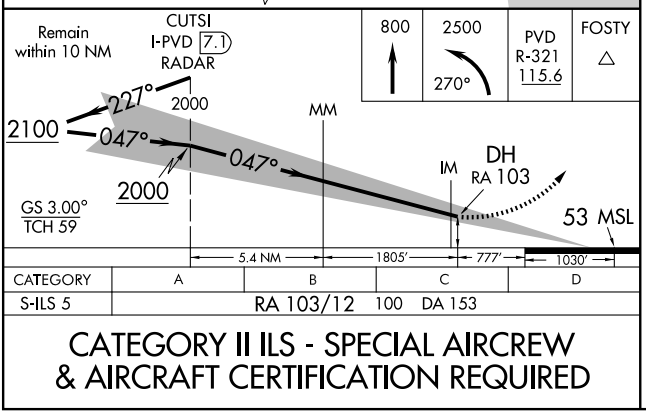
Cat II minimums NA when tower closed.
RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

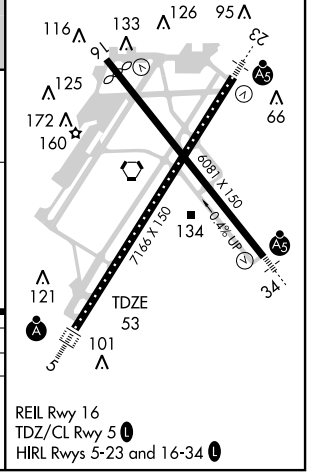
| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | RA 103/12 | 100 | DA 153 | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PVD | APP CRS | Rwy Idg 7166 |
|---|---|---|
| 109.3 | 047° | TDZE 53 |
| Chan 30 | | Apt Elev 55 |

# ILS RWY 5 (CAT III)

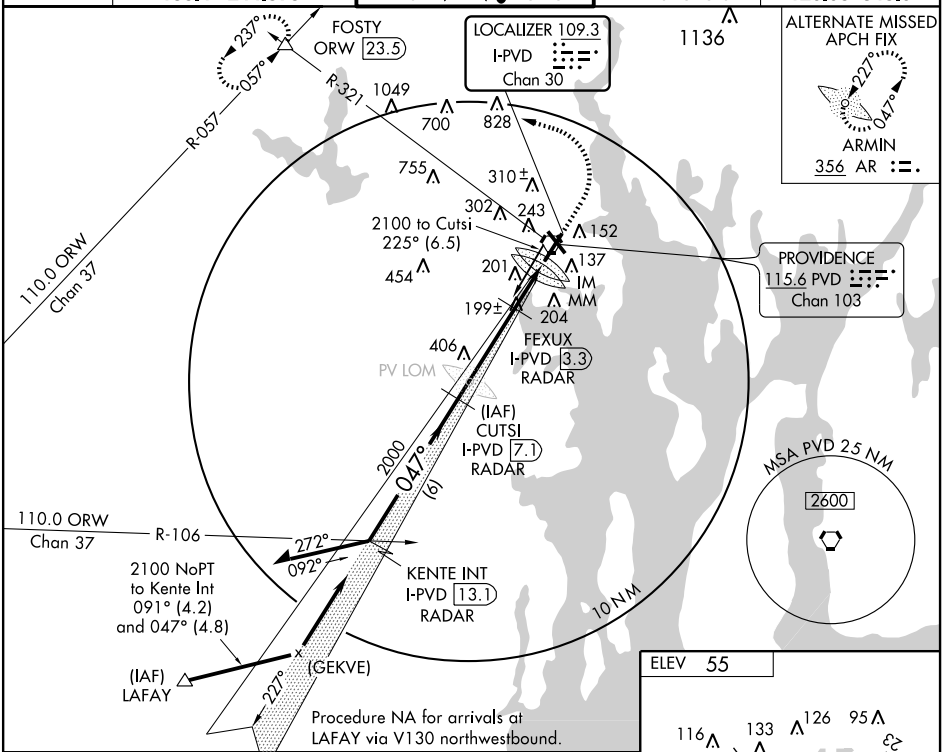
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

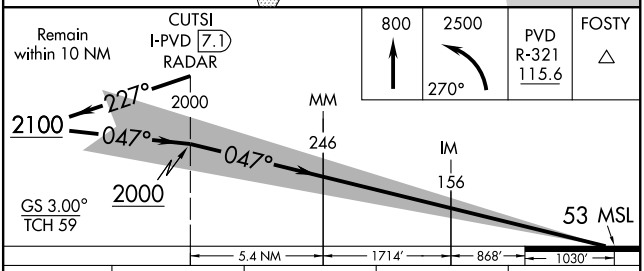
Cat III minimums NA when tower closed. Touchdown and Rollout RVR authorized for Cat III, both are controlling.
RADAR or DME Required for localizer minimums.

ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via heading 270° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

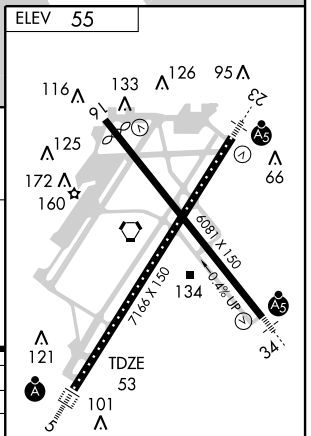
| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | CAT IIIa RVR 07 | | | |
| S-ILS 5 | CAT IIIb RVR 06 | | | |
| S-ILS 5 | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW &AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 16
TDZ/CL Rwy 5 L
HIRL Rwys 5-23 and 16-34 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-UNQ | APP CRS | Rwy Idg 6081 |
|---|---|---|
| 111.5 | 337° | TDZE 51 |
| Chan 52 | | Apt Elev 55 |

# ILS RWY 34

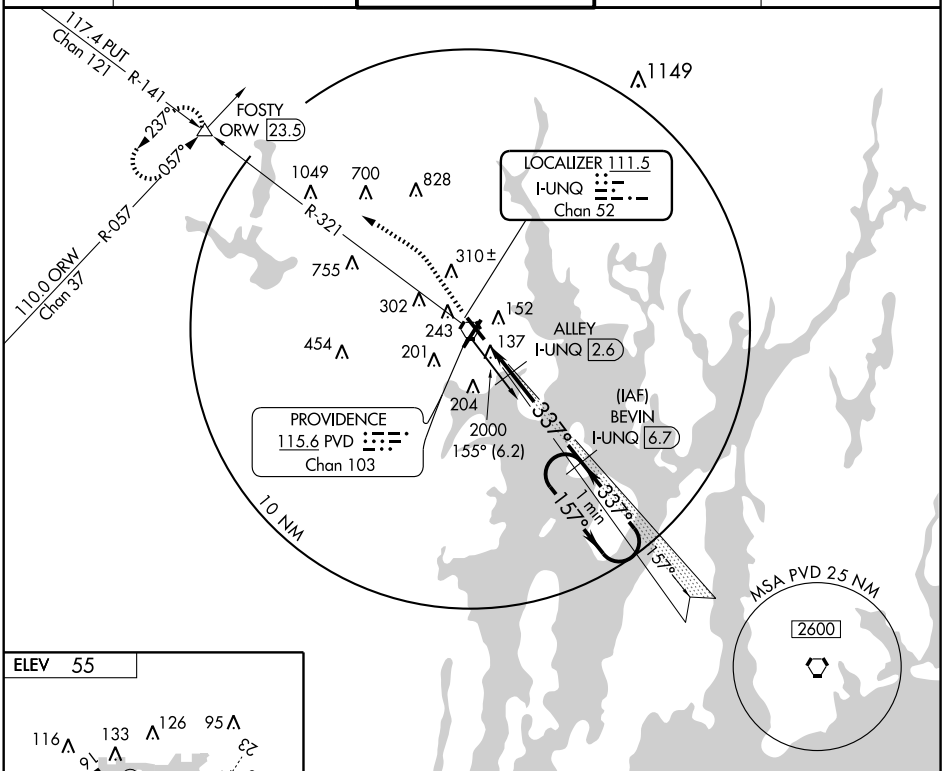
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

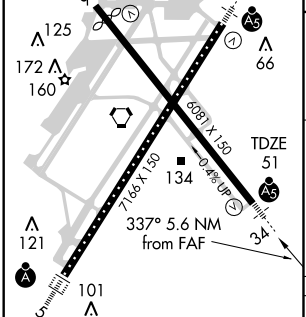
Inoperative table does not apply to S-ILS 34 or S-LOC 34 Cats A, B, and C. For inoperative MALSR, increase S-LOC 34 Cat D visibility to RVR 6000. DME REQUIRED.

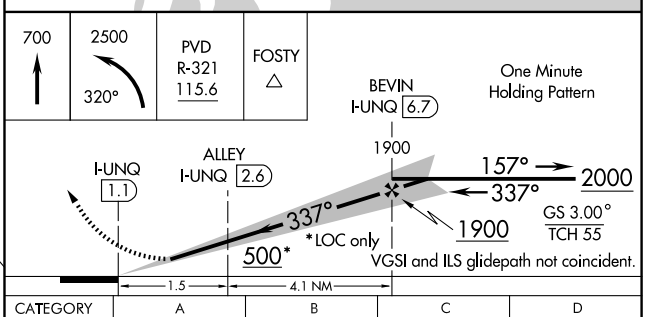
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via heading 320° and PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 314/50 263 (300-1) | | | |
| S-LOC 34 | 400/50 349 (400-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

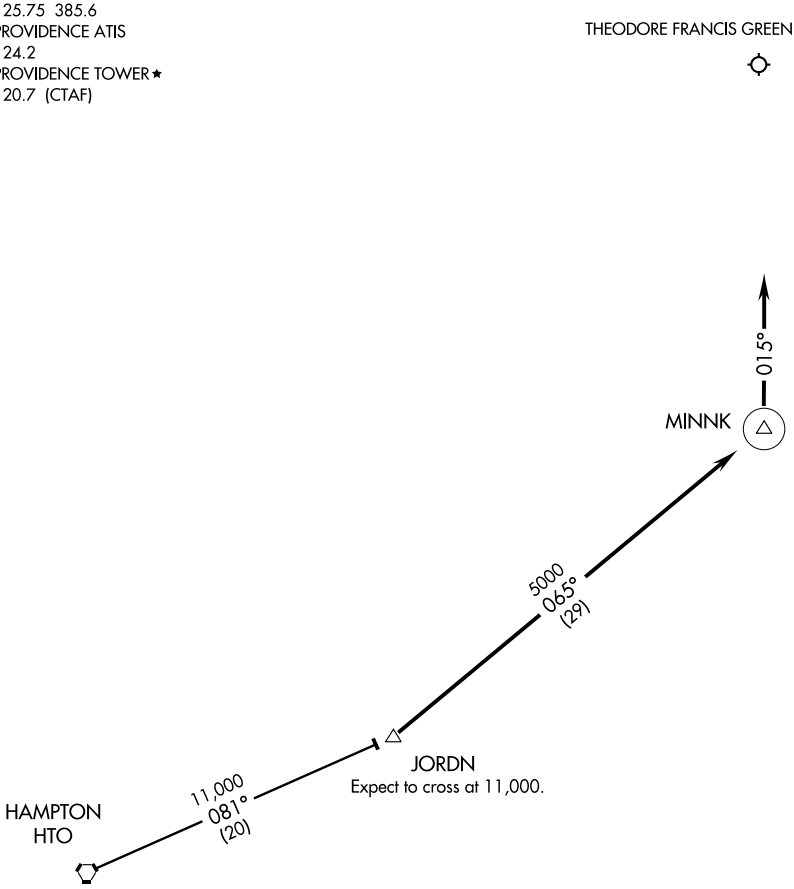
TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L





NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

PROVIDENCE APP CON ★
125.75 385.6
PROVIDENCE ATIS
124.2
PROVIDENCE TOWER ★
120.7 (CTAF)




NOTE: RADAR REQUIRED.
NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO.JORDN2):

. . . . From JORDN, via 065° track to MINNK (MEA 5,000). Depart MINNK heading 015°. Expect radar vectors to final approach course.



NE-1, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7166 |
|---|---|---|---|
| CH 86218 | 047° | TDZE | 53 |
| W05A | | Apt Elev | 55 |

# RNAV (GPS) RWY 5

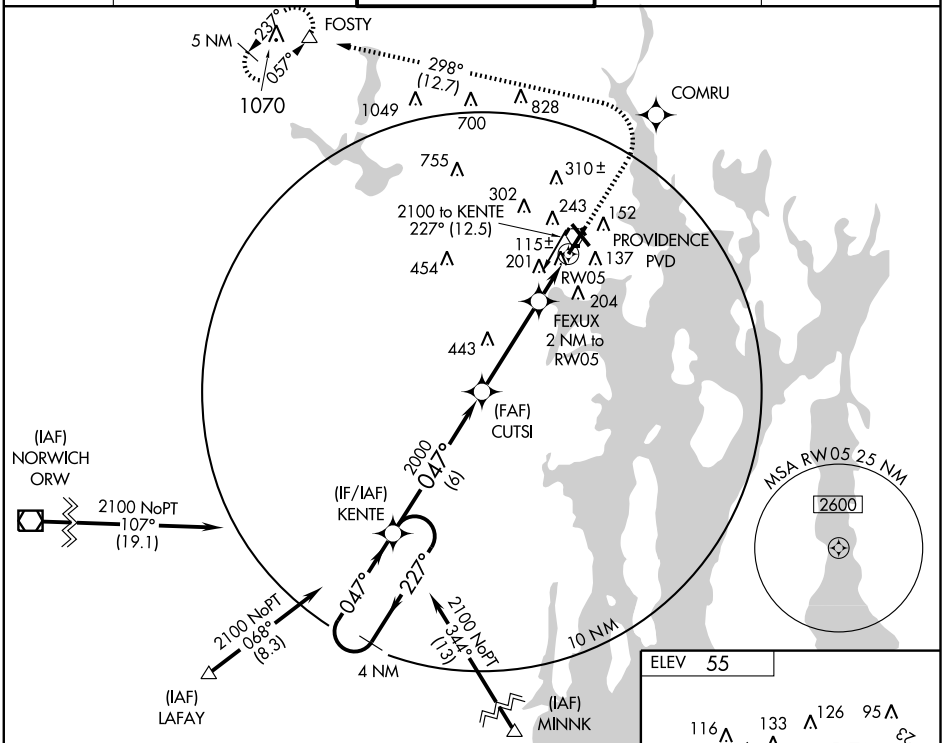
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

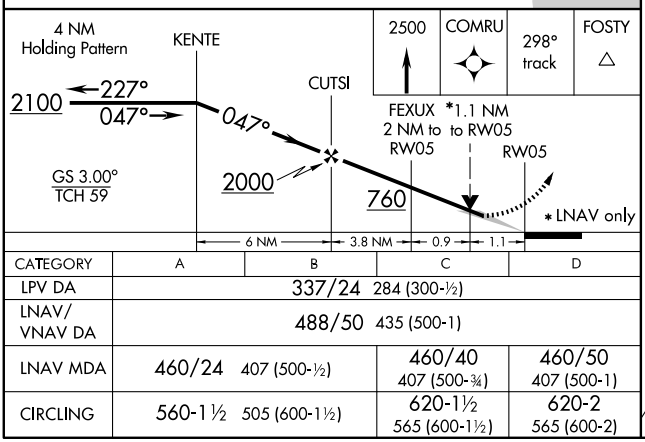
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
W For inoperative ALSF, increase LPV visibility all Cats to RVR 5000, LNAV Cat D to RVR 6000.

ALSF-2

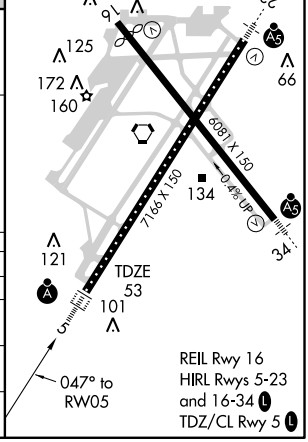
MISSED APPROACH: Climb to 2500 direct COMRU and via 298° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 337/24 284 (300-½) | | | |
| LNAV/ VNAV DA | 488/50 435 (500-1) | | | |
| LNAV MDA | 460/24 407 (500-½) | | 460/40 407 (500-¾) | 460/50 407 (500-1) |
| CIRCLING | 560-1½ 505 (600-1½) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5516 |
|---|---|---|
| 157° | TDZE | 54 |
| | Apt Elev | 55 |

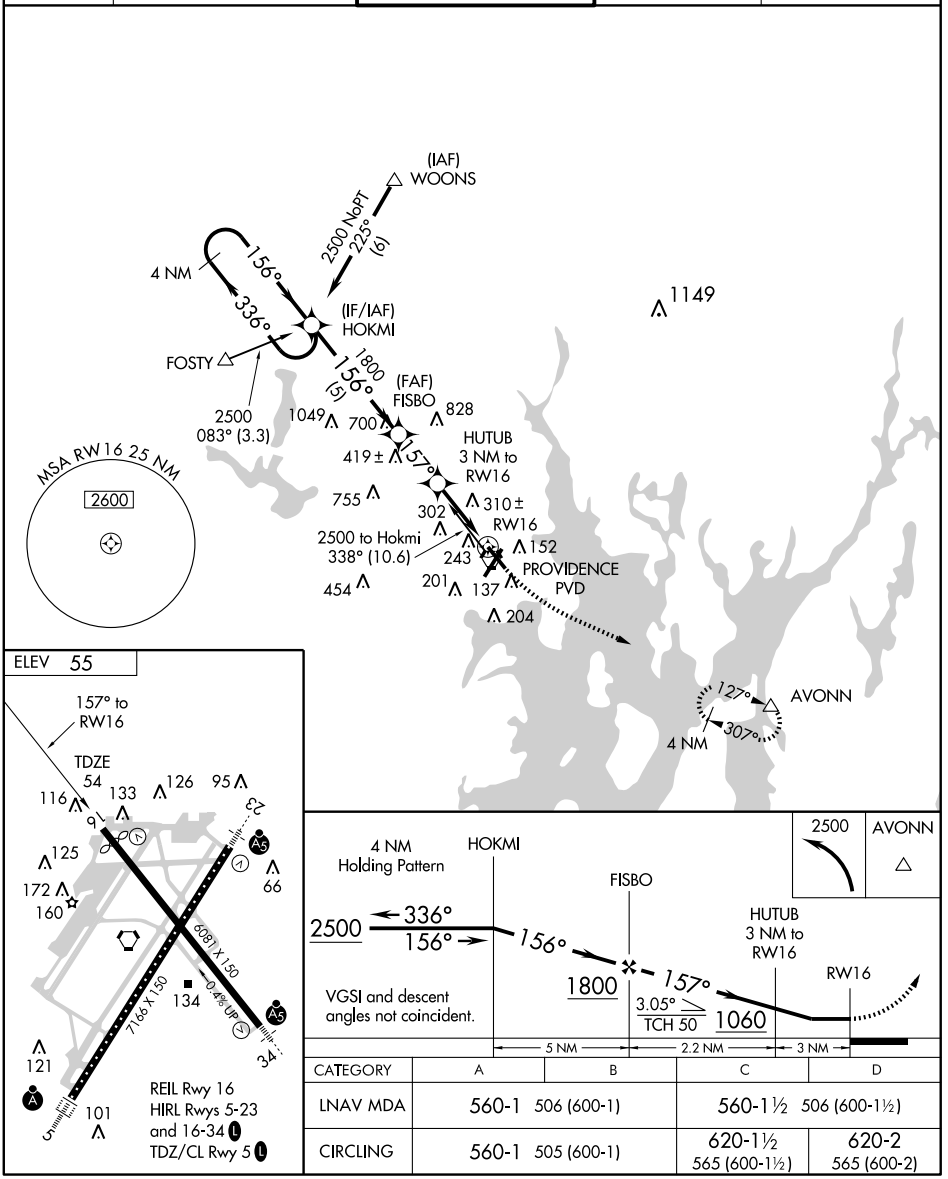
# RNAV (GPS) RWY 16

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) Ⓛ 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 506 (600-1) | | 560-1½ 506 (600-1½) | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7166 |
|---|---|---|
| 227° | TDZE | 50 |
| | Apt Elev | 55 |

# RNAV (GPS) RWY 23

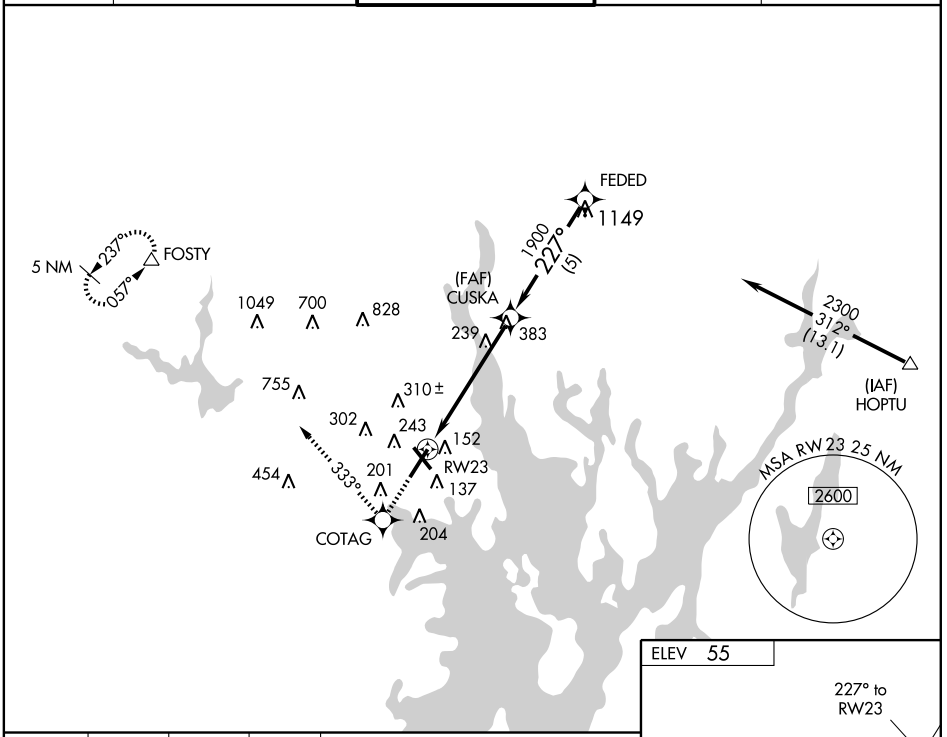
PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

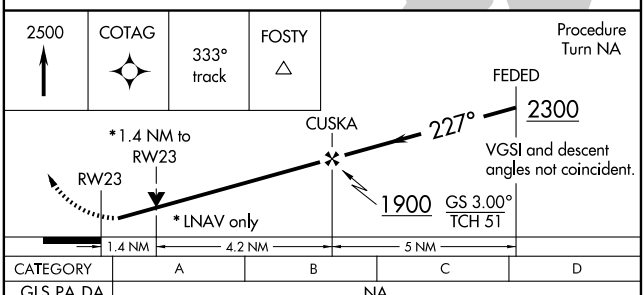
T W BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

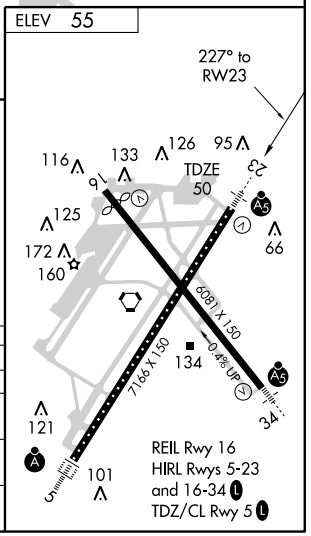
MALSR A5

MISSED APPROACH: Climb to 2500 direct COTAG then via 333° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 426/40 376 (400-¾) | | | |
| LNAV MDA | 540/40 490 (500-¾) | | | 540/50 490 (500-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |




NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6081 |
|---|---|---|
| 337° | TDZE | 51 |
| | Apt Elev | 55 |

# RNAV (GPS) RWY 34

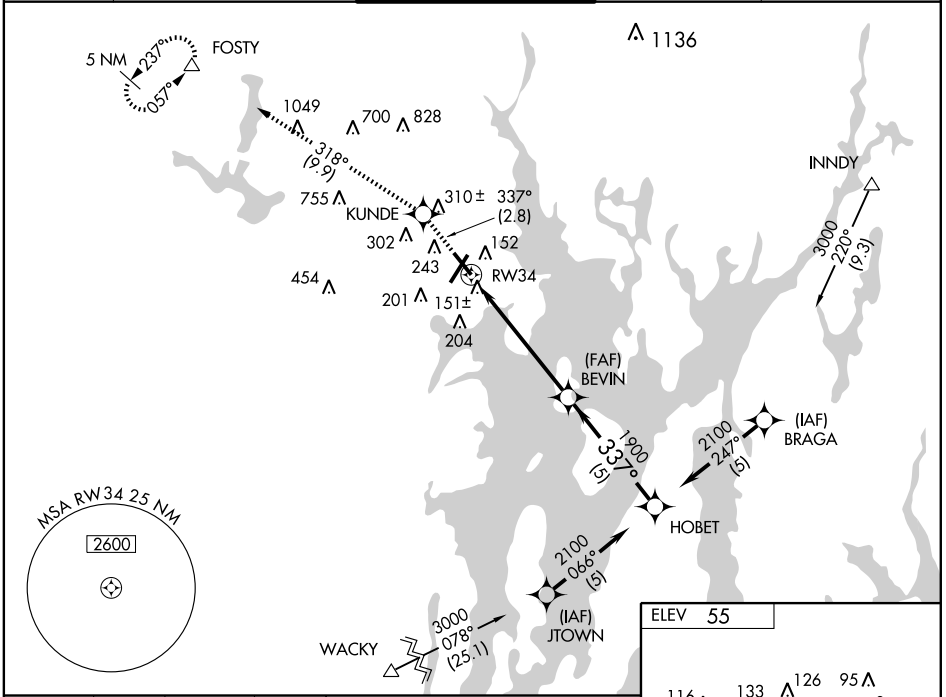
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

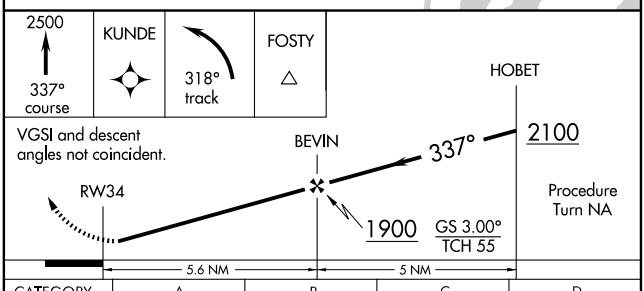
T W BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000; inoperative table does not apply to LNAV Cats A and B, increase LNAV Cats C and D visibility to RVR 6000.

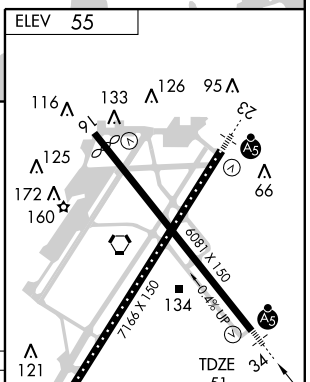
MALSR

MISSED APPROACH: Climb to 2500 via 337° course to KUNDE WP then left turn via 318° track to FOSTY and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 420/50 369 (400-1) | | | |
| LNAV MDA | 460/50 409 (500-1) | | | |
| CIRCLING | 560-1¼ 505 (600-1¼) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

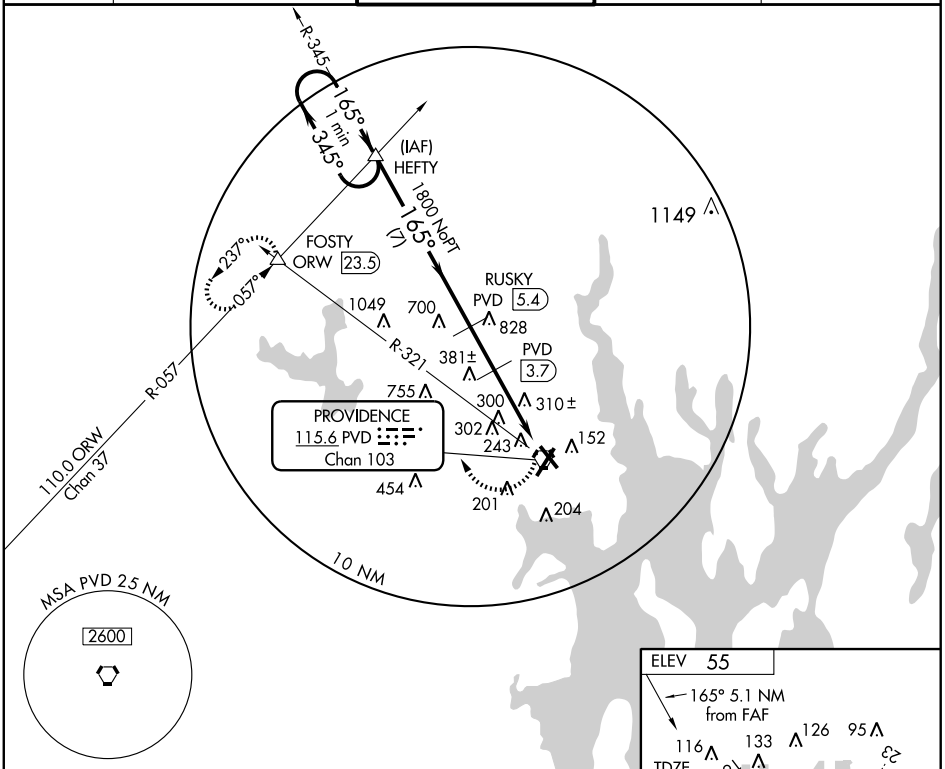
| VORTAC PVD | APP CRS | Rwy Idg | 5516 |
|---|---|---|---|
| 115.6 | 165° | TDZE | 55 |
| Chan 103 | | Apt Elev | 55 |

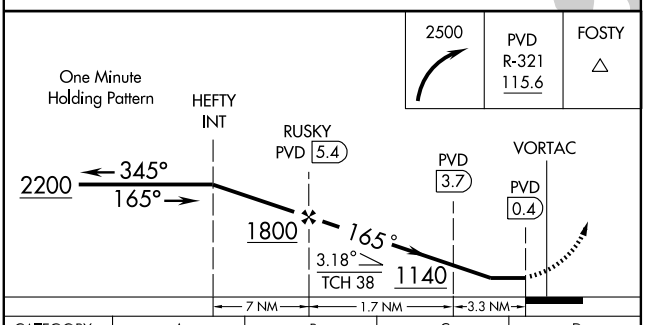
# VOR/DME RWY 16

PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

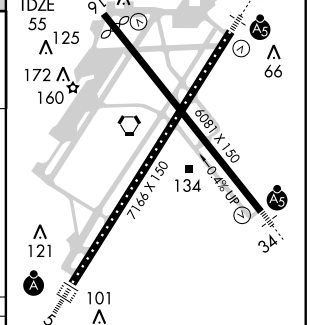
MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON * | PROVIDENCE TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 560-1 | 505 (600-1) | 560-1½ | 505 (600-1½) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |




TDZ/CL Rwy 5 L
REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L

NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy Idg | 7166 |
|---|---|---|---|
| 115.6 | 233° | TDZE | 50 |
| Chan 103 | | Apt Elev | 55 |

# VOR/DME RWY 23

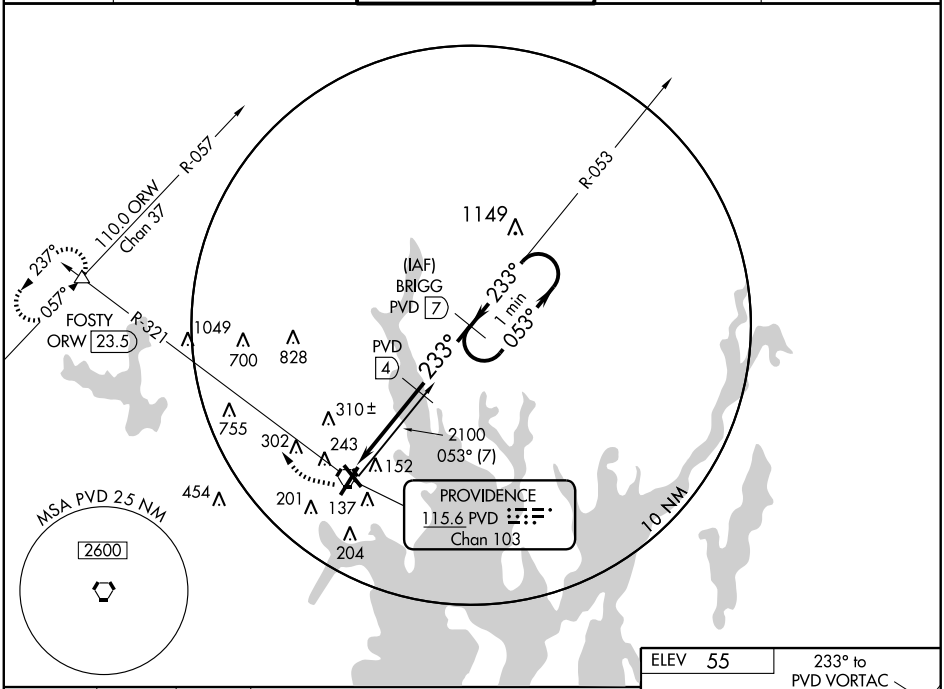
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

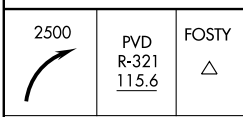
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

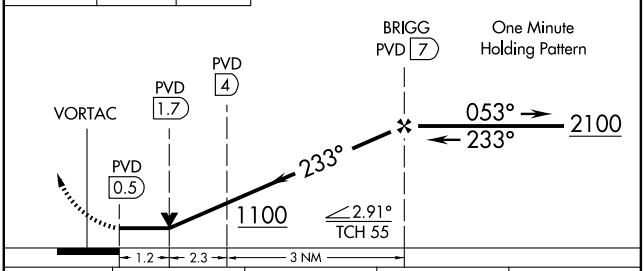
MALSR

MISSED APPROACH: Climbing right turn to 2500 via PVD R-321 to FOSTY Int and hold.

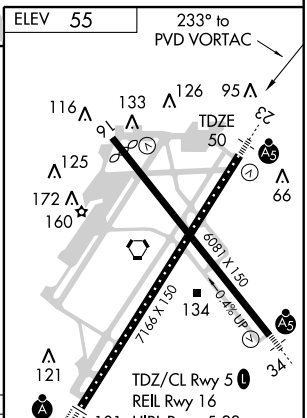
| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 440/40 390 (400-¾) | | | 440/50 390 (400-1) |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy Idg | 6081 |
|---|---|---|---|
| 115.6 | 327° | TDZE | 51 |
| Chan 103 | | Apt Elev | 55 |

# VOR/DME RWY 34

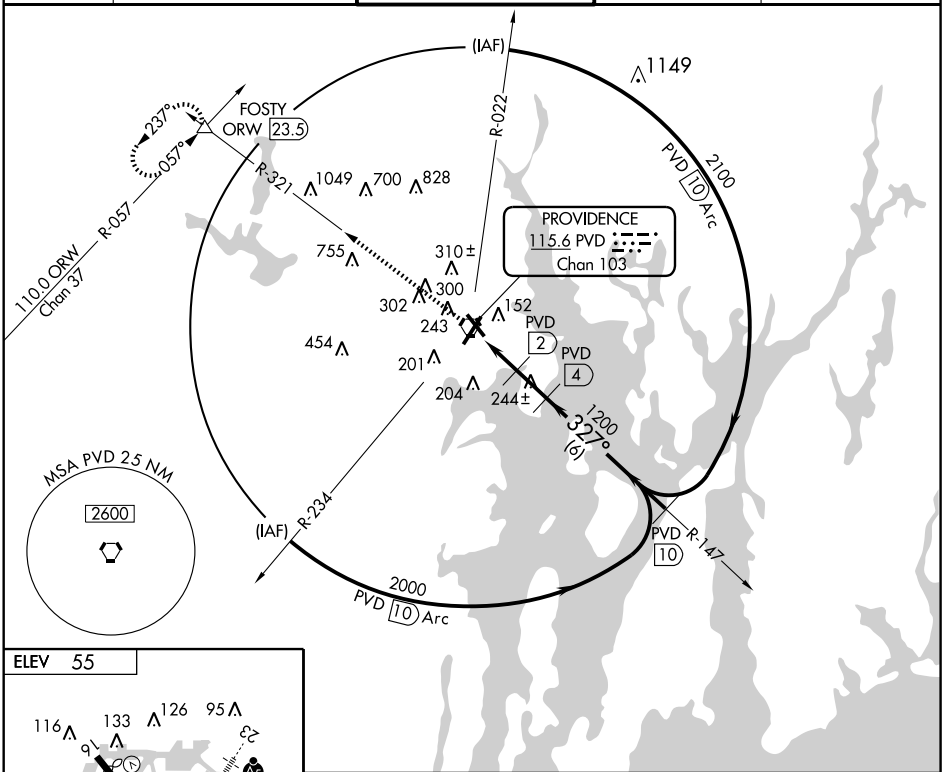
PROVIDENCE/ THEODORE FRANCIS GREEN STATE (PVD)

V Inoperative table does not apply to S-34 Cats A, B, and C. For inoperative MALSR, increase S-34 Cat D visibility to RVR 6000.

MALSR

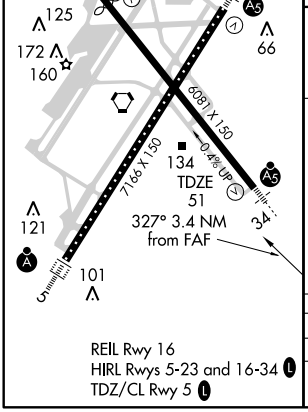
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int/ORW 23.5 DME and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |

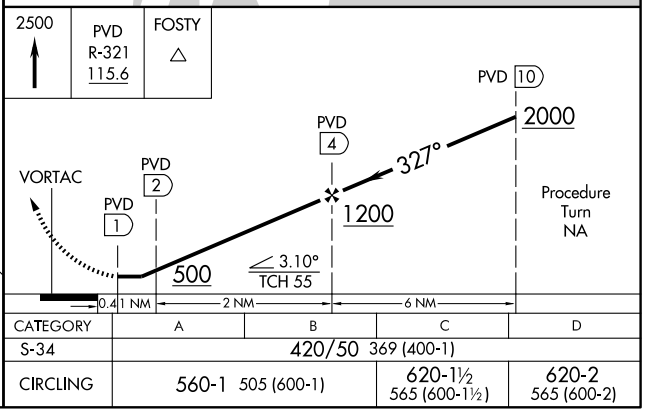



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010




REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 420/50 369 (400-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |

| VORTAC PVD | APP CRS | Rwy Idg | 7166 |
|---|---|---|---|
| 115.6 | 045° | TDZE | 53 |
| Chan 103 | | Apt Elev | 55 |

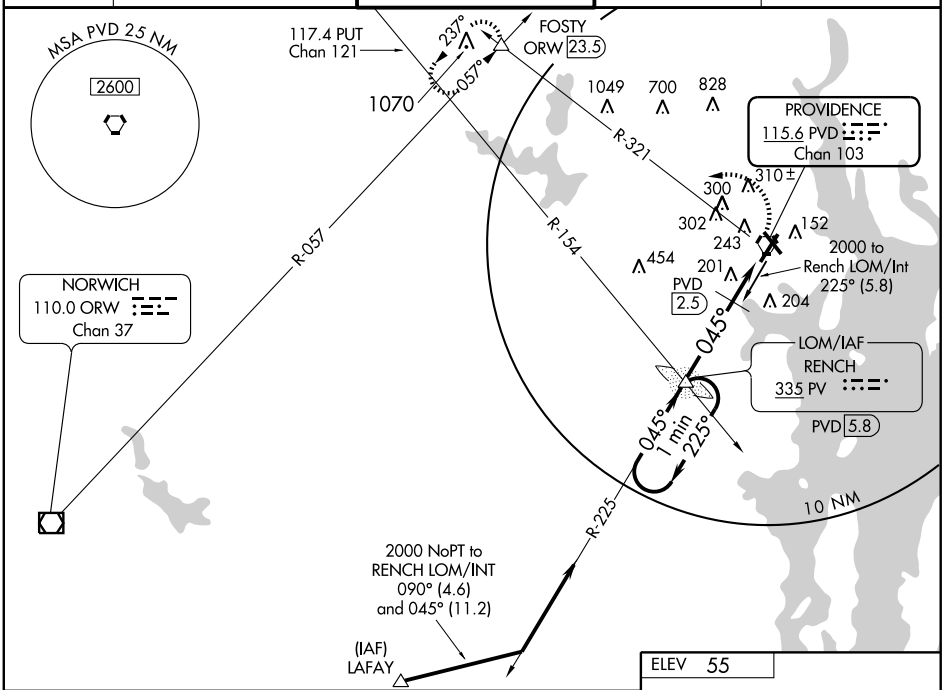
# VOR RWY 5

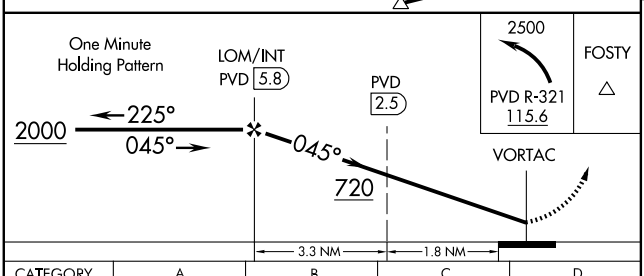
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

ALSF-2

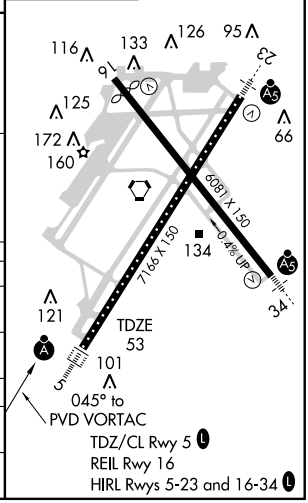
MISSED APPROACH: Climbing left turn to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 720/24 | 667 (700-½) | 720/60 667 (700-1¼) | 720-1½ 667 (700-1½) |
| CIRCLING | 720-1 | 665 (700-1) | 720-1¾ 665 (700-1¾) | 720-2 665 (700-2) |
| DME MINIMUMS | | | | |
| S-5 | 540/24 | 487 (500-½) | 540/40 487 (500-¾) | 540/50 487 (500-1) |
| CIRCLING | 560-1 | 505 (600-1) | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PVD | APP CRS | Rwy Idg | 6081 |
|---|---|---|---|
| 115.6 | 327° | TDZE | 51 |
| Chan 103 | | Apt Elev | 55 |

# VOR RWY 34

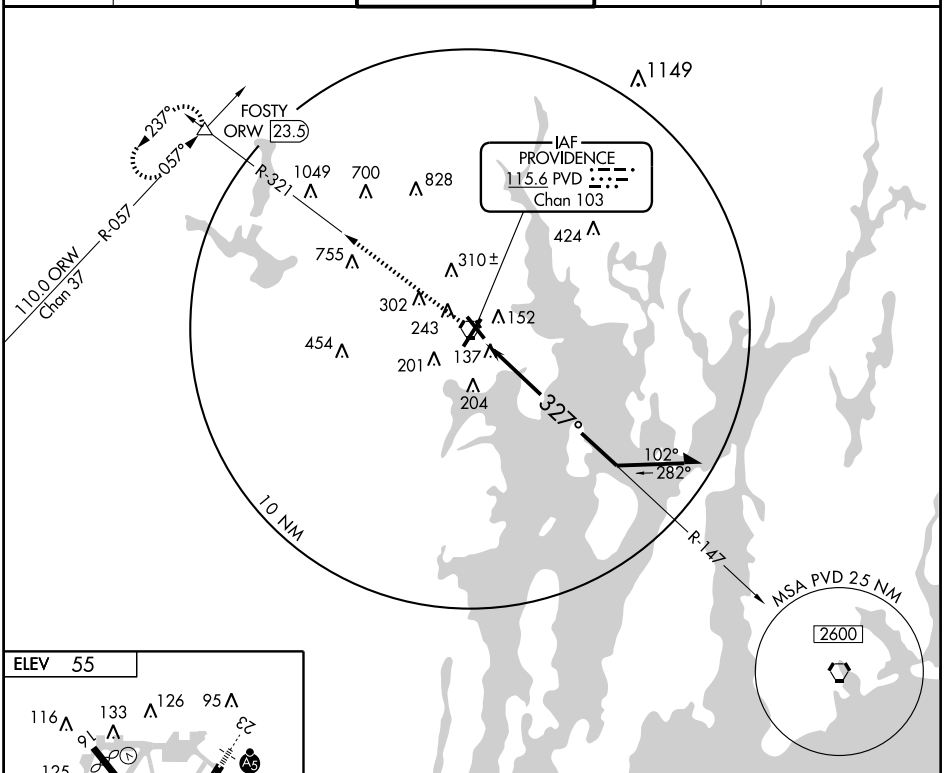
## PROVIDENCE / THEODORE FRANCIS GREEN STATE (PVD)

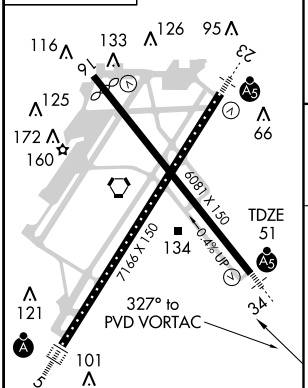
T Inoperative table does not apply to Cats A and B.

MALSR

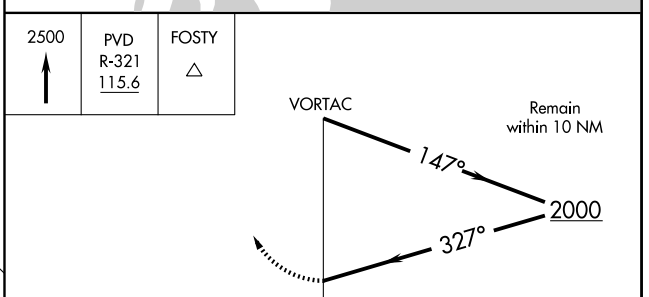
MISSED APPROACH: Climb to 2500 via PVD R-321 to FOSTY Int and hold.

| ATIS | PROVIDENCE APP CON ★ | PROVIDENCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.2 | 135.4 244.875 | 120.7 (CTAF) L 257.8 | 121.9 348.6 | 126.65 348.6 |




REIL Rwy 16
HIRL Rwys 5-23 and 16-34 L
TDZ/CL Rwy 5 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 560/50 509 (600-1) | | | |
| CIRCLING | 560-1 505 (600-1) | | 620-1½ 565 (600-1½) | 620-2 565 (600-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## WESTERLY STATE (WST) 2 SE UTC−5(−4DT) N41°20.98′ W71°48.20′ NEW YORK

81 B S4 **FUEL** 100LL, JET A NOTAM FILE WST L–33C, 34I

**RWY 07–25:** H4010X100 (ASPH–GRVD) S–30, D–60 MIRL 0.7% up NE IAP

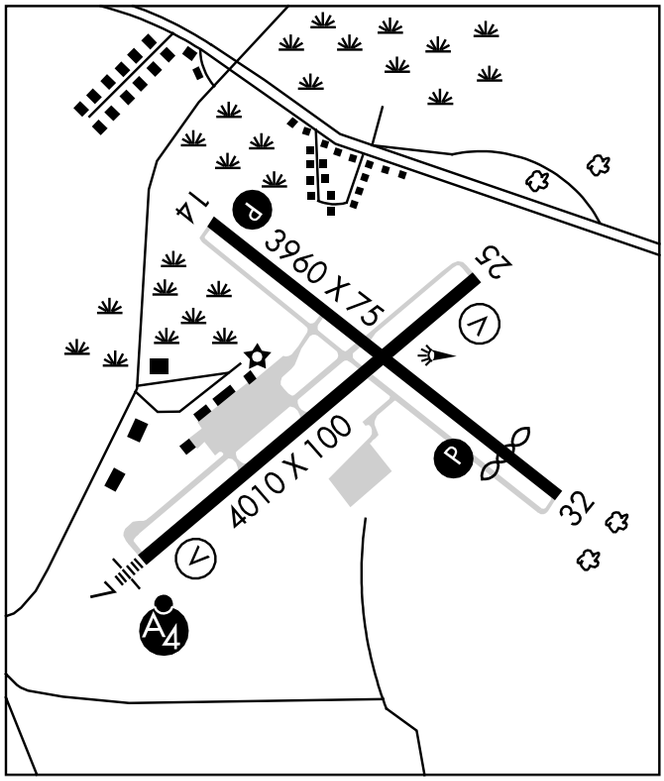
**RWY 07:** MALSF. VASI(V4R)—GA 3.6°TCH 56′. Trees.

**RWY 25:** REIL. VASI(V2L)—GA 3.0°TCH 26′. Trees.

**RWY 14–32:** H3960X75 (ASPH) S–12.5 MIRL 0.6% up SE

**RWY 14:** PAPI(P4L)—GA 4.0° TCH 40′. Trees.

**RWY 32:** PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 750′. Trees.




**AIRPORT REMARKS:** Attended 1300–2130Z‡. Self svc 100LL fuel avbl 24 hrs. Deer and birds on and invof arpt. Rwy 07–25 is the preferred calm wind rwy. Rwy conditions may not be monitored or reported when arpt is unattended; call arpt manager 401–596–2357. Arpt located in noise sensitive area and populated areas to the south and west should be avoided. Noise abatement procedures in effect contact arpt manager at 401–596–2357. Banner tow ops on airfield and below 1000′ along southern coast of Rhode Island. ACTIVATE MIRL Rwy 07–25 and Rwy 14–32, MALSF Rwy 07 and REIL Rwy 25, Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32 —CTAF. Overnight parking fee. Ldg fee for commercial and non Rhode Island registered acft.

**WEATHER DATA SOURCES:** ASOS 132.375 (401) 596–9543.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **PROVIDENCE APP/DEP CON** 119.45 (S of ORW) (1045–0500Z‡)

**BOSTON CENTER APP/DEP CON** 124.85 (0500–1045Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GON.

**GROTON (T) VOR/DME** 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ 098° 11.3 NM to fld. 20/14W.

**ILS/DME** 108.9 I–RLS Chan 26 Rwy 07. LOC only. LOC unmonitored.

## WEST KINGSTON

## RICHMOND (Ø8R) 3 W GMT–5(−4DT) N41°29.37′ W71°37.24′ NEW YORK

130 B S4 **FUEL** 100LL TPA—1130(1000) NOTAM FILE BDR

**RWY 11–29:** H2129X30 (ASPH) LIRL (NSTD)

**RWY 11:** Trees. **RWY 29:** TRCV (TRIL)–GA 5.5°. Thld dsplcd 130′. Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Ultralights on and invof arpt. Deer and birds on and invof arpt. Rwy 11 CLOSED ngts. Rwy 11–29 +15′ trees 45′ N of centerline. +40′ drop–off 150′ from Rwy 29 end. +10′ drop–off 200′ from Rwy 11 end. Numerous perpendicular cracks and surface irregularities full length of rwy. Rwy 11–29 NSTD LIRL located 30′ from edge of pavement. Rotating bcn OTS indef. Rwy 29 dsplcd thld lgtd and marked with white bar and number. ACTIVATE LIRL Rwy 11–29 and windsock lgts—CTAF.
ACTIVATE LIRL Rwy 11–29 and windsock lgts.—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**COMM/NAV/WEATHER REMARKS:** Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

| LOC I-RLS 108.9 Chan 26 | APP CRS 068° | Rwy Idg 4010<br>TDZE 76<br>Apt Elev 81 |
|---|---|---|

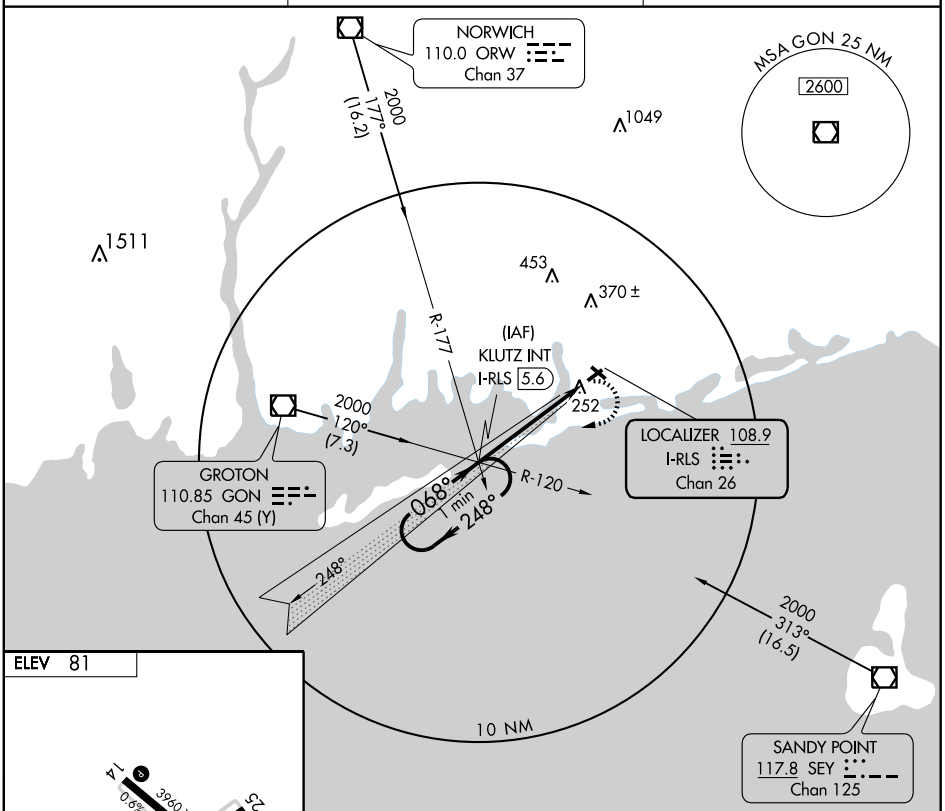
# LOC RWY 7
## WESTERLY STATE (WST)

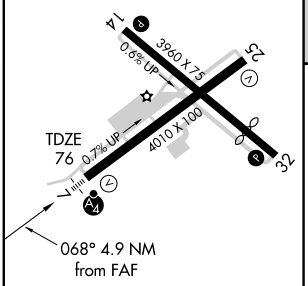
NA — Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ Int/I-RLS 5.6 DME and hold.

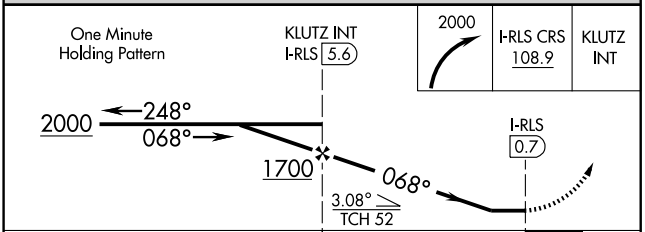
| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.375 | 119.45 319.2 | 123.0 (CTAF) L |




REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 500-1 424 (500-1) | | 500-1¼ 424 (500-1¼) | |
| CIRCLING | 580-1 499 (500-1) | | 580-1½ 499 (500-1½) | 720-2 639 (700-2) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4010 |
|---|---|---|
| 068° | TDZE | 76 |
| | Apt Elev | 81 |

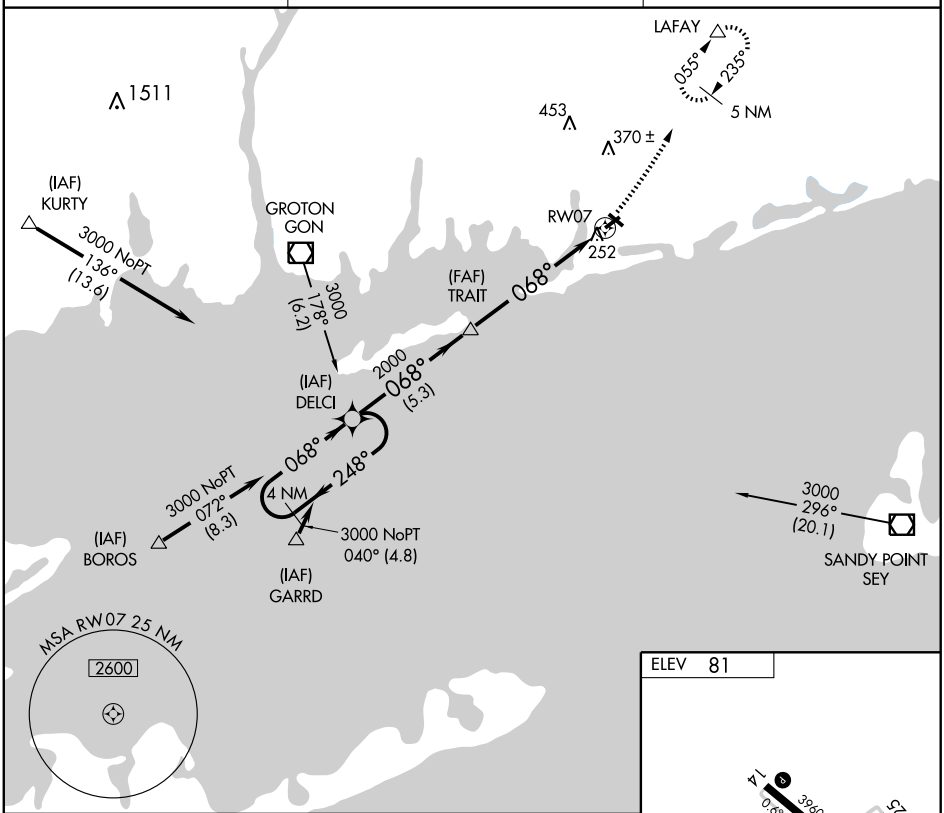
# RNAV (GPS) RWY 7
## WESTERLY STATE (WST)

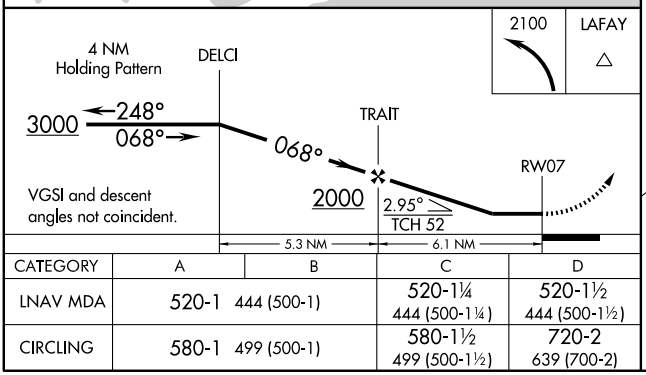
| | | | |
|---|---|---|---|
| ▼ NA | Inoperative table does not apply. DME/DME RNP-0.3 NA. | MALSF | MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold. |

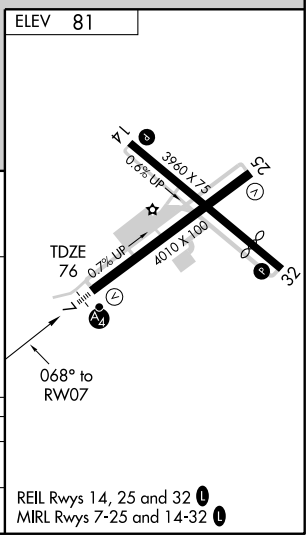
| ASOS | PROVIDENCE APP CON ★ | UNICOM |
|---|---|---|
| 132.375 | 119.45 319.2 | 123.0 (CTAF) L |



NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 444 (500-1) | | 520-1¼ 444 (500-1¼) | 520-1½ 444 (500-1½) |
| CIRCLING | 580-1 499 (500-1) | | 580-1½ 499 (500-1½) | 720-2 639 (700-2) |

REIL Rwys 14, 25 and 32 L
MIRL Rwys 7-25 and 14-32 L

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ABINGDON, VA**
VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR/DME-B**
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

**ANNAPOLIS, MD**
LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

**BALTIMORE, MD**
BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
**ILS or LOC Rwy 28[2]**
**VOR Rwy 10[3]**
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
**LOC Rwy 15[2]**
**VOR/DME or TACAN Z Rwy 15[4]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

**BLACKSBURG, VA**
VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**CHARLOTTESVILLE, VA**
CHARLOTTESVILLE-
ALBEMARLE .. .....**ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3[34]**
**RNAV (GPS) Y Rwy 21[35]**
**RNAV (GPS) Z Rwy 21[3]**
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

**COLLEGE PARK, MD**
COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**CULPEPER, VA**
CULPEPER RGNL ..... **LOC Rwy 4[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**VOR-A[2]**
[1]NA when FBO closed.
[2]NA when local weather not available.

**DANVILLE, VA**
DANVILLE RGNL ..... **ILS or LOC Rwy 2**
**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR Rwy 2**
**VOR Rwy 20[1]**
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**DUBLIN, VA**
NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**EASTON, MD**

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

**EMPORIA, VA**

EMPORIA-
GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

**FARMVILLE, VA**

FARMVILLE RGNL ..... **NDB Rwy 3[1]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

**FELKER AAF (KFAF)**

FORT EUSTIS, VA..... ORIG 08297
**NDB Rwy 14**
**COPTER NDB Rwy 14**
**RNAV (GPS) Rwy 14**
**COPTER RNAV (GPS) Rwy 14**
NA when control tower closed.

**FORT MEADE (ODENTON), MD**

TIPTON ..... **RNAV (GPS) Rwy 28**
NA when local weather not available.

**FREDERICK, MD**

FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[1,2]**
**RNAV (GPS) Y Rwy 23[1]**
**RNAV (GPS) Z Rwy 23[3]**
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

**GAITHERSBURG, MD**

MONTGOMERY COUNTY
AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**GALAX/HILLSVILLE, VA**

TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**GEORGETOWN, DE**

SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**HAGERSTOWN, MD**

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**
NA when local weather not available.
[1]NA when control tower closed.

**HOT SPRINGS, VA**

INGALLS FIELD ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEESBURG, VA**

LEESBURG EXECUTIVE **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

**LEONARDTOWN, MD**

ST. MARY'S COUNTY
RGNL ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**LOUISA, VA**

LOUISA COUNTY/
FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

**LYNCHBURG, VA**

LYNCHBURG RGNL/PRESTON GLENN
FIELD ..... **ILS or LOC Rwy 4[1,2]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**
**VOR/DME Rwy 22[4]**
**VOR Rwy 4[3]**
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

**MANASSAS, VA**

MANASSAS RGNL/HARRY P DAVIS
FIELD ..... **ILS or LOC Rwy 16L,**700-2
**RNAV (GPS) Rwy 16L**
NA when control tower closed.

**MARION/WYTHEVILLE, VA**

MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**MARTINSVILLE, VA**

BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

**MELFA, VA**

ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**MIDDLETOWN, DE**

SUMMIT ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
**ILS or LOC Rwy 25[1]**
**LOC/DME Rwy 20[12]**
**RNAV (GPS) Rwy 7[2]**
**RNAV (GPS) Rwy 20[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**OCEAN CITY, MD**

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 32[12]**
**VOR-A[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**PETERSBURG, VA**

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**
NA when local weather not available.

**PHILLIPS AAF (KAPG)**

ABERDEEN PROVING GROUND, MD ..... **NDB Rwy 22**
**VOR Rwy 22**
**VOR/DME Rwy 22**
**RNAV (GPS) Rwy 22**
NA when control tower closed.

**RICHLANDS, VA**

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**RICHMOND, VA**

RICHMOND INTL ..... **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
**VOR Rwy 16[1]**
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

**ROANOKE, VA**

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
**LDA Rwy 6[2]**
**VOR/NDB Rwy 33[3]**
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

**SALISBURY, MD**

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
**RNAV (GPS) Rwy 32**
**VOR Rwy 23[1]**
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

**SOUTH HILL, VA**

MECKLENBURG-BRUNSWICK RGNL ..... **LOC Rwy 1**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**STAUNTON-WAYNESBORO-HARRISONBURG, VA**

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
**NDB Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
[1]ILS, Category D, 700-2.

**SUFFOLK, VA**

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 7**
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**WALLOPS ISLAND, VA**

WALLOPS FLIGHT
FACILITY ..... **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**WASHINGTON, DC**

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
**ILS or LOC/DME Rwy 1L[1]**
**ILS or LOC/DME Rwy 12[1]**
**ILS or LOC/DME Rwy 19C[1]**
**ILS or LOC/DME Rwy 19R[1]**
**ILS or LOC Rwy 1R[1]**
**ILS or LOC Rwy 19L[1]**
**RNAV (GPS) Y Rwy 19R[2]**
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
**LDA/DME Rwy 19[2]**
**RNAV (GPS) RWY 33[3]**
**ROSSLYN LDA Rwy 19,** 1100-3
**VOR/DME or GPS Rwy 15[4]**
**VOR/DME or GPS Rwy 19[5]**
**VOR Rwy 1[2]**
[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

**WEST POINT, VA**

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
**VOR-A**
NA when local weather not available.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**WILMINGTON, DE**

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[2]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 19[2]**
**RNAV (GPS) Rwy 27[2]**
**VOR Rwy 1[23]**
**VOR Rwy 27[3]**
[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**WINCHESTER, VA**

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

**WISE,VA**

LONESOME PINE ..... **LOC/DME Rwy 24[12]**
**RNAV (GPS) Rwy 6[12]**
**RNAV (GPS) Rwy 24[3]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.


26 AUG 2010 to 23 SEP 2010

## ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

**RADAR - (E)** 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽ **ELEV 280**

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 1L[1] | | AB | **760**/24 | 500 | (500-½) |
| | | | C | **760**/40 | 500 | (500-¾) |
| | | | D | **760**/50 | 500 | (500-1) |
| | | | E | **760**/60 | 500 | (500-1¼) |
| | 19R[4] | | AB | **780**/24 | 507 | (500-½) |
| | | | CD | **780**/50 | 507 | (500-1) |
| | | | E | **780**/60 | 507 | (500-1¼) |
| | 19L[2] | | ABC | **720**/40 | 440 | (500-¾) |
| | | | DE | **720**/50 | 440 | (500-1) |
| | 1R[1] | | ABC | **760**/40 | 495 | (500-¾) |
| | | | D | **760**/50 | 495 | (500-1) |
| | | | E | **760**/60 | 495 | (500-1¼) |
| CIR[3] | 19L | | A | **720**-1 | 440 | (500-1) |
| | | | B | **740**-1 | 460 | (500-1) |
| | | | C | **740**-1½ | 460 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |
| | 19R | | AB | **780**-1 | 500 | (500-1) |
| | | | C | **780**-1½ | 500 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |
| | 1L, 1R | | AB | **760**-1 | 480 | (500-1) |
| | | | C | **760**-1½ | 480 | (500-1½) |
| | | | DE | **840**-2 | 560 | (600-2) |

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

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## DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 11, 10098 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽△ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 32 | 3.0°/34/689 | ABCD | **346**/50 | 280 | (300-1) |
| | 14 | 3.0°/59/1114 | ABCD | **642**-2 | 590 | (600-2) |

When control tower clsd procedure NA.
[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.



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## NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (10098 USN) ELEV 17

**RADAR - (E)** 119.2x 120.2x 279.525 322.525 335.8 353.55

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 10[2 3] | 3.0°/50/948 | ABCDE | **117**-¼ | 100 | (100-¼) |
| | 28[4] | 3.0°/36/682 | ABCDE | **265**-¾ | 250 | (300-¾) |
| COPTER PAR[1] | 10[2 3] | 3.0°/50/948 | COPTER | **117**-¼ | 100 | (100-¼) |
| | 28[4] | 3.0°/36/682 | COPTER | **265**-¾ | 250 | (300-¾) |
| PAR W/O GS[1] | 28[5] | | ABCDE | **460**-1 | 445 | (500-1) |
| | 10[6] | | ABC | **460**-¾ | 443 | (500-¾) |
| | | | DE | **460**-1 | 443 | (500-1) |
| ASR[1] | 10[7] | | AB | **520**-¾ | 503 | (600-¾) |
| | | | CD | **520**-1 | 503 | (600-1) |
| | | | E | **520**-1¼ | 503 | (600-1¼) |
| | 28[6] | | ABC | **460**-1 | 445 | (500-1) |
| | | | DE | **460**-1¼ | 445 | (500-1¼) |
| CIR ASR[8 9] | 10, 28 | | AB | **520**-1¼ | 503 | (600-1¼) |
| | | | C | **520**-1½ | 503 | (600-1½) |
| | | | DE | **580**-2 | 563 | (600-2) |
| CIR PAR W/O GS[8 9] | 10, 28 | | AB | **520**-1¼ | 503 | (600-1¼) |
| | | | C | **520**-1½ | 503 | (600-1½) |
| | | | DE | **580**-2 | 563 | (600-2) |

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.


26 AUG 2010 to 23 SEP 2010

## OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN) ELEV 23

**RADAR - (E)** 124.825 310.8 328.4 346.4 348.75 352.1 363.1

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[8] | 5R[1] | 3.0°/36/686 | ABCDE | **120**-¼ | 100 | (100-¼) |
| | 23L[1] | 3.0°/42/809 | ABCDE | **122**-¼ | 100 | (100-¼) |
| | 5L | 3.0°/40/753 | ABCDE | **121**-½ | 100 | (100-½) |
| | 23R | 3.0°/44/841 | ABCDE | **121**-½ | 100 | (100-½) |
| | 32L[1] | 3.0°/41/782 | ABCDE | **123**-¼ | 100 | (100-¼) |
| | 14R | 3.0°/38/711 | ABCDE | **272**-1 | 250 | (300-1) |
| PAR | 14R | | ABCDE | **360**-1¼ | 338 | (400-1¼) |
| W/O GS[8] | 5R[2] | | ABCD | **420**-¾ | 400 | (400-¾) |
| | | | E | **420**-1 | 400 | (400-1) |
| | 5L | | ABCD | **420**-1¼ | 399 | (400-1¼) |
| | | | E | **420**-1½ | 399 | (400-1½) |
| | 32L[4] | | ABCDE | **360**-¾ | 337 | (400-¾) |
| | 23L[3] | | ABC | **460**-¾ | 438 | (500-¾) |
| | | | DE | **460**-1 | 438 | (500-1) |
| | 14R | | ABCDE | **300**-1¼ | 278 | (300-1¼) |
| | 23R | | ABC | **460**-1¼ | 439 | (500-1¼) |
| | | | DE | **460**-1½ | 439 | (500-1½) |
| PAR | 32R | | AB | **360**-1¼ | 339 | (400-1¼) |
| SIDESTEP[8] | | | C | **360**-1½ | 339 | (400-1½) |
| | | | DE | **360**-2 | 339 | (400-2) |
| | 14L | | AB | **360**-1¼ | 340 | (400-1¼) |
| | | | C | **360**-1½ | 340 | (400-1½) |
| | | | DE | **360**-2 | 340 | (400-2) |
| | 5L | | ABC | **420**-1½ | 399 | (400-1½) |
| | | | DE | **420**-2 | 399 | (400-2) |
| | 23L | | ABC | **460**-1½ | 438 | (500-1½) |
| | | | DE | **460**-2 | 438 | (500-2) |
| | 23R | | ABC | **460**-1½ | 439 | (500-1½) |
| | | | DE | **460**-2 | 439 | (500-2) |
| PAR W/O | 5L | | AB | **420**-1¼ | 399 | (400-1¼) |
| GS SIDESTEP[8] | | | C | **420**-1½ | 399 | (400-1½) |
| | | | DE | **420**-2 | 399 | (400-2) |
| | 32R | | AB | **360**-1¼ | 339 | (400-1¼) |
| | | | C | **360**-1½ | 339 | (400-1½) |
| | | | DE | **360**-2 | 339 | (400-2) |
| | 14L | | AB | **360**-1¼ | 340 | (400-1¼) |
| | | | C | **360**-1½ | 340 | (400-1½) |
| | | | DE | **360**-2 | 340 | (400-2) |
| | 23L | | AB | **460**-1¼ | 438 | (500-1¼) |
| | | | C | **460**-1½ | 438 | (500-1½) |
| | | | DE | **460**-2 | 438 | (500-2) |
| | 23R | | AB | **460**-1¼ | 439 | (500-1¼) |
| | | | C | **460**-1½ | 439 | (500-1½) |
| | | | DE | **460**-2 | 439 | (500-2) |



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## OCEANA NAS (KNTU), (Continued)

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 5R[5] | | AB | **420**-½ | 400 | (400-½) |
| | | | CD | **420**-¾ | 400 | (400-¾) |
| | | | E | **420**-1 | 400 | (400-1) |
| | 5L | | ABC | **400**-1 | 379 | (400-1) |
| | | | DE | **400**-1¼ | 379 | (400-1¼) |
| | 32L[6] | | AB | **440**-½ | 417 | (500-½) |
| | | | CD | **440**-¾ | 417 | (500-¾) |
| | | | E | **440**-1 | 417 | (500-1) |
| | 23L[7] | | AB | **460**-½ | 438 | (500-½) |
| | | | C | **460**-¾ | 438 | (500-¾) |
| | | | DE | **460**-1 | 438 | (500-1) |
| | 14R | | AB | **460**-1 | 438 | (500-1) |
| | | | C | **460**-1¼ | 438 | (500-1¼) |
| | | | DE | **460**-1½ | 438 | (500-1½) |
| | 14L | | AB | **460**-1 | 440 | (500-1) |
| | | | C | **460**-1¼ | 440 | (500-1¼) |
| | | | DE | **460**-1½ | 440 | (500-1½) |
| | 23R | | AB | **460**-1 | 439 | (500-1) |
| | | | C | **460**-1¼ | 439 | (500-1¼) |
| | | | DE | **460**-1½ | 439 | (500-1½) |
| | 32R | | AB | **440**-1 | 419 | (500-1) |
| | | | CD | **440**-1¼ | 419 | (500-1¼) |
| | | | E | **440**-1½ | 419 | (500-1½) |
| CIR | All Rwy | | AB | **480**-1 | 457 | (500-1) |
| ASR | | | C | **480**-1½ | 457 | (500-1½) |
| | | | D | **580**-2 | 557 | (600-2) |
| | | | E | **620**-2 | 597 | (600-2) |
| CIR | All Rwy | | ABC | **480**-1¾ | 457 | (500-1¾) |
| PAR | | | D | **580**-2 | 557 | (600-2) |
| | | | E | **620**-2¼ | 597 | (600-2¼) |
| CIR | All Rwy | | AB | **480**-1¼ | 457 | (500-1¼) |
| PAR W/O GS | | | C | **480**-1½ | 457 | (500-1½) |
| | | | D | **580**-2 | 558 | (600-2) |
| | | | E | **620**-2 | 598 | (600-2) |

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.



26 AUG 2010 to 23 SEP 2010

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## PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

**RADAR - (E)** 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 6[2] | 3.0°/46/971 | ABCDE | **139**-¼ | 100 | (100-¼) |
| | 24 | 3.0°/43/805 | ABCDE | **120**-½ | 100 | (100-½) |
| | 14 | 3.0°/37/735 | ABCDE | **127**-½ | 100 | (100-½) |
| | 32 | 3.0°/48/892 | ABCDE | **268**-1 | 250 | (300-1) |
| PAR W/O GS | 6[4] | | ABCD | **360**-½ | 321 | (400-½) |
| | | | E | **360**-¾ | 321 | (400-¾) |
| | 14 | | ABCDE | **340**-1¼ | 313 | (400-1¼) |
| | 24 | | ABCDE | **320**-1¼ | 300 | (400-1¼) |
| | 32 | | ABCDE | **340**-1¼ | 322 | (400-1¼) |
| ASR | 14 | | ABC | **380**-1 | 353 | (400-1) |
| | | | DE | **380**-1¼ | 353 | (400-1¼) |
| | 32 | | ABC | **400**-1 | 382 | (400-1) |
| | | | DE | **400**-1¼ | 382 | (400-1¼) |
| | 6[3] | | AB | **500**-½ | 461 | (500-½) |
| | | | C | **500**-¾ | 461 | (500-¾) |
| | | | D | **500**-1 | 461 | (500-1) |
| | | | E | **500**-1¼ | 461 | (500-1¼) |
| | 24 | | AB | **440**-1 | 420 | (500-1) |
| | | | CD | **440**-1¼ | 420 | (500-1¼) |
| | | | E | **440**-1½ | 420 | (500-1½) |
| CIR[5] | 6-24, 14-32 | | A | **540**-1 | 501 | (600-1) |
| | | | B | **560**-1 | 521 | (600-1) |
| | | | C | **560**-1½ | 521 | (600-1½) |
| | | | D | **600**-2 | 561 | (600-2) |
| | | | E | **640**-2¼ | 601 | (700-2¼) |

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.


26 AUG 2010 to 23 SEP 2010

## QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15 T

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[23] | 2 | 3.0°/35/670 | ABCD | **262**-1 | 252 | (300-1) |
| PAR W/O GS[2] | 2 | | ABCD | **400**-1¼ | 390 | (400-1¼) |
| ASR[2] | 2 | | AB | **560**-1 | 550 | (600-1) |
| | | | C | **560**-1½ | 550 | (600-1½) |
| | | | D | **560**-1¾ | 550 | (600-1¾) |
| CIR PAR or PAR W/O GS[4] | 2 | | A | **500**-1¼ | 490 | (500-1¼) |
| | | | B | **540**-1¼ | 530 | (600-1¼) |
| | | | C | **540**-1½ | 530 | (600-1½) |
| | | | D | **700**-2¼ | 690 | (700-2¼) |
| CIR[4] | 2 | | AB | **560**-1 | 550 | (600-1) |
| | | | C | **560**-1½ | 550 | (600-1½) |
| | | | D | **700**-2¼ | 690 | (700-2¼) |

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.


26 AUG 2010 to 23 SEP 2010

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ABINGDON, VA**

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

**ANDREWS AFB/NAF (KADW)**

CAMP SPRINGS, MD. . . . . 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ANNAPOLIS, MD**

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course.

**Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

## BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

## BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

## BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/ 2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/ 2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/ 2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/ 2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

### BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039° to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

### BRIDGEWATER, VA

BRIDGEWATER AIRPARK ( VBW)

AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

### BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

### CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

### CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA . . . . . 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

### CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

### CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

### CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

### CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

### CLINTON, MD
WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)
NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

### COLLEGE PARK, MD
COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

### CRISFIELD, MD
CRISFIELD MUNI
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

### CULPEPER, VA
CULPEPER RGNL (CJR)
ORIG 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.
NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

### CUMBERLAND, MD
GREATER CUMBERLAND RGNL
TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.
DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

### DANVILLE, VA
DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.
NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

### DAVISON AAF (KDAA)
FORT BELVOIR, VA
. . . . . .Rwy 32, 300-1*
* Or standard with minimum climb of 380/NM to 500.
TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

### DOVER AFB (KDOV)
DOVER, DE . . . . . 09155
TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

### DOVER/CHESWOLD, DE
DELAWARE AIRPARK
NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

**DUBLIN, VA**

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

**EASTON, MD**

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

**ELKTON, MD**

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

**EMPORIA, VA**

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

**FARMVILLE, VA**

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

**FELKER AAF (KFAF),**

FORT EUSTIS, VA . . . . . 08297

**Rwy 14, 32** standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

**FORT MEADE (ODENTON), MD**

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

### FRANKLIN, VA
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

### FREDERICK, MD
FREDERICK MUNI
TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

### FREDERICKSBURG, VA
SHANNON
TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.
NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

### FRIENDLY, MD
POTOMAC AIRFIELD
TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.
NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

### FRONT ROYAL, VA
FRONT ROYAL-WARREN COUNTY (FRR)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 415' per NM to 1100. **Rwy 28,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct MRB VORTAC before proceeding on course.
NOTE: **Rwy 10,** vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL. Powerlines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL. Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL. Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

### GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

### GALAX-HILLSVILLE, VA
TWIN COUNTY
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

### GEORGETOWN, DE
SUSSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

### GRUNDY, VA
GRUNDY MUNI
TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

### HAGERSTOWN, MD
HAGERSTOWN RGNL -RICHARD A. HENSON FIELD
TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

### HOT SPRINGS, VA
INGALLS FIELD
TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

### INDIAN HEAD, MD
MARYLAND
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.
NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

## JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

## LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354
..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

## LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

## LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

## LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.

NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

## LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

## LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

AMDT 1 10210 (FAA)

NOTE: **Rwy 9,** trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL. Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL. Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL. **Rwy 27,** trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL. Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL. Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

## LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

## MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

## MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.


26 AUG 2010 to 23 SEP 2010

**MARTINSVILLE, VA**

BLUE RIDGE (MTV)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

**MELFA, VA**

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

**MIDDLETOWN, DE**

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

**MITCHELLVILLE, MD**

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

**MONETA, VA**

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

**NEWPORT NEWS, VA**

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

**NORFOLK, VA**

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

26 AUG 2010 to 23 SEP 2010

## NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

## NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

## NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA . . . . . 08269

**Rwy 28:** 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

### OAKLAND, MD
GARRETT COUNTY (2G4)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

### OCEAN CITY, MD
OCEAN CITY MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

### OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
VIRGINIA BEACH, VA. . . . . 09351
TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

### ORANGE, VA
ORANGE COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

### PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)
PATUXENT RIVER, MD . . . . . 09267
**Rwy 6,** Obstacle identification surface begins 15' above DER.
**Rwy 14,** Obstacle identification surface begins 35' above DER.
**Rwy 20,** Obstacle identification surface begins 20' above DER.
**Rwy 24,** Obstacle identification surface begins 15' above DER.
TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/ 93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

### PETERSBURG, VA
DINWIDDIE COUNTY (PTB)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.
NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

### PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD . . 07270
TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

### QUANTICO MCAF (TURNER FIELD) (KNYG)
QUANTICO, VA . . . . . 09295
Diverse departures not authorized.
**Rwy 2**, 400-2½*
**Rwy 20,** 300-1¼**
* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.
** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.
DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.
TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

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**QUINTON, VA**

NEW KENT COUNTY (W96)

AMDT 1 10154 (FAA)

NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

**RICHLANDS, VA**

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

**RICHMOND, VA**

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

**RICHMOND, VA (CON'T)**

RICHMOND INTL (RIC)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

**RICHMOND/ASHLAND, VA**

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

**RIDGELY, MD**

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

### ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

### SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

### SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

### SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

### SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)
AMDT 2 10210 (FAA)

NOTE: **Rwy 1,** train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL. Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL. Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL. **Rwy 19,** trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL. Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

### STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

### STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

### STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

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## SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway,105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/ 174' MSL.

## TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

## TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

## WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/ 134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

## WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

## WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

## WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL.

**Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

**Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

**WEST POINT, VA**

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

**WESTMINSTER, MD**

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

**WILLIAMSBURG, VA**

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**WILMINGTON, DE**

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

**WINCHESTER, VA**

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

**WISE, VA**

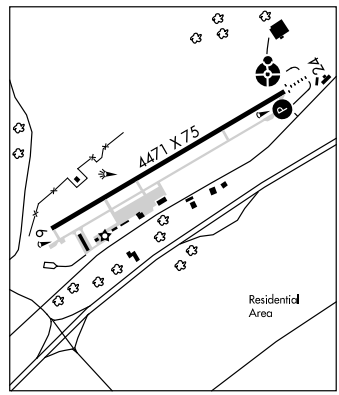
LONESOME PINE (LNP)
AMDT 3 10210 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb on heading 062° to 3600 before proceeding on course.
**Rwy 24,** climb on heading 247° to 4900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL. Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL. **Rwy 24,** trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL. Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL. Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL. Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL. Terrain 159' from DER, 363' left of centerline, 2676' MSL.

## ABINGDON

**VIRGINIA HIGHLANDS** (VJI) 2 W UTC−5(−4DT) N36°41.23′ W82°02.00′ CINCINNATI
2087 B **FUEL** 100LL, JET A TPA—3077 (990) NOTAM FILE VJI L–26I
**RWY 06–24:** H4471X75 (ASPH) S–12.5 MIRL 0.6% up NE IAP
**RWY 06:** Brush. **RWY 24:** ODALS. REIL. PAPI(P2L). Tree.
**AIRPORT REMARKS:** Attended Dec–Mar 1200–0000Z‡, Sat–Sun 1200–2200Z‡, Apr–Nov 1200–0200Z‡. For fuel after hrs call 276–628–6030/623–8686. Wildlife on and invof arpt. Ultralights on and in vicinity of arpt. MIRL Rwy 06–24 preset low ints. ACTIVATE higher ints, PAPI Rwy 24, ODALS Rwy 24 and REIL Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 128.125 (276) 628–2940. Ceiling unreliable indef. Visibility unreliable indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HOLSTON MOUNTAIN, TN RCO** 122.1R 114.6T (NASHVILLE RADIO)
Ⓡ **TRI CITY APP/DEP CON** 128.67 (1100–0500Z‡)
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.85 (0500–1100Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNA.
**HOLSTON MOUNTAIN (L) VORTAC** 114.6 HMV Chan 93 N36°26.22′ W82°07.78′ 021° 15.7 NM to fld. 4321/04W.
**WHINE NDB (MHW/LOM)** 236 VJ N36°44.02′ W81°56.94′ 241° 4.9 NM to fld. NOTAM FILE VJI. Unmonitored when arpt unattended. Unusable byd 15 NM.
**ILS/DME** 108.3 I–VJI Chan 20 Rwy 24. LOC only. LOM WHINE NDB. LOC/DME unmonitored when arpt unattended. LOC unusable byd 30° right of course.




**ACCOMACK CO** (See MELFA)

**ALLEN C. PERKINSON/BAAF** (See BLACKSTONE)

**A P HILL AAF** (FORT A P HILL) (APH)(KAPH) A UTC−5(−4DT) N38°04.13′ W77°19.10′ WASHINGTON
220 TPA–See Remarks NOTAM FILE DCA Not insp. L–34E, 36H
**RWY 05–23:** 2201X100 (TURF)
**RWY 23:** Rgt tfc.
**MILITARY SERVICE: FUEL** J8 Avbl 1300–2130Z‡ with 24 hr PPR DSN 578–8224/8374, C804–633–8224/8374 Dial 8360 from fld phone if Petrol, Oils and Lubricants truck not at fld.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2100Z‡, excluding holidays, other times on req. **RSTD** 24 hr PPR all acft. Use of airfld by fixed wing acft emerg only. Rwy 11–29 CLOSED to Arr/Dep traffic. **CAUTION** Range impact area R–6601 located 600 meters SE of rwy. **TFC PAT** TPA–900(680) **MISC** 40X40 conc pad SE of rwy at midfld. Flight plans open/clsd by phone Leesburg FSS, dial 9–1–800–468–6621. Phone avbl under shelter adjacent to twr. Attended/advisory service from range control Mon-Fri. HILL RDO CTAF 241.0 FM 38.5 A/G use.
**COMMUNICATIONS: CTAF** 126.2
Ⓡ **POTOMAC APP/DEP CON** 134.7 307.2
**RANGE CONTROL** 38.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**NDB (MHW)** 396 APH N38°05.27′, W77°19.50′ 173° 1.1 NM to fld. Unmonitored 2130–1300Z‡.

**APPOLLO SOUCEK FLD** (See OCEANA)

**ARMEL** N38°56.08′ W77°28.00′ NOTAM FILE IAD. WASHINGTON
**(L) VORTAC** 113.5 AML Chan 82 at Washington Dulles Intl. 297/08W. COPTER
VOR portion unusable: H–10H, L–29E, 34E, 36I, A
210°–250° all distances and altitudes.
320°–355° byd 15 NM blo 4000′.
DME unusable byd 35 NM blo 2500′.
**RCO** 122.1R 113.5T (LEESBURG RADIO)

**AZALEA PARK** N38°00.61′ W78°31.09′ NOTAM FILE CHO. WASHINGTON
**NDB (MHW)** 336 AZS 030° 8.3 NM to Charlottesville–Albemarle. L–26K, 36H
NDB unmonitored when twr clsd.

**BALES** N36°35.39′ W79°55.04′ NOTAM FILE MTV. CINCINNATI
**NDB (MHW/LOM)** 396 UV 304° 5.5 NM to Blue Ridge. Unmonitored when arpt unattended. L–26J, 36F

| LOC/DME I-VJI | APP CRS | Rwy Idg | 4471 |
|---|---|---|---|
| 108.3 | 241° | TDZE | 2087 |
| Chan 20 | | Apt Elev | 2087 |

# LOC RWY 24

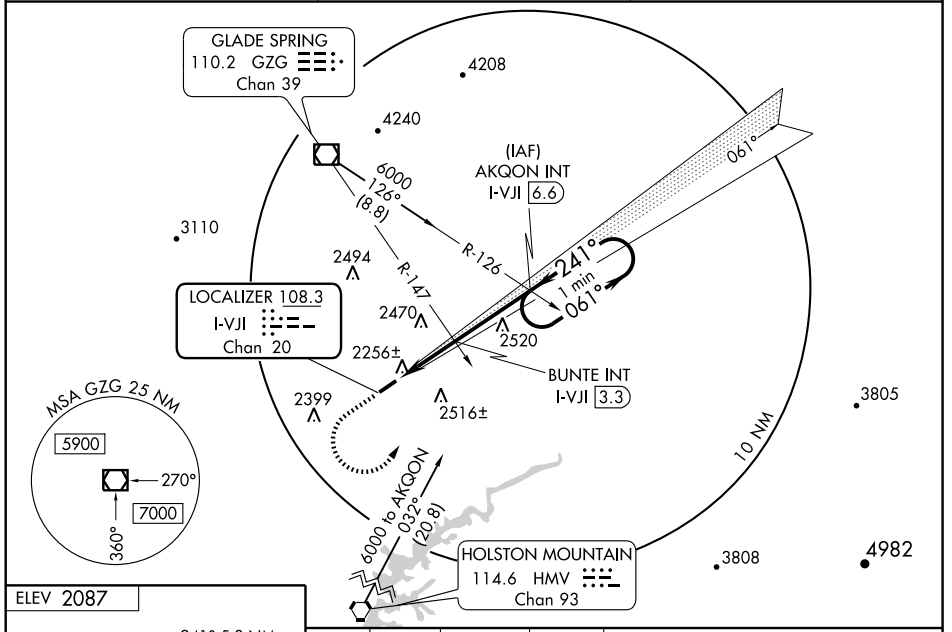
## ABINGDON / VIRGINIA HIGHLANDS (VJI)

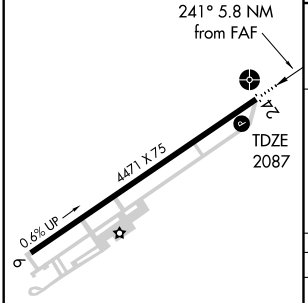
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile. S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

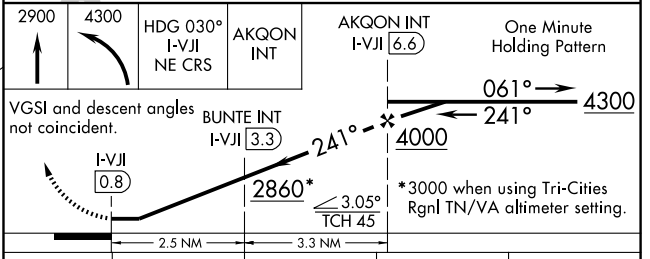
| AWOS-3 | TRI-CITY APP CON | UNICOM |
|---|---|---|
| 128.125 | 128.67 349.0 | 122.8(CTAF) L |




MIRL Rwy 6-24 L
REIL Rwy 24 L

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2860-1<br>773 (800-1) | 2860-1¼<br>773 (800-1¼) | 2860-2¼<br>773 (800-2¼) | 2860-2½<br>773 (800-2½) |
| CIRCLING | 2860-1<br>773 (800-1) | 2860-1¼<br>773 (800-1¼) | 2860-2¼<br>773 (800-2¼) | 2860-2½<br>773 (800-2½) |
| BUNTE FIX MINIMUMS | | | | |
| S-24 | 2520-1 433 (500-1) | | 2520-1¼<br>433 (500-1¼) | 2520-1½<br>433 (500-1½) |
| CIRCLING | 2860-1<br>773 (800-1) | 2860-1¼<br>773 (800-1¼) | 2860-2¼<br>773 (800-2¼) | 2860-2½<br>773 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4471 |
|---|---|---|---|
| CH 82411 | 061° | TDZE | 2068 |
| W06A | | Apt Elev | 2087 |

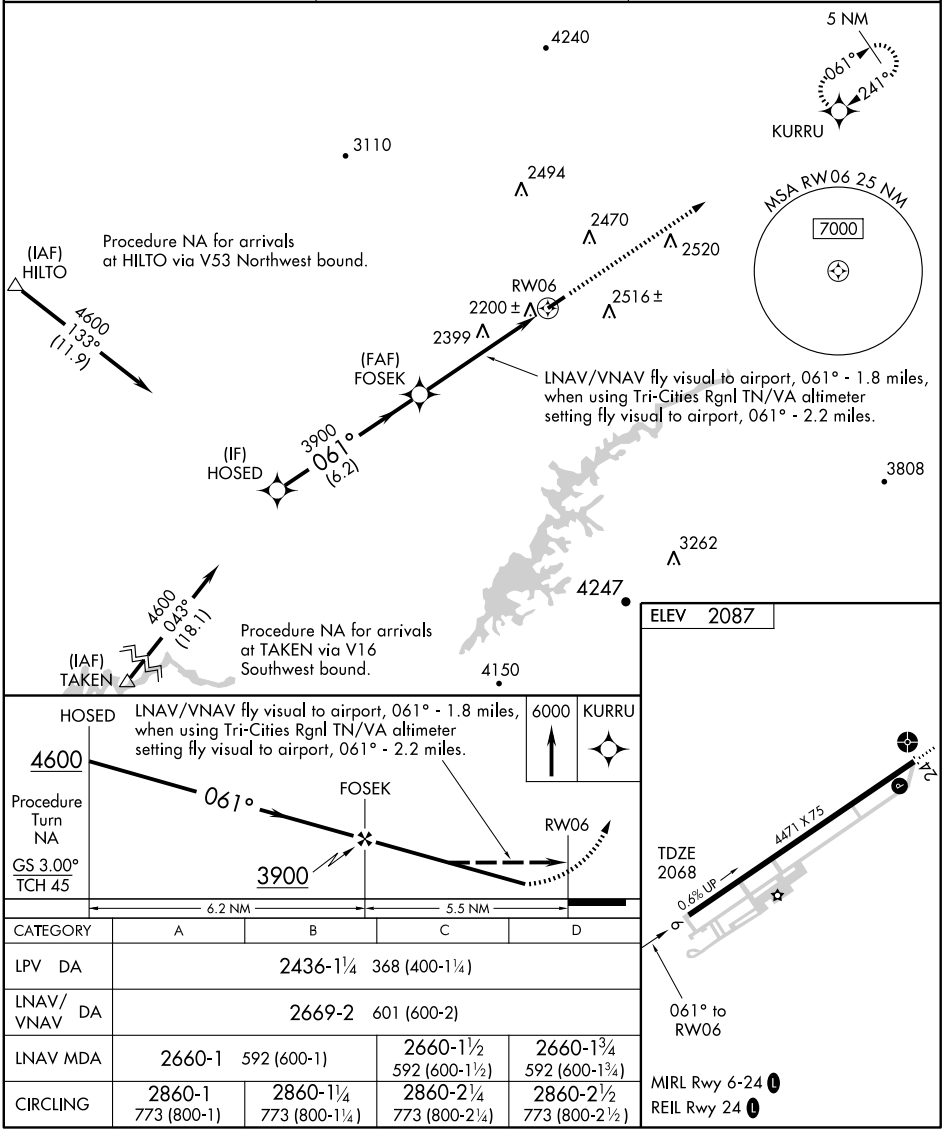
# RNAV (GPS) RWY 6

## ABINGDON / VIRGINIA HIGHLANDS (VJI)

Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

| AWOS-3 | TRI-CITY APP CON | UNICOM |
|---|---|---|
| 128.125 | 128.67 349.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2436-1¼ 368 (400-1¼) | | | |
| LNAV/VNAV DA | 2669-2 601 (600-2) | | | |
| LNAV MDA | 2660-1 592 (600-1) | | 2660-1½ 592 (600-1½) | 2660-1¾ 592 (600-1¾) |
| CIRCLING | 2860-1 773 (800-1) | 2860-1¼ 773 (800-1¼) | 2860-2¼ 773 (800-2¼) | 2860-2½ 773 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4471 |
|---|---|---|
| 241° | TDZE | 2087 |
| | Apt Elev | 2087 |

# RNAV (GPS) RWY 24

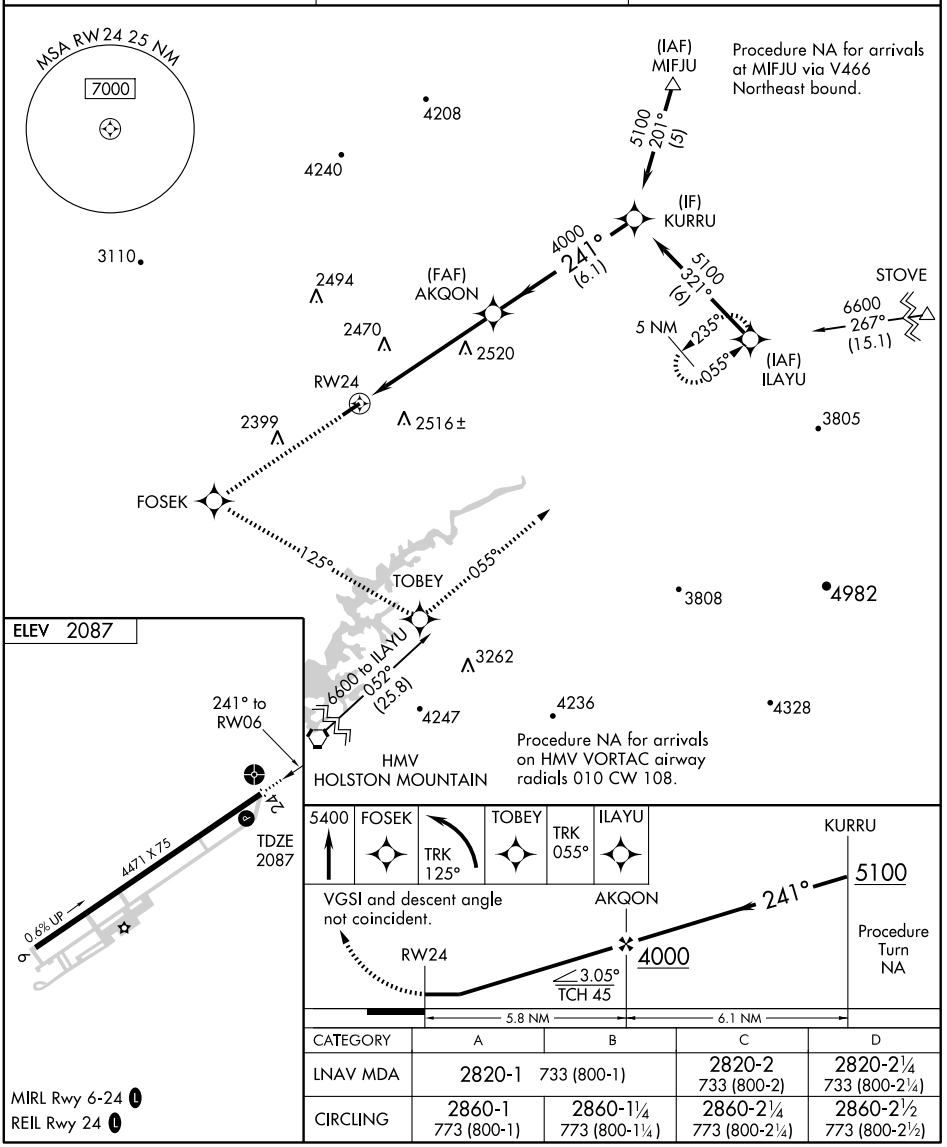
## ABINGDON / VIRGINIA HIGHLANDS (VJI)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility ¼ mile, increase LNAV and Circling Cat. C/D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

| AWOS-3 | TRI-CITY APP CON | UNICOM |
|---|---|---|
| 128.125 | 128.67 349.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2820-1 733 (800-1) | | 2820-2 733 (800-2) | 2820-2¼ 733 (800-2¼) |
| CIRCLING | 2860-1 773 (800-1) | 2860-1¼ 773 (800-1¼) | 2860-2¼ 773 (800-2¼) | 2860-2½ 773 (800-2½) |

MIRL Rwy 6-24 L
REIL Rwy 24 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC HMV 114.6 Chan 93 | APP CRS 021° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 2087 |
|---|---|---|

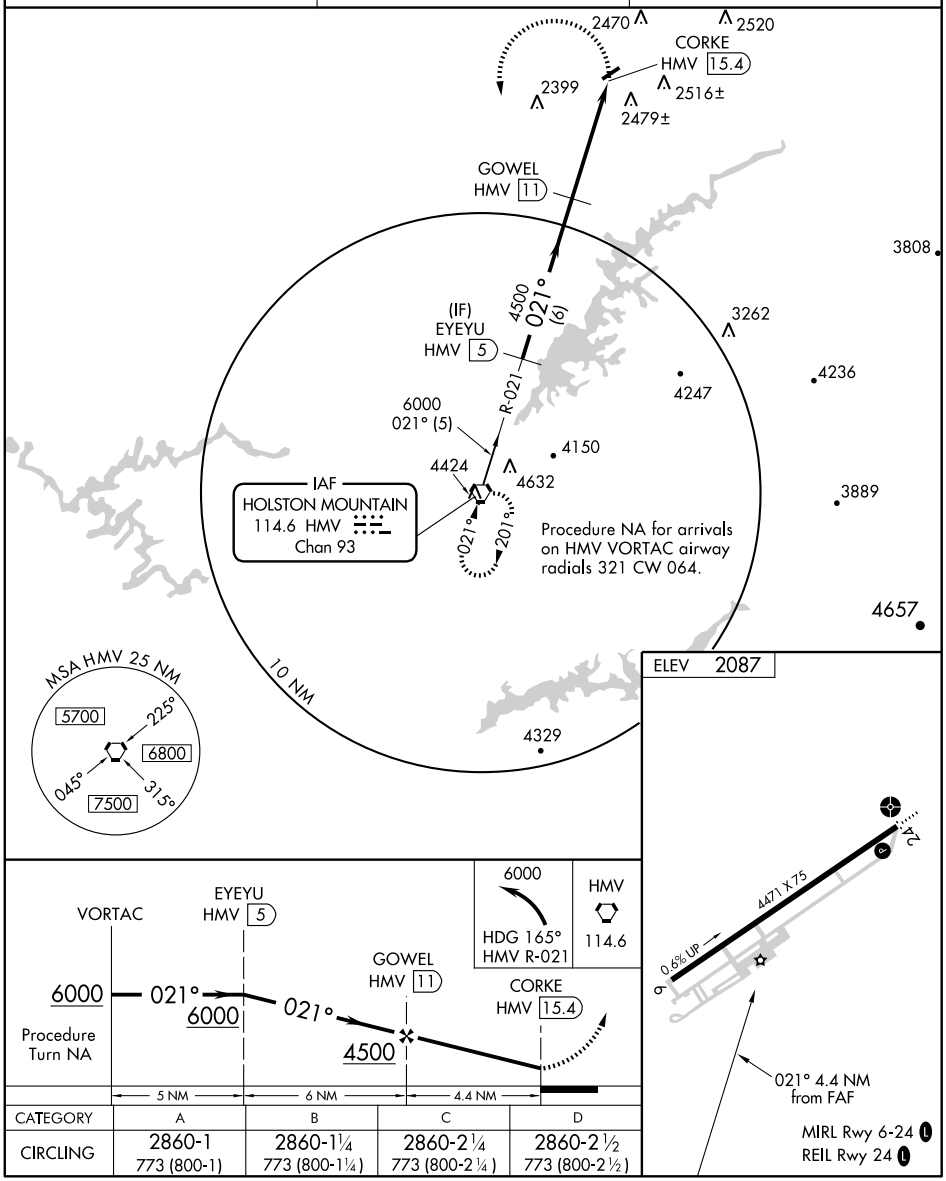
# VOR/DME-B

## ABINGDON / VIRGINIA HIGHLANDS (VJI)

When local altimeter setting not received; use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase Cat. A visibility ¼ mile, Cats. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

| AWOS-3 | TRI-CITY APP CON | UNICOM |
|---|---|---|
| 128.125 | 128.67 349.0 | 122.8 (CTAF) L |



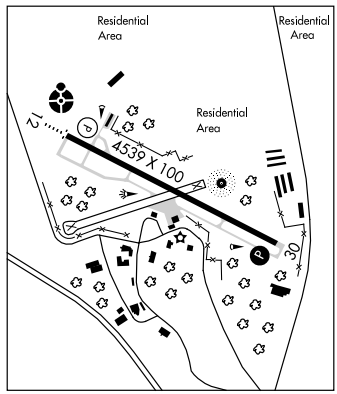

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2860-1<br>773 (800-1) | 2860-1¼<br>773 (800-1¼) | 2860-2¼<br>773 (800-2¼) | 2860-2½<br>773 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## BLACKSBURG

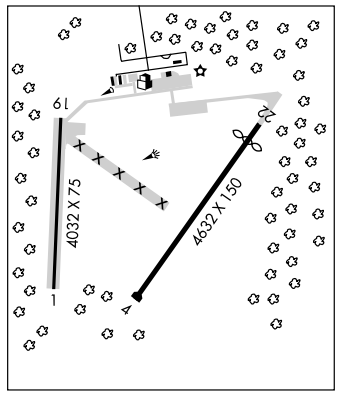
**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (BCB) 3 S UTC−5(−4DT) N37°12.46′ W80°24.47′ **CINCINNATI**
2132 B S4 **FUEL** 100LL, JET A TPA–See Remarks NOTAM FILE BCB **L–26J**
**RWY 12–30:** H4539X100 (ASPH) MIRL 0.4% up SE **IAP**
**RWY 12:** ODALS. PAPI(P4L)—GA 3.0° TCH 40′. Road.
**RWY 30:** REIL. PAPI(P2L)—GA 3.75°. Brush.
**AIRPORT REMARKS:** Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–0000Z‡. PPR for fuel when arpt unattended; phone 540–231–4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12–30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.
**WEATHER DATA SOURCES:** AWOS–3 133.325 (540) 231–4837.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**ROANOKE APP/DEP CON** 126.9 **ROANOKE CLNC DEL** 124.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 070° 16.3 NM to fld. 2120/06W. **HIWAS.**
**TECH NDB (MHW)** 368 TEC N37°12.52′ W80°24.21′ at fld. NOTAM FILE BCB.
**ILS/DME** 109.1 I–BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.




**BLACKSTONE** N37°07.65′ W78°02.67′ NOTAM FILE DCA **WASHINGTON**
**NDB (MHW)** 326 BKT 135° 5.5 NM to Allen C Perkinson/BAAF. **L–36H**

## BLACKSTONE

**ALLEN C. PERKINSON BLACKSTONE AAF** (FORT PICKETT) (BKT) 2 E UTC−5(−4DT) **WASHINGTON**
N37°04.46′ W77°57.44′ **L–36H**
439 B **FUEL** 100LL, JET A NOTAM FILE DCA **IAP, DIAP, AD**
**RWY 04–22:** H4632X150 (CONC) PCN 64 R/C/W/T MIRL 0.8% up NE
**RWY 04:** Tree. **RWY 22:** Thld dsplcd 700′. Tree.
**RWY 01–19:** H4032X75 (ASPH–CON) PCN 1 R/D/W/T
**RWY 01:** Tree. **RWY 19:** Tree. Rgt tfc.
**MILITARY SERVICE: FUEL** A+, J8 (Mil) (NC–100LL, A) (Town of Blackstone, Opr Mon–Fri 1300–2200Z‡, C434–292–7251, other times C434–645–4824 or C434–292–7558.)
**AIRPORT REMARKS:** Attended Mon–Fri 1700–0130Z‡. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01–19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C–130 and C–17 PPR for ldg Rwy 04–22 call 434–292–2193. When twr clsd ACTIVATE MIRL Rwy 04–22—CTAF. Rwy 22 has 700 ft relocated thld.
**MILITARY REMARKS:** Military acft ctc RANGE OPS. **RSTD** 24 hr PPR DSN 438–2193 for ldg at post helipads. Military opr call C434–292–2193/2116. Rwy 04–22 PPR and rwy condition call C434–292–2193. **MISC** Crash/Rescue svc DSN 438–2193/2217.
**COMMUNICATIONS: CTAF/UNICOM** 122.95
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75 377.1
**BLACKSTONE TOWER** 38.3 126.2 241.0 Opr Mon–Fri 1200–2030Z‡ except federal holidays. Other times by NOTAM.
**RANGE OPS** 38.3 41.05
**AIRSPACE: CLASS D** svc Mon–Fri 1200–2030Z‡ except holidays. Other times by NOTAM. Other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LAWRENCEVILLE (L) VORTAC** 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 358° 15.6 NM to fld. 350/08W.
**BLACKSTONE NDB (MHW)** 326 BKT N37°07.65′ W78°02.67′ 126° 5.5 NM to fld.




**BLUE RIDGE** (See MARTINSVILLE)

| LOC/DME I-BCB | APP CRS | Rwy Idg | 4539 |
|---|---|---|---|
| 109.1 | 123° | TDZE | 2113 |
| Chan 28 | | Apt Elev | 2132 |

# LOC/DME RWY 12

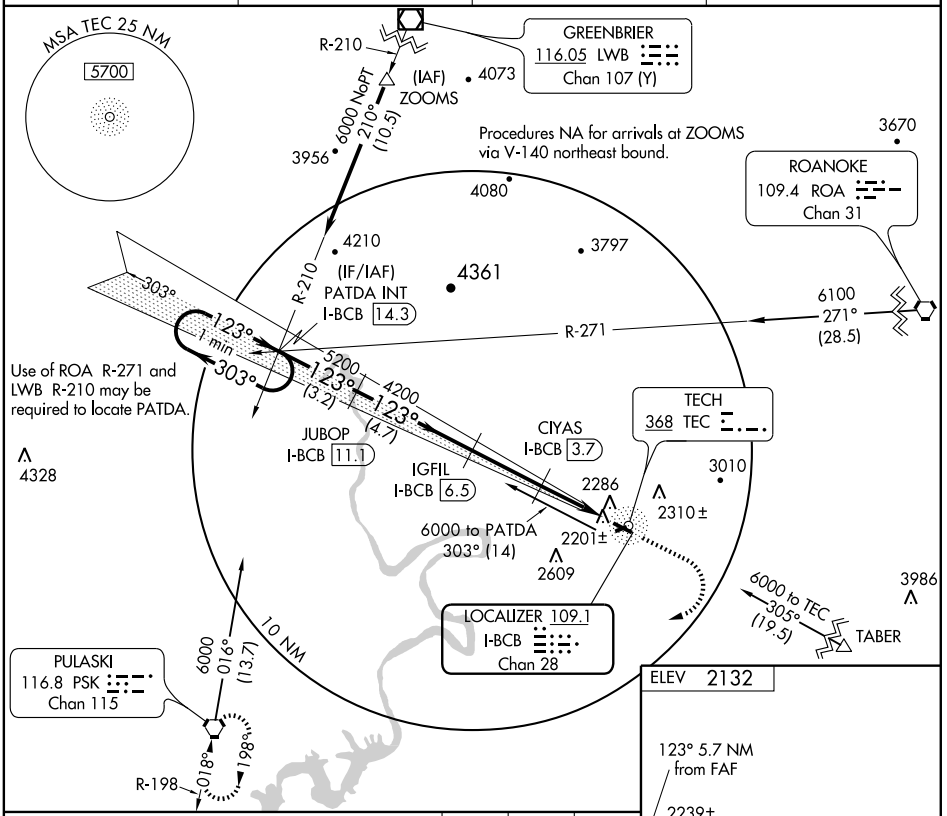
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

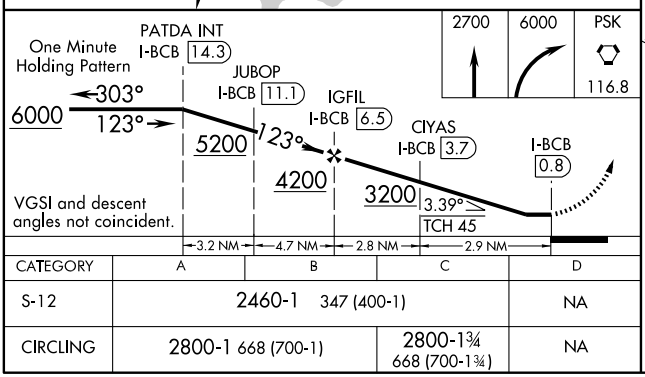
V NA Inoperative table does not apply. When VGSI inop, procedure NA at night.

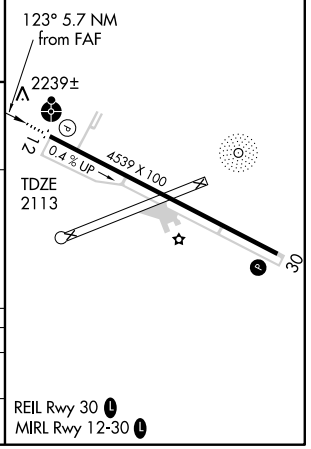
ODALS

MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 133.325 | 126.9 339.8 | 124.85 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 2460-1 347 (400-1) | | | NA |
| CIRCLING | 2800-1 668 (700-1) | | 2800-1¾ 668 (700-1¾) | NA |

REIL Rwy 30 L
MIRL Rwy 12-30 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| NDB TEC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 368 | 069° | TDZE | N/A |
| | | Apt Elev | 2132 |

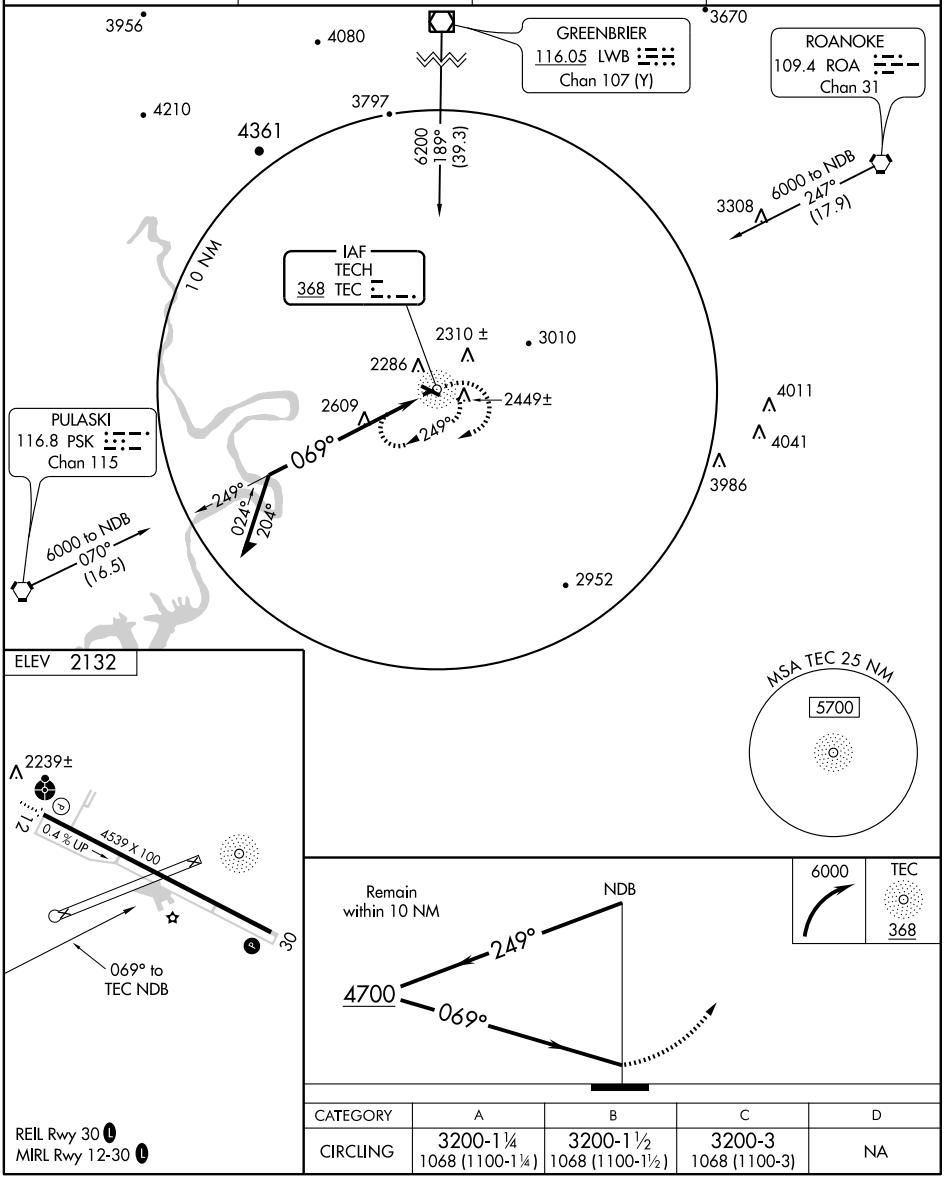
# NDB-A

## BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

T
A NA When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 133.325 | 126.9 339.8 | 124.85 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3200-1¼ 1068 (1100-1¼) | 3200-1½ 1068 (1100-1½) | 3200-3 1068 (1100-3) | NA |

REIL Rwy 30 L
MIRL Rwy 12-30 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4539 |
|---|---|---|---|
| CH 86712 | 123° | TDZE | 2113 |
| W12A | | Apt Elev | 2132 |

# RNAV (GPS) RWY 12

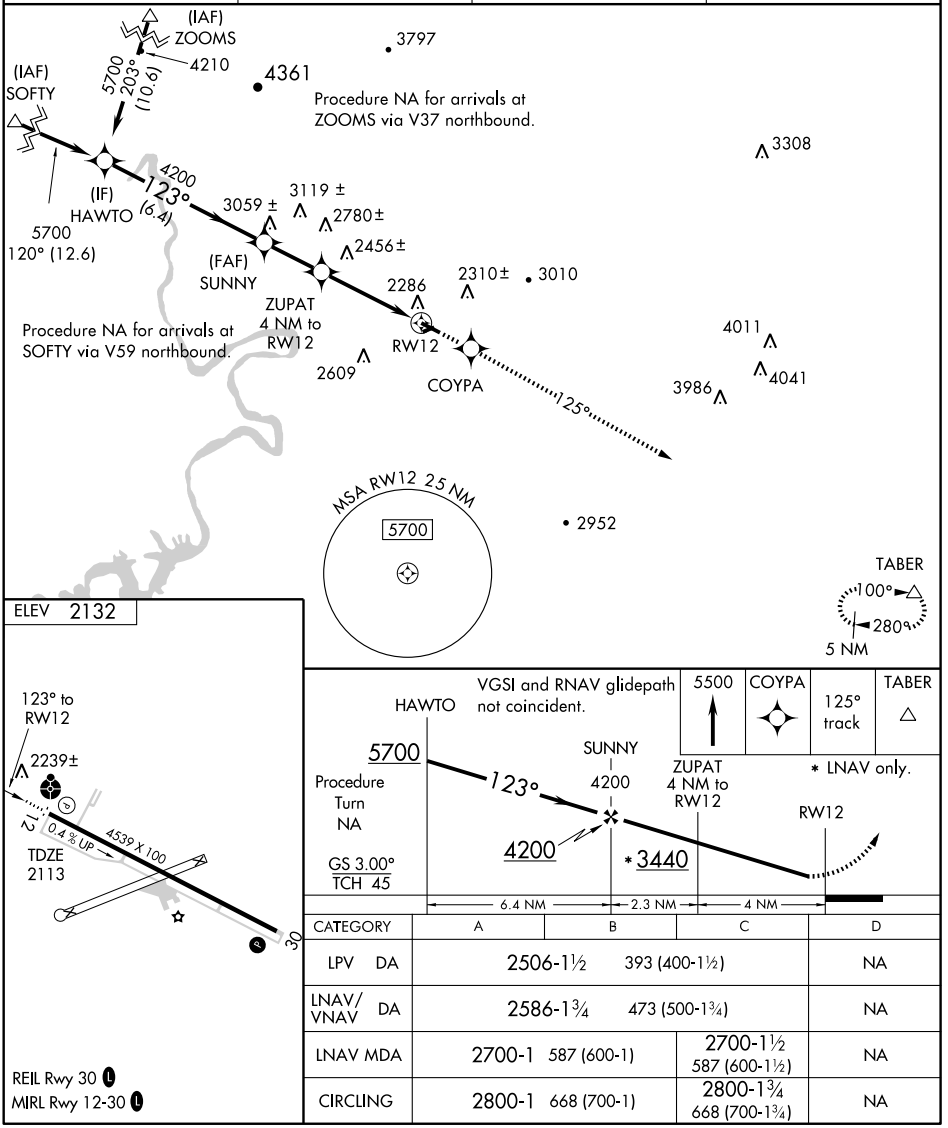
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 133.325 | 126.9 339.8 | 124.85 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2506-1½ | 393 (400-1½) | | NA |
| LNAV/VNAV DA | 2586-1¾ | 473 (500-1¾) | | NA |
| LNAV MDA | 2700-1 | 587 (600-1) | 2700-1½ 587 (600-1½) | NA |
| CIRCLING | 2800-1 | 668 (700-1) | 2800-1¾ 668 (700-1¾) | NA |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4539 |
|---|---|---|
| 303° | TDZE | 2132 |
| | Apt Elev | 2132 |

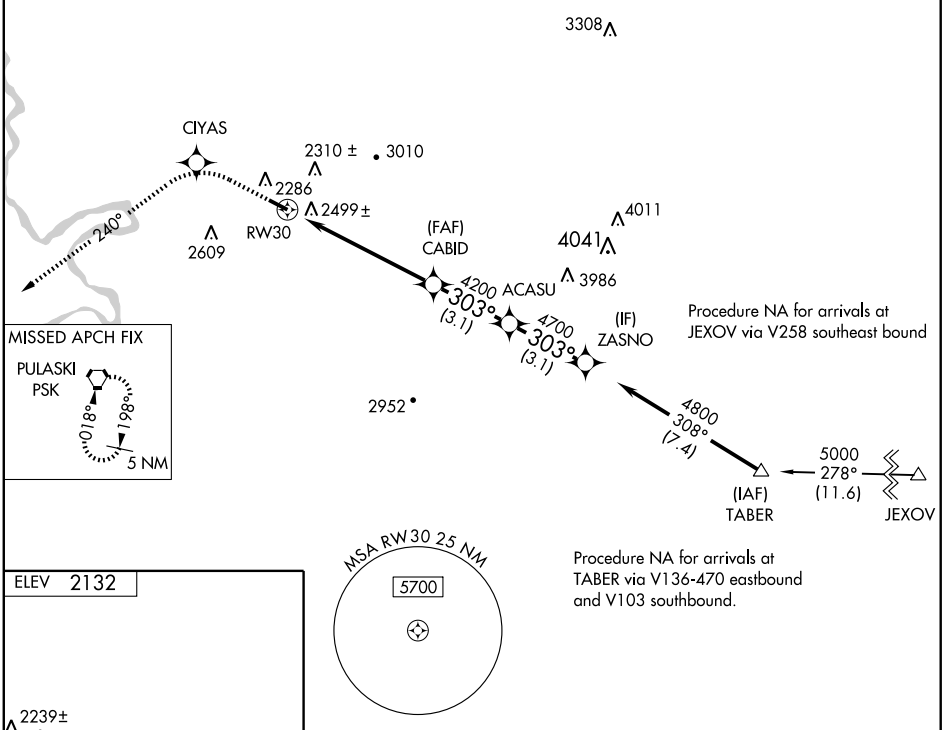
# RNAV (GPS) RWY 30

## BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.
VDP NA when using Dublin altimeter setting.

MISSED APPROACH: Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 133.325 | 126.9 339.8 | 124.85 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2760-1 | 628 (700-1) | 2760-1¾ 628 (700-1¾) | NA |
| CIRCLING | 2800-1 | 668 (700-1) | 2800-1¾ 668 (700-1¾) | NA |

REIL Rwy 30 L
MIRL Rwy 12-30 L

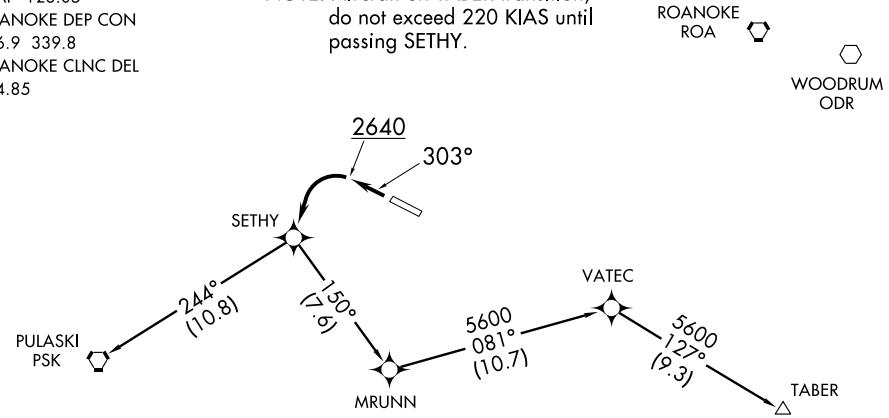



NE-3, 26 AUG 2010 to 23 SEP 2010

# SETHY TWO DEPARTURE (RNAV)

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85

NOTE: Aircraft on TABER transition, do not exceed 220 KIAS until passing SETHY.




NOTE: GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 30:
Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL.
Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL.
Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL.
Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL.
Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL.
Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL.
Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL.
Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL.
Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL.

TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.
Rwy 30: Standard with minimum climb of 300' per NM to 2640.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

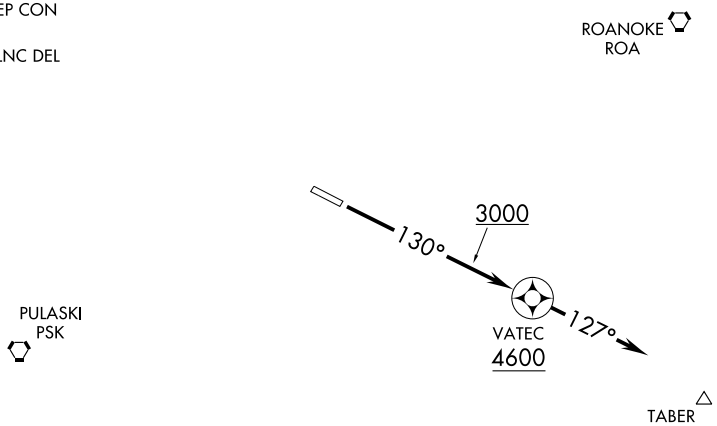
PULASKI TRANSITION (SETHY2.PSK)
TABER TRANSITION (SETHY2.TABER)




NE-3, 26 AUG 2010 to 23 SEP 2010

# VATEC ONE DEPARTURE (RNAV)

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85




NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275′ from DER, 154′ left of centerline, up to 100′ AGL/2239′ MSL. Trees beginning 5108′ from DER, 1363′ left of centerline, up to 100′ AGL/2499′ MSL. Trees beginning 3165′ from DER, 1324′ right of centerline, up to 100′ AGL/2279′ MSL.

TAKE-OFF MINIMUMS

Rwy 30: NA-ATC.
Rwy 12: 400-1¼ with minimum climb of 250′ per NM to 4600 or standard with minimum climb of 563′ per NM to 3000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

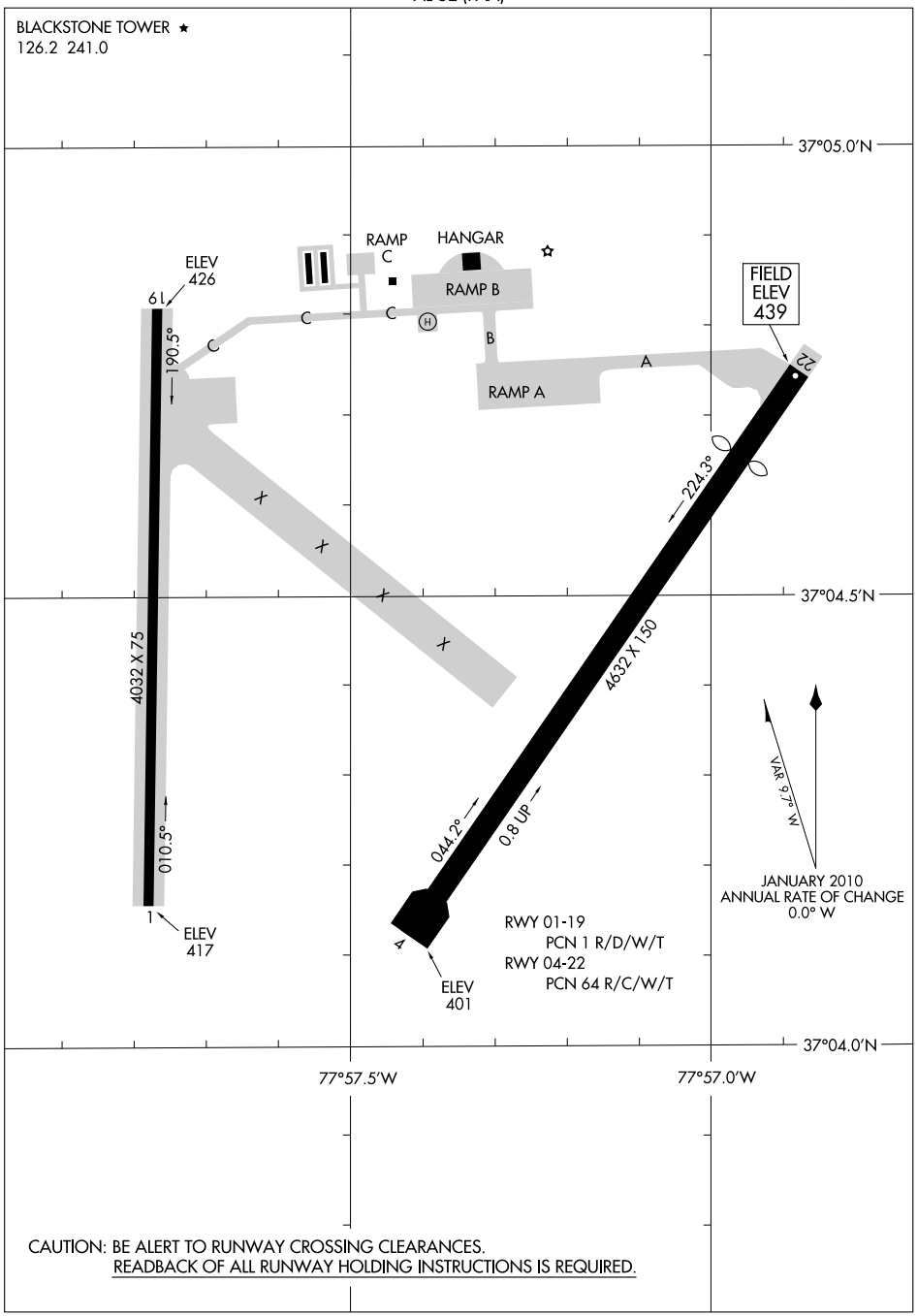



NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)
BLACKSTONE, VIRGINIA
AL-52 (FAA)



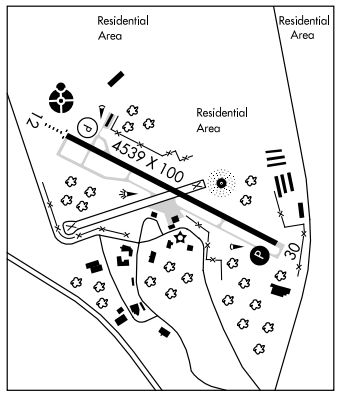



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 26 AUG 2010 to 23 SEP 2010

## BLACKSBURG

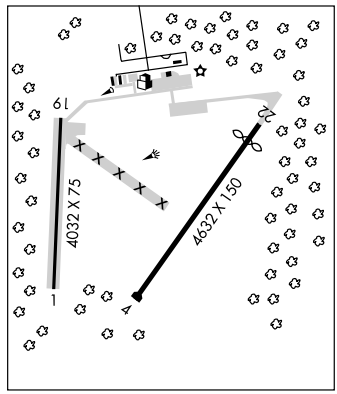
**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (BCB) 3 S UTC−5(−4DT) N37°12.46′ W80°24.47′ **CINCINNATI**
2132 B S4 **FUEL** 100LL, JET A TPA–See Remarks NOTAM FILE BCB **L–26J**
**RWY 12–30:** H4539X100 (ASPH) MIRL 0.4% up SE **IAP**
**RWY 12:** ODALS. PAPI(P4L)—GA 3.0° TCH 40′. Road.
**RWY 30:** REIL. PAPI(P2L)—GA 3.75°. Brush.
**AIRPORT REMARKS:** Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–0000Z‡. PPR for fuel when arpt unattended; phone 540–231–4444. Occasional wildlife on arpt. Noise sensitive area north of arpt. VFR departures maintain rwy heading until reaching 1000 ft AGL. NSTD marking prior to thld Rwy 30. Marking should be for twy inline with rwy. MIRL Rwy 12–30 preset low ints, ACTIVATE higher ints, ODALS Rwy 12, PAPI Rwy 30 and REIL Rwy 30—CTAF. TPA 3132(1000) for non turbine powered acft, 3632(1500) turbine powered acft.
**WEATHER DATA SOURCES:** AWOS–3 133.325 (540) 231–4837.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**ROANOKE APP/DEP CON** 126.9 **ROANOKE CLNC DEL** 124.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 070° 16.3 NM to fld. 2120/06W. **HIWAS.**
**TECH NDB (MHW)** 368 TEC N37°12.52′ W80°24.21′ at fld. NOTAM FILE BCB.
**ILS/DME** 109.1 I–BCB Chan 28 Rwy 12. (LOC only). LOC/DME unmonitored when arpt unattended.




**BLACKSTONE** N37°07.65′ W78°02.67′ NOTAM FILE DCA **WASHINGTON**
**NDB (MHW)** 326 BKT 135° 5.5 NM to Allen C Perkinson/BAAF. **L–36H**

## BLACKSTONE

**ALLEN C. PERKINSON BLACKSTONE AAF** (FORT PICKETT) (BKT) 2 E UTC−5(−4DT) **WASHINGTON**
N37°04.46′ W77°57.44′ **L–36H**
439 B **FUEL** 100LL, JET A NOTAM FILE DCA **IAP, DIAP, AD**
**RWY 04–22:** H4632X150 (CONC) PCN 64 R/C/W/T MIRL 0.8% up NE
**RWY 04:** Tree. **RWY 22:** Thld dsplcd 700′. Tree.
**RWY 01–19:** H4032X75 (ASPH–CON) PCN 1 R/D/W/T
**RWY 01:** Tree. **RWY 19:** Tree. Rgt tfc.
**MILITARY SERVICE: FUEL** A+, J8 (Mil) (NC–100LL, A) (Town of Blackstone, Opr Mon–Fri 1300–2200Z‡, C434–292–7251, other times C434–645–4824 or C434–292–7558.)
**AIRPORT REMARKS:** Attended Mon–Fri 1700–0130Z‡. Clsd federal holidays. Parachute Jumping. Ldg Rwy 01 and tkf Rwy 19 not authorized. Rwy 01–19 pavement cracked, spalling, and has foreign object damage entire length. Used by state police for vehicle defensive driving at various times requiring temporary closure of rwy. Avoid flight over ammunition supply point. Jet and military training within 20 NM radius. Extensive C130 tfc and frequent parachute drops. C–130 and C–17 PPR for ldg Rwy 04–22 call 434–292–2193. When twr clsd ACTIVATE MIRL Rwy 04–22—CTAF. Rwy 22 has 700 ft relocated thld.
**MILITARY REMARKS:** Military acft ctc RANGE OPS. **RSTD** 24 hr PPR DSN 438–2193 for ldg at post helipads. Military opr call C434–292–2193/2116. Rwy 04–22 PPR and rwy condition call C434–292–2193. **MISC** Crash/Rescue svc DSN 438–2193/2217.
**COMMUNICATIONS: CTAF/UNICOM** 122.95
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75 377.1
**BLACKSTONE TOWER** 38.3 126.2 241.0 Opr Mon–Fri 1200–2030Z‡ except federal holidays. Other times by NOTAM.
**RANGE OPS** 38.3 41.05
**AIRSPACE: CLASS D** svc Mon–Fri 1200–2030Z‡ except holidays. Other times by NOTAM. Other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LAWRENCEVILLE (L) VORTAC** 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 358° 15.6 NM to fld. 350/08W.
**BLACKSTONE NDB (MHW)** 326 BKT N37°07.65′ W78°02.67′ 126° 5.5 NM to fld.




**BLUE RIDGE** (See MARTINSVILLE)

# NDB-B

| NDB BKT 326 | APCH CRS 135° | Rwy Idg NA<br>TDZE NA<br>Arpt Elev 439 |
|---|---|---|

AL-52 [USA]

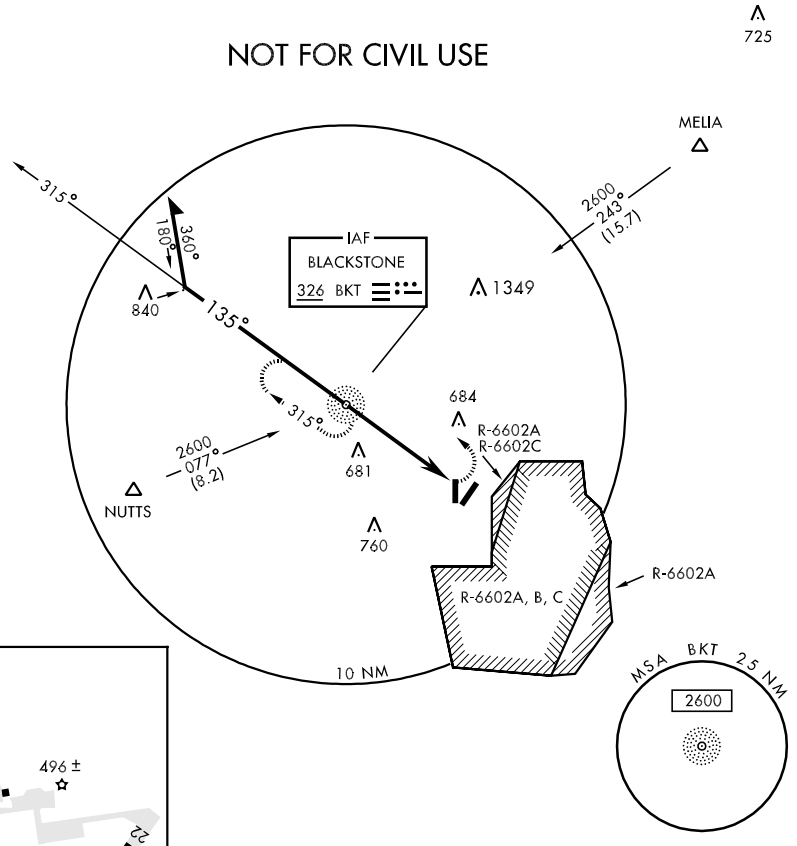
BLACKSTONE/
ALLEN C. PERKINSON BAAF (BKT)

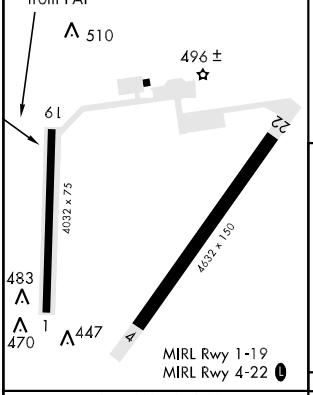
* Circling not authorized East of Rwy 4-22.
Use Mecklenburg-Brunswick Regional altimeter setting.

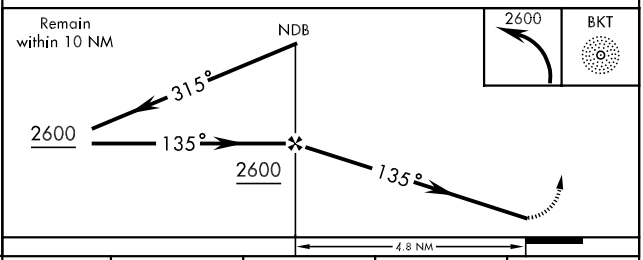
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

| WASHINGTON CENTER | BLACKSTONE TOWER | UNICOM |
|---|---|---|
| 118.75 377.1 | 126.2 241.0 | 122.95 (CTAF) L |

NOT FOR CIVIL USE




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 1040-1 601 (700-1) | | 1040-1¾ 601 (700-1¾) | 1040-2 601 (700-2) |



37°04'N-77°57'W

BLACKSTONE/
ALLEN C. PERKINSON BAAF (BKT)

NDB-B

NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| NDB BKT 326 | APP CRS 135° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 439 |
|---|---|---|

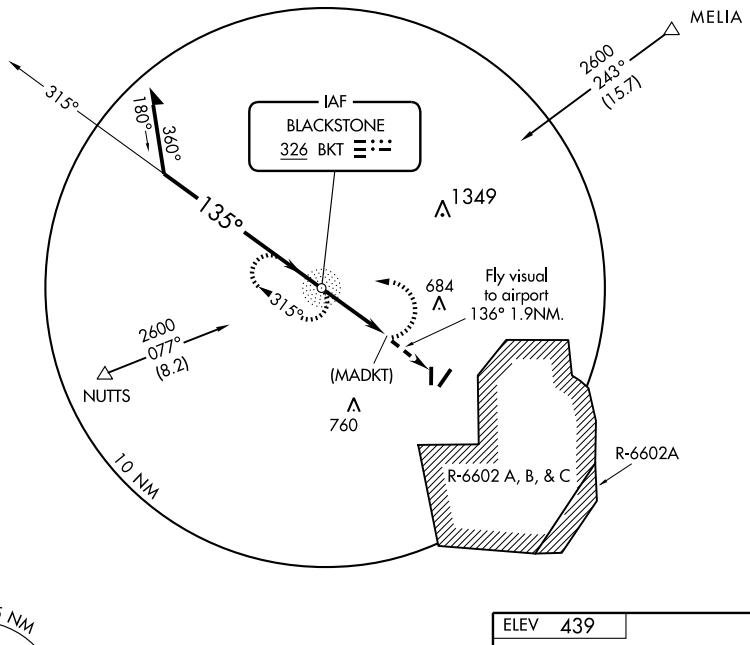
# NDB or GPS-A

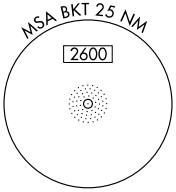
## BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

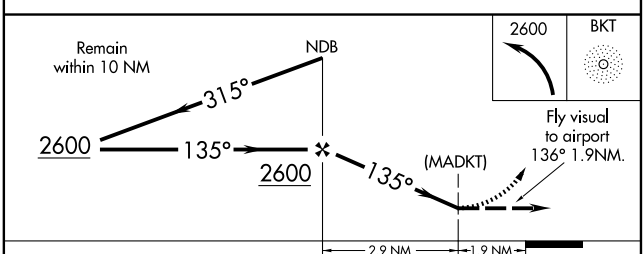
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling not authorized east of Rwy 4-22.
NA Fly visual to airport, 136° 1.9 NM.

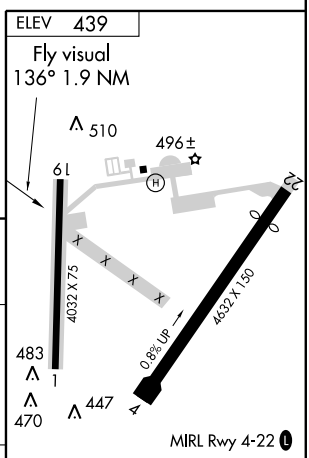
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

| WASHINGTON CENTER | BLACKSTONE TOWER ★ | UNICOM |
|---|---|---|
| 118.75 377.1 | 126.2 241.0 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-2¼ 661 (700-2¼) | | | NA |

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4632 |
|---|---|---|
| 058° | TDZE | 429 |
| | Apt Elev | 439 |

AL-52 (FAA)

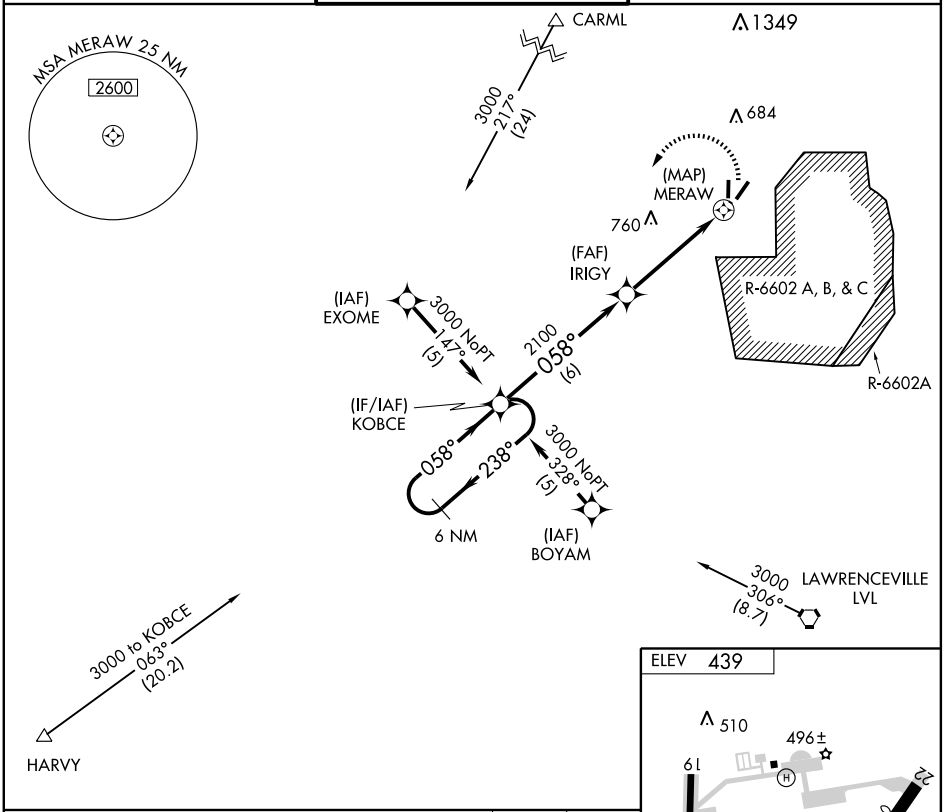
# RNAV (GPS) RWY 4

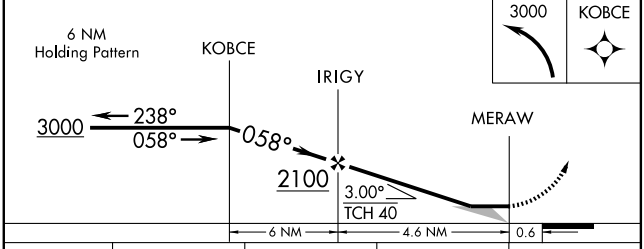
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

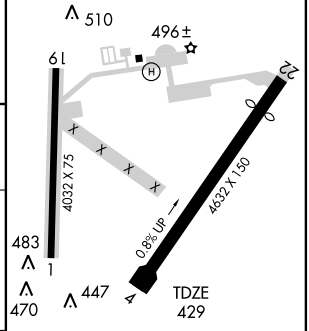
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KOBCE and hold.

| WASHINGTON CENTER | BLACKSTONE TOWER ★ | UNICOM |
|---|---|---|
| 118.75 377.1 | 126.2 241.0 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 511 (600-1) | | 940-1½ 511 (600-1½) | NA |
| CIRCLING | 940-1 501 (600-1) | | 940-1½ 501 (600-1½) | NA |

MIRL Rwy 4-22 L



NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3932 |
|---|---|---|
| 220° | TDZE | 438 |
| | Apt Elev | 439 |

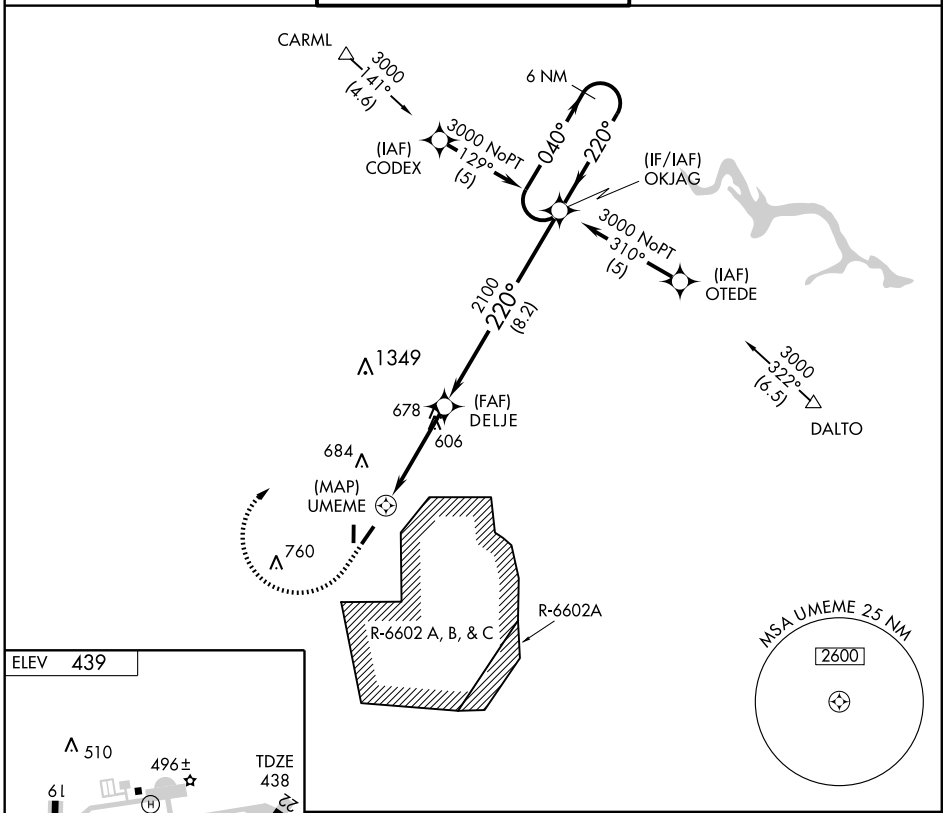
# RNAV (GPS) RWY 22

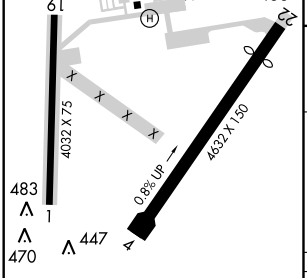
## BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

Use Mecklenburg-Brunswick Rgnl altimeter setting.
NA Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

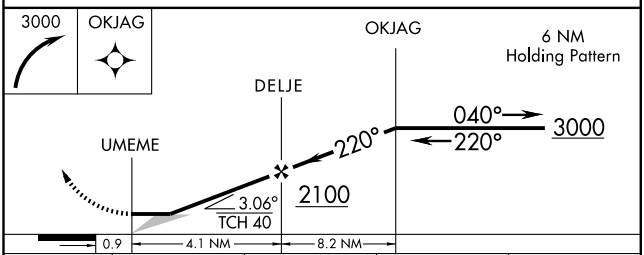
MISSED APPROACH: Climbing right turn to 3000 direct OKJAG and hold.

| WASHINGTON CENTER | BLACKSTONE TOWER ★ | UNICOM |
|---|---|---|
| 118.75 377.1 | 126.2 241.0 | 122.95 (CTAF) L |




MIRL Rwy 4-22 L



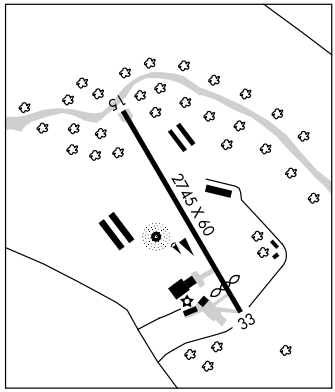

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 542 (600-1) | | 980-1½ 542 (600-1½) | NA |
| CIRCLING | 980-1 541 (600-1) | | 980-1½ 541 (600-1½) | NA |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

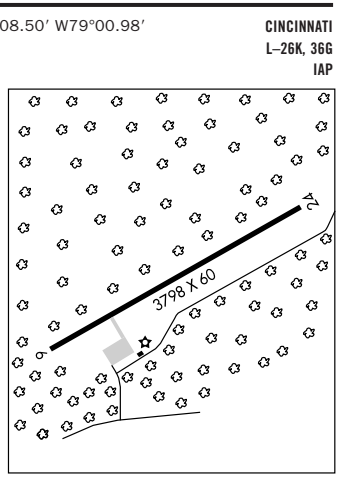
**BOJAR** N37°15.75′ W 79°14.60′ NOTAM FILE LYH. CINCINNATI
**NDB (MHW/LOM)** 385 LY 036° 4.4 NM to Lynchburg Rgnl–Preston Glenn Fld. L–26J, 36G
NDB unmonitored when tower clsd.

**BRIDGEWATER AIR PARK** (VBW) 1 NW UTC−5(−4DT) N38°22.00′ W78°57.62′ WASHINGTON
1165 B **FUEL** 100LL, JET A NOTAM FILE DCA L–26J
**RWY 15–33:** H2745X60 (ASPH) S–22 MIRL 0.3% up SE IAP
**RWY 15:** Tree. **RWY 33:** Thld dsplcd 368′. Pole.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 019° 28.8 NM to fld. 3460/05W.
**NDB (MHW)** 241 VBW N38°21.94′ W78°57.67′ at fld. Unmonitored when arpt unattended. Unusable 225°–235° byd 21 NM.




**BROOKE** N38°20.18′ W77°21.18′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W. H–10H, L–29E, 34E, 36I, A
VOR portion unusable:
077°–083°
084° byd 16 NM
084° blo 9000′
085°–089° byd 16 NM
090°–140° byd 10 NM blo 3000′
341°–006° byd 10 NM blo 5500′
341°–006° byd 30 NM blo 8500′
341°–006° byd 36 NM
341°–006° blo 2500′
DME portion unusable byd 35 NM blo 3500′
VORTAC unusable:
141°–308° byd 10 NM blo 3000′
141°–308° byd 24 NM blo 6000′
**RCO** 122.1R 114.5T (LEESBURG RADIO)

**BROOKNEAL/CAMPBELL CO** (ØV4) 06 NW UTC−5(−4DT) N37°08.50′ W79°00.98′ CINCINNATI
596 B NOTAM FILE DCA L–26K, 36G
**RWY 06–24:** H3798X60 (ASPH) S–12.5 MIRL IAP
**RWY 06:** Tree. **RWY 24:** Tree.
**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt. MIRL Rwy 06–24 preset low, ACTIVATE higher ints—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 128° 12.5 NM to fld. 880/05W. **HIWAS.**




**BUCK'S ELBOW MOUNTAIN** N38°06.25′ W78°44.62′ WASHINGTON
**RCO** 122.65 122.2 (LEESBURG RADIO) L–26K, 36H

# RNAV (GPS) RWY 15

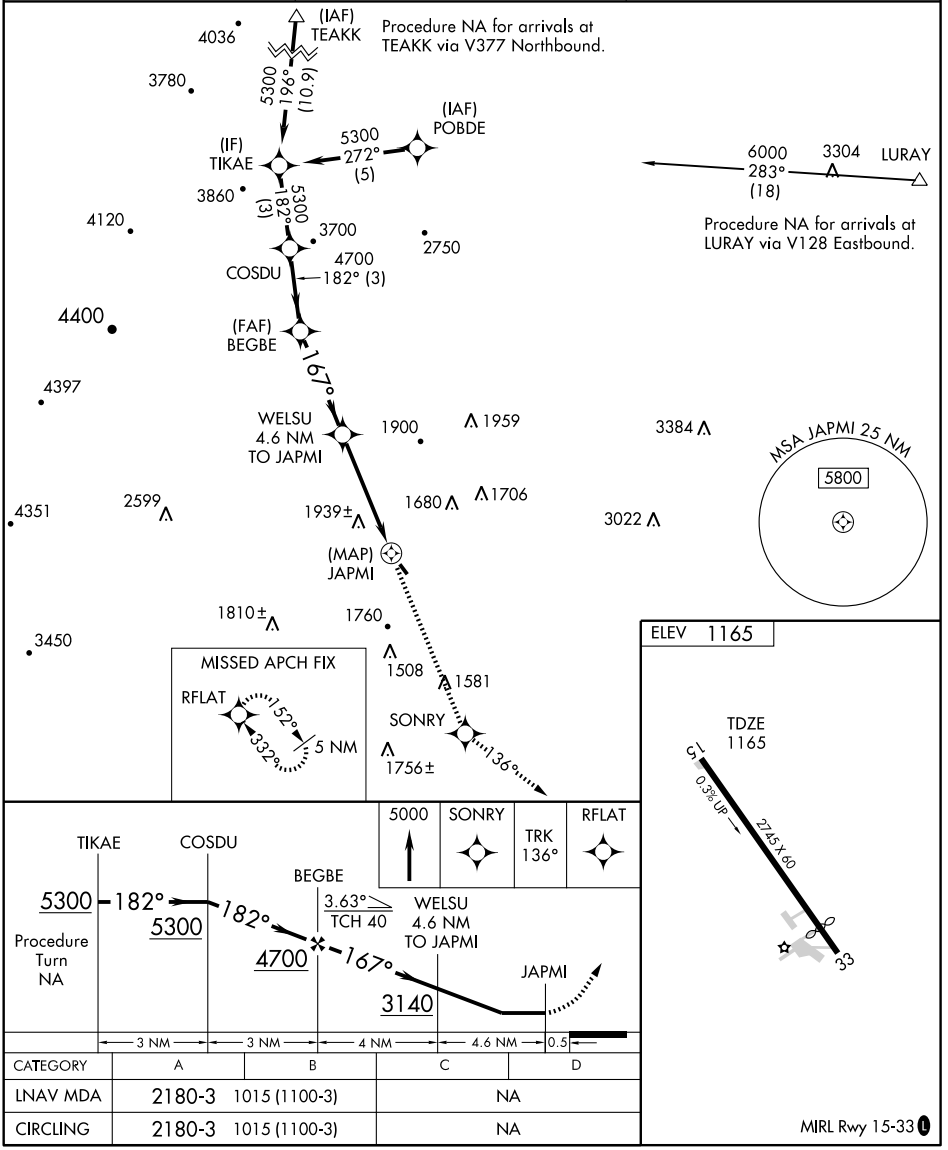
BRIDGEWATER AIR PARK (VBW)

| APP CRS | Rwy Idg | 2745 |
|---|---|---|
| 167° | TDZE | 1165 |
| | Apt Elev | 1165 |

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 5000 direct SONRY and via track 136° to RFLAT and hold, continue climb-in-hold to 5000.

| STAUNTON/WAYNESBORO/ HARRISONBURG AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-3 | 1015 (1100-3) | NA | |
| CIRCLING | 2180-3 | 1015 (1100-3) | NA | |

MIRL Rwy 15-33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

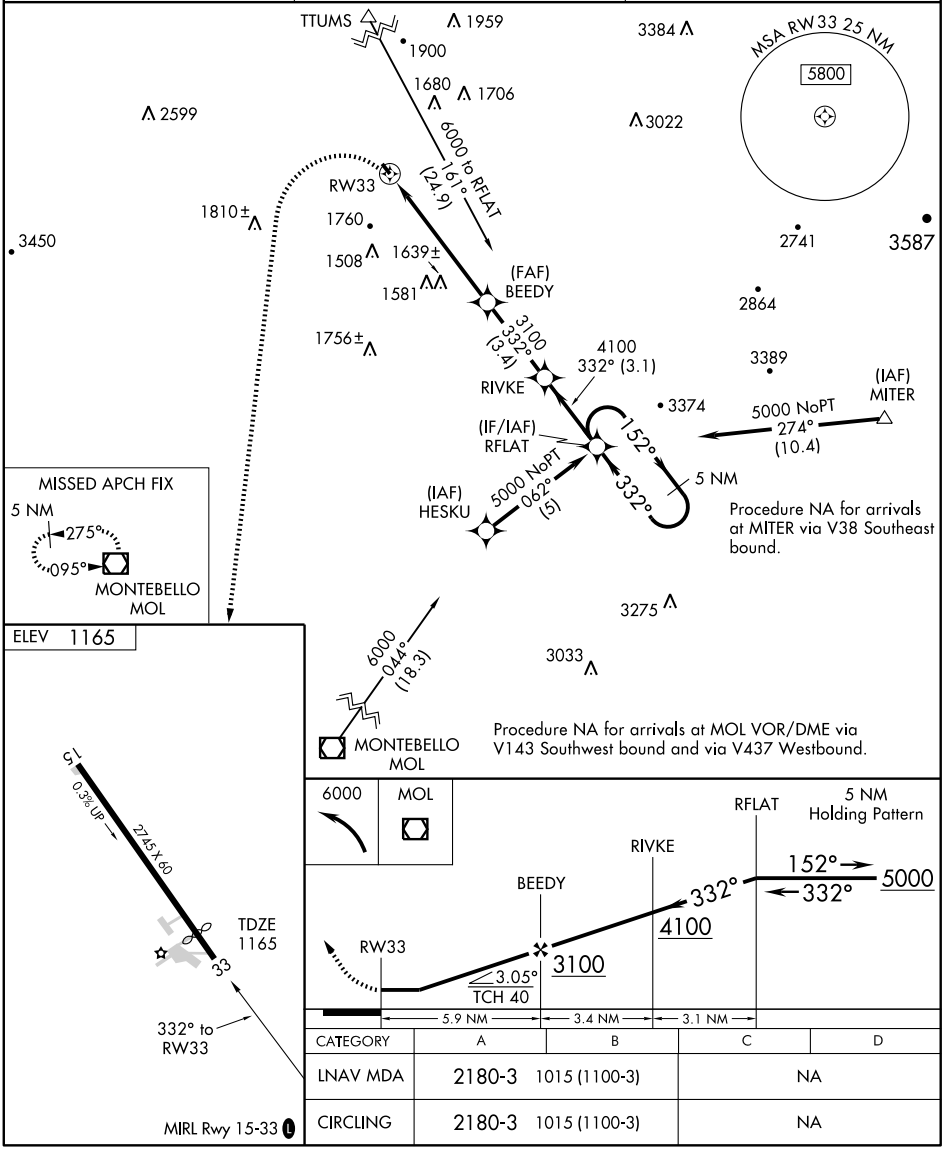
BRIDGEWATER AIR PARK (VBW)

| APP CRS | Rwy Idg | 2377 |
|---|---|---|
| 332° | TDZE | 1165 |
| | Apt Elev | 1165 |

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Staunton/Waynesboro/Harrisonburg altimeter setting; when not received, use Charlottesville altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 6000 direct MOL VOR/DME and hold.

| STAUNTON/WAYNESBORO/ HARRISONBURG AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 122.7 (CTAF) |



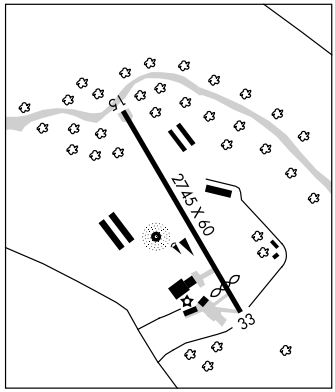

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-3 | 1015 (1100-3) | NA | |
| CIRCLING | 2180-3 | 1015 (1100-3) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

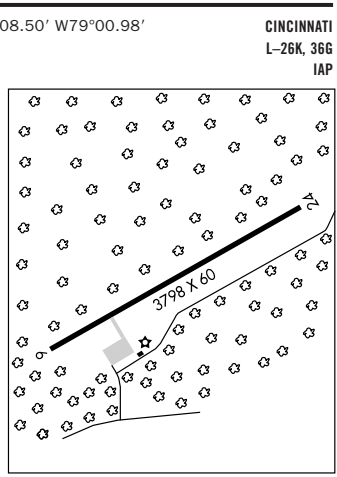
**BOJAR** N37°15.75′ W 79°14.60′ NOTAM FILE LYH. CINCINNATI
**NDB (MHW/LOM)** 385 LY 036° 4.4 NM to Lynchburg Rgnl–Preston Glenn Fld. L–26J, 36G
NDB unmonitored when tower clsd.

**BRIDGEWATER AIR PARK** (VBW) 1 NW UTC−5(−4DT) N38°22.00′ W78°57.62′ WASHINGTON
1165 B **FUEL** 100LL, JET A NOTAM FILE DCA L–26J
**RWY 15–33:** H2745X60 (ASPH) S–22 MIRL 0.3% up SE IAP
**RWY 15:** Tree. **RWY 33:** Thld dsplcd 368′. Pole.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat 1400–2100Z‡, and Sun 1700–2100Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 019° 28.8 NM to fld. 3460/05W.
**NDB (MHW)** 241 VBW N38°21.94′ W78°57.67′ at fld. Unmonitored when arpt unattended. Unusable 225°–235° byd 21 NM.




**BROOKE** N38°20.18′ W77°21.18′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 114.5 BRV Chan 92 237°6.2 NM to Shannon. 145/09W. H–10H, L–29E, 34E, 36I, A
VOR portion unusable:
077°–083°
084° byd 16 NM
084° blo 9000′
085°–089° byd 16 NM
090°–140° byd 10 NM blo 3000′
341°–006° byd 10 NM blo 5500′
341°–006° byd 30 NM blo 8500′
341°–006° byd 36 NM
341°–006° blo 2500′
DME portion unusable byd 35 NM blo 3500′
VORTAC unusable:
141°–308° byd 10 NM blo 3000′
141°–308° byd 24 NM blo 6000′
**RCO** 122.1R 114.5T (LEESBURG RADIO)

**BROOKNEAL/CAMPBELL CO** (ØV4) 06 NW UTC−5(−4DT) N37°08.50′ W79°00.98′ CINCINNATI
596 B NOTAM FILE DCA L–26K, 36G
**RWY 06–24:** H3798X60 (ASPH) S–12.5 MIRL IAP
**RWY 06:** Tree. **RWY 24:** Tree.
**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt. MIRL Rwy 06–24 preset low, ACTIVATE higher ints—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 128° 12.5 NM to fld. 880/05W. **HIWAS.**




**BUCK'S ELBOW MOUNTAIN** N38°06.25′ W78°44.62′ WASHINGTON
**RCO** 122.65 122.2 (LEESBURG RADIO) L–26K, 36H

# RNAV (GPS) RWY 24

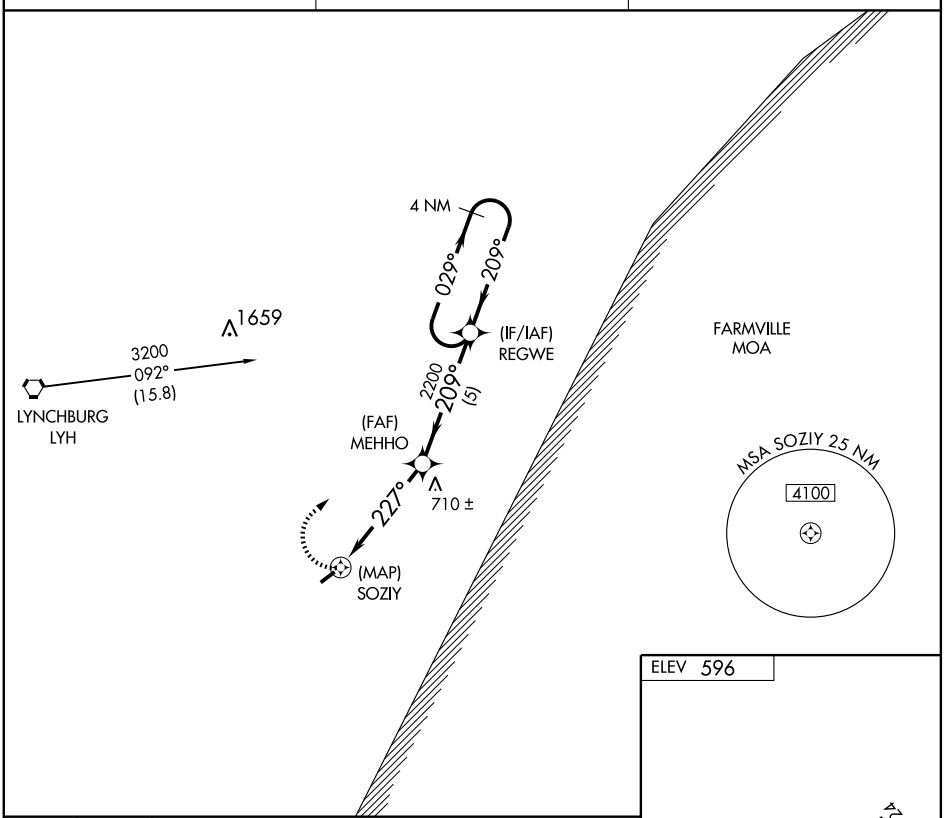
## BROOKNEAL/CAMPBELL COUNTY (ØV4)

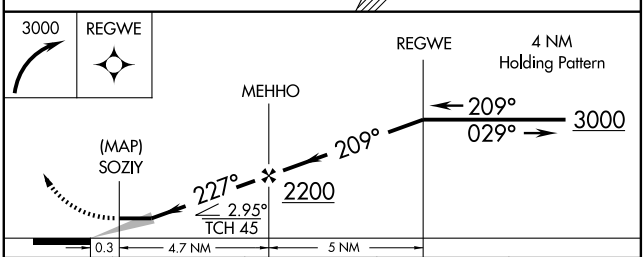
| APP CRS | Rwy ldg | 3798 |
|---|---|---|
| 227° | TDZE | 596 |
| | Apt Elev | 596 |

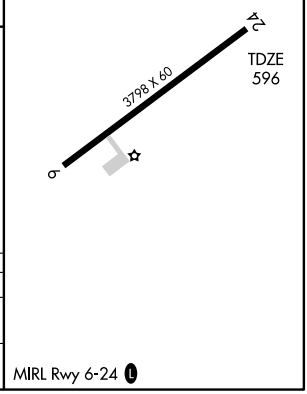
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct REGWE WP and hold.

| LYNCHBURG ASOS | ROANOKE APP CON | UNICOM |
|---|---|---|
| 119.8 | 135.0 254.32 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 384 (400-1) | | | NA |
| CIRCLING | 1160-1 564 (600-1) | | 1160-1½ 564 (600-1½) | NA |

MIRL Rwy 6-24 L



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NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC LYH 109.2 Chan 29 | APP CRS 128° | Rwy Idg N/A TDZE N/A Apt Elev 596 |
|---|---|---|

# VOR/DME-A

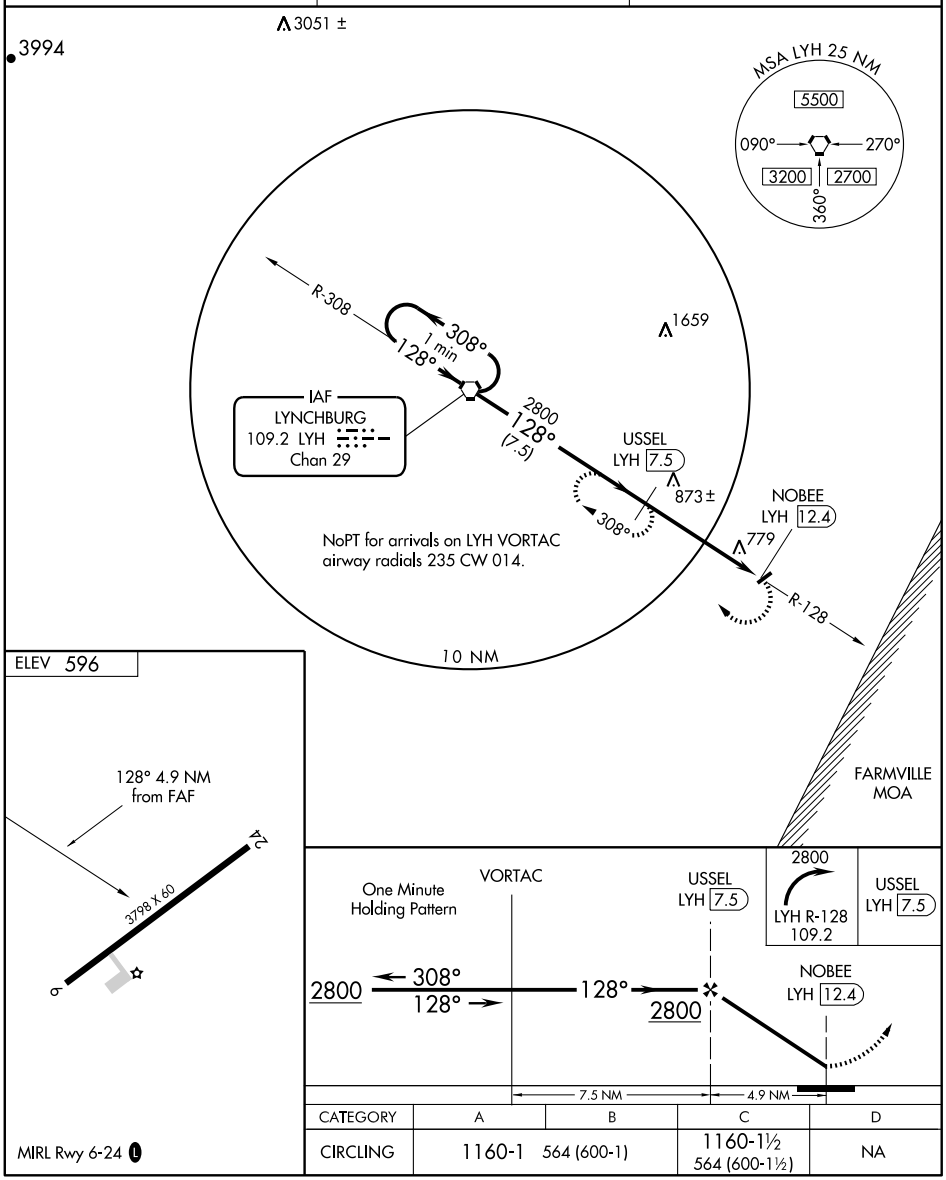
## BROOKNEAL/CAMPBELL COUNTY (ØV4)

Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2800 via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

| LYNCHBURG ASOS | ROANOKE APP CON | UNICOM |
|---|---|---|
| 119.8 | 135.0 254.32 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1160-1 564 (600-1) | | 1160-1½ 564 (600-1½) | NA |

MIRL Rwy 6-24 L



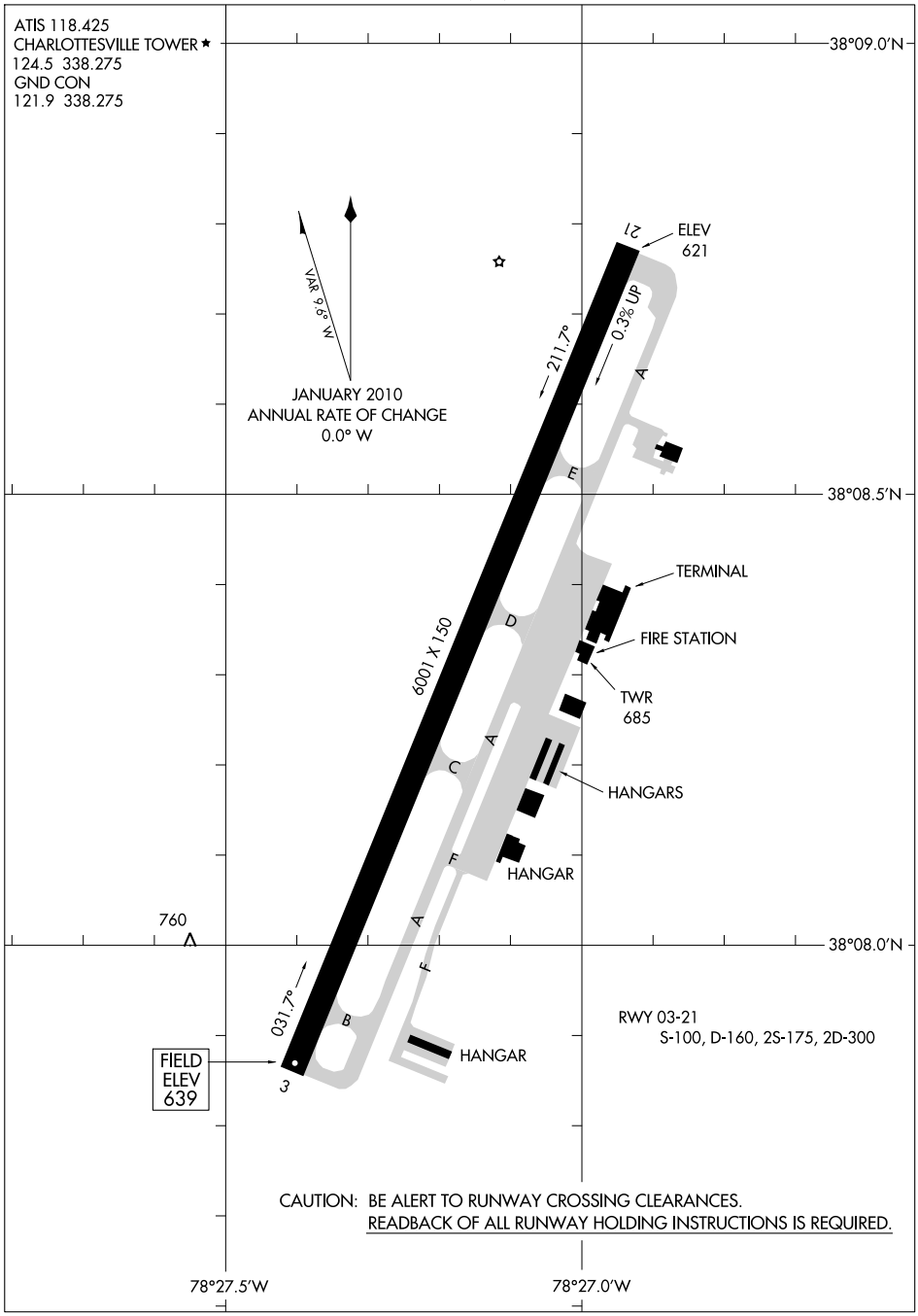
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA






NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CHARLOTTESVILLE, VIRGINIA
CHARLOTTESVILLE-ALBERMARLE (CHO)

## BUMPASS

**LAKE ANNA** (7W4) 0 NW UTC−5(−4DT) N37°57.94′ W77°44.75′ **WASHINGTON**
355 B NOTAM FILE DCA
**RWY 08–26:** H2560X25 (ASPH) S–6 LIRL (NSTD)
**RWY 08:** Trees. **RWY 26:** Trees.
**AIRPORT REMARKS:** Unattended. No students.
**COMMUNICATIONS: CTAF** 122.9

**CAMPBELL FLD** (See WEIRWOOD)

**CAMP PEARY LNDG STRIP** (W94) A 3 NE UTC−5(−4DT) N37°18.77′ W76°38.29′ **WASHINGTON**
41 NOTAM FILE DCA Not Insp **H–10I, 12H, L–34E, 36H**
**RWY 05–23:** H5018X51 (ASPH) **IAP**
**MILITARY REMARKS:** Attended Mon–Fri 1300–2130Z‡‡. Field rstd, PPR by written req to Base Commander, Attn: Air OPS. Exc when opr under prior permission auth, pilots should maintain at least 3000′ abv the arpt elevation within 5 NM.
**COMMUNICATIONS:**
Ⓡ **NORFOLK APP/DEP CON** 125.7 335.625
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 164° 8.9 NM to fld. 10/07W.

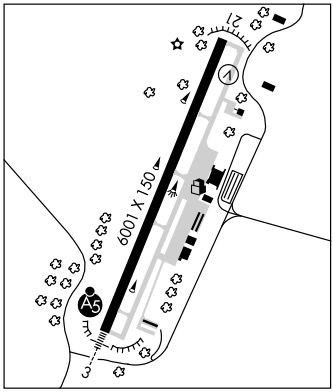
**CAPE CHARLES** N37°20.85′ W75°59.86′ NOTAM FILE DCA. **WASHINGTON**
**(L) VORTAC** 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W. **H–10I, 12H, L–35D, 36I**
VOR portion unusable:
137°–322° byd 17 NM blo 2000′ 137°–322° byd 22 NM blo 3000′
**RCO** 122.1R 112.2T (LEESBURG RADIO)

**CASANOVA** N38°38.47′ W77°51.93′ NOTAM FILE DCA. **WASHINGTON**
**(H) VORTAC** 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 439/06W. **H–10H, L–29D, 34E, 36I, A**
VORTAC unusable 310°–350° byd 10 NM blo 11000′.
**RCO** 122.1R 116.3T (LEESBURG RADIO)

**CAVERNS** N38°41.97′ W78°28.30′ NOTAM FILE DCA. **WASHINGTON**
**NDB (MHW)** 245 LUA 224° 2.4 NM to Luray Caverns. Unmonitored when arpt unattended. **L–29G**
Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

**CHAMBERS FLD** (See NORFOLK NS)

**CHARLOTTESVILLE–ALBEMARLE** (CHO) 7 N UTC−5(−4DT) N38°08.32′ W78°27.17′ **WASHINGTON**
639 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO **H–10H, 12H, L–26K, 36H**
**RWY 03–21:** H6001X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 HIRL 0.3% up SW **IAP, AD**
**RWY 03:** MALSR.
**RWY 21:** REIL. VASI(V4L)—GA 3.0°TCH 50′.
**AIRPORT REMARKS:** Attended 1100–0400Z‡. Deer and birds on and invof arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. When twr clsd HIRL Rwy 03–21 and twy lgts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03–21 and twy lgts and ACTIVATE MALSR Rwy 03—CTAF. VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.
**WEATHER DATA SOURCES:** ASOS 118.425 (434) 973–5024. ASOS wind unreliable.
**COMMUNICATIONS: CTAF** 124.5 **ATIS** 118.425 **UNICOM** 122.95
**CHARLOTTESVILLE RCO** 122.65 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
**TOWER** 124.5 (1100–0400Z‡) **GND CON** 121.9
**AIRSPACE: CLASS D** svc 1100–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 304° 16.1 NM to fld. 382/06W. HIWAS.
**AZALEA PARK NDB (MHW)** 336 AZS N38°00.61′ W78°31.09′ 030° 8.3 NM to fld. NOTAM FILE CHO.
NDB unmonitored when twr clsd. SHUTDOWN.
**ILS/DME** 111.7 I–CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.



| LOC I-CHO | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 111.7 | 030° | TDZE | 639 |
| | | Apt Elev | 639 |

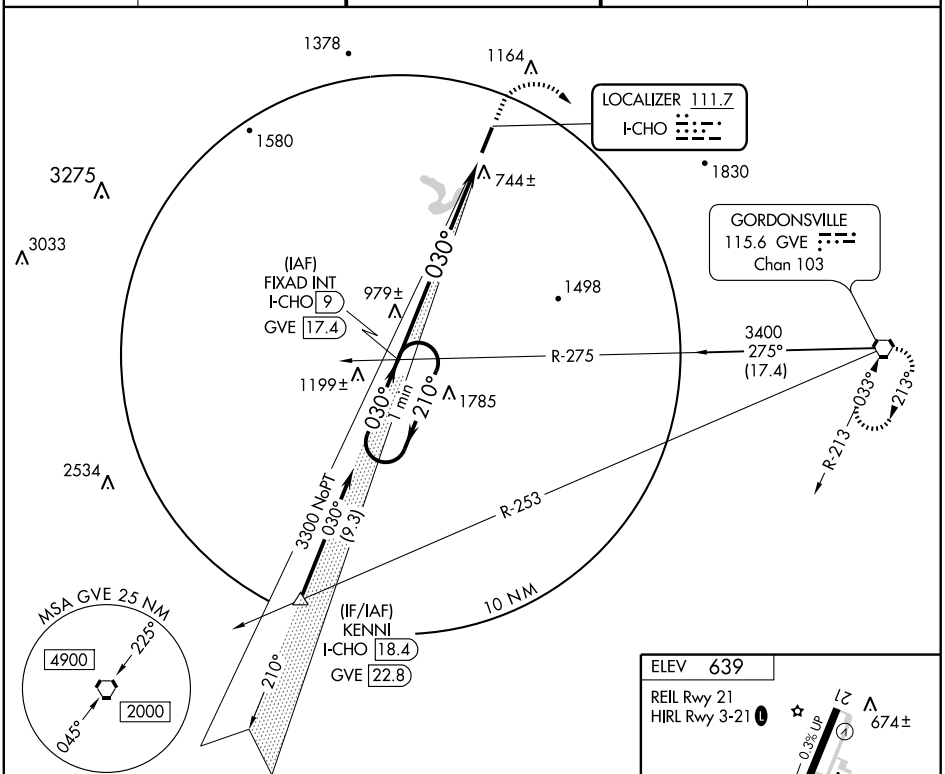
# ILS or LOC RWY 3

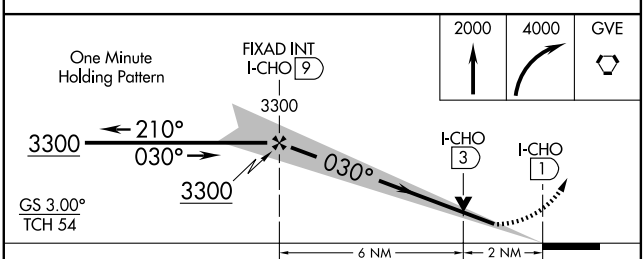
## CHARLOTTESVILLE-ALBEMARLE (CHO)

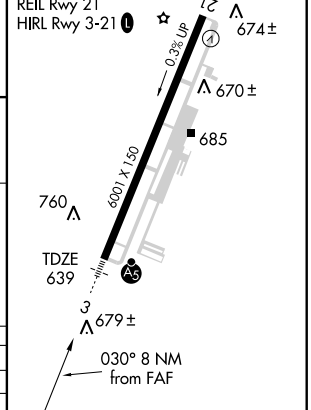
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

| ATIS | POTOMAC APP CON | CHARLOTTESVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.425 | 132.85 257.75 | 124.5 (CTAF) L 338.275 | 121.9 338.275 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 839-½ 200 (200-½) | | | |
| S-LOC 3 | 1340-½ 701 (800-½) | | 1340-1½ 701 (800-1½) | 1340-1¾ 701 (800-1¾) |
| CIRCLING | 1340-1 701 (800-1) | | 1340-2 701 (800-2) | 1400-2½ 761 (800-2½) |

FAF to MAP 8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| CH 61105 | 030° | TDZE | 639 |
| W03A | | Apt Elev | 639 |

# RNAV (GPS) RWY 3

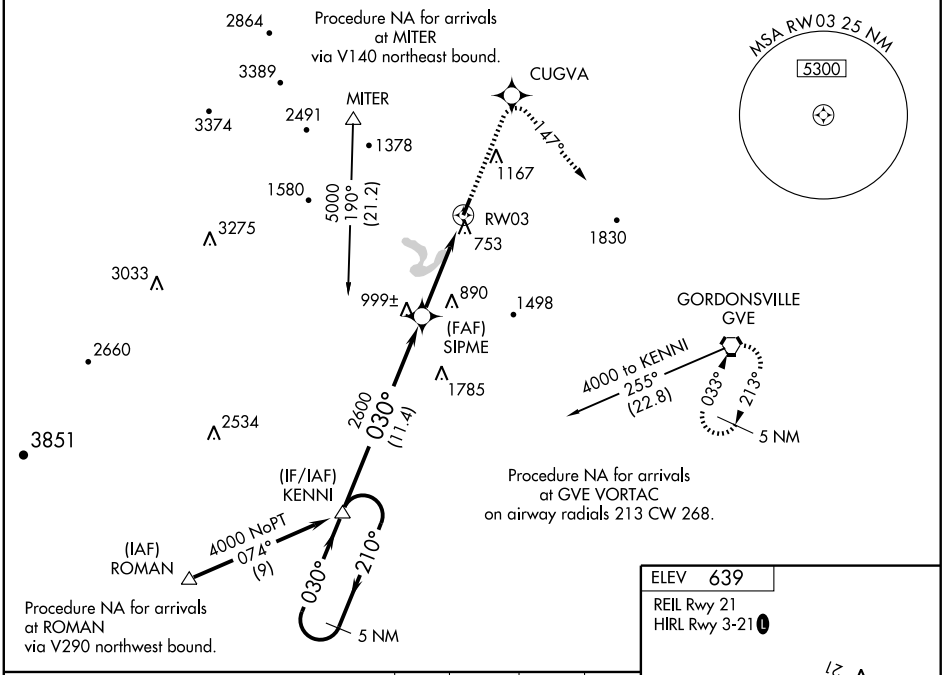
## CHARLOTTESVILLE-ALBEMARLE (CHO)

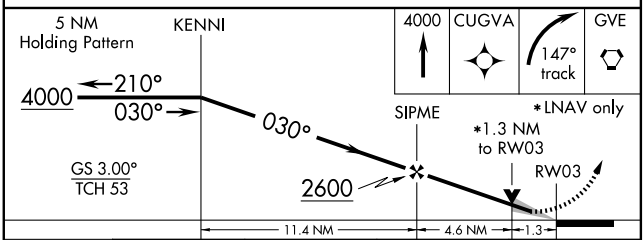
If local altimeter setting not received, use Staunton-Waynesboro-Harrisonburg altimeter setting and increase all DAs/MDAs 140 feet.
VDP NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. Baro-VNAV NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 mile all Cats. DME/DME RNP-0.3 NA.

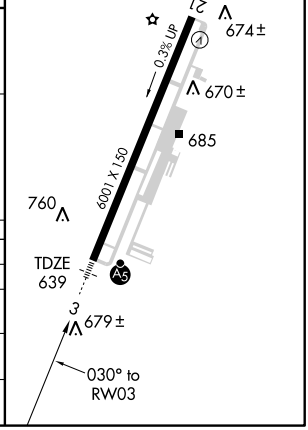
MALSR

MISSED APPROACH: Climb to 4000 direct CUGVA and right turn via 147° track to GVE VORTAC and hold.

| ATIS | POTOMAC APP CON | CHARLOTTESVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.425 | 132.85 257.75 | 124.5 (CTAF) L 338.275 | 121.9 338.275 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 903-½ 264 (300-½) | | | |
| LNAV/VNAV DA | 1100-1 461 (500-1) | | | |
| LNAV MDA | 1120-½ 481 (500-½) | | 1120-¾ 481 (500-¾) | 1120-1 481 (500-1) |
| CIRCLING | 1160-1 521 (600-1) | | 1160-1½ 521 (600-1½) | 1560-3 921 (1000-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 6001 |
|---|---|---|
| 196° | TDZE | 628 |
| | Apt Elev | 639 |

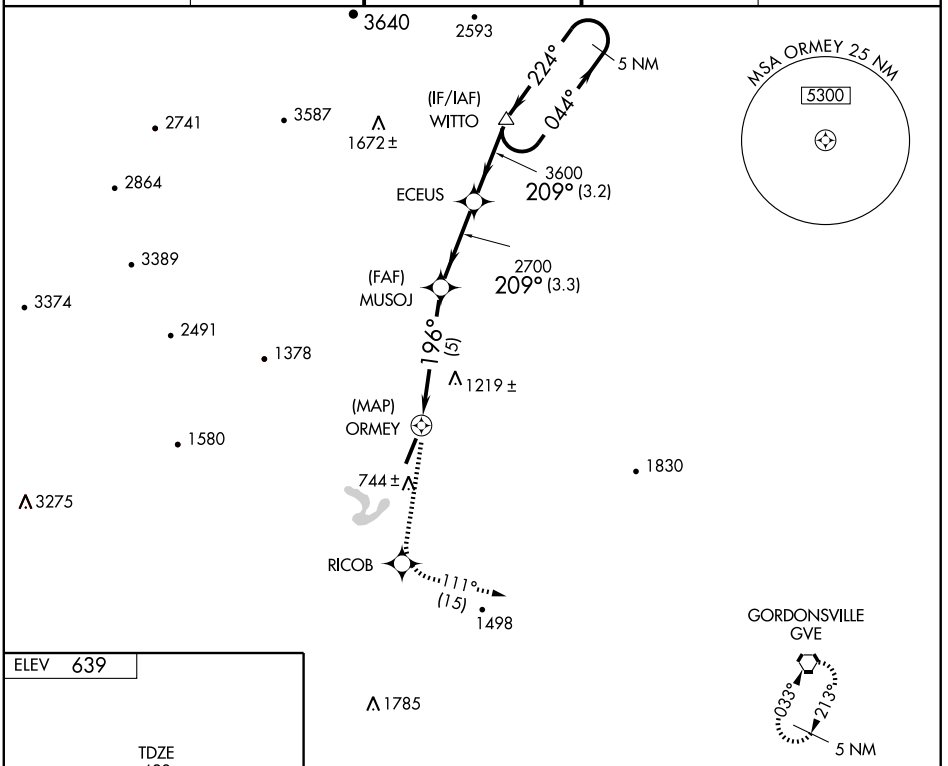
# RNAV (GPS) Y RWY 21

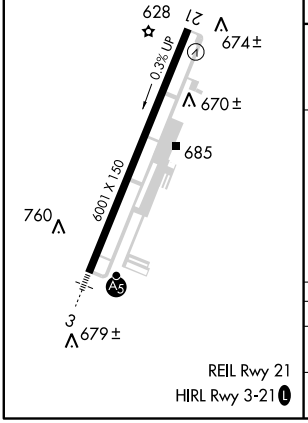
## CHARLOTTESVILLE-ALBEMARLE (CHO)

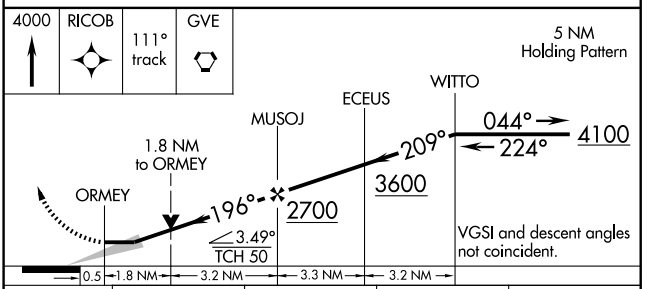
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

| ATIS | POTOMAC APP CON | CHARLOTTESVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.425 | 132.85 257.75 | 124.5 (CTAF) L 338.275 | 121.9 338.275 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 752 (800-1) | 1380-1¼ 752 (800-1¼) | 1380-2¼ 752 (800-2¼) | 1380-2½ 752 (800-2½) |
| CIRCLING | 1380-1 741 (800-1) | 1380-1¼ 741 (800-1¼) | 1380-2¼ 741 (800-2¼) | 1560-3 921 (1000-3) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| CH 45602 | 210° | TDZE | 628 |
| W21A | | Apt Elev | 639 |

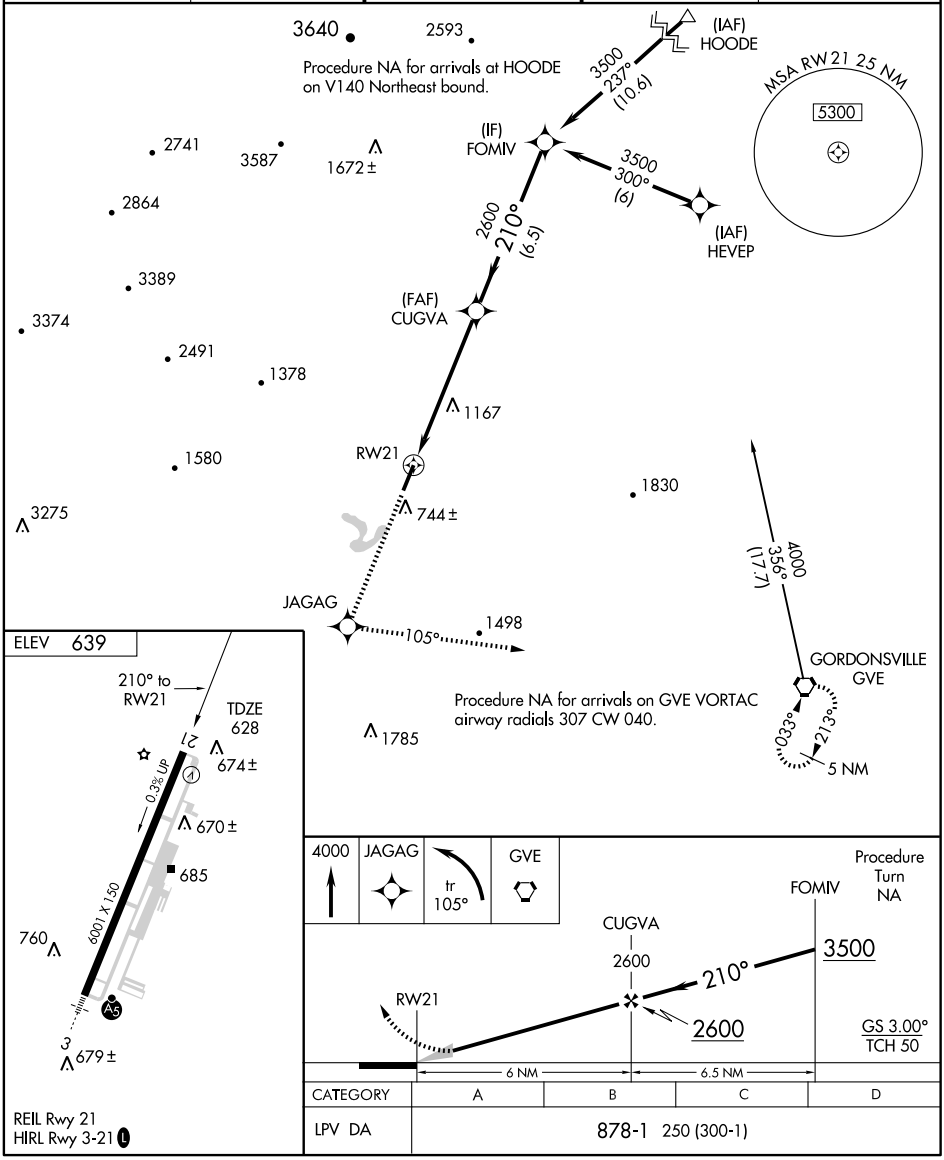
# RNAV (GPS) Z RWY 21

## CHARLOTTESVILLE-ALBEMARLE (CHO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase DA 140 feet and increase LPV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 4000 direct JAGAG and left turn via track 105° to GVE VORTAC and hold.

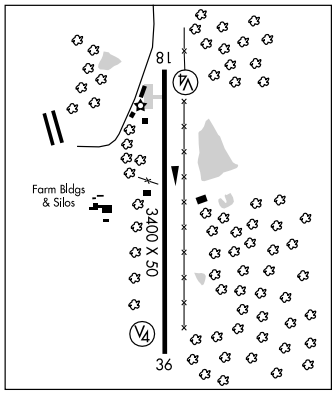
| ATIS | POTOMAC APP CON | CHARLOTTESVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.425 | 132.85 257.75 | 124.5 (CTAF) L 338.275 | 121.9 338.275 | 122.95 |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**CHASE CITY MUNI** (CXE) 2 W UTC−5(−4DT) N36°47.30′ W78°30.09′ WASHINGTON
503 B TPA 1303 (800) NOTAM FILE DCA L–36G
**RWY 18–36:** H3400X50 (ASPH) S–12.5 LIRL 0.5% up N IAP
**RWY 18:** TRCV(TRIL). Road. **RWY 36:** TRCV(TRIL). Tree.
**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Rwy 18 TRCV OTS indef. Rwy 36 TRCV OTS indef.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 079° 25.7 NM to fld. 530/05W.




**CHESAPEAKE RGNL** (See NORFOLK)

**CHESI** N36°35.99′ W76°22.91′ NOTAM FILE ORF. WASHINGTON
**NDB (MHW/LOM)** 233 EY 046° 4.9 NM to Chesapeake Rgnl. L–35D

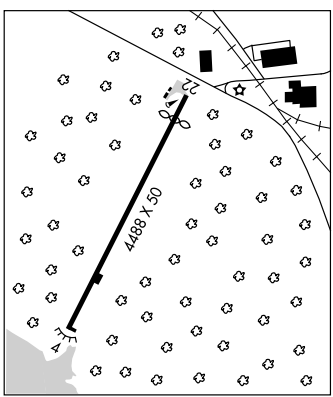
## CHESTER

**MC LAUGHLIN** (2G6) 6 E UTC−5(−4DT) N37°19.23′ W77°20.75′ WASHINGTON
7 NOTAM FILE DCA Not insp.
**WATERWAY 05–23:** 2500X150 (WATER)
**SEAPLANE REMARKS:** unattended.
**COMMUNICATIONS: CTAF** 122.9

**CHESTERFIELD CO** (See RICHMOND)

## CLARKSVILLE

**LAKE COUNTRY RGNL** (W63) 2 S UTC−5(−4DT) N36°35.75′ W78°33.61′ WASHINGTON
421 B TPA—1221(800) NOTAM FILE DCA L–36G
**RWY 04–22:** H4488X50 (ASPH) S–12.5 MIRL IAP
**RWY 04:** Tree. **RWY 22:** Thld dsplcd 460′. Road.
**AIRPORT REMARKS:** Unattended. For fuel call number posted beside public pay phone on side of hangar. Wildlife invof arpt.
**COMMUNICATIONS: CTAF** 122.9
**WASHINGTON CENTER APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 107° 22.5 NM to fld. 530/05W.



| APP CRS | | |
|---|---|---|
| 184° | Rwy Idg | 3400 |
| | TDZE | 503 |
| | Apt Elev | 503 |

# RNAV (GPS) RWY 18
## CHASE CITY MUNI (CXE)

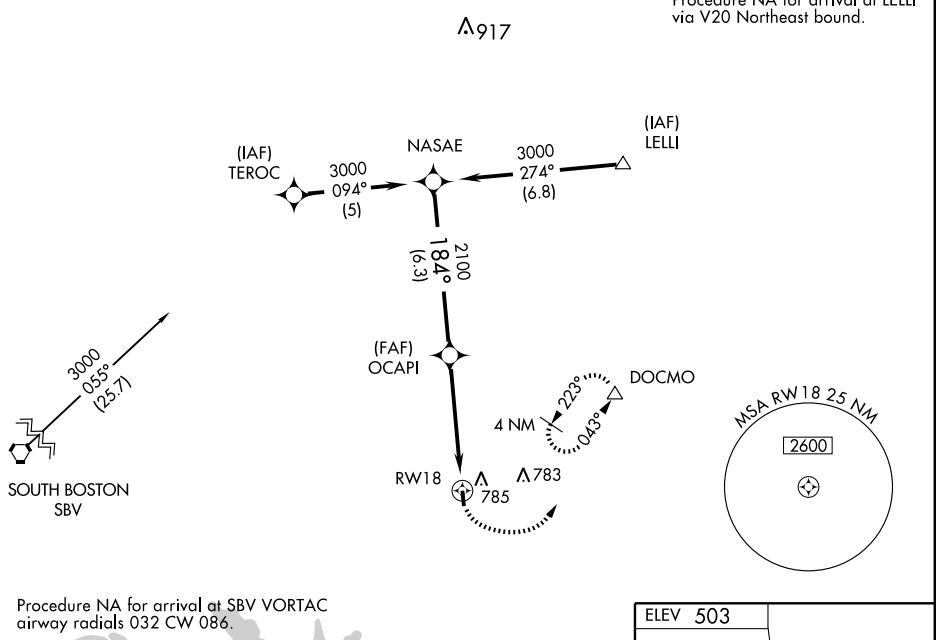
DME/DME RNP-0.3 NA.
Straight-in minimums NA at night. Circling to Rwy 18 NA at night.
Use Mecklenburg-Brunswick altimeter setting; If not received, use Danville altimeter setting and increase all MDA's 60 feet.

NA

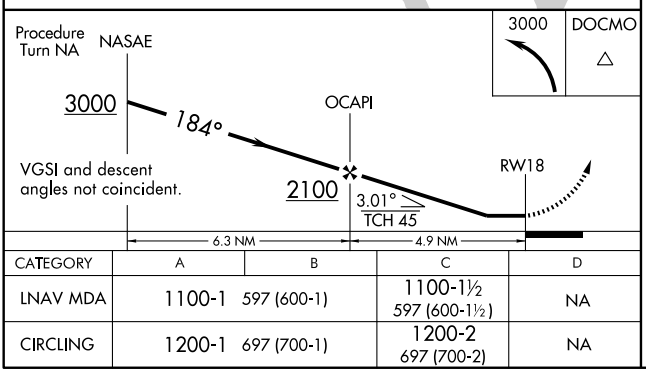
MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 118.75 353.9 | 122.9 (CTAF) |

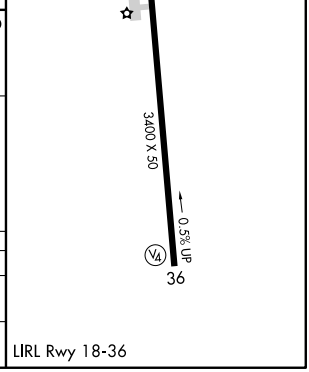
Procedure NA for arrival at LELLI via V20 Northeast bound.




Procedure NA for arrival at SBV VORTAC airway radials 032 CW 086.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 | 597 (600-1) | 1100-1½ 597 (600-1½) | NA |
| CIRCLING | 1200-1 | 697 (700-1) | 1200-2 697 (700-2) | NA |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

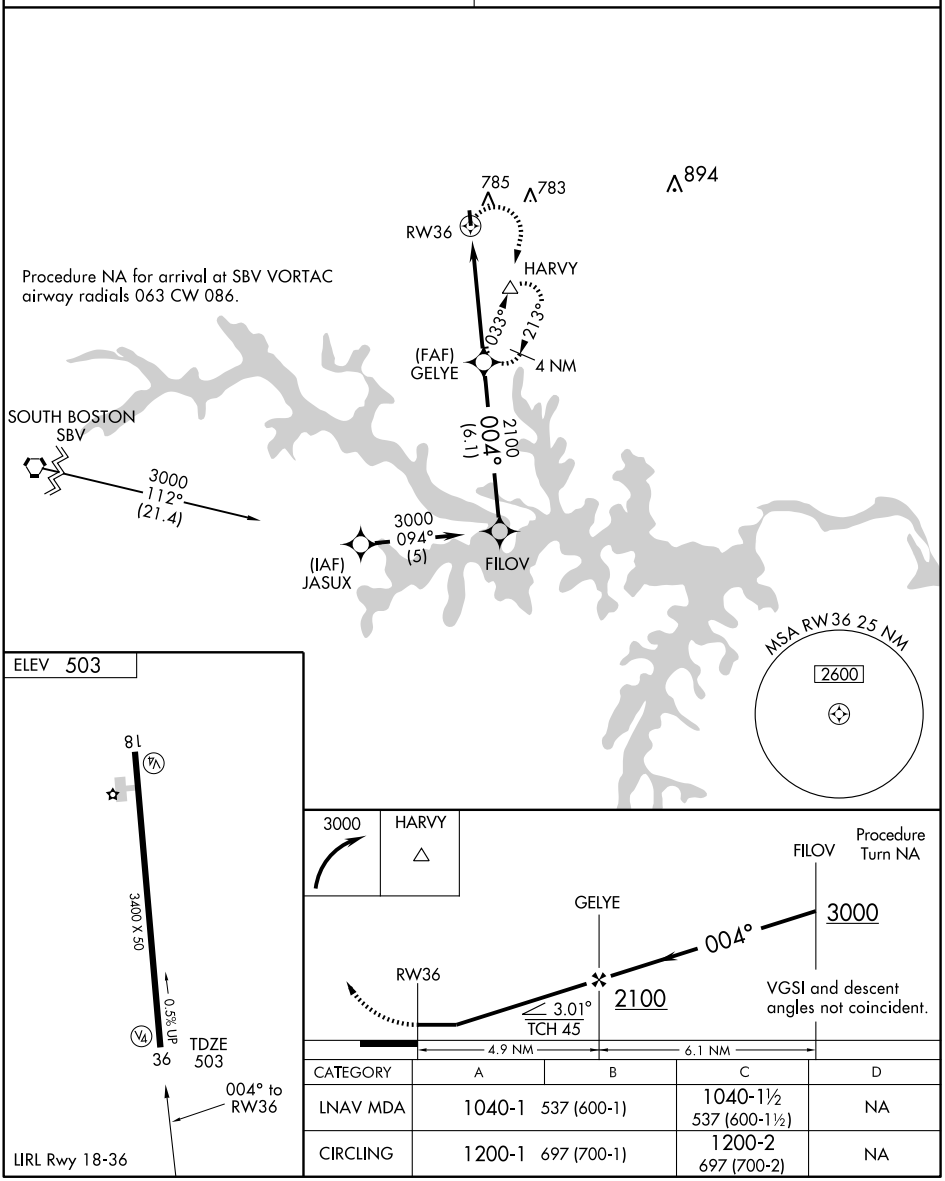
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 004° | TDZE | 503 |
| | Apt Elev | 503 |

# RNAV (GPS) RWY 36
## CHASE CITY MUNI (CXE)

DME/DME RNP-0.3 NA. Circling to Rwy 18 NA at night. Use Mecklenburg-Brunswick altimeter setting; if not received, use Danville altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 118.75 353.9 | 122.9 (CTAF) |

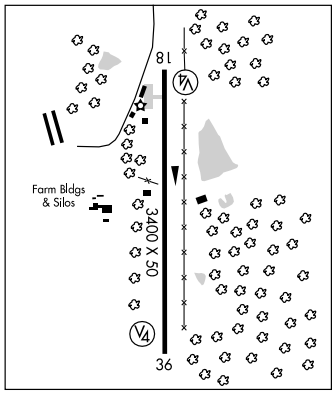



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 537 (600-1) | | 1040-1½ 537 (600-1½) | NA |
| CIRCLING | 1200-1 697 (700-1) | | 1200-2 697 (700-2) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**CHASE CITY MUNI** (CXE) 2 W UTC−5(−4DT) N36°47.30′ W78°30.09′ WASHINGTON
503 B TPA 1303 (800) NOTAM FILE DCA L–36G
**RWY 18–36:** H3400X50 (ASPH) S–12.5 LIRL 0.5% up N IAP
**RWY 18:** TRCV(TRIL). Road. **RWY 36:** TRCV(TRIL). Tree.
**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Rwy 18 TRCV OTS indef. Rwy 36 TRCV OTS indef.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 079° 25.7 NM to fld. 530/05W.




**CHESAPEAKE RGNL** (See NORFOLK)

**CHESI** N36°35.99′ W76°22.91′ NOTAM FILE ORF. WASHINGTON
**NDB (MHW/LOM)** 233 EY 046° 4.9 NM to Chesapeake Rgnl. L–35D

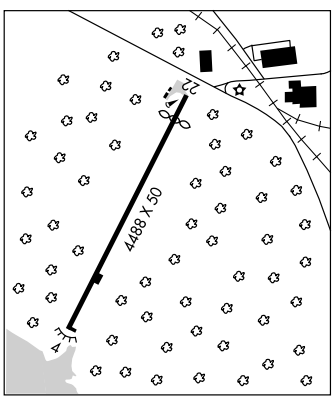
## CHESTER

**MC LAUGHLIN** (2G6) 6 E UTC−5(−4DT) N37°19.23′ W77°20.75′ WASHINGTON
7 NOTAM FILE DCA Not insp.
**WATERWAY 05–23:** 2500X150 (WATER)
**SEAPLANE REMARKS:** unattended.
**COMMUNICATIONS: CTAF** 122.9

**CHESTERFIELD CO** (See RICHMOND)

## CLARKSVILLE

**LAKE COUNTRY RGNL** (W63) 2 S UTC−5(−4DT) N36°35.75′ W78°33.61′ WASHINGTON
421 B TPA—1221(800) NOTAM FILE DCA L–36G
**RWY 04–22:** H4488X50 (ASPH) S–12.5 MIRL IAP
**RWY 04:** Tree. **RWY 22:** Thld dsplcd 460′. Road.
**AIRPORT REMARKS:** Unattended. For fuel call number posted beside public pay phone on side of hangar. Wildlife invof arpt.
**COMMUNICATIONS: CTAF** 122.9
**WASHINGTON CENTER APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 107° 22.5 NM to fld. 530/05W.



| APP CRS | Rwy Idg | 4488 |
|---|---|---|
| 036° | TDZE | 403 |
| | Apt Elev | 421 |

# GPS RWY 4

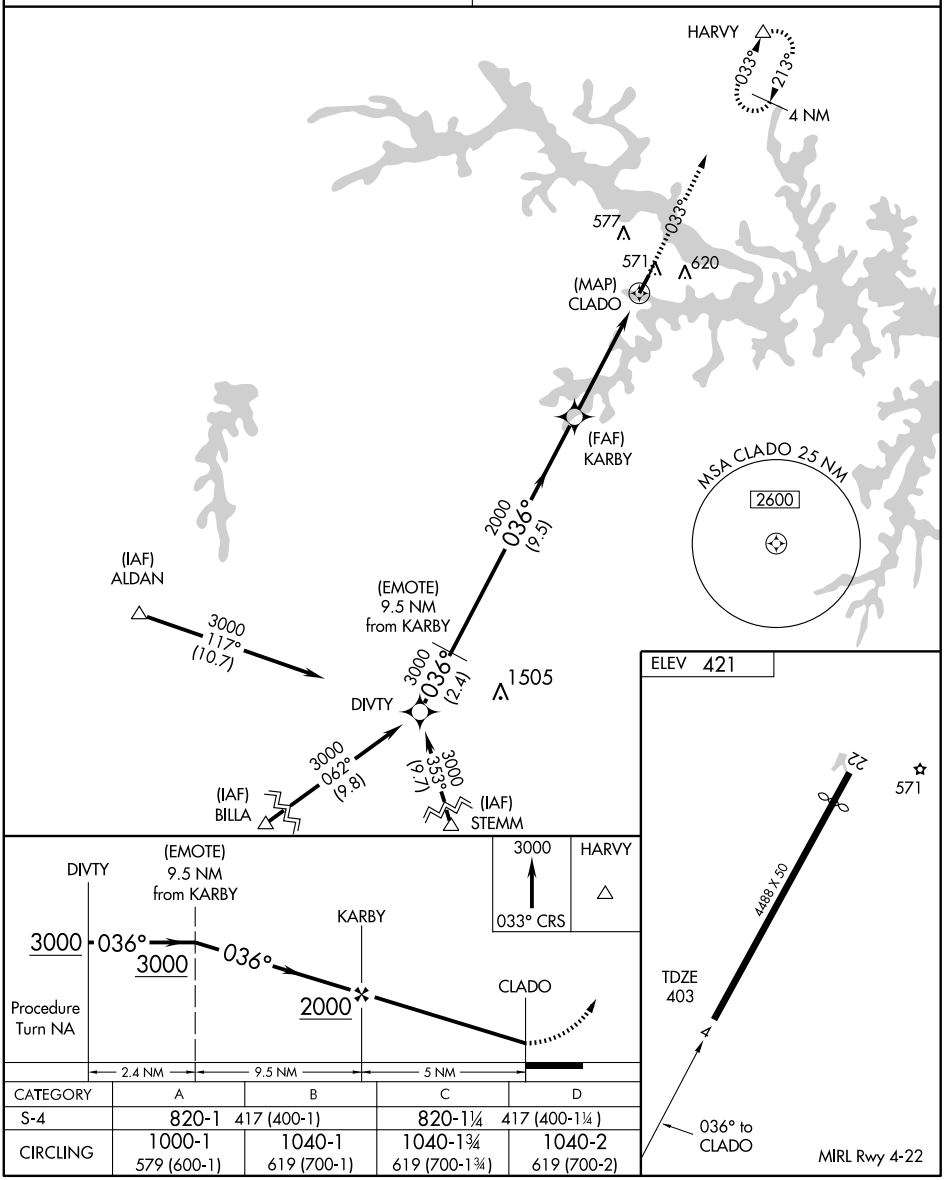
## CLARKSVILLE/LAKE COUNTRY RGNL (W63)

Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER
**118.75 377.1**

CTAF **122.9**




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 820-1 417 (400-1) | | 820-1¼ 417 (400-1¼) | |
| CIRCLING | 1000-1 579 (600-1) | 1040-1 619 (700-1) | 1040-1¾ 619 (700-1¾) | 1040-2 619 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC SBV 110.4 Chan 41 | APP CRS 107° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 421 |
|---|---|---|

# VOR/DME-A

CLARKSVILLE/LAKE COUNTRY RGNL (W63)

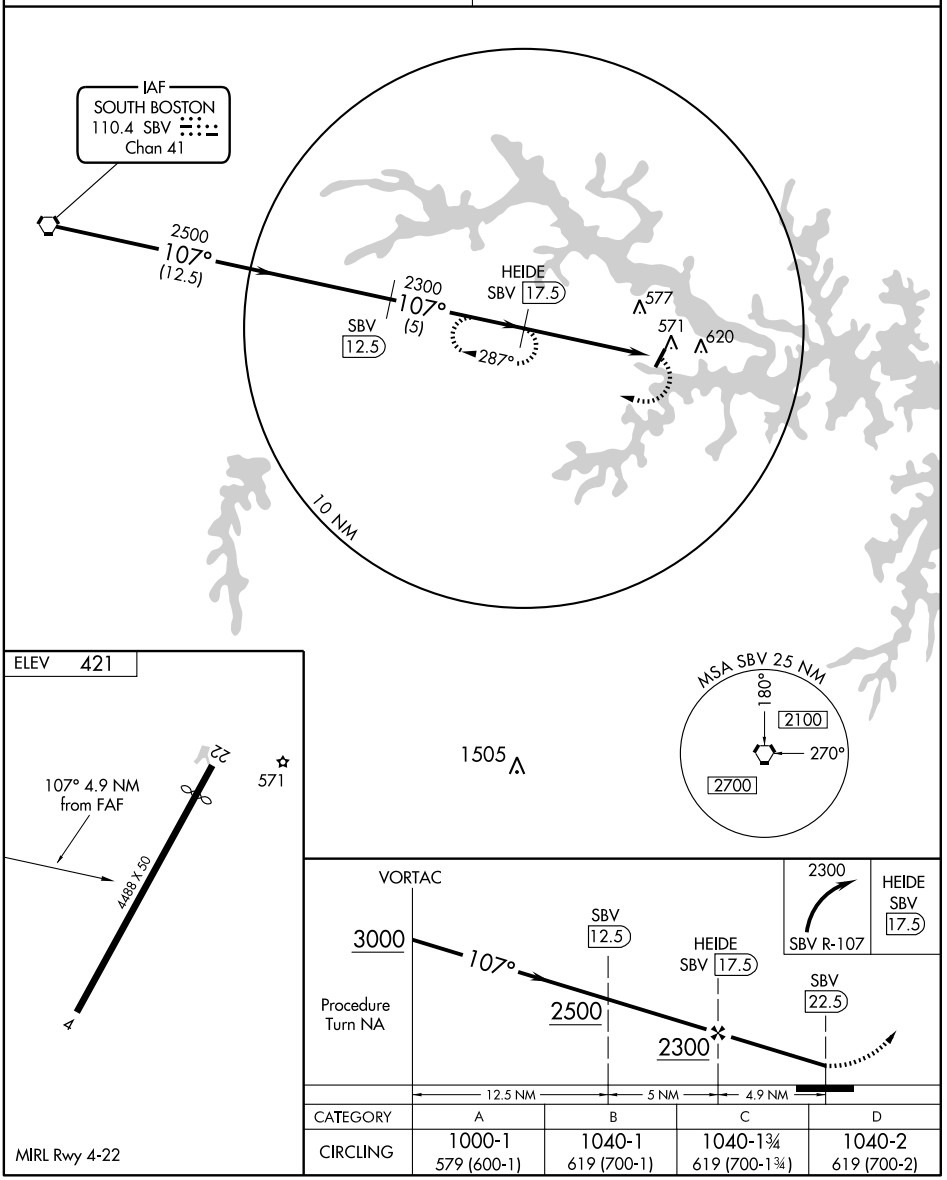
NA

Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via SBV R-107 to HEIDE/ 17.5 DME and hold.

WASHINGTON CENTER
118.75 377.1

CTAF 122.9




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>579 (600-1) | 1040-1<br>619 (700-1) | 1040-1¾<br>619 (700-1¾) | 1040-2<br>619 (700-2) |

MIRL Rwy 4-22

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## CREWE MUNI (W81) 1E UTC−5(−4DT) N37°10.86′ W78°05.90′

WASHINGTON
L–36H

420 B S2 **FUEL** 100LL NOTAM FILE DCA

**RWY 15–33:** H3300X60 (ASPH) S–12 MIRL

**RWY 15:** APAP(PNIL)—GA 5.0° TCH 17′. Thld dsplcd 87′. Ground.

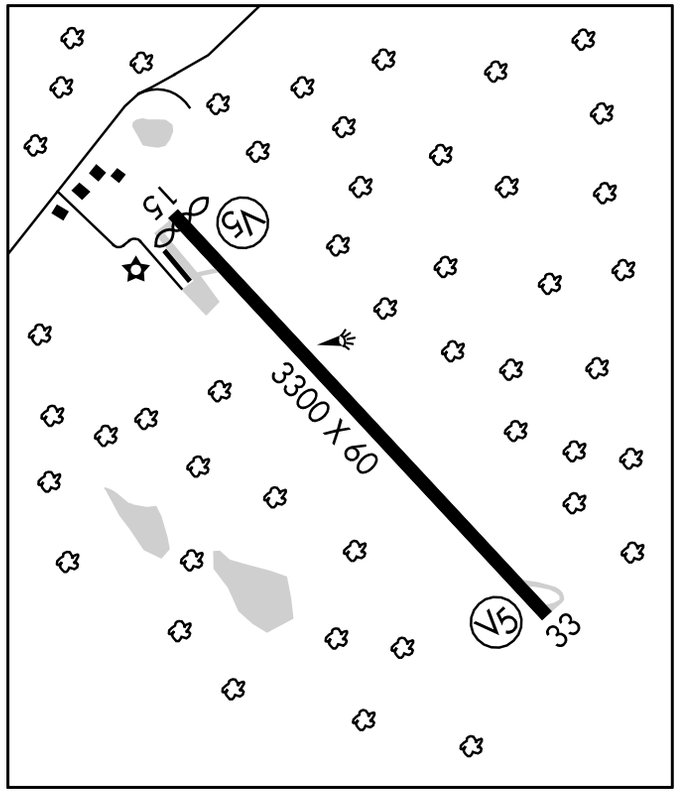
**RWY 33:** APAP(PNIL)—GA 3.0° TCH 8′. Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Deer and turkey on and invof arpt. For airframe and power plant repairs call 804–645–9393. Rwy 15 APAP not lgtd. PNIL unavailable at night. Rwy 33 APAP not lgtd. PNIL unavailable at night. For MIRL Rwy 15–33 key CTAF 5 times on; 3 times off.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**LAWRENCEVILLE (L) VORTAC** 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 345° 23.7 NM to fld. 350/08W.




## CULPEPER RGNL (CJR) 7 NE UTC−5(−4DT) N38°31.53′ W77°51.58′

WASHINGTON
H–10H, 12H, L–29E, 34E, 36I, A
IAP

316 B S4 **FUEL** 100LL, JET A NOTAM FILE CJR

**RWY 04–22:** H5000X100 (ASPH) S–40 MIRL

**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Fence.

**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Bldg.

**AIRPORT REMARKS:** Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0100Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04, PAPI Rwy 04, REIL Rwy 22, PAPI Rwy 22 and twy lgts—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 119.325 (540) 727–0523.

**COMMUNICATIONS: CTAF/UNICOM** 123.075

**CASANOVA RCO** 122.1R 116.3T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 124.65

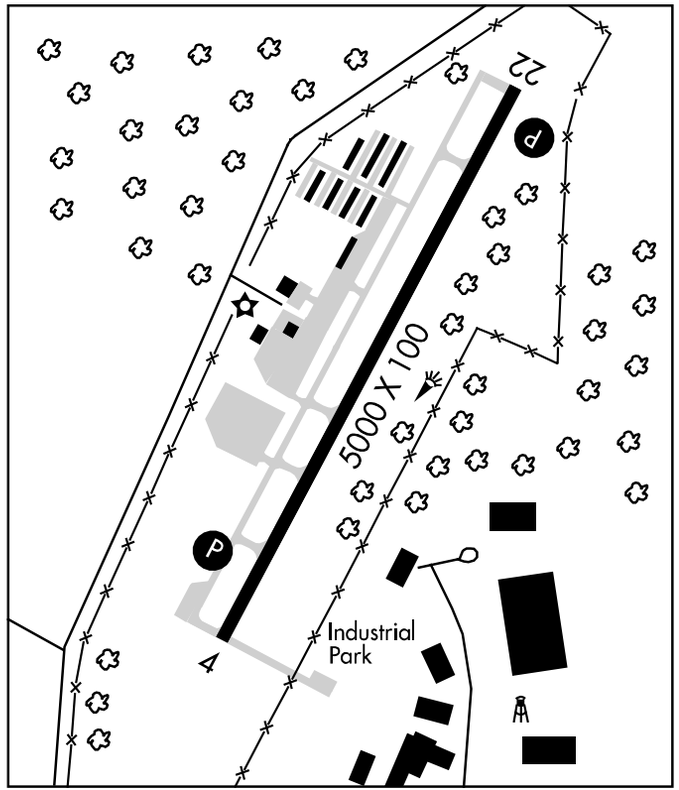
**GCO** 121.6 (POTOMAC CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**CASANOVA (H) VORTAC** 116.3 CSN Chan 110 N38°38.47′ W77°51.93′ 184° 6.9 NM to fld. 439/06W.

**NAILR NDB (MHW)** 351 MSQ N38°27.26′ W77°54.32′ 037° 4.8 NM to fld.

**ILS** 109.95 I–DZH Rwy 04. LOC only.



AL-5877 (FAA)

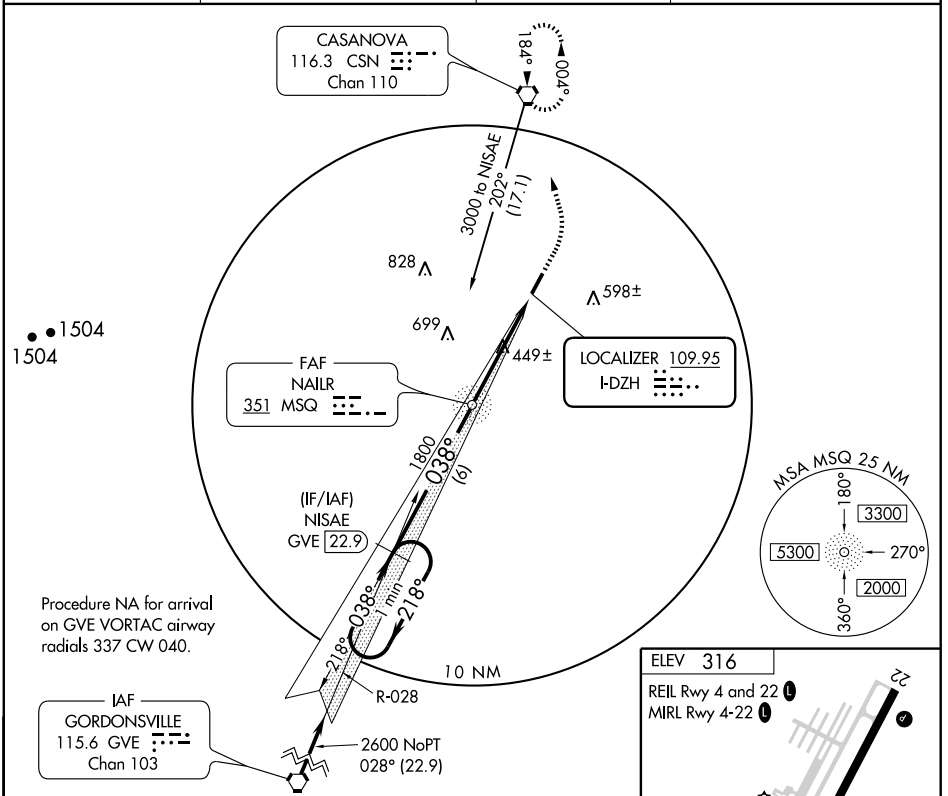
# LOC RWY 4
CULPEPER RGNL (CJR)

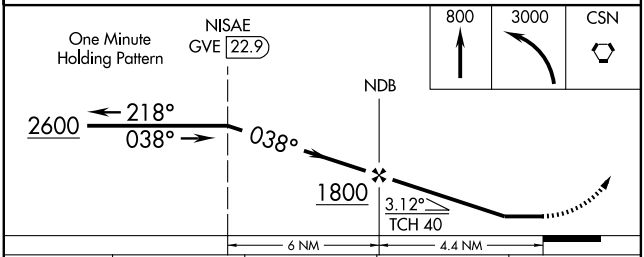
| LOC I-DZH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.95 | 038° | TDZE | 316 |
| | | Apt Elev | 316 |

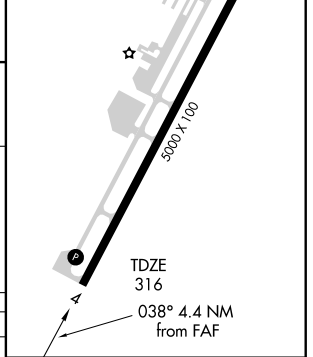
ADF required.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.325 | 124.65 306.925 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 700-1 384 (400-1) | | | NA |
| CIRCLING | 820-1<br>504 (600-1) | 920-1<br>604 (700-1) | 920-1¾<br>604 (700-1¾) | NA |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AL-5877 (FAA)

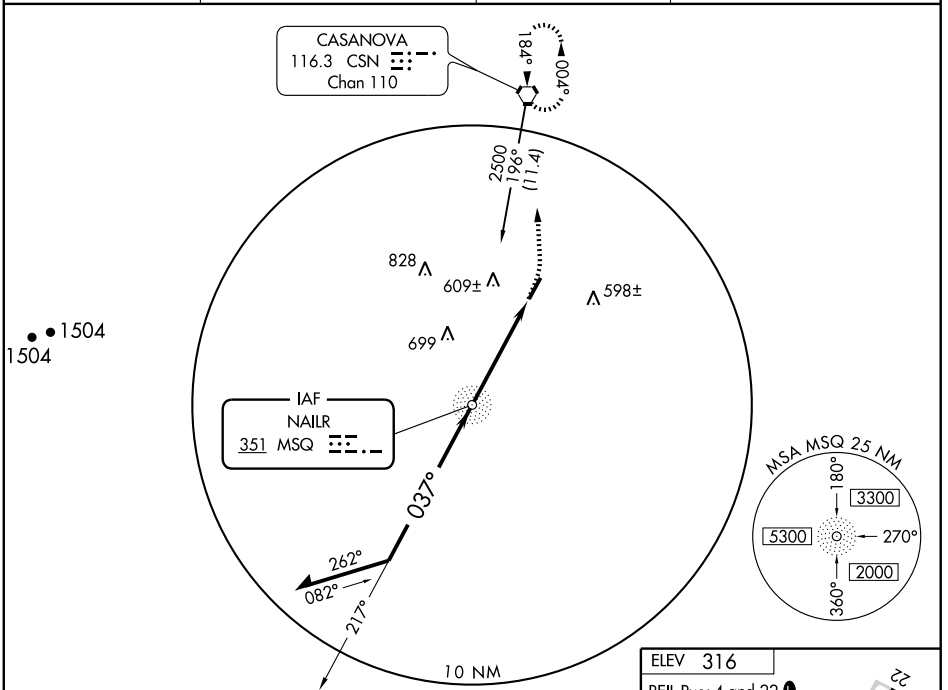
# NDB RWY 4

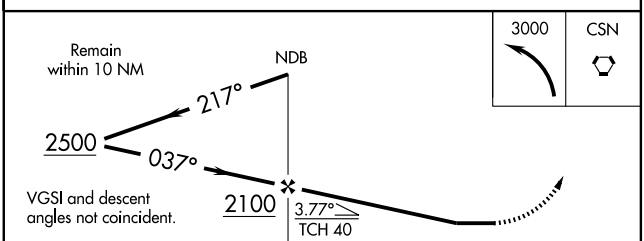
CULPEPER RGNL (CJR)

| NDB MSQ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 351 | 037° | TDZE | 316 |
| | | Apt Elev | 316 |

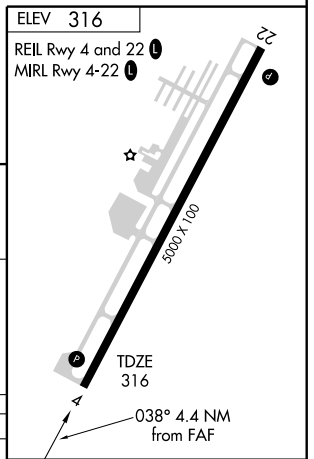
MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.325 | 124.65 306.925 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 920-1 604 (700-1) | | 920-1¾ 604 (700-1¾) | NA |
| CIRCLING | 920-1 604 (700-1) | | 920-1¾ 604 (700-1¾) | NA |




FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 77606 | 038° | TDZE | 316 |
| W04A | | Apt Elev | 316 |

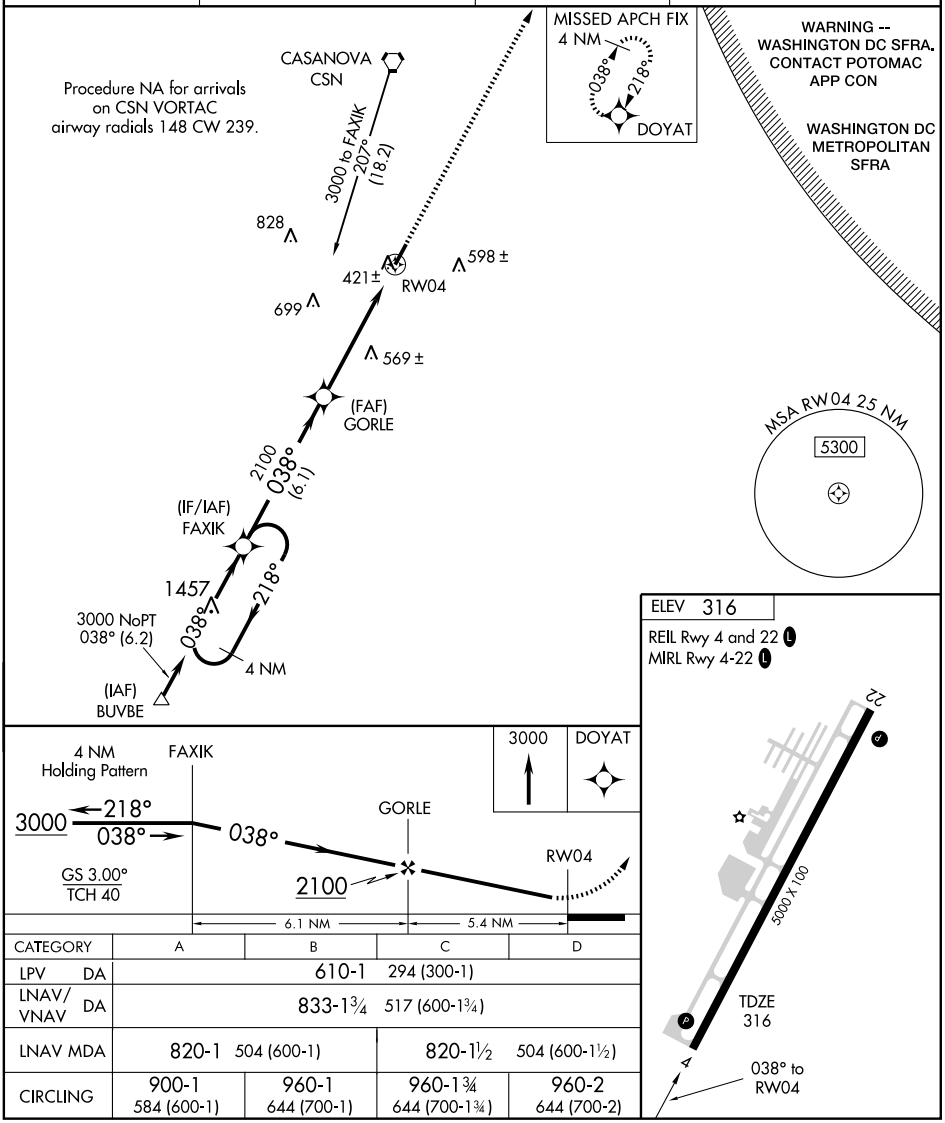
# RNAV (GPS) RWY 4

CULPEPER RGNL (CJR)

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.325 | 124.65 306.925 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 610-1 294 (300-1) | | | |
| LNAV/VNAV DA | 833-1¾ 517 (600-1¾) | | | |
| LNAV MDA | 820-1 504 (600-1) | | 820-1½ 504 (600-1½) | |
| CIRCLING | 900-1 584 (600-1) | 960-1 644 (700-1) | 960-1¾ 644 (700-1¾) | 960-2 644 (700-2) |


NE-3, 26 AUG 2010 to 23 SEP 2010

AL-5877 (FAA)

# RNAV (GPS) RWY 22

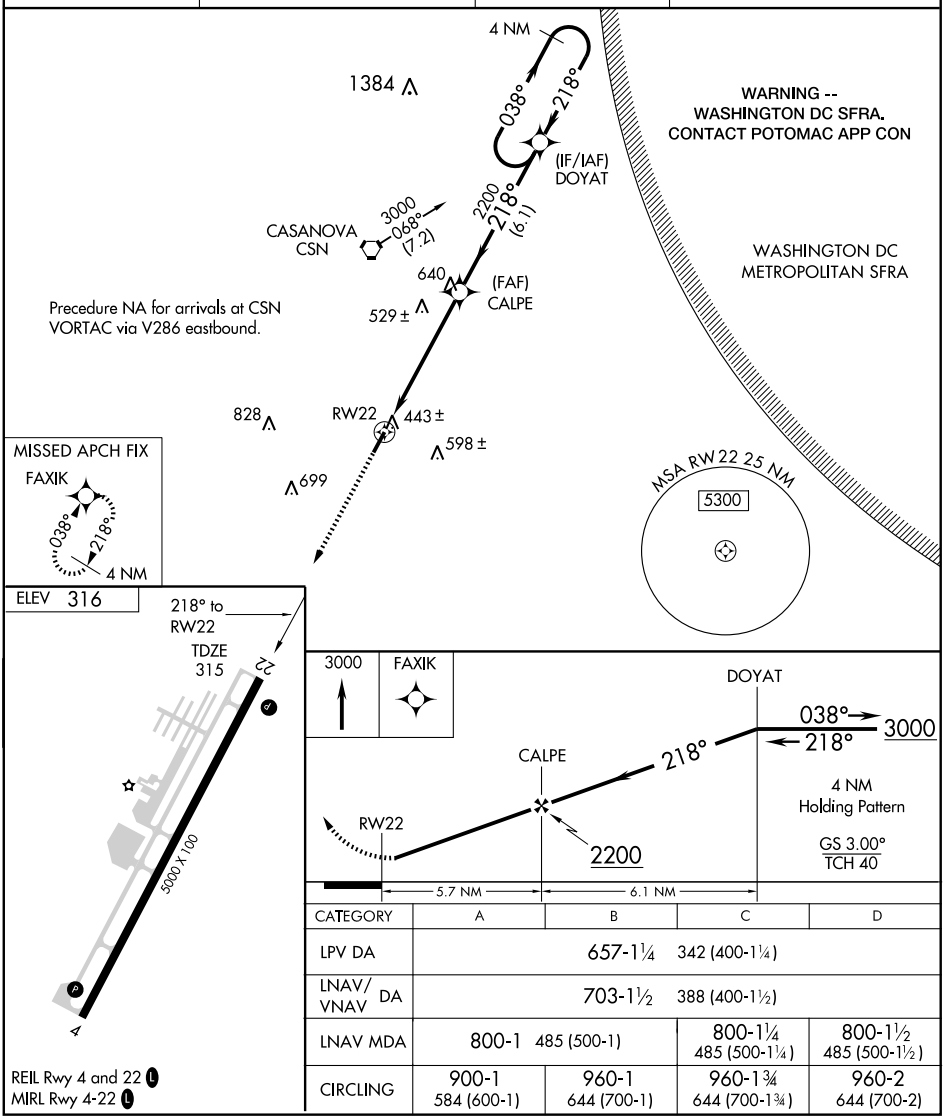
CULPEPER RGNL (CJR)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 56306 | 218° | TDZE | 315 |
| W22A | | Apt Elev | 316 |

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.325 | 124.65 306.925 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 657-1¼ 342 (400-1¼) | | | |
| LNAV/VNAV DA | 703-1½ 388 (400-1½) | | | |
| LNAV MDA | 800-1 485 (500-1) | | 800-1¼ 485 (500-1¼) | 800-1½ 485 (500-1½) |
| CIRCLING | 900-1 584 (600-1) | 960-1 644 (700-1) | 960-1¾ 644 (700-1¾) | 960-2 644 (700-2) |

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

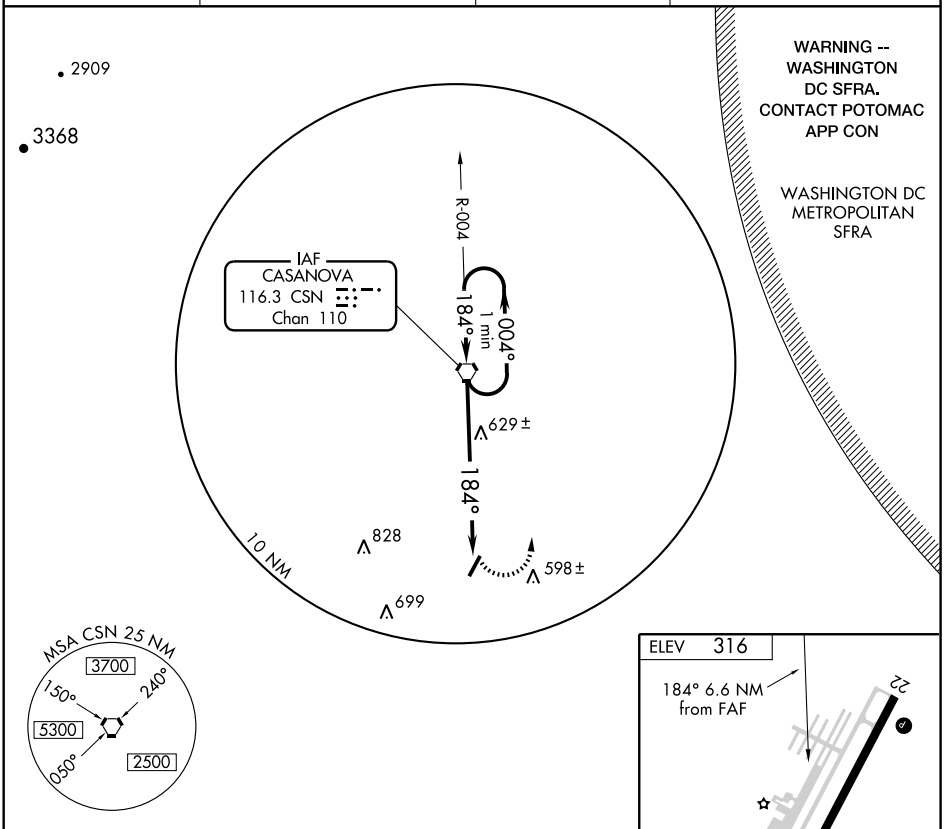
| VORTAC CSN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.3 | 184° | TDZE | N/A |
| Chan 110 | | Apt Elev | 316 |

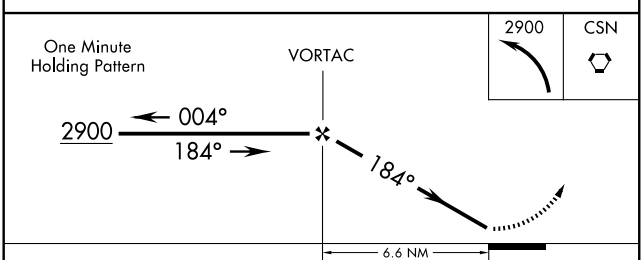
# VOR-A
## CULPEPER RGNL (CJR)

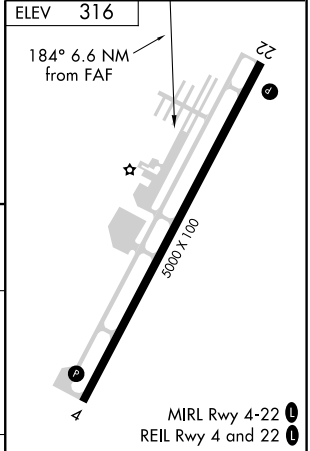
When VGSI inoperative, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.325 | 124.65 306.925 | 121.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 604 (700-1) | 960-1 644 (700-1) | 960-1¾ 644 (700-1¾) | 960-2 644 (700-1) |

| FAF to MAP 6.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**DANVILLE RGNL** (DAN) 3 E UTC−5(−4DT) N36°34.37′ W79°20.17′ **CINCINNATI**

571 B S2 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DAN **H–9C, 12H, L–26J, 36G**

**RWY 02–20:** H6500X150 (ASPH–GRVD) S–90, D–130, 2S–165 HIRL 0.4% up N **IAP**

**RWY 02:** MALSR. PAPI(P4L)—GA 3.0°TCH 54′.

**RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 900′. Tree.

**RWY 13–31:** H4020X100 (ASPH) S–90, D–130, 2S–165

MIRL 1.1% up NW

**RWY 13:** REIL. VASI(V2L)—GA 3.0°. Tree.

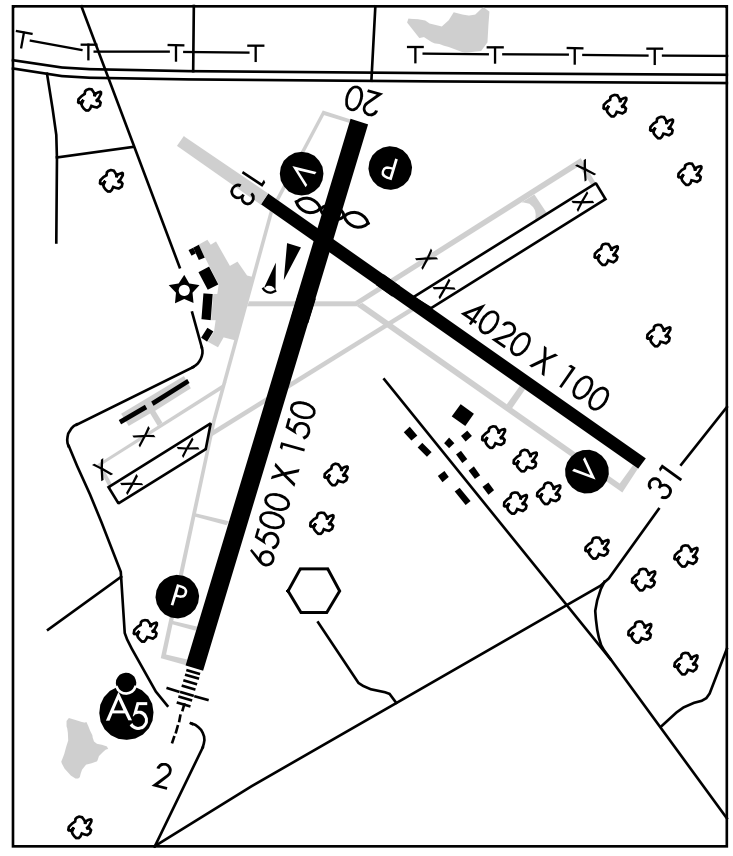
**RWY 31:** REIL. VASI(V2L)—GA 3.0°. TCH 73′. Road.

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 02:** TORA–6500 TODA–6500 ASDA–5600 LDA–5600

**RWY 20:** TORA–6500 TODA–6500 ASDA–6500 LDA–5600

**AIRPORT REMARKS:** Attended Mon–Fri 1100–0200Z‡, Sat–Sun 1200–0000Z‡. Arpt unattended Christmas Day. Rwy 02–20 cracks in pavement. Birds and deer on and invof arpt. Trees penetrating 7:1 transitional sfc of Rwy 31 both sides, first 1000′. Ctc arpt administration prior to conducting specialized aero activities 434–799–5110. TPA–1371 (800) lgt aircraft, 2071 (1500) turbine aircraft. Rwy 02 is designated calm wind rwy. Rwy 31 VASI unusable byd 8° left of course. ACTIVATE HIRL Rwy 02–20; MIRL Rwy 13–31; REIL Rwys 13 and 31 and 20; MALSR Rwy 02; VASI Rwys 13 and 31; PAPI Rwys 02 and 20—CTAF.




**WEATHER DATA SOURCES:** ASOS 128.125 (434) 799–1701.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

**RCO** 122.2 (LEESBURG RADIO)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 124.05

**AIRSPACE: CLASS E** svc effective 1100–0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 254° 16.7 NM to fld. 530/05W.

**(L) VOR** 113.1 DAN N36°34.13′ W79°20.20′ at fld. NOTAM FILE DAN.

**ILS** 110.7 I–DAN Rwy 02. Class IE. ILS unmonitored.

**DAVEE** N38°39.70′ W77°06.61′ NOTAM FILE DCA. **WASHINGTON**

**NDB (MHW/LOM)** 223 DAA 323° 4.6 NM to Davison AAF (Fort Belvoir). Opr Mon–Fri 1000–0130Z‡ **L–29E, 34E, 36I**

except holidays.

| LOC I-DAN | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 110.7 | 025° | TDZE | 558 |
| | | Apt Elev | 571 |

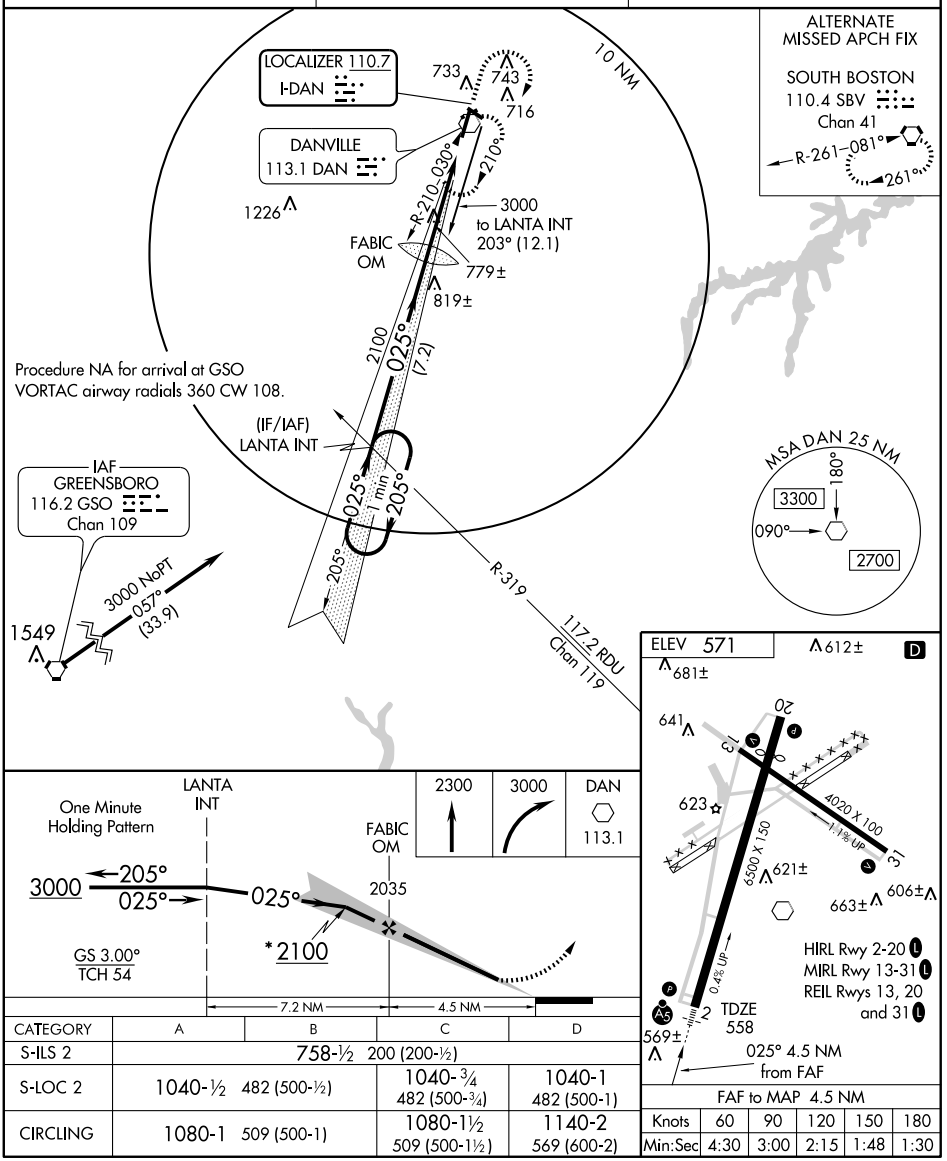
# ILS or LOC RWY 2
## DANVILLE RGNL (DAN)

When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase S-LOC 2 visibility Cats C and D ¼ mile. For inoperative MALSR when using Roxboro, NC altimeter setting, increase S-ILS 2 visibility all Cats to 1. Circling NA at night to Rwy 31.

MALSR

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct DAN VOR and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.125 | 124.05 307.0 | 123.05 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | | 758-½ 200 (200-½) | | |
| S-LOC 2 | 1040-½ 482 (500-½) | | 1040-¾ 482 (500-¾) | 1040-1 482 (500-1) |
| CIRCLING | 1080-1 509 (500-1) | | 1080-1½ 509 (500-1½) | 1140-2 569 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 2

DANVILLE RGNL (DAN)

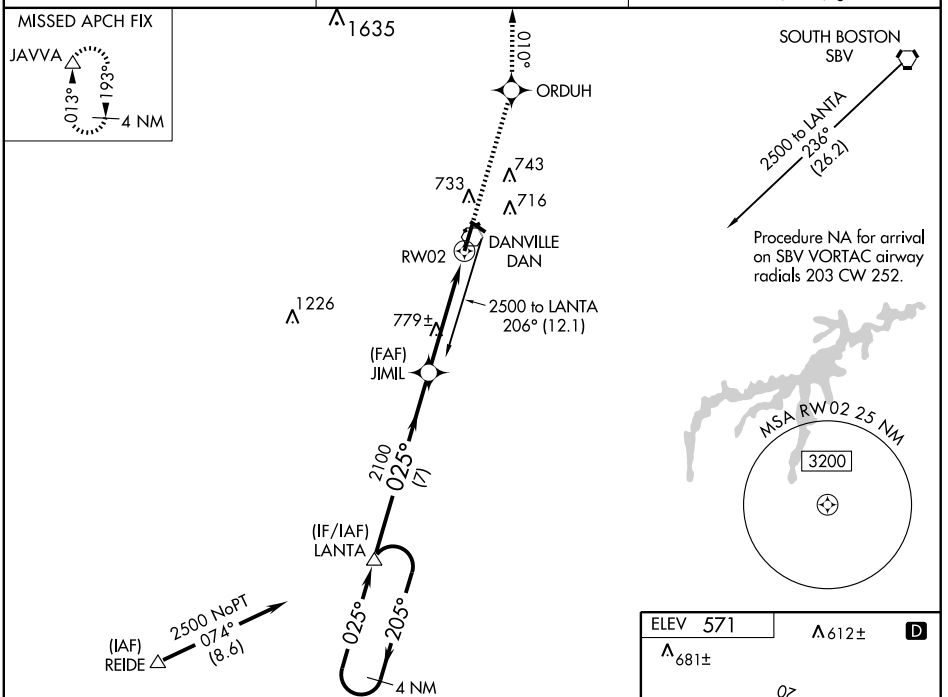
| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 42916 | 025° | TDZE | 558 |
| W02A | | Apt Elev | 571 |

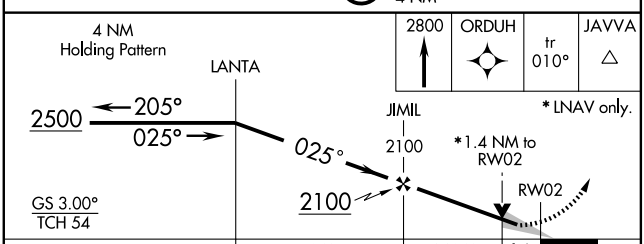
Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting nor received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cats C, D visibility ¼ mile. Circling NA at night to Rwy 31. For inoperative MALSR when using Roxboro, NC altimeter setting, increase LPV all Cats visibility to 1. VDP NA with Roxboro, NC altimeter setting.

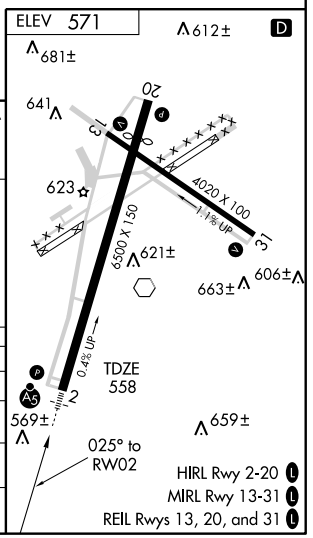
MALSR

MISSED APPROACH: Climb to 2800 direct ORDUH and via track 010° to JAVVA and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.125 | 124.05 307.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 758-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 1036-1¼ | 478 (500-1¼) | | |
| LNAV MDA | 1040-½ 482 (500-½) | | 1040-¾ 482 (500-¾) | 1040-1 482 (500-1) |
| CIRCLING | 1080-1 509 (600-1) | | 1080-1½ 509 (600-1½) | 1140-2 569 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 20

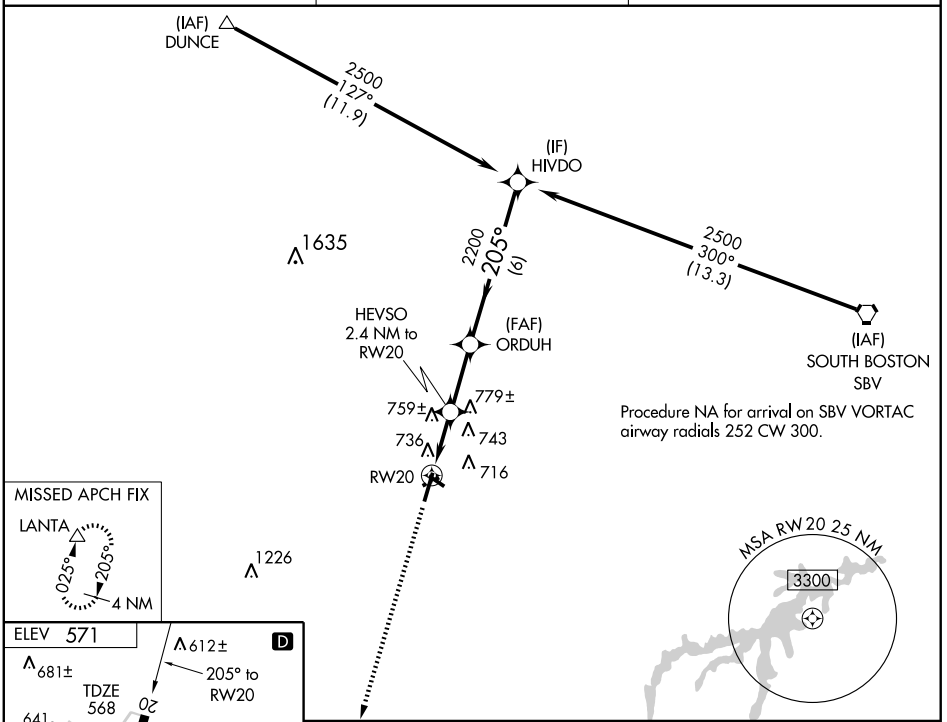
DANVILLE RGNL (DAN)

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 87116 | 205° | TDZE | 568 |
| W20A | | Apt Elev | 571 |

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. Circling NA at night to Rwy 31. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.125 | 124.05 307.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 768-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1026-1½ 458 (500-1½) | | | |
| LNAV MDA | 1020-1 452 (500-1) | | 1020-1¼ 452 (500-1¼) | 1020-1½ 452 (500-1½) |
| CIRCLING | 1080-1 509 (600-1) | | 1080-1½ 509 (600-1½) | 1140-2 569 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR DAN 113.1 | APP CRS 030° | Rwy Idg 5600<br>TDZE 558<br>Apt Elev 571 |
|---|---|---|

# VOR RWY 2

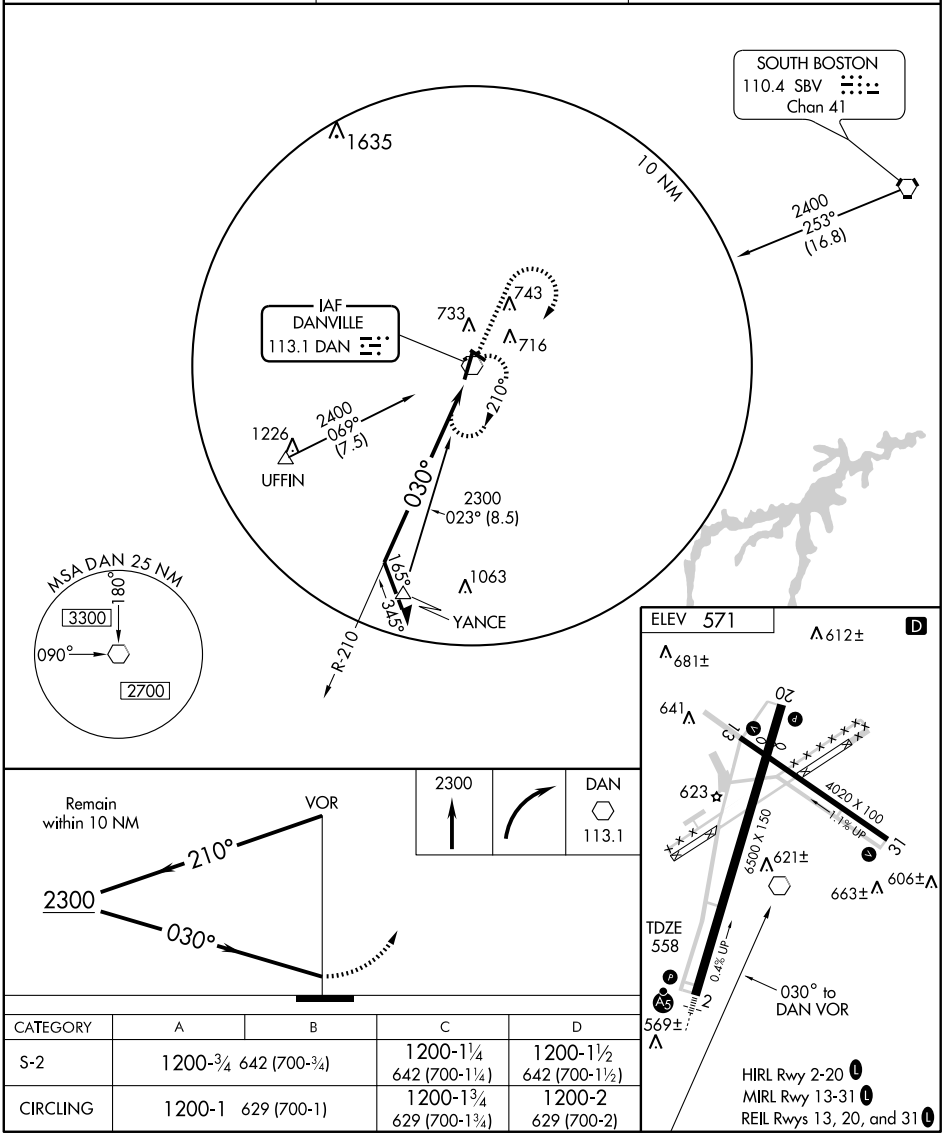
DANVILLE RGNL (DAN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet and S-2 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR for local altimeter setting and when using Roxboro, NC altimeter setting, increase S-2 visibility Cats A and B to 1. Circling NA at night to Rwy 31.

MALSR

MISSED APPROACH: Climb to 2300 then right turn direct DAN VOR and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.125 | 124.05 307.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1200-¾ 642 (700-¾) | | 1200-1¼<br>642 (700-1¼) | 1200-1½<br>642 (700-1½) |
| CIRCLING | 1200-1 629 (700-1) | | 1200-1¾<br>629 (700-1¾) | 1200-2<br>629 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR DAN 113.1 | APP CRS 195° | Rwy Idg 5600<br>TDZE 568<br>Apt Elev 571 |
|---|---|---|

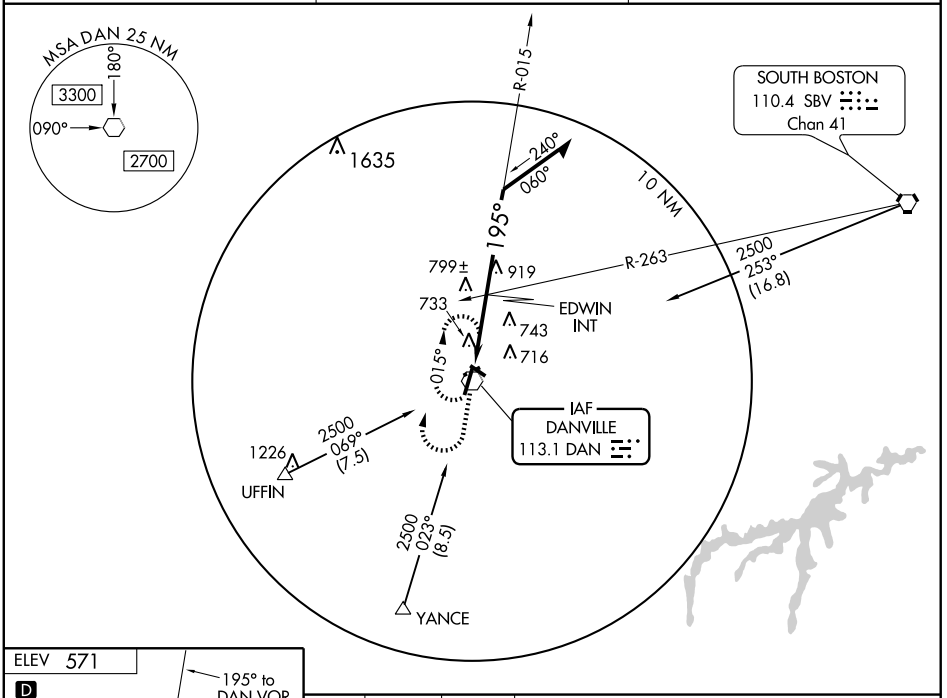
# VOR RWY 20

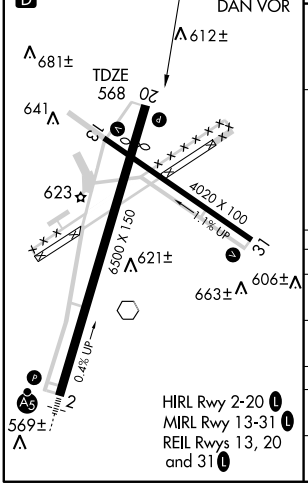
## DANVILLE RGNL (DAN)

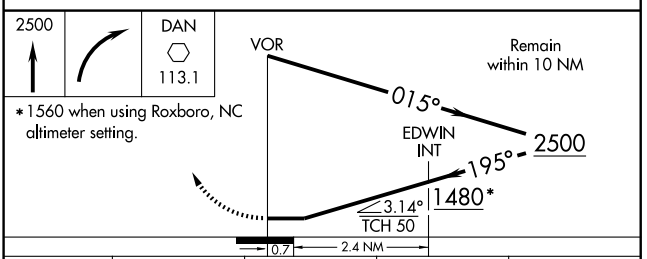
When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all MDA 80 feet, increase S-20 and Circling Cats B and C visibility ¼ mile, when using EDWIN fix minimums increase S-20 Cats C and D visibility ¼ mile. Circling NA at night to Rwy 31.

MISSED APPROACH: Climb to 2500 then right turn direct DAN VOR and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 128.125 | 124.05 307.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1480-1¼ 912 (1000-1¼) | | 1480-2¾ 912 (1000-2¾) | 1480-3 912 (1000-3) |
| CIRCLING | 1480-1¼ 909 (1000-1¼) | | 1480-2¾ 909 (1000-2¾) | 1480-3 909 (1000-3) |
| EDWIN FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-20 | 1060-1 492 (500-1) | | 1060-1¼ 492 (500-1¼) | 1060-1½ 492 (500-1½) |
| CIRCLING | 1080-1 509 (600-1) | | 1080-1½ 509 (600-1½) | 1140-2 569 (600-2) |



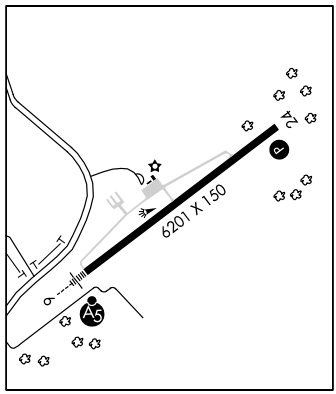
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**DAVISON AAF** (FORT BELVOIR) (DAA)(KDAA) A (ARNG) 3 NW UTC−5(−4DT) **WASHINGTON**
N38°42.90′ W77°10.87′ **COPTER**
73 B TPA–See Remarks NOTAM FILE DCA Not insp. **H–10H, 12I, L–29E, 34E, 36I, A**
**RWY 14–32:** H5618X74 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW **DIAP**
**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 600′. **RWY 32:** MALSF. REIL. Thld dsplced 900′.
**MILITARY SERVICE: LGT** When twr clsd HIRL Rwy 14–32 preset med ints. **FUEL** J8. Avbl Mon–Fri 1130–0330Z‡, weekends and holidays, 1300–2200Z‡, other times 2 hr PPR.
**OIL** O–123–128–148–156.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD** Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200–2100Z‡, DSN 656–7683/7682, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. **CAUTION** Expect shear/crosswind shift touch down zone Rwy 32 during SW–NW wind. Bird and deer hazard. **TFC PAT** TPA–Fixed wing SW 1500(1427), rotary wing NE 1100(1027). **NS ABTMT** Twr will advise of restriction to engine run up, tkf and ldg between Mon–Sat 0300–1300Z‡, Sun and holidays 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and holidays 1700–0300Z‡. **MISC** Aerodrome bcn lctd 4600′ E–NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy app end overrun for tkf roll. Wx obsn augmented/back–up as reg Mon–Fri 1030–0230Z‡ exc holidays. Auto voice obsn continuous DSN 656–7313. Wx forecast Mon–Fri 1100–0230Z‡, exc holidays, other times remote briefing svc avbl 15th OWS, Scott AFB DSN 576–9755, C618–256–9755, fax extension 4855 or https://ows.scott.af.mil. See VFR–S for Pentagon Heliport. **ARNG** Opr continuously.
**COMMUNICATIONS: CTAF** 126.3 **ATIS** 128.175 230.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **PTD** 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)
Ⓡ **POTOMAC APP CON** 119.85 322.3
**TOWER** 126.3 229.4 241.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **GND CON** 121.9 245.2
**CLNC DEL** 245.2
Ⓡ **POTOMAC DEP CON** 118.1 343.7
**METRO PMSV** 139.4 **BASE OPS** 139.4 34.1 **ARNG OPS** 52.75
**AIRSPACE: CLASS D** svc Mon–Fri 1100–0230Z‡, excluding holidays other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 145° 18.8 NM to fld. 297/8W.
**DAVEE NDB (MHW/LOM)** 223.0 DAA N38°39.70′ W77°06.61′ 323° 4.6 NM to fld. NOTAM FILE DCA. Opr Mon–Fri 1000–0130Z‡ except holidays.
**ILS/DME** 108.9 I–DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.
**ASR/PAR** (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.
**HELIPAD 14–32:** H450X50 (CONC)

**DINWIDDIE CO** (See PETERSBURG)

## DUBLIN

**NEW RIVER VALLEY** (PSK) 2 N UTC−5(−4DT) N37°08.24′ W80°40.71′ **CINCINNATI**
2105 B S2 **FUEL** 100LL, JET A NOTAM FILE PSK **H–10H, 12H, 6G, L–26J**
**RWY 06–24:** H6201X150 (ASPH) D–60 HIRL 0.5% up SW **IAP**
**RWY 06:** MALSR. Ground.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 44′. Brush.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1400–2300Z‡. Military contract fuel unavbl. Deer on and invof arpt. Customs service on airport. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.375 (540) 674–2731. **HIWAS** 116.8 PSK.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**PULASKI RCO** 122.3 122.1R 116.8T (LEESBURG RADIO)
**ROANOKE APP/DEP CON** 126.0 **ROANOKE CLNC DEL** 121.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 031° 2.9 NM to fld. 2120/06W. **HIWAS.**
**ILS** 110.9 I–PSK Rwy 06. Class IA. ILS unmonitored during hours arpt unattended.




**EAGLE'S NEST** (See WAYNESBORO)

| LOC I-PSK | APP CRS | Rwy Idg | 6201 |
|---|---|---|---|
| 110.9 | 058° | TDZE | 2105 |
| | | Apt Elev | 2105 |

AL-5084 (FAA)

# ILS or LOC RWY 6

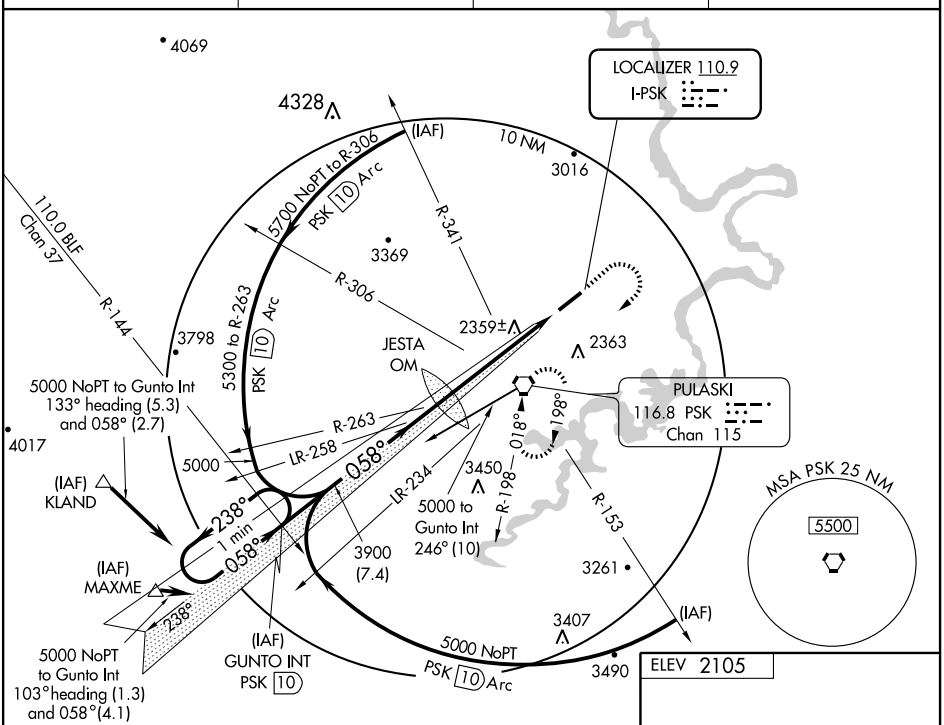
DUBLIN/NEW RIVER VALLEY (PSK)

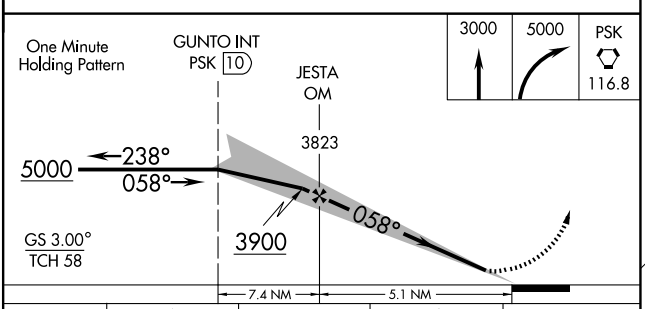
Inoperative table does not apply to S-ILS.
Inoperative table does not apply to S-LOC 6 Cats A and B.
Visibility reduction by helicopters NA.

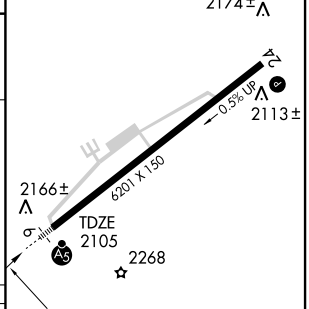
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 127.375 | 126.0 339.8 | 121.7 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 2314-1 209 (300-1) | | | |
| S-LOC 6 | 2620-1 515 (600-1) | | | 2620-1¼ 515 (600-1¼) |
| CIRCLING | 2620-1 515 (600-1) | | 2620-1½ 515 (600-1½) | 2680-2 575 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS Chan **86227** **W24A** | APP CRS **238°** | Rwy Idg **6201** TDZE **2087** Apt Elev **2105** |
|---|---|---|

# RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

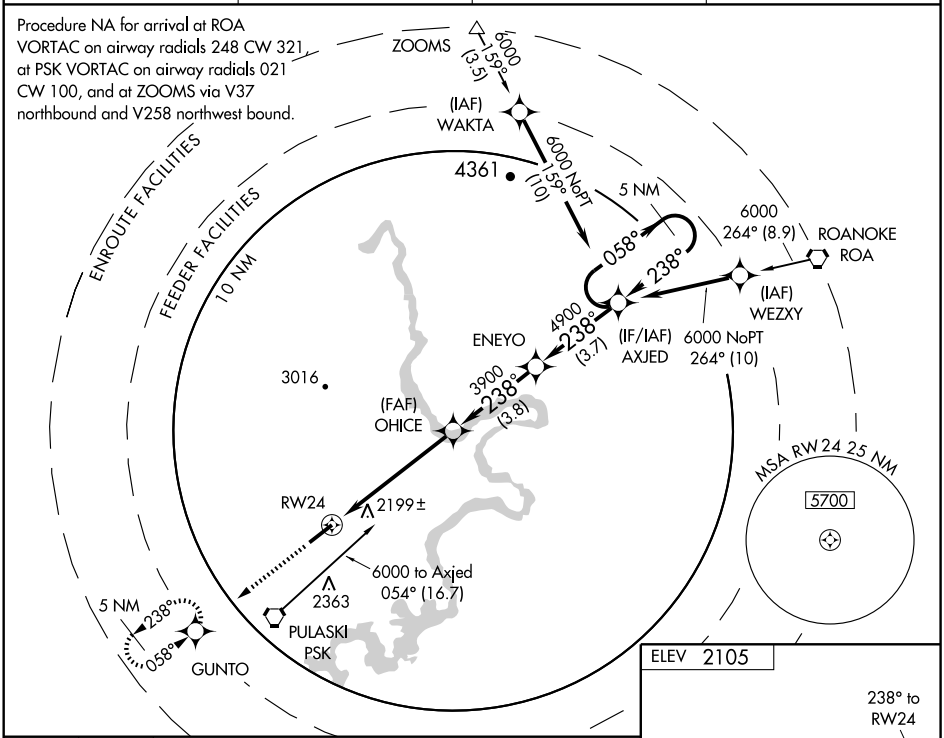
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive altimeter setting. If local altimeter setting not received, use Virginia Tech/ Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

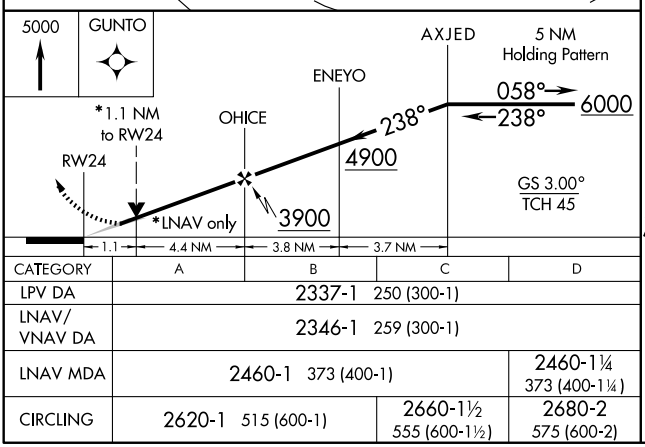
NA

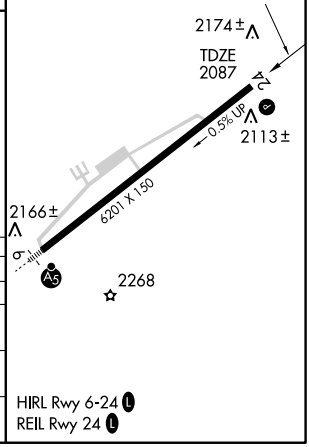
MISSED APPROACH: Climb to 5000 direct GUNTO and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| **127.375** | **126.0** **339.8** | **121.7** | **122.7** (CTAF) L |

Procedure NA for arrival at ROA VORTAC on airway radials 248 CW 321 at PSK VORTAC on airway radials 021 CW 100, and at ZOOMS via V37 northbound and V258 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2337-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 2346-1 259 (300-1) | | | |
| LNAV MDA | 2460-1 373 (400-1) | | | 2460-1¼ 373 (400-1¼) |
| CIRCLING | 2620-1 515 (600-1) | | 2660-1½ 555 (600-1½) | 2680-2 575 (600-2) |

HIRL Rwy 6-24 L
REIL Rwy 24 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC PSK | APP CRS | Rwy Idg | 6201 |
|---|---|---|---|
| 116.8 | 031° | TDZE | 2105 |
| Chan 115 | | Apt Elev | 2105 |

# VOR/DME or GPS RWY 6

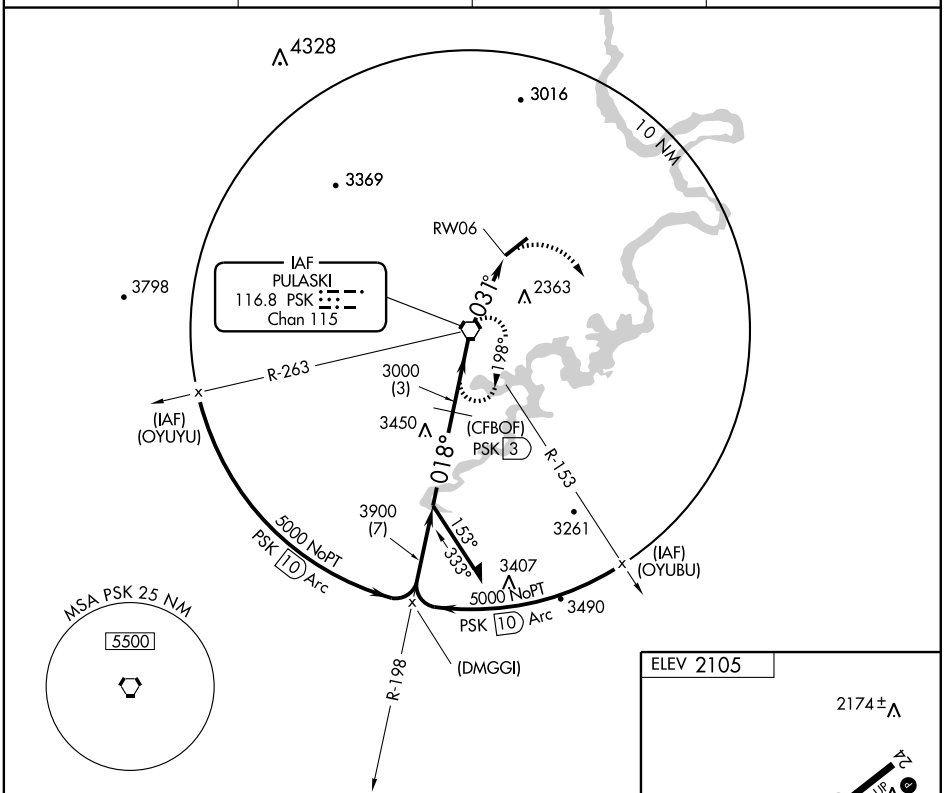
DUBLIN/ NEW RIVER VALLEY (PSK)

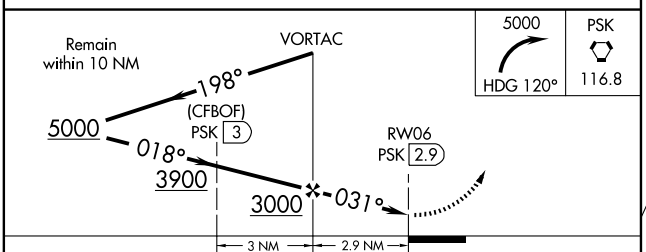
▼ Inoperative table does not apply.

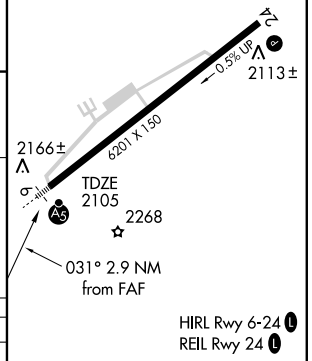
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 127.375 | 126.0 339.8 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 2620-1 | 515 (600-1) | 2620-1½ 515 (600-1½) | 2620-1¾ 515 (600-1¾) |
| CIRCLING | 2620-1 | 515 (600-1) | 2620-1½ 515 (600-1½) | 2680-2 575 (600-2) |

HIRL Rwy 6-24 L
REIL Rwy 24 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC PSK 116.8 Chan 115 | APP CRS 031° | Rwy Idg 6201 TDZE N/A Apt Elev 2105 |
|---|---|---|

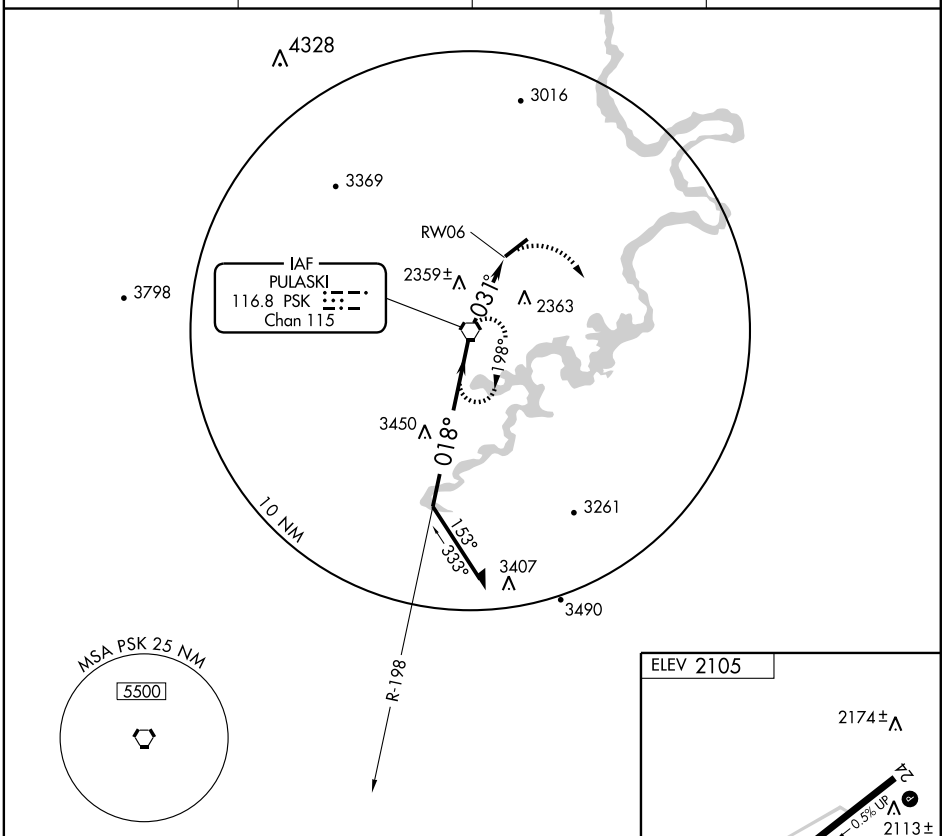
# VOR or GPS-A

DUBLIN/ NEW RIVER VALLEY (PSK)

MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

| AWOS-3 | ROANOKE APP CON | ROANOKE CLNC DEL | UNICOM |
|---|---|---|---|
| 127.375 | 126.0 339.8 | 121.7 | 122.7 (CTAF) L |



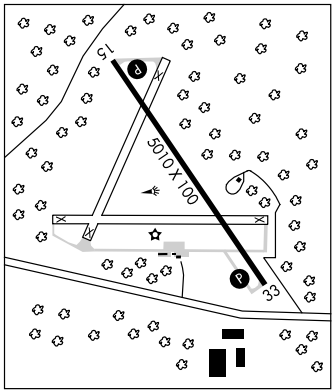

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2740-1 635 (700-1) | | 2740-1¾ 635 (700-1¾) | 2740-2¼ 635 (700-2¼) |

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

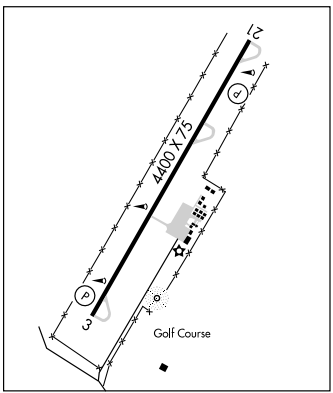
**EMPORIA–GREENSVILLE RGNL** (EMV) 3 E UTC−5(−4DT) N36°41.21′ W77°28.97′ **WASHINGTON**
127 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EMV **H–9C, 10H, 12H, L–36G**
**RWY 15–33:** H5010X100 (ASPH) S–30, D–50, 2D–85 MIRL 0.3% up N **IAP**
**RWY 15:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
**RWY 33:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE MIRL Rwy 15–33, PAPI Rwys 15 and 33, and REIL Rwys 15 and 33—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.175 (804) 434–0656.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**WASHINGTON CENTER APP/DEP CON** 132.025
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 275° 22.8 NM to fld. 90/09W.
**NDB (MHW)** 261 ELQ N36°37.08′ W77°25.53′ 336° 5.0 NM to fld. NOTAM FILE DCA.
**ILS** 108.75 I–EMV Rwy 33. Localizer only.




**FALLS CHURCH** N38°54.20′ W77°10.50′ **WASHINGTON**
**RCO** 122.6 122.2 (LEESBURG RADIO) **COPTER**
**L–29E, 34F**

**FALWELL** (See LYNCHBURG)

**FARMVILLE RGNL** (FVX) 4 NW UTC−5(−4DT) N37°21.45′ W78°26.27′ **WASHINGTON**
416 B S2 **FUEL** 100LL, JET A NOTAM FILE FVX **L–36H**
**RWY 03–21:** H4400X75 (ASPH) S–12.5 MIRL **IAP**
**RWY 03:** PAPI(P2L)—GA 3.0° TCH 52′. Tree.
**RWY 21:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000′ AGL and blo. Rwy 03–21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.725 (434) 392–9718.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4
**GCO** 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**FLAT ROCK (H) VORTAC** 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 257° 30.9 NM to fld. 460/06W.
**NDB (MHW)** 367 FVX N37°21.18′ W78°26.25′ at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.



| LOC I-EMV | APP CRS | Rwy Idg | 5010 |
|---|---|---|---|
| 108.75 | 335° | TDZE | 121 |
| | | Apt Elev | 127 |

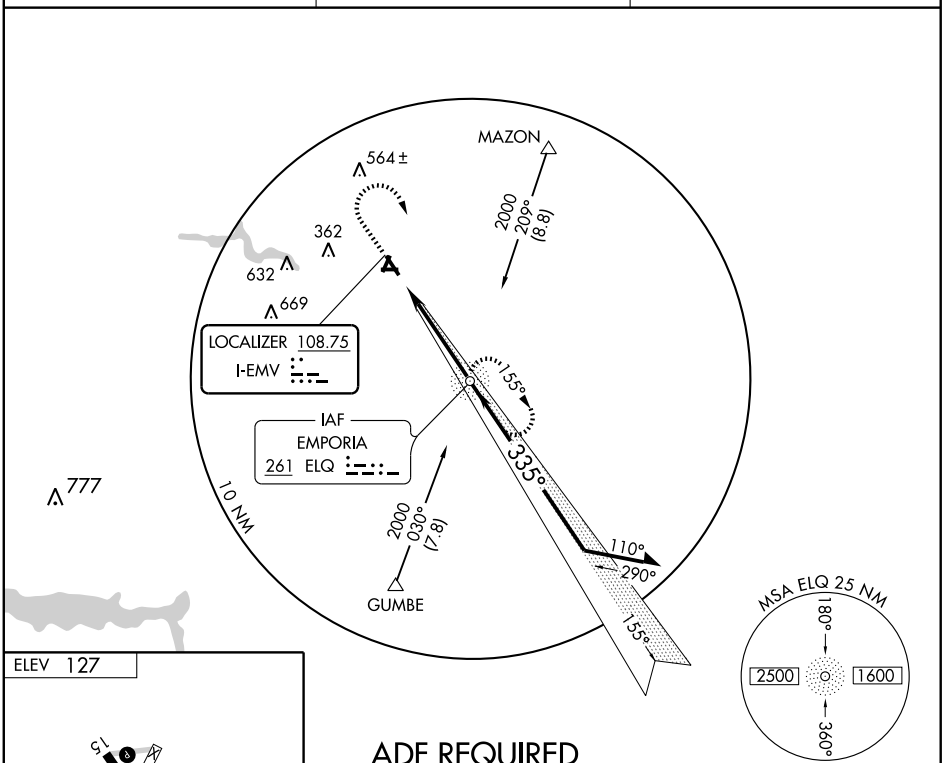
# LOC RWY 33

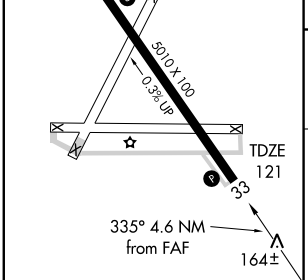
EMPORIA-GREENSVILLE RGNL (EMV)

NA

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.025 269.4 | 123.0 (CTAF) L |

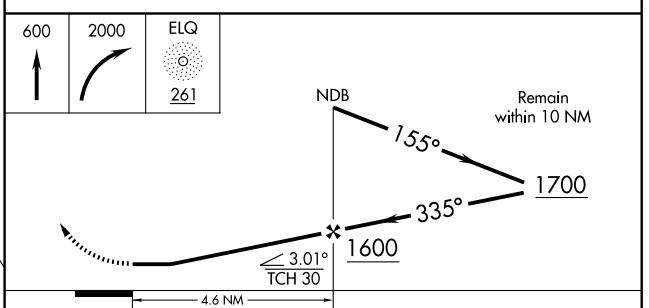



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L

ADF REQUIRED




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 33 | 420-1 299 (300-1) | | NA | |
| CIRCLING | 560-1 433 (500-1) | 580-1 453 (500-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5010 |
|---|---|---|
| 155° | TDZE | 127 |
| | Apt Elev | 127 |

# RNAV (GPS) RWY 15

## EMPORIA-GREENSVILLE RGNL (EMV)

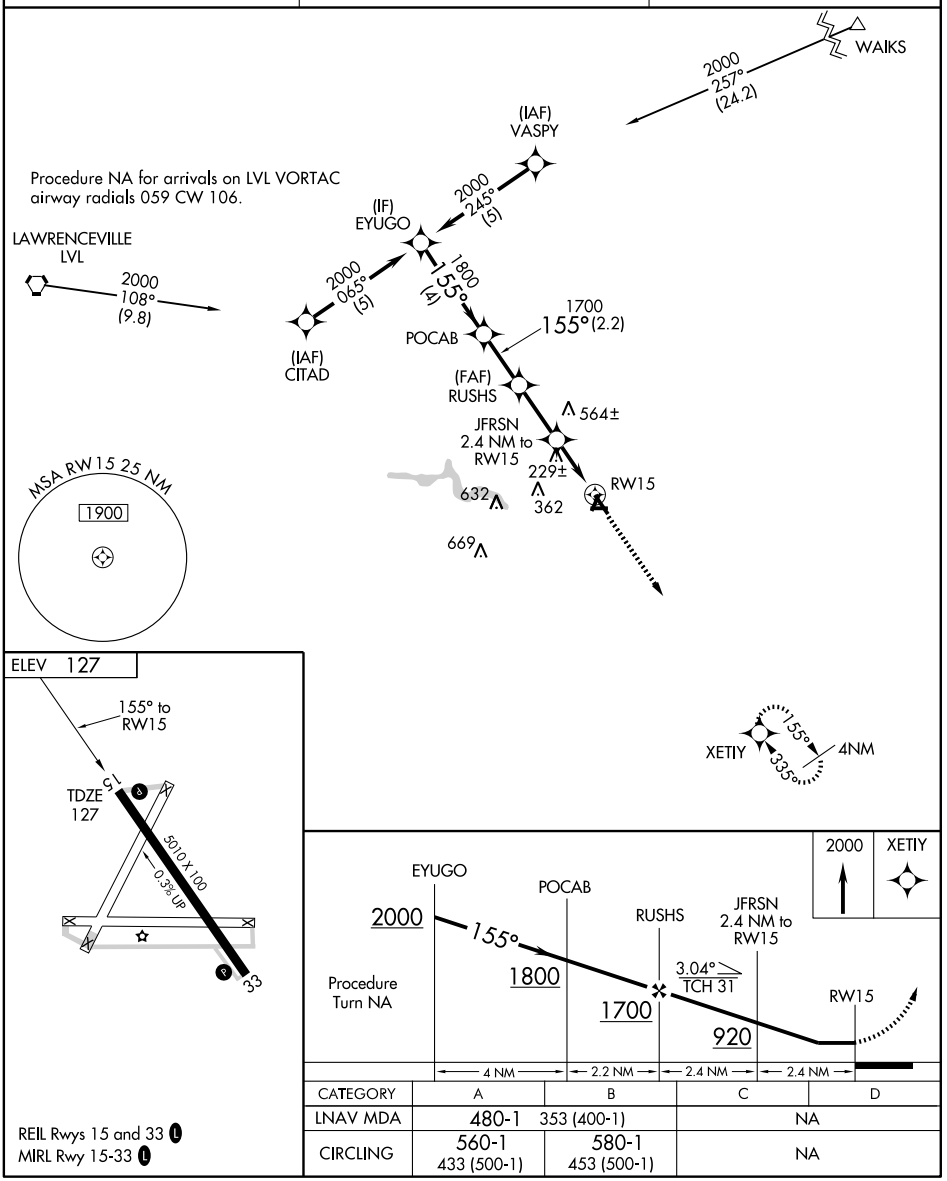
Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct XETIY and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.025 269.4 | 123.0 (CTAF) L |



NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 353 (400-1) | NA | |
| CIRCLING | 560-1<br>433 (500-1) | 580-1<br>453 (500-1) | NA | |

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

| APP CRS | Rwy Idg | 5010 |
|---|---|---|
| 335° | TDZE | 121 |
| | Apt Elev | 127 |

# RNAV (GPS) RWY 33

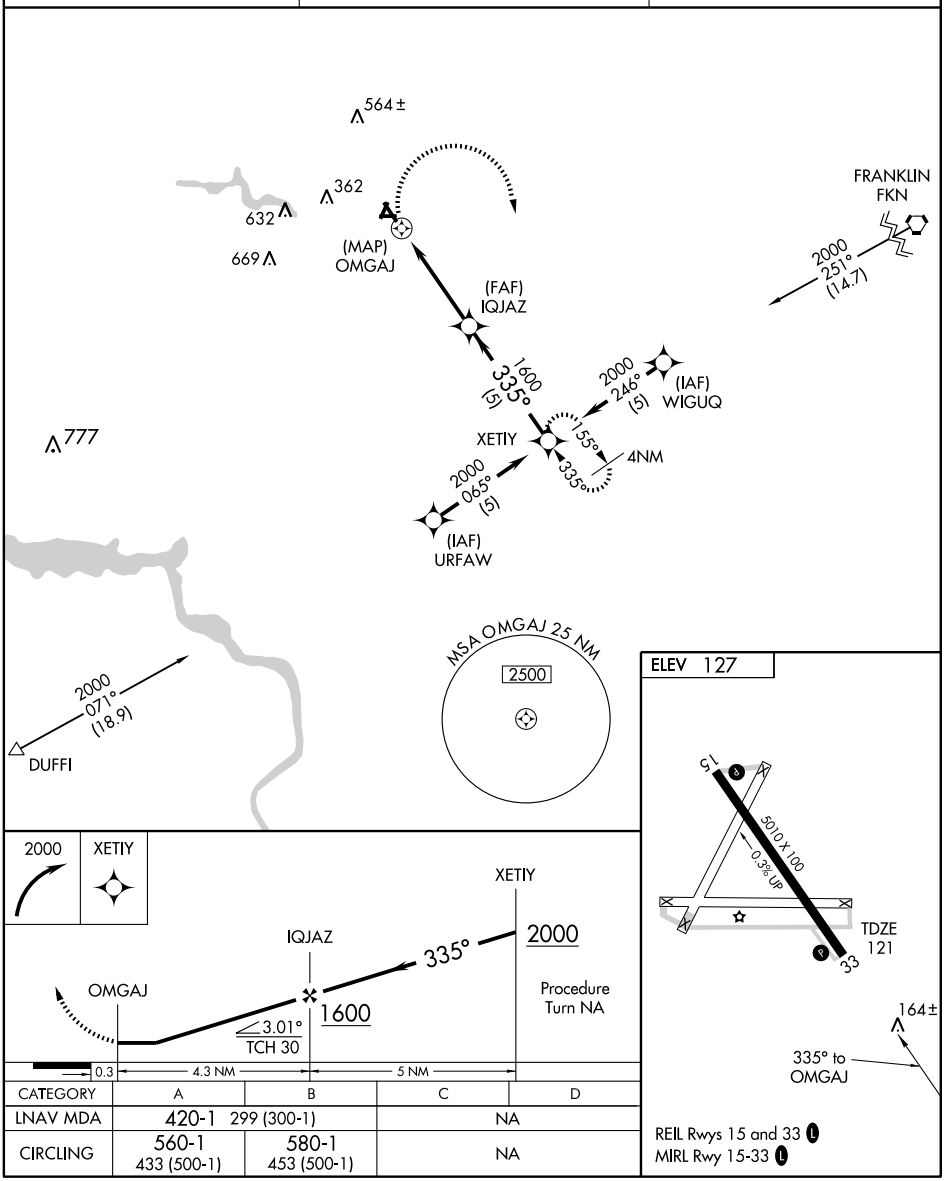
## EMPORIA-GREENSVILLE RGNL (EMV)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2000 direct XETIY WP and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.025 269.4 | 123.0 (CTAF) L |

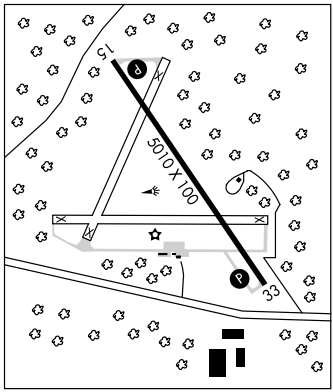



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 299 (300-1) | | NA | |
| CIRCLING | 560-1 433 (500-1) | 580-1 453 (500-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

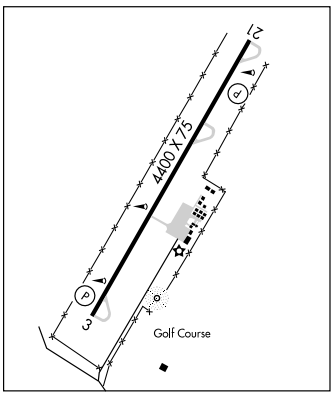
**EMPORIA–GREENSVILLE RGNL** (EMV) 3 E UTC−5(−4DT) N36°41.21′ W77°28.97′ **WASHINGTON**
127 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE EMV **H–9C, 10H, 12H, L–36G**
**RWY 15–33:** H5010X100 (ASPH) S–30, D–50, 2D–85 MIRL 0.3% up N **IAP**
**RWY 15:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
**RWY 33:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Deer on and invof arpt. TPA—1127(1000) light acft, 1627(1500) heavy acft. ACTIVATE MIRL Rwy 15–33, PAPI Rwys 15 and 33, and REIL Rwys 15 and 33—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.175 (804) 434–0656.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**WASHINGTON CENTER APP/DEP CON** 132.025
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 275° 22.8 NM to fld. 90/09W.
**NDB (MHW)** 261 ELQ N36°37.08′ W77°25.53′ 336° 5.0 NM to fld. NOTAM FILE DCA.
**ILS** 108.75 I–EMV Rwy 33. Localizer only.




**FALLS CHURCH** N38°54.20′ W77°10.50′ **WASHINGTON**
**RCO** 122.6 122.2 (LEESBURG RADIO) **COPTER**
**L–29E, 34F**

**FALWELL** (See LYNCHBURG)

**FARMVILLE RGNL** (FVX) 4 NW UTC−5(−4DT) N37°21.45′ W78°26.27′ **WASHINGTON**
416 B S2 **FUEL** 100LL, JET A NOTAM FILE FVX **L–36H**
**RWY 03–21:** H4400X75 (ASPH) S–12.5 MIRL **IAP**
**RWY 03:** PAPI(P2L)—GA 3.0° TCH 52′. Tree.
**RWY 21:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. Deer on and in vicinity of arpt. Possible unmanned aerial vehicle operating 5 NM radius Farmville Arpt 3000′ AGL and blo. Rwy 03–21 MIRL preset low ints; to increase ints ACTIVATE—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.725 (434) 392–9718.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 135.4
**GCO** 135.075 (WASHINGTON CENTER and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**FLAT ROCK (H) VORTAC** 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 257° 30.9 NM to fld. 460/06W.
**NDB (MHW)** 367 FVX N37°21.18′ W78°26.25′ at fld. NOTAM FILE FVX. Unmonitored when arpt unattended.



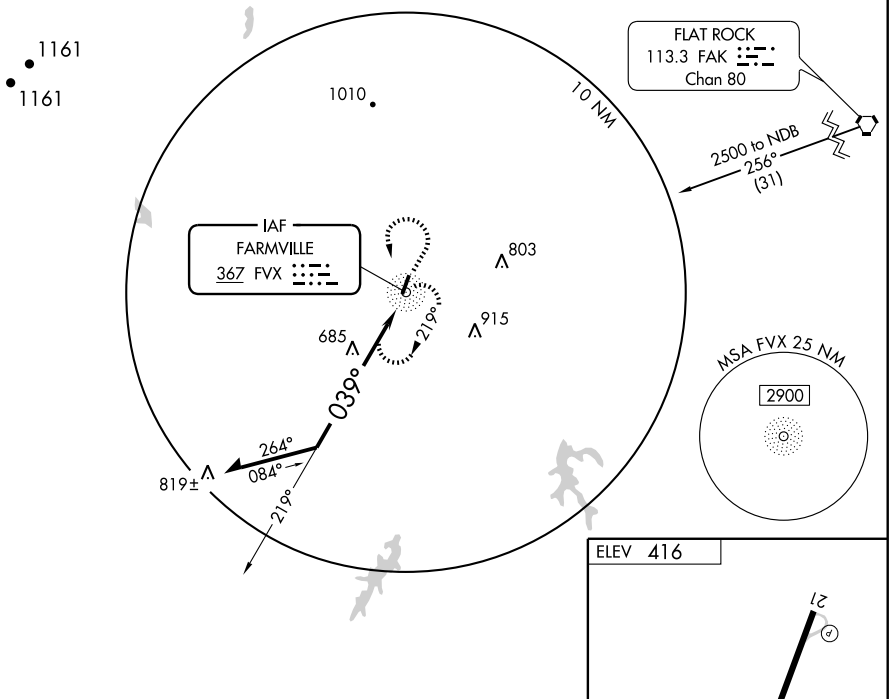
| NDB FVX | APP CRS | Rwy Idg | 4400 |
|---|---|---|---|
| 367 | 039° | TDZE | 410 |
| | | Apt Elev | 416 |

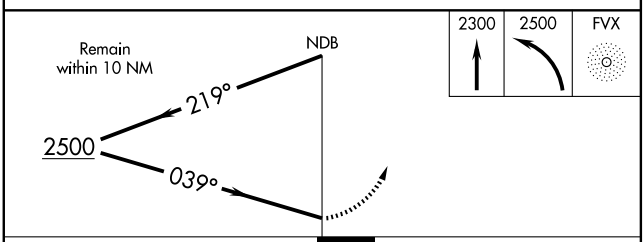
# NDB RWY 3
## FARMVILLE RGNL (FVX)

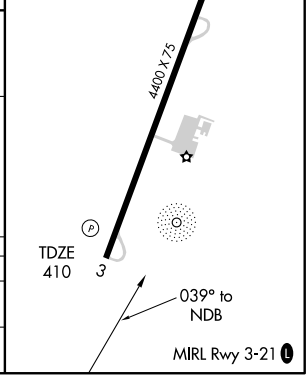
Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all MDA 160 feet. Increase visibility Cats A and B ¼ , Cat C ¾ .

MISSED APPROACH: Climb to 2300 then climbing left turn to 2500 direct FVX NDB and hold.

| AWOS-3 | WASHINGTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 135.4 263.1 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1220-1<br>810 (900-1) | 1220-1¼<br>810 (900-1¼) | 1220-2¼<br>810 (900-2¼) | NA |
| CIRCLING | 1220-1<br>804 (900-1) | 1220-1¼<br>804 (900-1¼) | 1220-2¼<br>804 (900-2¼) | NA |




NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 49017 W03A | APP CRS 029° | Rwy Idg 4400 TDZE 410 Apt Elev 416 |
|---|---|---|

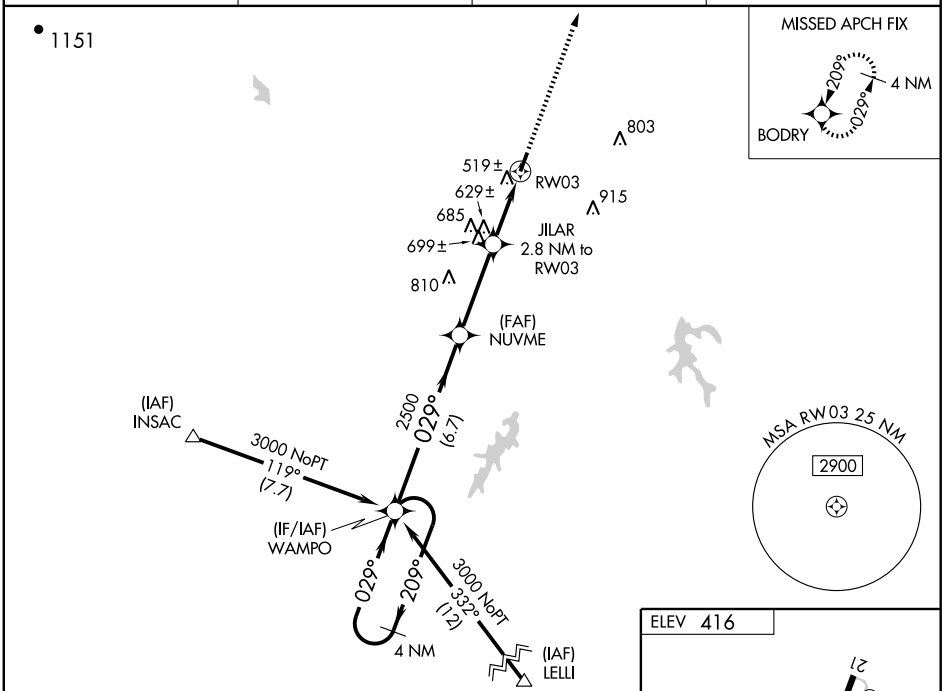
# RNAV (GPS) RWY 3

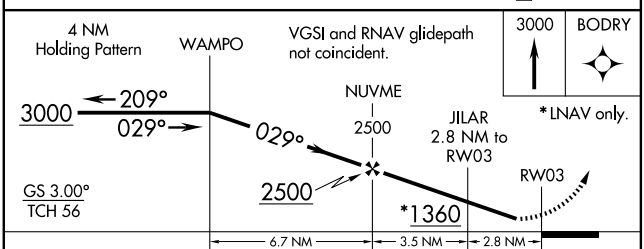
FARMVILLE RGNL (FVX)

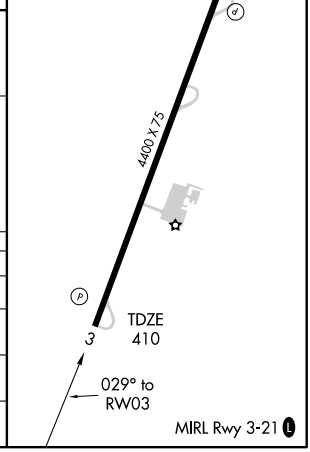
Baro-VNAV NA when using Lynchburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BODRY and hold.

| AWOS-3 | WASHINGTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 135.4 263.1 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 720-1 310 (400-1) | | | NA |
| LNAV/VNAV DA | 812-1½ 402 (400-1½) | | | NA |
| LNAV MDA | 880-1 470 (500-1) | | 880-1¼ 470 (500-1¼) | NA |
| CIRCLING | 900-1 484 (500-1) | | 900-1½ 484 (500-1½) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 21

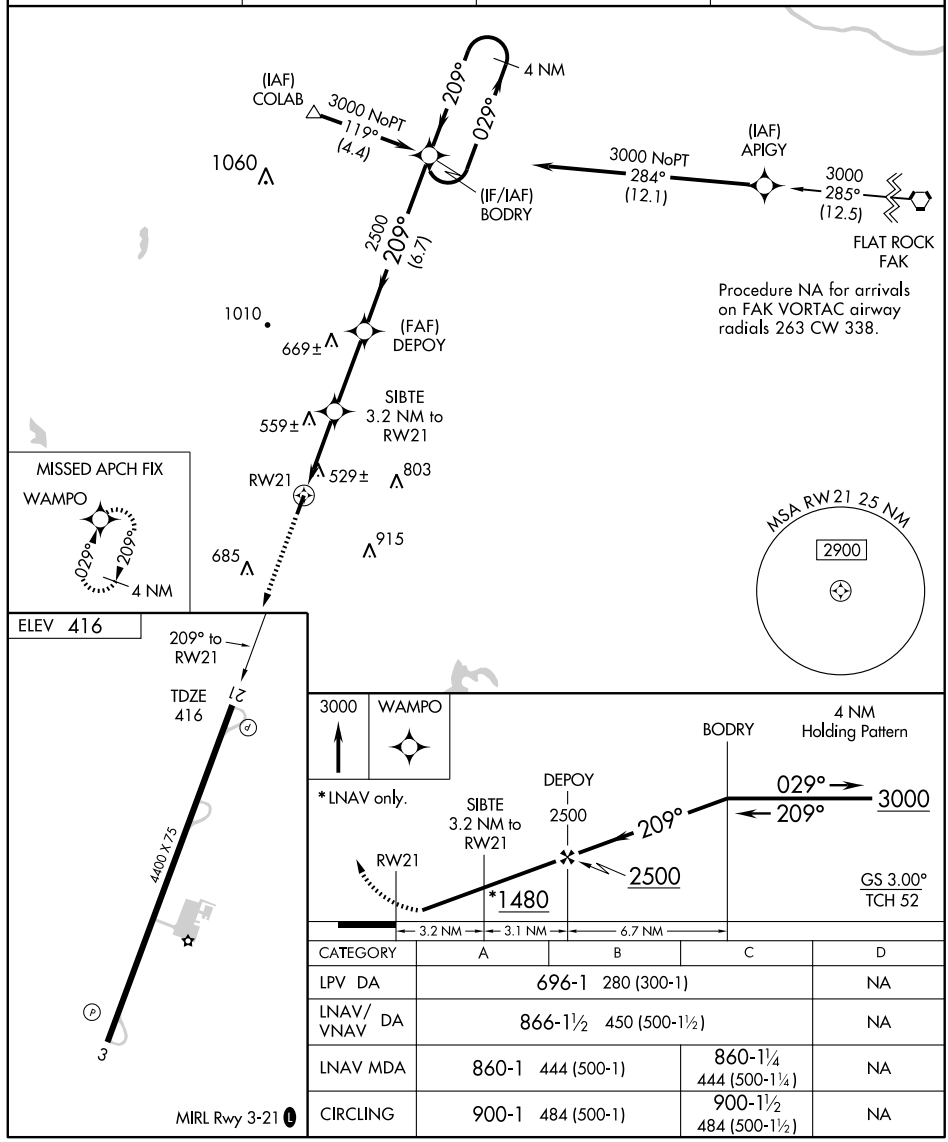
FARMVILLE RGNL (FVX)

| WAAS CH 70517 W21A | APP CRS 209° | Rwy Idg 4400 TDZE 416 Apt Elev 416 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV all Cats, LNAV and Circling Cat C visibility ½ mile; increase LNAV/VNAV visibility ¾ mile all Cats.

MISSED APPROACH: Climb to 3000 direct WAMPO and hold.

| AWOS-3 | WASHINGTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 135.4 263.1 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 696-1 280 (300-1) | | | NA |
| LNAV/VNAV DA | 866-1½ 450 (500-1½) | | | NA |
| LNAV MDA | 860-1 444 (500-1) | | 860-1¼ 444 (500-1¼) | NA |
| CIRCLING | 900-1 484 (500-1) | | 900-1½ 484 (500-1½) | NA |



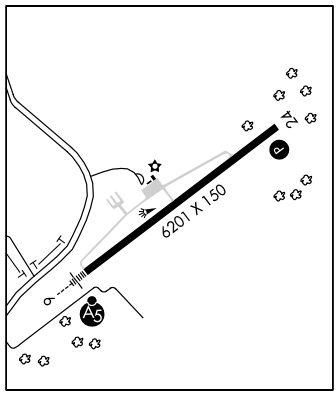
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**DAVISON AAF** (FORT BELVOIR) (DAA)(KDAA) A (ARNG) 3 NW UTC−5(−4DT) **WASHINGTON**
N38°42.90′ W77°10.87′ **COPTER**
73 B TPA–See Remarks NOTAM FILE DCA Not insp. **H–10H, 12I, L–29E, 34E, 36I, A**
**RWY 14–32:** H5618X74 (ASPH) PCN 27 F/A/W/T HIRL 0.4% up NW **DIAP**
**RWY 14:** REIL. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 600′. **RWY 32:** MALSF. REIL. Thld dsplced 900′.
**MILITARY SERVICE: LGT** When twr clsd HIRL Rwy 14–32 preset med ints. **FUEL** J8. Avbl Mon–Fri 1130–0330Z‡, weekends and holidays, 1300–2200Z‡, other times 2 hr PPR.
**OIL** O–123–128–148–156.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD** Official Business Only. PPR 24 hr notice for all non DAA based acft. ctc Base Ops weekdays 1200–2100Z‡, DSN 656–7683/7682, C703–806–7682/7683. 24 hr PPR NVESD ramp, DSN 656–7675/7676, C703–806–7675/7676. **CAUTION** Expect shear/crosswind shift touch down zone Rwy 32 during SW–NW wind. Bird and deer hazard. **TFC PAT** TPA–Fixed wing SW 1500(1427), rotary wing NE 1100(1027). **NS ABTMT** Twr will advise of restriction to engine run up, tkf and ldg between Mon–Sat 0300–1300Z‡, Sun and holidays 2200–1700Z‡. Multiple practice instrument apch or tfc pat work are only authorized Mon–Sat 1300–0300Z‡, Sun and holidays 1700–0300Z‡. **MISC** Aerodrome bcn lctd 4600′ E–NE of afld on top of DLA Bldg. With control twr/opr approval, dep acft may use rwy app end overrun for tkf roll. Wx obsn augmented/back–up as reg Mon–Fri 1030–0230Z‡ exc holidays. Auto voice obsn continuous DSN 656–7313. Wx forecast Mon–Fri 1100–0230Z‡, exc holidays, other times remote briefing svc avbl 15th OWS, Scott AFB DSN 576–9755, C618–256–9755, fax extension 4855 or https://ows.scott.af.mil. See VFR–S for Pentagon Heliport. **ARNG** Opr continuously.
**COMMUNICATIONS: CTAF** 126.3 **ATIS** 128.175 230.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **PTD** 139.4 34.1 (VIP arr ctc Base OPS 15 min prior to ldg.)
Ⓡ **POTOMAC APP CON** 119.85 322.3
**TOWER** 126.3 229.4 241.0 (Mon–Fri 1100–0230Z‡, excluding holidays) **GND CON** 121.9 245.2
**CLNC DEL** 245.2
Ⓡ **POTOMAC DEP CON** 118.1 343.7
**METRO PMSV** 139.4 **BASE OPS** 139.4 34.1 **ARNG OPS** 52.75
**AIRSPACE: CLASS D** svc Mon–Fri 1100–0230Z‡, excluding holidays other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 145° 18.8 NM to fld. 297/8W.
**DAVEE NDB (MHW/LOM)** 223.0 DAA N38°39.70′ W77°06.61′ 323° 4.6 NM to fld. NOTAM FILE DCA. Opr Mon–Fri 1000–0130Z‡ except holidays.
**ILS/DME** 108.9 I–DAA Chan 26 Rwy 32. LOM DAVEE NDB. DAA NDB unusable byd 15 NM.
**ASR/PAR** (Weekdays 1200–0000Z‡ excluding holidays, 2 hr PPR other times.)
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.
**HELIPAD 14–32:** H450X50 (CONC)

**DINWIDDIE CO** (See PETERSBURG)

## DUBLIN

**NEW RIVER VALLEY** (PSK) 2 N UTC−5(−4DT) N37°08.24′ W80°40.71′ **CINCINNATI**
2105 B S2 **FUEL** 100LL, JET A NOTAM FILE PSK **H–10H, 12H, 6G, L–26J**
**RWY 06–24:** H6201X150 (ASPH) D–60 HIRL 0.5% up SW **IAP**
**RWY 06:** MALSR. Ground.
**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 44′. Brush.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–0000Z‡, Sat–Sun 1400–2300Z‡. Military contract fuel unavbl. Deer on and invof arpt. Customs service on airport. ACTIVATE HIRL Rwy 06–24, MALSR Rwy 06, REIL Rwy 24 and PAPI Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 127.375 (540) 674–2731. **HIWAS** 116.8 PSK.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**PULASKI RCO** 122.3 122.1R 116.8T (LEESBURG RADIO)
**ROANOKE APP/DEP CON** 126.0 **ROANOKE CLNC DEL** 121.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 031° 2.9 NM to fld. 2120/06W. **HIWAS.**
**ILS** 110.9 I–PSK Rwy 06. Class IA. ILS unmonitored during hours arpt unattended.




**EAGLE'S NEST** (See WAYNESBORO)

# ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC






NE-3, 26 AUG 2010 to 23 SEP 2010

ELDEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

(ELDEE.ELDEE4) 09015

# ILS or LOC RWY 32

| LOC/DME I-DAA | APCH CRS | Rwy ldg | 4727 |
|---|---|---|---|
| 108.9 Chan 26 | 322° | TDZE | 66 |
| | | Arpt Elev | 73 |

AL-5504 [USA]

DAVISON AAF (KDAA)

▼ * When ALS inop, increase CAT D vis to 1½ miles. ** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

MALSF

MISSED APPROACH: Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold; or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM, expect radar vectors.

| ATIS | POTOMAC APP CON | DAVISON TOWER ★ | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 128.175 230.0 | 119.85 322.3 | 126.3 (CTAF) 229.4 | 121.9 245.2 | 245.2 | |

† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters NA.

ADF REQUIRED
RADAR REQUIRED

ARMEL
2000
142°
(23.4)

LOCALIZER 108.9
I-DAA
Chan 26

P-73
278
I-DAA
5.1

IAF
DAVEE
223 DAA

NOTTINGHAM
2100
271°
(17.4)

322°
142°

1700
800
(7.8)

IRONS

10 NM

ENROUTE FACILITIES

1700
039°
(22.6)

BROOKE

MSA DAA 25 NM
2100

Inoperative table does not apply to S-32 CAT A and B.

800 | 1700 | DAA

NDB/I-DAA
5.1
1492

142°
322°
1700
1500
GS 3.00°
TCH 34
4.3 NM

ELEV 73
Rwy 14 ldg 4931'
Rwy 32 ldg 4727'

5818 x 75
4.48 x 40
117
0.43 DOWN
TDZE
66

HIRL Rwy 14-32
REIL Rwy 32

322° 4.3 NM from FAF

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 346/50 280 (300-1) | | | |
| S-LOC 32 * | 540/50 474 (500-1) | | | 540/60 474 (500-1¼) |
| CIRCLING | 740-1 667 (700-1) | | 740-1¾ 667 (700-1¾) | 760-2¼ 687 (700-2¼) |
| † RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 32 | 379/50 313 (400- 1) | | | |
| S-LOC 32 ** | 580/50 514 (600-1) | | 580/60 514 (600-1¼) | 580-1½ 514 (600-1½) |
| CIRCLING | 780-1 707 (800-1) | | 780-2 707 (800-2) | 800-2¼ 727 (800-2¼) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 32

| NDB DAA | APCH CRS | Rwy ldg | 4727 |
|---|---|---|---|
| 223 | 323° | TDZE | 66 |
| | | Arpt Elev | 73 |

AL-5504 [USA]

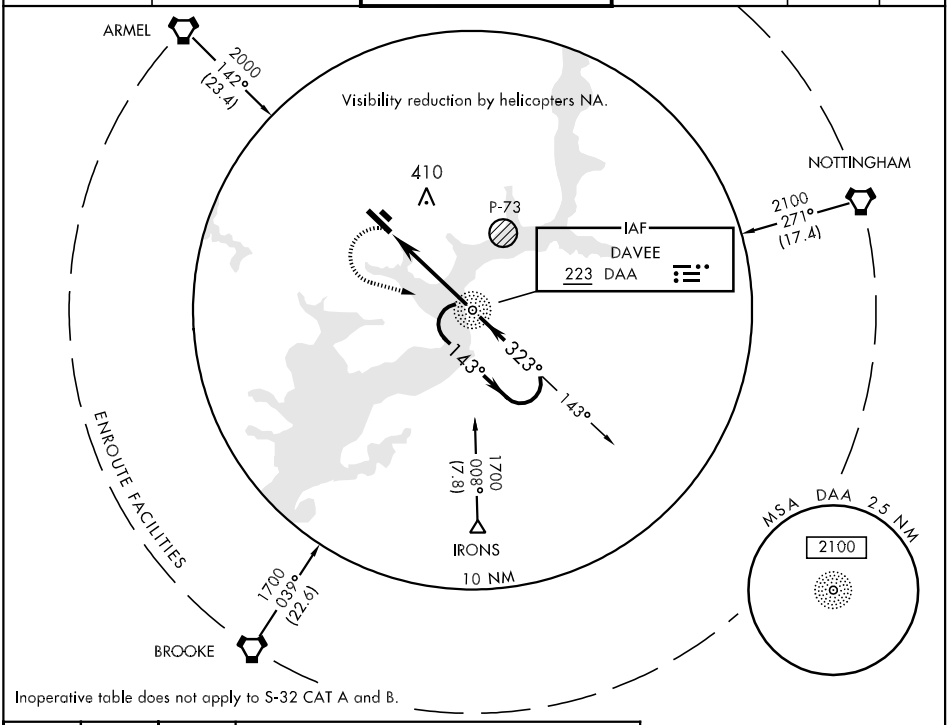
DAVISON AAF (KDAA)

* When ALS inop, increase CAT D vis to 2¼ miles.
** If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

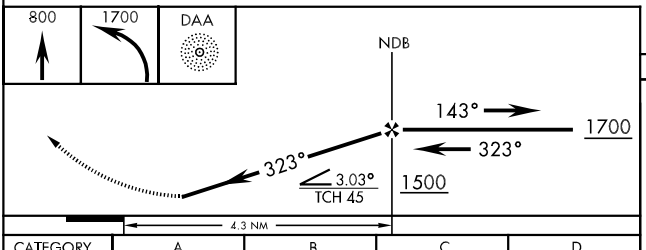
MALSF

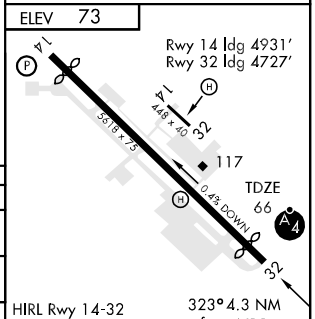
MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DAA NDB and hold.

| ATIS | POTOMAC APP CON | DAVISON TOWER ★ | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 128.175 230.0 | 119.85 322.3 | 126.3 (CTAF) 229.4 | 121.9 245.2 | 245.2 | |




Inoperative table does not apply to S-32 CAT A and B.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 * | 740/50 674 (700-1) | | 740-1¾ 674 (700-1¾) | 740-2 674 (700-2) |
| CIRCLING | 740-1 667 (700-1) | | 740-1 ¾ 667 (700-1¾) | 760-2¼ 687 (700-2 ¼) |
| ** RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-32 * | 780/50 714 (800-1) | | 780-1¾ 714 (800-1¾) | 780-2 714 (800-2) |
| CIRCLING | 780-1 707 (800-1) | | 780-1¾ 707 (800-1¾) | 800-2¼ 727 (800-2 ¼) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

| APCH CRS | Rwy ldg | 4931 |
|---|---|---|
| 142° | TDZE | 52 |
| | Arpt Elev | 73 |

AL-5504 [USA]

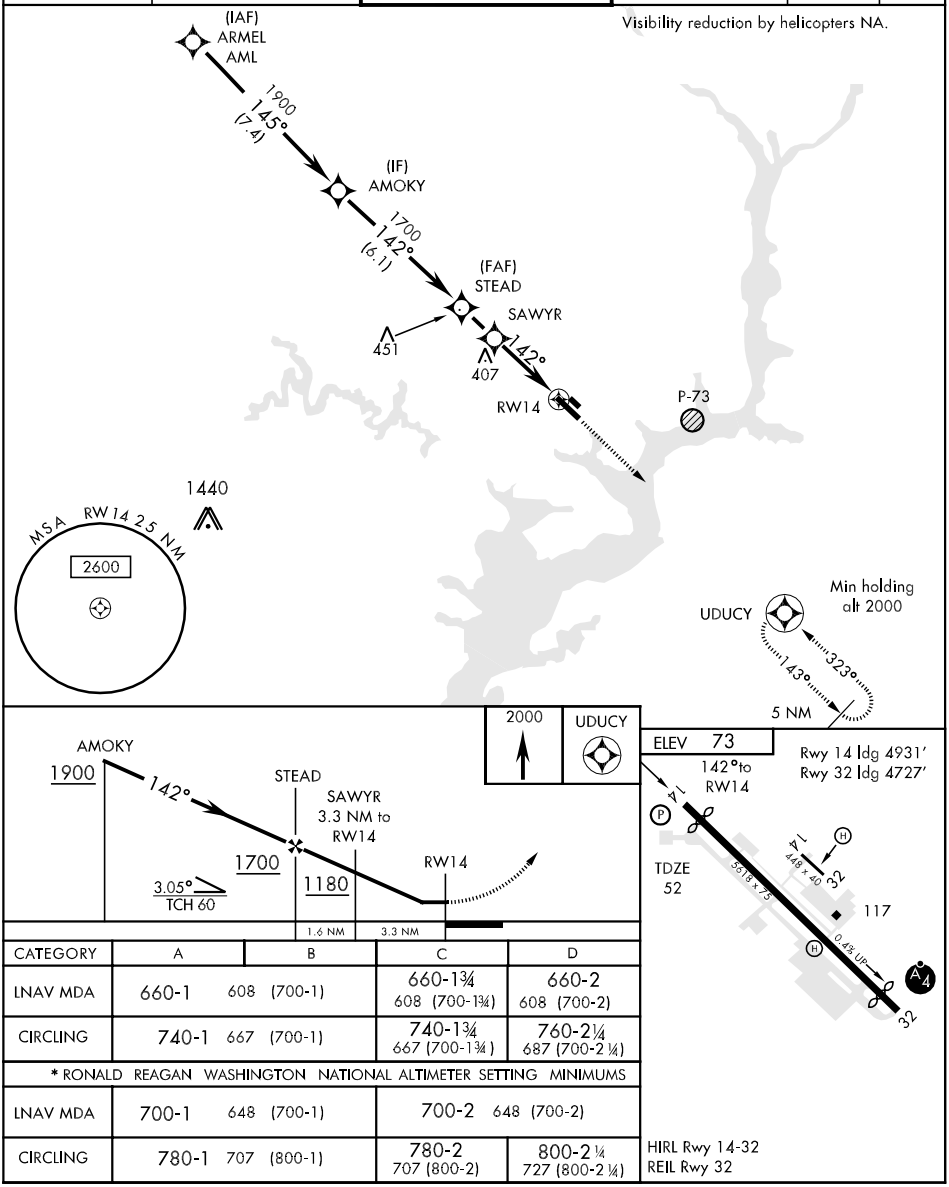
DAVISON AAF (KDAA)

* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

| ATIS | POTOMAC APP CON | DAVISON TOWER ★ | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 128.175 230.0 | 119.85 322.3 | 126.3 (CTAF) 229.4 | 121.9 245.2 | 245.2 | |

Visibility reduction by helicopters NA.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 608 (700-1) | | 660-1¾ 608 (700-1¾) | 660-2 608 (700-2) |
| CIRCLING | 740-1 667 (700-1) | | 740-1¾ 667 (700-1¾) | 760-2¼ 687 (700-2¼) |
| * RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 700-1 648 (700-1) | | 700-2 648 (700-2) | |
| CIRCLING | 780-1 707 (800-1) | | 780-2 707 (800-2) | 800-2¼ 727 (800-2¼) |

HIRL Rwy 14-32
REIL Rwy 32



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 32

| APCH CRS | Rwy ldg | 4727 |
|---|---|---|
| 323° | TDZE | 66 |
| | Arpt Elev | 73 |

AL-5504 [USA]

DAVISON AAF (KDAA)

* When ALS inop, increase CAT D vis to 1½ miles.
** When ALS inop, increase CAT C vis to 1½ miles, and CAT D to 1¾ miles.

MALSF

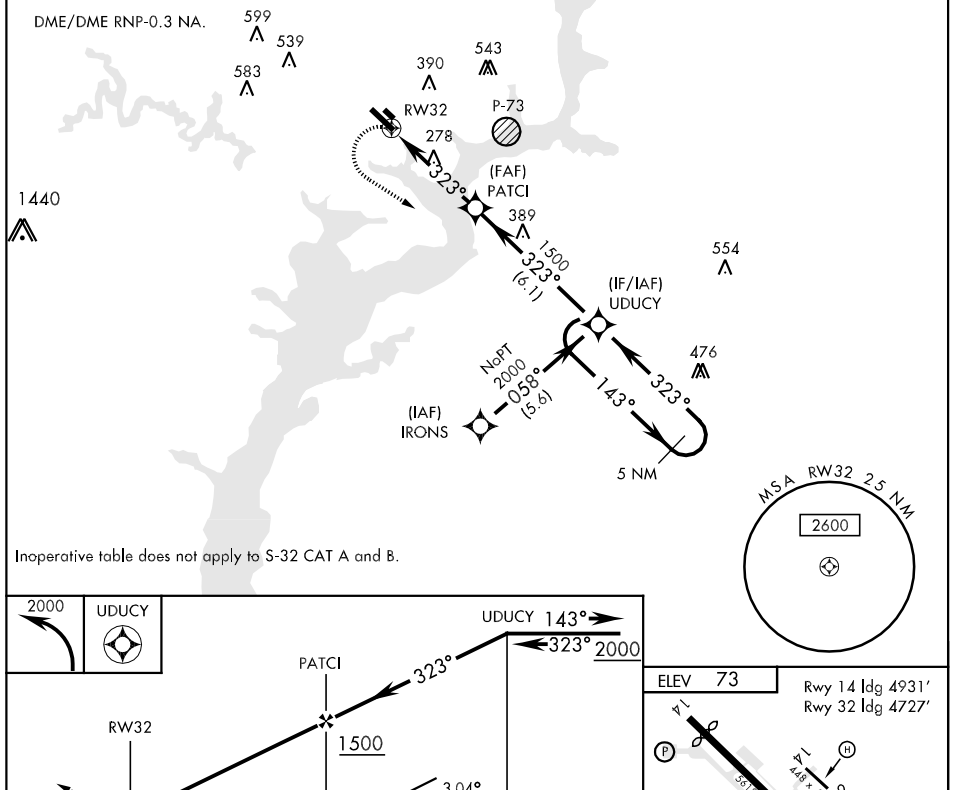
MISSED APPROACH: Climbing left turn to 2000 direct UDUCY and hold.

| ATIS | POTOMAC APP CON | DAVISON TOWER ★ | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 128.175 230.0 | 119.85 322.3 | 126.3 (CTAF) 229.4 | 121.9 245.2 | 245.2 | |

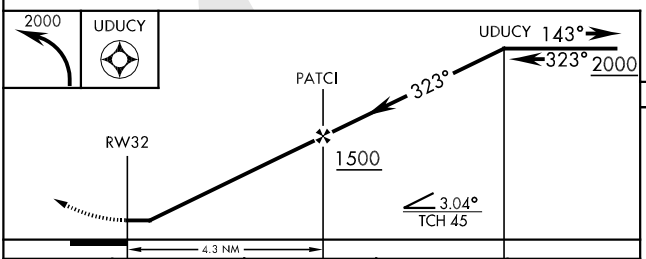
† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters NA.

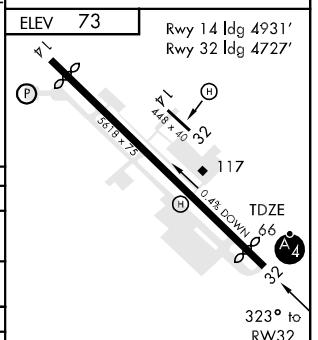
DME/DME RNP-0.3 NA.




Inoperative table does not apply to S-32 CAT A and B.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA * | 540/50 474 (500-1) | | | 540/60 474 (500-1¼) |
| CIRCLING | 740-1 667 (700-1) | | 740-1¾ 667 (700-1¾) | 760-2¼ 687 (700-2¼) |
| † RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA ** | 580/50 514 (600-1) | | 580/60 514 (600-1¼) | 580-1½ 514 (600-1½) |
| CIRCLING | 780-1 707 (800-1) | | 780-2 707 (800-2) | 800-2½ 727 (800-2½) |




HIRL Rwy 14-32
REIL Rwy 32

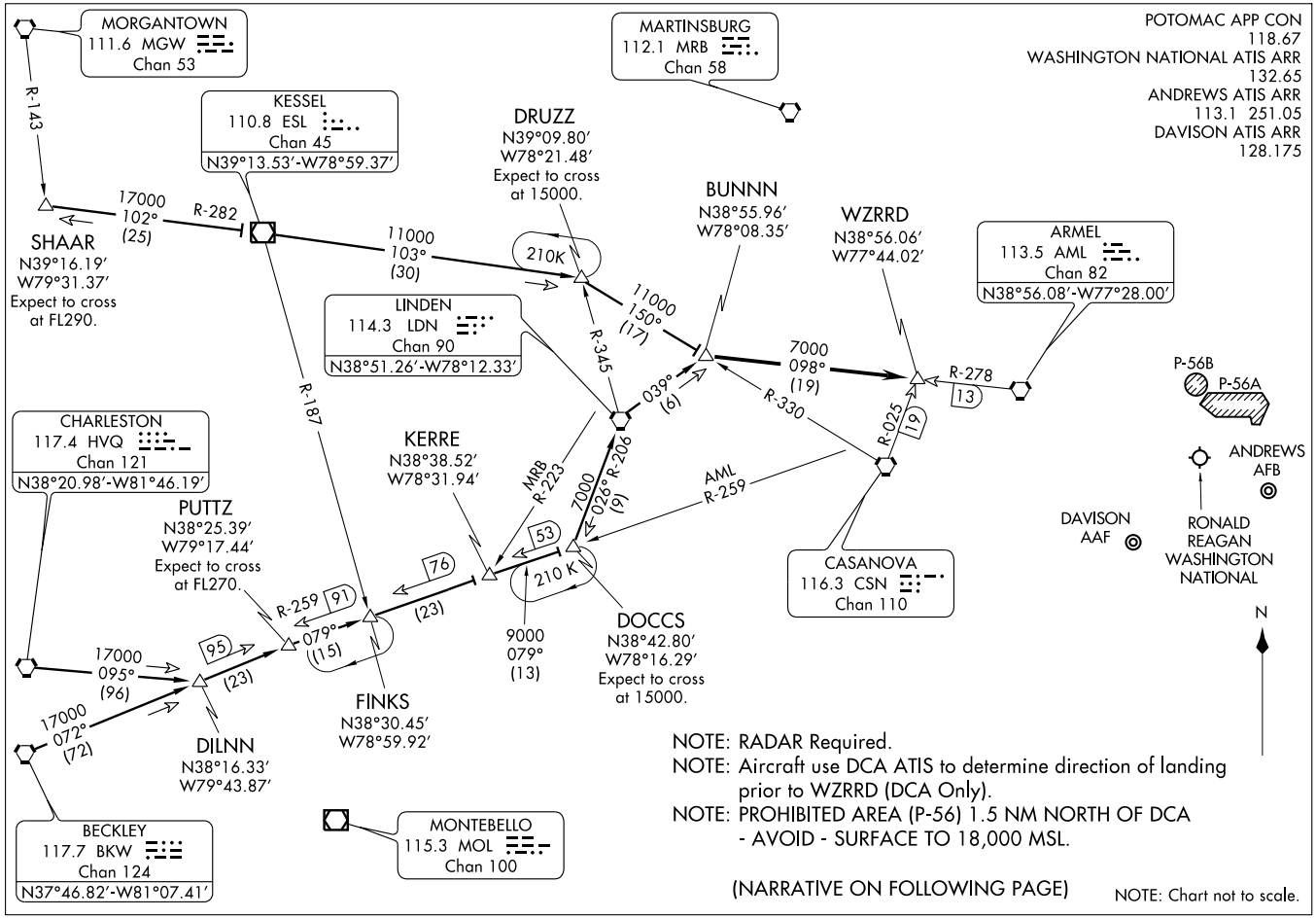


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# WZRRD TWO ARRIVAL

(WZRRD.WZRRD2) 09071

WASHINGTON, DC




(WZRRD.WZRRD2) 09071

WZRRD TWO ARRIVAL

ST-443 (FAA)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

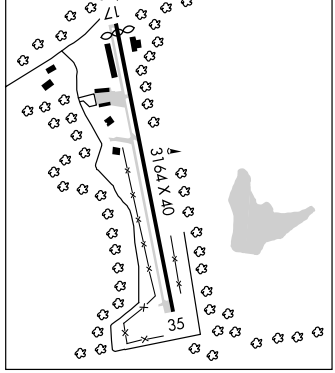
NE-3, 26 AUG 2010 to 23 SEP 2010

**FELKER AAF** (FORT EUSTIS) (FAF)(KFAF) A 0 N UTC−5(−4DT) N37°07.95′ W76°36.53′ **WASHINGTON**
11 B TPA–See Remarks NOTAM FILE DCA Not insp. **L–34E, 35D, 36H**
**RWY 14–32:** H3020X75 (ASPH) PCN 13 F/B/Y/T HIRL **DIAP**
**RWY 14:** ODALS. PVASI(PSIL). Rgt tfc. **RWY 32:** PVASI(PSIL).
**MILITARY SERVICE: LGT** ACTIVATE HIRL RWY 14–32, PSIL Rwy 14 and Rwy 32–CTAF. ODALS Rwy 14 controlled by twr.
**JASU** 2(AGPU) **FUEL** J8. **TRAN ALERT** Svc avbl Mon–Fri 1100–2100Z‡ except Federal holidays.
**MILITARY REMARKS:** Base OPS Mon–Fri 1200–2200Z‡ except holidays, DSN 826–3588/2584, C757–878–3398/3588. **RSTD** Acft entering from south-southeast maximum altitude 500′ due to instrument apch into Newport News/Williamsburg Arpt. No hazardous Cargo Area avbl. **CAUTION** Deer and bird hazard. No overflight main post. Eagle Management Area 1 NM south AER 32 at east shore James River and Morrison Creek. Avoid over flight blo 1000′ and 750′ horizontally. No fly area 1.6 NM SE Rwy 32 to include entire peninsula. **TFC PAT** TPA–Fixed wing 999(988), rgt tfc Rwy 14. Rotary wing 499(488). **MISC** Wx forecast on duty Mon–Fri 1030–0400Z‡ except holidays. C757–878–5300, DSN 826–5300, (fax) DSN 826–2817. Remote briefing avbl from 15 OWS Scott AFB,IL, DSN 576–9755/9702, C618–256–9755/9702, (fax) DSN 576–4855 http://ows.scott.af.mil. Wx obsn avbl 24 hrs at http://160.138.118.174/pv/localtop.htm or C757–878–5314. Supplemented Wx obsn avbl as rqr 1100–0400Z‡ Mon–Fri exp exc federal holidays. Prevailing visibility may not be representative of entire airfield due to tree/bldg obstruction ½ SM NW–NE, ¼ to ¾ SM all other quads on auto obsn. Wind speeds may not be representative of entire airfield due to bldg obstruction to NE. RVR reporting capabilities not avbl. ATC will assist in cooperative wx watch (CWW) by notifying forecaster of unreported wx conditions. When twr and/or surface visibility is blo 4 SM, the lesser value is reported as prevailing during supplemented wx obsn. FAA Leesburg FSS C800–992–7433. Heli–deck marking located north of and adjacent to the approach of Rwy 14.
**COMMUNICATIONS: CTAF** 126.3
Ⓡ **NORFOLD APP/DEP CON** 125.7 335.625
**TOWER** 126.3 269.25 (Mon–Fri 1200–0400Z‡ except Federal holidays) **GND CON** 121.35 229.4
**PMSV METRO** 134.1 (Monitored Mon–Fri 1000–2200Z‡ except holidays. Maximum range 30 NM.)
**BASE OPS** 134.1
**AIRSPACE: CLASS D** svc Mon–Fri 1200–0400Z‡, except Federal holidays, other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**NDB (MHW)** 226 FAF N37°08.33′ W76°37.11′ at fld. Unmonitored when twr clsd. Unusable byd 20 NM.

**FLAT ROCK** N37°31.71′ W77°49.69′ NOTAM FILE DCA. **WASHINGTON**
**(H) VORTAC** 113.3 FAK Chan 80 122° 16 NM to Chesterfield Co. 460/06W. **H–10H, L–36H**
VOR portion unusable:
111°–169° byd 30 NM
111°–169° blo 2600′
274°–337°
**RCO** 122.1R 113.3T (LEESBURG RADIO)

## FOREST

**NEW LONDON** (W9Ø) 6 SW UTC−5(−4DT) N37°16.31′ W79°20.15′ **CINCINNATI**
849 S2 **FUEL** MOGAS, 100LL NOTAM FILE DCA **L–26J**
**RWY 17–35:** H3164X40 (ASPH)
**RWY 17:** Thld dsplcd 115′. Ground.
**RWY 35:** Trees.
**AIRPORT REMARKS:** Attended 1430–2300Z‡. Parachute Jumping. Ultralgt acft on and invof arpt. Rwy used as drag strip on Sundays summer months. NOTAMED when arpt CLOSED.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 287° 4.9 NM to fld. 880/05W. **HIWAS.**




**FORT A P HILL** (See A P HILL)

**FORT BELVOIR** (See DAVISON AAF)

# COPTER NDB RWY 14

| NDB FAF | APCH CRS | Rwy Idg | 3025 |
|---|---|---|---|
| 226 | 139° | TDZE | 11 |
| | | Arpt Elev | 11 |

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.

| NORFOLK APP CON | FELKER TOWER ★ | GND CON |
|---|---|---|
| 125.7 335.625 | 126.3 (CTAF) L 269.25 | 121.35 229.4 |

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

2000
174°
(19.1)

319°

2000
121°
(26.4)

184°

004°

Limit final and missed approach airspeed to 90 KIAS.

366

230

139°

319°

139°

IAF
FELKER
226 FAF

334

MSA FAF 25 NM
1600
090°
270°
2300

2000
046°
(31.7)

5 NM

FRANKLIN
110.6 FKN
Chan 43

ENROUTE FACILITIES

ELEV 11

139° 0.4 NM from NDB

H

V2

TDZE 11

TWR 122

3025 x 75

133

V2 32

HIRL Rwy 14-32 L

Remain within 5 NM

NDB

319°

1600

139°

1600

FAF

| CATEGORY | COPTER | | |
|---|---|---|---|
| H-14 | 540- ¾ | 529 | (600-¾) |



37° 08′N-76° 37′W

FELKER AAF (KFAF)
COPTER NDB RWY 14

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# COPTER RNAV (GPS) RWY 14

| APCH CRS | Rwy Idg | 3025 |
|---|---|---|
| 139° | TDZE | 11 |
| | Arpt Elev | 11 |

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altemeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

| NORFOLK APP CON | FELKER TOWER ★ | GND CON |
|---|---|---|
| 125.7 335.625 | 126.3 (CTAF) Ⓛ 269.25 | 121.35 229.4 |

NOT FOR CIVIL USE

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

HARCUM

2000 183° (12.9)

(IAF) VARUC

2000 229° (3.0)

HOPEWELL

2000 131° (20.3)

RACOL

2000 049° (3.0)

1600 139° (3.0)

(FAF) WAVRA

230

Limit Final and Missed Approach airspeed to 90 KIAS.

229° 049°

(IAF) OGTOE

139°

RW14

124

2000 036° (29.4)

MSA RW14 2.5 NM

2300

FRANKLIN

ELEV 11

139° to RW14

TDZE 11

TWR 122

3025 × 75

133

HIRL Rwy 14-32 Ⓛ

VGSI and descent angles not coincident.

2000 OGTOE

RACOL

2000

139°

WAVRA

1.2 NM to RW14

RW14

1600

3.70° MDA

3.0 NM

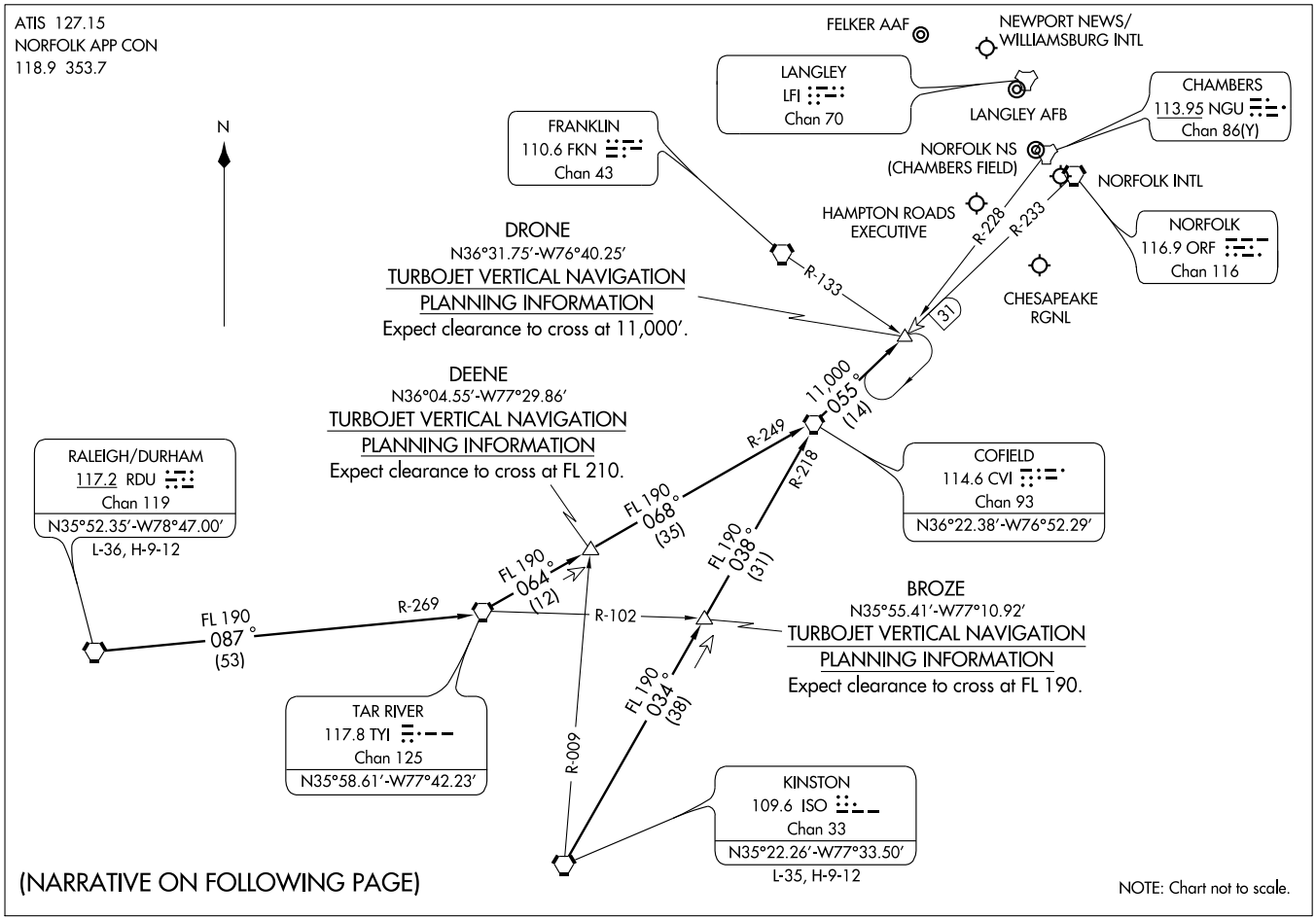
| CATEGORY | COPTER | | |
|---|---|---|---|
| LNAV MDA | 420-¾ | 409 | (500-¾) |



COPTER RNAV (GPS) RWY 14

# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# NDB RWY 14

| NDB FAF | APCH CRS | Rwy Idg | 3025 |
|---|---|---|---|
| 226 | 129° | TDZE | 11 |
| | | Arpt Elev | 11 |

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in FAF NDB holding pattern.

| NORFOLK APP CON | FELKER TOWER ★ | GND CON |
|---|---|---|
| 125.7 335.625 | 126.3 (CTAF) 269.25 | 121.35 229.4 |

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

2000
121°
(26.4)

2000
046°
(31.7)

ENROUTE FACILITIES

10 NM

309°
354°
174°
129°
309°
129°
230
530
366
437
370

IAF
FELKER
226 FAF

MSA FAF 25 NM
1600
090°
270°
2300

ELEV 11

2000
309°
NDB
129°
Remain within 10 NM

2000
FAF

129° 0.4 NM from NDB

TDZE 11
TWR 122
3025 x 75
133
HIRL Rwy 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 540-¾ | 529 (600-¾) | NA | |
| CIRCLING | 540-1 | 529 (600-1) | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

| APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|
| 139° | 3025 | 11 | 11 |

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

| NORFOLK APP CON | FELKER TOWER ★ | GND CON |
|---|---|---|
| 125.7 335.625 | 126.3 (CTAF) 269.25 | 121.35 229.4 |

DME/DME RNP -0.3 NA.

IAF HOPEWELL 112.0 HPW Chan 57

IAF HARCUM 108.8 HCM Chan 25

NOT FOR CIVIL USE

PAKSE

(IAF) HUMAL

(FAF) CATAS

RW14

FRANKLIN

MSA RW 14 2.5 NM 2300

ELEV 11

VGSI and descent angles not coincident.

PAKSE 2000 139° 1600 CATAS 1.2 NM to RW14 RW14

3.04° TCH 40

4.8 NM

2000 HUMAL

139° to RW14

TDZE 11

TWR 122

3025 x 75

HIRL Rwy 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420 - ¾ 409 (500-¾) | | NA | |
| CIRCLING | 440 - 1 429 (500-1) | 480 - 1 469 (500- 1) | NA | |



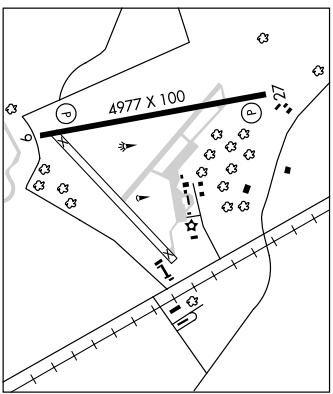
NE-3, 26 AUG 2010 to 23 SEP 2010

**FORT LEE HELIPAD NR 3** (VA39) A 0 S UTC−5(−4DT) N37°15.01′ W77°19.98′ **WASHINGTON**
100 NOTAM FILE DCA Not insp. **L–36H**
**HELIPAD 36:** H40X40 (CON) **DIAP**
**MILITARY SERVICE: LGT** Key 126.2 3 times for boundary lgt, auto turn–off after 15 min.
**MILITARY REMARKS: RSTD** 24 HR PPR DSN 687–6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
**COMMUNICATIONS:**
Ⓡ **POTOMAC APP/DEP CON** 126.4 282.375 **MEDIVAC** 32.5 (KENNER)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 252° 11.4 NM to fld. 70/6W. **HIWAS.**

**FORT EUSTIS** (See FELKER AAF)

**FRANKLIN** N36°42.85′ W77°00.74′ NOTAM FILE FKN. **WASHINGTON**
**(L) VORTAC** 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni–John Beverly Rose. **H–9C, H–10H, L–35C, 36H**
90/09W.
VOR portion unusable:
090°–119° byd 18 NM blo 2000′
119°–128° byd 10 NM
129°–134° byd 33 NM
135°–148°
DME unusable:
90°–139°
**RCO** 122.1R 110.6T (LEESBURG RADIO)

**FRANKLIN MUNI–JOHN BEVERLY ROSE** (FKN) 2 NE UTC−5(−4DT) **WASHINGTON**
N36°41.89′ W76°54.23′ **L–35C, 36H**
41 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FKN **IAP**
**RWY 09–27:** H4977X100 (ASPH) MIRL
**RWY 09:** PAPI(P2L)—GA 3.0°. TCH 46′. Brush.
**RWY 27:** PAPI(P2L)—GA 3.0°. TCH 40′. Brush.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and invof arpt. Drainage ditches next to rwy and twys. ACTIVATE MIRL Rwy 09–27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.
**WEATHER DATA SOURCES:** AWOS–3 124.675 (757) 562–8765. Ceiling unreliable.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NORFOLK APP/DEP CON** 127.9
**GCO** 135.075 (NORFOLK CLNC) GCO unreliable indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 109° 5.3 NM to fld. 90/9W.



| VORTAC HPW | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.0 | 262° | TDZE | N/A |
| Chan 57 | | Arpt Elev | 100 |

AL-2437 [USA]

# COPTER VOR 262°

FORT LEE HELIPAD NR. 3, VA (VA39)

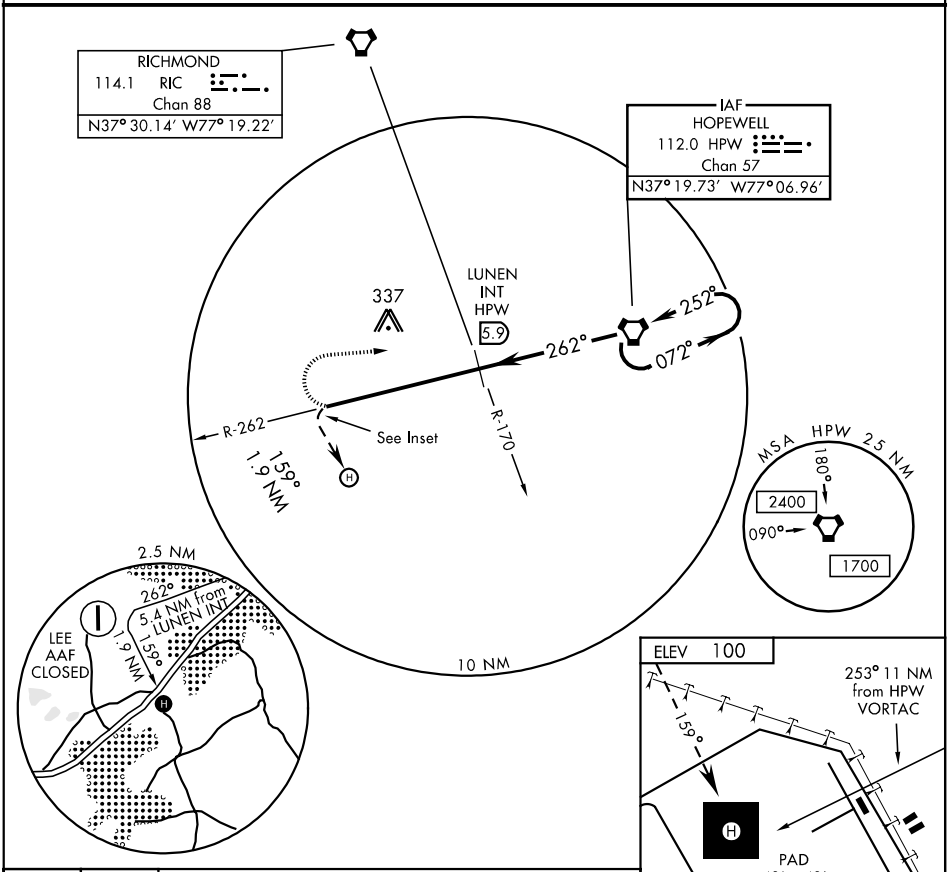
⚠ NA Use Richmond altimeter setting.
Procedure not authorized at night.
Activate Helipad lights and make advsy on 126.2.
Proceed visually from MAP to landing area or conduct the specified missed approach.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON
**126.4 319.8**



NE-3, 26 AUG 2010 to 23 SEP 2010




FAF to MAP 5.4 NM

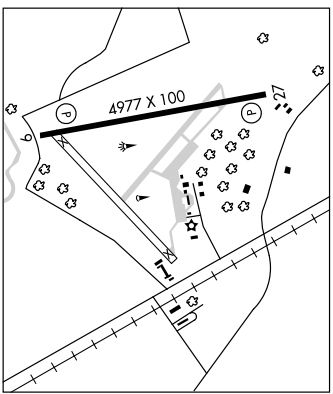
| CATEGORY | COPTER | | | | |
|---|---|---|---|---|---|
| H- 262° | 680- ¾ | 560 | (600- ¾) | | |
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 7:12 | 5:24 | 4:19 | 3:36 | 3:05 |

**FORT LEE HELIPAD NR 3** (VA39) A 0 S UTC−5(−4DT) N37°15.01′ W77°19.98′ **WASHINGTON**
100 NOTAM FILE DCA Not insp. **L–36H**
**HELIPAD 36:** H40X40 (CON) **DIAP**
**MILITARY SERVICE: LGT** Key 126.2 3 times for boundary lgt, auto turn–off after 15 min.
**MILITARY REMARKS: RSTD** 24 HR PPR DSN 687–6421. **CAUTION** Parachute jumping 2 NM NW. Small arms range 1 NM NW. Avoid overflight of asph compound 1 NM WNW. **MISC** Avoid overflight of national park and base housing areas adjacent to Fort Lee Reservation. Make advisory of ldg and tkf on 126.2.
**COMMUNICATIONS:**
Ⓡ **POTOMAC APP/DEP CON** 126.4 282.375 **MEDIVAC** 32.5 (KENNER)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 252° 11.4 NM to fld. 70/6W. **HIWAS.**

**FORT EUSTIS** (See FELKER AAF)

**FRANKLIN** N36°42.85′ W77°00.74′ NOTAM FILE FKN. **WASHINGTON**
**(L) VORTAC** 110.6 FKN Chan 43 109° 5.3 NM to Franklin Muni–John Beverly Rose. **H–9C, H–10H, L–35C, 36H**
90/09W.
VOR portion unusable:
090°–119° byd 18 NM blo 2000′
119°–128° byd 10 NM
129°–134° byd 33 NM
135°–148°
DME unusable:
90°–139°
**RCO** 122.1R 110.6T (LEESBURG RADIO)

**FRANKLIN MUNI–JOHN BEVERLY ROSE** (FKN) 2 NE UTC−5(−4DT) **WASHINGTON**
N36°41.89′ W76°54.23′ **L–35C, 36H**
41 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FKN **IAP**
**RWY 09–27:** H4977X100 (ASPH) MIRL
**RWY 09:** PAPI(P2L)—GA 3.0°. TCH 46′. Brush.
**RWY 27:** PAPI(P2L)—GA 3.0°. TCH 40′. Brush.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Possible tfc from the Southampton Memorial Helipad 2 NM west of arpt. Deer on and invof arpt. Drainage ditches next to rwy and twys. ACTIVATE MIRL Rwy 09–27—CTAF. TPA—841(800) light acft, 1541(1500) heavy acft.
**WEATHER DATA SOURCES:** AWOS–3 124.675 (757) 562–8765. Ceiling unreliable.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NORFOLK APP/DEP CON** 127.9
**GCO** 135.075 (NORFOLK CLNC) GCO unreliable indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 109° 5.3 NM to fld. 90/9W.



| APP CRS | Rwy Idg | 4977 |
|---|---|---|
| 090° | TDZE | 35 |
| | Apt Elev | 41 |

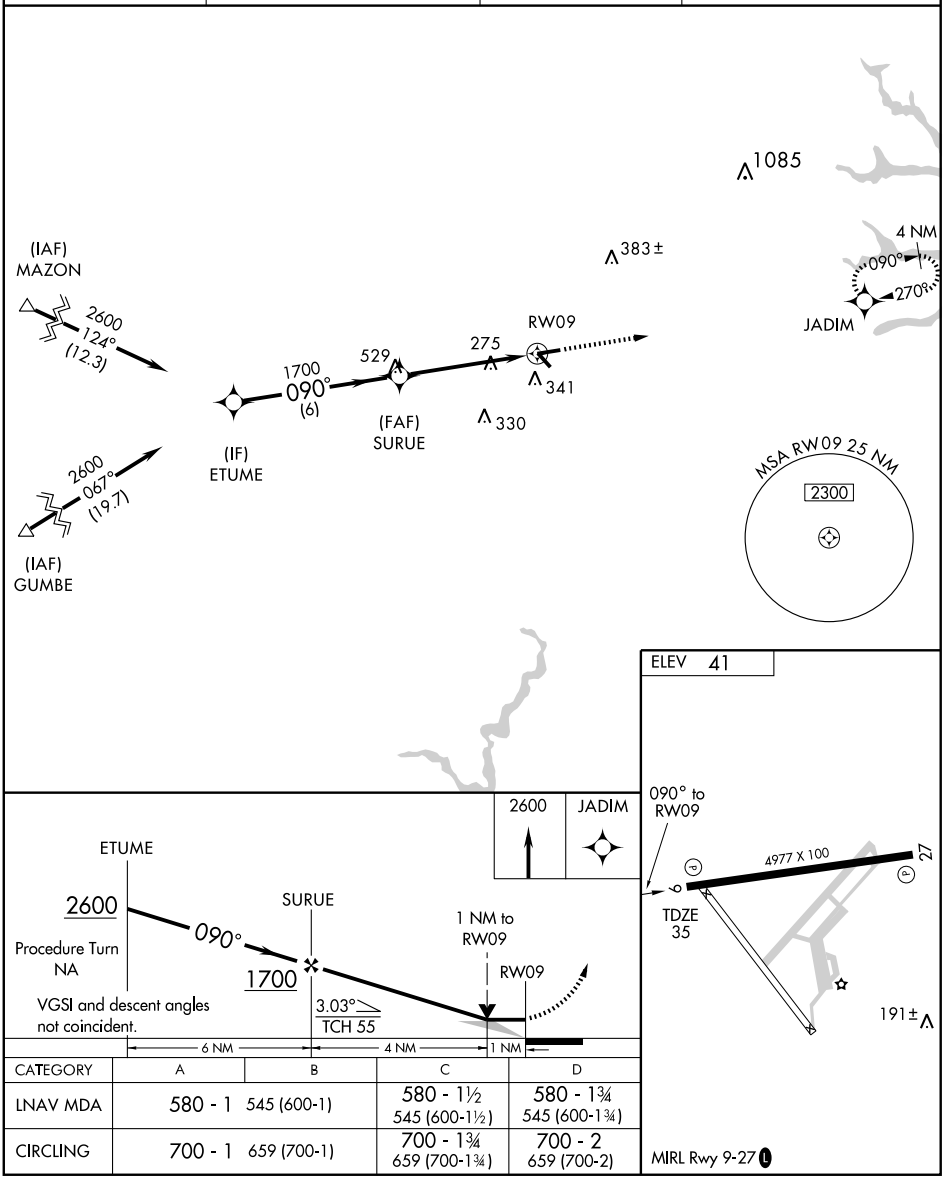
# RNAV (GPS) RWY 9

## FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct JADIM WP and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 124.675 | 127.9 269.42 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580 - 1 | 545 (600-1) | 580 - 1½ 545 (600-1½) | 580 - 1¾ 545 (600-1¾) |
| CIRCLING | 700 - 1 | 659 (700-1) | 700 - 1¾ 659 (700-1¾) | 700 - 2 659 (700-2) |

MIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 270° | Rwy Idg | 4977 |
| | TDZE | 41 |
| | Apt Elev | 41 |

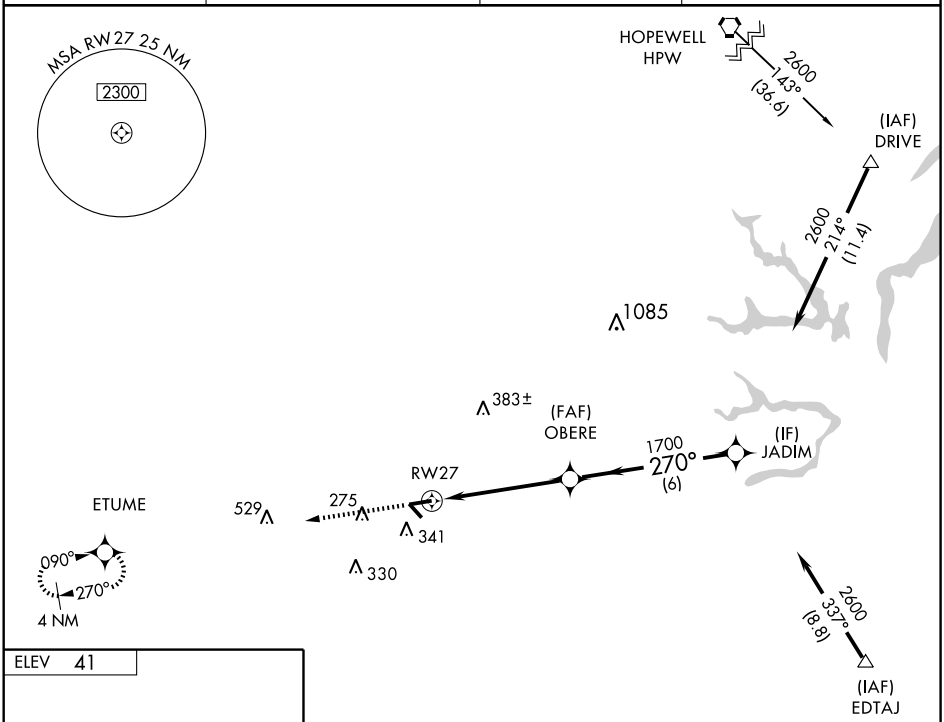
# RNAV (GPS) RWY 27

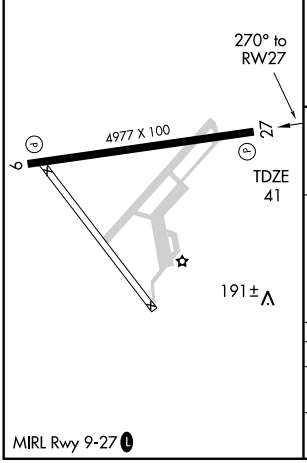
## FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

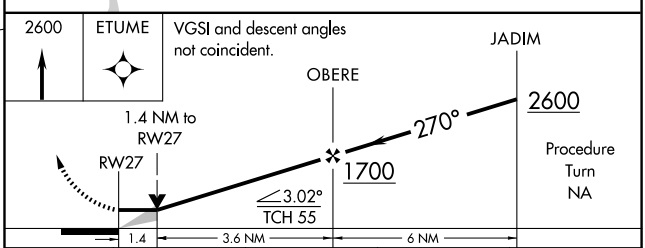
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ETUME WP and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 124.675 | 127.9 269.42 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 499 (500-1) | 540-1¼ 499 (500-1¼) | 540-1½ 499 (500-1½) |
| CIRCLING | 700-1 | 659 (700-1) | 700-1¾ 659 (700-1¾) | 700-2 659 (700-2) |

MIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

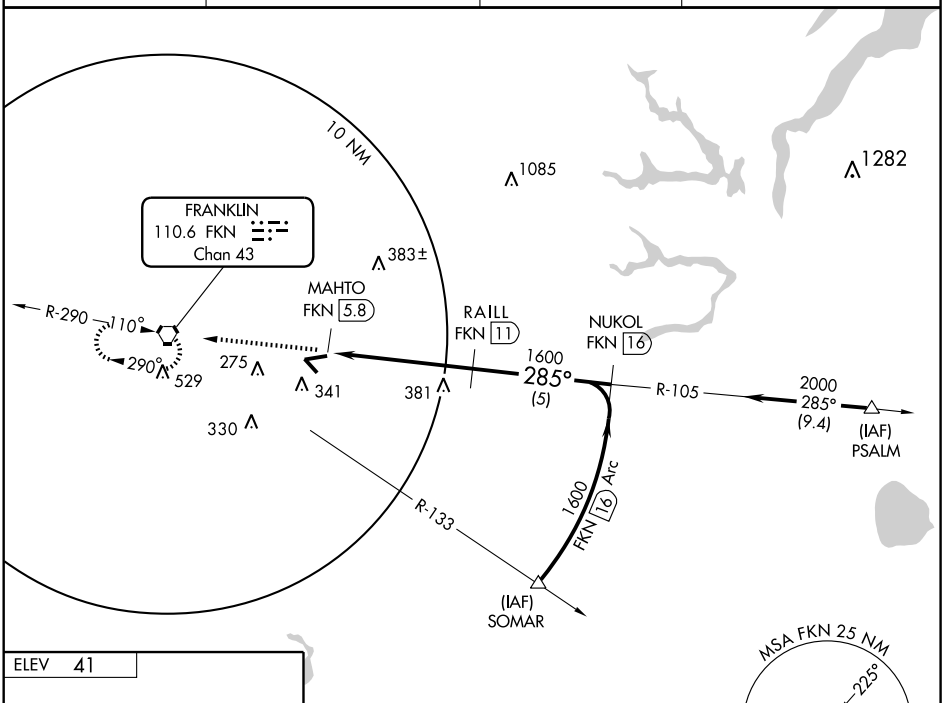
| VORTAC FKN 110.6 Chan 43 | APP CRS 285° | Rwy Idg 4977 TDZE 41 Apt Elev 41 |
|---|---|---|

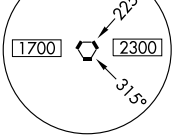
# VOR/DME RWY 27

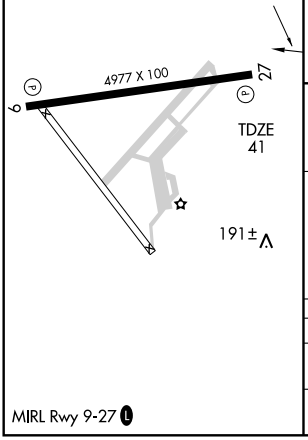
## FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

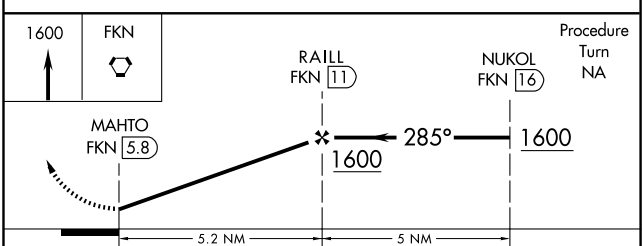
MISSED APPROACH: Climb to 1600 direct to FKN VORTAC and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 124.675 | 127.9 269.42 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 640-1 | 599 (600-1) | 640-1½ 599 (600-1½) | 640-1¾ 599 (600-1¾) |
| CIRCLING | 700-1 | 659 (700-1) | 700-1¾ 659 (700-1¾) | 700-2 659 (700-2) |

MIRL Rwy 9-27 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC FKN | APP CRS | Rwy Idg | 4977 |
|---|---|---|---|
| 110.6 | 110° | TDZE | 35 |
| Chan 43 | | Apt Elev | 41 |

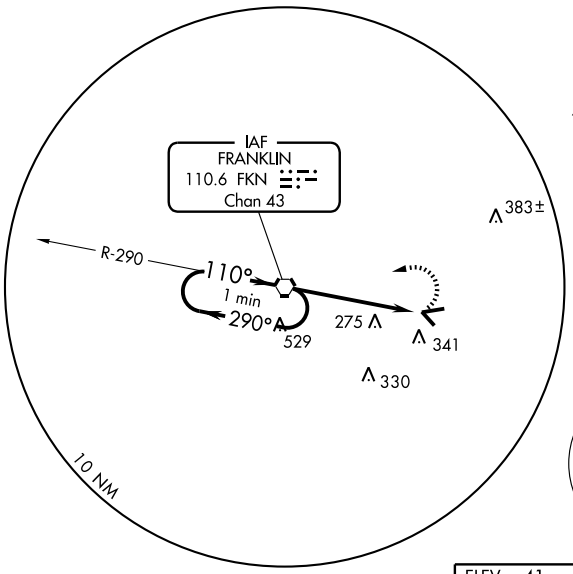
# VOR RWY 9

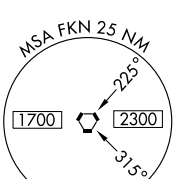
## FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

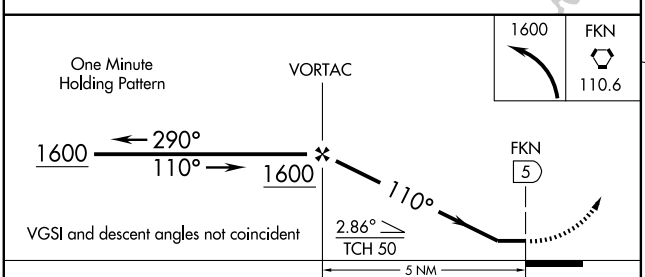
NA

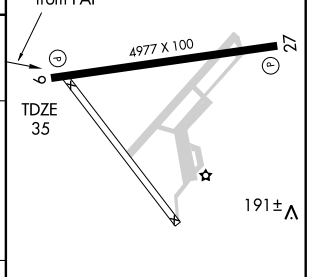
MISSED APPROACH: Climbing left turn to 1600 direct FKN VORTAC and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 124.675 | 127.9 269.42 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 580-1 | 545 (600-1) | 580-1½<br>545 (600-1½) | 580-1¾<br>545 (600-1¾) |
| CIRCLING | 700-1 | 659 (700-1) | 700-1¾<br>659 (700-1¾) | 700-2<br>659 (700-2) |

MIRL Rwy 9-27 L

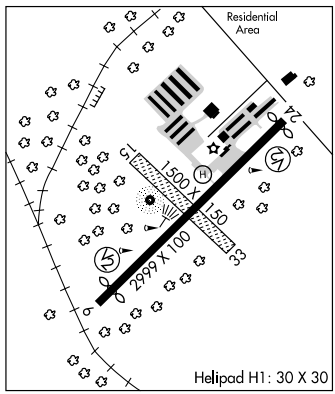
| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-3, 26 AUG 2010 to 23 SEP 2010

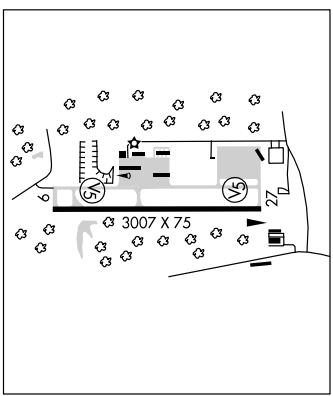
## FREDERICKSBURG

**SHANNON** (EZF) 2 S UTC−5(−4DT) N38°15.97′ W77°26.96′ **WASHINGTON**
85 B S4 **FUEL** 100LL, JET A NOTAM FILE EZF **L–29E, 34E, 36I, A**
**RWY 06–24:** H2999X100 (ASPH) MIRL **IAP**
**RWY 06:** PVASI(PSIL). Thld dsplcd 240′. Railroad.
**RWY 24:** PVASI(PSIL). Thld dsplcd 35′. Tree.
**RWY 15–33:** 1500X150 (TURF)
**RWY 15:** Brush. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended 1300–2300Z‡ Self–fueling. Tkf from Rwy 15 prohibited. Rwy 15–33 outlined with yellow cones. Southside Rwy 06 has +40′ trees 100′ from pavement edge first 1400′. Southside Rwy 24 has +40′ trees 100′ from pavement edge first 1000′. First 89′ pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.
**WEATHER DATA SOURCES:** AWOS–3 128.125 (540) 372–6794. Ceiling unreliable indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BROOKE RCO** 122.1R 114.5T (LEESBURG RADIO)
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ except Sat, Sun and holidays, other times ctc
Ⓡ **POTOMAC APP/DEP CON** 124.65
**GCO** 135.075 (POTOMAC CLNC) OTS indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**BROOKE (L) VORTAC** 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 236° 6.2 NM to fld. 145/09W.
**NDB (MHW)** 237 EZF N38°15.98′ W77°27.05′ at fld. NOTAM FILE EZF. Unmonitored when arpt unattended. Unusable byd 15 NM.




**HELIPAD H1:** H30X30 (CONC)

**FRONT ROYAL–WARREN CO** (FRR) 3 W UTC−5(−4DT) N38°55.05′ W78°15.21′ **WASHINGTON**
709 B S2 **FUEL** 100LL TPA—1709(1000) NOTAM FILE DCA **L–29D, A**
**RWY 09–27:** H3007X75 (ASPH) S–12.5 MIRL 0.3% up E **IAP**
**RWY 09:** APAP(PNIL)—GA 3.0° TCH 16′. Road.
**RWY 27:** APAP(PNIR)—GA 3.0° TCH 16′. Tree.
**AIRPORT REMARKS:** Attended May–Sept 1300–2330Z‡, Oct–Apr 1330Z‡–dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, ctc arpt manager for details at 540–635–3570. ACTIVATE MIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **POTOMAC APP/DEP CON** 120.45
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 335° 4.4 NM to fld. 2440/06W.



| APP CRS | Rwy Idg | 2964 |
|---|---|---|
| 235° | TDZE | 85 |
| | Apt Elev | 85 |

# GPS RWY 24

FREDERICKSBURG / SHANNON (EZF)

Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 128.125 | 124.65 306.925 | 135.075 | 122.8 (CTAF) |

NE-3, 26 AUG 2010 to 23 SEP 2010

WASHINGTON DC METROPOLITAN SFRA

WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON

(IAF) PERRN

(IAF) DURWO

2000 NoPT 145° (4.9)

235°

4 NM

055°

1700

235° (5)

2000

052° (4.1)

BROOKE BRV

(FAF) ZADMN

630

685

455

250

300

799±

744

553

302

RW24

2000 to PERRN 065° (45.2)

GORDONSVILLE GVE

820

MSA RW 24 25 NM

2500

ELEV 85

235° to RW24

TDZE 85

1500 X 150

2999 X 100

2000 DURWO

DURWO One Minute Holding Pattern

ZADMN

055°

235°

2000

RW24

2.96°

1700

TCH 40

5 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-1 515 (600-1) | | 600-1 ½ 515 (600-1½) | NA |
| CIRCLING | 640-1 555 (600-1) | 660-1 575 (600-1) | 660-1½ 575 (600-1½) | NA |

MIRL Rwy 6-24

NE-3, 26 AUG 2010 to 23 SEP 2010

| NDB EZF 237 | APP CRS 237° | Rwy Idg 2964<br>TDZE 85<br>Apt Elev 85 |
|---|---|---|

# NDB RWY 24

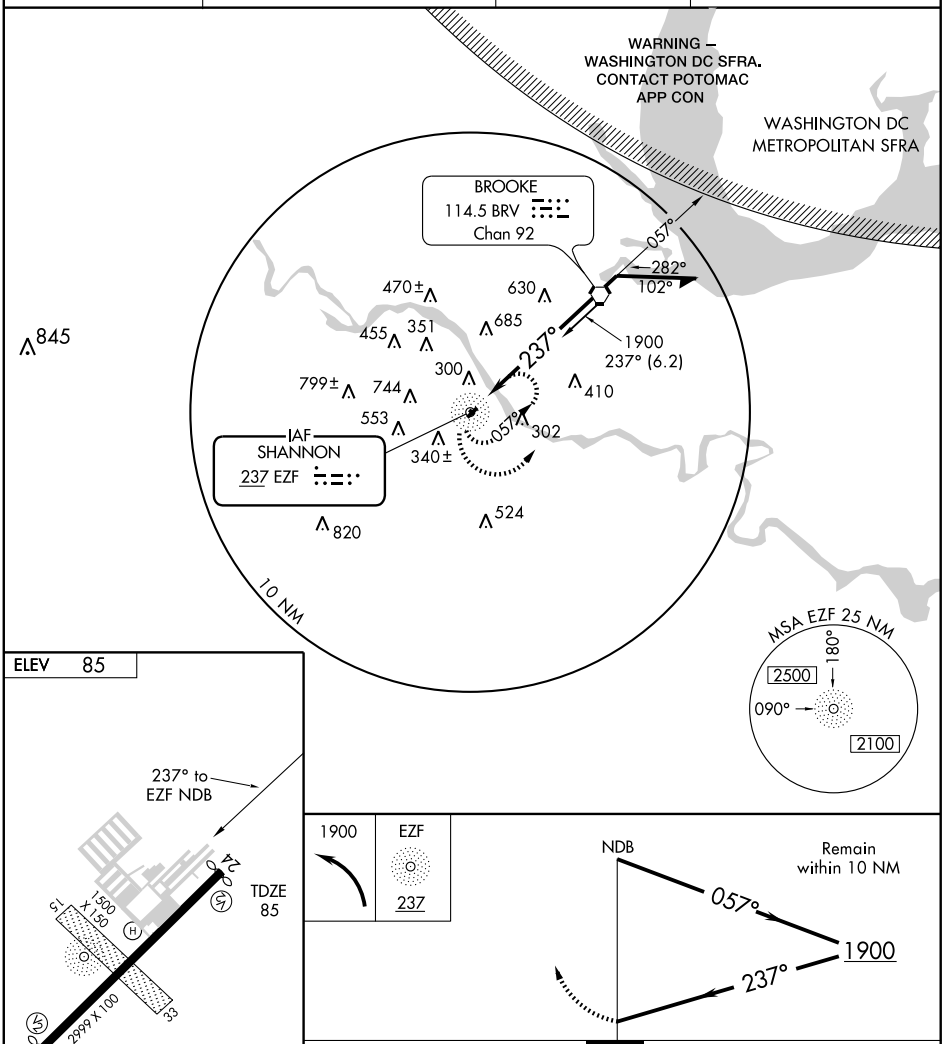
FREDERICKSBURG / SHANNON (EZF)

Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 128.125 | 124.65 306.925 | 135.075 | 122.8 (CTAF) L |



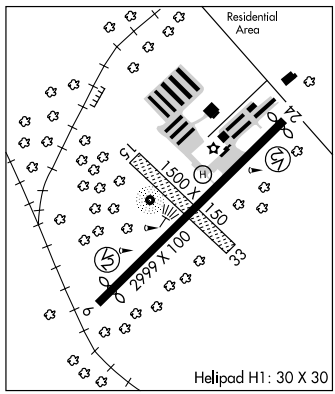

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1100-1¼<br>1015 (1100-1¼) | 1100-1½<br>1015 (1100-1½) | 1100-3<br>1015 (1100-3) | NA |
| CIRCLING | 1100-1¼<br>1015 (1100-1¼) | 1100-1½<br>1015 (1100-1½) | 1100-3<br>1015 (1100-3) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

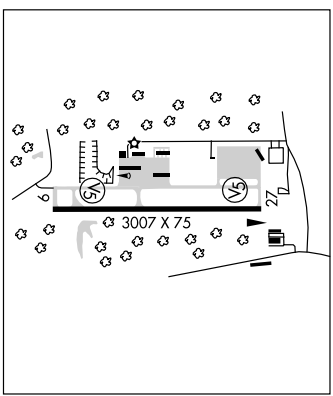
## FREDERICKSBURG

**SHANNON** (EZF) 2 S UTC−5(−4DT) N38°15.97′ W77°26.96′ **WASHINGTON**
85 B S4 **FUEL** 100LL, JET A NOTAM FILE EZF **L–29E, 34E, 36I, A**
**RWY 06–24:** H2999X100 (ASPH) MIRL **IAP**
**RWY 06:** PVASI(PSIL). Thld dsplcd 240′. Railroad.
**RWY 24:** PVASI(PSIL). Thld dsplcd 35′. Tree.
**RWY 15–33:** 1500X150 (TURF)
**RWY 15:** Brush. **RWY 33:** Tree.
**AIRPORT REMARKS:** Attended 1300–2300Z‡ Self–fueling. Tkf from Rwy 15 prohibited. Rwy 15–33 outlined with yellow cones. Southside Rwy 06 has +40′ trees 100′ from pavement edge first 1400′. Southside Rwy 24 has +40′ trees 100′ from pavement edge first 1000′. First 89′ pavement Rwy 06 marked as unusable. PVASI Rwy 06 OTS indef. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee. Fee for charter and corporate acft is waived with fuel purchase.
**WEATHER DATA SOURCES:** AWOS–3 128.125 (540) 372–6794. Ceiling unreliable indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BROOKE RCO** 122.1R 114.5T (LEESBURG RADIO)
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡ except Sat, Sun and holidays, other times ctc
Ⓡ **POTOMAC APP/DEP CON** 124.65
**GCO** 135.075 (POTOMAC CLNC) OTS indef.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**BROOKE (L) VORTAC** 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 236° 6.2 NM to fld. 145/09W.
**NDB (MHW)** 237 EZF N38°15.98′ W77°27.05′ at fld. NOTAM FILE EZF. Unmonitored when arpt unattended. Unusable byd 15 NM.




**HELIPAD H1:** H30X30 (CONC)

**FRONT ROYAL–WARREN CO** (FRR) 3 W UTC−5(−4DT) N38°55.05′ W78°15.21′ **WASHINGTON**
709 B S2 **FUEL** 100LL TPA—1709(1000) NOTAM FILE DCA **L–29D, A**
**RWY 09–27:** H3007X75 (ASPH) S–12.5 MIRL 0.3% up E **IAP**
**RWY 09:** APAP(PNIL)—GA 3.0° TCH 16′. Road.
**RWY 27:** APAP(PNIR)—GA 3.0° TCH 16′. Tree.
**AIRPORT REMARKS:** Attended May–Sept 1300–2330Z‡, Oct–Apr 1330Z‡–dusk. Deer on and invof arpt. Glider ops on and invof arpt. Rwy 09 and Rwy 27 rgt tfc for gyrocopters, ultralights and gliders. Noise abatement procedures in effect, ctc arpt manager for details at 540–635–3570. ACTIVATE MIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **POTOMAC APP/DEP CON** 120.45
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 335° 4.4 NM to fld. 2440/06W.



| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 260° | TDZE | N/A |
| | Apt Elev | 704 |

# RNAV (GPS) -A

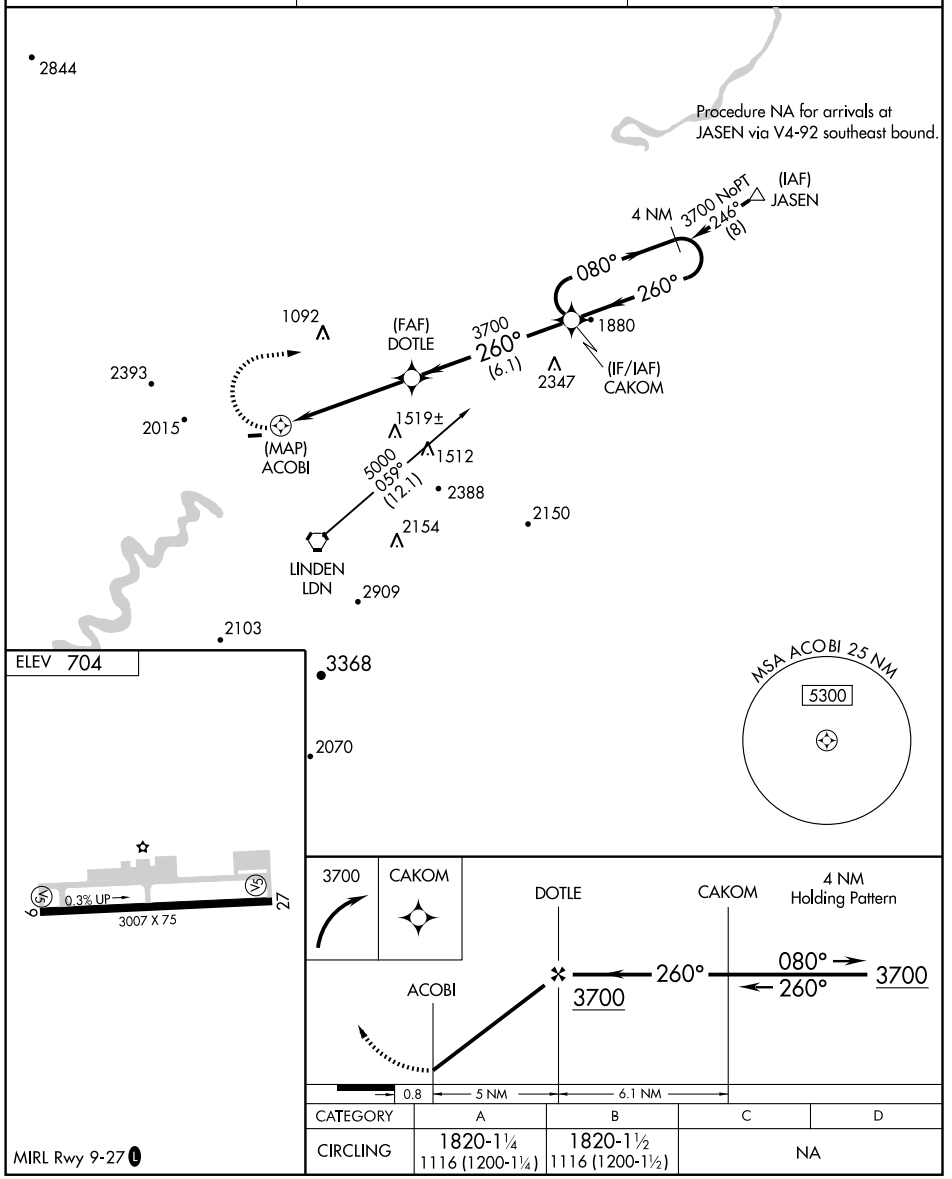
## FRONT ROYAL-WARREN COUNTY (FRR)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Winchester altimeter setting; when not received use Martinsburg, WV altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

| WINCHESTER RGNL AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.85 | 120.45 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1820-1¼ 1116 (1200-1¼) | 1820-1½ 1116 (1200-1½) | NA | |

MIRL Rwy 9-27


NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC LDN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.3 | 335° | TDZE | N/A |
| Chan 90 | | Apt Elev | 704 |

# VOR-B

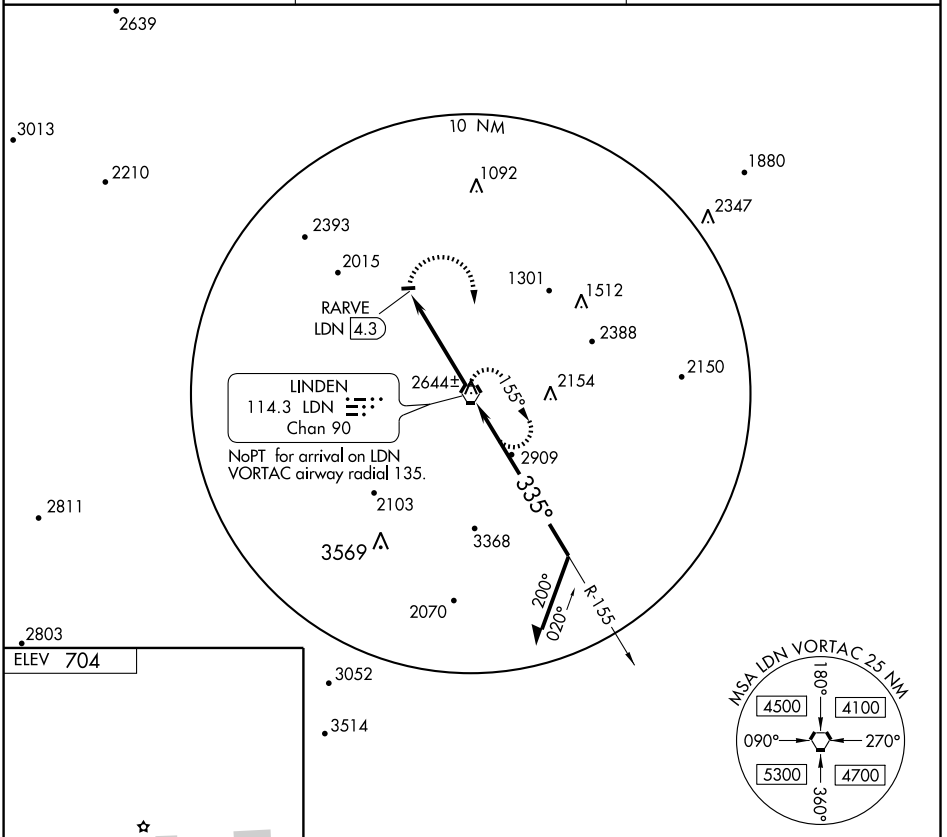
## FRONT ROYAL-WARREN COUNTY (FRR)

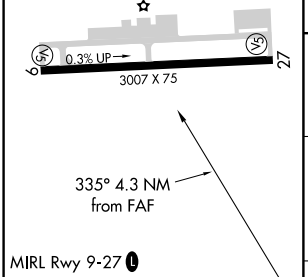
Procedure NA at night. Visibility reduction by helicopters NA. Use Winchester altimeter setting; when not received use Martinsburg WV altimeter setting and increase all MDA 60 feet.

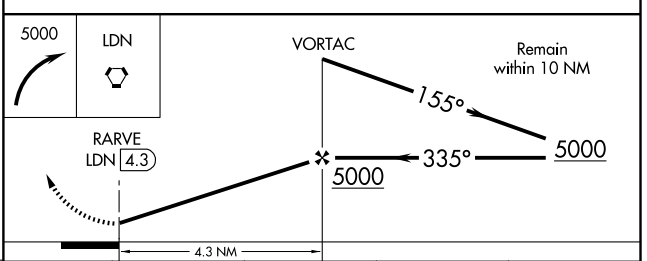
NA

MISSED APPROACH: Climbing right turn to 5000 direct LDN VORTAC and hold, continue climb-in-hold to 5000.

| WINCHESTER RGNL AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.85 | 120.45 | 123.0 (CTAF) L |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

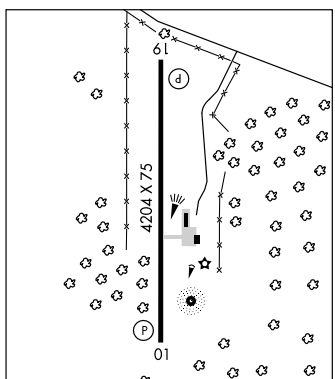
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3300-1¼ 2596 (2600-1¼) | 3300-1½ 2596 (2600-1½) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## GALAX/HILLSVILLE

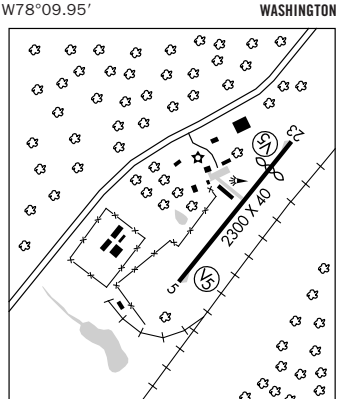
**TWIN CO** (HLX) 7 NE UTC−5(−4DT) N36°45.97′ W80°49.41′ **CINCINNATI**
2693 B S6 **FUEL** 100LL, JETA NOTAM FILE HLX **L–26I**
**RWY 01–19:** H4204X75 (ASPH) S–12.5 MIRL 1.2% up S **IAP**
**RWY 01:** REIL. PAPI(P4L)—GA 3.0° TCH 21′. Trees.
**RWY 19:** REIL. PAPI(P2L)—GA 3.0° TCH 39′. Pole.
**AIRPORT REMARKS:** Attended irregularly. Self–svc, credit card fuel avbl 24 hrs. Deer on and invof arpt. Rwy 19 tree 76′ above rwy end, 1000′ from rwy end, 344′ right. MIRL Rwy 01–19 preset off to ACTIVATE and increase intensity and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
**WEATHER DATA SOURCES:** AWOS–3 118.375 (276) 728–5897.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**ROANOKE APP/DEP CON** 126.0
**GCO** 135.075 (ROANOKE CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 202° 20 NM to fld. 2120/06W. **HIWAS.**
**HILLSVILLE NDB (MHW)** 269 HLX N36°45.74′ W80°49.32′ at fld. NOTAM FILE HLX. Unusable byd 10 NM. Unmonitored.




**GLADE SPRING** N36°49.51′ W82°04.74′ NOTAM FILE DCA. **CINCINNATI**
**(L) VOR/DME** 110.2 GZG Chan 39 045° 19.7 NM to Tazewell Co. 4200/02W. **HIWAS.** **H–9B, 12G, L–26I**
VOR portion unusable 351°–004° byd 15 NM blo 8000′.
**RCO** 122.1R 110.2T (LEESBURG RADIO)

**GORDONSVILLE** N38°00.82′ W78°09.18′ NOTAM FILE DCA. **WASHINGTON**
**(H) VORTAC** 115.6 GVE Chan 103 002°8.6 NM to Gordonsville Muni. 382/06W. **H–10H, 12H, L–34E, 36H**
**HIWAS.**
DME unusable:
090°–095° 318°–324°
156°–169° byd 18 NM
**RCO** 122.1R 115.6T (LEESBURG RADIO)

**GORDONSVILLE MUNI** (GVE) 3 NE UTC−5(−4DT) N38°09.36′ W78°09.95′ **WASHINGTON**
454 B S2 **FUEL** 100LL NOTAM FILE DCA
**RWY 05–23:** H2300X40 (ASPH) S–12.5 MIRL 0.5% up SW
**RWY 05:** APAP(PNIR). Tree.
**RWY 23:** APAP(PNIR). Thld dsplcd 440′. Tree.
**AIRPORT REMARKS:** Unattended. Rwy 05–23 old crackseal six inches wide in places, very soft. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 05–23—CTAF.
**WEATHER DATA SOURCES: HIWAS** 115.6 GVE.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**RCO** 122.1R 115.6T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85



| NDB HLX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 269 | 252° | TDZE | N/A |
| | | Apt Elev | 2693 |

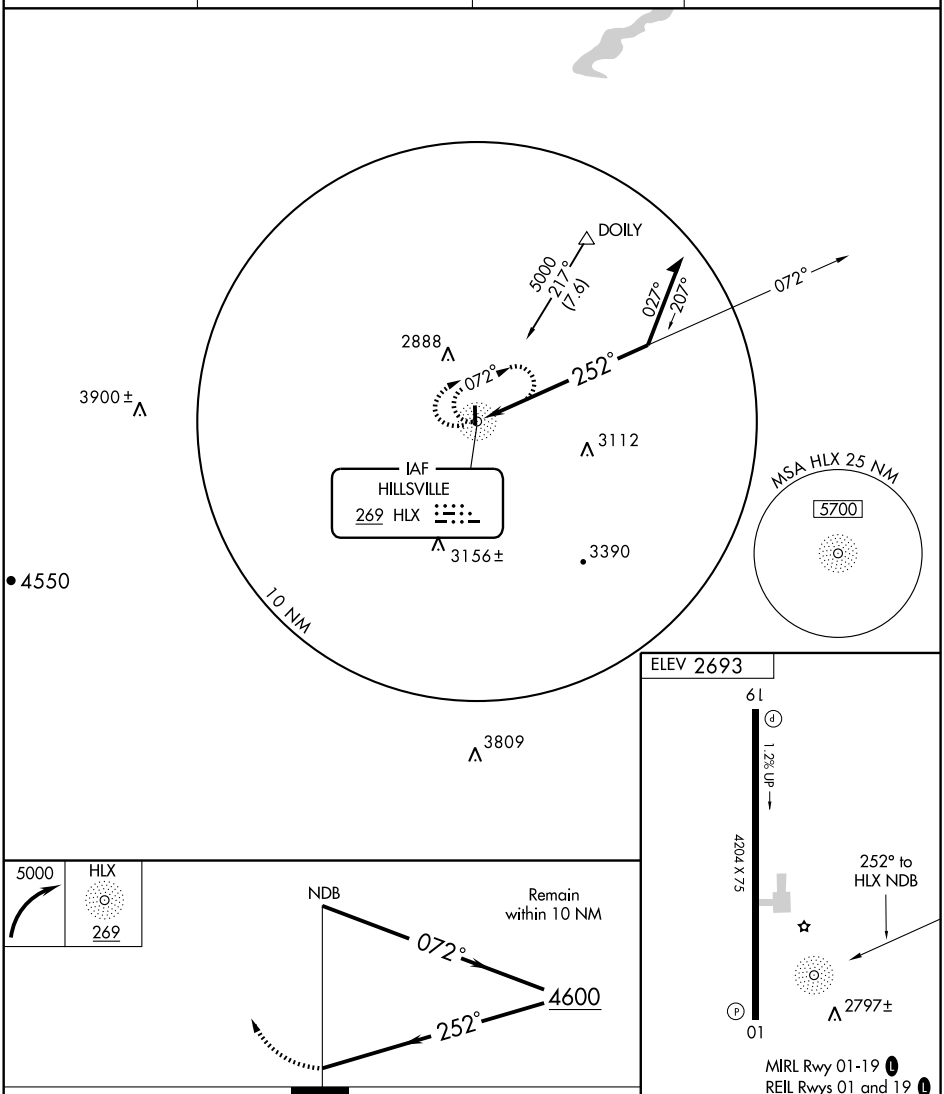
# NDB-A

## GALAX / TWIN COUNTY (HLX)

NA

MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

| AWOS-3 | ROANOKE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.0 339.8 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3480-1<br>787 (800-1) | 3480-1¼<br>787 (800-1¼) | 3480-2¼<br>787 (800-2¼) | 3480-2½<br>787 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 005° | TDZE | 2693 |
| | Apt Elev | 2693 |

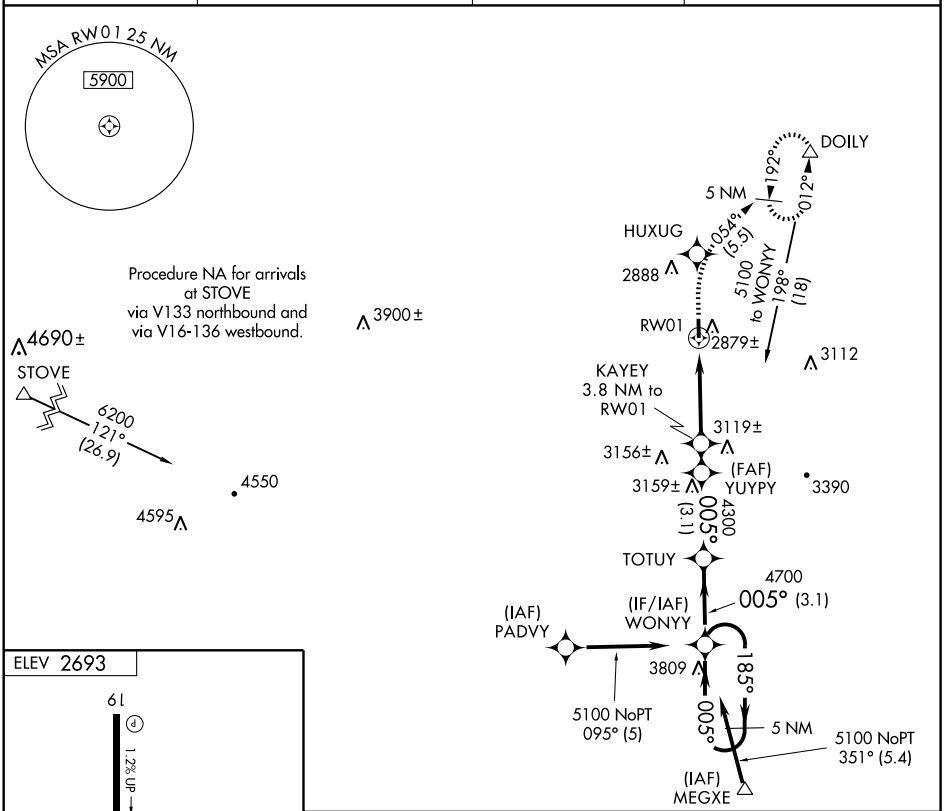
# RNAV (GPS) RWY 1

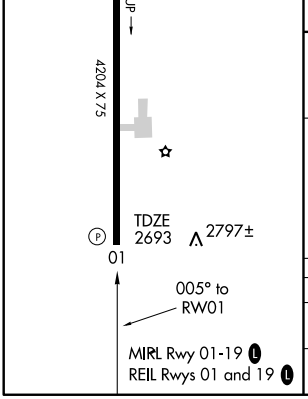
GALAX / TWIN COUNTY (HLX)

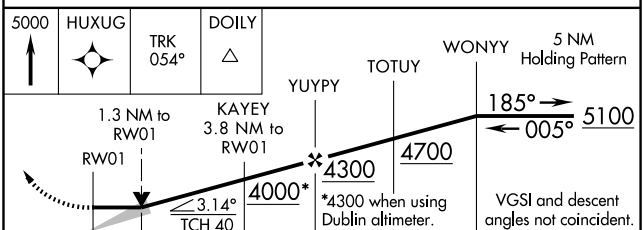
If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

| AWOS-3 | ROANOKE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.0 339.8 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-1 447 (500-1) | | 3140-1¼ 447 (500-1¼) | 3140-1½ 447 (500-1½) |
| CIRCLING | 3200-1 507 (600-1) | | 3200-1½ 507 (600-1½) | 3260-2 567 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 185° | TDZE | 2686 |
| | Apt Elev | 2693 |

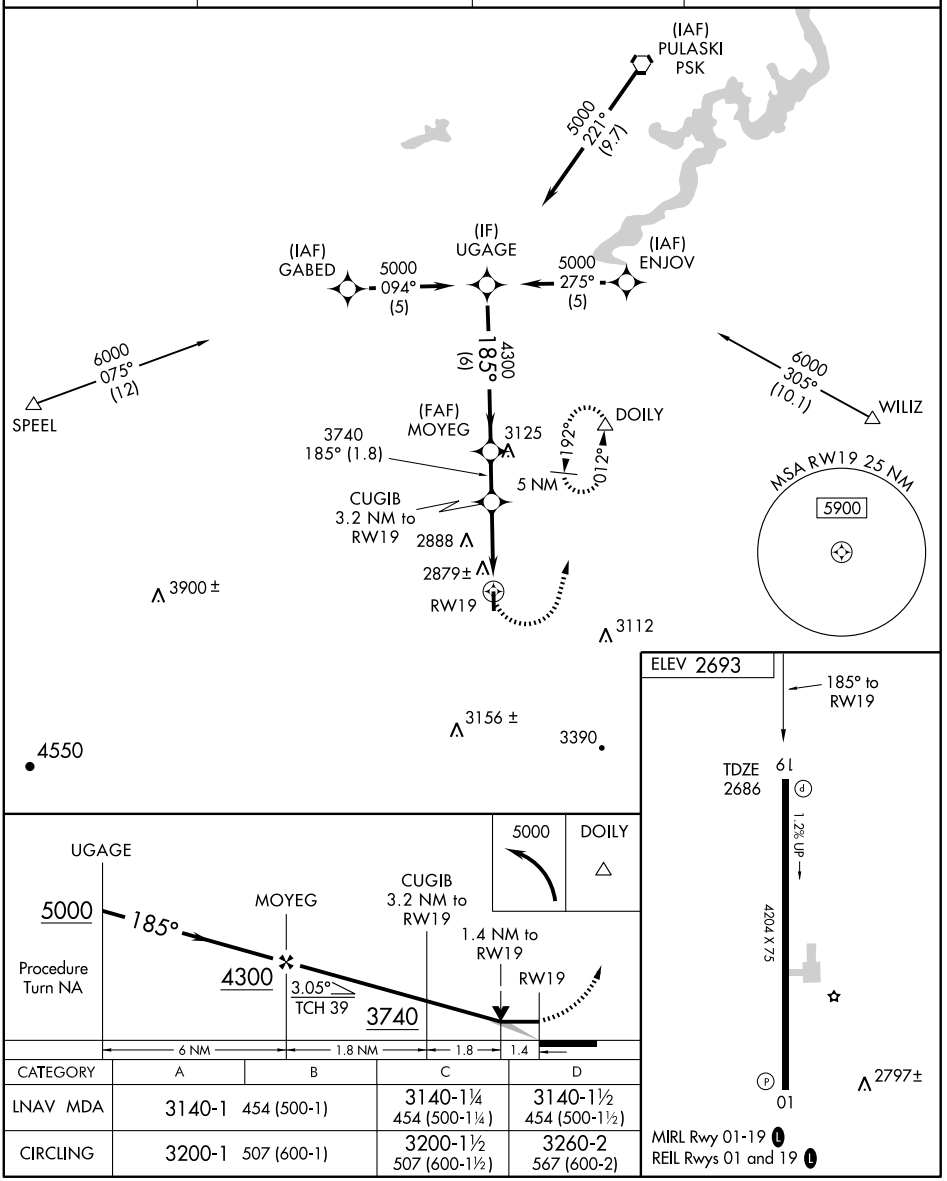
# RNAV (GPS) RWY 19

GALAX / TWIN COUNTY (HLX)

If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct DOILY and hold.

| AWOS-3 | ROANOKE APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.0 339.8 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-1 454 (500-1) | | 3140-1¼ 454 (500-1¼) | 3140-1½ 454 (500-1½) |
| CIRCLING | 3200-1 507 (600-1) | | 3200-1½ 507 (600-1½) | 3260-2 567 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**GRUNDY MUNI** (GDY) 3 SW UTC−5(−4DT) N37°13.94′ W82°07.50′ — CINCINNATI L–26I, IAP

2304 B NOTAM FILE DCA

**RWY 04–22:** H2256X60 (ASPH) S–7 MIRL

**RWY 04:** APAP(PNIL). Tree.

**RWY 22:** APAP(PNIL). Tree.

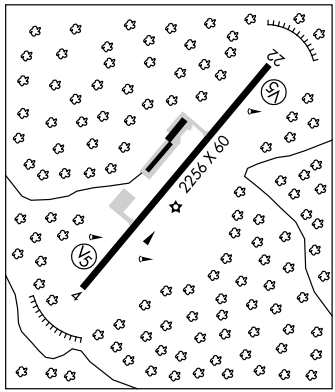
**AIRPORT REMARKS:** Unattended. Wildlife invof arpt. Pay phone at arpt 276–935–8022. ACTIVATE MIRL Rwy 04–22—CTAF; high ints only.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**GLADE SPRING (L) VOR/DME** 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 357° 24.5 NM to fld. 4200/02W. **HIWAS.**




**HAMPTON ROADS EXECUTIVE** (See NORFOLK)

**HANOVER CO MUNI** (See RICHMOND/ASHLAND)

**HARCUM** N37°26.92′ W76°42.68′ NOTAM FILE DCA. — WASHINGTON H–10H, 12H, L–34E, 36H

**(L) VORTAC** 108.8 HCM Chan 25 338° 5.0 NM to Middle Peninsula Rgnl. 8/07W. VOR portion unusable 056°–095° below 2000′, 275°–300° below 2000′.

**RCO** 122.1R 108.8T (LEESBURG RADIO)

**HENRY** N37°07.97′ W76°29.59′ NOTAM FILE DCA. — WASHINGTON L–34E, 35D, 36H

**NDB (MHW)** 375 PJS at Newport News/Williamsburg Intl.

**HILLSVILLE** N36°45.74′ W80°49.32′ NOTAM FILE HLX. — CINCINNATI L–26I

**NDB (MHW)** 269 HLX at Twin Co. Unusable byd 10 NM. Unmonitored.

**HOLSTON MOUNTAIN, TN** N36°26.22′ W82°07.78′ NOTAM FILE TRI. — CINCINNATI H–9B, L–26I

**(L) VORTAC** 114.6 HMV Chan 93 021° 15.7 NM to Virginia Highlands. 4321/04W.

**RCO** 122.1R 114.6T (NASHVILLE RADIO)

**HOPEWELL** N37°19.73′ W77°06.96′ NOTAM FILE DCA. — WASHINGTON H–10H, 12H, L–34E, 36H

**(L) VORTAC** 112.0 HPW Chan 57 003° 10.5 NM to New Kent Co. 70/06W. **HIWAS.**

**RCO** 122.1R 112.0T (LEESBURG RADIO)

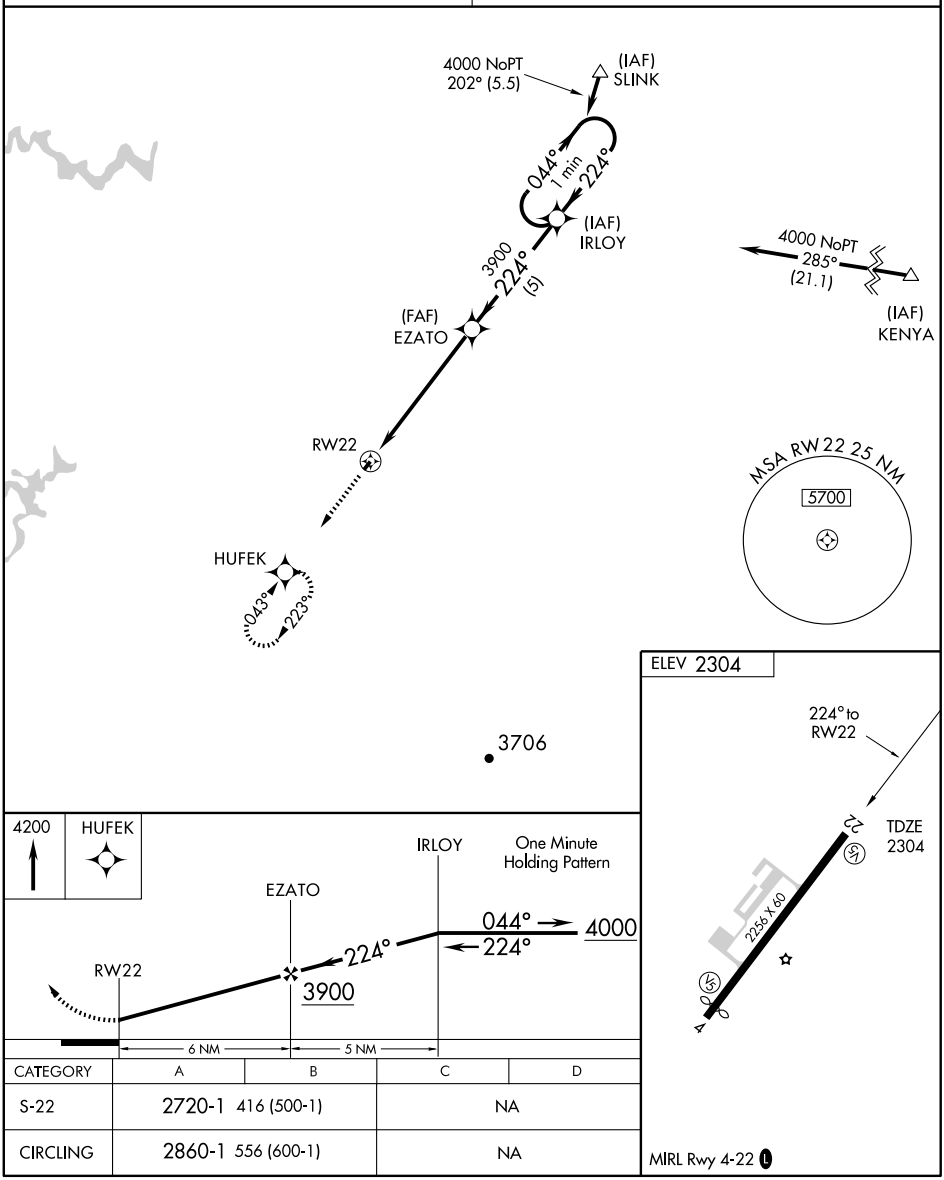
| APP CRS | Rwy Idg | 2256 |
|---|---|---|
| 224° | TDZE | 2304 |
| | Apt Elev | 2304 |

# GPS RWY 22
## GRUNDY MUNI (GDY)

T NA — Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

MISSED APPROACH: Climb to 4200 direct HUFEK WP and hold.

| INDIANAPOLIS CENTER | UNICOM |
|---|---|
| 126.575 257.85 | 123.0 (CTAF) L |

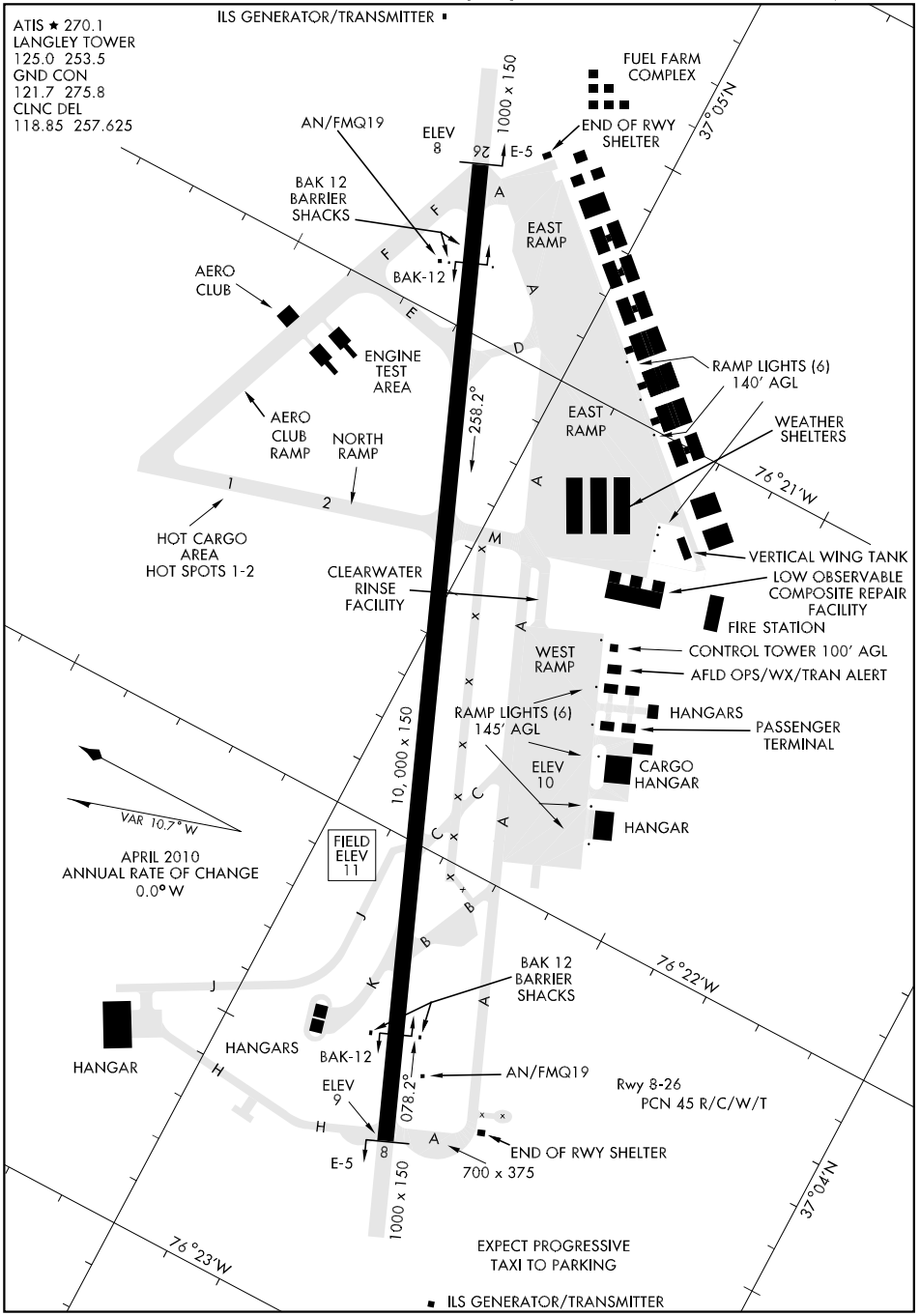



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2720-1 416 (500-1) | | NA | |
| CIRCLING | 2860-1 556 (600-1) | | NA | |

MIRL Rwy 4-22 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**LANGLEY AFB** (LFI)(KLFI) AF (NASA A) 3 N UTC−5(−4DT) N37°04.97′ W76°21.63′
11 B TPA–See Remarks NOTAM FILE DCA Not insp.
**RWY 08–26:** H10000X150 (CONC–GRVD) PCN 45 R/C/W/T HIRL
**RWY 08:** ALSF1. PAPI(P4L). **RWY 26:** MALSR. REIL. PAPI(P4L).
**ARRESTING GEAR/SYSTEM**
**RWY 08:** ← HOOK E5 (55′OVRN) HOOK BAK–12B(B) (1100′)
HOOK BAK 12–B(B) (1000′) HOOK E5 (55′ OVRN) → **RWY 26**

**MILITARY SERVICE: LGT** Rwy 08–26 thld lgt gated, mid 70′ inoperative/removed. **A–GEAR** E5 active rwy dep end. BAK–12B(B) pendant cable always in place. BAK–12B extension. **JASU** 2(M32A–60) 2(MC11) 4(A/M 32A–86) **FUEL** J8. Expect up to 1 hr delay. **FLUID** SP LHOX LOX **OIL** O–133–148–156 SOAP **TRAN ALERT** Opr weekdays 1030–0430Z‡, weekends and holidays 1200–0100Z‡. Follow Me svc avbl upon req. Expect progressive taxi to park. Fleet svc truck avbl but limited to VIP C–9, C–12, C–20, C–21, UC–35, VC–135 and E–4B (DV) acft only.

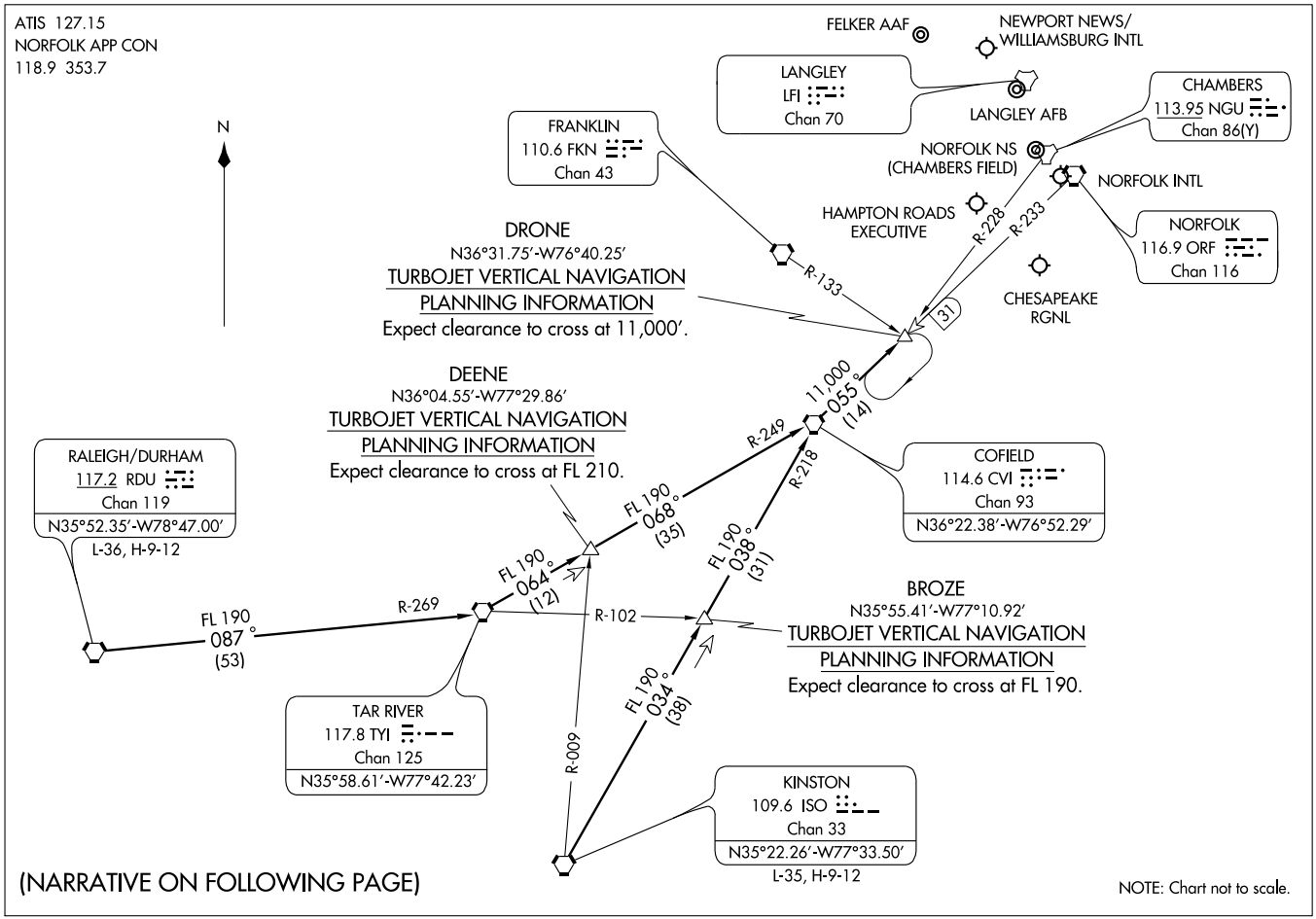
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR ctc BASE OPS 1030–0430Z‡ DSN 574–2504, C757–764–2504. Only 1 fixed wing acft authorized from 1300–1400Z‡. ACC RSRS applied to ACC acft only. Transport/Distinguished Visitor acft ctc Base OPS 20 minutes prior ldg. **CAUTION** Intensive IFR and VFR high performance fighter tfc within the Class D Airspace: Extensive uncontrolled general aviation tfc blo 3000′ over James River and Chesapeake Bay. Dep tfc do not exceed 1000′ on climbout until dep end of rwy. Laser lgt beam haz to direct visual obsn will be conducted at NASA Langley Research Center within 1/2 NM radius of 37° 06.3′N 76° 22.7′W. Strong caution is advised. Wx observation site limited 080°–250° due to building. ATC will relay twr prevailing visibility, sector visibility, local PIREP's or an occurrence of previously unreported wx conditions that could affect ops to wx flight. Wind shear conditions may exist on Rwy 26 through short final and touchdown, that are prevalent, undetectable and often unreported. Increased potential for hydroplaning due to excessive rubber build-up. Airfield grass cutting conducted from Mar–Nov, expect increased bird activity invof mowers. **TFC PAT** TPA–Overhead 3000(2989) at 5 DME descending to 1500′ by 3 DME, rgt break Rwy 26, left break Rwy 08. Rectangular 1000(989) rgt tfc Rwy 26, left tfc Rwy 08. **NS ABTMT** Quiet hr weekdays 0330–1100Z‡, weekends and holidays 0330–1300Z‡, waivers DSN 574–5411. **MISC** Afld manager DSN 574–2508. DD Form 1801 rqr 90 min prior to estimated time of departure. Rwy 08–26 grooved. ACC fighter acft expect reduced rwy separation: Day/VFR, similar acft 3000′, dissimilar type acft 6000′. Ngt 6000′ all acft. Tran acft notify twr on initial ctc if reduced rwy separation is not desired. Afld Ops does not have ability to store COMSEC. Ctc Command Post DSN 574–5411, C757–764–5411 for COMSEC storage. **A** Park, refuel and maintenance avbl on AF ramp. **NASA** All inbound to NASA side must coordinate in advance with NASA Flight Svc Ops DSN 574–3070, C757–864–3887. Svc not avbl for non–NASA acft. Twy J can only be used during daylgt and VFR conditions as it does not have twy edge lgts and is restricted to acft with total wingspan of 80′ or less and 100,000 lbs or less gross weight.

**COMMUNICATIONS: SFA ATIS** 270.1 **PTD** 141.75 376.2
Ⓡ **NORFOLK APP/DEP CON** 126.05 370.925 (010°–080°) 127.9 269.42 (180°–310°) 124.9 379.1 (311°–009°)
**TOWER** 125.0 253.5 **GND CON** 121.7 275.8 **CLNC DEL** 118.85 257.625
**CONSOLIDATED COMD POST** (Raymond 16) 251.25 311.0 (Have quick timing avbl 287.45.)
**PMSV METRO** 239.8(Wx DSN 574–5908. Alternate PMSV is McGuire AFB. Full svc avbl Mon–Fri 1200–2200Z‡. Remote briefing svc avbl 9 OWS Shaw AFB DSN 965–0939 thru 0943, C 803–895–0939.
**NASA OPS** 123.375 310.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LFI.
**(L) TACAN** Chan 70 LFI (112.3) N37°05.13′ W76°21.56′ at fld. 11/10W. No NOTAM MP Tue and Thu 1100–1300Z‡ and 2300–0200Z‡.
TACAN unusable:
130–150° byd 22 NM blo 2,000′
170°–180° byd 27 NM blo 2,000′
305°–184° byd 9 NM blo 7,000′
318°–305° byd 30 NM blo 3,000′
**ILS** 109.9 I–LFI Rwy 08. GS unusable for coupled apch blo 750′. No NOTAM MP Mon, Wed, Fri 1100–1300Z‡ and 2300–0200Z‡.
**ILS** 109.9 I–ABM Rwy 26. No NOTAM MP Mon, Wed, and Fri 1100–1300Z‡ and 2300–0200Z‡.

# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-ILS RWY 8

| LOC I-LFI | APCH CRS | Rwy ldg 10,000<br>TDZE 9<br>Arpt Elev 11 |
|---|---|---|
| 109.9 | 078° | |

JAL-185 [USAF]

LANGLEY AFB (KLFI)

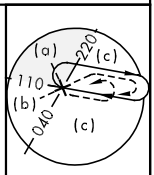
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

| ATIS * | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |

*** Circling S of Rwy 8-26 not authorized.




RADAR or DME REQUIRED

LANGLEY Chan 70 LFI

JRAYE LFI 20

757

R-073

529

ZORUP LFI 18

430 207 343

128

LFI 38

R-277

277°

290°

110°

290°

R-110

18 LFI Arc

078°

258°

LFI 6 BIMBLE

510 211

530 507

WETOV LFI 8

LR-264

R-257

LFI 12 WUBUT

319

LFI 18 WOPAT

480

537

(IAF) TURET LFI 28

RADAR required when holding at TURET.

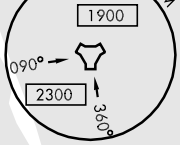
LOCALIZER 109.9 I-LFI

1271

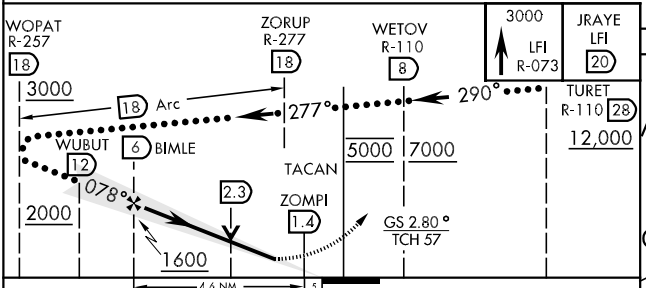
20 NM

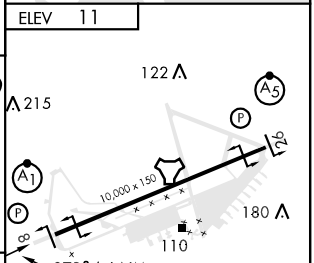
Glideslope unusable for coupled approach below 750' MSL.

Expect radar vectors to IAF or Final Approach course.




EMERG SAFE ALT 100 NM 2700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 8 * | 209/24 | 200 (200-½) | |
| S-LOC 8 ** | 480/40<br>471 (500-¾) | 480/50<br>471 (500-1) | 480/60<br>471 (500-1¼) |
| CIRCLING *** | 580-1½<br>569 (600-1½) | 580-2<br>569 (600-2) | 760-2¾<br>749 (800-2¾) |

FAF to MAP 4.6 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:18 | 1:58 | 1:43 | 1:32 | 1:23 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-ABM | APCH CRS | Rwy ldg 10,000<br>TDZE 10<br>Arpt Elev 11 |
|---|---|---|
| 109.9 | 258° | |

JAL-185 [USAF]

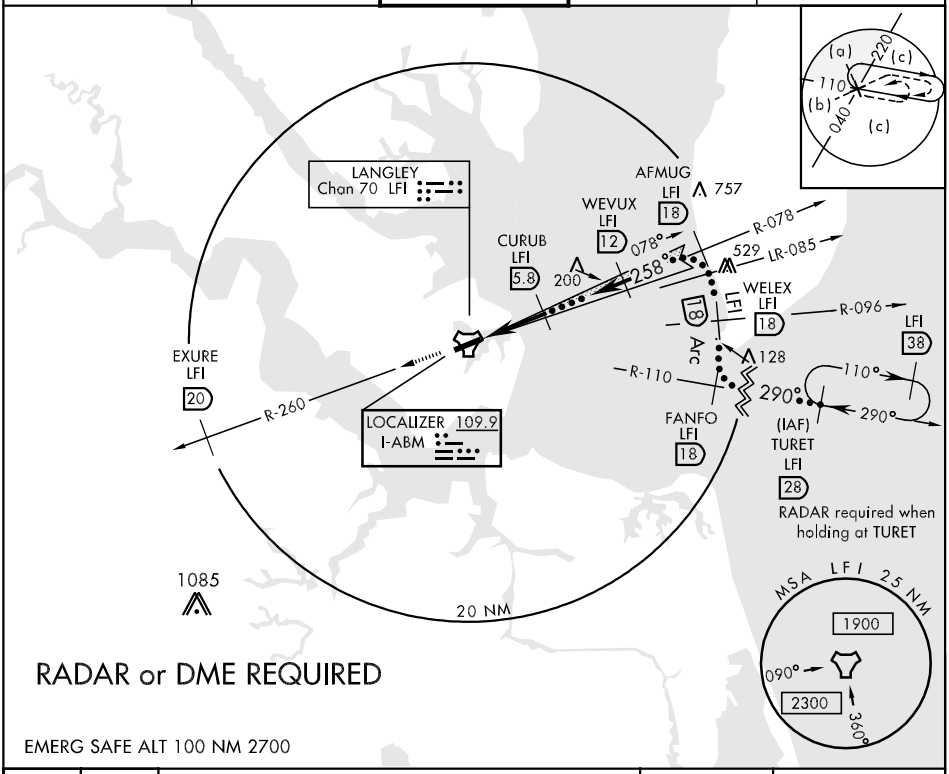
LANGLEY AFB (KLFI)

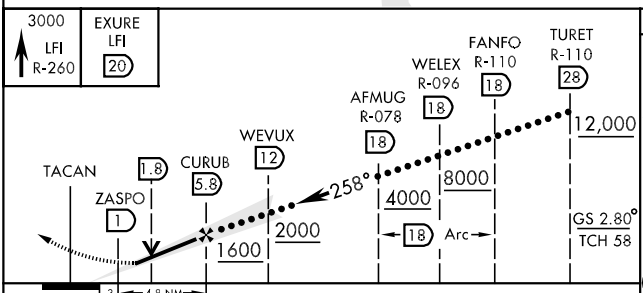
* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR

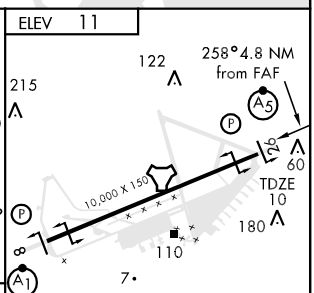
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

| ATIS ★ | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 26 | 210/40 | 200 | (200-¾) |
| S-LOC 26* | 400/40 | 390 | (400-¾) |
| CIRCLING** | 580-1½<br>569 (600-1½) | 580-2<br>569 (600-2) | 760-2¾<br>749 (800-2¾) |




FAF to MAP 4.8 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:24 | 2:03 | 1:48 | 1:36 | 1:26 |



NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 8

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| LFI Chan 70 | 073° | 10,000 | 9 | 11 |

JAL-185 [USAF]

LANGLEY AFB (KLFI)

T *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ , CAT E vis to 1¾.
**Circling S of Rwy 8-26 not authorized.

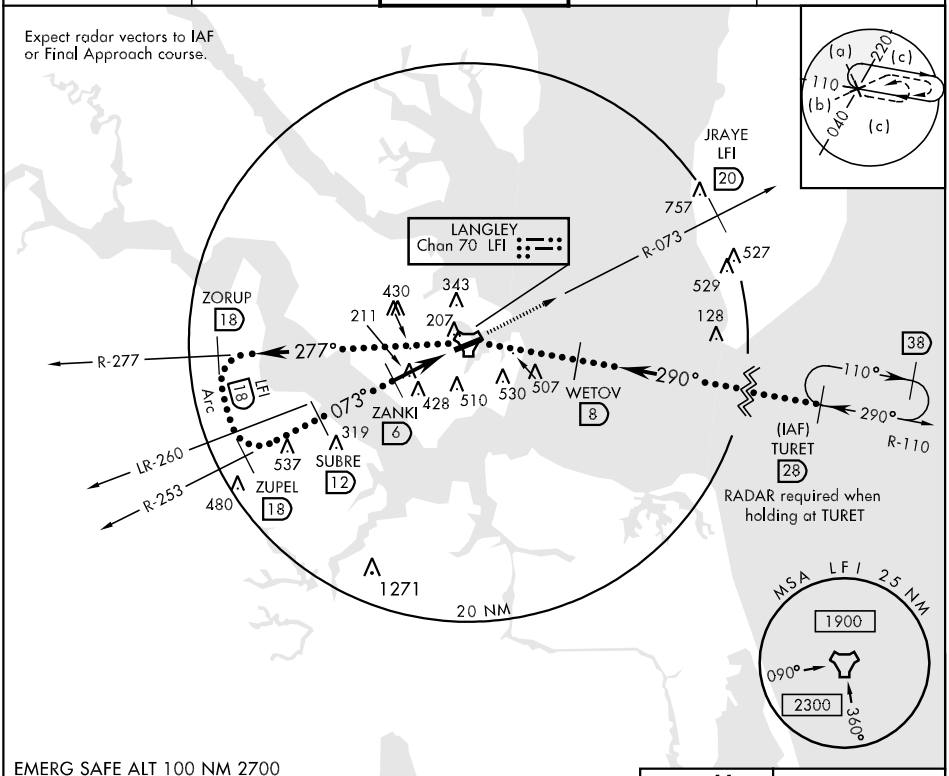
ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

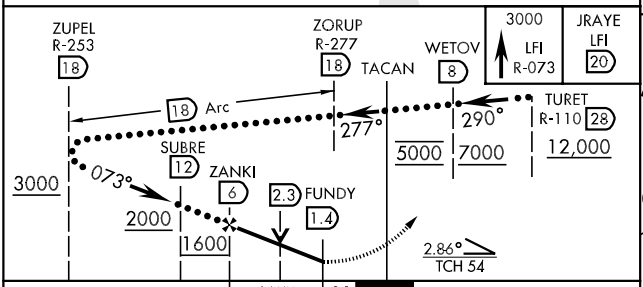
| ATIS * | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |

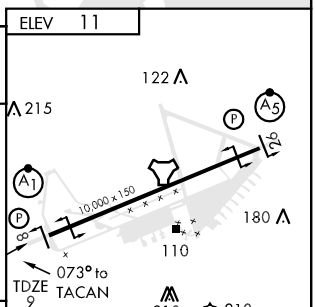
Expect radar vectors to IAF or Final Approach course.




EMERG SAFE ALT 100 NM 2700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-8* | 480/40<br>471 (500- ¾) | 480/50<br>471 (500-1) | 480/60<br>471 (500-1¼) |
| CIRCLING** | 580-1½<br>569 (600-1½) | 580-2<br>569 (600-2) | 760-2¾<br>749 (800-2¾) |

REIL Rwy 26
HIRL Rwy 8-26



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 26

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| LFI Chan 70 | 263° | 10,000 | 10 | 11 |

JAL-185 [USAF]

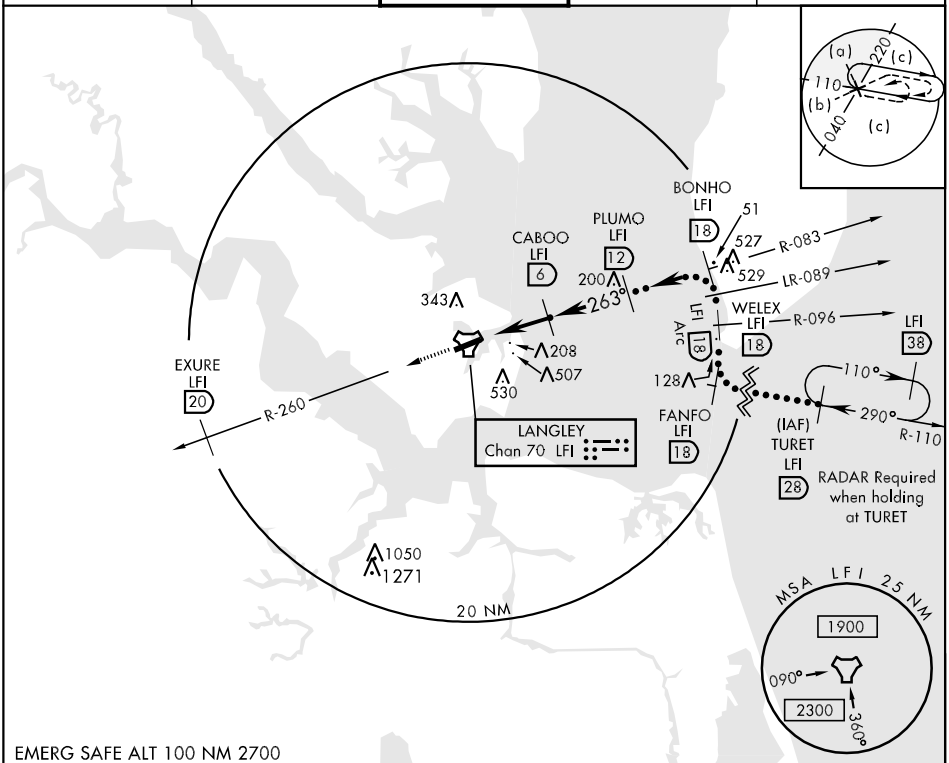
LANGLEY AFB (KLFI)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

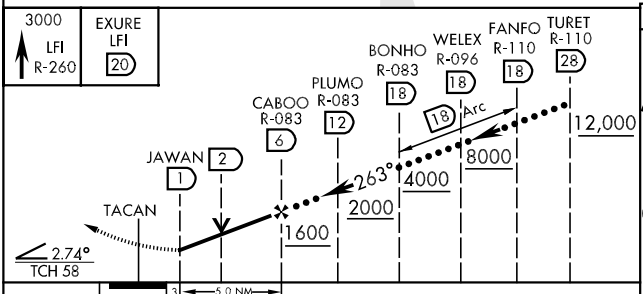
MALSR (A5)

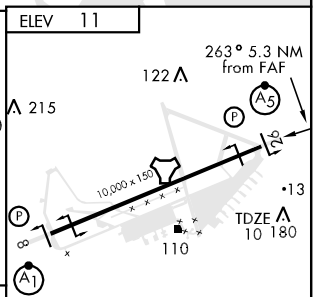
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

| ATIS ★ | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |




EMERG SAFE ALT 100 NM 2700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-26 * | 440/40<br>430 (500-¾) | 440/50 430 (500-1) | |
| CIRCLING ** | 580-1½<br>569 (600-1½) | 580-2<br>569 (600-2) | 760-2¾<br>749 (800-2¾) |

REIL Rwy 26
HIRL Rwy 8-26



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-LFI | APCH CRS | Rwy ldg 10,000 / TDZE 9 / Arpt Elev 11 |
|---|---|---|
| 109.9 | 078° | AL-185 [USAF] |

LANGLEY AFB (KLFI)

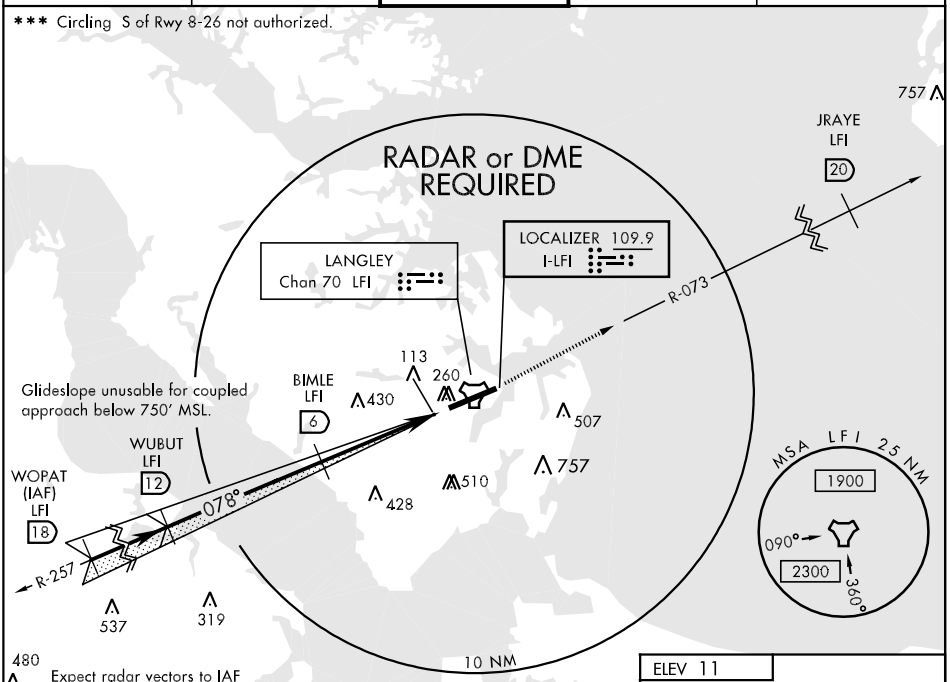
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

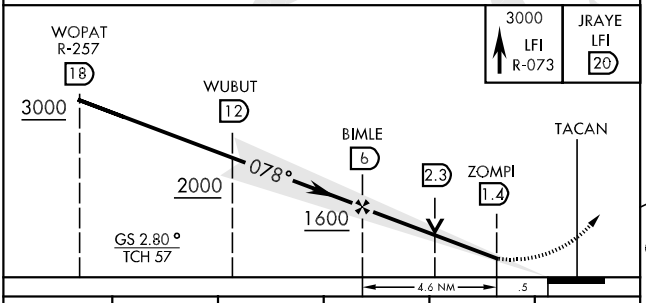
ALSF-1

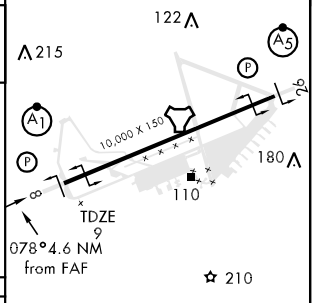
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

| ATIS ★ | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |

*** Circling S of Rwy 8-26 not authorized.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8 ★ | 209/24 | | 200 (200-½) | | |
| S-LOC 8 ★★ | 480/24 | 471 (500-½) | 480/40 471 (500-¾) | 480/50 471 (500-1) | 480/60 471 (500-1¼) |
| CIRCLING★★★ | 540-1 | 529 (600-1) | 580-1½ 569 (600-1½) | 580-2 569 (600-2) | 760-2¾ 749 (800-2¾) |

REIL Rwy 26
HIRL Rwy 8-26

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS RWY 26

| LOC I-ABM | APCH CRS | Rwy ldg 10,000 / TDZE 10 / Arpt Elev 11 |
|---|---|---|
| 109.9 | 258° | |

JAL-185 [USAF]

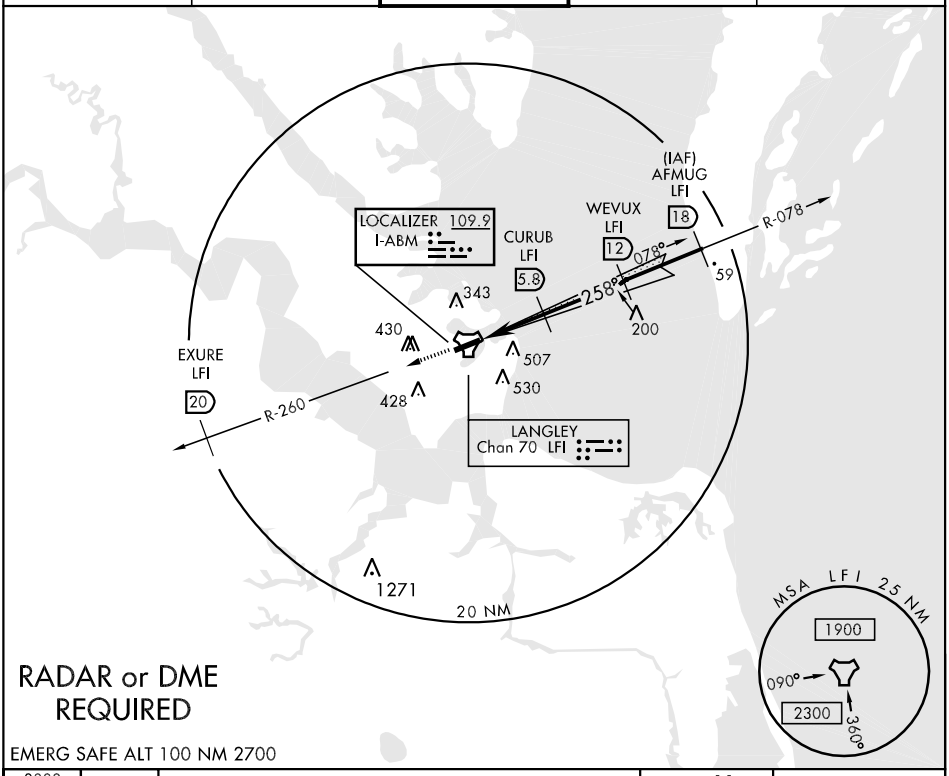
LANGLEY AFB (KLFI)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR A5

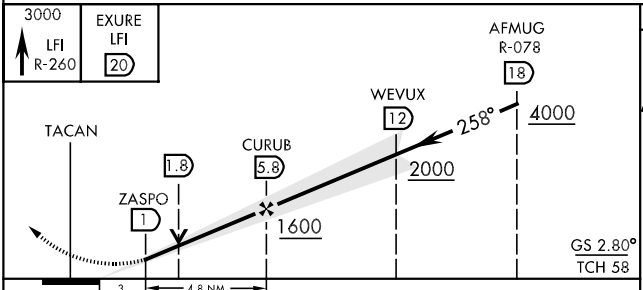
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

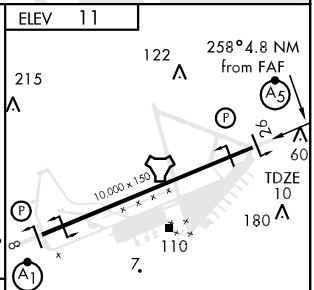
| ATIS ★ | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |




RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700




REIL Rwy 26
HIRL Rwy 8-26

☆ 210

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26 | 210/40 | | 200 | | (200-¾) |
| S-LOC 26 * | 400/40 | | 390 | | (400-¾) |
| CIRCLING ** | 540-1 529 (600-1) | | 580-1½ 569 (600-1½) | 580-2 569 (600-2) | 760-2¾ 749 (800-2¾) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 26

| APCH CRS | Rwy ldg | 10,000 |
|---|---|---|
| 258° | TDZE | 10 |
| | Arpt Elev | 11 |

AL-185 [USAF]

LANGLEY AFB (KLFI)

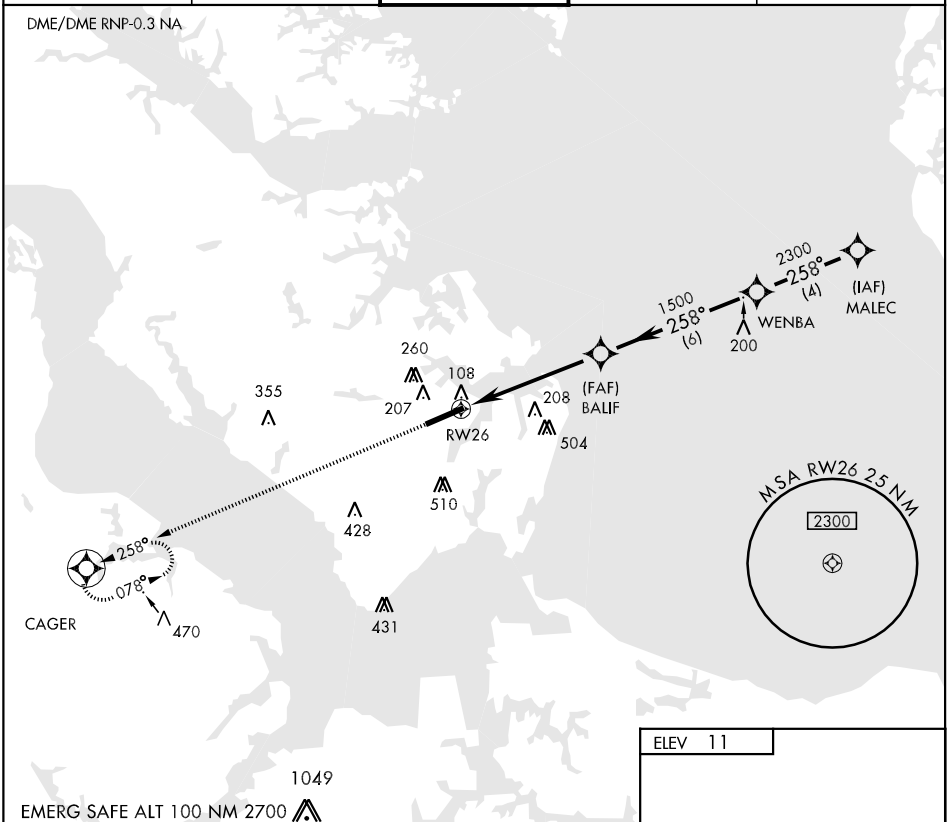
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling S of Rwy 8-26 not authorized for CAT E acft.

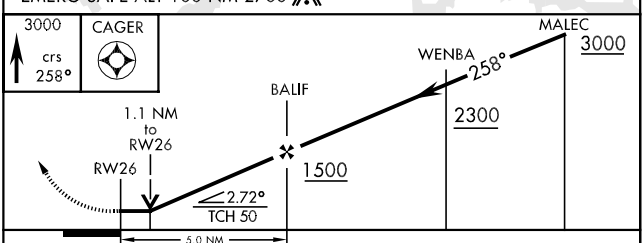
MALSR

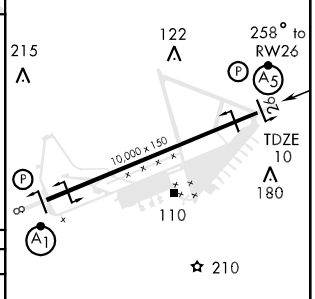
MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

| ATIS ★ | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |

DME/DME RNP-0.3 NA




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 520/40 510 (600-¾) | | 520/50 510 (600-1) | | 520/60 510 (600-1¼) |
| CIRCLING ** | 540-1 529 (600-1) | | 580-1½ 569 (600-1½) | 580-2 569 (600-2) | 760-2¾ 749(800-2¾) |

REIL Rwy 26
HIRL Rwy 8-26



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 8

| TACAN | APCH CRS | Rwy ldg | 10,000 |
|---|---|---|---|
| Chan 70 LFI | 073° | TDZE | 9 |
| | | Arpt Elev | 11 |

AL-185 [USAF]

LANGLEY AFB (KLFI)

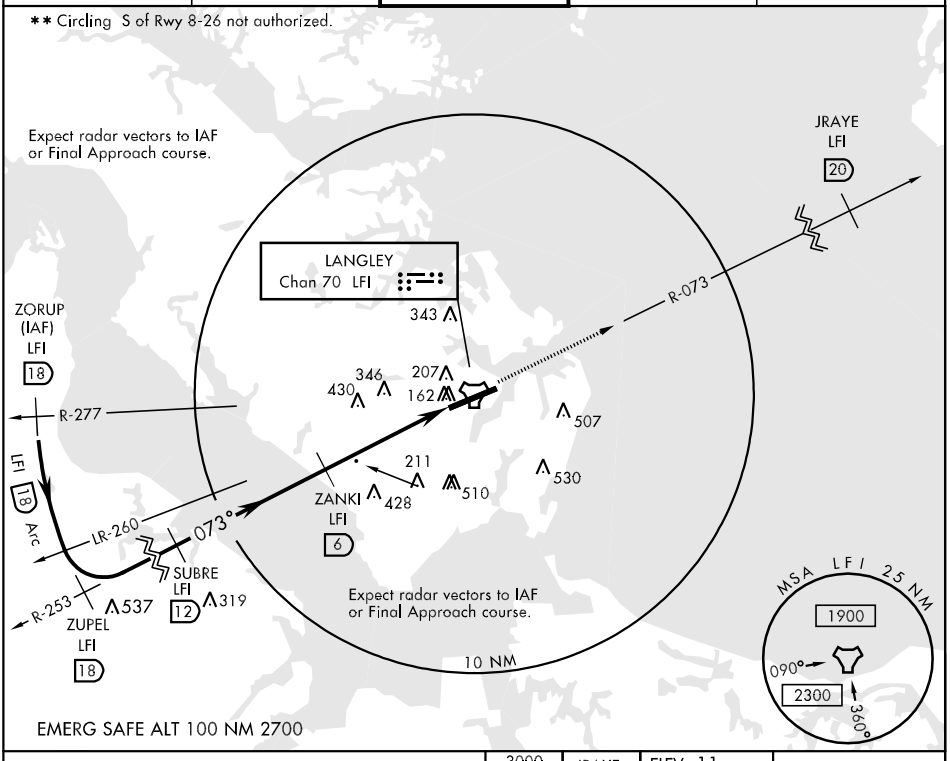
*When ALS inop, increase CAT AB RVR to 50 and vis to1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

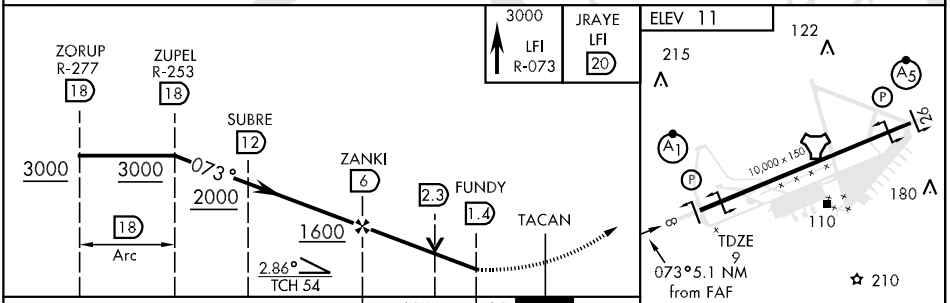
ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

| ATIS * | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |

** Circling S of Rwy 8-26 not authorized.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| TAC 8 * | 480/24 471 (500-½) | | 480/40 471 (500-¾) | 480/50 471 (500-1) | 480/60 471 (500-1¼) |
| CIRCLING ** | 540-1 529 (600-1) | | 580-1½ 569 (600-1½) | 580-2 569 (600-2) | 760-2¾ 749 (800-2¾) |

REIL Rwy 26
HIRL Rwy 8-26



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 26

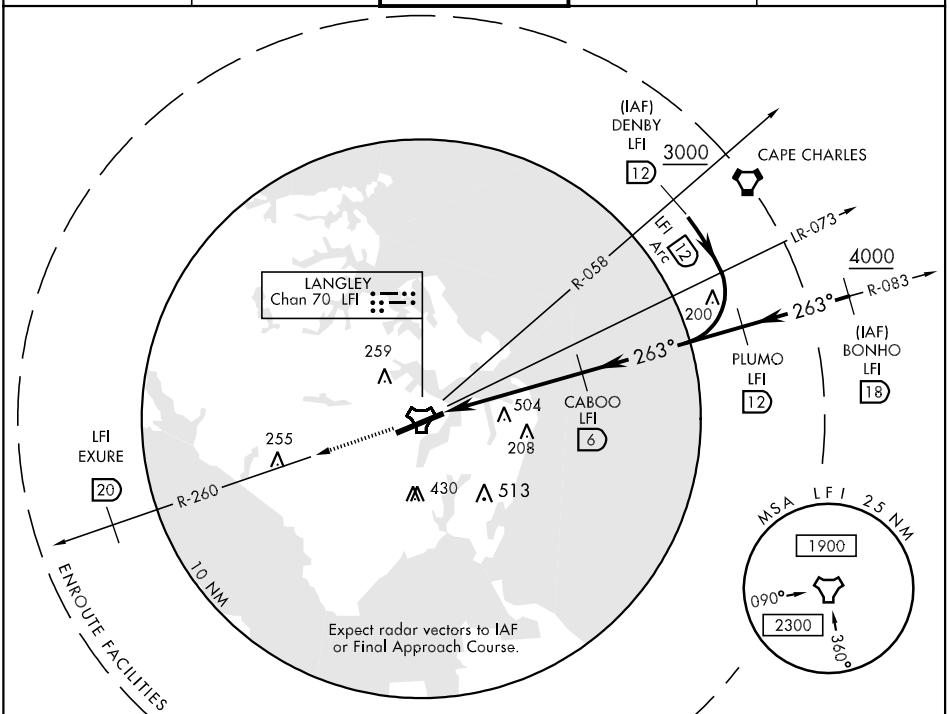
| TACAN LFI Chan 70 | APCH CRS 263° | Rwy ldg 10,000 TDZE 10 Arpt Elev 11 | AL-185 [USAF] | LANGLEY AFB (KLFI) |
|---|---|---|---|---|

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
**Circling S of Rwy 8-26 not authorized.

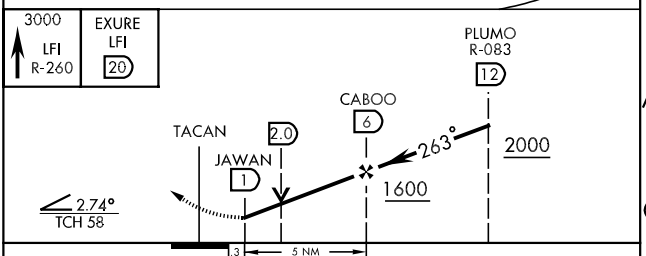
MALSR (A5)

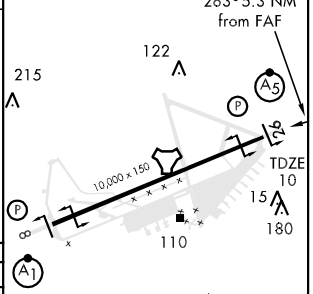
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

| ATIS * | NORFOLK APP CON | LANGLEY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 270.1 | 125.7 335.625 | 125.0 253.5 | 121.7 275.8 | 118.85 257.625 |




EMERG SAFE ALT 100 NM 2700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S- 26 * | 440/40 | 430 | (500-¾) | 440/50 | 430 (500-1) |
| CIRCLING ** | 540-1 529 (600-1) | | 580-1 ½ 569 (600-1½) | 580-2 569 (600-2) | 760-2 ¾ 749 (800-2¾) |

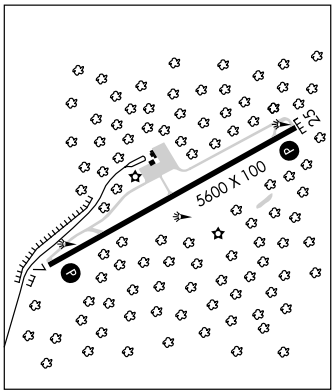
REIL Rwy 26
HIRL Rwy 8-26



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## HOT SPRINGS

**INGALLS FLD** (HSP) 3 S UTC−5(−4DT) N37°57.09′ W79°50.03′ — CINCINNATI
3793 B **FUEL** 100LL, JET A NOTAM FILE HSP — H–10H, 12H, L–26J
**RWY 07–25:** H5600X100 (ASPH–PFC) S–65, D–160, 2S–175 HIRL 0.5% up SW — IAP
**RWY 07:** PAPI(P4R)—GA 3.0°TCH 46′. Ground.
**RWY 25:** REIL. PAPI(P4L)—GA 3.0°TCH 58′.
**AIRPORT REMARKS:** Attended Nov–Mar 1400–2200Z‡, Apr–Oct Mon–Fri 1300–2300Z‡ Sat–Sun 1300–2300Z‡. Wildlife, including bear on and invof arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07–25, PAPI Rwys 07 and 25, REIL Rwy 25 and twy lgts—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.
**WEATHER DATA SOURCES:** AWOS–3 118.8 (540) 839–5974.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.4
**AIRSPACE: CLASS E** svc 1500–2300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 280° 34.7 NM to fld. 3460/05W.
**ILS** 108.7 I–HSP Rwy 25. ILS unmonitored 0200–1230Z‡. GS unusable blo 4030′.




**HUMMEL FLD** (See SALUDA)

**INGALLS FLD** (See HOT SPRINGS)

**INGLE** N36°50.43′ W76°15.08′ NOTAM FILE ORF.
**NDB (LOM)** 329 OR 046°4.1 NM to Norfolk Intl.

**JONES** N36°36.87′ W78°03.19′ NOTAM FILE AVC. — WASHINGTON
**NDB (MHW)** 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl. — L–36G

## JONESVILLE

**LEE CO** (ØVG) 5 SW UTC−5(−4DT) N36°39.25′ W83°13.07′ — CINCINNATI
1411 B TPA–2411(1000) NOTAM FILE DCA — H–9B, 12G, L–25B
**RWY 07–25:** H5000X75 (ASPH) S–30 MIRL 0.9% up NE — IAP
**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended on call. After hours call 276–346–2075 or 276–346–3051. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.55
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.
**HAZARD (L) VOR/DME** 111.2 AZQ Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo 4500′.

| LOC I-HSP | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 108.7 | 247° | TDZE | 3773 |
| | | Apt Elev | 3793 |

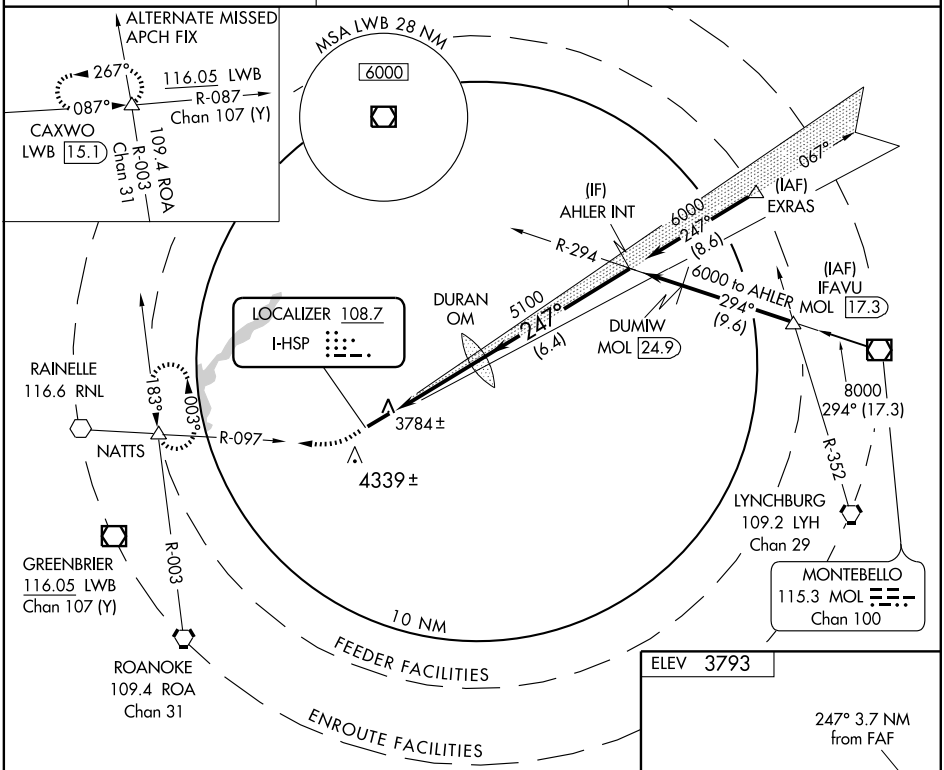
# ILS or LOC RWY 25

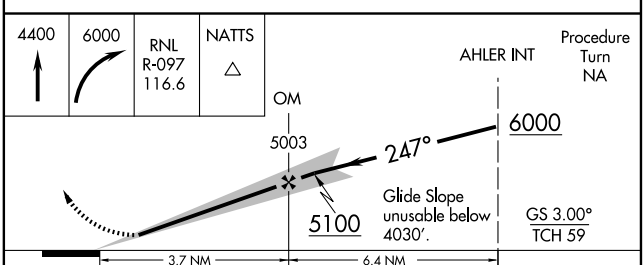
HOT SPRINGS/INGALLS FIELD (HSP)

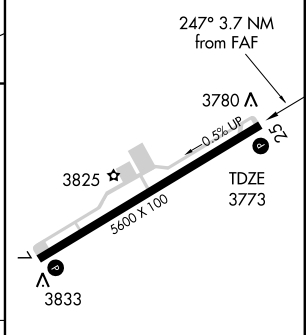
Circling NA southeast of Rwy 7-25. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.8 | 134.4 353.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | | 4088-1 315 (300-1) | | |
| S-LOC 25 | 4240-1 467 (500-1) | | 4240-1¼ 467 (500-1¼) | 4240-1½ 467 (500-1½) |
| CIRCLING | 4440-1 647 (700-1) | | 4480-2 687 (700-2) | 4480-2¼ 687 (700-2¼) |

REIL Rwy 25 L
HIRL Rwy 7-25 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 86813 | 067° | TDZE | 3793 |
| W07A | | Apt Elev | 3793 |

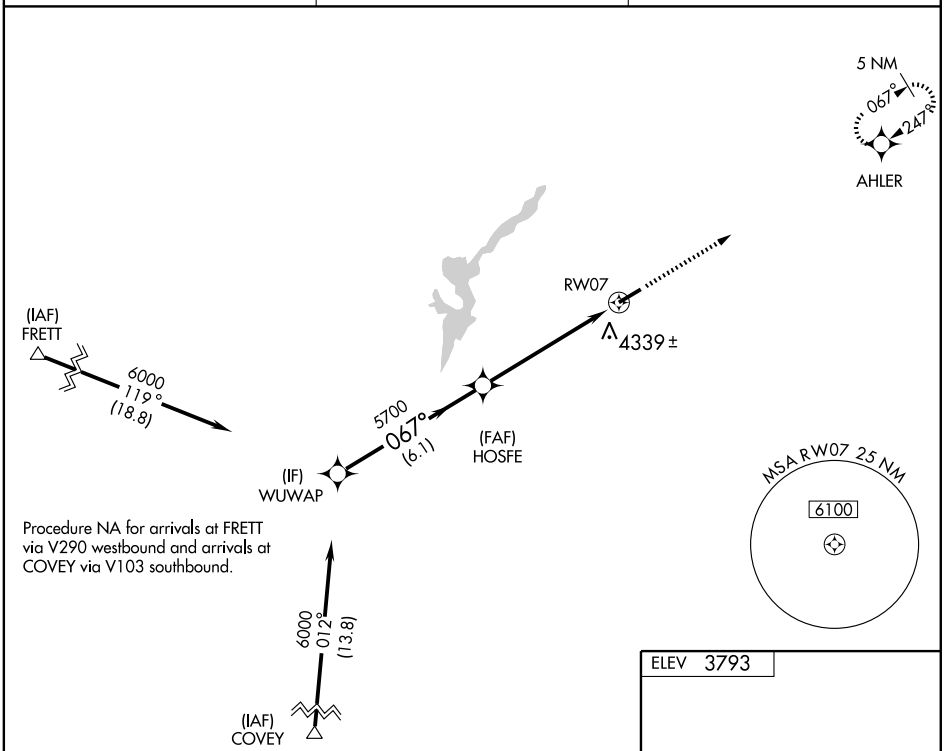
# RNAV (GPS) RWY 7

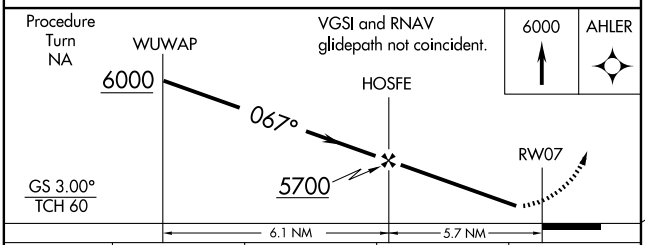
## HOT SPRINGS/INGALLS FIELD (HSP)

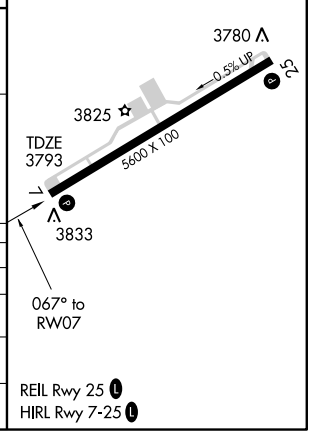
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.8 | 134.4 353.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4143-1¼ 350 (400-1¼) | | | |
| LNAV/VNAV DA | 4619-3 826 (900-3) | | | |
| LNAV MDA | 4700-1¼ 907 (1000-1¼) | | 4700-2¾ 907 (1000-2¾) | 4700-3 907 (1000-3) |
| CIRCLING | 4700-1¼ 907 (1000-1¼) | | 4700-2¾ 907 (1000-2¾) | 4700-3 907 (1000-3) |

REIL Rwy 25 L
HIRL Rwy 7-25 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 53713 | 247° | TDZE | 3773 |
| W25A | | Apt Elev | 3793 |

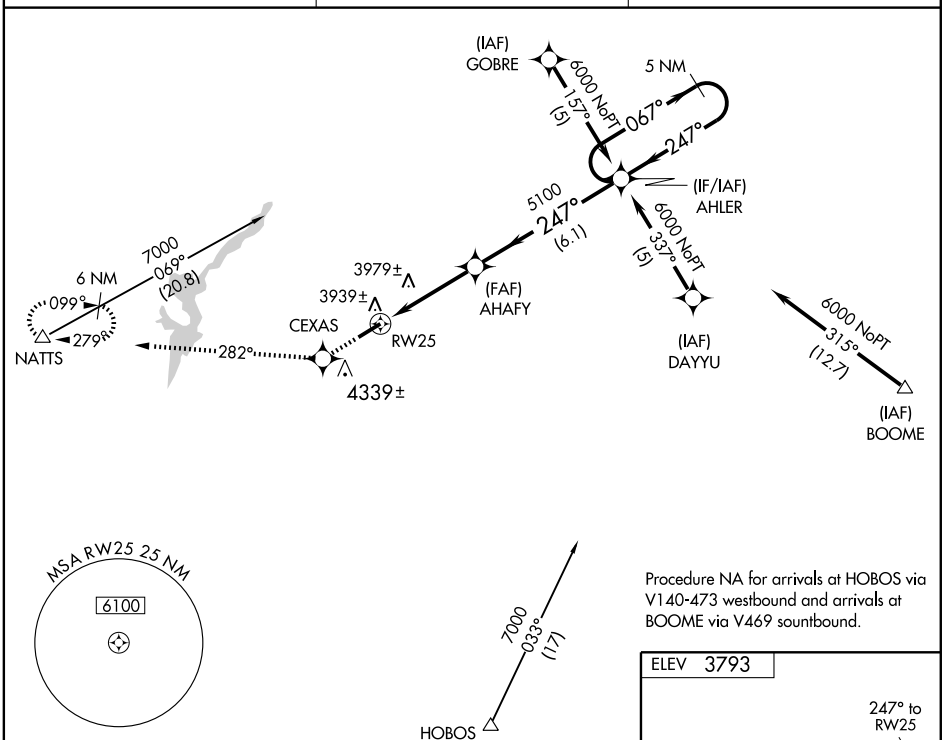
# RNAV (GPS) RWY 25

## HOT SPRINGS/INGALLS FIELD (HSP)

Circling NA SE of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.8 | 134.4 353.9 | 123.0 (CTAF) L |

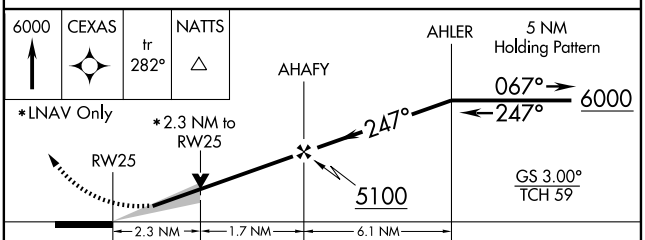


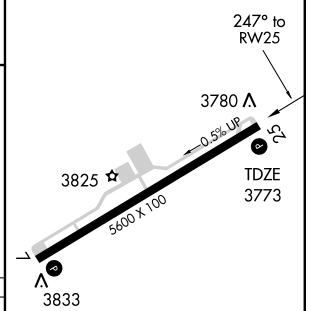







Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 sountbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4164-1¼ 391 (400-1¼) | | | |
| LNAV/VNAV DA | 4309-2 536 (600-2) | | | |
| LNAV MDA | 4560-1 787 (800-1) | 4560-1¼ 787 (800-1¼) | 4560-2¼ 787 (800-2¼) | 4560-2½ 787 (800-2½) |
| CIRCLING | 4560-1 767 (800-1) | 4560-1¼ 767 (800-1¼) | 4560-2¼ 767 (800-2¼) | 4560-2½ 767 (800-2½) |

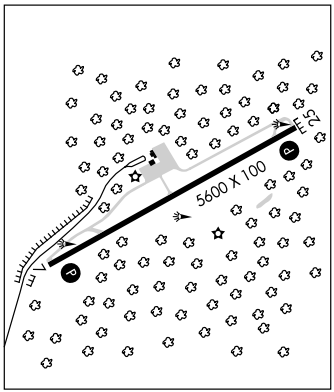
REIL Rwy 25 L
HIRL Rwy 7-25 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## HOT SPRINGS

**INGALLS FLD** (HSP) 3 S UTC−5(−4DT) N37°57.09′ W79°50.03′ CINCINNATI
3793 B **FUEL** 100LL, JET A NOTAM FILE HSP H–10H, 12H, L–26J
**RWY 07–25:** H5600X100 (ASPH–PFC) S–65, D–160, 2S–175 HIRL 0.5% up SW IAP
**RWY 07:** PAPI(P4R)—GA 3.0°TCH 46′. Ground.
**RWY 25:** REIL. PAPI(P4L)—GA 3.0°TCH 58′.




**AIRPORT REMARKS:** Attended Nov–Mar 1400–2200Z‡, Apr–Oct Mon–Fri 1300–2300Z‡ Sat–Sun 1300–2300Z‡. Wildlife, including bear on and invof arpt. Be advised low pass to check/clear wildlife when arpt unattended. ACTIVATE HIRL Rwy 07–25, PAPI Rwys 07 and 25, REIL Rwy 25 and twy lgts—CTAF. Ldg fee. Ldg fee waived for fuel purchase multi engine acft only.
**WEATHER DATA SOURCES:** AWOS–3 118.8 (540) 839–5974.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.4
**AIRSPACE: CLASS E** svc 1500–2300Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 280° 34.7 NM to fld. 3460/05W.
**ILS** 108.7 I–HSP Rwy 25. ILS unmonitored 0200–1230Z‡. GS unusable blo 4030′.

**HUMMEL FLD** (See SALUDA)

**INGALLS FLD** (See HOT SPRINGS)

**INGLE** N36°50.43′ W76°15.08′ NOTAM FILE ORF.
**NDB (LOM)** 329 OR 046°4.1 NM to Norfolk Intl.

**JONES** N36°36.87′ W78°03.19′ NOTAM FILE AVC. WASHINGTON
**NDB (MHW)** 373 AEA 008°4.4 NM to Mecklenburg-Brunswick Rgnl. L–36G

## JONESVILLE

**LEE CO** (ØVG) 5 SW UTC−5(−4DT) N36°39.25′ W83°13.07′ CINCINNATI
1411 B TPA–2411(1000) NOTAM FILE DCA H–9B, 12G, L–25B
**RWY 07–25:** H5000X75 (ASPH) S–30 MIRL 0.9% up NE IAP
**RWY 07:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended on call. After hours call 276–346–2075 or 276–346–3051. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **ATLANTA CENTER APP/DEP CON** 127.55
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.
**HAZARD (L) VOR/DME** 111.2 AZO Chan 49 181° 44.2 NM to fld. 1247/04W. DME unusable byd 25 NM blo

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 066° | TDZE | 1403 |
| | Apt Elev | 1411 |

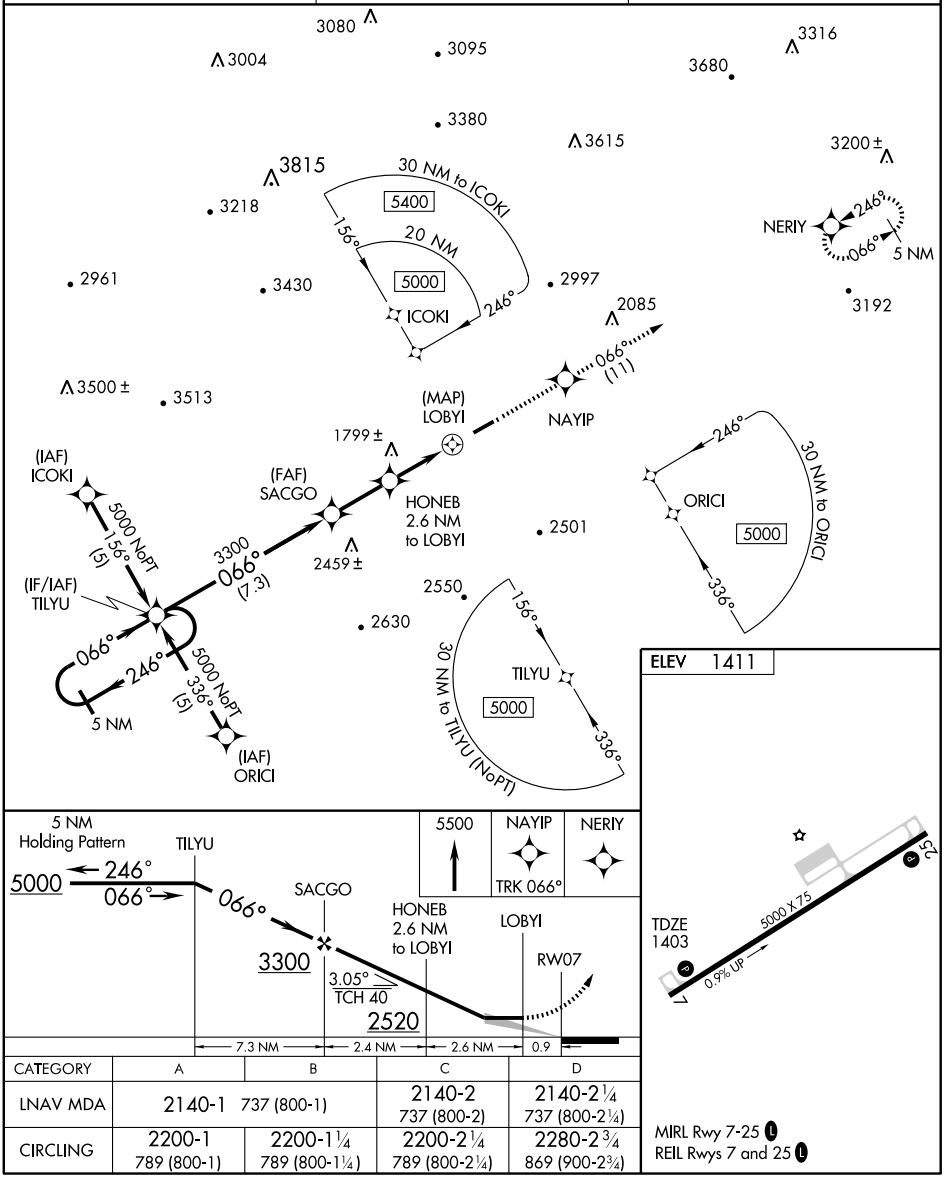
# RNAV (GPS) RWY 7

JONESVILLE / LEE COUNTY (ØVG)

Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

| MORRISTOWN AWOS-3 | ATLANTA CENTER | CTAF |
|---|---|---|
| 126.725 | 127.55 269.50 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 737 (800-1) | | 2140-2 737 (800-2) | 2140-2¼ 737 (800-2¼) |
| CIRCLING | 2200-1 789 (800-1) | 2200-1¼ 789 (800-1¼) | 2200-2¼ 789 (800-2¼) | 2280-2¾ 869 (900-2¾) |

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 246° | TDZE | 1411 |
| | Apt Elev | 1411 |

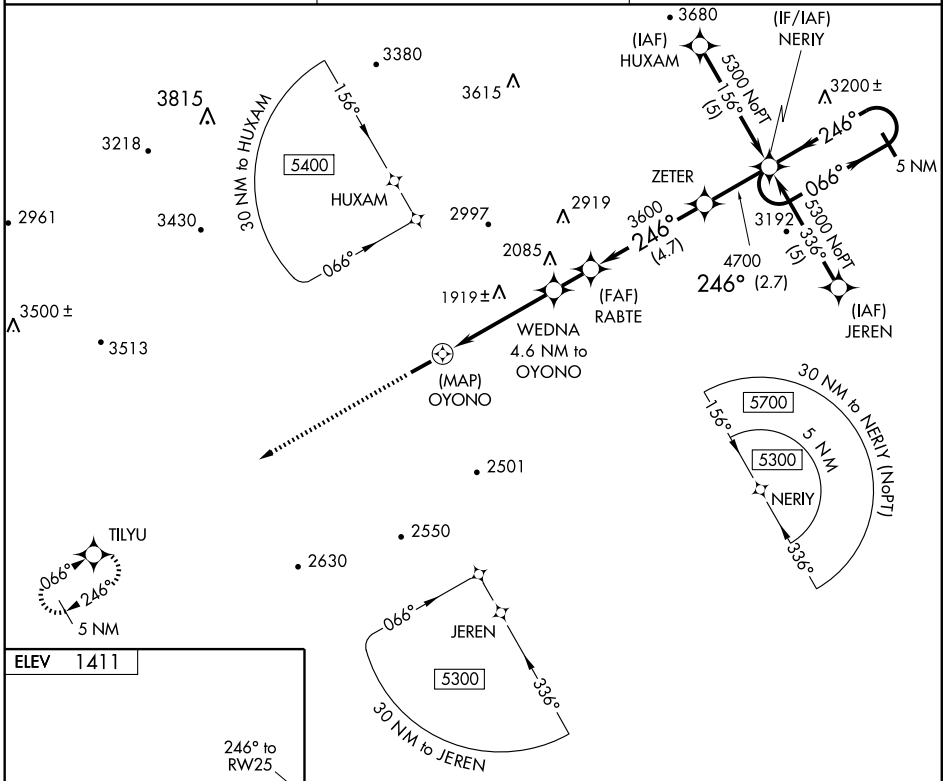
# RNAV (GPS) RWY 25

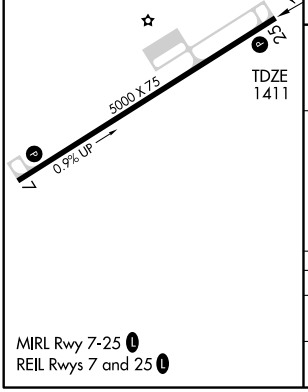
JONESVILLE / LEE COUNTY (ØVG)

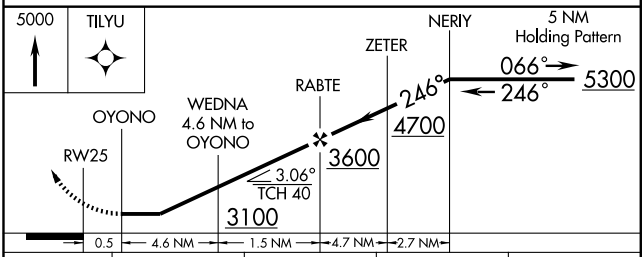
DME/DME RNP-0.3 NA. Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold.

| MORRISTOWN AWOS-3 | ATLANTA CENTER | CTAF |
|---|---|---|
| 126.725 | 127.55 269.50 | 122.9 (L) |



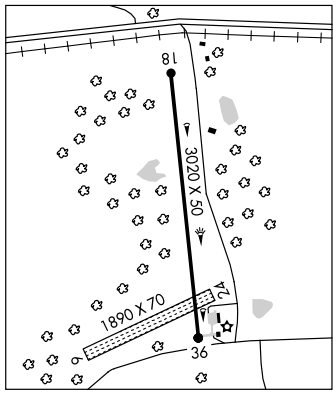

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2260-1<br>849 (900-1) | 2260-1¼<br>849 (900-1¼) | 2260-2½<br>849 (900-2½) | 2260-2¾<br>849 (900-2¾) |
| CIRCLING | 2260-1<br>849 (900-1) | 2260-1¼<br>849 (900-1¼) | 2260-2½<br>849 (900-2½) | 2280-2¾<br>869 (900-2¾) |

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)



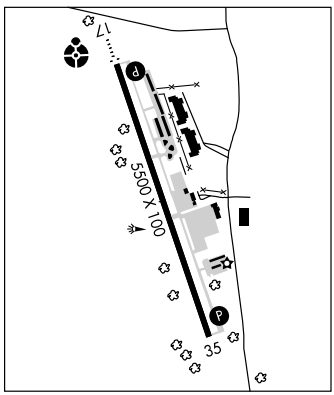
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**LAWRENCEVILLE/BRUNSWICK MUNI** (LVL) 3 E UTC−5(−4DT) N36°46.37′ W77°47.66′ WASHINGTON
329 B **FUEL** 100LL NOTAM FILE DCA L–36G
**RWY 18–36:** H3020X50 (ASPH) S–12.5 MIRL 0.6% up S. IAP
**RWY 18:** Trees. **RWY 36:** Trees.
**RWY 06–24:** 1890X70 (TURF) 1.7% up NE
**RWY 06:** Tree. **RWY 24:** Tree.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Rwy 06–24 tmpry CLOSED due to obstructions. Deer on and invof arpt. Rwy 06–24 marked with cones. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 112.9T (LEESBURG RADIO)
**WASHINGTON APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**(L) VORTAC** 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 125° 5.9 NM to fld. 350/08W.
VOR portion unusable:
090 °byd 20 NM
090° blo 7000′
091°–105°
106° byd 27 NM
106° blo 7500′
107°–170°
171°–180° blo 6000′
201°–325° byd 17 NM blo 9000′
326°–089°




**LEE CO** (See JONESVILLE)

**LEESBURG EXECUTIVE** (JYO) 3 S UTC−5(−4DT) N39°04.68′ W77°33.45′ WASHINGTON
389 B S4 **FUEL** 100LL, JET A OX 4 TPA—1199(810) LRA NOTAM FILE JYO COPTER
**RWY 17–35:** H5500X100 (ASPH) S–30, D–70 HIRL H–10H, 12I, L–29E, 34F, A
**RWY 17:** ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32′. IAP
**RWY 35:** REIL. PAPI(P4R)—GA 3.0° TCH 32′. Trees.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. For svc after hrs call 703–777–1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and invof arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead–in lines on west ramp NA. PAEW on and invof arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17–35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni–directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon–Fri 703-661-3632 extension 108/119 prior to 2200Z‡ the preceding workday; after 2200Z‡ or weekends 1-800-973-2867.
**WEATHER DATA SOURCES:** AWOS–3 125.225 (703) 777–3781.
**COMMUNICATIONS: CTAF/UNICOM** 122.975
**RCO** 122.6 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.1 **CLNC DEL** 118.55 135.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 342° 9.6 NM to fld. 297/08W.
**ILS/DME** 111.75 I–JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.
**COMM/NAV/WEATHER REMARKS:** AWOS–3 Visibility/ceiling unreliable. Wind unreliable.




**LINDEN** N38°51.26′ W78°12.33′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 114.3 LDN Chan 90 335° 4.4 NM to Front Royal–Warren Co. 2440/06W. COPTER
DME portion unusable: H–10H, 12H, L–29D, 34E, A
115°–150° byd 20 NM blo 3500′
150°–155° byd 20 NM blo 4000′
155°–175° byd 20 NM blo 4500′
175°–200° byd 20 NM blo 5000′
200°–225° byd 20 NM blo 5500′
**RCO** 122.1R 114.3T (LEESBURG RADIO)

**LONESOME PINE** (See WISE)

# RNAV (GPS) RWY 18

## LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

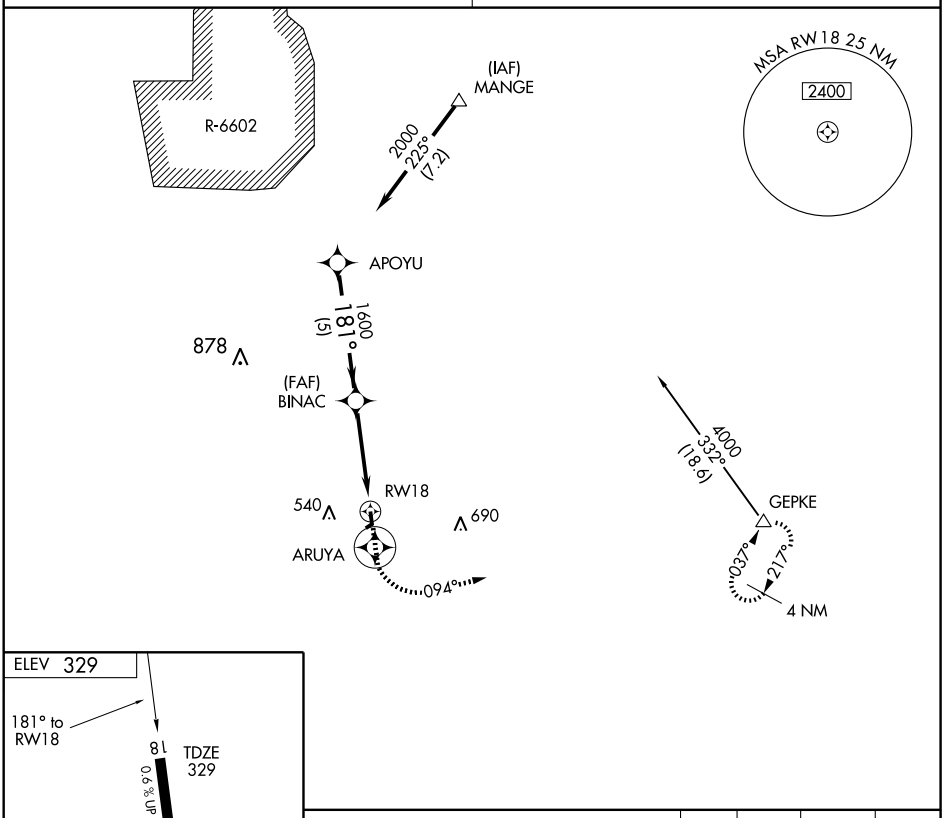
| APP CRS | Rwy Idg | 3020 |
|---|---|---|
| 181° | TDZE | 329 |
| | Apt Elev | 329 |

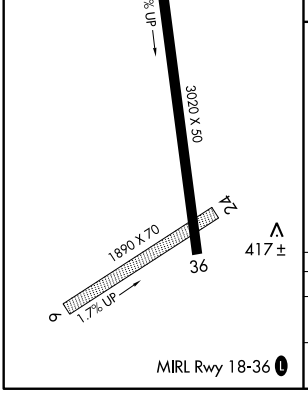
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

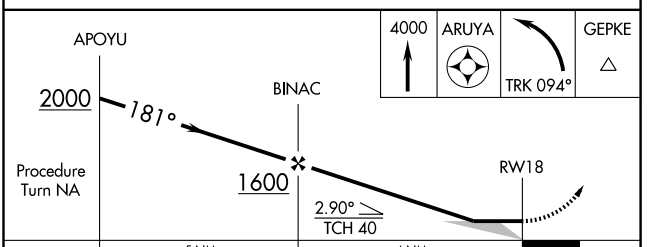
NA

MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

| WASHINGTON APP CON | UNICOM |
|---|---|
| 118.75 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 511 (600-1) | NA | |
| CIRCLING | 940-1 | 611 (700-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3020 |
|---|---|---|
| 001° | TDZE | 327 |
| | Apt Elev | 329 |

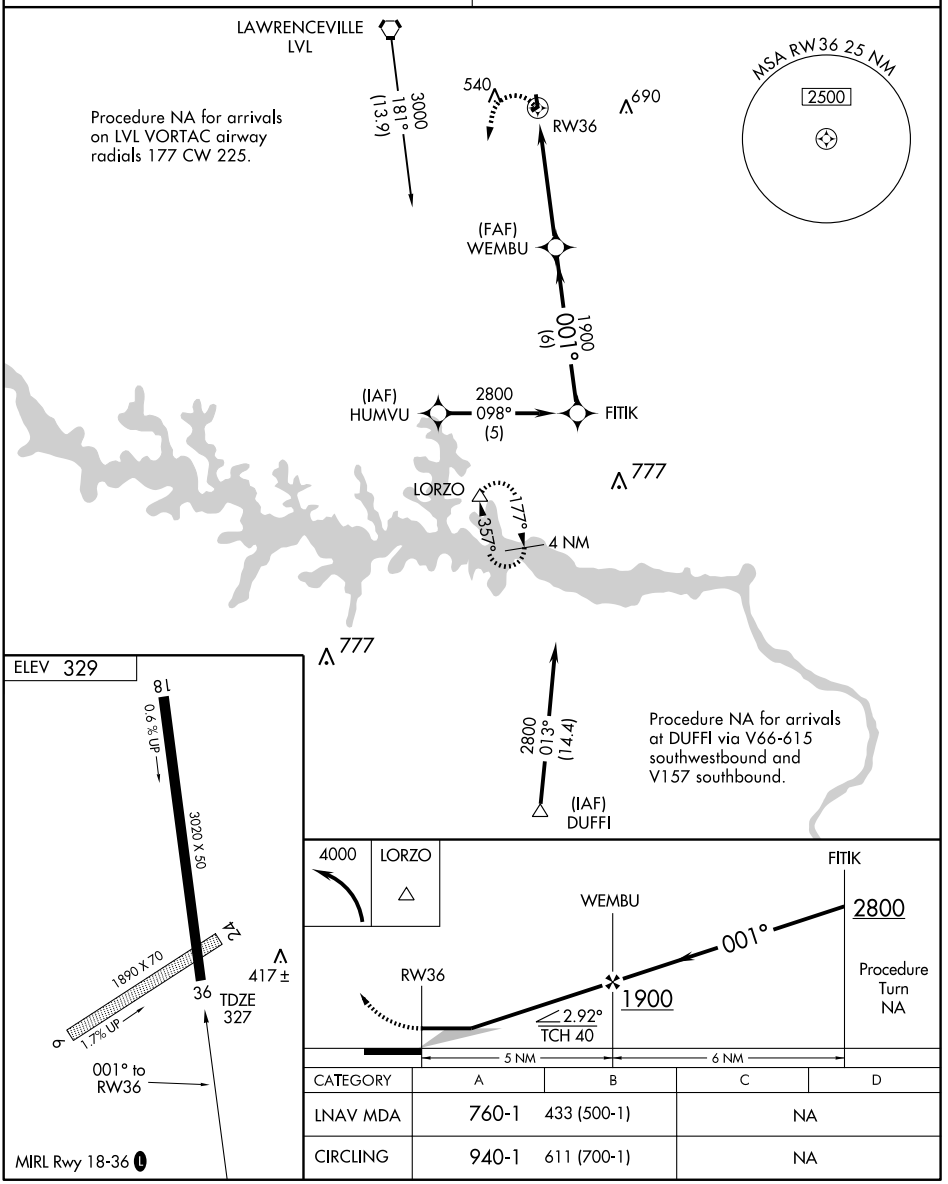
# RNAV (GPS) RWY 36

## LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

| WASHINGTON APP CON | UNICOM |
|---|---|
| 118.75 377.1 | 122.8 (CTAF) L |

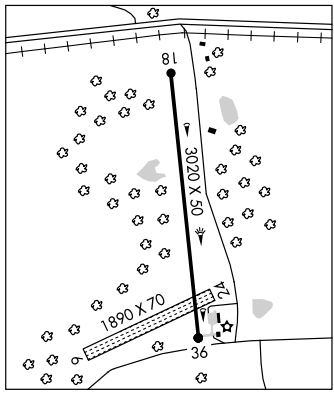



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 | 433 (500-1) | NA | |
| CIRCLING | 940-1 | 611 (700-1) | NA | |



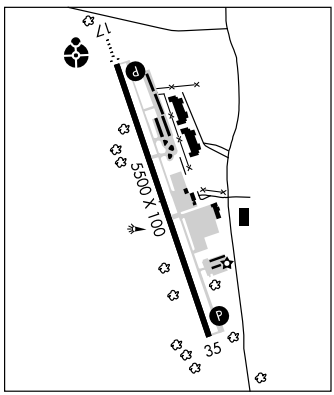
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**LAWRENCEVILLE/BRUNSWICK MUNI** (LVL) 3 E UTC−5(−4DT) N36°46.37′ W77°47.66′ WASHINGTON
329 B **FUEL** 100LL NOTAM FILE DCA L–36G
**RWY 18–36:** H3020X50 (ASPH) S–12.5 MIRL 0.6% up S. IAP
**RWY 18:** Trees. **RWY 36:** Trees.
**RWY 06–24:** 1890X70 (TURF) 1.7% up NE
**RWY 06:** Tree. **RWY 24:** Tree.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Rwy 06–24 tmpry CLOSED due to obstructions. Deer on and invof arpt. Rwy 06–24 marked with cones. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 112.9T (LEESBURG RADIO)
**WASHINGTON APP/DEP CON** 118.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**(L) VORTAC** 112.9 LVL Chan 76 N36°49.08′ W77°54.18′ 125° 5.9 NM to fld. 350/08W.
VOR portion unusable:
090 °byd 20 NM
090° blo 7000′
091°–105°
106° byd 27 NM
106° blo 7500′
107°–170°
171°–180° blo 6000′
201°–325° byd 17 NM blo 9000′
326°–089°




**LEE CO** (See JONESVILLE)

**LEESBURG EXECUTIVE** (JYO) 3 S UTC−5(−4DT) N39°04.68′ W77°33.45′ WASHINGTON
389 B S4 **FUEL** 100LL, JET A OX 4 TPA—1199(810) LRA NOTAM FILE JYO COPTER
**RWY 17–35:** H5500X100 (ASPH) S–30, D–70 HIRL H–10H, 12I, L–29E, 34F, A
**RWY 17:** ODALS(NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 32′. IAP
**RWY 35:** REIL. PAPI(P4R)—GA 3.0° TCH 32′. Trees.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. For svc after hrs call 703–777–1540. For fuel and other line svcs contact arpt ops on frequency 132.0. Birds and deer on and invof arpt. Helicopter activity. Calm wind use Rwy 17. Ramp fence southwest side ramps lead–in lines on west ramp NA. PAEW on and invof arpt. Rwy 17 NSTD ODALS, 3 lgt configuration. ACTIVATE HIRL Rwy 17–35, ODALS Rwy 17, REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF. Omni–directional REIL Rwy 17 and Rwy 35. US Customs avbl on req Mon–Fri 703-661-3632 extension 108/119 prior to 2200Z‡ the preceding workday; after 2200Z‡ or weekends 1-800-973-2867.
**WEATHER DATA SOURCES:** AWOS–3 125.225 (703) 777–3781.
**COMMUNICATIONS: CTAF/UNICOM** 122.975
**RCO** 122.6 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.1 **CLNC DEL** 118.55 135.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 342° 9.6 NM to fld. 297/08W.
**ILS/DME** 111.75 I–JYO Chan 54Y Rwy 17. LOC only. LOC/DME unmonitored when arpt unattended.
**COMM/NAV/WEATHER REMARKS:** AWOS–3 Visibility/ceiling unreliable. Wind unreliable.



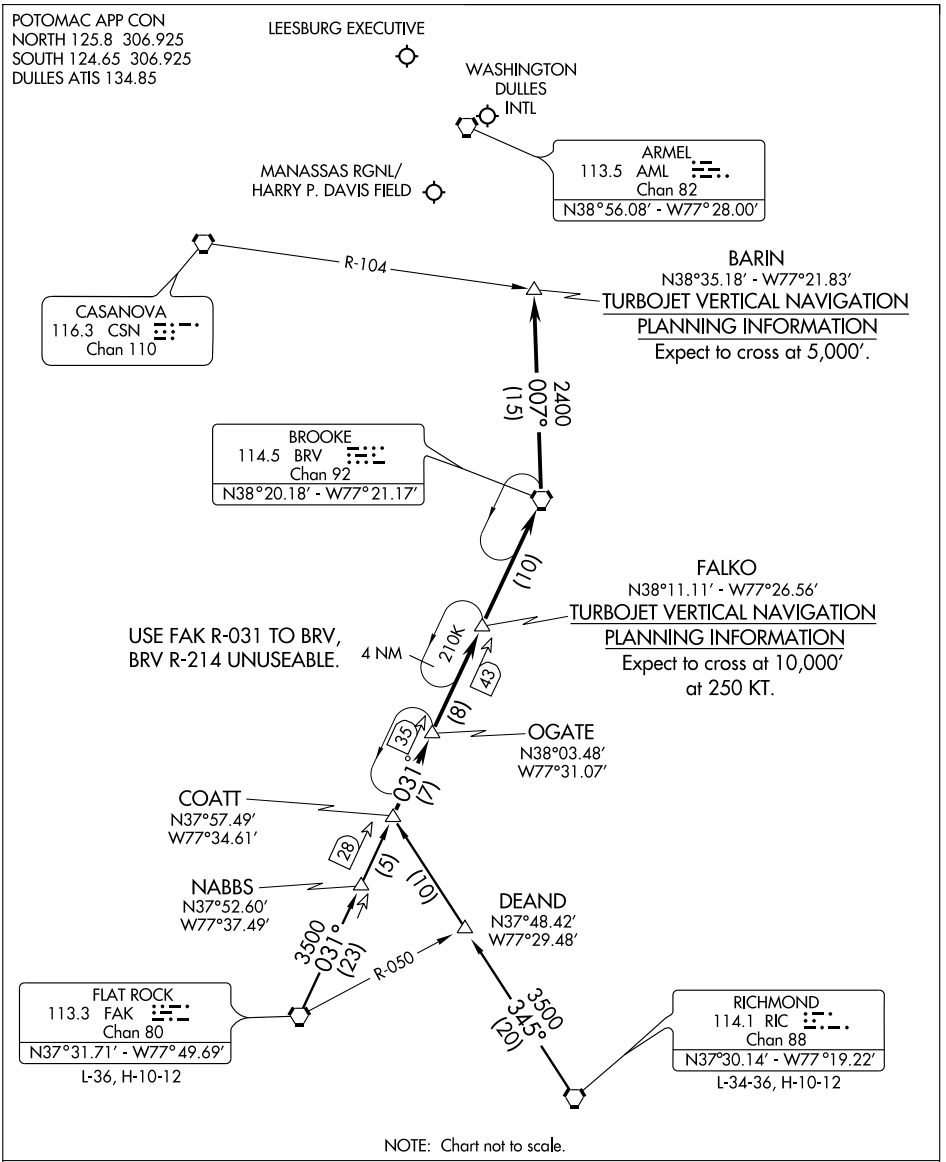

**LINDEN** N38°51.26′ W78°12.33′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 114.3 LDN Chan 90 335° 4.4 NM to Front Royal–Warren Co. 2440/06W. COPTER
DME portion unusable: H–10H, 12H, L–29D, 34E, A
115°–150° byd 20 NM blo 3500′
150°–155° byd 20 NM blo 4000′
155°–175° byd 20 NM blo 4500′
175°–200° byd 20 NM blo 5000′
200°–225° byd 20 NM blo 5500′
**RCO** 122.1R 114.3T (LEESBURG RADIO)

**LONESOME PINE** (See WISE)

# COATT FOUR ARRIVAL








FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-JYO 111.75 Chan 54 (Y) | APP CRS 171° | Rwy Idg 5500 TDZE 382 Apt Elev 389 |
|---|---|---|

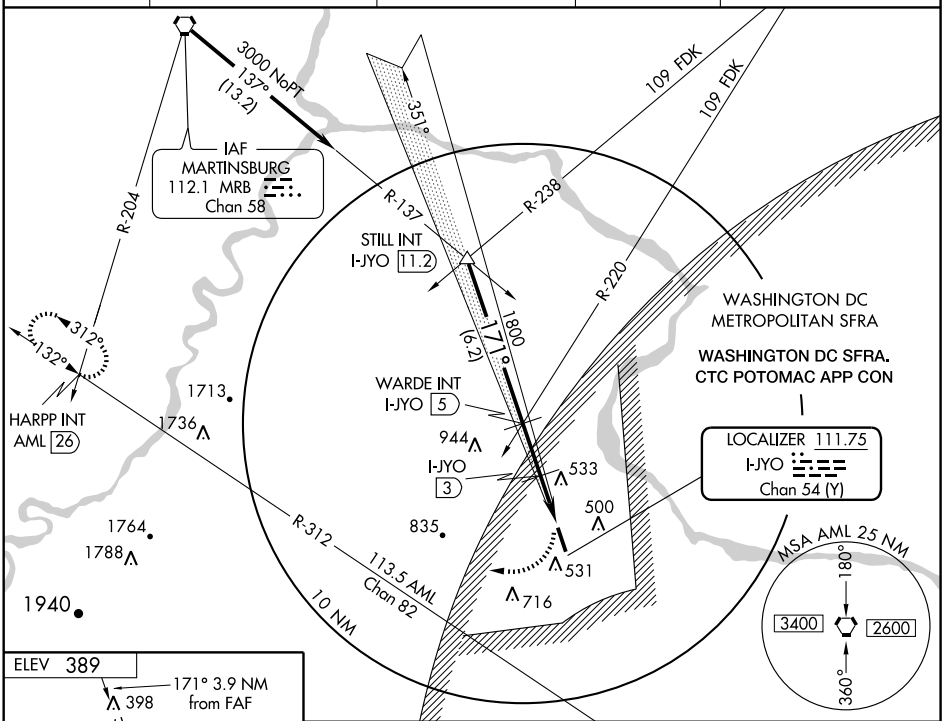
# LOC RWY 17

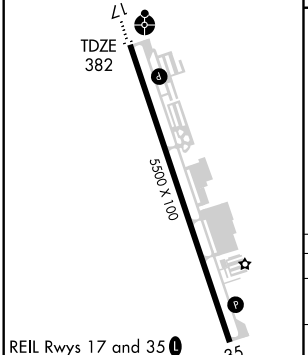
## LEESBURG EXECUTIVE (JYO)

ODALS

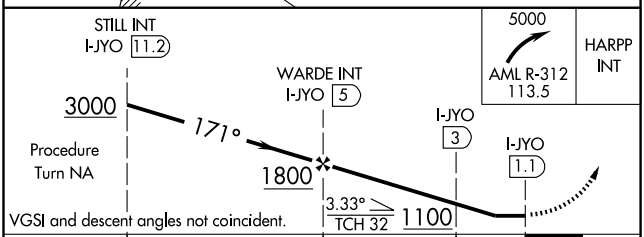
MISSED APPROACH: Climbing right turn to 5000 via AML R-312 to HARPP Int AML 26 DME and hold.

| AWOS-3 | POTOMAC APP CON | LEESBURG RADIO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 125.225 | 126.1 338.25 | 122.6 | 118.55 | 122.975 (CTAF) L |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1100-1 718 (800-1) | | 1100-2 718 (800-2) | 1100-2¼ 718 (800-2¼) |
| CIRCLING | 1100-1 711 (800-1) | | 1100-2 711 (800-2) | 1100-2¼ 711 (800-2¼) |
| DME MINIMUMS | | | | |
| S-17 | 720-1 338 (400-1) | | | |
| CIRCLING | 840-1 451 (500-1) | | 900-1½ 511 (600-1½) | 1040-2 651 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 60902 | 171° | TDZE | 382 |
| W17A | | Apt Elev | 389 |

# RNAV (GPS) RWY 17

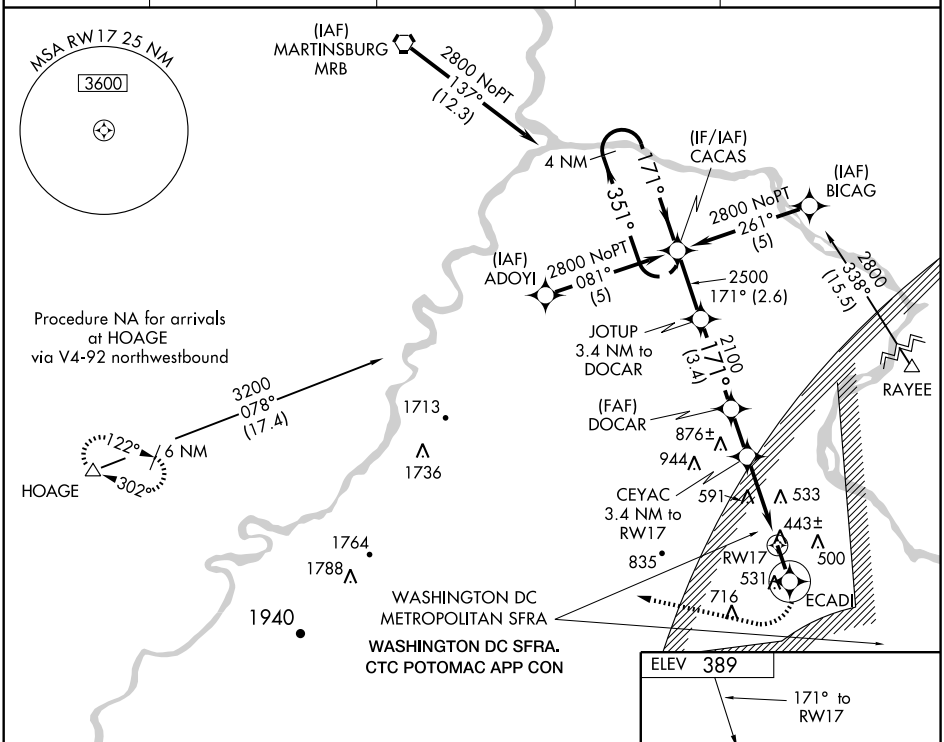
## LEESBURG EXECUTIVE (JYO)

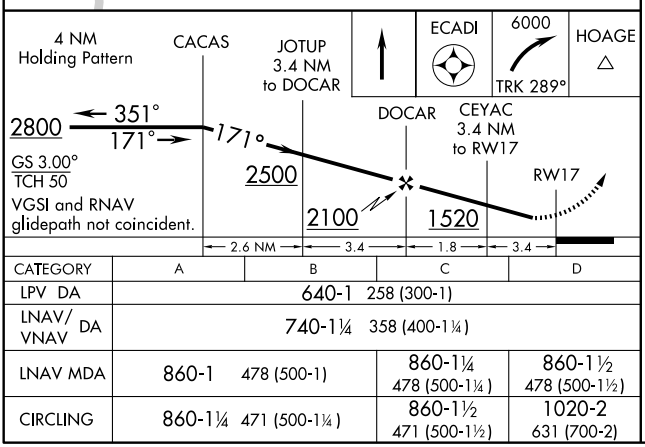
Inoperative table does not apply to ODALS Rwy 17. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night.

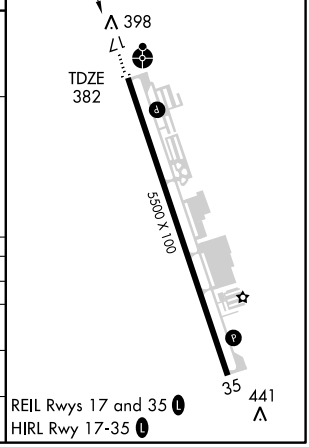
ODALS

MISSED APPROACH: Climb direct ECADI then climbing right turn to 6000 via 289° track to HOAGE and hold.

| AWOS-3 | POTOMAC APP CON | LEESBURG RADIO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 125.225 | 126.1 338.25 | 122.6 | 118.55 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 640-1 258 (300-1) | | | |
| LNAV/VNAV DA | 740-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 860-1 478 (500-1) | | 860-1¼ 478 (500-1¼) | 860-1½ 478 (500-1½) |
| CIRCLING | 860-1¼ 471 (500-1¼) | | 860-1½ 471 (500-1½) | 1020-2 631 (700-2) |

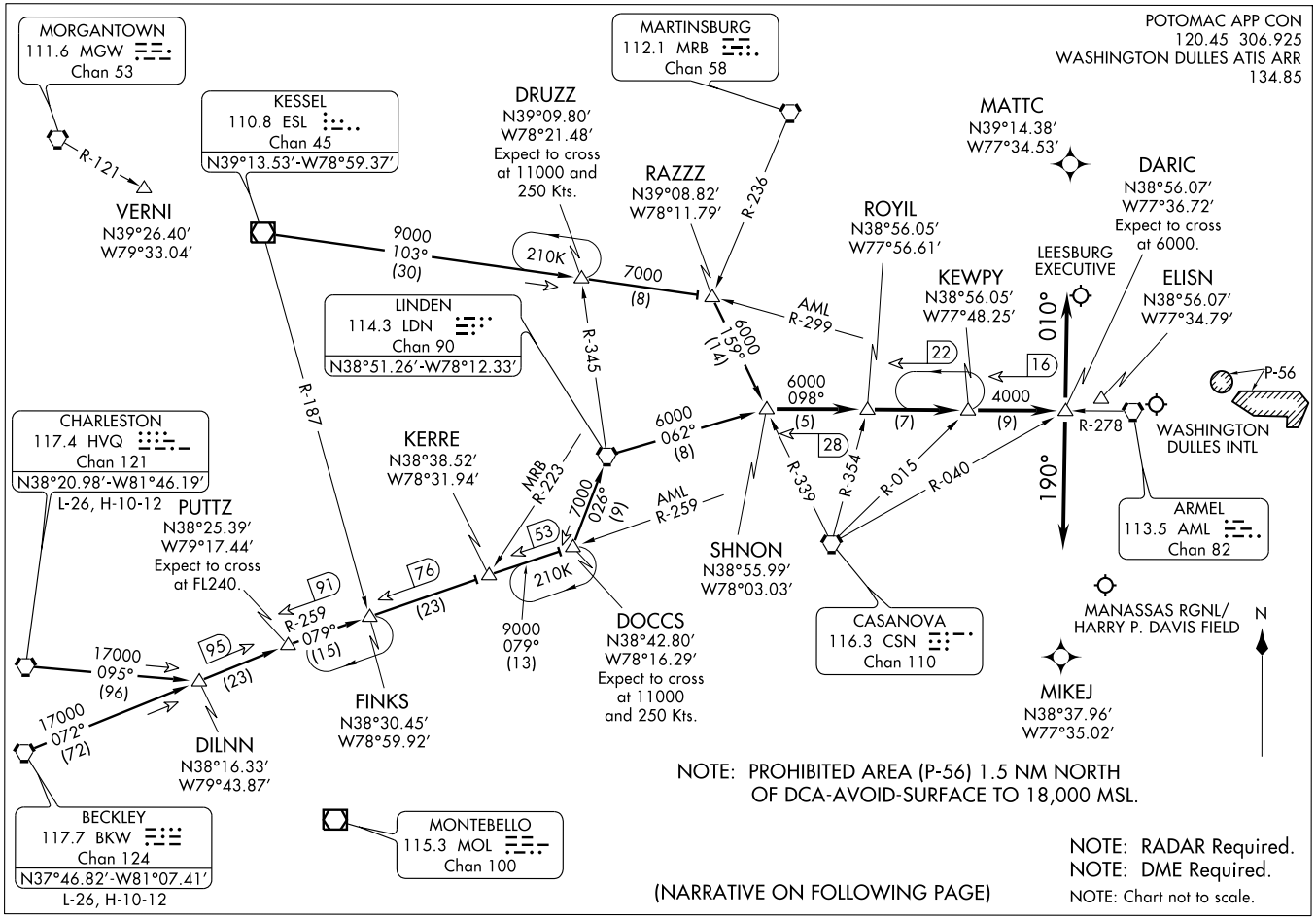


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC




ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

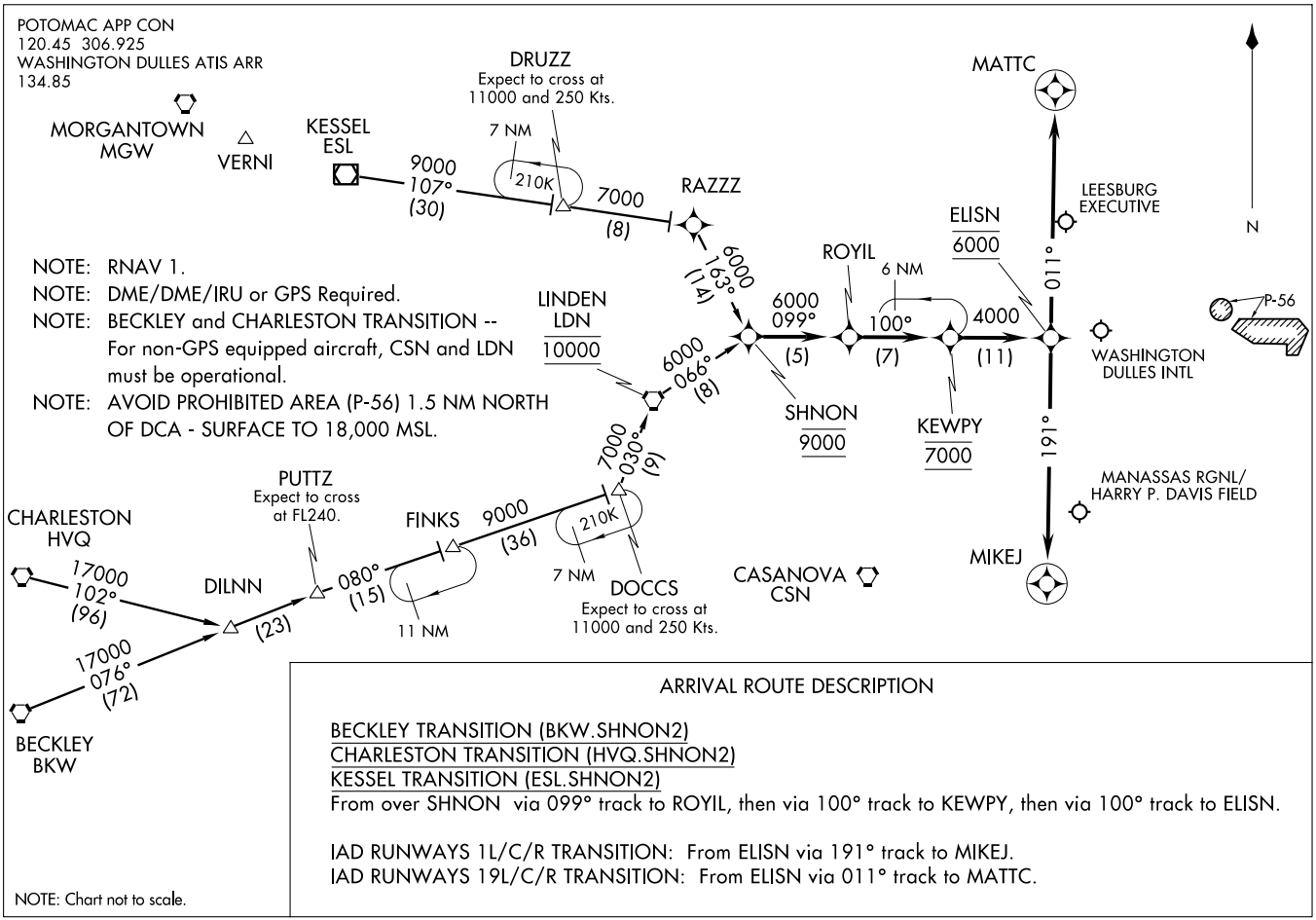
LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183




## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

WASHINGTON, DC

| VORTAC AML 113.5 Chan 82 | APP CRS 342° | Rwy Idg N/A TDZE N/A Apt Elev 389 |
|---|---|---|

# VOR or GPS-A

LEESBURG EXECUTIVE (JYO)

MISSED APPROACH: Climbing left turn to 5000 via R-312 to HARPP Int/AML 26 DME and hold.

| AWOS-3 | POTOMAC APP CON | LEESBURG RADIO | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 125.225 | 126.1 338.25 | 122.6 | 118.55 | 122.975 (CTAF) L |

## DME or RADAR REQUIRED

112.1 MRB Chan 58
R-204
312°
132°
HARPP INT AML 26
5000
132° (26)
1713
1736
1764
1788
1940
R-312
944
533
500
835
(MABDN)
531
716
FUZZI AML 5.3 RADAR
1500
342° (5.3)
10 NM
WASHINGTON DC METROPOLITAN SFRA
WASHINGTON DC SFRA. CTC POTOMAC APP CON
IAF ARMEL 113.5 AML Chan 82
1499
1 min
162°
342°
R-162
MSA AML 25 NM
180°
3400
2600
360°

ELEV 389
398
5500 X 100
342° 3.8 NM from FAF
441
HIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

5000
AML R-312 113.5
HARPP INT
VORTAC
One Minute Holding Pattern
FUZZI AML 5.3 RADAR
(MABDN)
342°
1500
162°
342°
2000
3.8 NM
5.3 NM

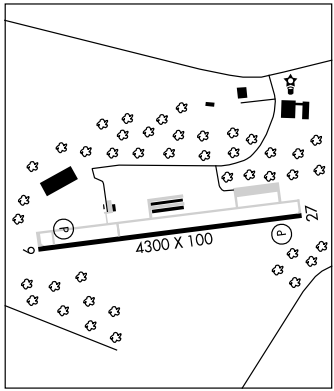
| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1 511 (600-1) | | 900-1½ 511 (600-1½) | 1040-2 651 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**LOUISA CO/FREEMAN FLD** (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
**RWY 09–27:** H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.475 (540) 967–1983.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
**ILS** 108.55 I–LKU Rwy 27. LOC only. Unmonitored.




**LUNENBURG CO** (See KENBRIDGE)

**LURAY CAVERNS** (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
**RWY 04–22:** H3125X75 (ASPH) S–12 MIRL **IAP**
**RWY 04:** APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
**CAVERNS NDB (MHW)** 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

## LYNCHBURG

**FALWELL** (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26K, 36G**
**RWY 10–28:** H2932X50 (ASPH) MIRL 4.7% up W **IAP**
**RWY 10:** Tree. **RWY 28:** TRCV(TRIL).
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
**WEATHER DATA SOURCES: HIWAS** 109.2 LYH.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W.
**HIWAS.**

| LOC I-LKU | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| 108.55 | 272° | TDZE | 493 |
| | | Apt Elev | 493 |

# LOC/DME RWY 27

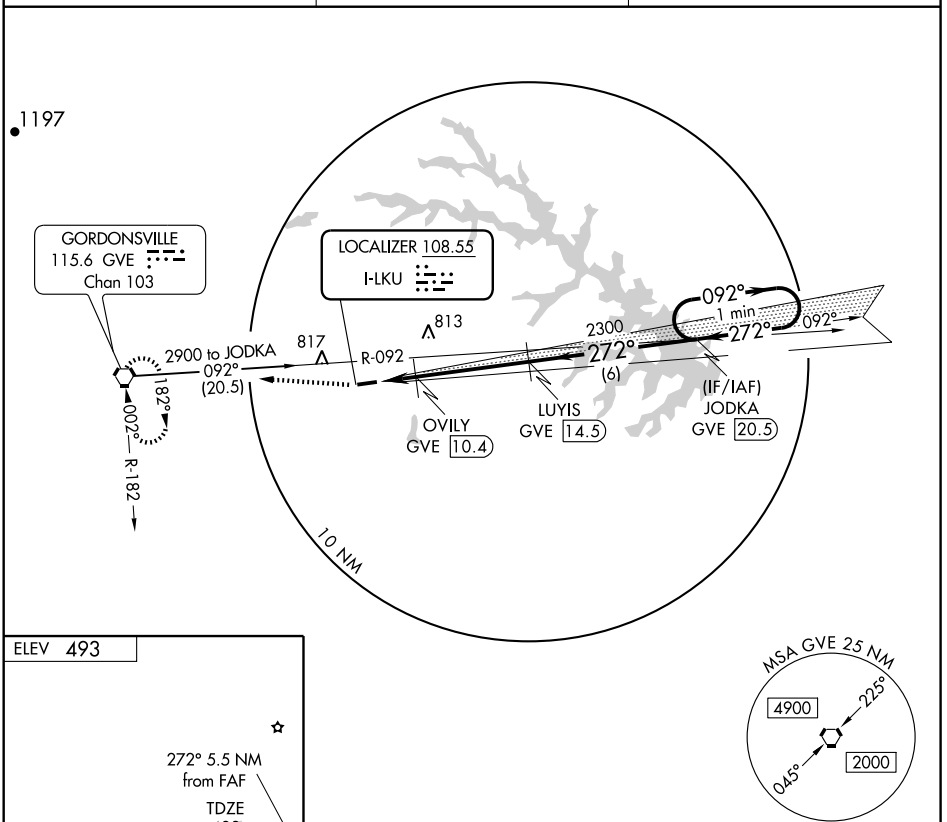
LOUISA COUNTY/FREEMAN FIELD (LKU)

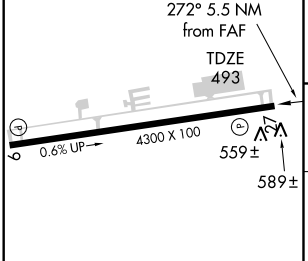
Circling NA north of Rwy 9-27. DME from GVE VORTAC. Simultaneous reception of I-LKU and GVE DME required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

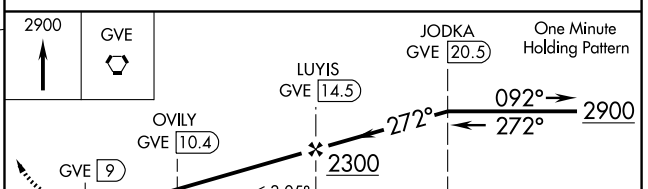
| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 119.475 | 132.85 257.75 | 122.725 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 840-1 347 (400-1) | | NA | |
| CIRCLING | 920-1 427 (500-1) | 960-1 467 (500-1) | NA | |

REIL Rwys 9 and 27 (L)
MIRL Rwy 9-27 (L)



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 58318 | 272° | TDZE | 493 |
| W27A | | Apt Elev | 493 |

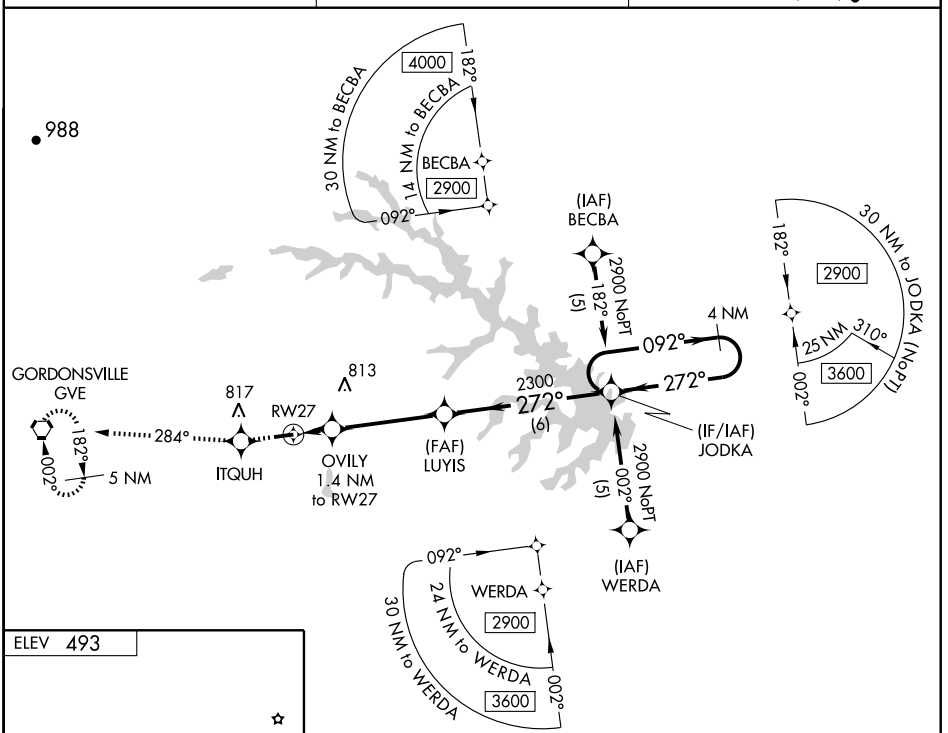
# RNAV (GPS) RWY 27

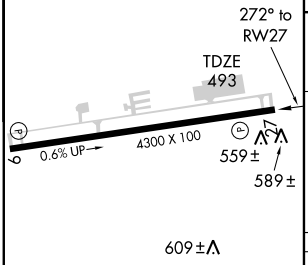
## LOUISA COUNTY/FREEMAN FIELD (LKU)

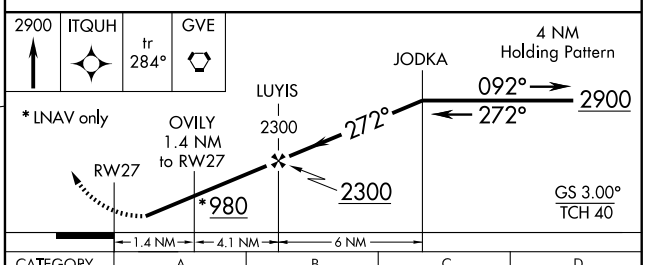
Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange altimeter setting and increase all DA 38 feet and all MDA 40 feet and increase LNAV/VNAV visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ITQUH and on track 284° to GVE VORTAC and hold, continue climb-in-hold to 2900.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 119.475 | 132.85 257.75 | 122.725 (CTAF) L |



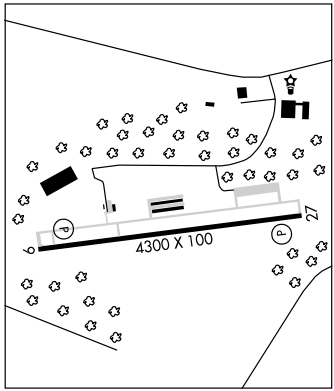

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 743-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 859-1¼ | 366 (400-1¼) | NA | |
| LNAV MDA | 860-1 | 367 (400-1) | NA | |
| CIRCLING | 920-1 427 (500-1) | 960-1 467 (500-1) | NA | |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**LOUISA CO/FREEMAN FLD** (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
**RWY 09–27:** H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.475 (540) 967–1983.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
**ILS** 108.55 I–LKU Rwy 27. LOC only. Unmonitored.




**LUNENBURG CO** (See KENBRIDGE)

**LURAY CAVERNS** (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
**RWY 04–22:** H3125X75 (ASPH) S–12 MIRL **IAP**
**RWY 04:** APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
**CAVERNS NDB (MHW)** 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

## LYNCHBURG

**FALWELL** (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26K, 36G**
**RWY 10–28:** H2932X50 (ASPH) MIRL 4.7% up W **IAP**
**RWY 10:** Tree. **RWY 28:** TRCV(TRIL).
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
**WEATHER DATA SOURCES: HIWAS** 109.2 LYH.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W.
**HIWAS.**

| NDB LUA 245 | APP CRS 224° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 903 |
|---|---|---|

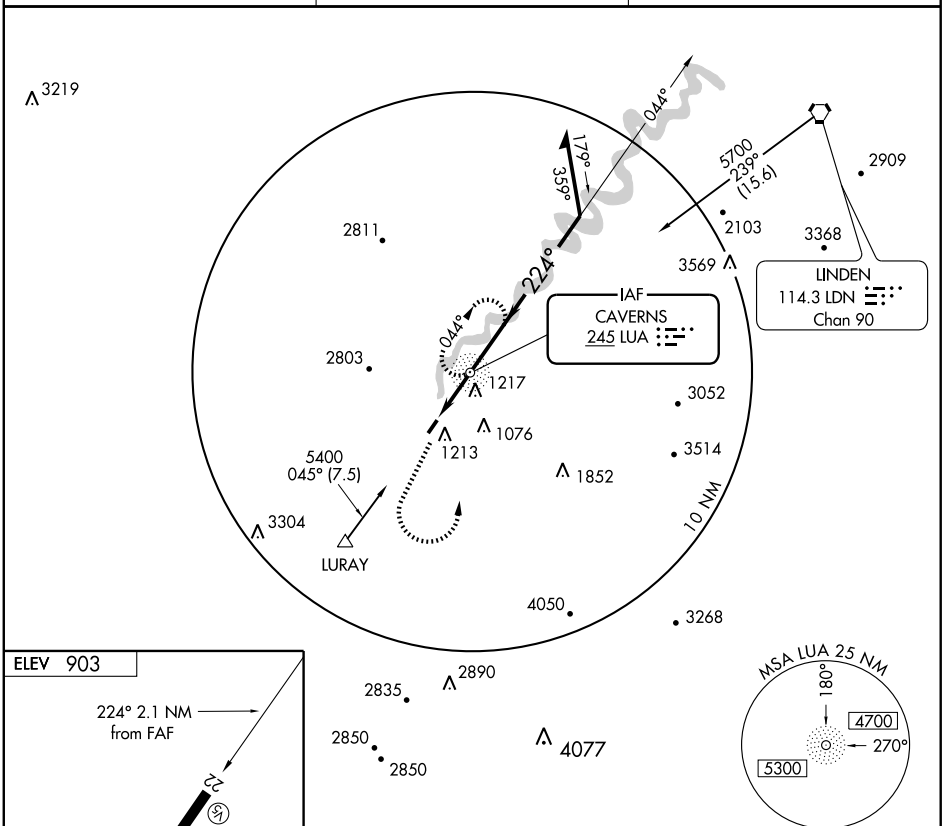
# NDB-A

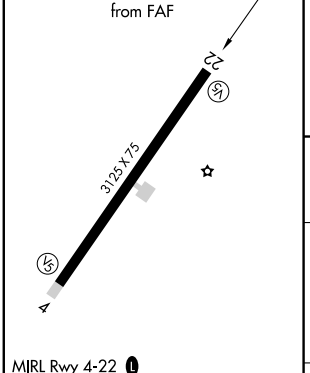
## LURAY CAVERNS (W45)

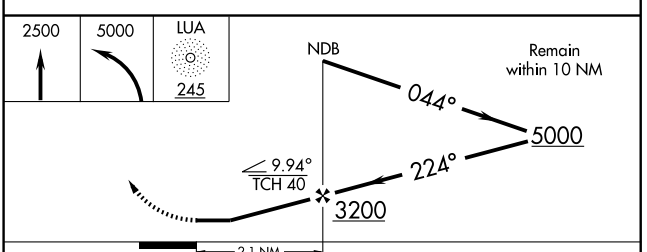
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

| CHARLOTTESVILLE ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.425 | 133.2 282.2 | 122.8 (CTAF) L |




| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2360-1¼<br>1457 (1500-1¼) | 2360-1½<br>1457 (1500-1½) | 2360-3<br>1457 (1500-3) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 22

## LURAY CAVERNS (W45)

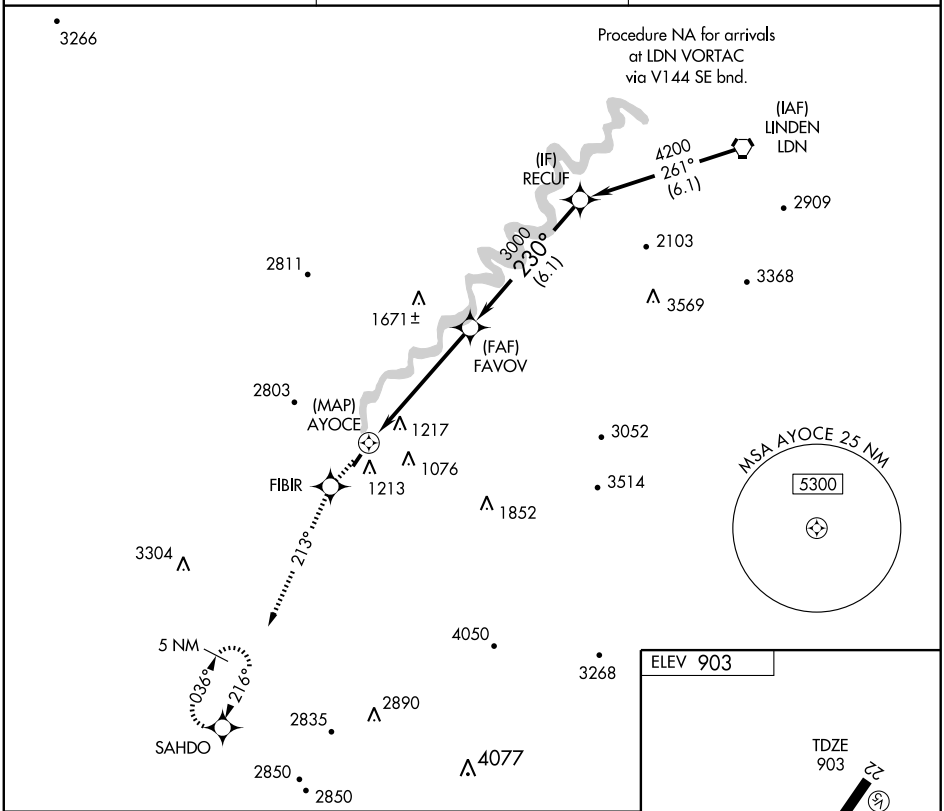
| APP CRS | Rwy Idg | 3125 |
|---|---|---|
| 230° | TDZE | 903 |
| | Apt Elev | 903 |

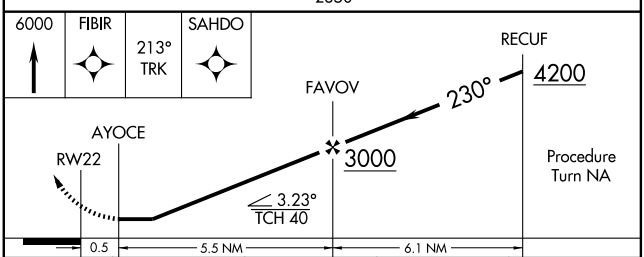
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

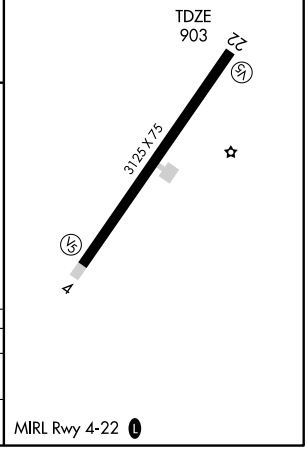
MISSED APPROACH: Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

| CHARLOTTESVILLE ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.425 | 133.2 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2280-1¼ 1377 (1400-1¼) | 2280-1½ 1377 (1400-1½) | 2280-3 1377 (1400-3) | NA |
| CIRCLING | 2320-1¼ 1417 (1500-1¼) | 2320-1½ 1417 (1500-1½) | 2320-3 1417 (1500-3) | NA |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC LDN 114.3 Chan 90 | APP CRS 237° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 903 |
|---|---|---|

# VOR/DME-B

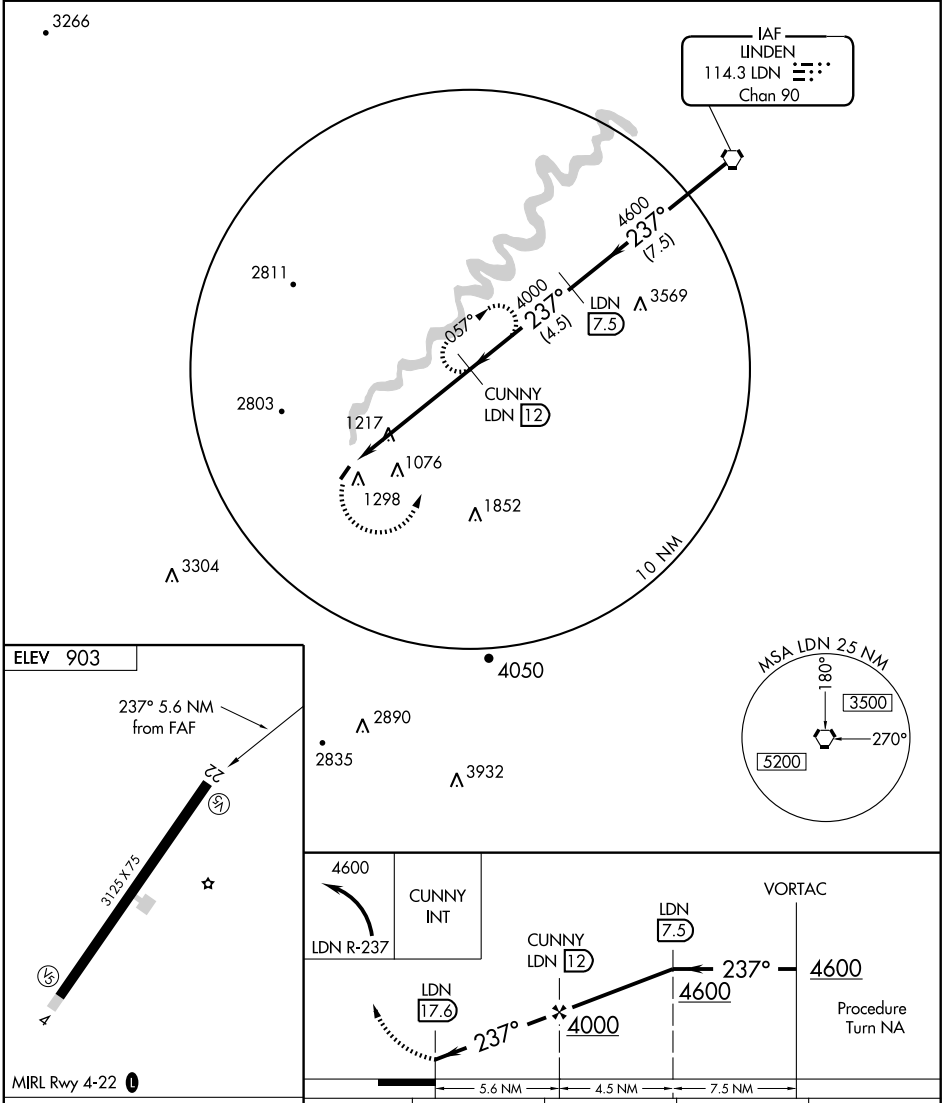
## LURAY CAVERNS (W45)

NA

Use Charlottesville altimeter setting.

MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 133.2 282.2 | 122.8 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

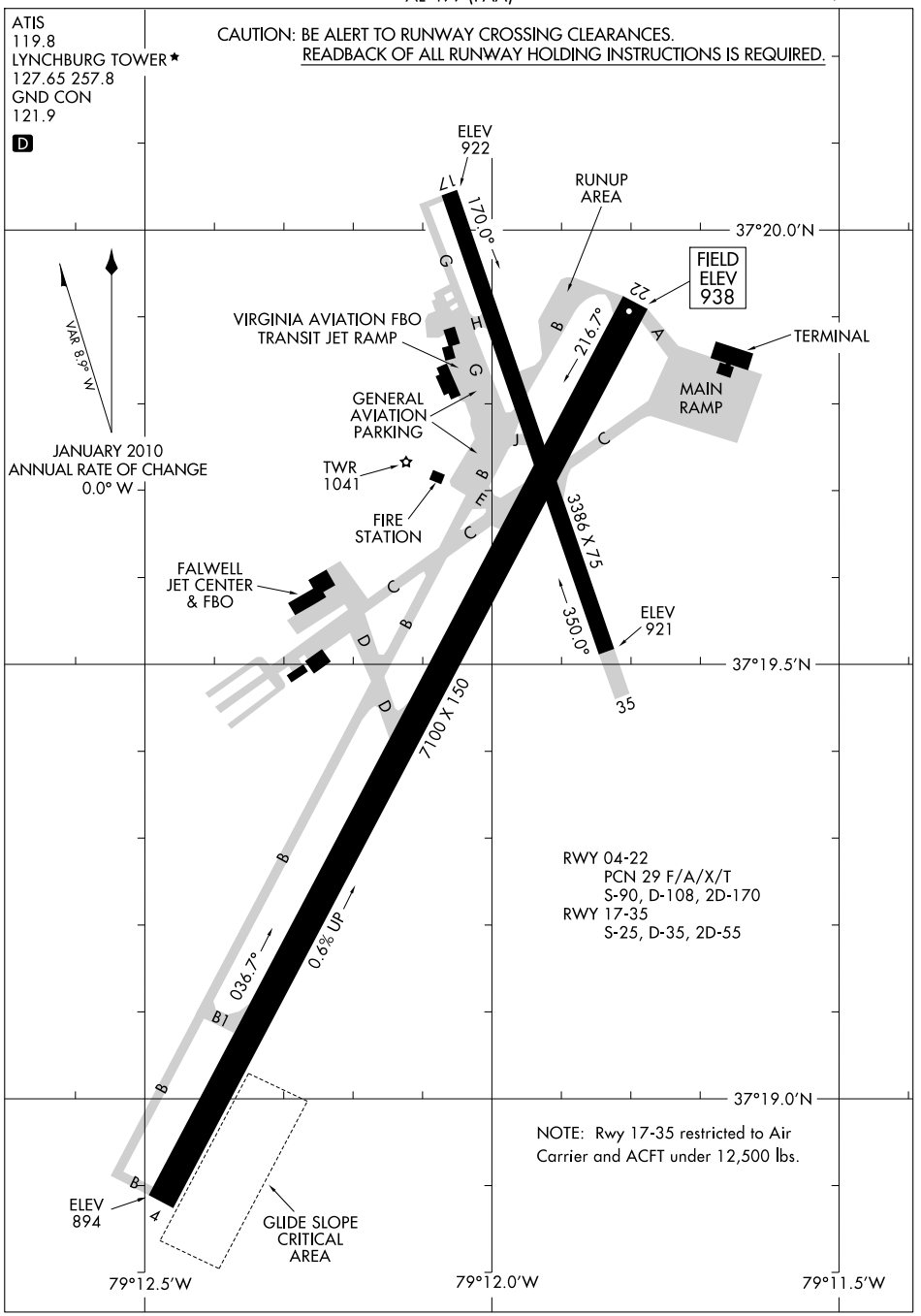
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2320-1¼<br>1417 (1500-1¼) | 2320-1½<br>1417 (1500-1½) | 2320-3<br>1417 (1500-3) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AL-499 (FAA)
LYNCHBURG, VIRGINIA




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

LYNCHBURG, VIRGINIA
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

10210

## LYNCHBURG RGNL/PRESTON GLENN FLD (LYH) 5 SW UTC−5(−4DT)

CINCINNATI
H–10H, 12H, L–26J, 36G
IAP, AD

N37°19.52′ W79°12.03′

938 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE LYH

**RWY 04–22:** H7100X150 (ASPH–GRVD) S–90, D–108, 2D–170
PCN 29 F/A/X/T HIRL 0.6% up NE

**RWY 04:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′.

**RWY 22:** REIL. PAPI(P4L)—GA 3.0°TCH 45′. Ground.

**RWY 17–35:** H3386X75 (ASPH) S–25, D–35, 2D–55 MIRL

**RWY 17:** REIL. PAPI(P2L)—GA 4.0° TCH 20′.

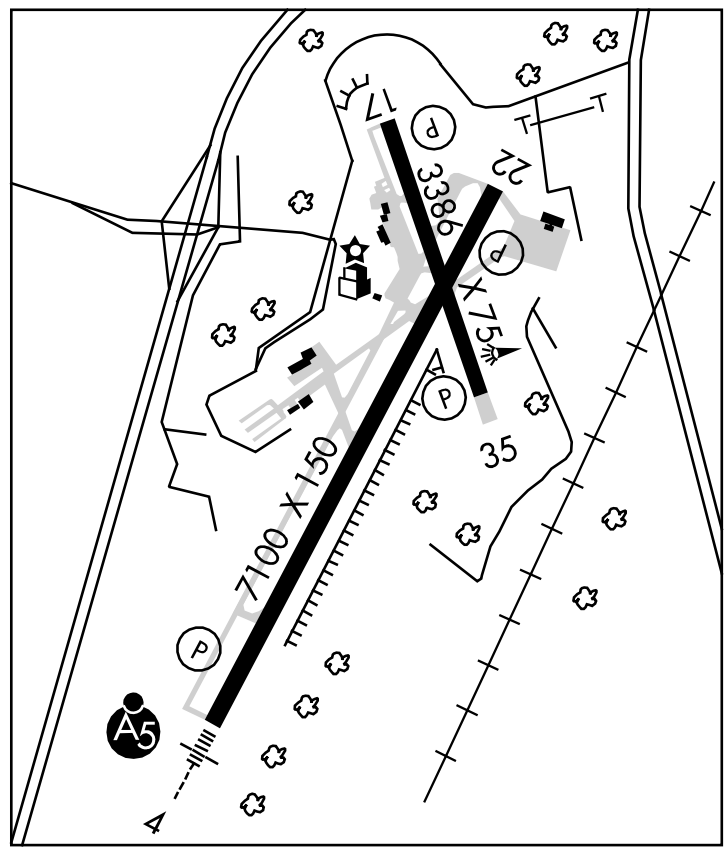
**RWY 35:** REIL. PAPI(P2L)—GA 4.0° TCH 20′.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 04:** TORA–7100 TODA–7100 ASDA–6800 LDA–6800

**RWY 22:** TORA–7100 TODA–7100 ASDA–7100 LDA–7100

**AIRPORT REMARKS:** Attended 1000–0459Z‡. Rwy 17–35 CLOSED to air carrier and acft over 12,500 lbs. PPR 12 hrs for unscheduled acft ops with more than 30 passenger seats. Call ARFF 434–582–1157. Twy G uncontrolled—not visible from tower. Twy G CLOSED to air carrier and acft over 12,500. Birds and other wildlife on and invof arpt. Rwy 17–35 CLOSED to air carrier or acft over 12,500 pounds without PPR. When twr clsd ACTIVATE HIRL Rwy 04–22; MALSR Rwy 04 and twy lgts—CTAF. MIRL Rwy 17–35; REIL Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 unavbl when twr clsd.




**WEATHER DATA SOURCES:** ASOS 119.8 (434) 239–0025

**HIWAS** 109.2 LYH. LAWRS.

**COMMUNICATIONS: CTAF** 127.65 **ATIS** 119.8 **UNICOM** 122.95

**LYNCHBURG RCO** 122.1R 109.2T (LEESBURG RADIO)

Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)

**TOWER** 127.65 (1130–0330Z‡) **GND CON** 121.9

**AIRSPACE: CLASS D** svc 1130–0330Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.

**(L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 027° 4.7 NM to fld. 880/05W. **HIWAS.**
VOR unusable 236°–241° within 20 NM blo 8000′.
VOR unusable 253°–257° within 20 NM blo 8000′.

**BOJAR NDB (MHW/LOM)** 385 LY N37°15.75′ W79°14.60′ 036° 4.4 NM to fld. NDB unmonitored when twr clsd.

**ILS** 110.1 I–LYH Rwy 04. Class IE LOM BOJAR NDB. ILS unmonitored when twr clsd.

| LOC I-LYH | APP CRS | Rwy Idg | 6800 |
|---|---|---|---|
| 110.1 | 036° | TDZE | 906 |
| | | Apt Elev | 938 |

# ILS or LOC RWY 4

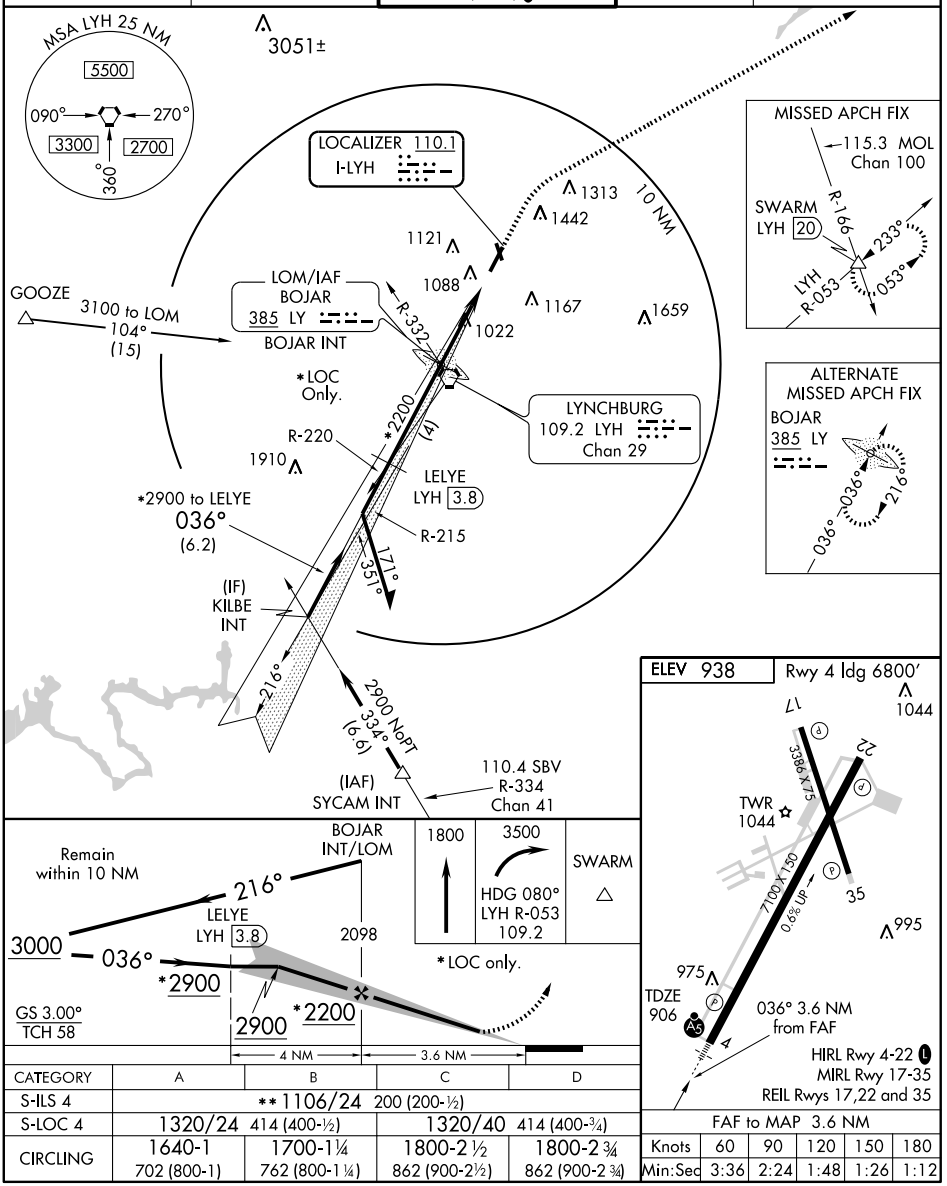
## LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

* DME REQUIRED
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

| ATIS | ROANOKE APP CON | LYNCHBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.8 | 135.0 254.32 | 127.65 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | | ** 1106/24 200 (200-½) | | |
| S-LOC 4 | 1320/24 414 (400-½) | | 1320/40 414 (400-¾) | |
| CIRCLING | 1640-1 702 (800-1) | 1700-1¼ 762 (800-1¼) | 1800-2½ 862 (900-2½) | 1800-2¾ 862 (900-2¾) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |


NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6800 |
|---|---|---|---|
| CH 58205 | 036° | TDZE | 906 |
| W04A | | Apt Elev | 938 |

# RNAV (GPS) RWY 4

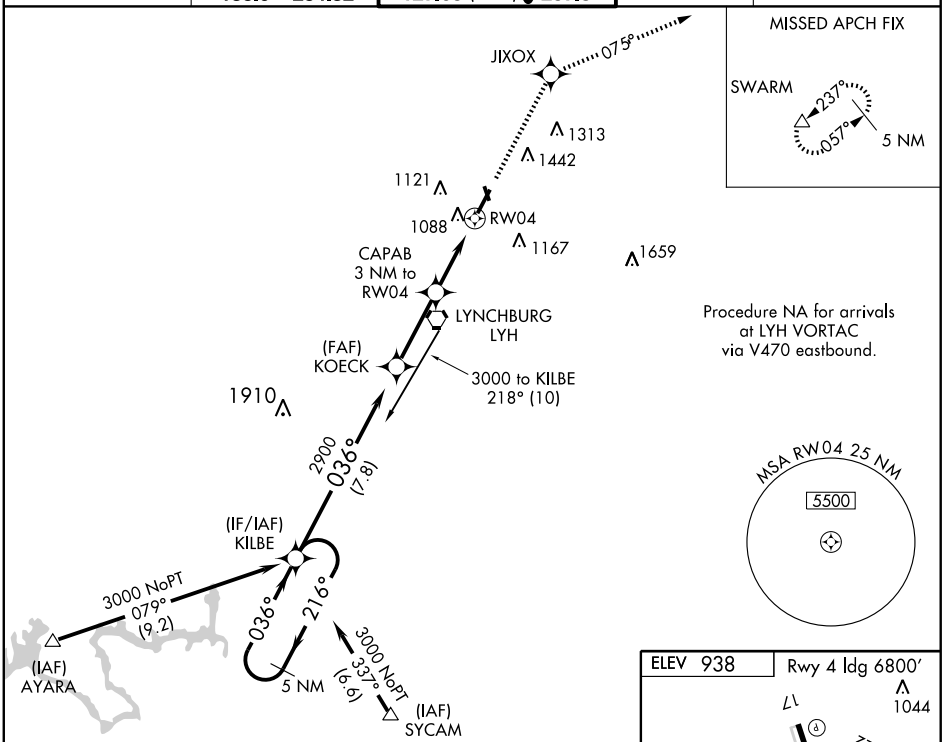
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

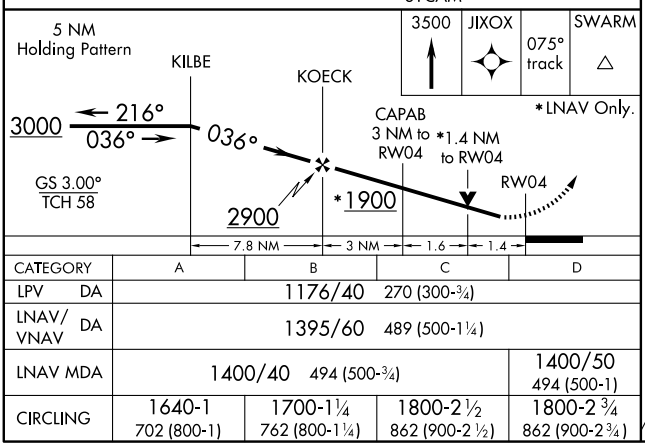
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

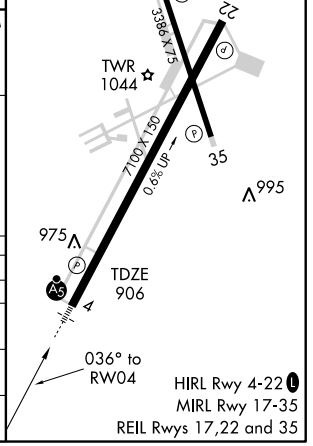
MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

| ATIS | ROANOKE APP CON | LYNCHBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.8 | 135.0 254.32 | 127.65 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1176/40 270 (300-¾) | | | |
| LNAV/VNAV DA | 1395/60 489 (500-1¼) | | | |
| LNAV MDA | 1400/40 494 (500-¾) | | | 1400/50 494 (500-1) |
| CIRCLING | 1640-1 702 (800-1) | 1700-1¼ 762 (800-1¼) | 1800-2½ 862 (900-2½) | 1800-2¾ 862 (900-2¾) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| CH 97705 | 216° | TDZE | 938 |
| W22A | | Apt Elev | 938 |

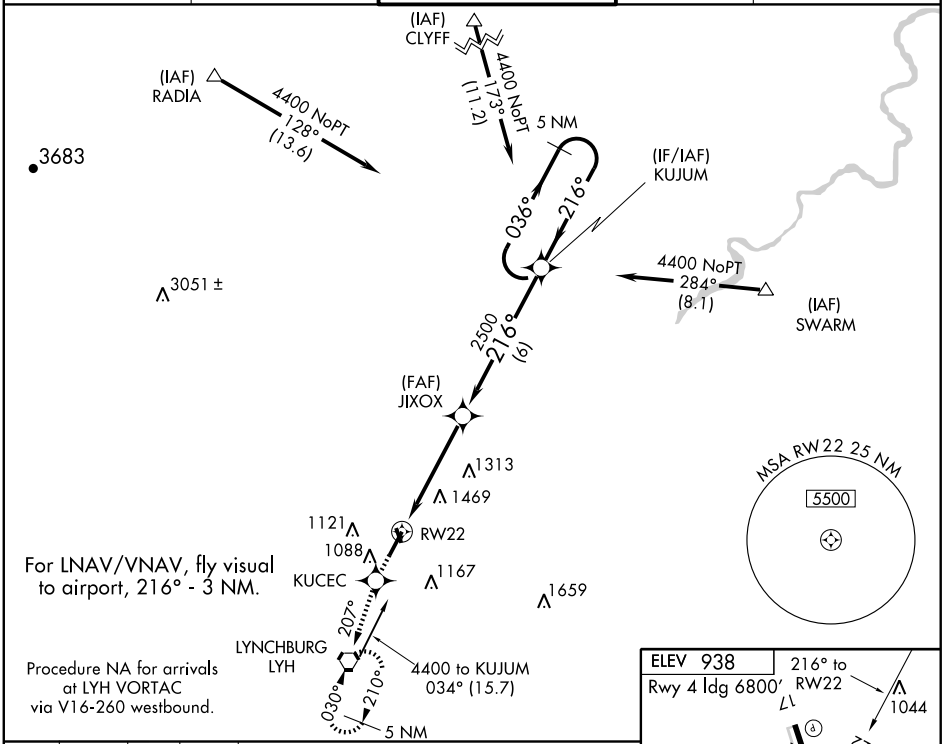
# RNAV (GPS) RWY 22

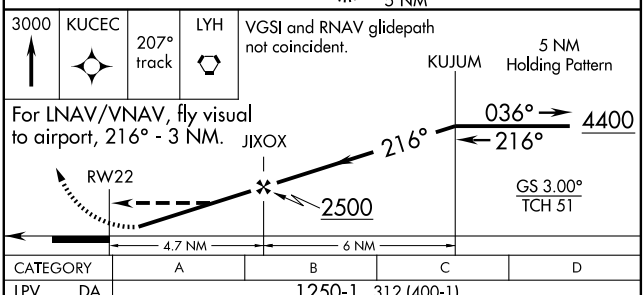
## LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

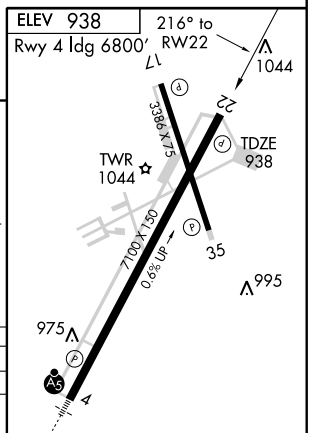
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

| ATIS | ROANOKE APP CON | LYNCHBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.8 | 135.0 254.32 | 127.65 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1250-1 312 (400-1) | | | |
| LNAV/VNAV DA | 1939-2 1001 (1100-2) | | 1939-3 1001 (1100-3) | |
| LNAV MDA | 1720-1 782 (800-1) | 1720-1 ¼ 782 (800-1¼) | 1720-2 ¼ 782 (800-2 ¼) | 1720-2 ½ 782 (800-2½) |
| CIRCLING | 1720-1 782 (800-1) | 1720-1 ¼ 782 (800-1¼) | 1800-2½ 862 (900-2 ½) | 1800-2 ¾ 862 (900-2¾) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

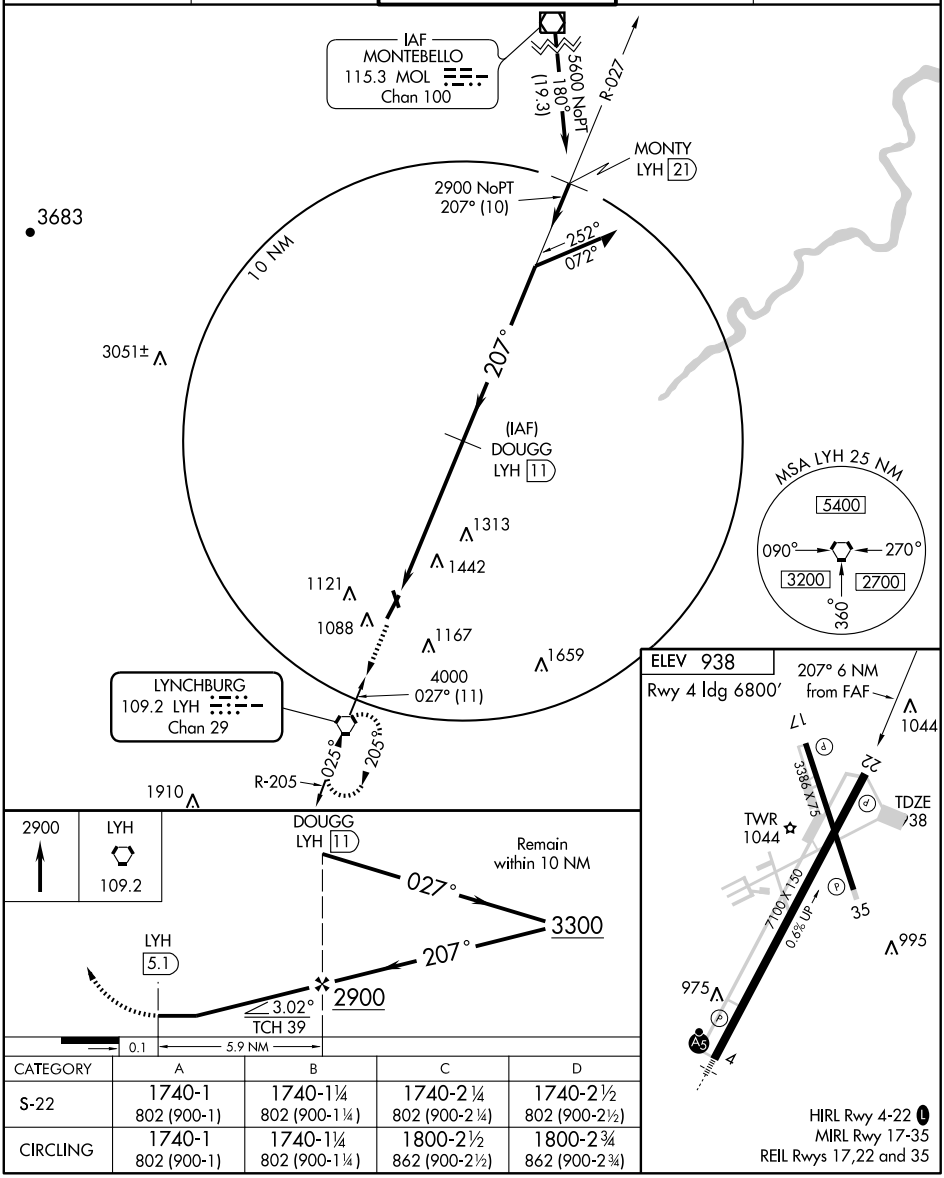
| VORTAC LYH 109.2 Chan 29 | APP CRS 207° | Rwy Idg 7100 TDZE 938 Apt Elev 938 |
|---|---|---|

# VOR/DME RWY 22

## LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

| ATIS | ROANOKE APP CON | LYNCHBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.8 | 135.0 254.32 | 127.65 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1740-1 802 (900-1) | 1740-1¼ 802 (900-1¼) | 1740-2¼ 802 (900-2¼) | 1740-2½ 802 (900-2½) |
| CIRCLING | 1740-1 802 (900-1) | 1740-1¼ 802 (900-1¼) | 1800-2½ 862 (900-2½) | 1800-2¾ 862 (900-2¾) |

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC LYH | APP CRS | Rwy Idg | 6800 |
|---|---|---|---|
| 109.2 | 026° | TDZE | 906 |
| Chan 29 | | Apt Elev | 938 |

# VOR RWY 4

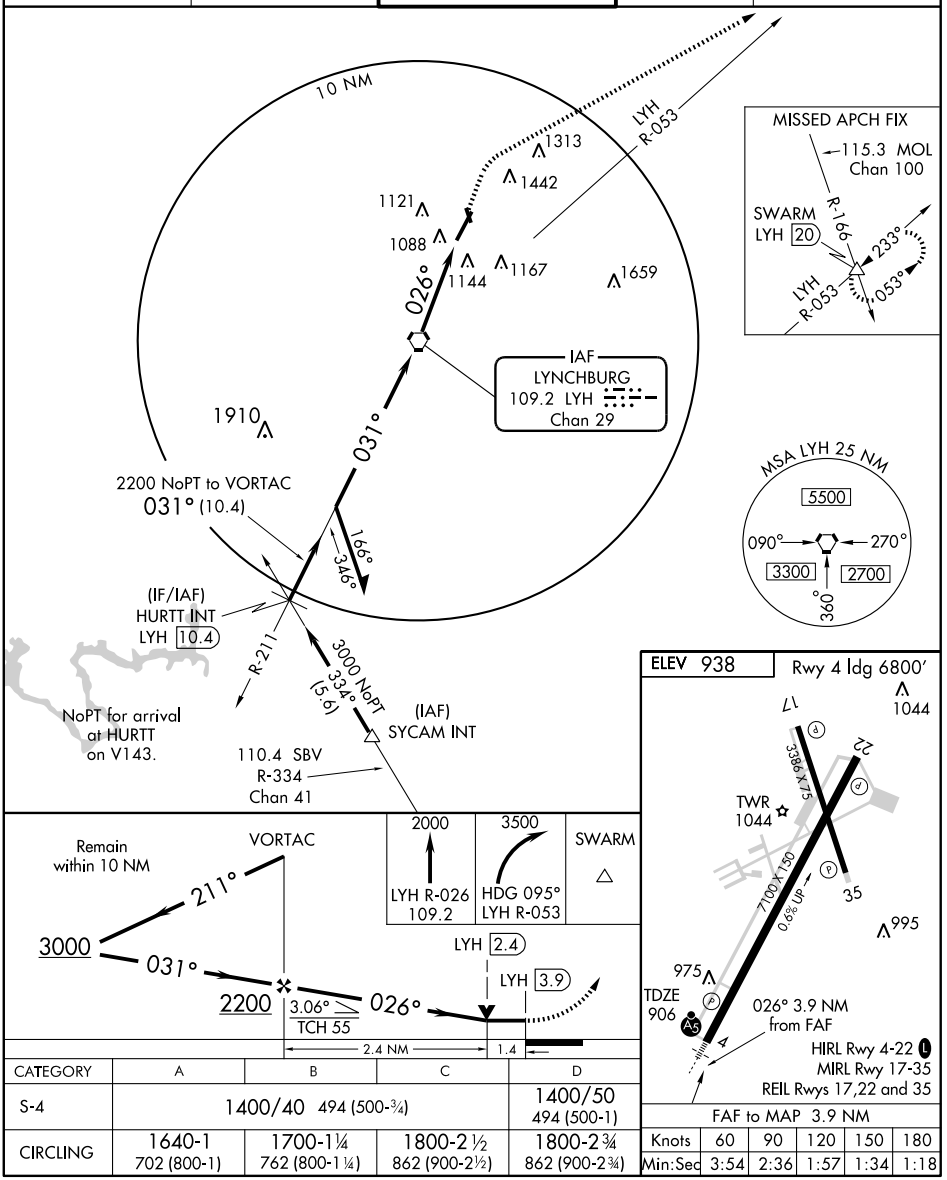
## LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

| ATIS | ROANOKE APP CON | LYNCHBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.8 | 135.0 254.32 | 127.65 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1400/40 494 (500-¾) | | | 1400/50 494 (500-1) |
| CIRCLING | 1640-1 702 (800-1) | 1700-1¼ 762 (800-1¼) | 1800-2½ 862 (900-2½) | 1800-2¾ 862 (900-2¾) |

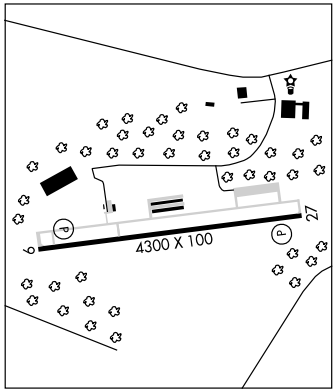
FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**LOUISA CO/FREEMAN FLD** (LKU) 2 SE UTC−5(−4DT) N38°00.59′ W77°58.21′ **WASHINGTON**
493 B S4 **FUEL** 100LL, JET A NOTAM FILE LKU **L–34E, 36H**
**RWY 09–27:** H4300X100 (ASPH) S–12.5 MIRL 0.6% up E **IAP**
**RWY 09:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
**RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1330–2200Z‡. Sun and holidays 1500–2200Z‡. Parachute Jumping. Deer on and invof arpt. MIRL Rwy 09–27 preset low ints, to increase ints and ACTIVATE REIL Rwys 09 and 27—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.475 (540) 967–1983.
**COMMUNICATIONS: CTAF/UNICOM** 122.725
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 097° 8.7 NM to fld. 382/06W. **HIWAS.**
**ILS** 108.55 I–LKU Rwy 27. LOC only. Unmonitored.




**LUNENBURG CO** (See KENBRIDGE)

**LURAY CAVERNS** (W45) 2 W UTC−5(−4DT) N38°40.02′ W78°30.04′ **WASHINGTON**
902 B S2 **FUEL** 100LL NOTAM FILE DCA **L–29D**
**RWY 04–22:** H3125X75 (ASPH) S–12 MIRL **IAP**
**RWY 04:** APAP(PNIL)—GA 3.0°. Tree. **RWY 22:** APAP(PNIL)—GA 3.0°. Antenna. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer and birds on and invof arpt. Taxi on hard surfaces only. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 237° 17.8 NM to fld. 2440/06W.
**CAVERNS NDB (MHW)** 245 LUA N38°41.97′ W78°28.30′ 224° 2.4 NM to fld. Unmonitored when arpt unattended. Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

## LYNCHBURG

**FALWELL** (W24) 3 SE UTC−5(−4DT) N37°22.68′ W79°07.34′ **CINCINNATI**
939 S4 **FUEL** 100LL, JET A OX 1, 3, 4 TPA—1739(800) NOTAM FILE DCA **L–26K, 36G**
**RWY 10–28:** H2932X50 (ASPH) MIRL 4.7% up W **IAP**
**RWY 10:** Tree. **RWY 28:** TRCV(TRIL).
**AIRPORT REMARKS:** Attended Apr–Oct 1200–0000Z‡, Nov–Mar 1200–2300Z‡. Land Rwy 28 (west) tkf Rwy 10 (east).
**WEATHER DATA SOURCES: HIWAS** 109.2 LYH.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **ROANOKE APP/DEP CON** 125.47 (East of LYH VORTAC) 135.0 (West of LYH VORTAC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.
**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 042° 9.2 NM to fld. 880/05W.
**HIWAS.**

# RNAV (GPS) RWY 28

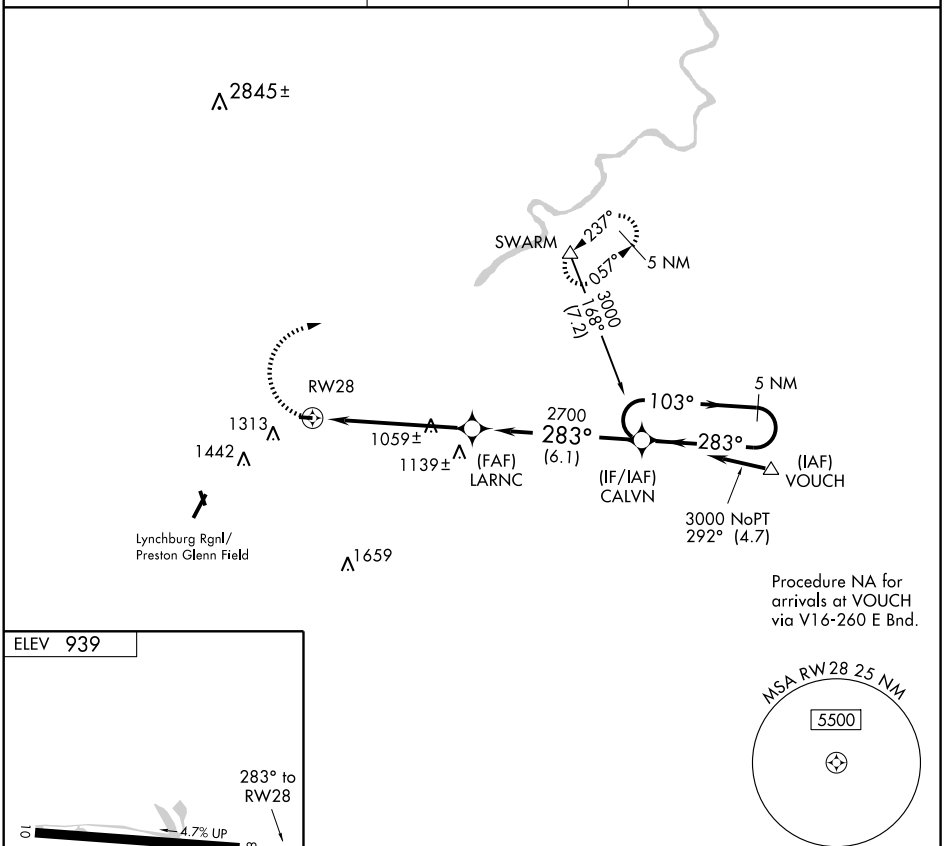
LYNCHBURG/ FALWELL (W24)

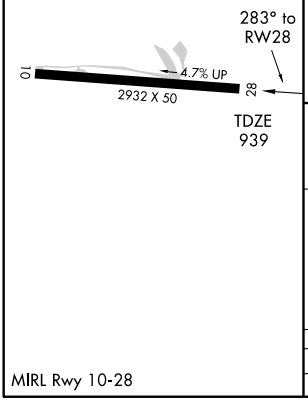
| APP CRS | Rwy Idg | 2932 |
|---|---|---|
| 283° | TDZE | 939 |
| | Apt Elev | 939 |

Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet. VDP NA when using Farmville altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

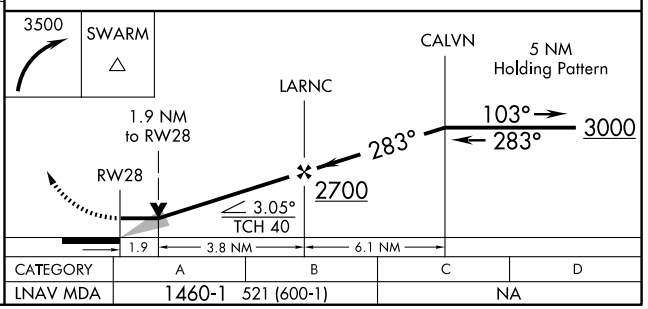
| LYNCHBURG RGNL/PRESTON GLENN FIELD ASOS | ROANOKE APP CON | UNICOM |
|---|---|---|
| 119.8 | 135.0 254.32 | 123.0 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 | 521 (600-1) | | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

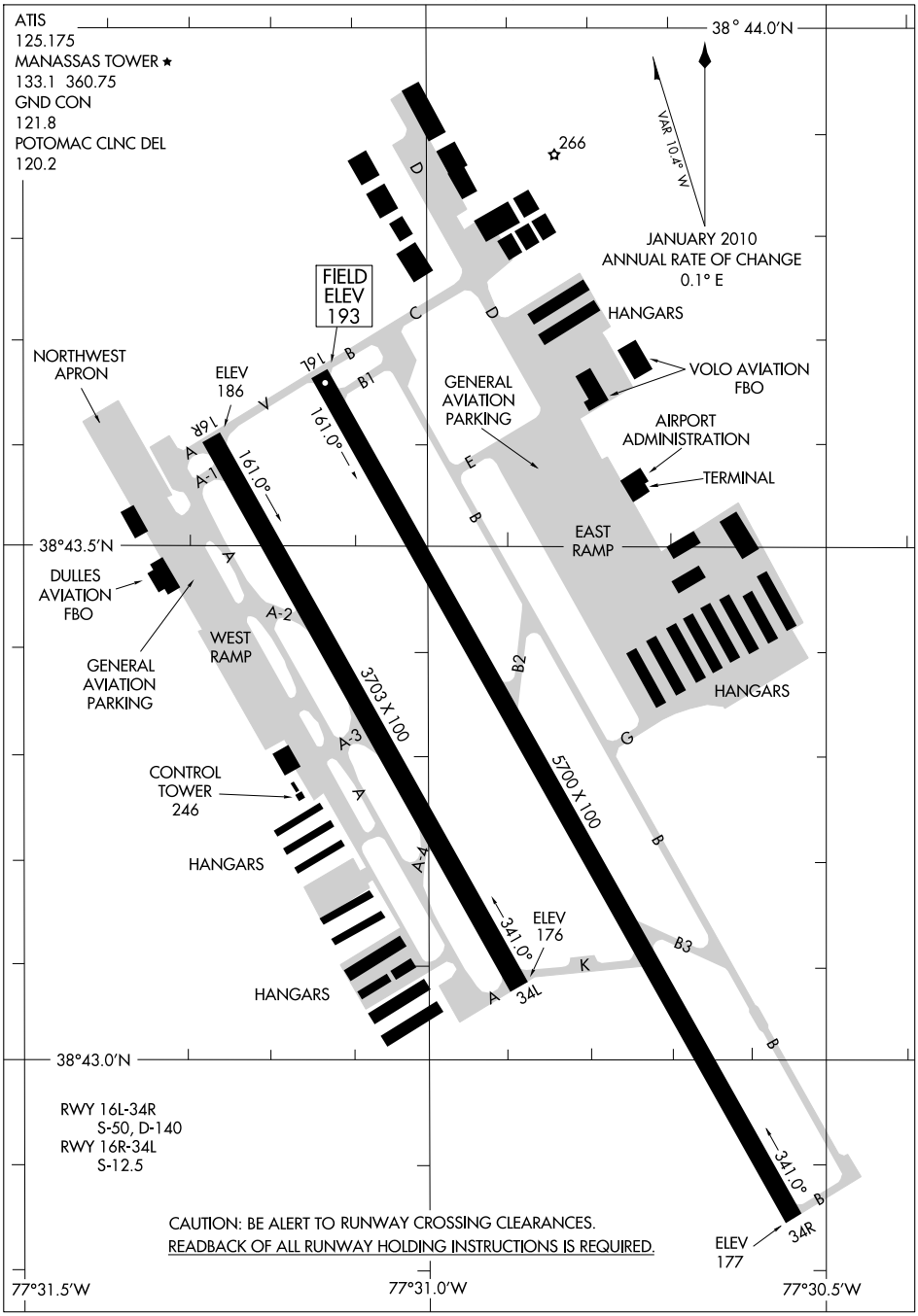
# AIRPORT DIAGRAM

## MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)

AL-5326 (FAA)

MANASSAS, VIRGINIA






NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

MANASSAS, VIRGINIA

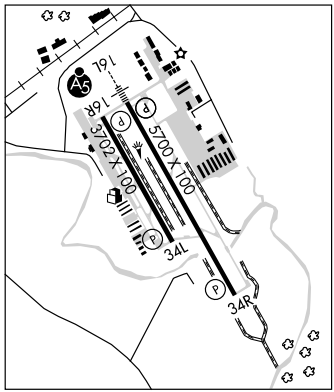
MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF)

10210

**MANASSAS RGNL/HARRY P DAVIS FLD** (HEF) 4 SW UTC−5(−4DT)
N38°43.29′ W77°30.93′
192 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA
NOTAM FILE HEF

**WASHINGTON**
**COPTER**
**H–10H, 12I, L–29E, 34E, 36I, A**
**IAP, AD**

**RWY 16L–34R:** H5700X100 (ASPH–GRVD) S–50, D–140 HIRL
**RWY 16L:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Trees.
**RWY 34R:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.. Tree.
**RWY 16R–34L:** H3702X100 (ASPH) S–12.5 MIRL
**RWY 16R:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Rgt tfc. Tree.
**RWY 34L:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.



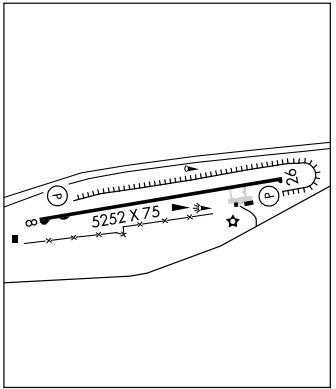

**AIRPORT REMARKS:** Attended 1130–0330Z‡. Birds and deer on and invof arpt. Acft category C III or larger use Rwy 16L–34R and East ramp. Helicopter ops over residential areas blo 1000′ should be avoided; ctc arpt manager 703–361–1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L–34R, MALSR Rwy 16L, MIRL Rwy 16R–34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–7100 for appointment.
**WEATHER DATA SOURCES:** AWOS–3 125.175 (703) 361–6160
**COMMUNICATIONS: CTAF** 133.1 **ATIS** 125.175 (703) 361–6160
Ⓡ **POTOMAC APP/DEP CON** 124.65
**TOWER** 133.1 (1130–0330Z‡) **GND CON** 121.8
**CLNC DEL** 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)
**AIRSPACE: CLASS D** svc effective 1130–0330Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 199° 12.9 NM to fld. 297/08W.
**TILLE NDB (LOM)** 346 IA N38°50.83′ W77°26.27′ 216° 8.4 NM to fld.
**ILS** 109.1 I–HEF Rwy 16L.

## MARION/WYTHEVILLE

**MOUNTAIN EMPIRE** (MKJ) 9 NE UTC−5(−4DT) N36°53.69′ W81°21.00′
2558 B S4 **FUEL** 100LL, JET A NOTAM FILE MKJ

**CINCINNATI**
**H–9B, 12G, L–26I**
**IAP**

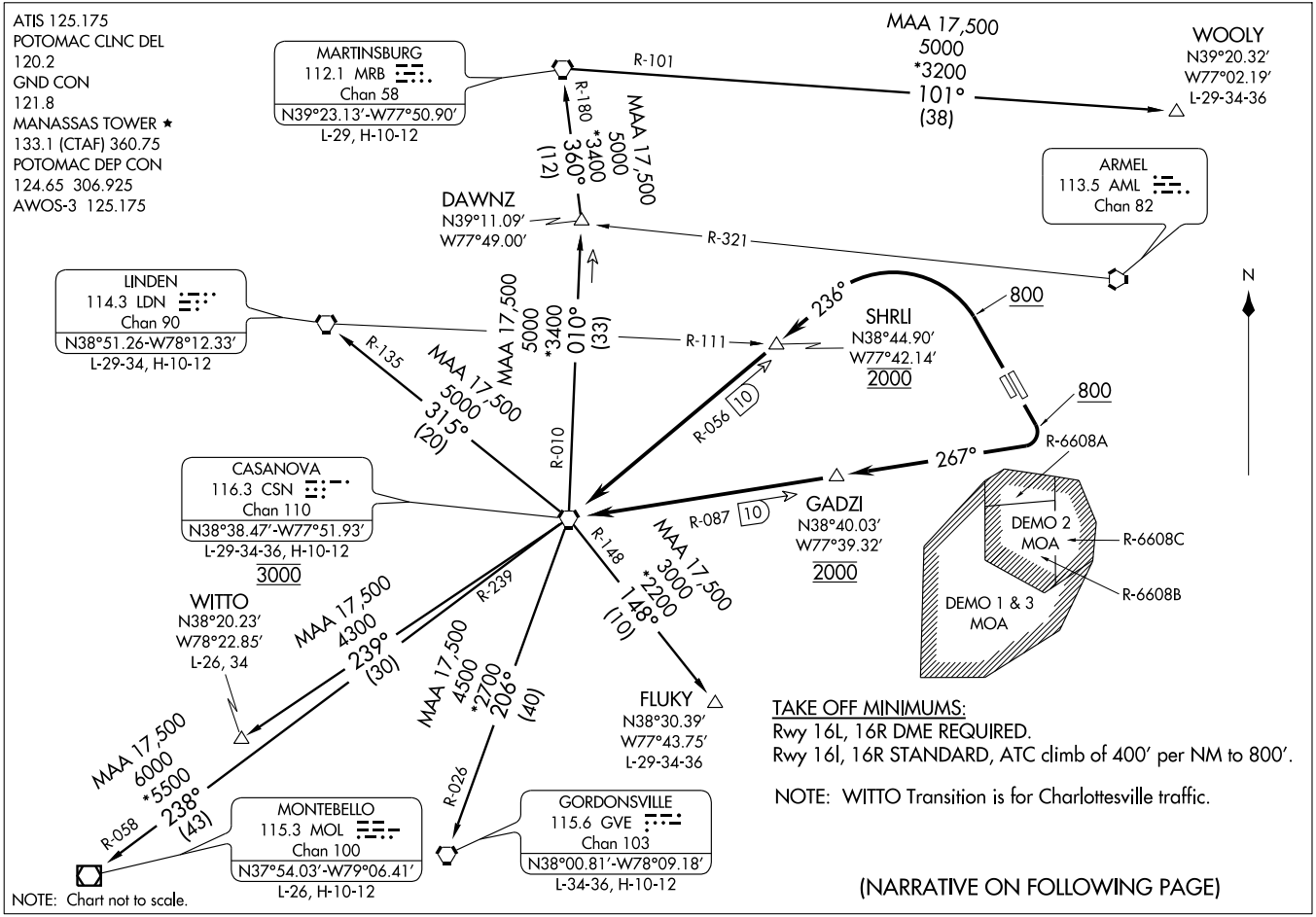
**RWY 08–26:** H5252X75 (ASPH) S–20 MIRL 1.1% up W
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**RWY 26:** REIL. PAPI(P2L)—GA 3.75° TCH 47′. Road.




**AIRPORT REMARKS:** Attended Apr–Oct Mon–Fri 1230–0100Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡, Nov–Mar Mon–Fri 1230–0000Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡. Located 9 NM NE Marion. MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.875 (276) 686–6420.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **ATLANTA CENTER APP/DEP CON** 132.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 256° 32.7 NM to fld. 2120/06W. **HIWAS.**
**SUZZE NDB (MHW/LOM)** 335 MK N36°55.21′ W81°14.60′ 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.
**ILS** 110.5 I–MKJ Rwy 26. LOM SUZZE NDB. (LOC only.) LOC unmonitored when arpt unattended.

# ARSENAL TWO DEPARTURE (ARSNL2.CSN) 09183

MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF) MANASSAS, VIRGINIA




(ARSNL2.CSN) 09183 ARSENAL TWO DEPARTURE MANASSAS RGNL/HARRY P. DAVIS FIELD (HEF) MANASSAS, VIRGINIA

SL-5326 (FAA)

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 34R: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN R-056 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16L: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16R: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000'. Cross CSN VORTAC at 3000'.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.
LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL2WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

NOTE: Rwy 16R: Terrain 64' from DER, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from DER, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from DER, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from DER, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from DER, 40' left of centerline, up to 100' AGL/279' MSL.

NOTE: Rwy 16L: Terrain 56' from DER, 177' left of centerline, 179' MSL. Numerous trees beginning 1,911' from DER, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from DER, 386' right of centerline, 179' MSL. Numerous trees beginning 2,559' from DER, 29' right of centerline up to 100' AGL/273' MSL.

NOTE: Rwy 34R: Sign 70' from DER, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from DER, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from DER, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1,860' from DER, 828' right of centerline, up to 70' AGL/280' MSL. Numerous trees beginning 2,875' from DER, 484' left of centerline, up to 27' AGL/266' MSL.

NOTE: Rwy 34L: Terrain 107' from DER, 409' right of centerline, 189' MSL. Numerous trees beginning 2,802' from DER, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from DER, 154' left of centerline, 189' MSL. Vehicle on road 366' from DER, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1,603' from DER, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3,398 from DER, 1,102' left of centerline, 68' AGL/274' MSL.

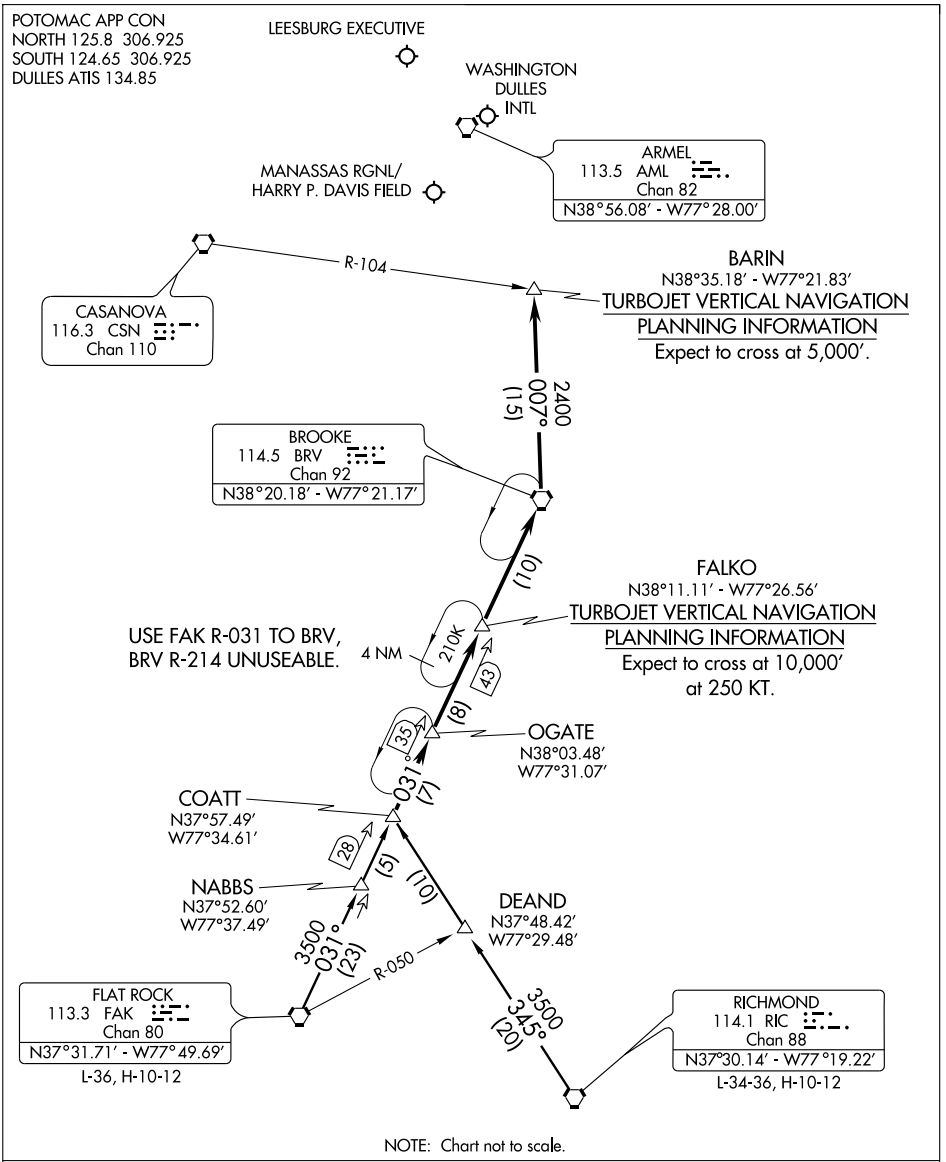


NE-3, 26 AUG 2010 to 23 SEP 2010

# COATT FOUR ARRIVAL








FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

COATT FOUR ARRIVAL

WASHINGTON, DC

(COATT.COATT4) 09183

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-HEF | APP CRS | Rwy Idg | 5700 |
|---|---|---|---|
| 109.1 | 163° | TDZE | 192 |
| | | Apt Elev | 192 |

# ILS or LOC RWY 16L

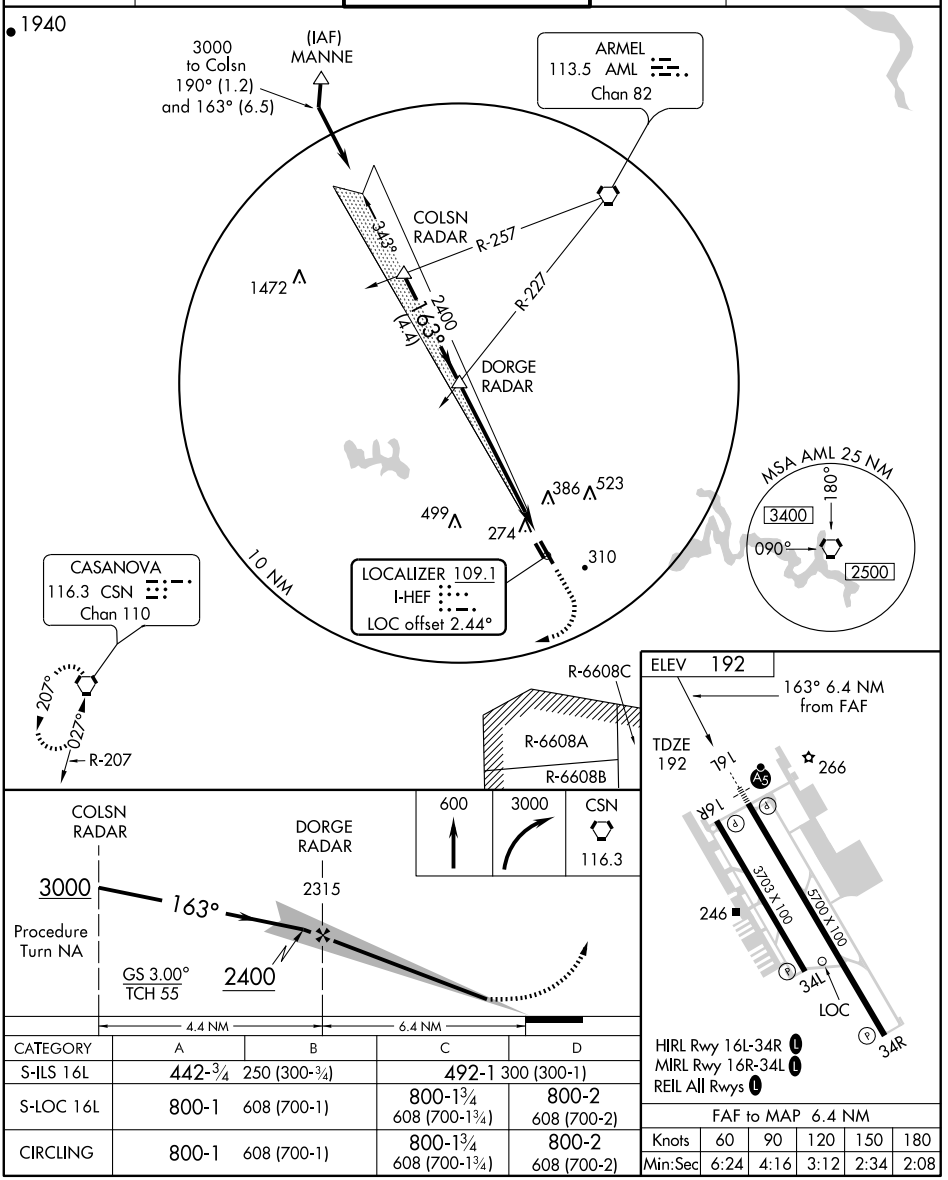
## MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

T A — Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

| ATIS | POTOMAC APP CON | MANASSAS TOWER ★ | GND CON | POTOMAC CLNC DEL |
|---|---|---|---|---|
| 125.175 | 124.65 306.925 | 133.1 (CTAF) L 360.75 | 121.8 | 120.2 |




HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 442-¾ | 250 (300-¾) | 492-1 | 300 (300-1) |
| S-LOC 16L | 800-1 | 608 (700-1) | 800-1¾ 608 (700-1¾) | 800-2 608 (700-2) |
| CIRCLING | 800-1 | 608 (700-1) | 800-1¾ 608 (700-1¾) | 800-2 608 (700-2) |

FAF to MAP 6.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5700 |
|---|---|---|---|
| CH 70302 | 161° | TDZE | 192 |
| W16A | | Apt Elev | 192 |

# RNAV (GPS) RWY 16L

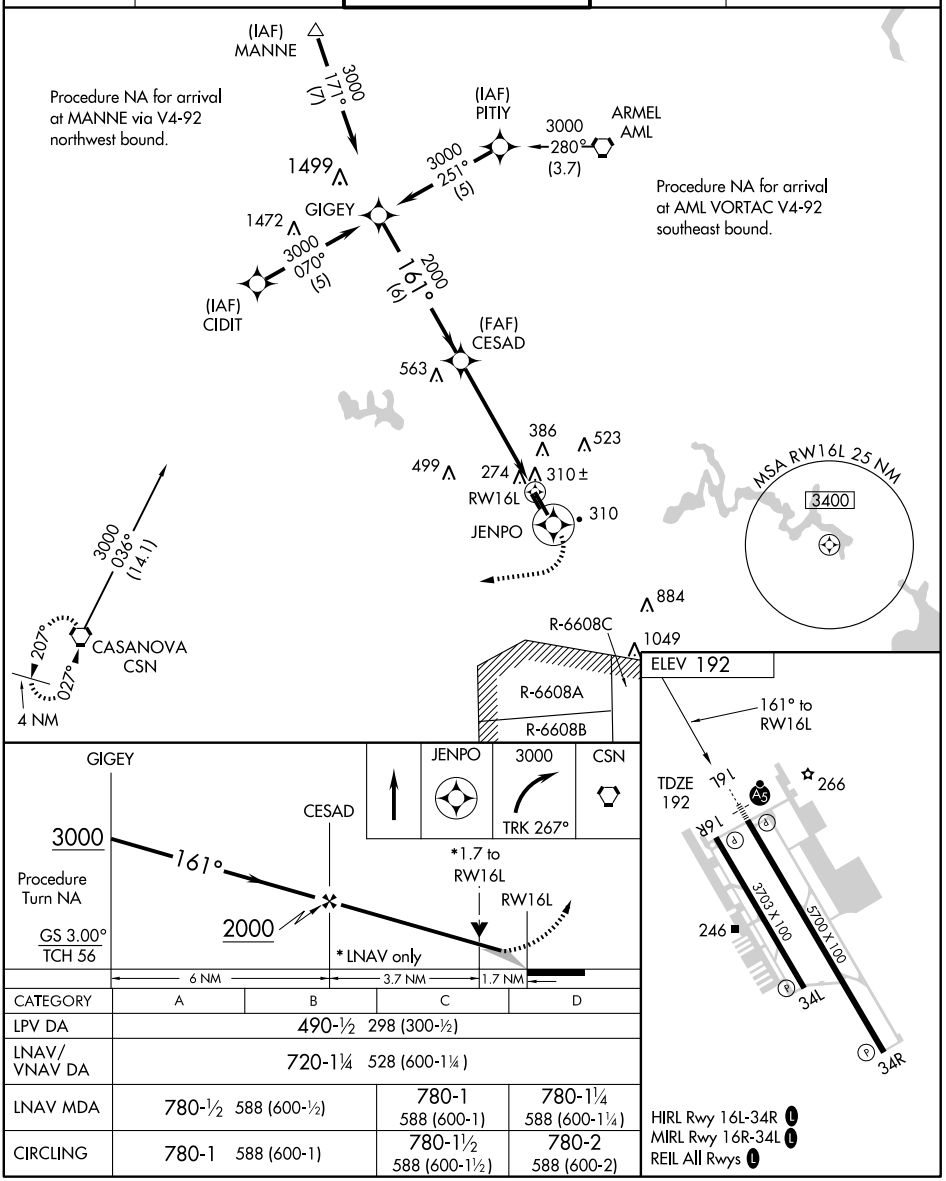
## MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV DA vis to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

| ATIS | POTOMAC APP CON | MANASSAS TOWER ★ | GND CON | POTOMAC CLNC DEL |
|---|---|---|---|---|
| 125.175 | 124.65 306.925 | 133.1 (CTAF) L 360.75 | 121.8 | 120.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 490-½ 298 (300-½) | | | |
| LNAV/VNAV DA | 720-1¼ 528 (600-1¼) | | | |
| LNAV MDA | 780-½ 588 (600-½) | | 780-1 588 (600-1) | 780-1¼ 588 (600-1¼) |
| CIRCLING | 780-1 588 (600-1) | | 780-1½ 588 (600-1½) | 780-2 588 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3703 |
|---|---|---|
| 161° | TDZE | 185 |
| | Apt Elev | 192 |

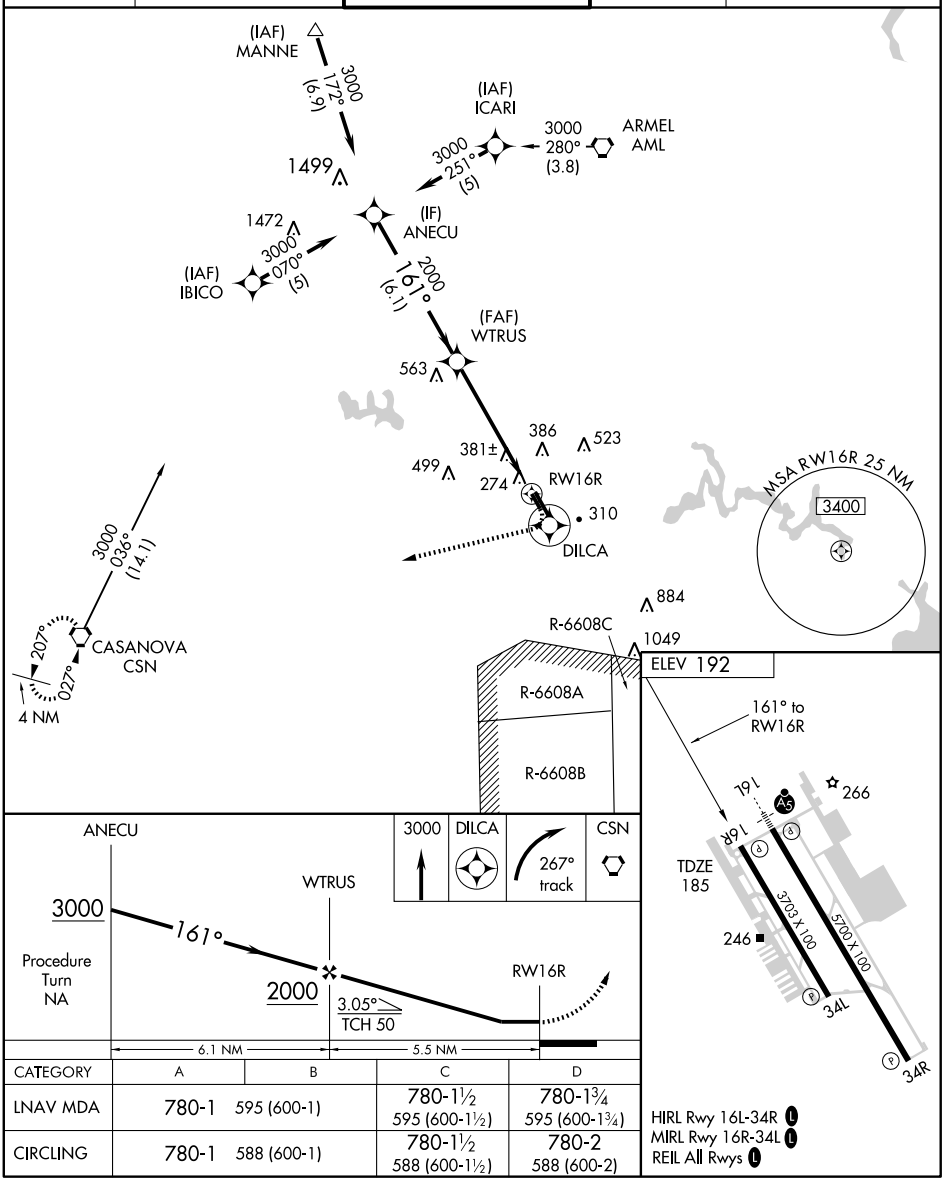
# RNAV (GPS) RWY 16R

## MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

| ATIS | POTOMAC APP CON | MANASSAS TOWER ★ | GND CON | POTOMAC CLNC DEL |
|---|---|---|---|---|
| 125.175 | 124.65 306.925 | 133.1 (CTAF) L 360.75 | 121.8 | 120.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 595 (600-1) | 780-1½ 595 (600-1½) | 780-1¾ 595 (600-1¾) |
| CIRCLING | 780-1 | 588 (600-1) | 780-1½ 588 (600-1½) | 780-2 588 (600-2) |

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5700 |
|---|---|---|
| 326° | TDZE | 177 |
| | Apt Elev | 192 |

# RNAV (GPS) RWY 34R

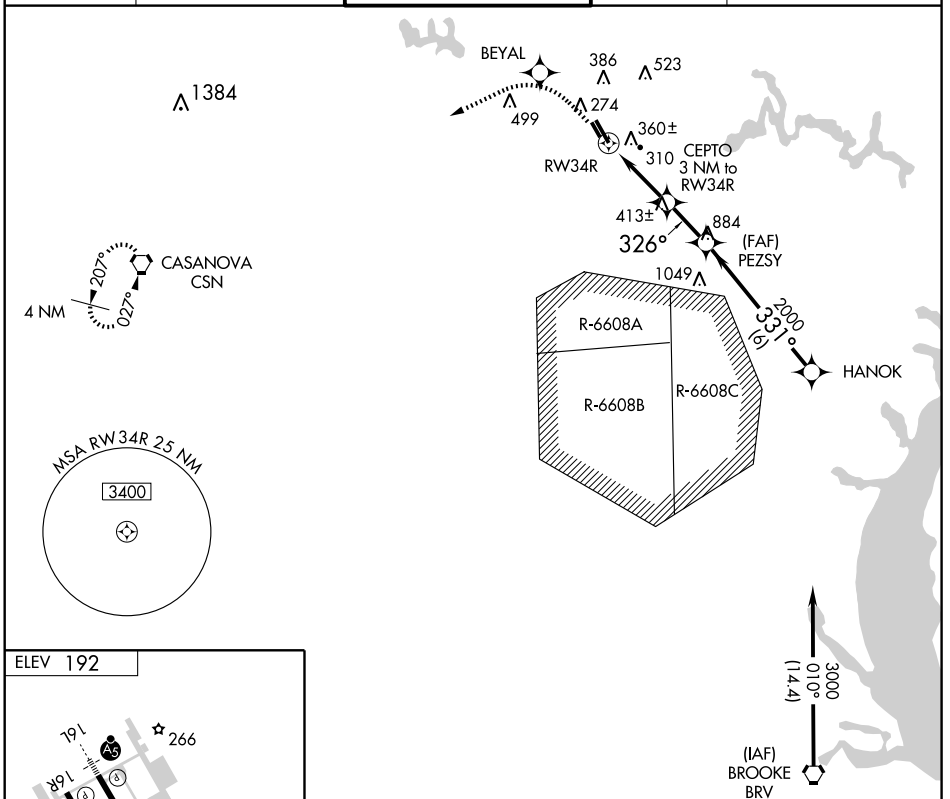
## MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

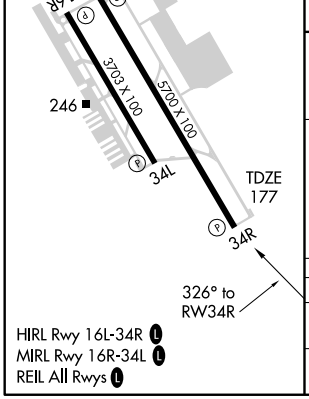
NA

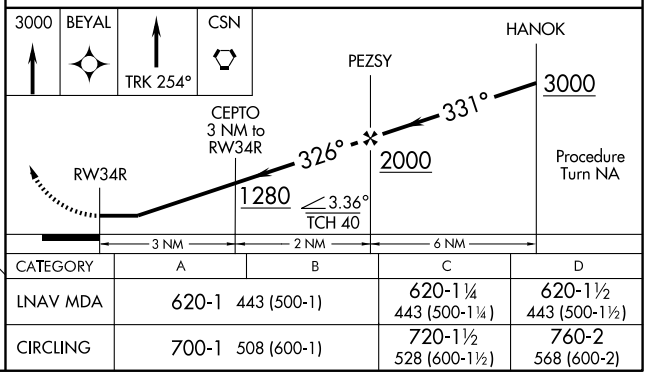
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

| ATIS | POTOMAC APP CON | MANASSAS TOWER ★ | GND CON | POTOMAC CLNC DEL |
|---|---|---|---|---|
| 125.175 | 124.65 306.925 | 133.1 (CTAF) L 360.75 | 121.8 | 120.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 443 (500-1) | | 620-1¼ 443 (500-1¼) | 620-1½ 443 (500-1½) |
| CIRCLING | 700-1 508 (600-1) | | 720-1½ 528 (600-1½) | 760-2 568 (600-2) |

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

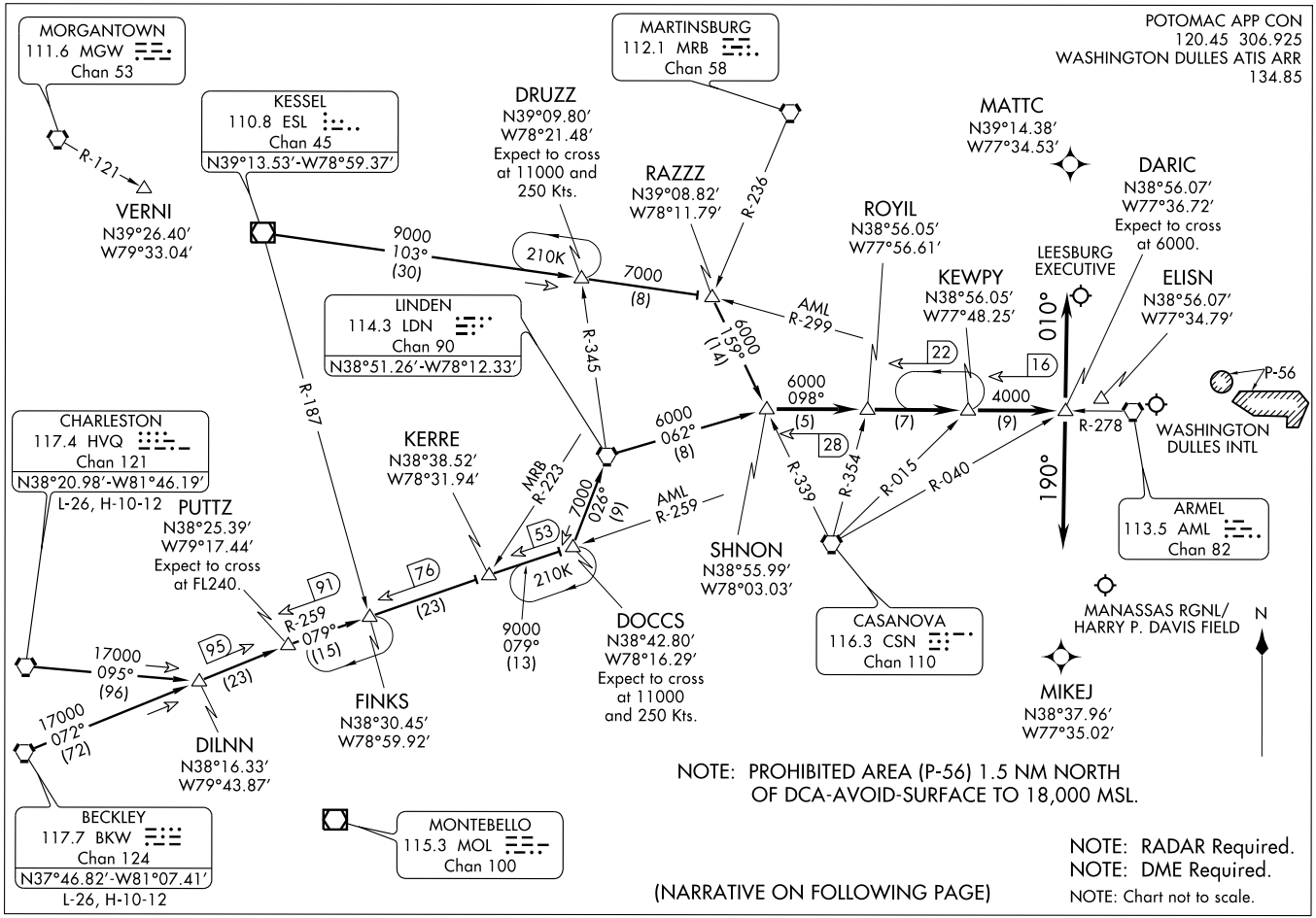


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC




ROYIL TWO ARRIVAL

(ROYIL.ROYIL2) 09183

WASHINGTON, DC

ST-5100 (FAA)

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

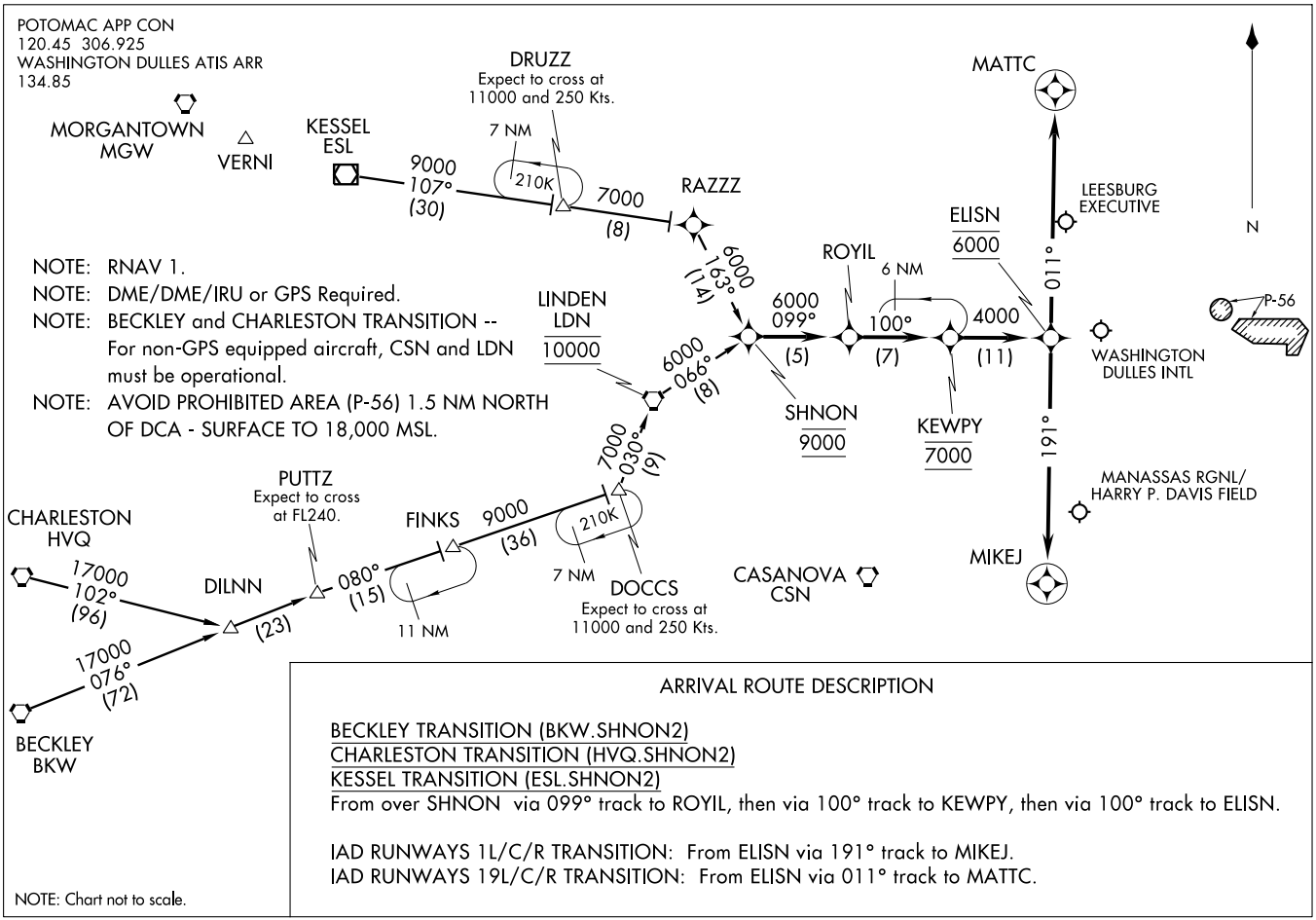
LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183




## ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

NOTE: Chart not to scale.

SHNON TWO ARRIVAL (RNAV)
(SHNON.SHNON2) 09183

ST-5100 (FAA)

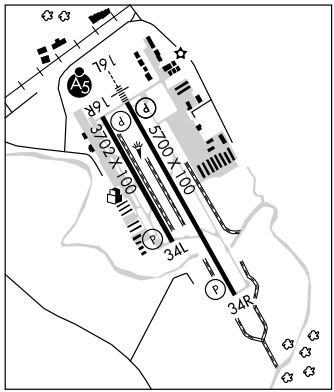
WASHINGTON, DC

WASHINGTON, DC

**MANASSAS RGNL/HARRY P DAVIS FLD** (HEF) 4 SW UTC−5(−4DT)
N38°43.29′ W77°30.93′
192 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 TPA—See Remarks LRA
NOTAM FILE HEF

**WASHINGTON**
**COPTER**
**H–10H, 12I, L–29E, 34E, 36I, A**
**IAP, AD**

**RWY 16L–34R:** H5700X100 (ASPH–GRVD) S–50, D–140 HIRL
**RWY 16L:** MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 56′. Trees.
**RWY 34R:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.. Tree.
**RWY 16R–34L:** H3702X100 (ASPH) S–12.5 MIRL
**RWY 16R:** REIL. PAPI(P2L)—GA 3.0° TCH 50′. Rgt tfc. Tree.
**RWY 34L:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.



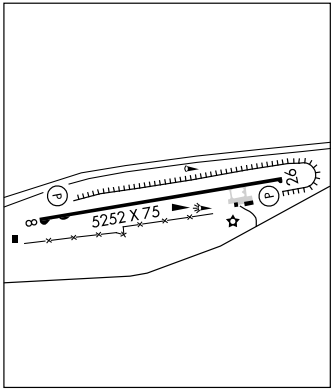

**AIRPORT REMARKS:** Attended 1130–0330Z‡. Birds and deer on and invof arpt. Acft category C III or larger use Rwy 16L–34R and East ramp. Helicopter ops over residential areas blo 1000′ should be avoided; ctc arpt manager 703–361–1882. TPA—1200(1008) single engine and light twin acft, 1500(1308) med twin and turboprop acft, 1000(808) helicopter. When twr clsd ACTIVATE HIRL Rwy 16L–34R, MALSR Rwy 16L, MIRL Rwy 16R–34L and REIL Rwy 16L, Rwy 34R, Rwy 16R, Rwy 34L—CTAF. U.S. Customs avbl Mon–Sun 1000–0400Z‡. Call Command Center 703–661–7100 for appointment.
**WEATHER DATA SOURCES:** AWOS–3 125.175 (703) 361–6160
**COMMUNICATIONS: CTAF** 133.1 **ATIS** 125.175 (703) 361–6160
Ⓡ **POTOMAC APP/DEP CON** 124.65
**TOWER** 133.1 (1130–0330Z‡) **GND CON** 121.8
**CLNC DEL** 120.2 (When twr clsd POTOMAC CLNC DEL 120.2)
**AIRSPACE: CLASS D** svc effective 1130–0330Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IAD.
**ARMEL (L) VORTAC** 113.5 AML Chan 82 N38°56.08′ W77°28.00′ 199° 12.9 NM to fld. 297/08W.
**TILLE NDB (LOM)** 346 IA N38°50.83′ W77°26.27′ 216° 8.4 NM to fld.
**ILS** 109.1 I–HEF Rwy 16L.

## MARION/WYTHEVILLE

**MOUNTAIN EMPIRE** (MKJ) 9 NE UTC−5(−4DT) N36°53.69′ W81°21.00′
2558 B S4 **FUEL** 100LL, JET A NOTAM FILE MKJ

**CINCINNATI**
**H–9B, 12G, L–26I**
**IAP**

**RWY 08–26:** H5252X75 (ASPH) S–20 MIRL 1.1% up W
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**RWY 26:** REIL. PAPI(P2L)—GA 3.75° TCH 47′. Road.




**AIRPORT REMARKS:** Attended Apr–Oct Mon–Fri 1230–0100Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡, Nov–Mar Mon–Fri 1230–0000Z‡, Sat 1300–0000Z‡, Sun 1800–0000Z‡. Located 9 NM NE Marion. MIRL Rwy 08–26 preset low ints, ACTIVATE higher ints—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.875 (276) 686–6420.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **ATLANTA CENTER APP/DEP CON** 132.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSK.
**PULASKI (H) VORTAC** 116.8 PSK Chan 115 N37°05.26′ W80°42.77′ 256° 32.7 NM to fld. 2120/06W. **HIWAS.**
**SUZZE NDB (MHW/LOM)** 335 MK N36°55.21′ W81°14.60′ 260° 5.4 NM to fld. NOTAM FILE MKJ. Unmonitored when arpt unattended.
**ILS** 110.5 I–MKJ Rwy 26. LOM SUZZE NDB. (LOC only.) LOC unmonitored when arpt unattended.

| LOC I-MKJ | APP CRS | Rwy ldg | 5252 |
|---|---|---|---|
| 110.5 | 259° | TDZE | 2519 |
| | | Apt Elev | 2558 |

# LOC RWY 26

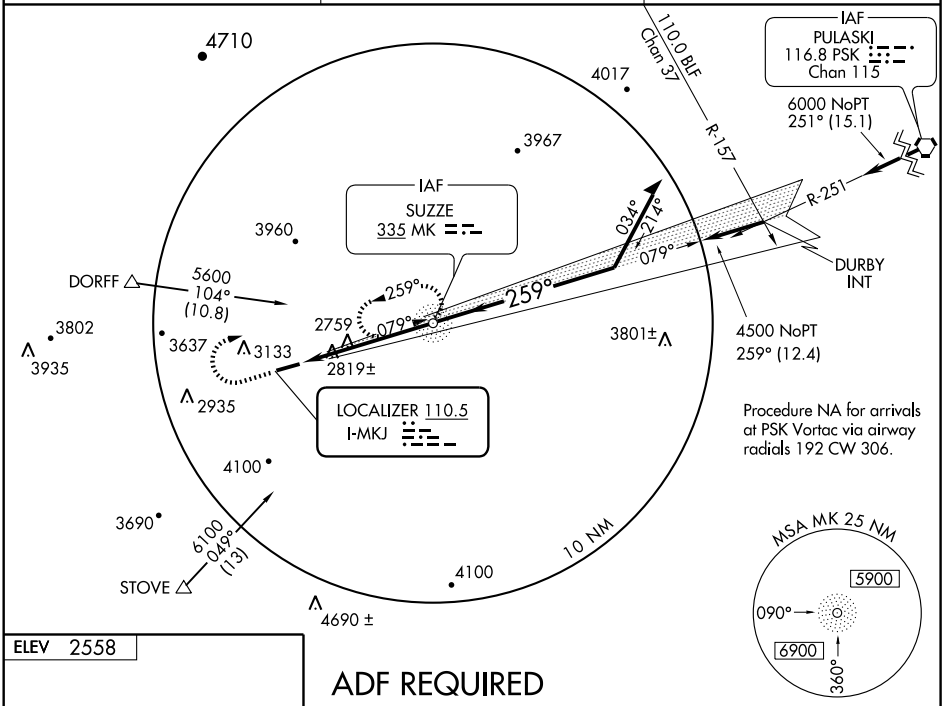
MARION/MOUNTAIN EMPIRE (MKJ)

Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA.

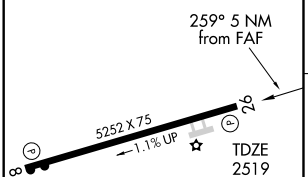
NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 123.875 | 132.9 319.9 | 122.7 (CTAF) L |




ELEV 2558

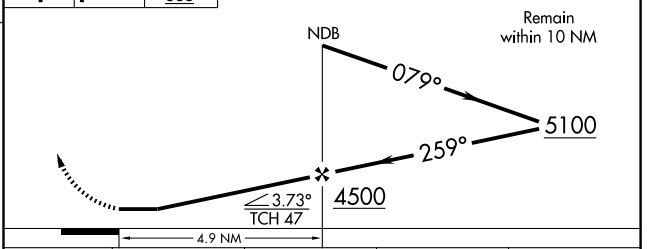



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

## ADF REQUIRED

| 4400 | 6000 | MK |
|---|---|---|
| | | 335 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 3080-1 | 561 (600-1) | 3080-1½<br>561 (600-1½) | NA |
| CIRCLING | 3260-1 | 702 (800-1) | 3260-2<br>702 (800-2) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5252 |
|---|---|---|---|
| CH 72802 | 259° | TDZE | 2519 |
| W26A | | Apt Elev | 2558 |

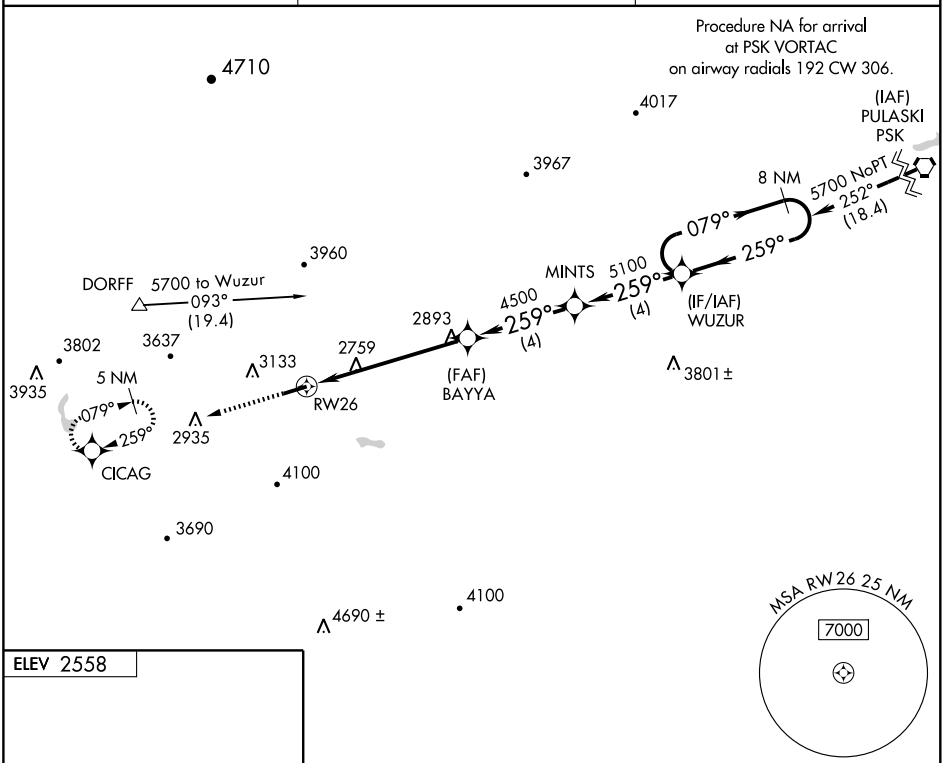
# RNAV (GPS) RWY 26

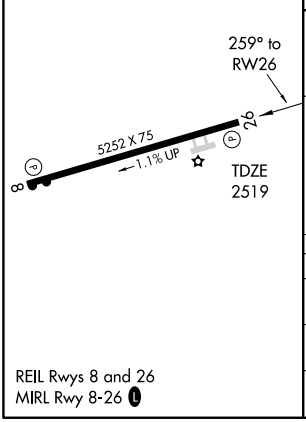
## MARION/MOUNTAIN EMPIRE (MKJ)

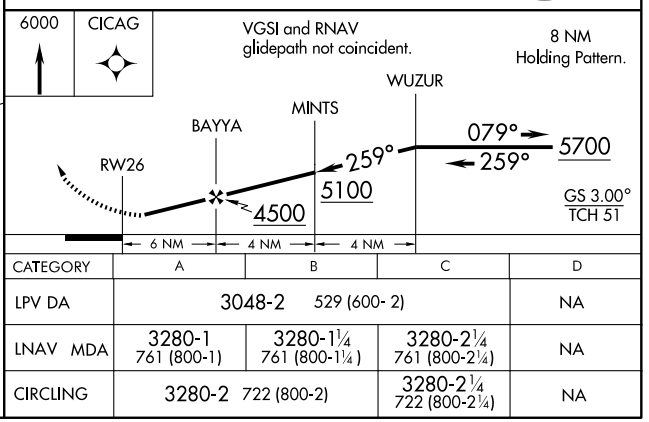
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 123.875 | 132.9 319.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3048-2 529 (600- 2) | | | NA |
| LNAV MDA | 3280-1 761 (800-1) | 3280-1¼ 761 (800-1¼) | 3280-2¼ 761 (800-2¼) | NA |
| CIRCLING | 3280-2 722 (800-2) | | 3280-2¼ 722 (800-2¼) | NA |

REIL Rwys 8 and 26
MIRL Rwy 8-26 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## MARTINSVILLE

### BLUE RIDGE (MTV) 8 SW UTC−5(−4DT) N36°37.85′ W80°01.10′

CINCINNATI
H–9B, 12G, L–26J
IAP

941 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV

**RWY 12–30:** H5002X100 (ASPH–GRVD) S–30, D–60 MIRL 0.6% up NW

**RWY 12:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

**RWY 30:** REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 12–30, PAPI Rwys 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.45 (276) 957–3784. OTS indef.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

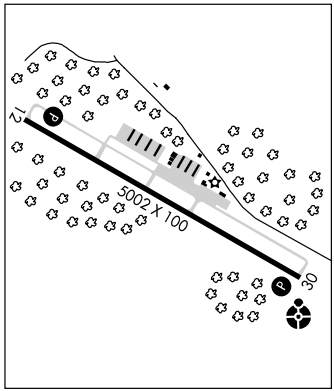
Ⓡ **GREENSBORO APP/DEP CON** 124.35 **CLNC DEL** 124.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.

**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74′ W79°58.58′ 360° 35.1 NM to fld. 879/03W. **HIWAS.**

**BALES NDB (MHW/LOM)** 396 UV N36°35.39′ W79°55.04′ 304° 5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt unattended.

**ILS/DME** 111.3 I–UVM Chan 50 Rwy 30. LOC only. LOM BALES NDB. LOC/DME unmonitored when arpt unattended.




### MC LAUGHLIN SPB (See CHESTER)

### MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL)

## MELFA

### ACCOMACK CO (MFV) 1 W UTC−5(−4DT) N37°38.81′ W75°45.66′

WASHINGTON
H–10I, 12I, L–36I
IAP

47 B **FUEL** 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

**RWY 03–21:** H5000X100 (ASPH) S–26 MIRL

**RWY 03:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

**RWY 21:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2300Z‡. Self serve fuel (100LL and JET A+) avbl 24 hrs. Deer on and invof arpt. TPA—897(850) light acft, 1547(1500) heavy acft. Trees parallel rwy +370′ east and west of centerline (50 to 90′). MIRL Rwy 03–21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.175 (757) 787–5660.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95

**GCO** 135.075 (NORFOLK CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**CAPE CHARLES (L) VORTAC** 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 042° 21.2 NM to fld. 10/10W.

**NDB (MHW)** 336 BDB N37°34.22′ W75°47.90′ 032° 4.9 NM to fld.

**ILS** 110.15 I–MFV Rwy 03. LOC only.




### MIDDLE PENINSULA RGNL (See WEST POINT)

| LOC/DME I-UVM | APP CRS | Rwy Idg 5002 |
|---|---|---|
| 111.3 | 305° | TDZE 925 |
| Chan 50 | | Apt Elev 941 |

# LOC RWY 30

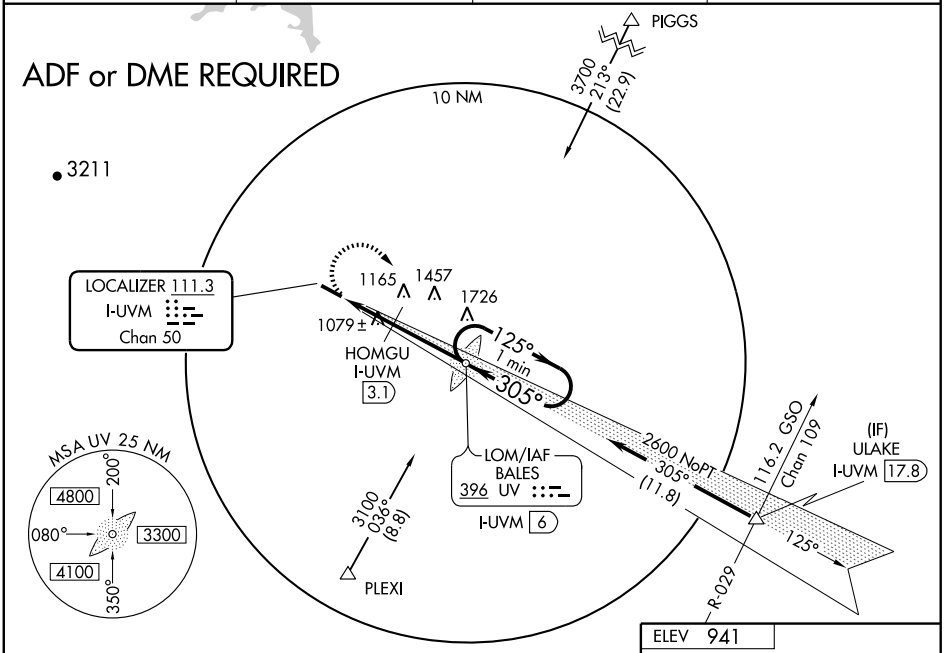
MARTINSVILLE/BLUE RIDGE (MTV)

▼ ▲ NA — Inoperative table does not apply to Cat C. ADF Required. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase all MDA 180 feet; increase S-30 Cats A/B visibility ½ mile, Cats C/D and Circling Cats C/D ¾ mile and Circling Cats A/B ¼ mile. HOMGU fix minimums NA when using Reidsville, NC altimeter setting. When using Reidsville, NC altimeter setting, inoperative table does not apply.

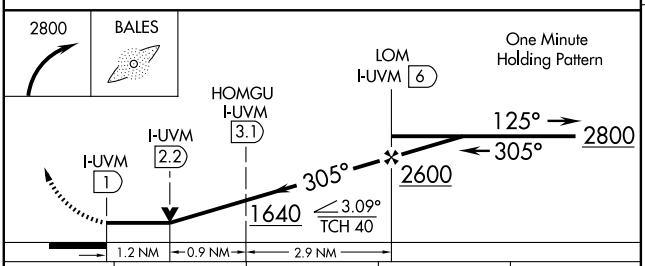
ODALS

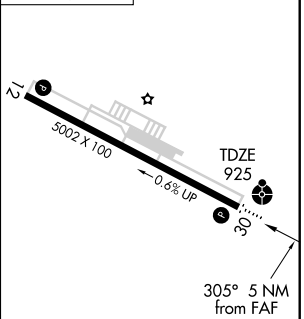
MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6.02 DME and hold

| AWOS-3 | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.45 | 124.35 269.225 | 124.85 | 122.7 (CTAF) L |




ELEV 941




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 1640-¾ 715 (700-¾) | | 1640-2 715 (700-2) | 1640-2¼ 715 (700-2¼) |
| CIRCLING | 1640-1 699 (700-1) | | 1640-2 699 (700-2) | 1640-2¼ 699 (700-2¼) |
| HOMGU FIX MINIMUMS | | | | |
| S-30 | 1340-¾ 415 (400-¾) | | 1340-1¼ 415 (400-1¼) | |
| CIRCLING | 1420-1 479 (500-1) | | 1420-1½ 479 (500-1½) | 1520-2 579 (600-2) |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 12

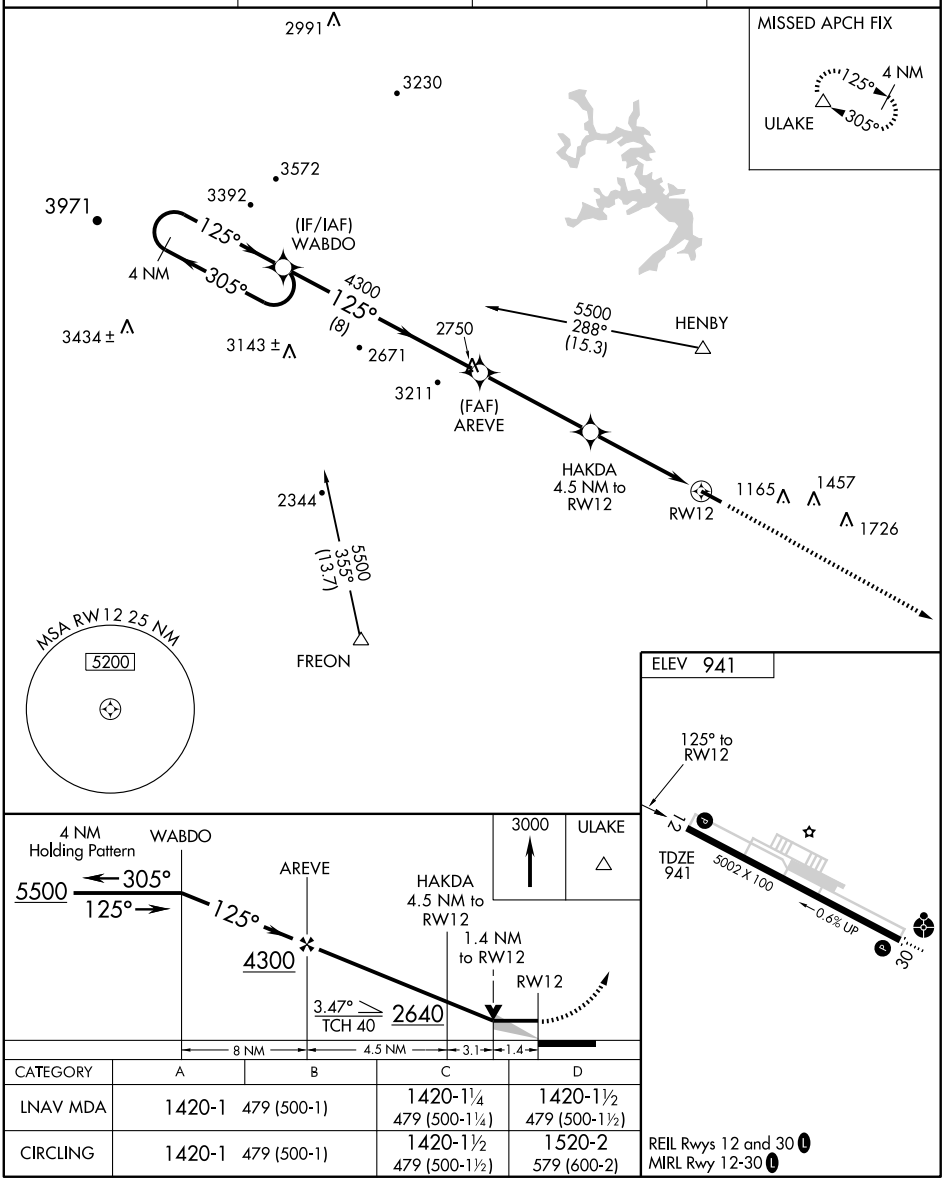
MARTINSVILLE/BLUE RIDGE (MTV)

| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 125° | TDZE | 941 |
| | Apt Elev | 941 |

GPS or RNP -0.3 required.
NA DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 direct ULAKE WP and hold.

| AWOS-3 | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.45 | 124.35 269.225 | 124.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 479 (500-1) | | 1420-1¼ 479 (500-1¼) | 1420-1½ 479 (500-1½) |
| CIRCLING | 1420-1 479 (500-1) | | 1420-1½ 479 (500-1½) | 1520-2 579 (600-2) |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 65802 | 305° | TDZE | 925 |
| W30A | | Apt Elev | 941 |

# RNAV (GPS) RWY 30

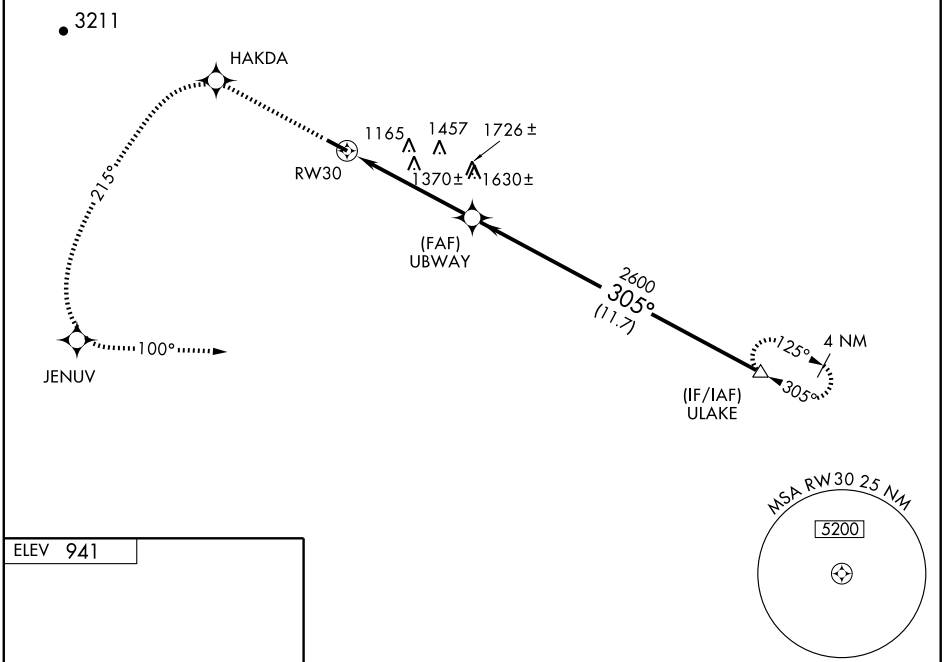
MARTINSVILLE/ BLUE RIDGE (MTV)

If local altimeter setting not received, use Reidsville, NC altimeter setting and increase DAs to 1344 feet and all MDAs 180 feet.
Inoperative table does not apply.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

ODALS

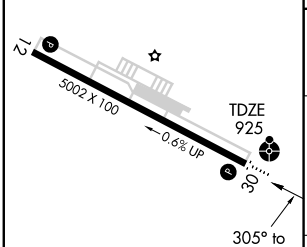
MISSED APPROACH: Climb to 3200 direct HAKDA and via 215° track to JENUV and left turn via 100° track to ULAKE and hold.

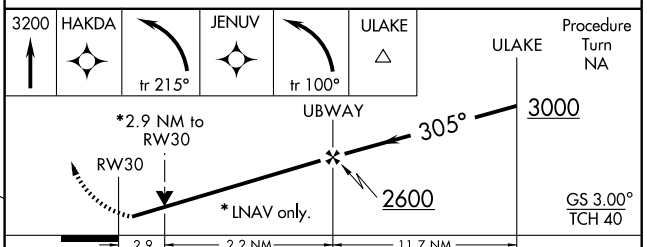
| AWOS-3 | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.45 | 124.35 269.225 | 124.85 | 122.7 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1175-1 250 (300-1) | | | |
| LNAV MDA | 1880-1¼ 955 (1000-1¼) | 1880-1½ 955 (1000-1½) | 1880-3 995 (1000-3) | |
| CIRCLING | 1880-1¼ 939 (1000-1¼) | 1880-1½ 939 (1000-1½) | 1880-3 939 (1000-3) | |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## MARTINSVILLE

### BLUE RIDGE (MTV) 8 SW UTC−5(−4DT) N36°37.85′ W80°01.10′

CINCINNATI
H–9B, 12G, L–26J
IAP

941 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MTV

**RWY 12–30:** H5002X100 (ASPH–GRVD) S–30, D–60 MIRL 0.6% up NW

**RWY 12:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

**RWY 30:** REIL. ODALS. PAPI (P4L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 12–30, PAPI Rwys 12 and 30, REIL Rwy 12 and Rwy 30, and ODALS Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.45 (276) 957–3784. OTS indef.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

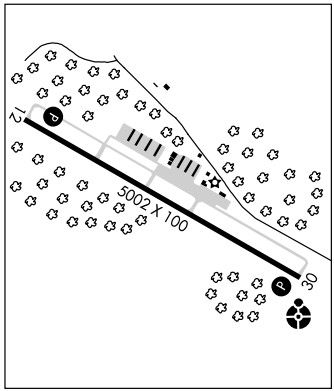
Ⓡ **GREENSBORO APP/DEP CON** 124.35 **CLNC DEL** 124.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GSO.

**GREENSBORO (H) VORTAC** 116.2 GSO Chan 109 N36°02.74′ W79°58.58′ 360° 35.1 NM to fld. 879/03W. **HIWAS.**

**BALES NDB (MHW/LOM)** 396 UV N36°35.39′ W79°55.04′ 304° 5.5 NM to fld. NOTAM FILE MTV. Unmonitored when arpt unattended.

**ILS/DME** 111.3 I–UVM Chan 50 Rwy 30. LOC only. LOM BALES NDB. LOC/DME unmonitored when arpt unattended.




### MC LAUGHLIN SPB (See CHESTER)

### MECKLENBURG–BRUNSWICK RGNL (See SOUTH HILL)

## MELFA

### ACCOMACK CO (MFV) 1 W UTC−5(−4DT) N37°38.81′ W75°45.66′

WASHINGTON
H–10I, 12I, L–36I
IAP

47 B **FUEL** 100LL JET A+ TPA—See Remarks NOTAM FILE MFV

**RWY 03–21:** H5000X100 (ASPH) S–26 MIRL

**RWY 03:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.

**RWY 21:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2300Z‡. Self serve fuel (100LL and JET A+) avbl 24 hrs. Deer on and invof arpt. TPA—897(850) light acft, 1547(1500) heavy acft. Trees parallel rwy +370′ east and west of centerline (50 to 90′). MIRL Rwy 03–21 preset low ints, increase ints and ACTIVATE REIL Rwy 03 and Rwy 21—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.175 (757) 787–5660.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **PATUXENT APP/DEP CON** 127.95

**GCO** 135.075 (NORFOLK CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**CAPE CHARLES (L) VORTAC** 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 042° 21.2 NM to fld. 10/10W.

**NDB (MHW)** 336 BDB N37°34.22′ W75°47.90′ 032° 4.9 NM to fld.

**ILS** 110.15 I–MFV Rwy 03. LOC only.




### MIDDLE PENINSULA RGNL (See WEST POINT)

| LOC I-MFV | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.15 | 034° | TDZE | 47 |
| | | Apt Elev | 47 |

# LOC RWY 3

## MELFA / ACCOMACK COUNTY (MFV)

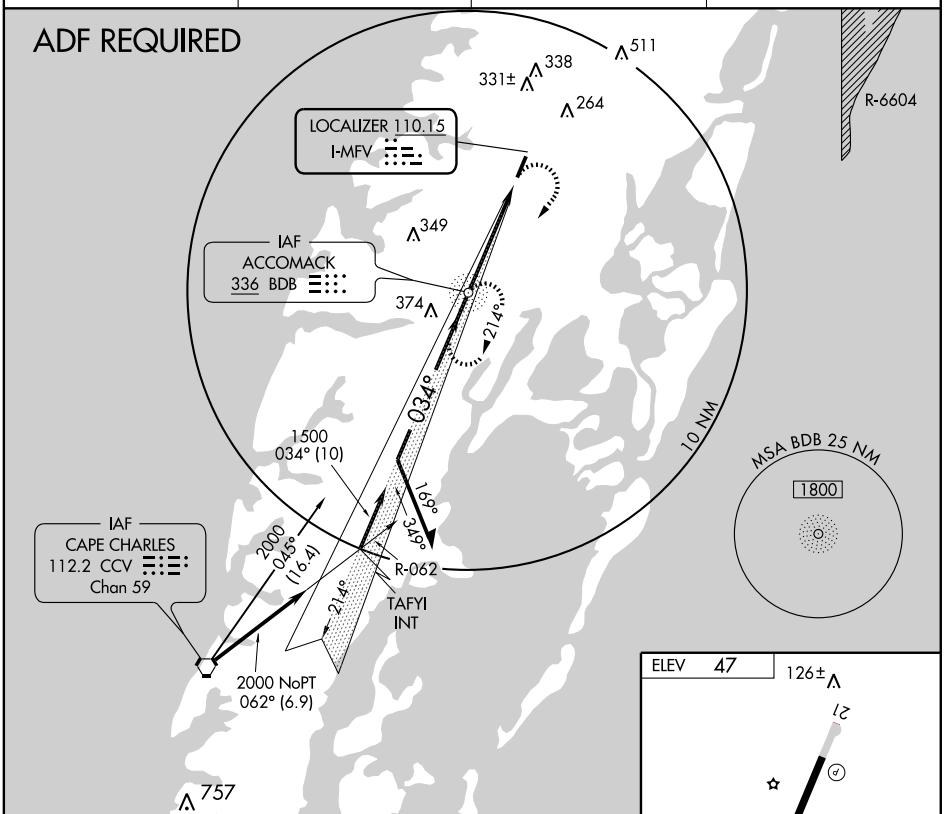
NA

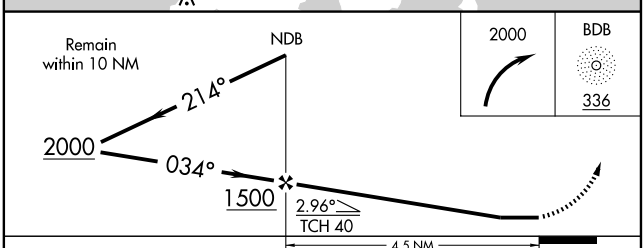
MISSED APPROACH: Climbing right turn to 2000 direct BDB NDB and hold.

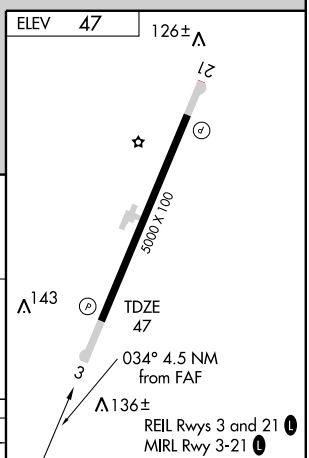
| AWOS-3 | PATUXENT APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 127.95 314.0 | 135.075 | 122.8 (CTAF) L |



NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 3 | 400-1 353 (400-1) | | | |
| CIRCLING | 480-1 433 (500-1) | 560-1 513 (600-1) | 560-1½ 513 (600-1½) | 620-2 573 (600-2) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 42905 | 034° | TDZE | 47 |
| W03A | | Apt Elev | 47 |

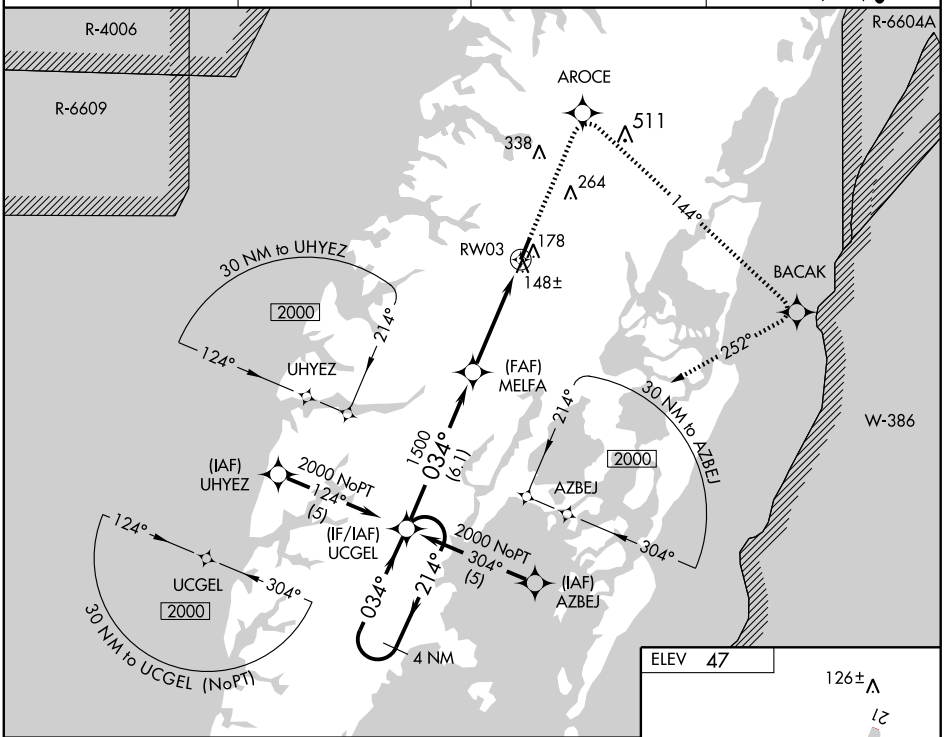
# RNAV (GPS) RWY 3

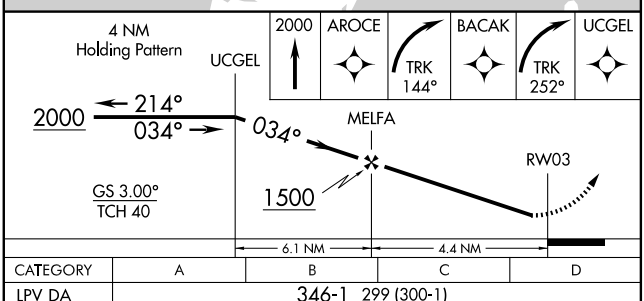
MELFA / ACCOMACK COUNTY (MFV)

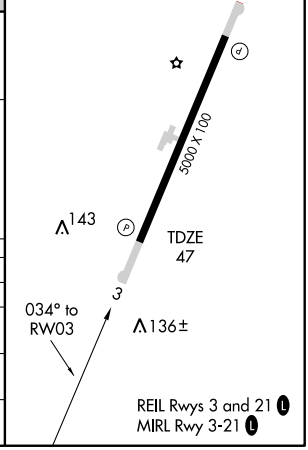
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AROCE and right turn via 144° track to BACAK and right turn via 252° track to UCGEL and hold.

| AWOS-3 | PATUXENT APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 127.95 314.0 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 346-1 299 (300-1) | | | |
| LNAV/ VNAV DA | 408-1¼ 361 (400-1¼) | | | |
| LNAV MDA | 440-1 393 (400-1) | | | 440-1¼ 393 (400-1¼) |
| CIRCLING | 480-1 433 (500-1) | 560-1 513 (600-1) | 560-1½ 513 (600-1½) | 620-2 573 (600-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 69505 | 214° | TDZE | 47 |
| W21A | | Apt Elev | 47 |

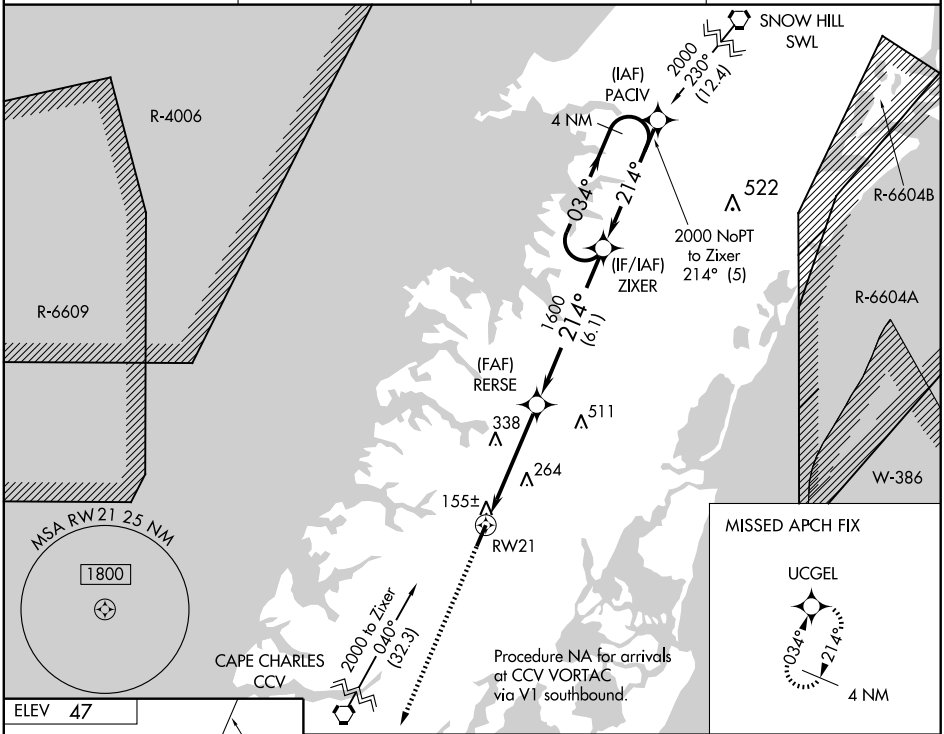
# RNAV (GPS) RWY 21

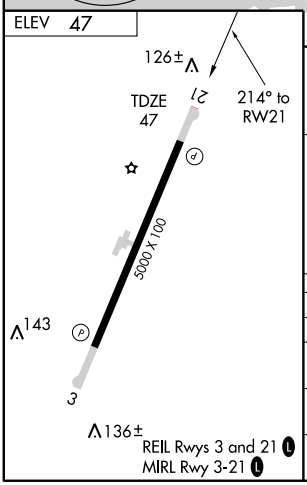
## MELFA / ACCOMACK COUNTY (MFV)

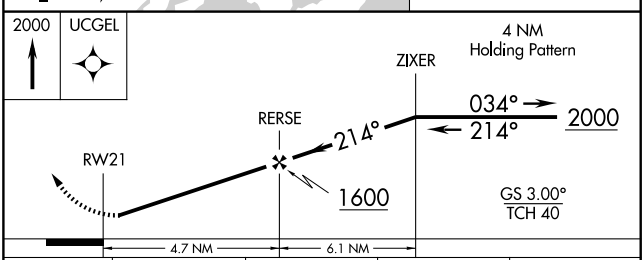
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

| AWOS-3 | PATUXENT APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 127.95 314.0 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 362-1 315 (400-1) | | | |
| LNAV/VNAV DA | 545-1¾ 498 (500-1¾) | | | |
| LNAV MDA | 600-1 553 (600-1) | | 600-1½ 553 (600-1½) | 600-1¾ 553 (600-1¾) |
| CIRCLING | 600-1 553 (600-1) | | 600-1½ 553 (600-1½) | 620-2 573 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC CCV 112.2 Chan 59 | APP CRS 042° | Rwy Idg 5000 TDZE 47 Apt Elev 47 |
|---|---|---|

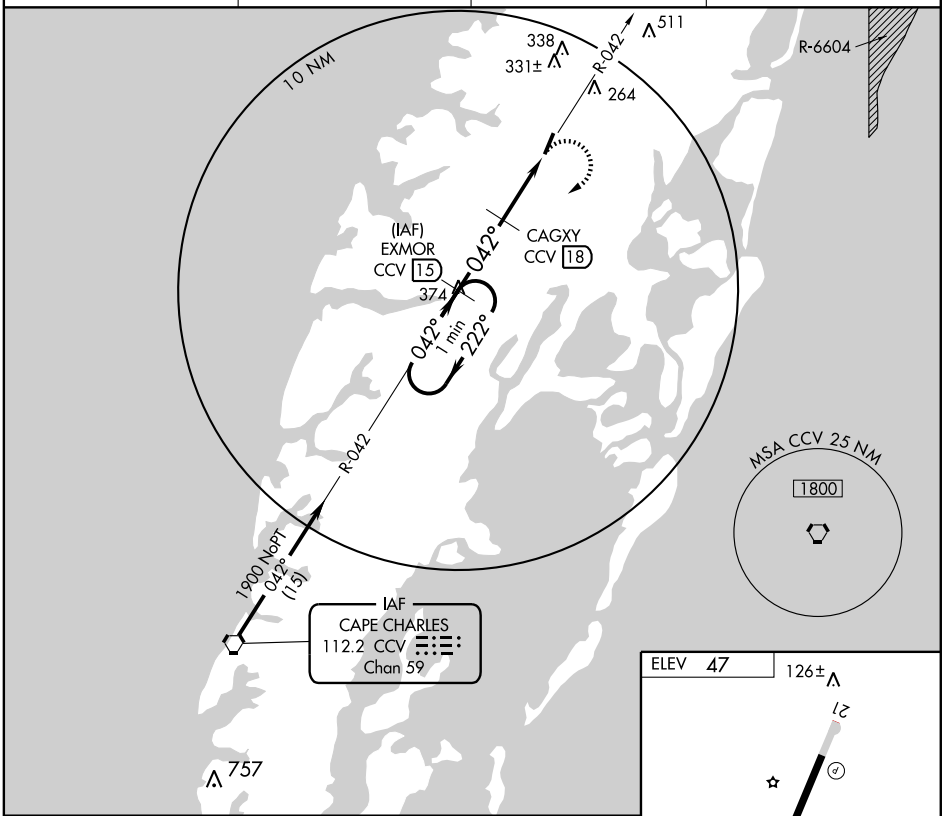
# VOR/DME RWY 3

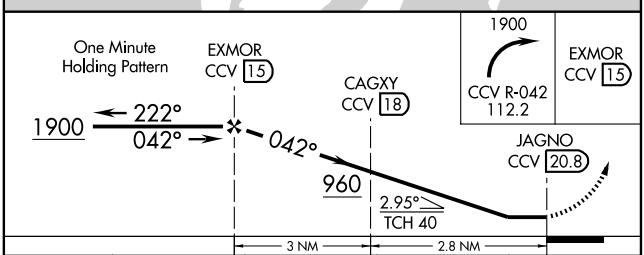
MELFA / ACCOMACK COUNTY (MFV)

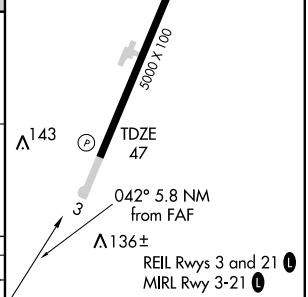
NA

MISSED APPROACH: Climbing right turn to 1900 via CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

| AWOS-3 | PATUXENT APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 127.95 314.0 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 440-1<br>393 (400-1) | 440-1¼<br>393 (400-1¼) | 440-1½<br>393 (400-1½) | 440-1¾<br>393 (400-1¾) |
| CIRCLING | 480-1<br>453 (500-1) | 560-1¼<br>513 (600-1¼) | 560-1½<br>513 (600-1½) | 620-2<br>573 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## MONETA

**SMITH MOUNTAIN LAKE** (W91) 4 SE UTC−5(−4DT) N37°06.46′ W79°35.55′ — CINCINNATI L–26J

892 B S4 **FUEL** 100LL NOTAM FILE DCA — IAP

**RWY 05–23:** H3058X50 (ASPH) MIRL 1.2% up NE

**RWY 05:** Thld dsplcd 250′. Tree. **RWY 23:** REIL. Tree.

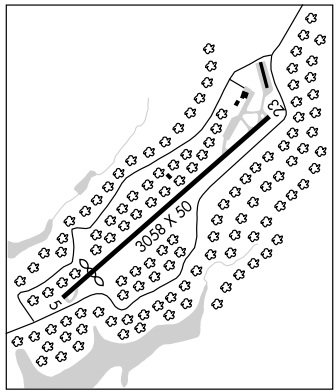
**AIRPORT REMARKS:** Attended dalgt hours. Parachute Jumping. Deer on and invof arpt. Rwy 23 REIL out of svc indefinitely. Rwy 05–23 MIRL OTS indef.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**ROANOKE APP/DEP CON** 135.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LYH.

**LYNCHBURG (L) VORTAC** 109.2 LYH Chan 29 N37°15.28′ W79°14.19′ 248° 19.2 NM to fld. 880/05W. **HIWAS.**




**MONTEBELLO** N37°54.03′ W79°06.41′ NOTAM FILE DCA. — CINCINNATI H–10H, 12H, L–26J

**(L) VOR/DME** 115.3 MOL Chan 100 030° 24.0 NM to Shenandoah Valley Rgnl. 3460/05W.

VOR portion unusable: 205°–220° byd 10 NM blo 6000′.

DME portion unusable:

061°–088° byd 35 NM blo 6000′

114°–120° byd 28 NM blo 6500′

154°–220° byd 28 NM blo 8000′

330°–335° byd 30 NM blo 6000′

335°–001° byd 30 NM blo 7000′

**RCO** 122.1R 115.3T (LEESBURG RADIO)

**MOUNTAIN EMPIRE** (See MARION/WYTHEVILLE)

**NAILR** N38°27.26′ W77°54.32′ NOTAM FILE DCA. — WASHINGTON L–29E, 34E, 36I, A

**NDB (MHW)** 351 MSQ 037°4.8 NM to Culpeper Rgnl.

**NEW KENT CO** (See QUINTON)

**NEW LONDON** (See FOREST)

**NEW MARKET** (8W2) 2 W UTC−5(−4DT) N38°39.34′ W78°42.48′ — WASHINGTON L–22G

975 B S2 **FUEL** 100LL TPA—1800(825) NOTAM FILE DCA

**RWY 06–24:** H2920X60 (ASPH) LIRL (NSTD)

**RWY 06:** Trees. Rgt tfc. **RWY 24:** Thld dsplcd 900′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2130Z‡. Unattended Thanksgiving, Christmas and New Years day. Fuel 24 hr credit card svc. Hot air balloons weekends early morning and late afternoon. Deer and birds on and invof rwy. Small holes adjacent to turn around area AER 24. Numerous cracks in rwy, conventional–gear acft be alert. Balloon repair station. Rwy 06–24 10′ trees along fenceline parallel to rwy along south side. Rwy 06 lgtd thld relocated 100′ and Rwy 24 lgtd thld relocated 930′ for night ops, 2020′ Rwy 06–24 lgts at ngt. Arpt lights opr dusk–0300Z‡. Rotating bcn ops dusk–0300Z‡. Rwy 06–24 NSTD LIRL thld lgts one fixture each side.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**LINDEN (L) VORTAC** 114.3 LDN Chan 90 N38°51.26′ W78°12.33′ 249° 26.4 NM to fld. 2440/06W.

| VORTAC LYH | APP CRS | Rwy ldg 3058 |
|---|---|---|
| 109.2 | 247° | TDZE 893 |
| Chan 29 | | Apt Elev 893 |

# VOR/DME or GPS RWY 23

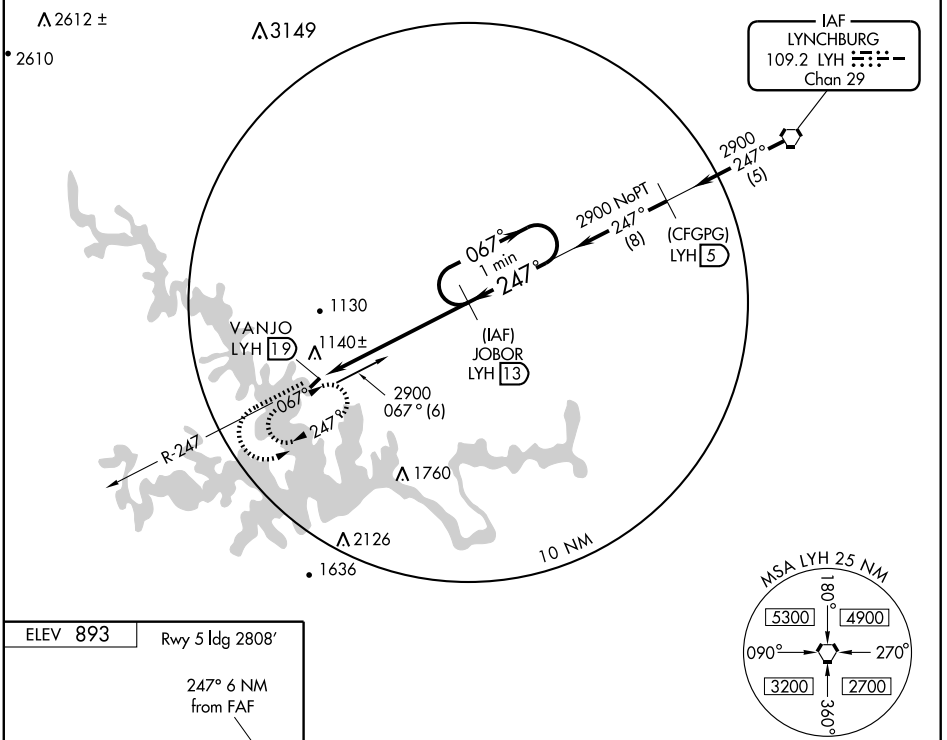
## MONETA/SMITH MOUNTAIN LAKE (W91)

Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

NA

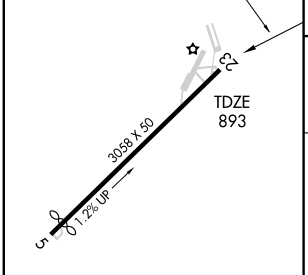
MISSED APPROACH: Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

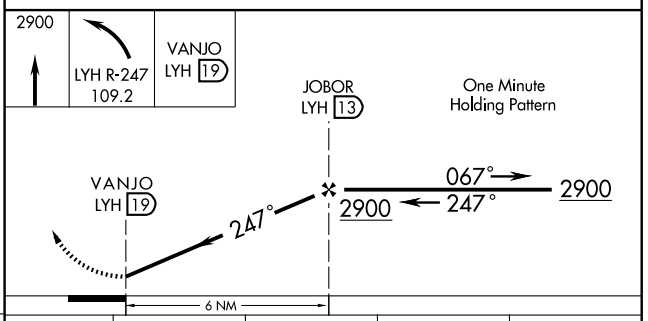
| ROANOKE APP CON | UNICOM |
|---|---|
| 135.0 254.32 | 122.8 (CTAF) |










| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1540-1 | 647 (700-1) | NA | |
| CIRCLING | 1540-1 | 647 (700-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)
AL-957 (FAA)
NEWPORT NEWS, VIRGINIA



ATIS
128.65
NEWPORT NEWS TOWER ★
118.7 257.9
GND CON
121.9 348.6
CLNC DEL
121.65 225.4

37°09′N

VAR 10.7° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

FIELD
ELEV
42

20
203.5°

RWYS 02-20, 07-25
S-100, D-200, 2S-175, 2D-350

ELEV
38

25
248.5°

6526 X 150

GENERAL AVIATION
TERMINAL BUILDING

GENERAL AVIATION
PARKING

37°08′N

CONTROL
TOWER
110

8003 X 150

LAHSO
068.5°

HOLD LINE
RWY 7

LAHSO

ELEV
36

7
023.5°
2

ELEV
36

SOUTH
CORPORATE
RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°30′W

76°29′W

37°07′N

NE-3, 26 AUG 2010 to 23 SEP 2010

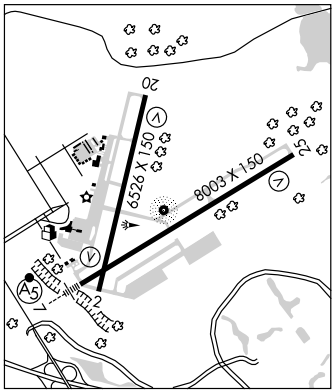
## NEWPORT NEWS/WILLIAMSBURG INTL (PHF) 9 NW UTC−5(−4DT)

WASHINGTON
N37°07.91′ W76°29.58′ H–10I, 12H, L–34E, 35D, 36H
42 B S4 **FUEL** 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE PHF IAP, AD

**RWY 07–25:** H8003X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL
**RWY 07:** MALSR. Trees.
**RWY 25:** REIL. VASI(V4L)—GA 3.0° TCH 55′. Trees.
**RWY 02–20:** H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL
**RWY 02:** VASI(V4L)—GA 3.0°TCH 61′.
**RWY 20:** REIL. VASI(V4L)—GA 3.0°TCH 42′. Road.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 20 | 07–25 | 5200 |
| RWY 25 | 02–20 | 6550 |



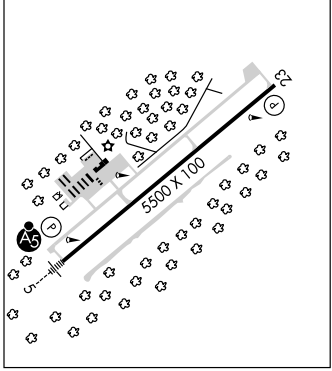

**AIRPORT REMARKS:** Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds and deer on and invof arpt. PPR 45 minutes for unscheduled air carrier ops with more than 30 passenger seat call arpt manager 757–877–0221. Twy L and Twy J clsd indef. Rwy 07-25 less than full length and width is grooved. When twr clsd HIRL Rwy 02–20; VASI Rwy 02 and Rwy 20; REIL Rwy 20; HIRL Rwy 07–25 and twy lgts on continuously. Rwy 07 MALSR unmonitored. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (757) 874–3682.
**COMMUNICATIONS: CTAF** 118.7 **ATIS** 128.65 **UNICOM** 122.95
**RCO** 122.65 122.2 (LEESBURG RADIO)
Ⓡ **NORFOLK APP CON** 125.7 Ⓡ**NORFOLK DEP CON** 124.9 **CLNC DEL** 124.9 (when twr clsd)
**TOWER** 118.7 (1100–0400Z‡.) **GND CON** 121.9 **CLNC DEL** 121.65 **PRE TAXI CLNC** 121.65
**AIRSPACE: CLASS D** svc effective 1100–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.
**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 323° 20.1 NM to fld. 20/07W.
**HENRY NDB (MHW)** 375 PJS N37°07.97′ W76°29.59′ at fld. NOTAM FILE DCA.
**ILS/DME** 110.1 I–PHF Chan 38 Rwy 07. Class IA. Unmonitored when tower closed.
**ILS/DME** 110.1 I–DHY Chan 38 Rwy 25. Class IE.
**ILS/DME** 109.3 I–FJQ Chan 30 Rwy 20. (LOC only)

## NEW RIVER VALLEY (See DUBLIN)

# NORFOLK

## CHESAPEAKE RGNL (CPK) 12 S UTC−5(−4DT) N36°39.94′ W76°19.24′

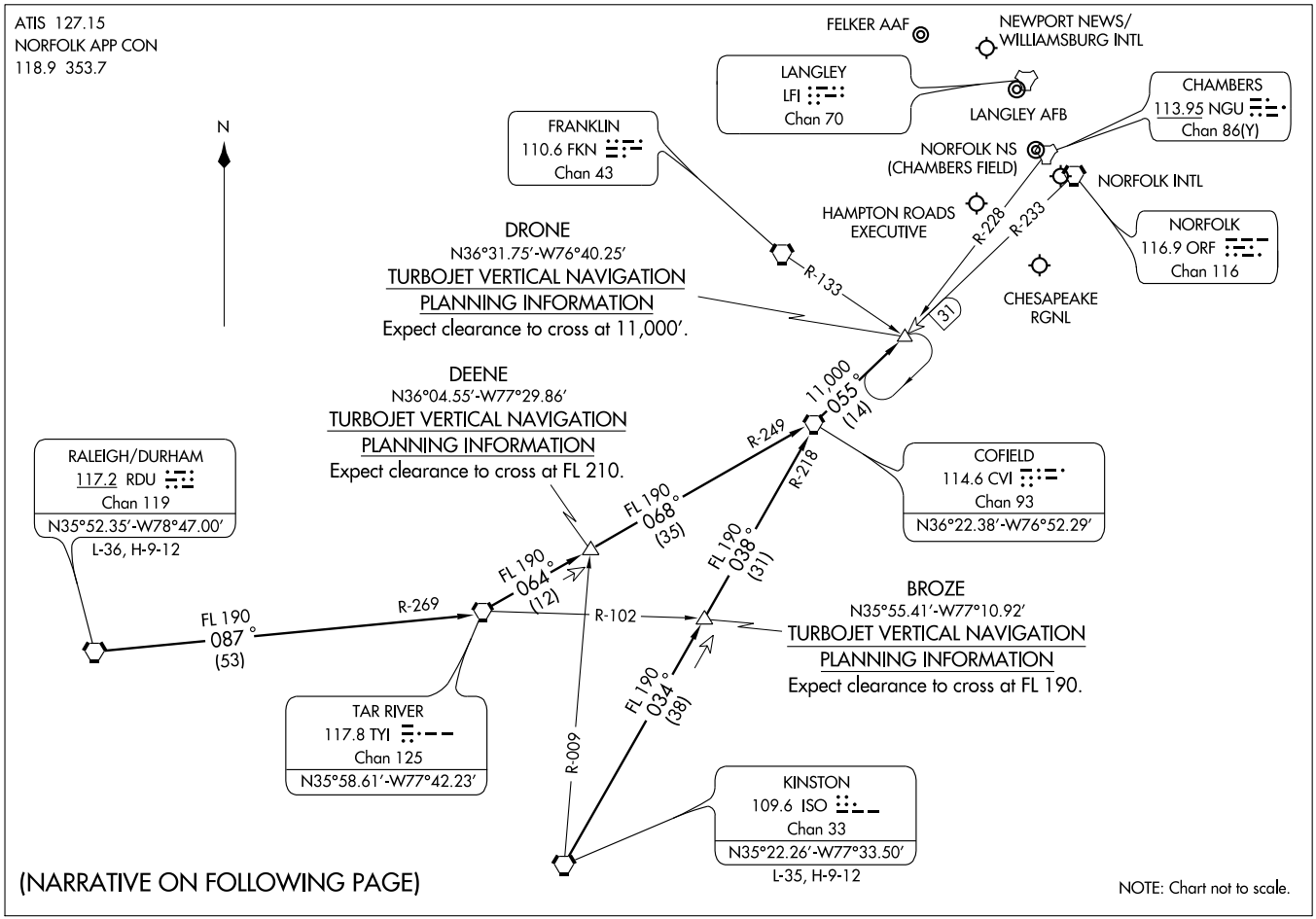
WASHINGTON
H–10I, 12H, L–35D
19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK IAP
**RWY 05–23:** H5500X100 (ASPH–GRVD) S–30 HIRL
**RWY 05:** MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Tree.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended 1300–0100Z‡. For fuel after hrs call in advance 757–421–9000. Self-svc avbl. Deer and geese on and invof rwy. Small trees along east side of rwy approximately 400′ to 500′ off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757–432–8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05 and REIL Rwy 23—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.675 (757) 421–0252.
**COMMUNICATIONS: CTAF** 123.05 **UNICOM** 123.075
Ⓡ **NORFOLK APP/DEP CON** 118.9 **GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.
**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 210° 14.8 NM to fld. 20/07W.
**CHESI NDB (MHW–LOM)** 233 EY N36°35.99′ W76°22.91′ 046° 4.9 NM to fld.
**ILS/DME** 111.7 I–EYK Chan 54 Rwy 05. Class IB. LOM CHESI NDB. LOM unusable byd 15 NM.

# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

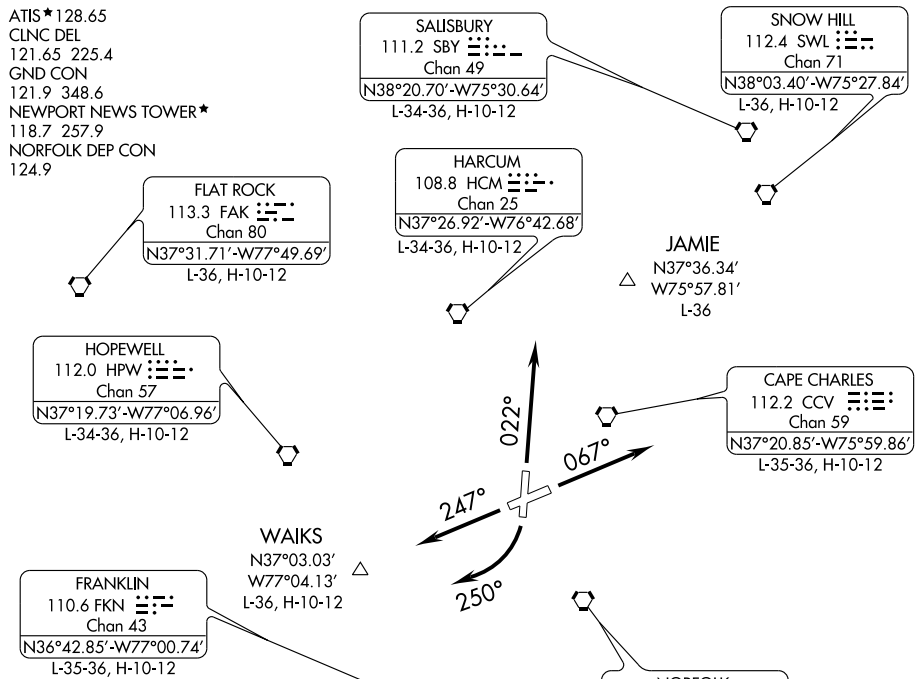
ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# HENRY TWO DEPARTURE




## TAKE-OFF OBSTACLES

Rwy 2: Bush, 295′ from DER, 291′ right of centerline, 22′ AGL/62′ MSL.
Tree, 937′ from DER, 603′ left of centerline, 81′ AGL/131′ MSL.
Pole, 1221′ from DER, 487′ right of centerline, 31′ AGL/81′ MSL.
Tree, 1275′ from DER, 517′ left of centerline, 79′ AGL/132′ MSL.
Multiple Trees beginning 1554′ from DER, 298′ left of centerline, up to 88′ AGL/141′ MSL.
Tree, 1686′ from DER, 428′ right of centerline, 61′ AGL/114′ MSL.
Tree, 1849′ from DER, 598′ right of centerline, 72′ AGL/125′ MSL.
T-L Tower, 3351′ from DER, 1008′ left of centerline, 109′ AGL/161′ MSL.

Rwy 7: Tree, 371′ from DER, 588′ left of centerline, 36′ AGL/73′ MSL.
T-L Tower, 4120′ from DER, 1324′ right of centerline, 93′ AGL/116′ MSL.
T-L Tower, 5625′ from DER, 1345′ left of centerline, 133′ AGL/191′ MSL.

Rwy 20: Bush, 96′ from DER, 293′ left of centerline, 22′ AGL/52′ MSL.
Stack, 5977′ from DER, 598′ left of centerline, 186′ AGL/227′ MSL.

Rwy 25: Tree, 694′ from DER, 549′ right of centerline, 42′ AGL/65′ MSL.
Tree, 1020′ from DER, 703′ right of centerline, 23′ AGL/97′ MSL.
Tree, 1622′ from DER, 529′ left of centerline, 59′ AGL/79′ MSL.
Tree 2654′ from DER, 335′ right of centerline, 86′ AGL/106′ MSL.
Tree. 3435′ from DER, 1125′ right of centerline, 116′ AGL/139′ MSL.

## TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD
Rwy 20: 300-1¼ or STANDARD with a minimum climb of 255 feet per NM to 300.

NOTE: RADAR required.
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . . .
TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . . .
TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . . .
. . . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.


NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-PHF | APP CRS | Rwy Idg | 8003 |
|---|---|---|---|
| 110.1 | 067° | TDZE | 40 |
| Chan 38 | | Apt Elev | 43 |

# ILS or LOC RWY 7

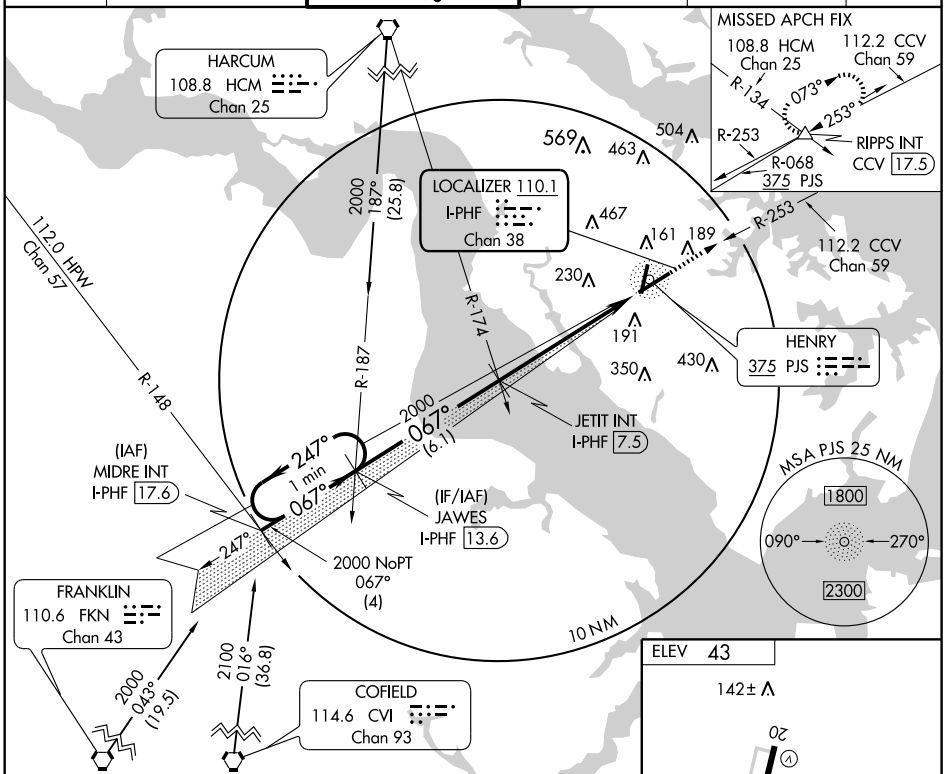
## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

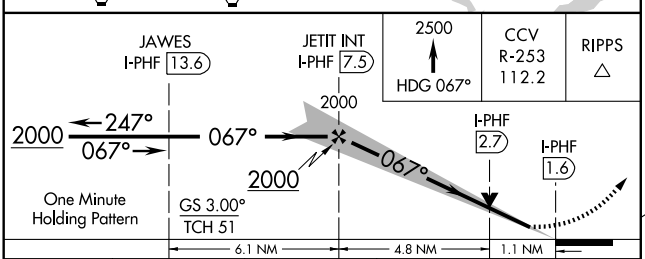
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility ¼ mile all Cats, increase S-LOC 7 Cats C/D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

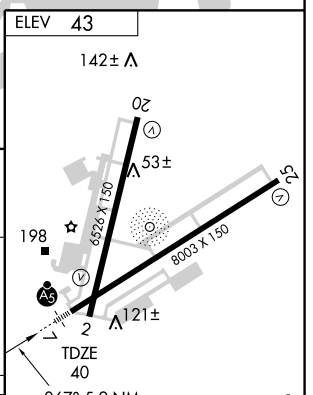
MALSR

MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/ CCV 17.5 DME and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | * 240/24 200 (200-½) | | | |
| S-LOC 7 | 440/24 400 (400-½) | | | 440/40 400 (400-¾) |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-DHY | APP CRS | Rwy Idg | 8003 |
|---|---|---|---|
| 110.1 | 247° | TDZE | 41 |
| Chan 38 | | Apt Elev | 43 |

# ILS or LOC RWY 25

## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2100, then left turn direct FKN VORTAC and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |

HARCUM
108.8 HCM
Chan 25

IAF
CAPE CHARLES
112.2 CCV
Chan 59

Transitions to HASBA INT may require the use of crossing radial from another transition facility or the use of the transitions facility's DME.

2000
127°
(24.6)

R-141

R-127

067°
1 min
247°

067°

2000 NoPT
254° (14.4)

(IF/IAF)
HASBA INT
I-DHY 11.6

2000
247°
(6)

STEVE INT
I-DHY 5.6

ALTERNATE MISSED APCH FIX
HARCUM
108.8 HCM
Chan 25
284°
R-284
104°

569
504
463
467
161
189
230
191
430
350

HENRY
375 PJS

MISSED APCH FIX
FRANKLIN
110.6 FKN
Chan 43
290°
110°
290°

LOCALIZER 110.1
I-DHY
Chan 38

R-358

R-342

2000
358°
(21.2)

10 NM

MSA PJS 25 NM
1800
090°
270°
2300

NORFOLK
116.9 ORF
Chan 116

ELEV 43

142± Λ

247° 5.9 NM from FAF

20

53±

25

198

6526 X 150

8003 X 150

TDZE
41

121±

2

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

2100

FKN
110.6

STEVE INT
I-DHY 5.6

HASBA INT
I-DHY 11.6

One Minute Holding Pattern

2000

I-DHY
0.8

RW25

247°

067°
247°

2000

2000

GS 3.00°
TCH 55

1.1 4.8 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 241-¾ 200 (200-¾) | | | |
| S-LOC 25 | 440-1 399 (400-1) | | | 440-1¼ 399 (400-1¼) |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-FJQ 109.3 Chan 30 | APP CRS 202° | Rwy Idg 6526 TDZE 43 Apt Elev 43 |
|---|---|---|

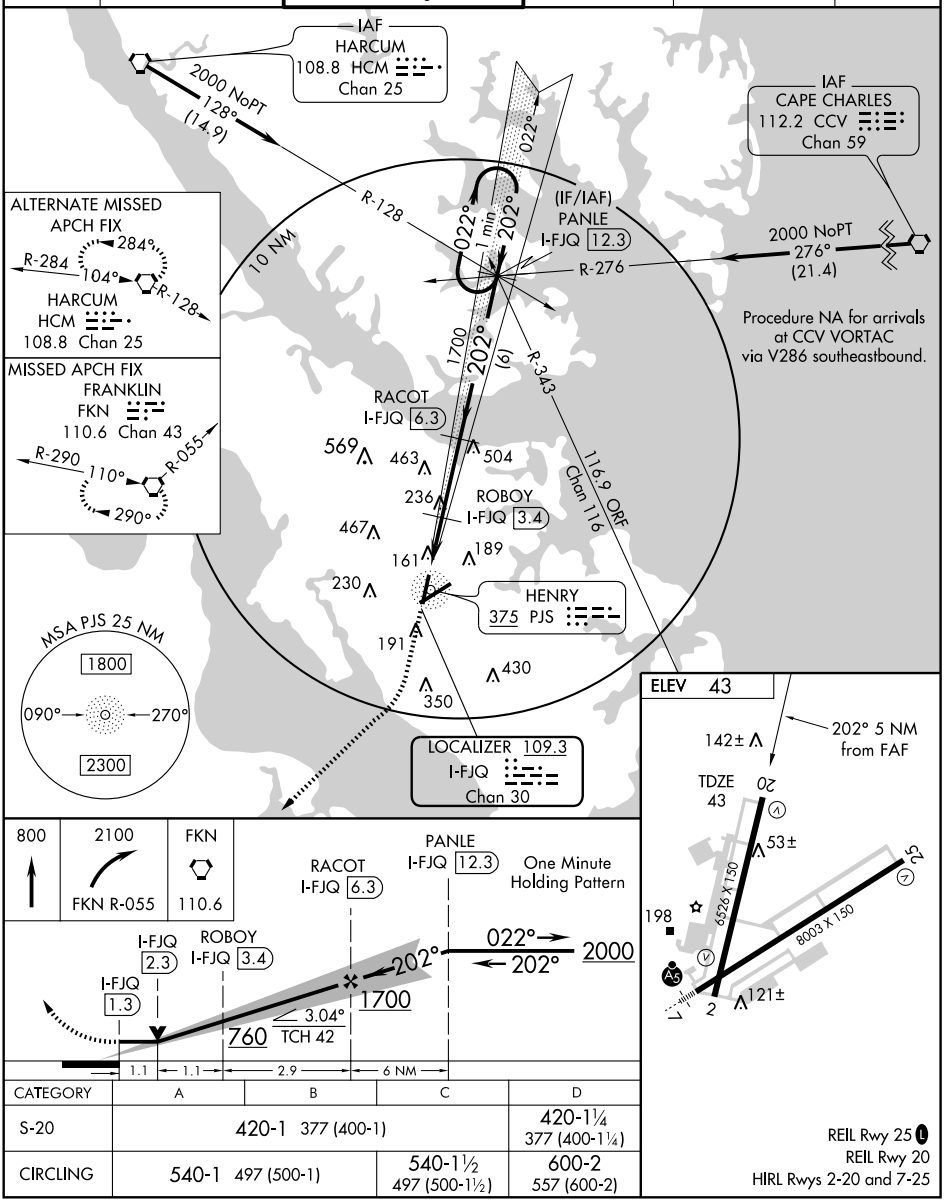
# LOC/DME RWY 20

## NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 420-1 377 (400-1) | | | 420-1¼ 377 (400-1¼) |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

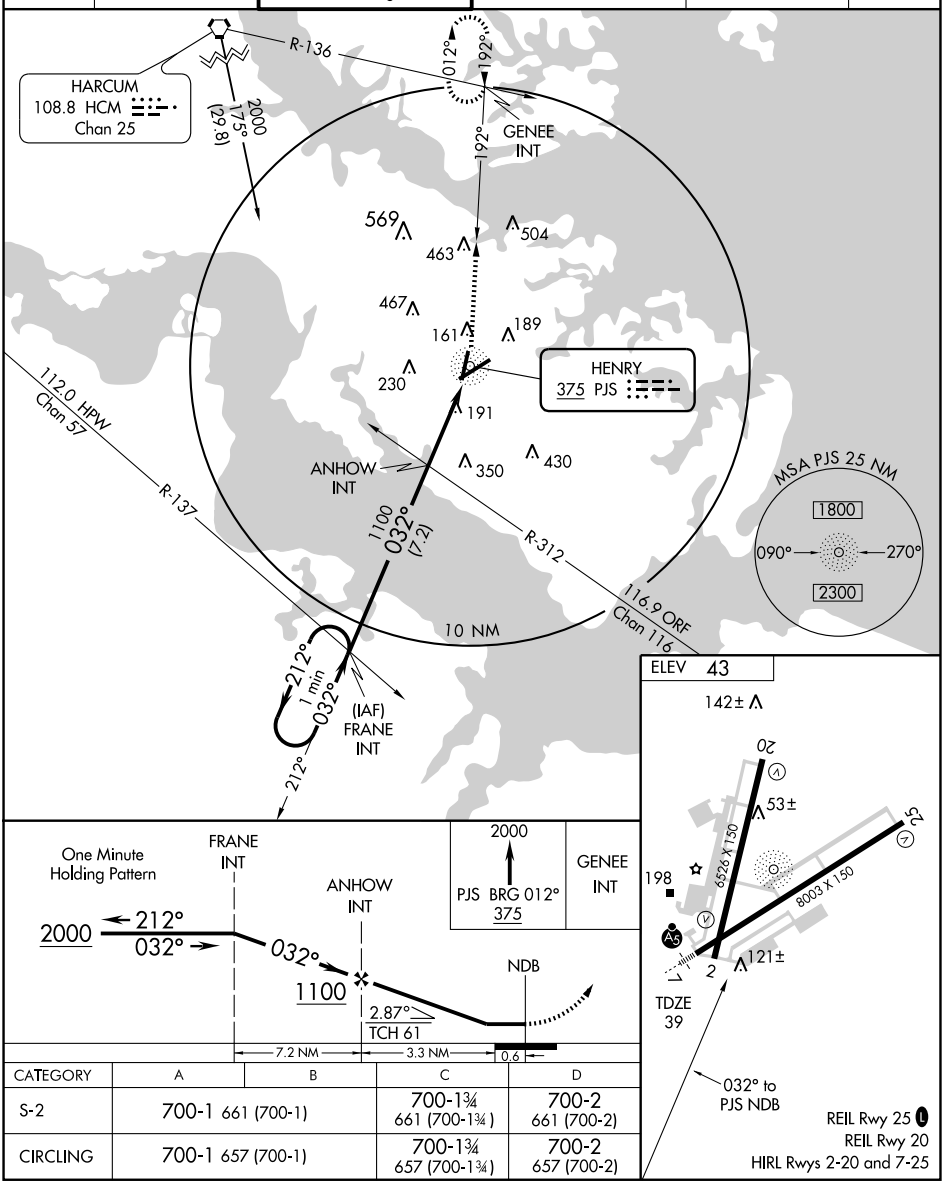
| NDB PJS | APP CRS | Rwy Idg | 6526 |
|---|---|---|---|
| 375 | 032° | TDZE | 39 |
| | | Apt Elev | 43 |

# NDB RWY 2

## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 012° to GENEE Int and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 700-1 661 (700-1) | | 700-1¾ 661 (700-1¾) | 700-2 661 (700-2) |
| CIRCLING | 700-1 657 (700-1) | | 700-1¾ 657 (700-1¾) | 700-2 657 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

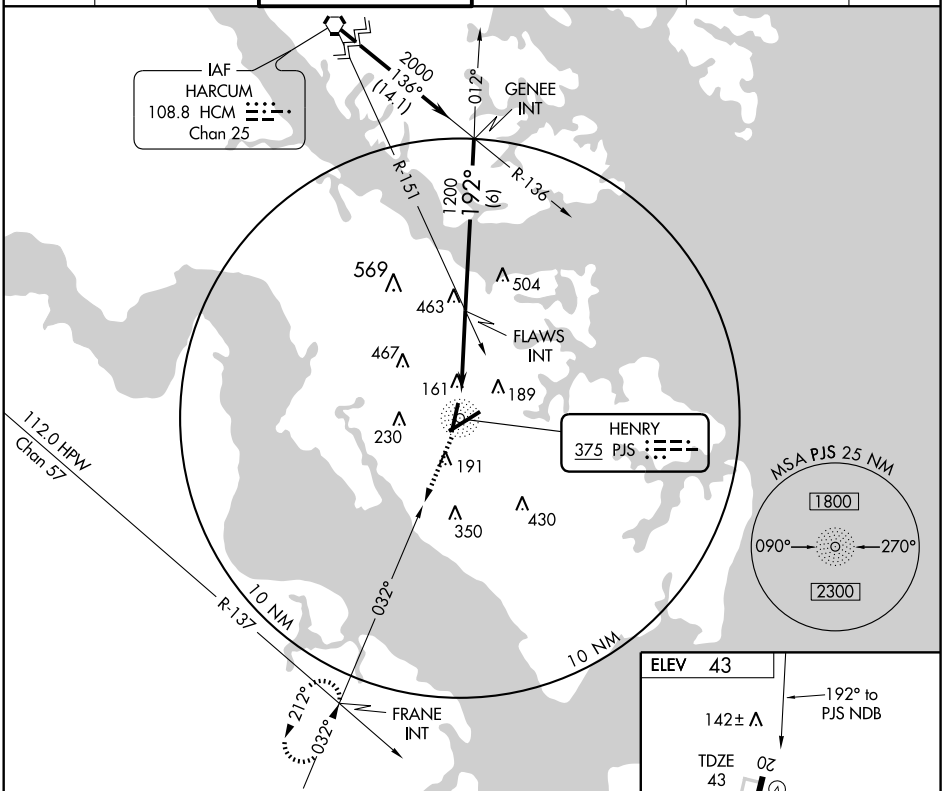
| NDB PJS 375 | APP CRS 192° | Rwy Idg 6526<br>TDZE 43<br>Apt Elev 43 |
|---|---|---|

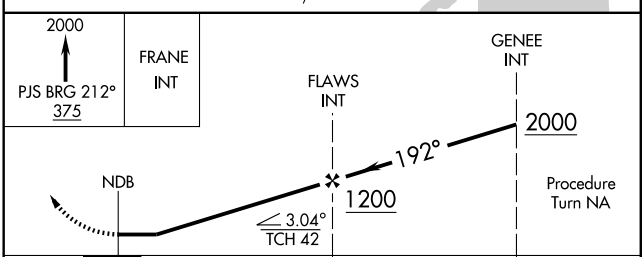
# NDB RWY 20

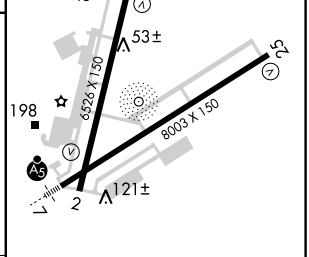
## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 212° to FRANE Int and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 860-1<br>817 (900-1) | 860-1¼<br>817 (900-1¼) | 860-2½<br>817 (900-2½) | 860-2¾<br>817 (900-2¾) |
| CIRCLING | 860-1<br>817 (900-1) | 860-1¼<br>817 (900-1¼) | 860-2½<br>817 (900-2½) | 860-2¾<br>817 (900-2¾) |

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 2

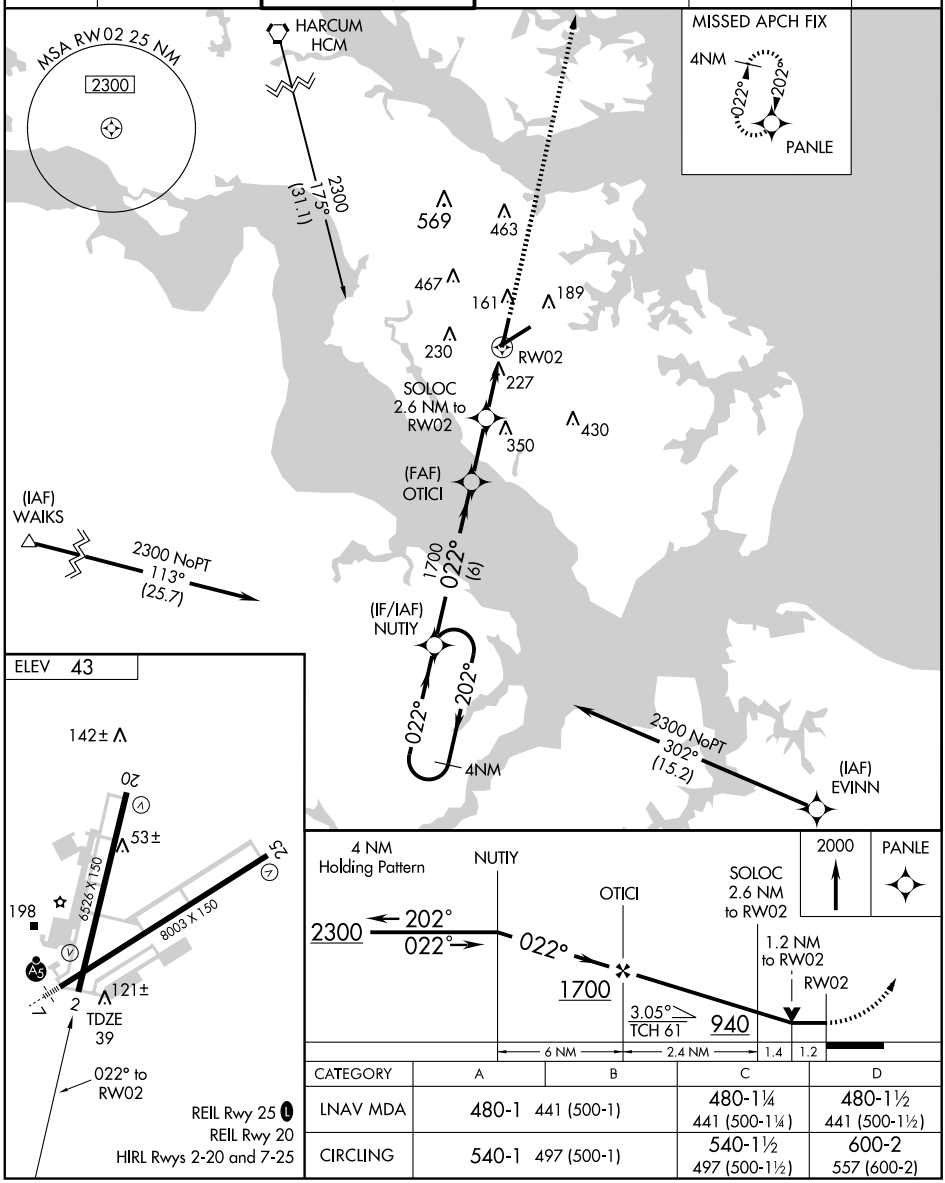
## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

| APP CRS | Rwy Idg | 6526 |
|---|---|---|
| 022° | TDZE | 39 |
| | Apt Elev | 43 |

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 441 (500-1) | | 480-1¼ 441 (500-1¼) | 480-1½ 441 (500-1½) |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 8003 |
|---|---|---|---|
| CH 45607 | 067° | TDZE | 40 |
| W07A | | Apt Elev | 43 |

# RNAV (GPS) RWY 7

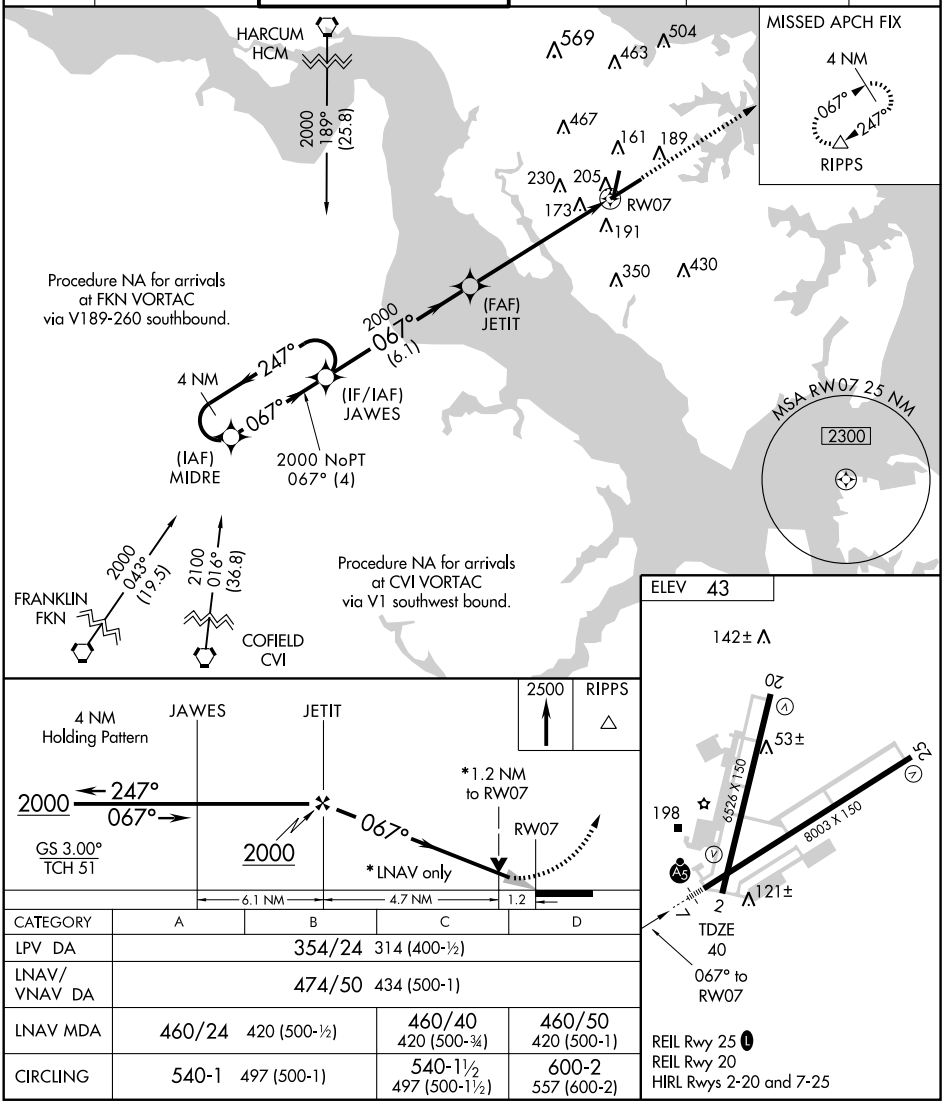
## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 4000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSR when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 354/24 314 (400-½) | | | |
| LNAV/ VNAV DA | 474/50 434 (500-1) | | | |
| LNAV MDA | 460/24 420 (500-½) | | 460/40 420 (500-¾) | 460/50 420 (500-1) |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6526 |
|---|---|---|
| 202° | TDZE | 43 |
| | Apt Elev | 43 |

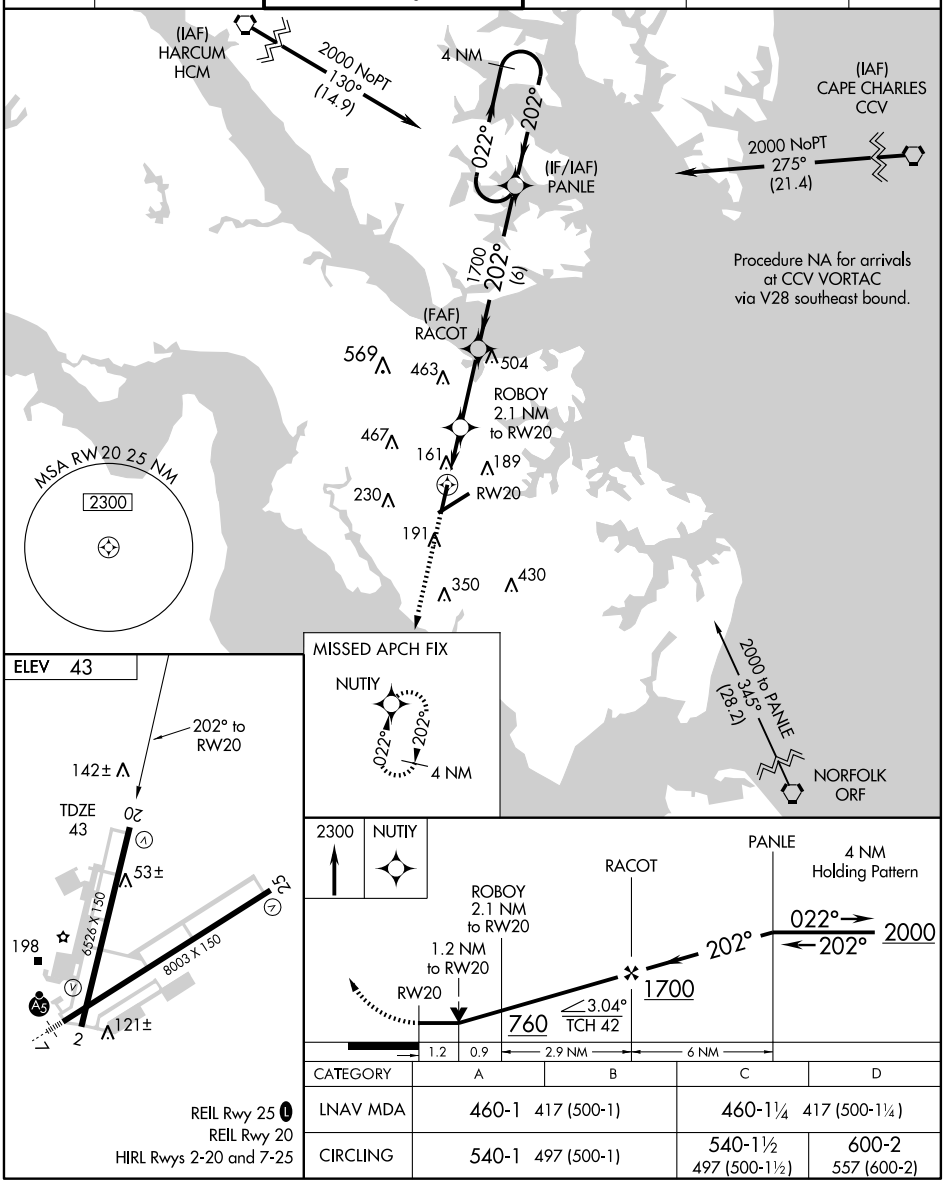
# RNAV (GPS) RWY 20

## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) L 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 417 (500-1) | | 460-1¼ 417 (500-1¼) | |
| CIRCLING | 540-1 497 (500-1) | | 540-1½ 497 (500-1½) | 600-2 557 (600-2) |

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 45510 W25A | APP CRS 247° | Rwy Idg 8003 / TDZE 41 / Apt Elev 43 |
|---|---|---|

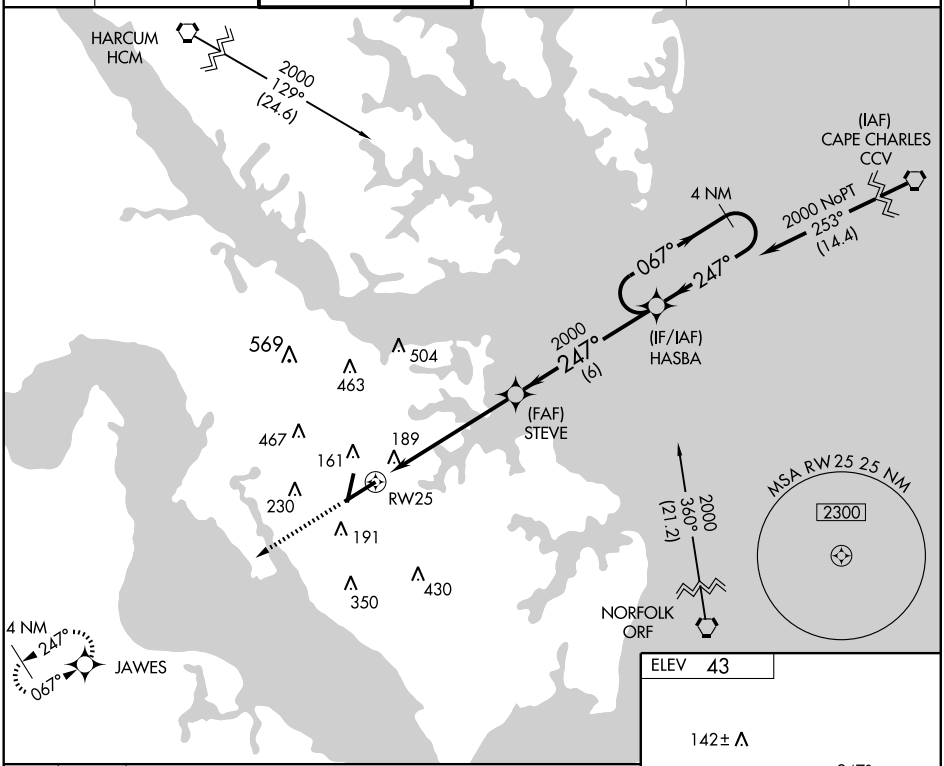
# RNAV (GPS) RWY 25

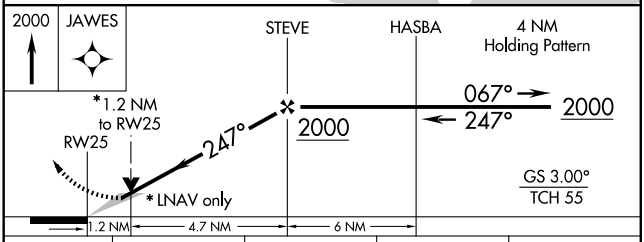
## NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

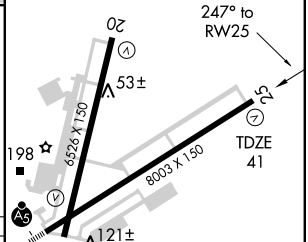
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

| ATIS | NORFOLK APP CON | NEWPORT NEWS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.65 | 125.7 | 118.7 (CTAF) Ⓛ 257.9 | 121.9 348.6 | 121.65 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 420-1¼ | 379 (400-1¼) | | |
| LNAV/VNAV DA | 480-1½ | 439 (500-1½) | | |
| LNAV MDA | 460-1 419 (500-1) | | 460-1¼ 419 (500-1¼) | |
| CIRCLING | 540-1½ 497 (500-1½) | | | 600-2 557 (600-2) |

REIL Rwy 25 Ⓛ
REIL Rwy 20
HIRL Rwys 2-20 and 7-25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

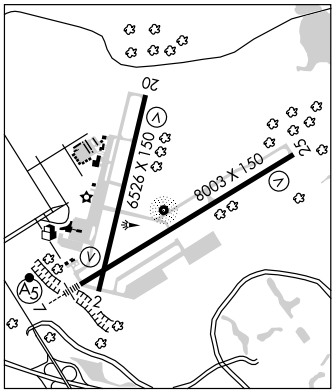
## NEWPORT NEWS/WILLIAMSBURG INTL (PHF) 9 NW UTC−5(−4DT)

WASHINGTON
N37°07.91′ W76°29.58′ H–10I, 12H, L–34E, 35D, 36H
42 B S4 **FUEL** 100LL, JET A OX 4 LRA Class I, ARFF Index B NOTAM FILE PHF IAP, AD

**RWY 07–25:** H8003X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL
**RWY 07:** MALSR. Trees.
**RWY 25:** REIL. VASI(V4L)—GA 3.0° TCH 55′. Trees.
**RWY 02–20:** H6526X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–350 HIRL
**RWY 02:** VASI(V4L)—GA 3.0°TCH 61′.
**RWY 20:** REIL. VASI(V4L)—GA 3.0°TCH 42′. Road.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 20 | 07–25 | 5200 |
| RWY 25 | 02–20 | 6550 |



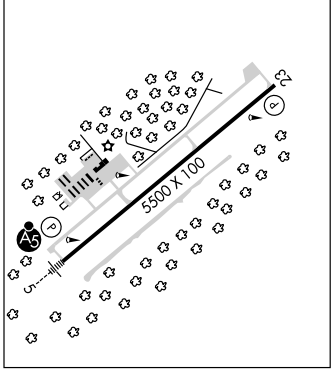

**AIRPORT REMARKS:** Attended continuously. Glider activity approximately 19 miles southwest of arpt, up to base of clouds. Birds and deer on and invof arpt. PPR 45 minutes for unscheduled air carrier ops with more than 30 passenger seat call arpt manager 757–877–0221. Twy L and Twy J clsd indef. Rwy 07-25 less than full length and width is grooved. When twr clsd HIRL Rwy 02–20; VASI Rwy 02 and Rwy 20; REIL Rwy 20; HIRL Rwy 07–25 and twy lgts on continuously. Rwy 07 MALSR unmonitored. Ldg fee for acft over 12,500 lbs. Flight Notification Service (ADCUS) available.
**WEATHER DATA SOURCES:** ASOS (757) 874–3682.
**COMMUNICATIONS: CTAF** 118.7 **ATIS** 128.65 **UNICOM** 122.95
**RCO** 122.65 122.2 (LEESBURG RADIO)
Ⓡ **NORFOLK APP CON** 125.7 Ⓡ**NORFOLK DEP CON** 124.9 **CLNC DEL** 124.9 (when twr clsd)
**TOWER** 118.7 (1100–0400Z‡.) **GND CON** 121.9 **CLNC DEL** 121.65 **PRE TAXI CLNC** 121.65
**AIRSPACE: CLASS D** svc effective 1100–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.
**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 323° 20.1 NM to fld. 20/07W.
**HENRY NDB (MHW)** 375 PJS N37°07.97′ W76°29.59′ at fld. NOTAM FILE DCA.
**ILS/DME** 110.1 I–PHF Chan 38 Rwy 07. Class IA. Unmonitored when tower closed.
**ILS/DME** 110.1 I–DHY Chan 38 Rwy 25. Class IE.
**ILS/DME** 109.3 I–FJQ Chan 30 Rwy 20. (LOC only)

## NEW RIVER VALLEY (See DUBLIN)

# NORFOLK

## CHESAPEAKE RGNL (CPK) 12 S UTC−5(−4DT) N36°39.94′ W76°19.24′

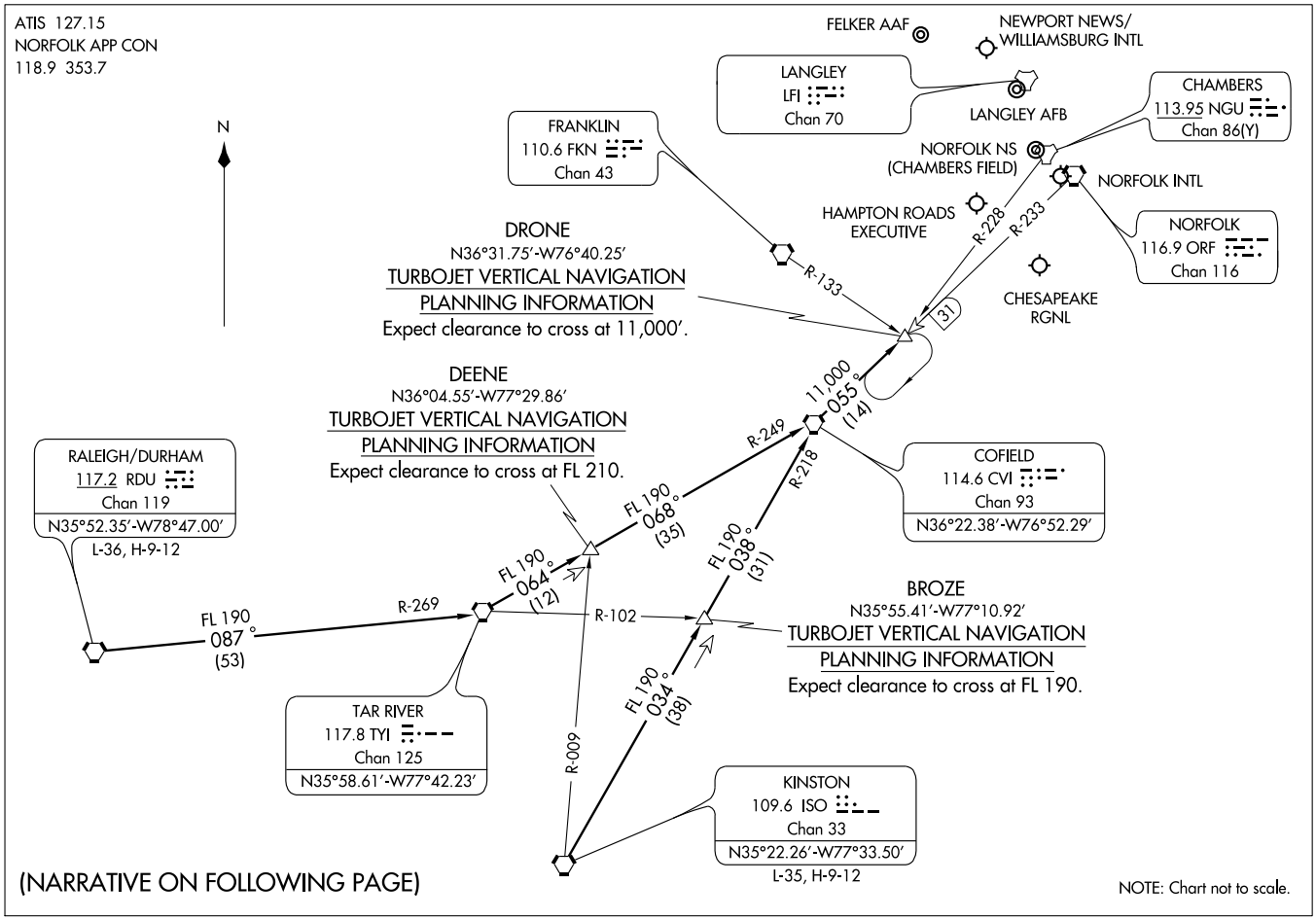
WASHINGTON
H–10I, 12H, L–35D
19 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE CPK IAP
**RWY 05–23:** H5500X100 (ASPH–GRVD) S–30 HIRL
**RWY 05:** MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Tree.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. Tree. Rgt tfc.




**AIRPORT REMARKS:** Attended 1300–0100Z‡. For fuel after hrs call in advance 757–421–9000. Self-svc avbl. Deer and geese on and invof rwy. Small trees along east side of rwy approximately 400′ to 500′ off rwy centerline. Noise abatement procedures in effect; ctc arpt manager 757–432–8110. TPA 1019(1000), turbine/large acft 1519(1500). ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05 and REIL Rwy 23—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 123.675 (757) 421–0252.
**COMMUNICATIONS: CTAF** 123.05 **UNICOM** 123.075
Ⓡ **NORFOLK APP/DEP CON** 118.9 **GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.
**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 210° 14.8 NM to fld. 20/07W.
**CHESI NDB (MHW–LOM)** 233 EY N36°35.99′ W76°22.91′ 046° 4.9 NM to fld.
**ILS/DME** 111.7 I–EYK Chan 54 Rwy 05. Class IB. LOM CHESI NDB. LOM unusable byd 15 NM.

# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-EYK | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 111.7 | 046° | TDZE | 20 |
| Chan 54 | | Apt Elev | 20 |

# ILS RWY 5

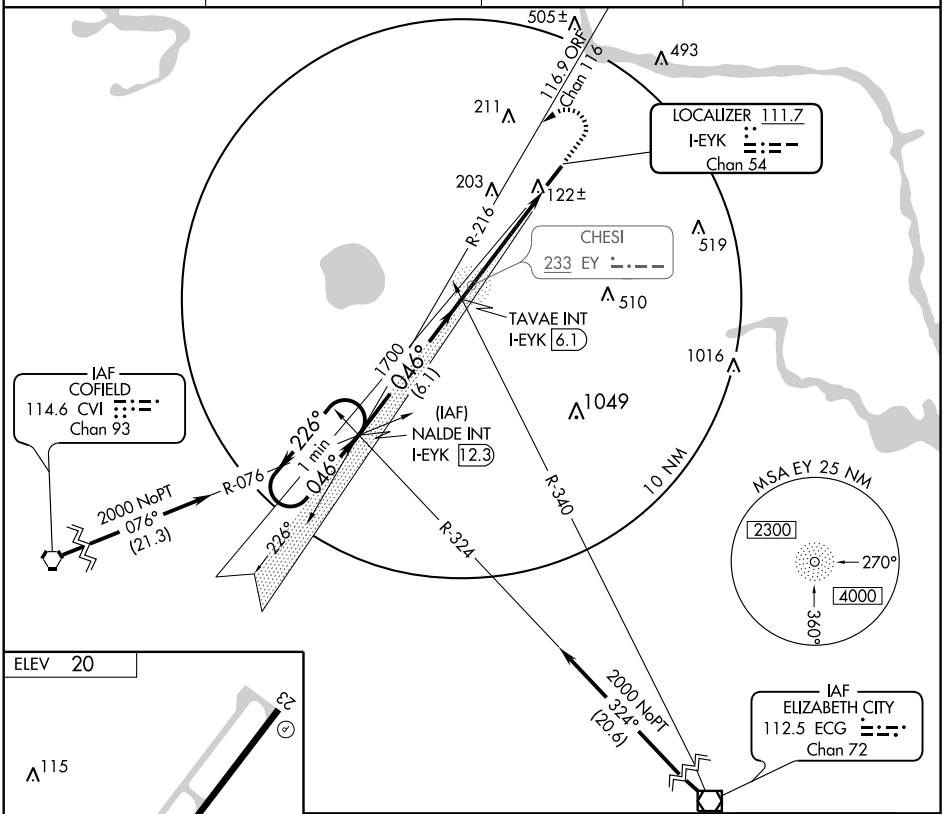
NORFOLK / CHESAPEAKE RGNL (CPK)

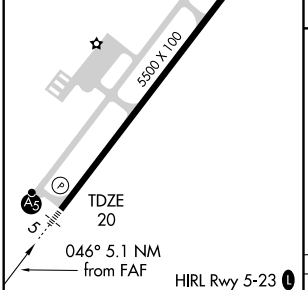
NA

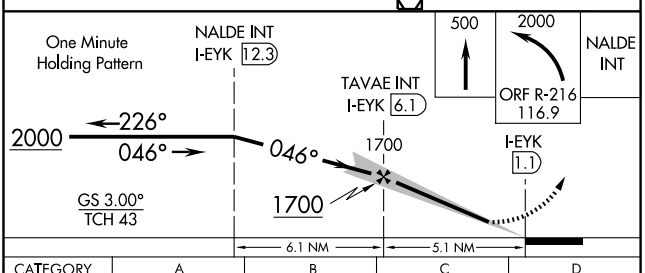
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 123.675 | 118.9 353.7 | 135.075 | 123.075 (CTAF) L |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 220-½ 200 (200-½) | | | NA |
| S-LOC 5 | 380-½ 360 (400-½) | | | NA |
| CIRCLING | 440-1 420 (500-1) | 480-1 460 (500-1) | 480-1½ 460 (500-1½) | NA |



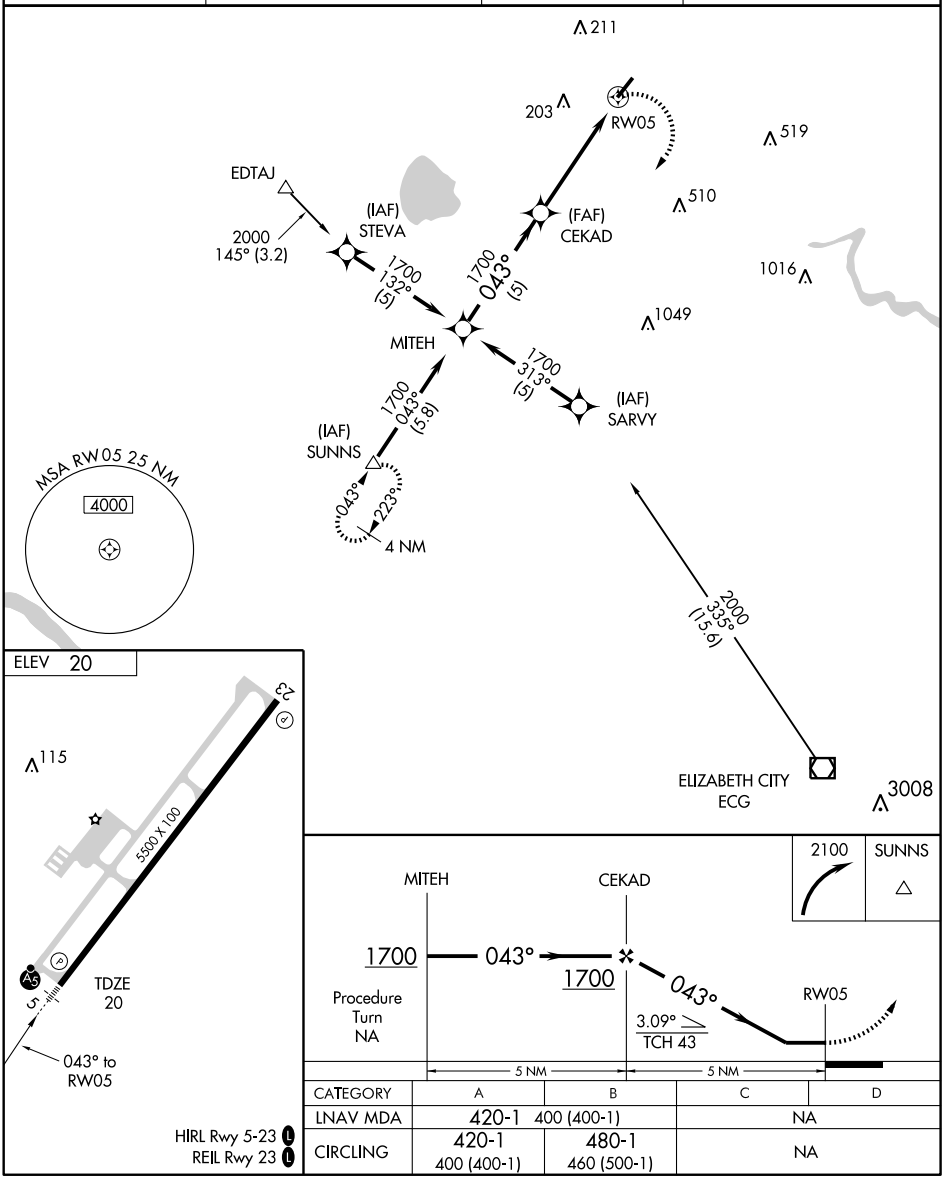
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 043° | TDZE | 20 |
| | Apt Elev | 20 |

# RNAV (GPS) RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

| | | | |
|---|---|---|---|
| Inoperative table does not apply. DME/DME RNP-0.3 NA. | MALSR | MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold. | |
| AWOS-3 123.675 | NORFOLK APP CON 118.9 353.7 | GCO 135.075 | UNICOM 123.075 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 400 (400-1) | | NA | |
| CIRCLING | 420-1 400 (400-1) | 480-1 460 (500-1) | NA | |



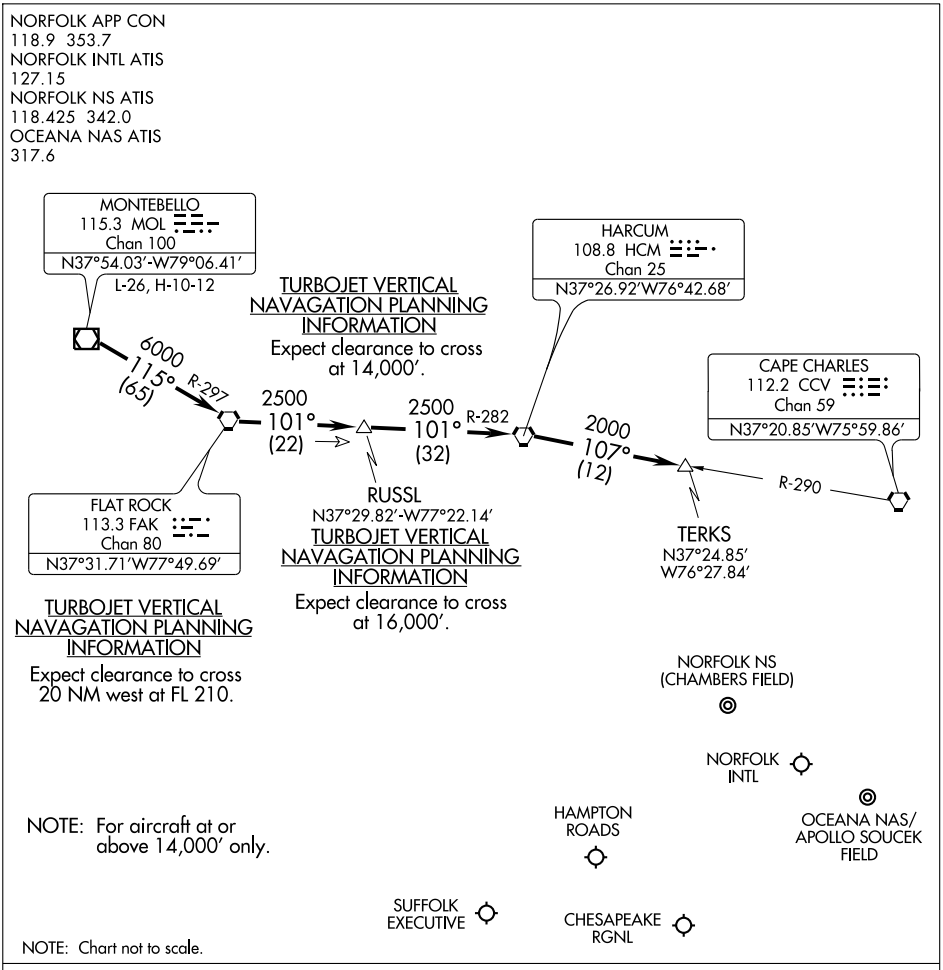
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL





NE-3, 26 AUG 2010 to 23 SEP 2010




From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

| VORTAC ORF 116.9 Chan 116 | APP CRS 210° | Rwy Idg 5500 TDZE 20 Apt Elev 20 |
|---|---|---|

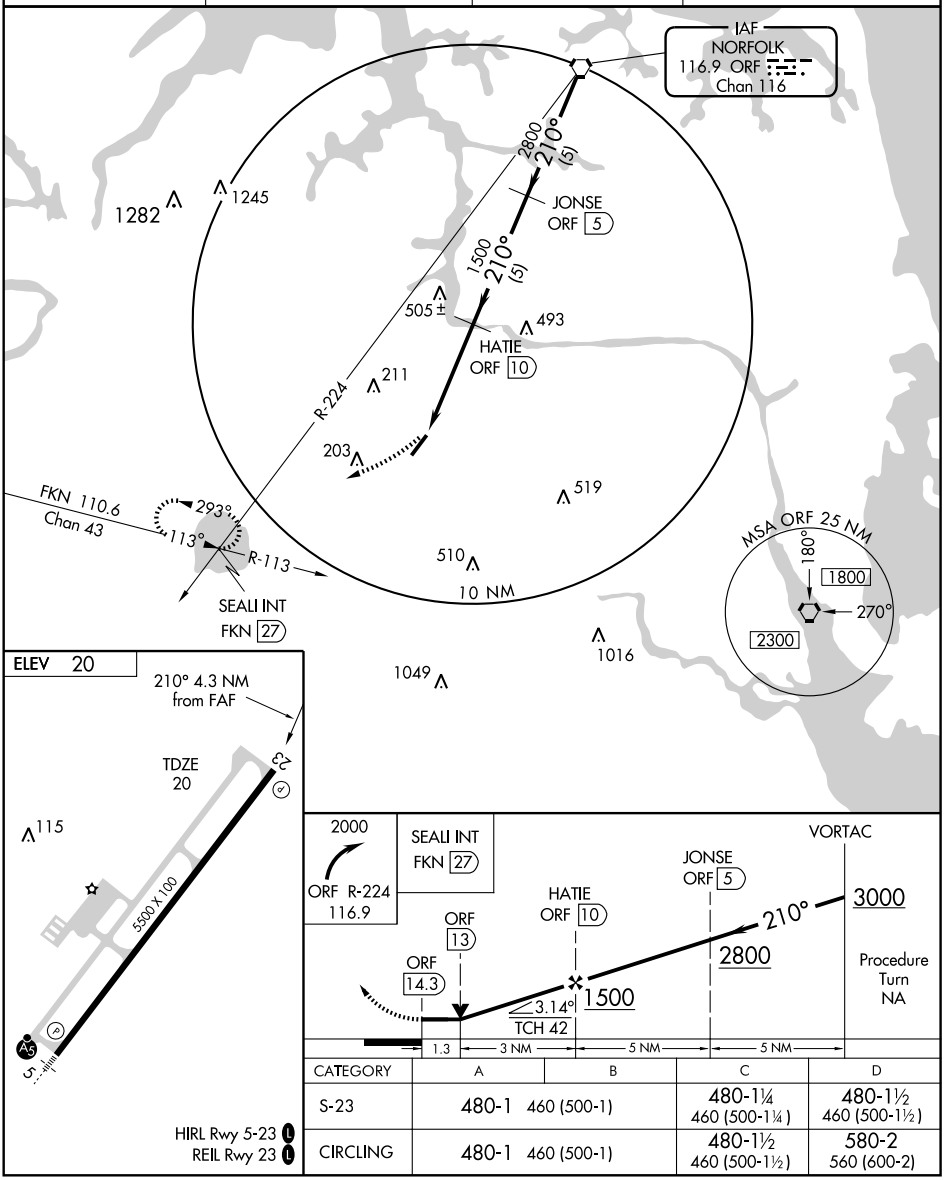
# VOR/DME RWY 23

NORFOLK / CHESAPEAKE RGNL (CPK)

NA

MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 123.675 | 118.9 353.7 | 135.075 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 480-1 460 (500-1) | | 480-1¼ 460 (500-1¼) | 480-1½ 460 (500-1½) |
| CIRCLING | 480-1 460 (500-1) | | 480-1½ 460 (500-1½) | 580-2 560 (600-2) |

HIRL Rwy 5-23 L
REIL Rwy 23 L



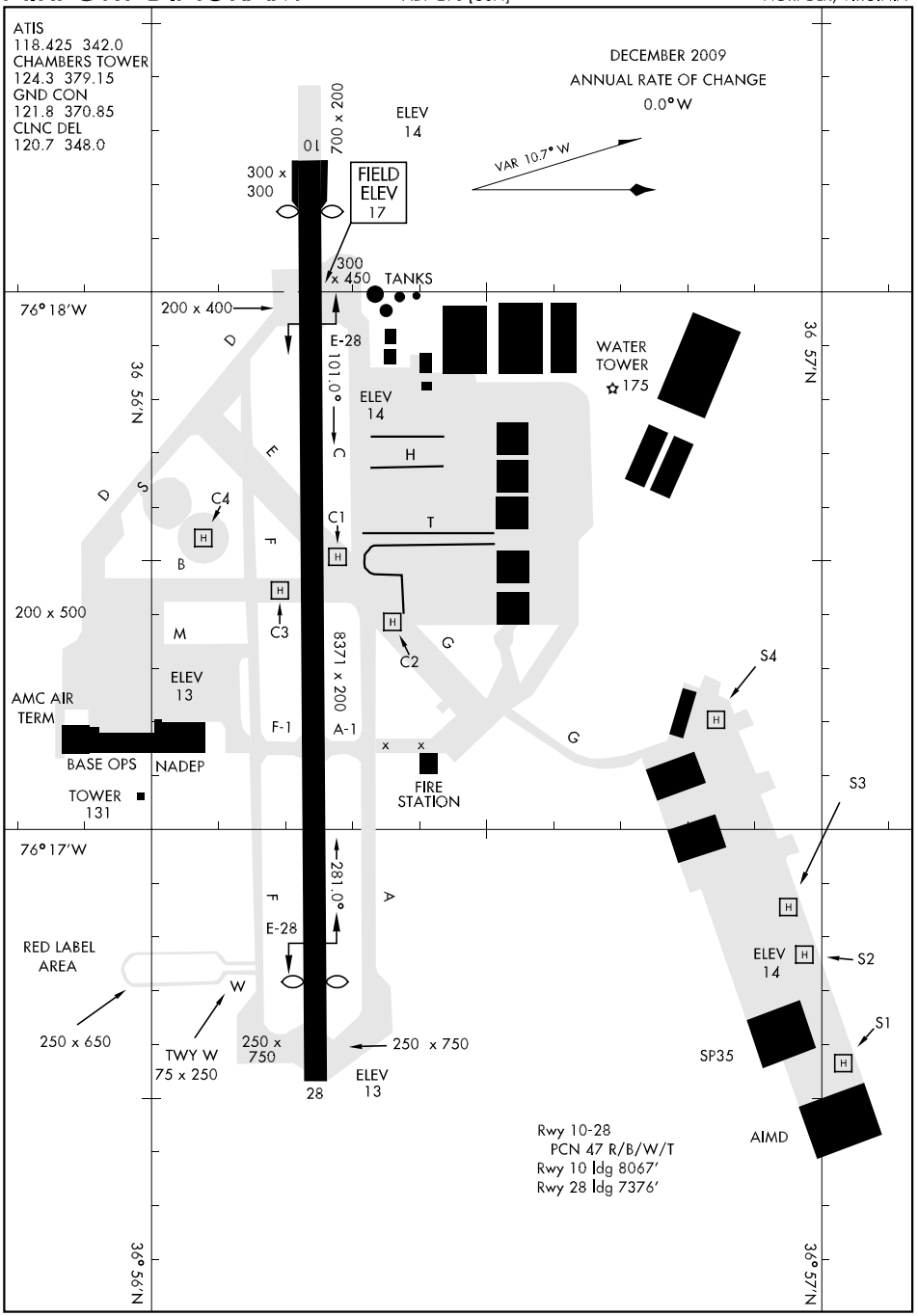
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

NORFOLK NS (CHAMBERS FIELD) (KNGU)

ADF-290 [USN]

NORFOLK, VIRGINIA




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FIELD) (KNGU)

**NORFOLK NS** (CHAMBERS FLD) (NGU)(KNGU) N 0 NW UTC−5(−4DT) **WASHINGTON**
N36°56.25′ W76°17.36′ **H–10I, 12H, L–35D, 36H**
17 B AOE NOTAM FILE DCA Not insp. **DIAP, AD**

**RWY 10–28:** H8371X200 (ASPH–CONC–GRVD) PCN 47 R/B/W/T HIRL CL
**RWY 10:** ALSF2. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 35′. Thld dsplcd 304′.
**RWY 28:** SSALS. OLS. TDZL. REIL. PAPI(P4R)—GA 3.0° TCH 37′. Thld dsplcd 995′. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 10:** LDA–8067
**RWY 28:** LDA–7376

**ARRESTING GEAR/SYSTEMS**
**RWY 10:** HOOK E28(B)(1500′) HOOK E28(B)(1060′) **RWY 28**

**MILITARY SERVICE: A–GEAR** Avoid centerline lgt Rwy 10–28 during cable engagement to prevent tailhook skip. Distance Rwy 28 measured from dsplcd thld. E–28(B) in raised position at dep end of rwy only. Short–fld gear avbl with 20 minutes prior notice. **JASU** (NC10–C) (NC–8A/A1) (NCPP–105 Ctc Air Ops Duty Officer to ensure avbl.) **FUEL** J5. No tran helicopter hot pit without prior coordination with host squadron.
**FLUID** ADI SP PRESAIR LHOX LOX **OIL** O–128–132–133–148–156 **TRAN ALERT** Limited tran maintenance avbl weekdays only 1200–2000Z‡. Tran maintenance unavbl other times. 2 hr prior notice required for LOX. Lavatory svc unavbl for C–130 acft. Potable water unavbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR only DSN 262–3419/3429. AMC/ATOC DSN 564–4735/3922, C757–444–4735/3922. Acft utilizing AMC terminal ctc ATOC/AMC terminal 15 min prior arr with load report. Acft overseas ctc AMC/ATOC via phone patch 2 hr prior arr for CSTMS. All other acft, ctc Base Ops 15 min prior arr. **CAUTION** Extensive fish spotter acft activity (single engine general aviation acft) upwards from 1500′ over Chesapeake Bay and adjacent coastal waters. Arriving/departing Traffic Collision Avoidance System equipped acft expect numerous Traffic Collision Avoidance System alerts from ships or transiting into/out of the Chesapeake and coastal waters. Extensive VFR tfc opr west of Chambers Class D and Norfolk Class C Airspace. Bird hazard. **TFC PAT** Basic fixed wing VFR minimums 1000′ and 3 NM. Heliport Rwy 09R–27L, emerg use only. **NS ABTMT** No practice apch Mon–Sat 0400–1200Z‡, Sun 0400–1800Z‡. Other times by NOTAM. No helicopter overflight Willoughby Spit except via Point Xray (Chambers TACAN R–042/1.5 DME) at 500′.

**WEATHER DATA SOURCES:** ASOS DSN 564–9173 C(757) 444–9173.

**COMMUNICATIONS: SFA** **ATIS** 118.425 342.0
Ⓡ **APP CON** 118.9 273.475 (010°–310°) 125.7 335.625 (311°–009°)
**CHAMBERS TOWER** 124.3 290.5 379.15 **GND CON** 121.8 370.85 **CLNC DEL** 120.7 348.0
Ⓡ **DEP CON** 363.125
**NAVYNORFOLK HELI TWR** 126.375 290.5 Opr Mon–Fri 1300–0400Z‡, clsd Sat, Sun, and holidays.
**NAVYNORFOLK HELI GND CON** 298.95 **AMC/ATOC** 130.65 349.5 **METRO** 271.6 **BASE OPS** 131.525 268.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.
**(H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 310° 5.1 NM to fld. 20/07W.
**CHAMBERS (L) TACAN** Chan 86Y NGU (113.95) N36°56.40′ W76°16.64′ at fld. 24/10W. NOTAM FILE NGU.
TACAN unusable:
190°–195° byd 35 NM
261°–269° byd 20 NM
**ILS/DME** 108.95 I–NGU Chan 26(Y) Rwy 10. No NOTAM MP Wed 1230–1630Z‡.
**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

# CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7•NGU)

NORFOLK NS (CHAMBERS FIELD) (KNGU)

NORFOLK, VIRGINIA

08269

ATIS
118.425 342.0
CLNC DEL
120.7 348.0
GND CON
121.8 370.85
CHAMBERS TOWER
124.3 379.15
NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0

Minimum Climb Rate to 300, 300-1½ auth in lieu of climb rate.

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 28 (a) | V/V(fpm) | 235 | 470 | 705 | 940 | 1175 | 1410 |
| 28 (b) | V/V(fpm) | 245 | 490 | 735 | 980 | 1225 | 1470 |

(a) Military
(b) Civil

IRONS
RIC 62 DME
R-018
N38°31.87′
W77°06.37′

RICHMOND
114.1 RIC
Chan 88
L-36

COLIN
N38°05.99′
W76°39.85′

HARCUM
108.8 HCM
Chan 25
L-36

MONTEBELLO
115.3 MOL
Chan 100
L-26

FLAT ROCK
113.3 FAK
Chan 80
L-36

HOPEWELL
112.0 HPW
Chan 57
L-36

CHAMBERS
Chan 86Y NGU

SALISBURY
111.2 SBY
Chan 49
L-34-36

CAPE CHARLES
112.2 CCV
Chan 59
L-35-36

SNOW HILL
112.4 SWL
Chan 71
L-36

KELLE
N37°10.77′
W77°48.31′

WAIKS
N37°03.03′
W77°04.13′

ATLIC
N36°55.06′
W75°12.79′

SCHOL
N37°10.99′
W75°42.93′

NORFOLK
116.9 ORF
Chan 116

SWOPE
N36°31.11′
W76°18.94′

FRANKLIN
110.6 FKN
Chan 43
L-35-36

ELIZABETH CITY
112.5 ECG
Chan 72
L-35

VISOW
N36°21.44′
W76°21.90′

MSA NGU 25 NM
1800
2300
095°
335°

R-330 (33) V376
330° (40)
R-010 010° (39) V33
R-129 309° (76)
003° (21)
290° 17 79
R-183
R-178
43 R-290 ① 219
47
88 ②
29
R-200
020° (43)
020° (27) 039° (12) V139
R-060
R-095
48
23
10
R-216
R-211
R-311 V139
201° (10) 131° (11) R-201
J174

RADAR REQUIRED

① 1.10 NM from Rwy 28
② 0.26 NM from Rwy 10

CHART NOT TO SCALE

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...
TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAIKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC**.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAIKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

*For routing to TYI/RDU/GSO:
**For routing to NHK/BWI/MTN/DCA METRO AREA via the following:
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)
BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)
DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

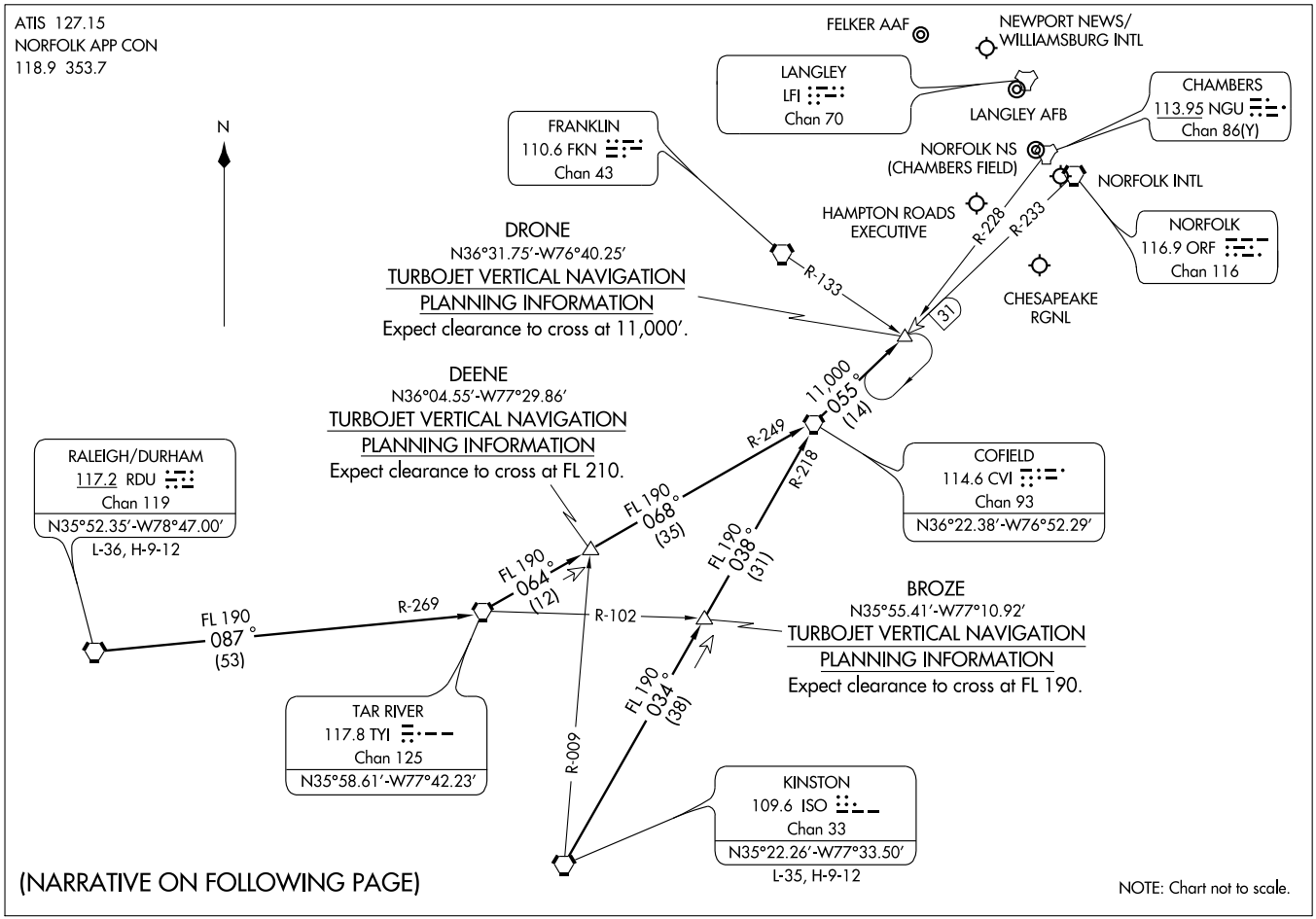
NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 10

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NGU Chan 86Y | 097° | 8067 | 17 | 17 |

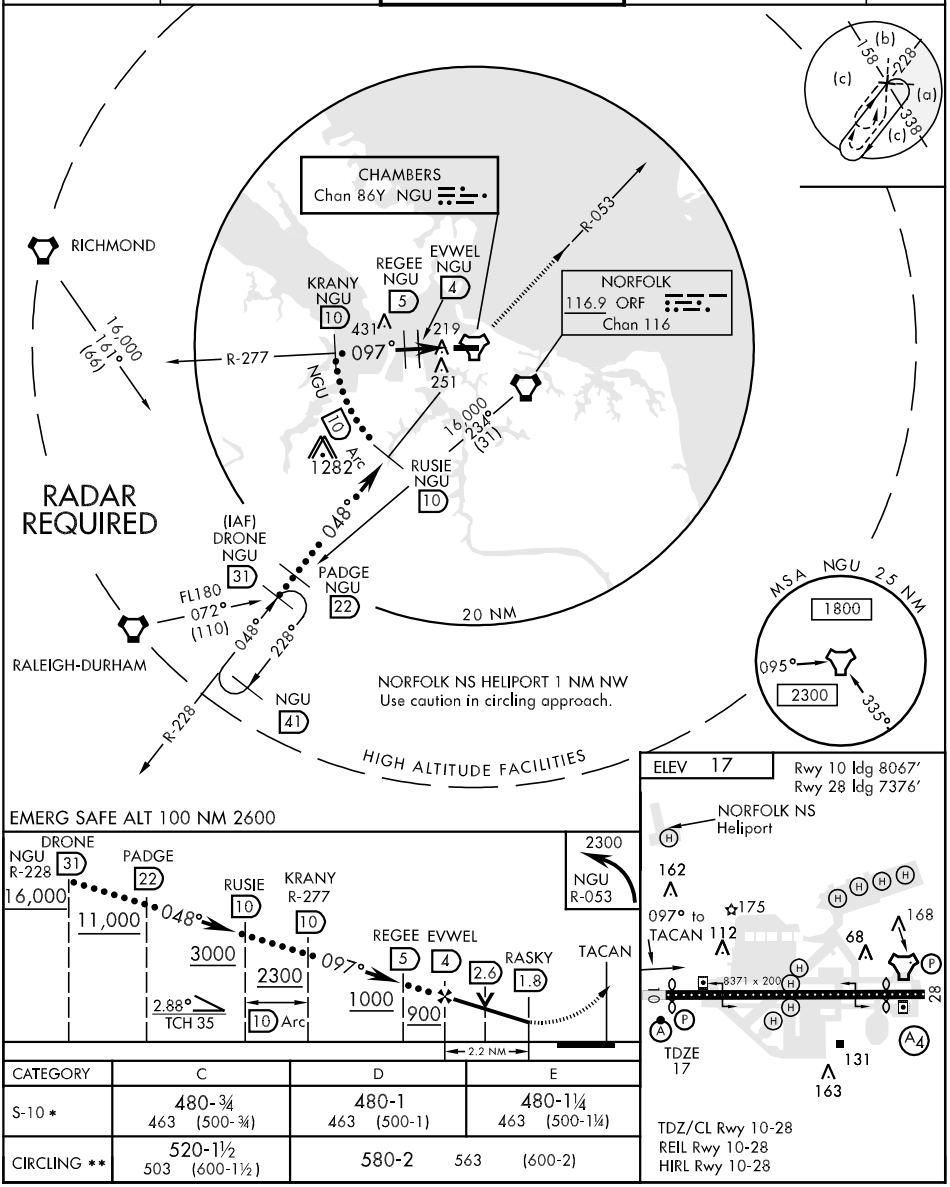
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** CAT E circling not auth S of RWY 10-28.

ALSF-2

MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.

| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-10 * | 480-¾ 463 (500-¾) | 480-1 463 (500-1) | 480-1¼ 463 (500-1¼) |
| CIRCLING ** | 520-1½ 503 (600-1½) | 580-2 563 (600-2) | |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 28

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NGU Chan 86Y | 290° | 7376 | 15 | 17 |

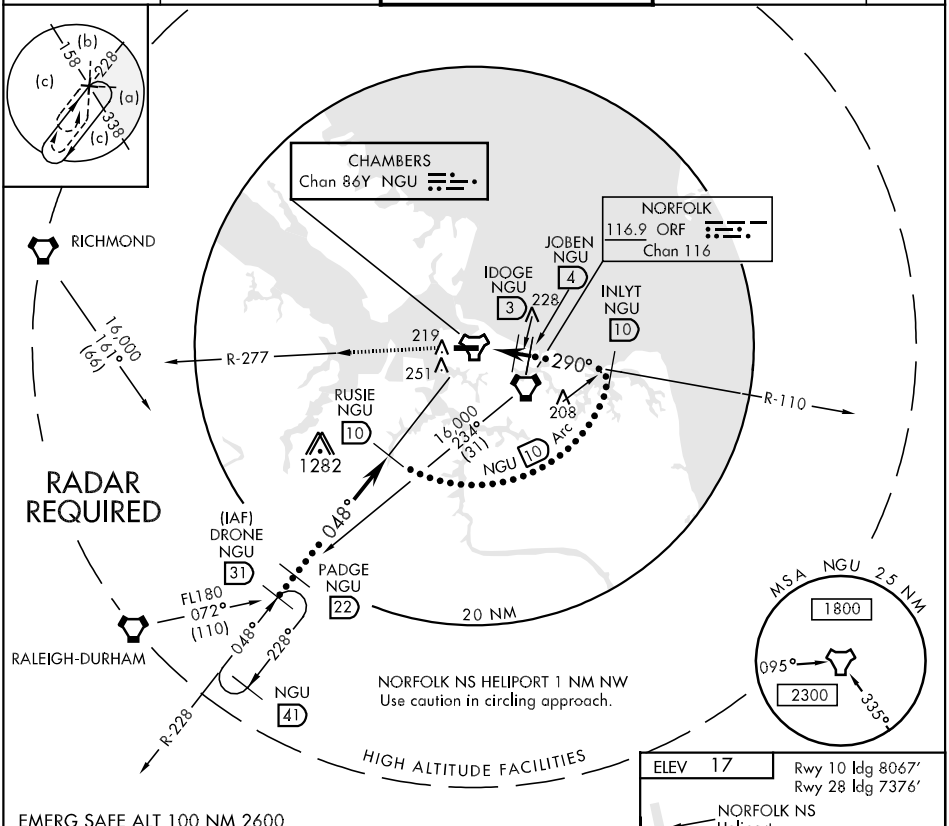
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT DE to 1½ miles.
** CAT E circling not authorized S of Rwy 10-28.

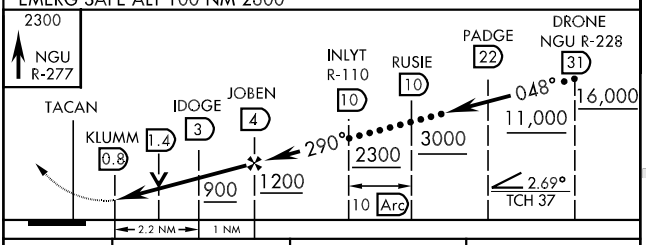
SSALS A4

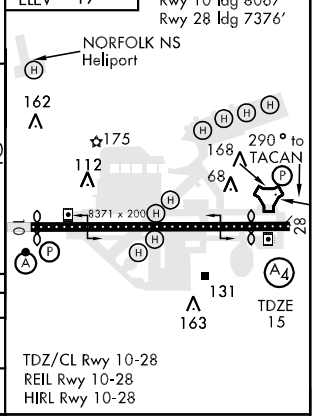
MISSED APPROACH: Climb to 2300 via NGU R-277 then as directed by ATC.

| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-28 * | 460-1<br>445 (500-1) | 460-1¼ 445 | (500-1¼) |
| CIRCLING** | 520-1½<br>503 (600-1½) | 580-2 563 | (600-2) |

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC/DME RWY 10

| LOC I-NGU | APCH CRS | Rwy Idg | 8067 |
|---|---|---|---|
| 108.95 | 100° | TDZE | 17 |
| | | Arpt Elev | 17 |

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

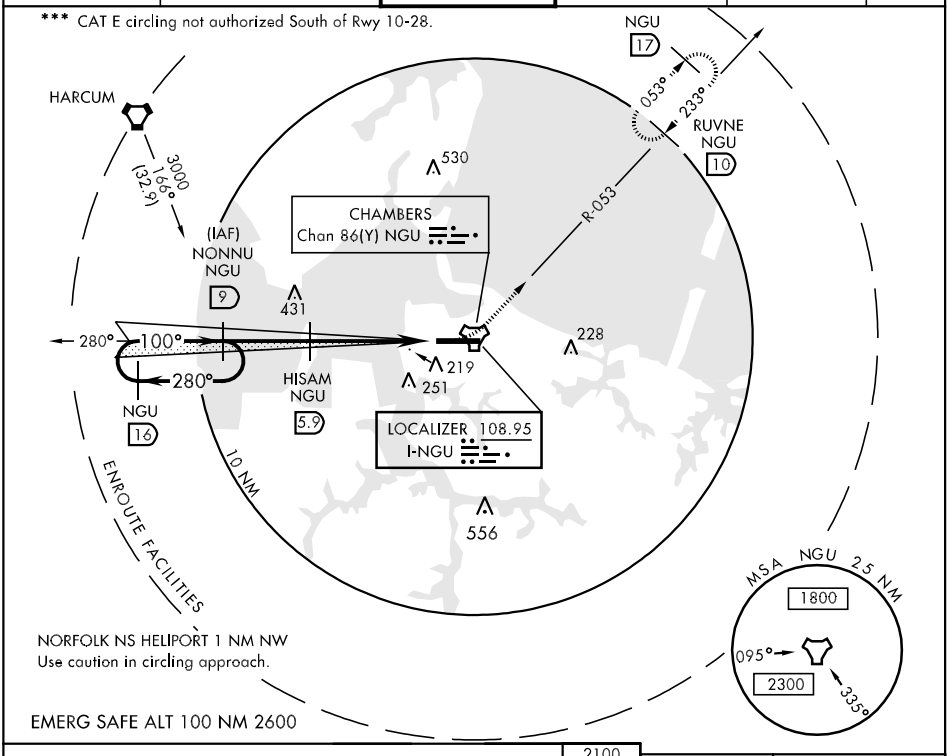
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

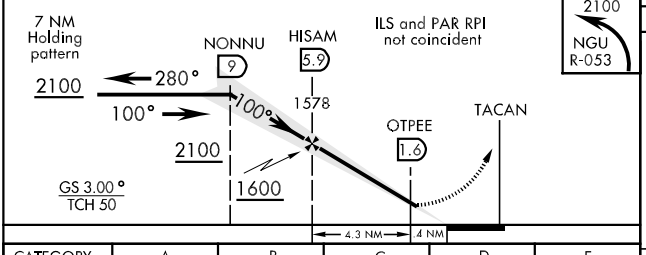
ALSF-2

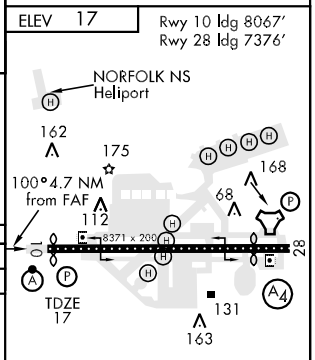
MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | 120.7 348.0 | |

*** CAT E circling not authorized South of Rwy 10-28.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10 * | 217-½ 200 (200-½) | | | | |
| S-LOC 10 ** | 460-½ 443 (500-½) | | 460-¾ 443 (500-¾) | 460-1 443 (500-1) | |
| CIRCLING *** | 520-1 503 (600-1) | | 520-1½ 503 (600-1½) | 580-2 563 (600-2) | |

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28



ILS or LOC/DME RWY 10


NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 10

| APCH CRS | Rwy ldg | 8067 |
|---|---|---|
| 100° | TDZE | 17 |
| | Arpt Elev | 17 |

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

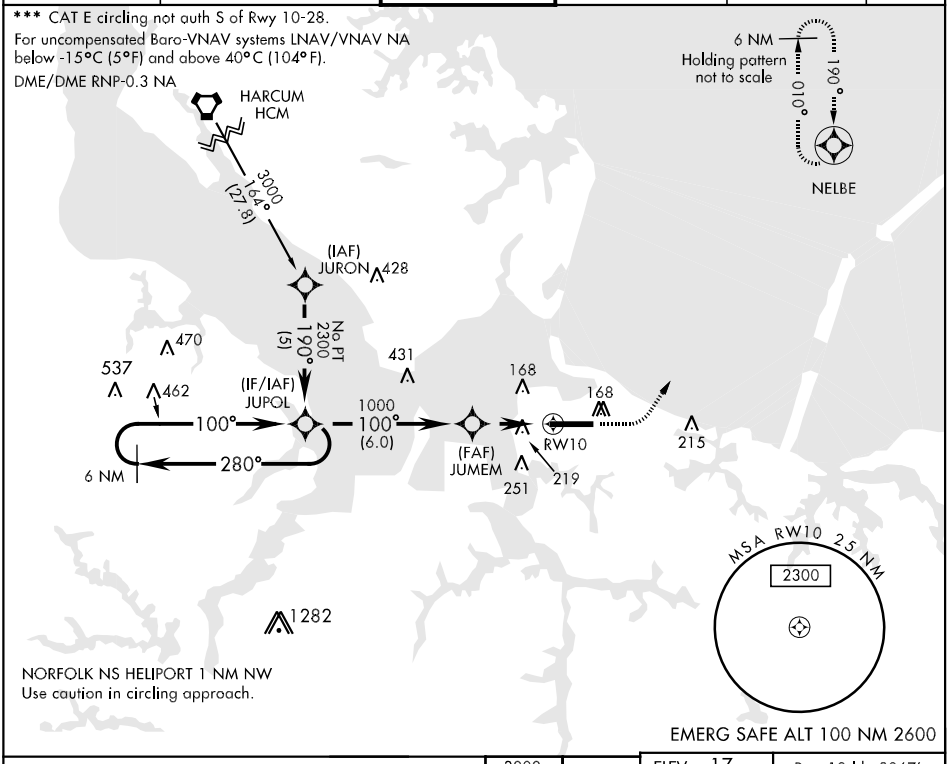
T * When ALS inop, increase vis CAT ABCDE to 1¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

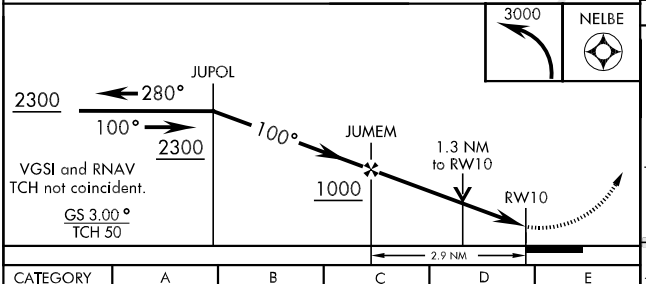
ALSF-2

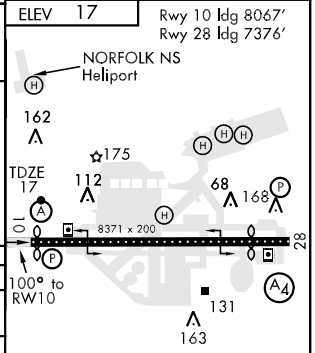
MISSED APPROACH: Climbing left turn to 3000 direct NELBE and hold.

| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | 120.7 348.0 | |

*** CAT E circling not auth S of Rwy 10-28.
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) and above 40°C (104°F).
DME/DME RNP-0.3 NA




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA * | 540- 1¼ 523 (600-1¼) | | | | |
| LNAV MDA ** | 480- ½ 463 (500-½) | | 480- ¾ 463 (500-¾) | 480-1 463 (500-1) | 480-1¼ 463(500-1¼) |
| CIRCLING *** | 540-1¾ 523 (600-1¾) | | | 580-2 563 (600-2) | |



RNAV (GPS) RWY 10

NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 28

| APCH CRS | Rwy Idg | 7376 |
|---|---|---|
| 280° | TDZE | 15 |
| | Arpt Elev | 17 |

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

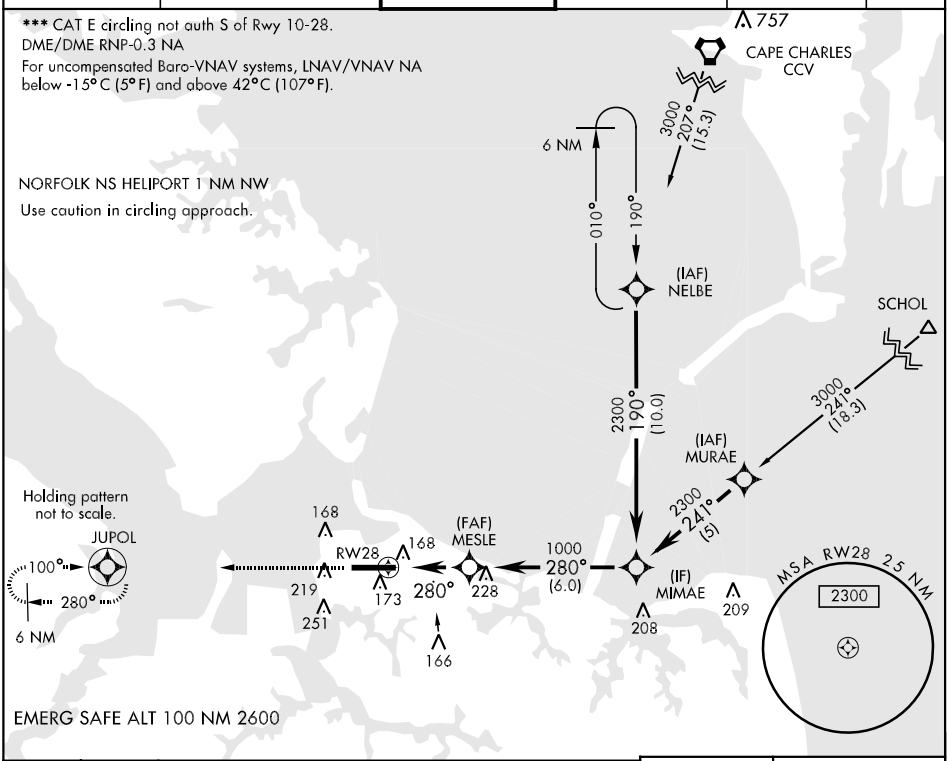
SSALS A4

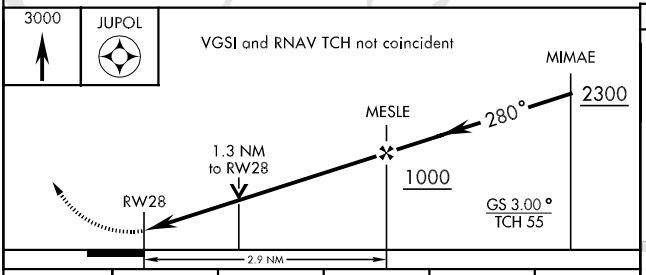
MISSED APPROACH: Climb to 3000 direct JUPOL and hold.

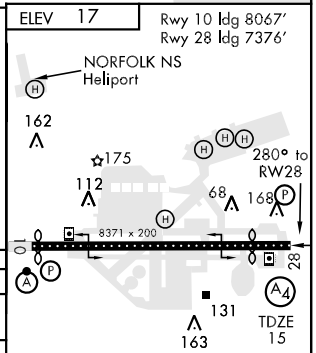
| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | 120.7 348.0 | |

*** CAT E circling not auth S of Rwy 10-28.
DME/DME RNP-0.3 NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 42°C (107°F).

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/ VNAV DA* | 340-¾ | | 325 (400-¾) | | 340-1 325 (400-1) |
| LNAV MDA** | 460-¾ 445 (500-¾) | | 460-1 445 (500-1) | 460-1¼ 445 (500-1¼) | |
| CIRCLING*** | 520-1 503 (600-1) | | 520-1½ 503 (600-1½) | 580-2 563 (600-2) | |

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 10

| TACAN | APCH CRS | Rwy Idg | 8067 |
|---|---|---|---|
| Chan 86Y | 097° | TDZE | 17 |
| | | Arpt Elev | 17 |

AL-290 [USN]

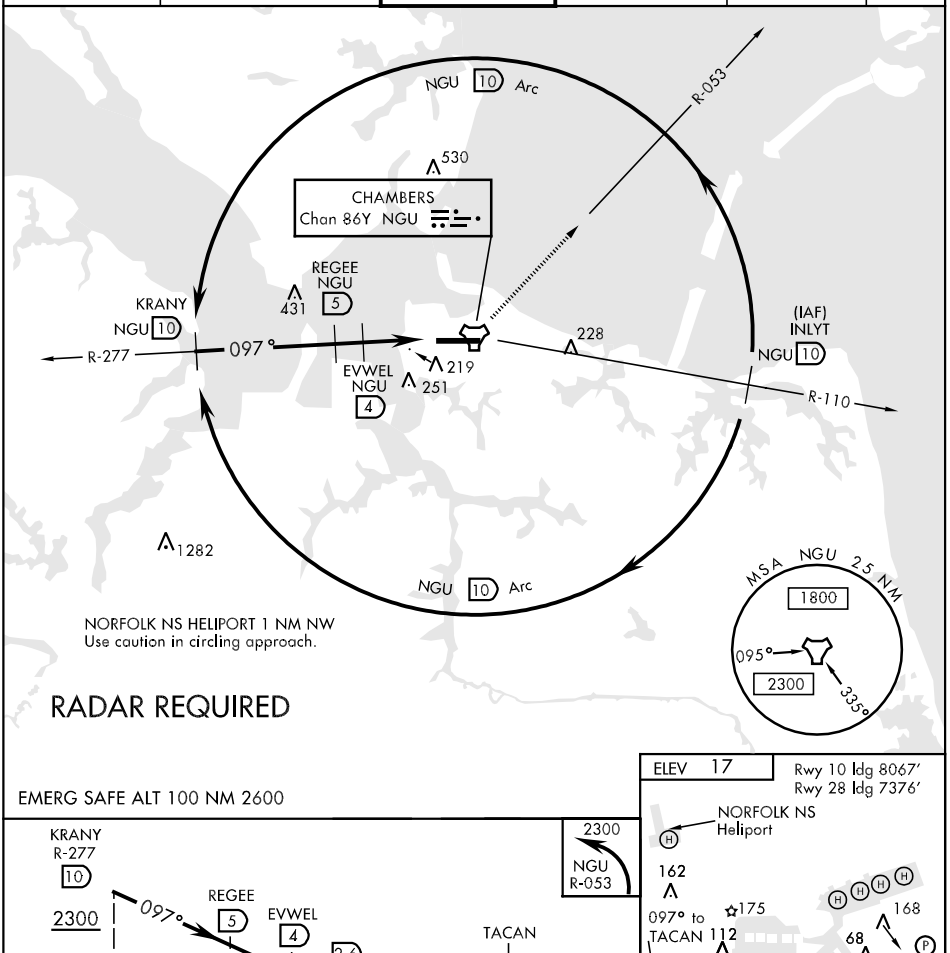
NORFOLK NS (CHAMBERS FIELD) (KNGU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

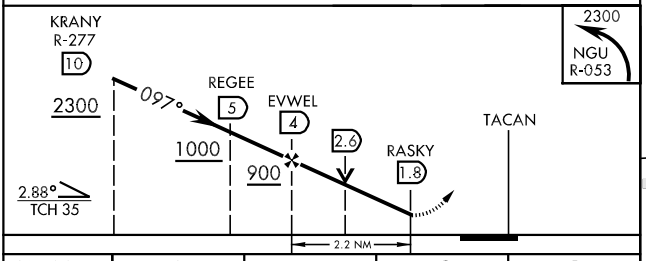
ALSF-2

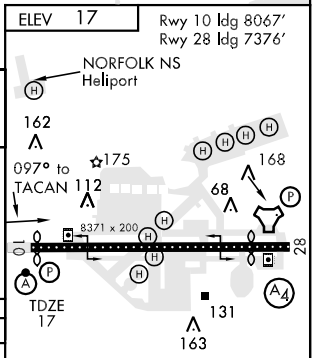
MISSED APPROACH: Climbing left turn to 2300 via NGU TACAN R-053 then as directed by ATC.

| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 118.425 342.0 | 118.9 353.7 | 124.3 379.15 | 121.8 370.85 | 120.7 348.0 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 * | 480-½ 463 (500-½) | | 480-¾ 463 (500-¾) | 480-1 463 (500-1) |
| CIRCLING | 520-1 503 (600-1) | | 520-1½ 503 (600-1½) | 580-2 563 (600-2) |

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 28

| TACAN | APCH CRS | Rwy 28 ldg | 7376 |
|---|---|---|---|
| NGU Chan **86Y** | **290°** | TDZE | **15** |
| | | Arpt Elev | **17** |

AL-290 [USN]

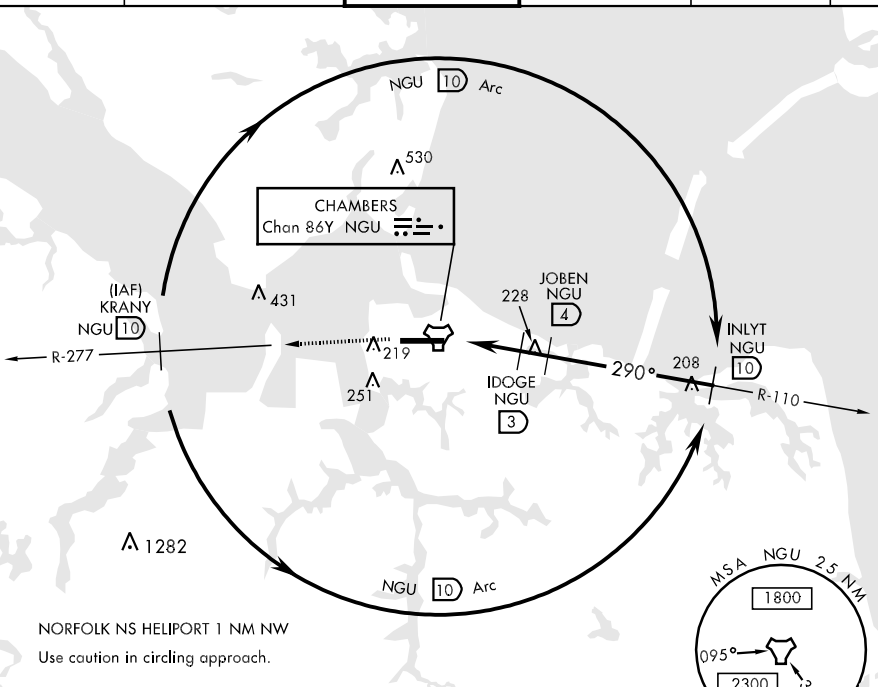
NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SSALS A4

MISSED APPROACH: Climb to 2300 via NGU TACAN R-277 then as directed by ATC.

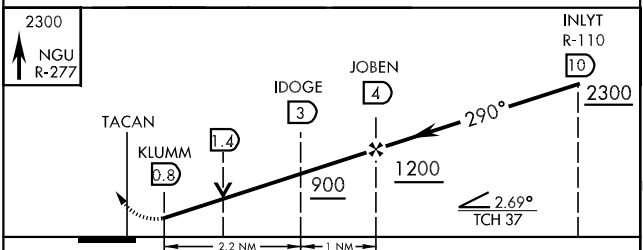
| ATIS | NORFOLK APP CON | CHAMBERS TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| **118.425 342.0** | **118.9 353.7** | **124.3 379.15** | **121.8 370.85** | **120.7 348.0** | |

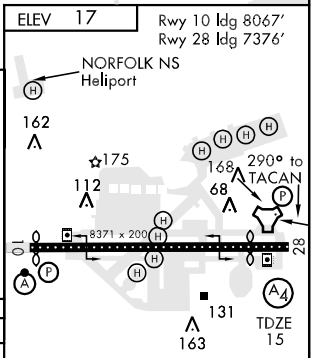



NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600




TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 * | 460-¾ 445 (500-¾) | | 460-1 445 (500-1) | 460-1¼ 445 (500-1¼) |
| CIRCLING | 520-1 503 (600-1) | | 520-1½ 503 (600-1½) | 580-2 563 (600-2) |



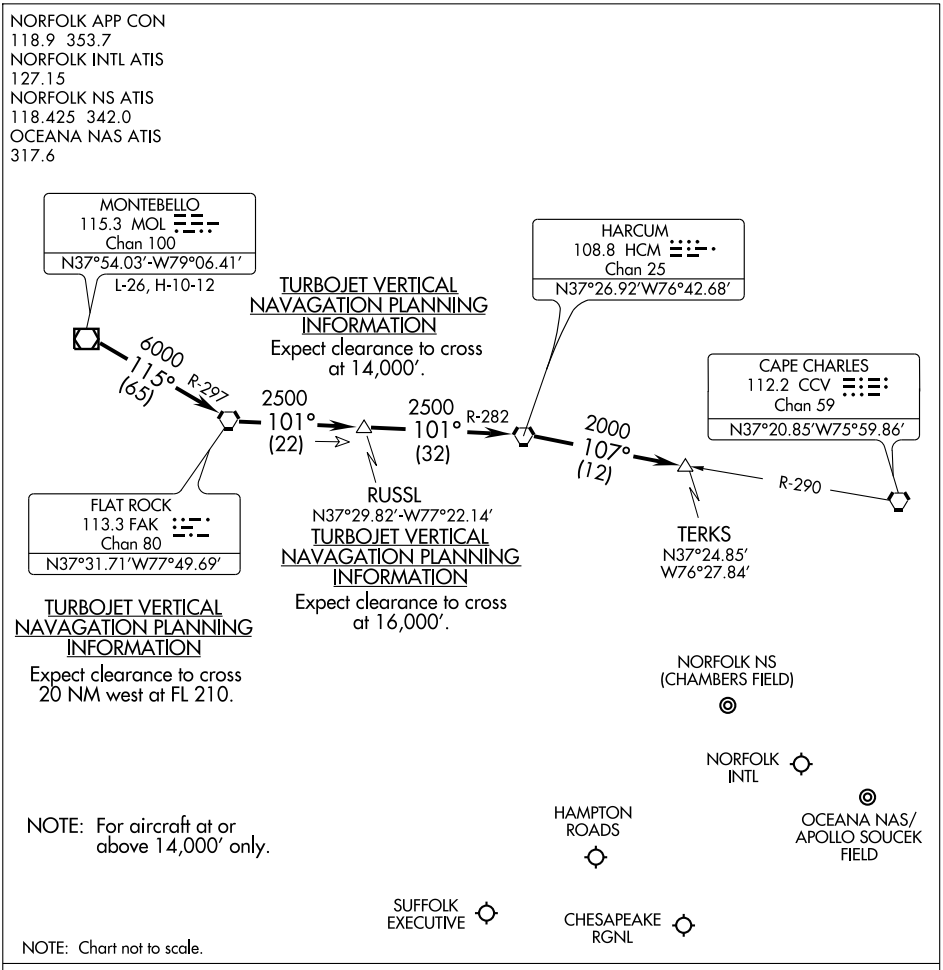
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL





NE-3, 26 AUG 2010 to 23 SEP 2010



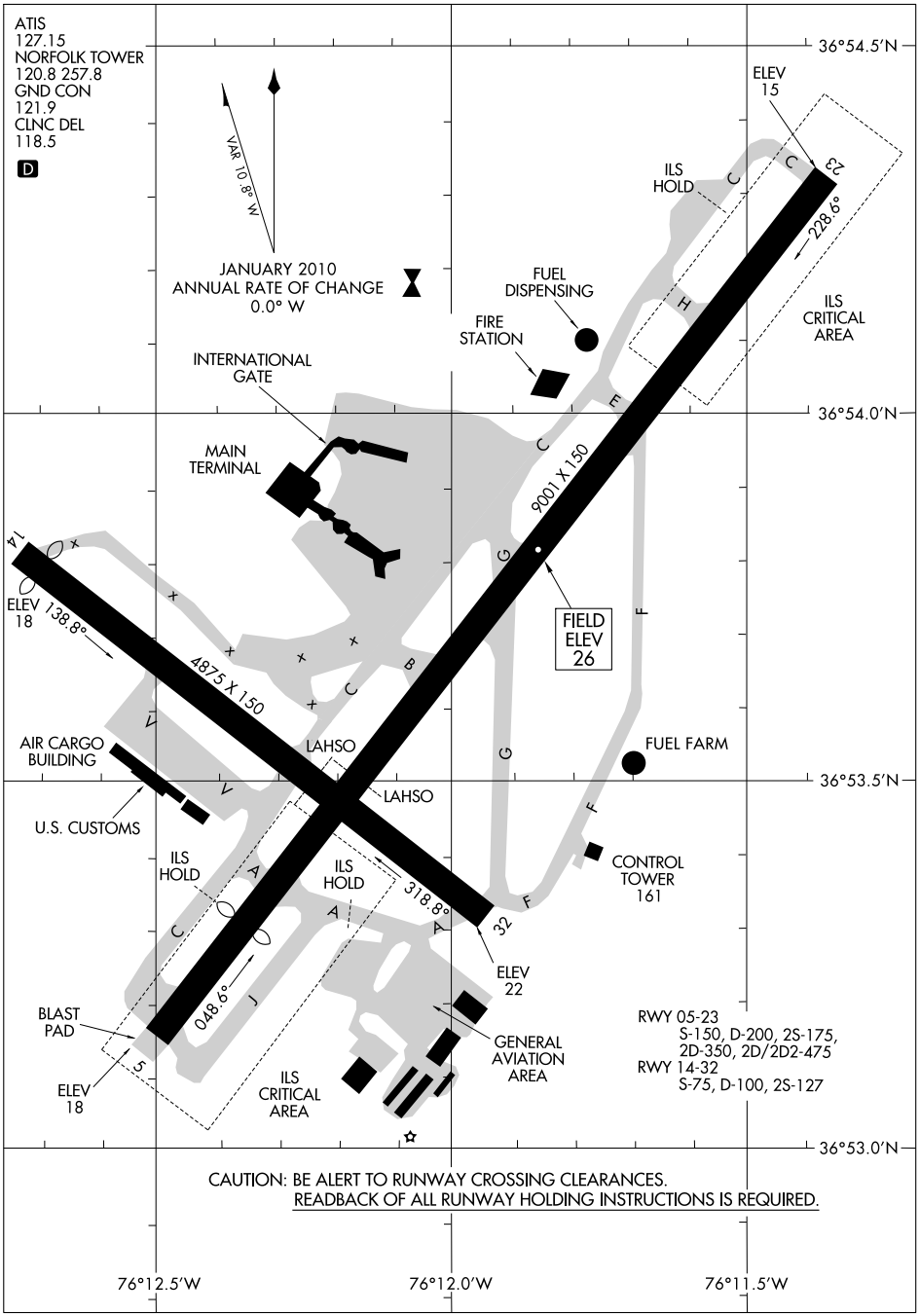

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

# AIRPORT DIAGRAM

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA






NE-3, 26 AUG 2010 to 23 SEP 2010

**HAMPTON ROADS EXECUTIVE** (PVG) 7 SW UTC−5(−4DT) N36°46.81′ W76°26.93′ **WASHINGTON**

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA **L–35D, 36H**

**IAP**

**RWY 10–28:** H4056X70 (ASPH) S–12.5 MIRL

**RWY 10:** Hill. Rgt tfc, fixed wing acft.

**RWY 28:** Thld dsplcd 200′. Trees.

**RWY 02–20:** H3524X70 (ASPH) S–12.5 MIRL

**RWY 02:** Thld dsplcd 898′. Road.

**RWY 20:** Thld dsplcd 928′. Trees. Rgt tfc, fixed wing acft.

**AIRPORT REMARKS:** Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Extensive helicopter training. Deer on and invof arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10–28 preferred use rwy. Multiple +1000′ AGL towers 1.5 NM northwest of afld. TPA—700(677) for helicopters. ACTIVATE MIRL Rwy 02–20 and Rwy 10–28—CTAF.

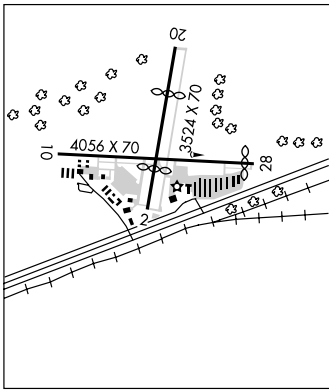
**WEATHER DATA SOURCES:** AWOS–3 118.375 (757) 465–2175.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **NORFOLK APP/DEP CON** 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.

**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 248° 13.7 NM to fld. 20/07W.




**NORFOLK INTL** (ORF) 3 NE UTC−5(−4DT) N36°53.68′ W76°12.07′ **WASHINGTON**

26 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 LRA Class I, ARFF Index C **H–10I, 12H, L–35D, 36H**

NOTAM FILE ORF **IAP, AD**

**RWY 05–23:** H9001X150 (ASPH–CONC–GRVD) S–150, D–200, 2S–175, 2D–350, 2D/2D2–475 HIRL CL

**RWY 05:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 67′. Thld dsplcd 1000′. Trees. Rgt tfc.

**RWY 23:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.

**RWY 14–32:** H4875X150 (ASPH–GRVD) S–75, D–100, 2S–127 MIRL

**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 34′. Thld dsplcd 213′. Tree. Rgt tfc.

**RWY 32:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 14 | 05–23 | 2850 |
| RWY 23 | 14–32 | 6300 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–9001 | TODA–9001 | ASDA–9001 | LDA–8001 |
| **RWY 14:** | TORA–4875 | TODA–4875 | ASDA–4875 | LDA–4662 |
| **RWY 23:** | TORA–9001 | TODA–9001 | ASDA–9001 | LDA–9001 |
| **RWY 32:** | TORA–4875 | TODA–4875 | ASDA–4875 | LDA–4875 |

**AIRPORT REMARKS:** Attended continuously. Parachute Jumping. Flocks of birds on and invof arpt. Twy D clsd indef. Noise abatement procedures in effect. Rwy 05–23 center portion asph, 1500′ each end conc. Rwy 05–23 grooved 7300 ft X130 ft standard grooving beginning 200 ft from approach end Rwy 05. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (757) 460–9348. WSP.

**COMMUNICATIONS: ATIS** 127.15 757–464–1390

**RCO** 122.1R 116.9T (LEESBURG RADIO)

Ⓡ **APP CON** 118.9(010°–080°) (180°–310°) Ⓡ**DEP CON** 125.2

**TOWER** 120.8 **GND CON** 121.9 **CLNC DEL** 118.5

**AIRSPACE: CLASS C** svc continuous ctc **APP CON** 125.7(311°–009°) 118.9(010°–080°) (180°–310°)

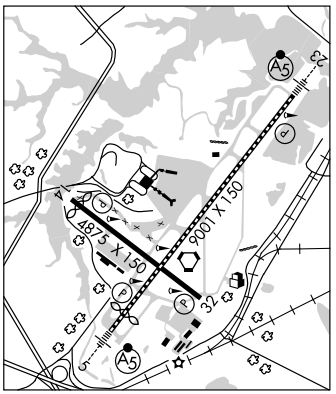
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.

**(H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ at fld. 20/07W. VORTAC unusable byd 30 NM blo 2500′.

**INGLE NDB (LOM)** 329 OR N36°50.43′ W76°15.08′ 046° 4.1 NM to fld.

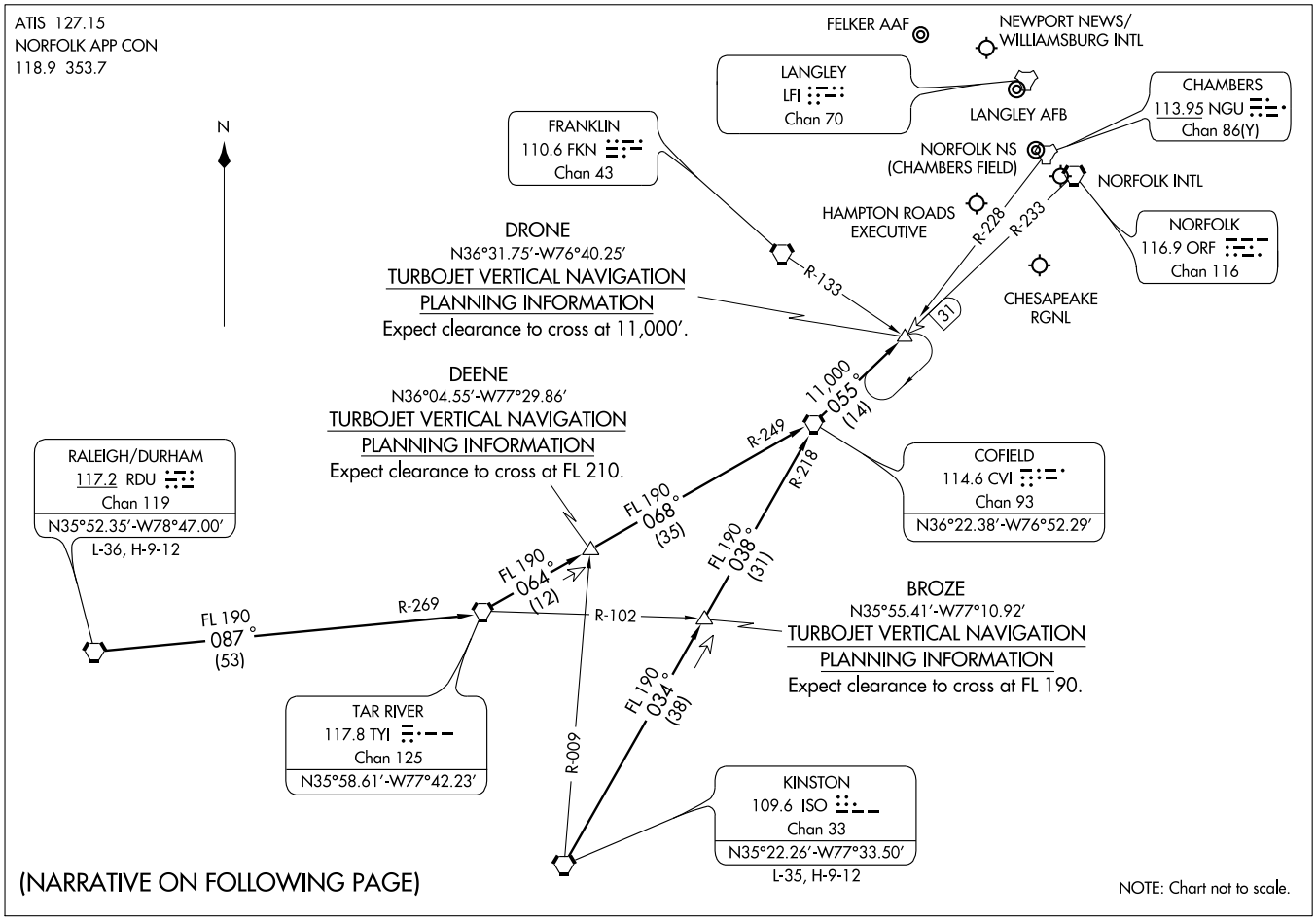
**ILS/DME** 109.1 I–ORF Chan 28 Rwy 05. Class IB. LOM INGLE NDB. GS unusable for coupled apch blo 744′.

**ILS/DME** 109.1 I–JZQ Chan 28 Rwy 23. Class IA.



# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-ORF | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 109.1 | 047° | TDZE | 26 |
| Chan 28 | | Apt Elev | 26 |

# ILS or LOC RWY 5

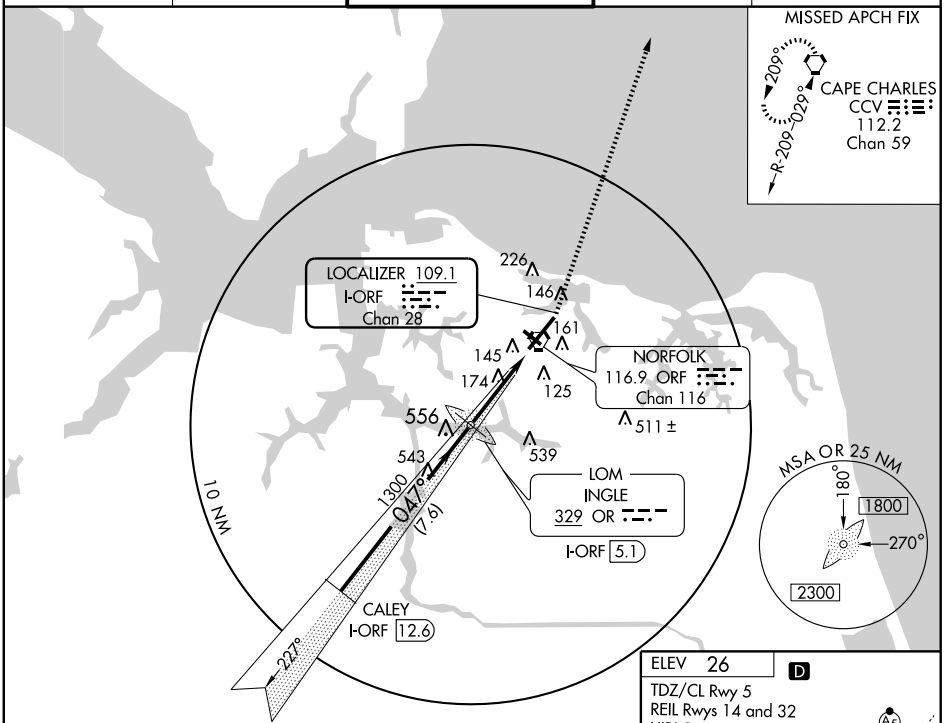
NORFOLK INTL (ORF)

Autopilot coupled approach NA below 744.

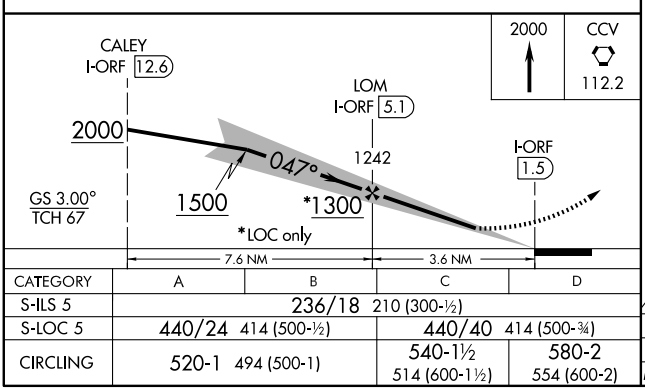
MALSR

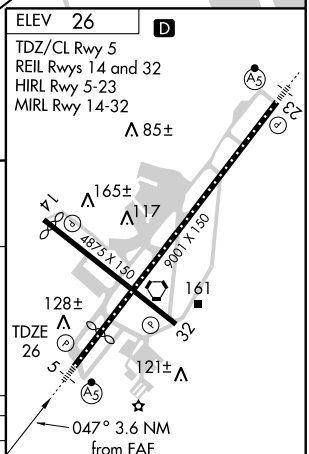
MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 236/18 210 (300-½) | | | |
| S-LOC 5 | 440/24 414 (500-½) | | 440/40 414 (500-¾) | |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-JZQ | APP CRS | Rwy Idg 9001 |
|---|---|---|
| 109.1 | 227° | TDZE 26 |
| Chan 28 | | Apt Elev 26 |

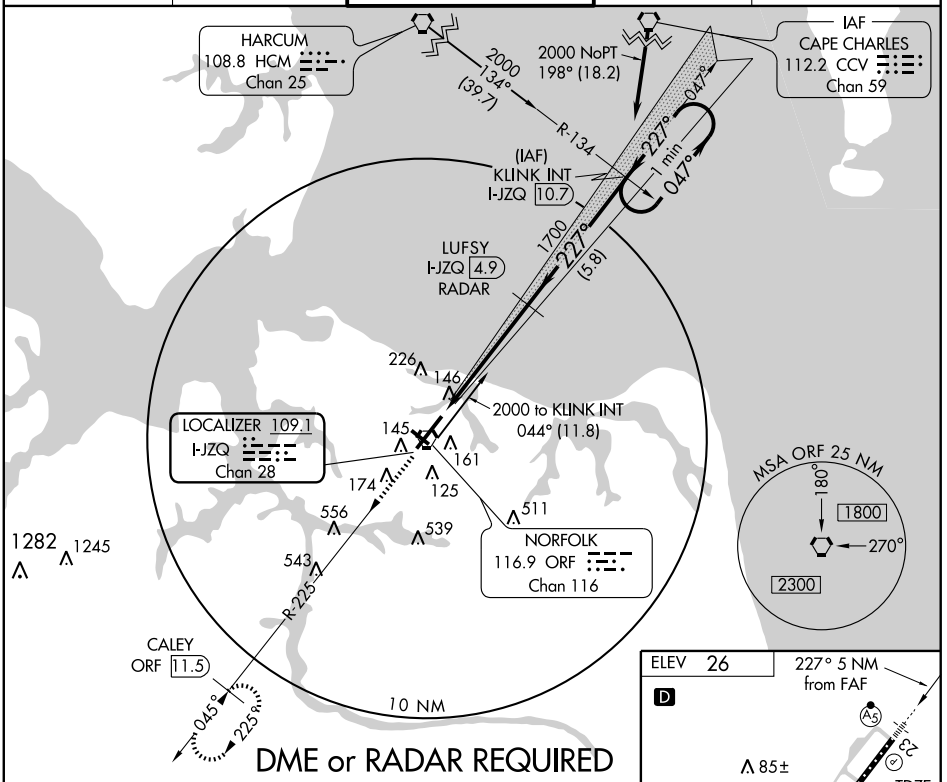
# ILS RWY 23
## NORFOLK INTL (ORF)

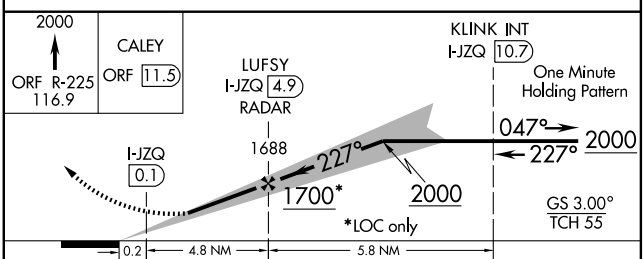
S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALSR.

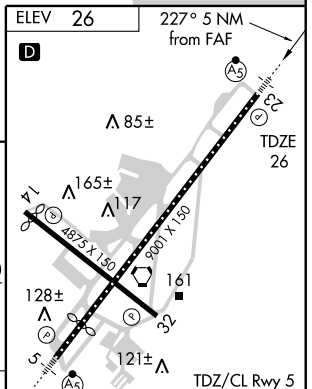
MALSR

MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |



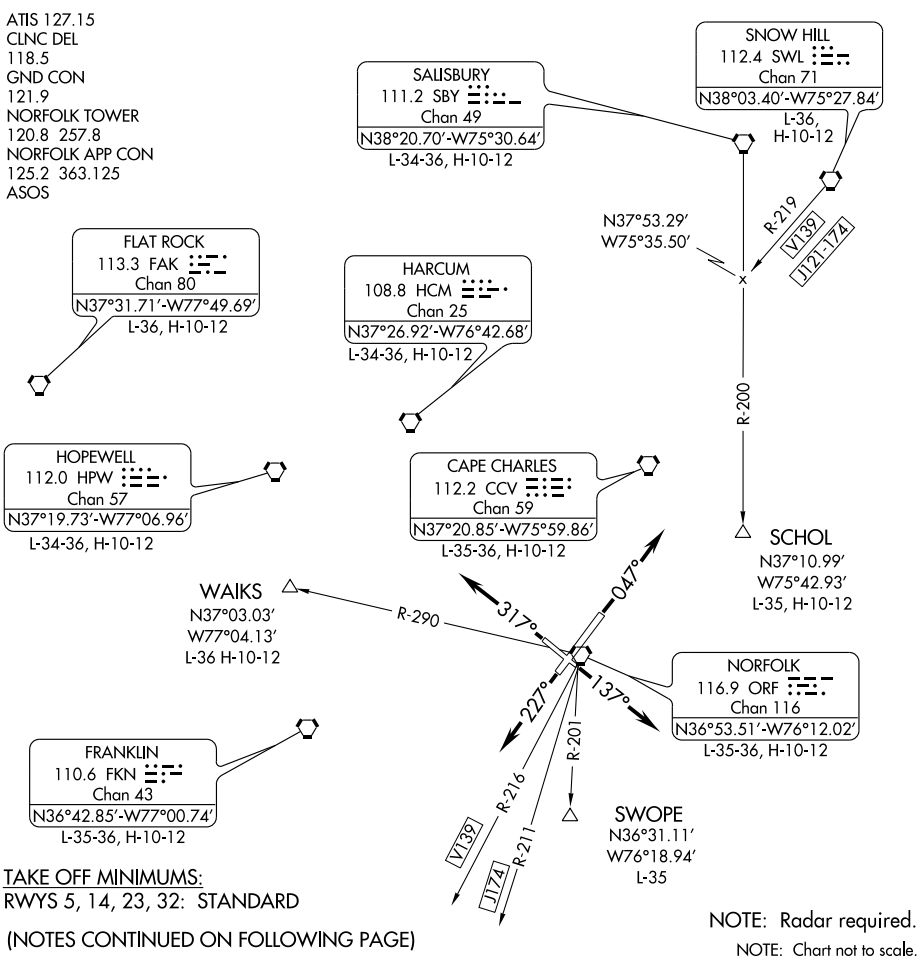

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 321-¾ 295 (300-¾) | | | |
| S-LOC 23 | 400-¾ 374 (400-¾) | | | 400-1 374 (400-1) |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# KISRR ONE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091′ from DER, 1249′ right of centerline, 150′ AGL/163′ MSL. Multiple Ship Masts beginning 2761′ from DER, 22′ right of centerline, up to 100′ AGL/100′ MSL. Multiple Ship Masts beginning 2564′ from DER, 133′ left of centerline, up to 100′ AGL/ 100′ MSL. Obstruction light on Pole 3978′ from DER, 931′ left of centerline, 138′ AGL/146′ MSL. Multiple Towers beginning 4045′ from DER, 982′ left of centerline, up to 138′ AGL/146′ MSL. Obstruction Light on Pole 2898′ from DER, 811′ right of centerline, 84′ AGL/98′ MSL. Antenna 4115′ from DER, 1585′ right of centerline, 117′ AGL/ 131′ MSL. Tower 2974′ from DER, 772′ right of centerline, 90′ AGL/ 98′ MSL. Obstruction light on Pole 2696′ from DER, 1063′ left of centerline, 84′ AGL/91′ MSL. Bush 29′ from DER, 307′ right of centerline, 6′ AGL/20′ MSL. Tree 1459′ from DER, 159′ left of centerline, 41′ AGL/55′ MSL. Tower 2938′ from DER, 1254′ left of centerline, 89′ AGL/94′ MSL. Tree 1399 from DER, 201′ right of centerline, 38′ AGL/52′ MSL. Sign 82′ from DER, 301′ left of centerline, 2′ AGL/19′ MSL. Terrain 23′ from DER, 227′ left of centerline, 0′ AGL/17′ MSL.

Rwy 14: Tree 2541′ from DER, 432′ right of centerline, 101′ AGL/121′ MSL. Multiple Trees beginning 443′ from DER, 398′ left of centerline, up to 75′ AGL/95′ MSL. Pole 1410′ from DER, 254′ right of centerline, 45′ AGL/62′ MSL.

Rwy 23: Rod on Obstruction Light Pole 1012′ from DER, 650′ right of centerline, 56′ AGL/73′ MSL. Multiple Trees beginning 619′ from DER 584′ left of centerline, up to 81′ AGL/98′ MSL. Obstruction Light on Pole, 1433′ from DER, 738′ left of centerline, 54′ AGL/71′ MSL. Multiple Trees beginning 323′ from DER, 504′ right of centerline, up to 26′ AGL/43′ MSL. Pole 2165′ from DER, 840′ right of centerline, 57′ AGL/74′ MSL.

Rwy 32: Multiple Trees beginning 17′ from DER, 460′ right of centerline, up to 81′ AGL/98′ MSL. Multiple Trees and Poles beginning 60′ from DER, 333′ left of centerline, up to 87′ AGL/ 92′ MSL. Road 207′ from DER, 231′ right of centerline, 12′ AGL/29′ MSL. Multiple Obstruction Lights on Towers 201′ from DER, 135′ left of centerline, up to 12′AGL/27′ MSL.

NE-3, 26 AUG 2010 to 23 SEP 2010

# RIVER VISUAL RWY 5



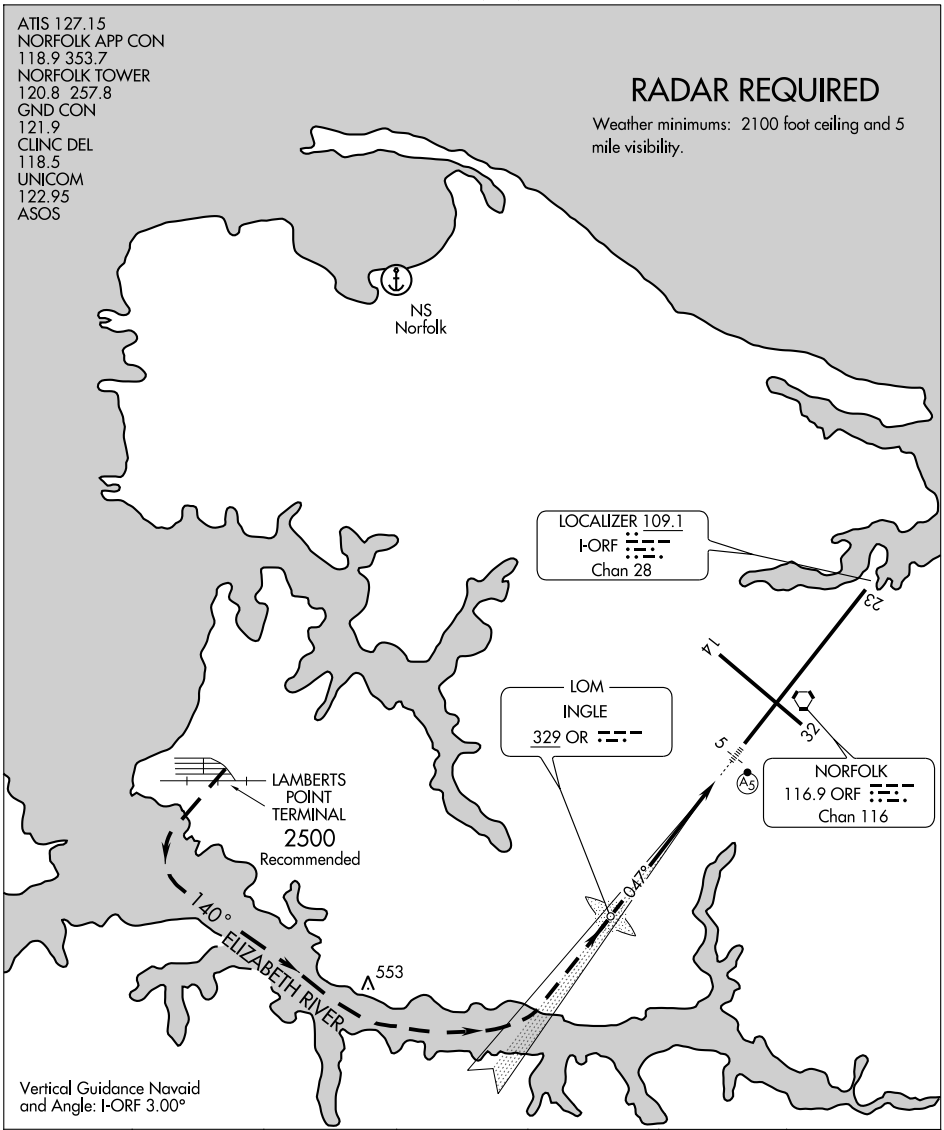
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLINC DEL
118.5
UNICOM
122.95
ASOS

## RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.




RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT



36°54'N-76°12'W

NORFOLK, VIRGINIA
NORFOLK INTL (ORF)

NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5

NORFOLK INTL (ORF)

| APP CRS | Rwy Idg | 8001 |
|---|---|---|
| 047° | TDZE | 26 |
| | Apt Elev | 26 |

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |

MISSED APCH FIX
CAPE CHARLES CCV
4 NM 209° 029°

226 028° (27.6)
146 INHEF
145 RW05 161
174 125
556 388 511±
543 (FAF) INGLE 539
1300 047° (7.6)
1282 1245
WAIKS
2100 138° (35)
CALEY
(IAF) PSALM 2000 067° (8.1)
2000 021° (9.1)
(IAF) ARDEB
2100 342° (22.6)
ELIZABETH CITY ECG
2100 055° (12.2)
DRONE

MSA RW05 25 NM
2300

ELEV 26 D

85± 165± 117 74 161 128± 121± TDZE 26 32 23 5

4875 X 150 9001 X 150

047° to RW05

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CALEY 2000 047° 1300 INGLE RW05
Procedure Turn NA
3.00° TCH 67
7.6 NM 1.9 NM 1.7
1.7 NM to RW05

| | 2000 | INHEF | CCV |
|---|---|---|---|
| | CRS 047° | CRS 028° | 112.2 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 640/24 614 (700-½) | | 640/60 614 (700-1¼) | 640-1½ 614 (700-1½) |
| CIRCLING | 640-1 614 (700-1) | | 640-1½ 614 (700-1½) | 640-2 614 (700-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 14

NORFOLK INTL (ORF)

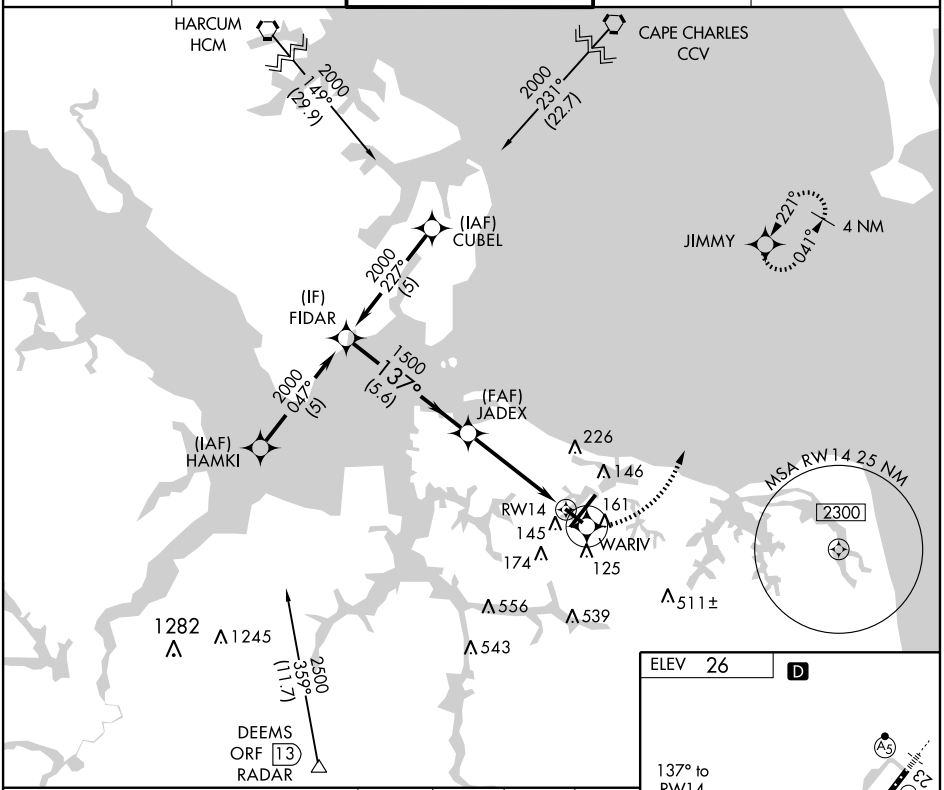
| APP CRS | Rwy Idg | 4662 |
|---|---|---|
| 137° | TDZE | 25 |
| | Apt Elev | 26 |

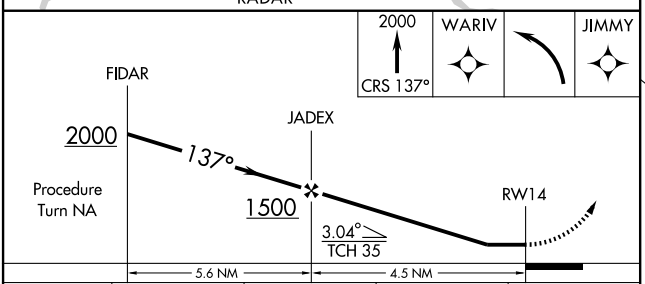
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

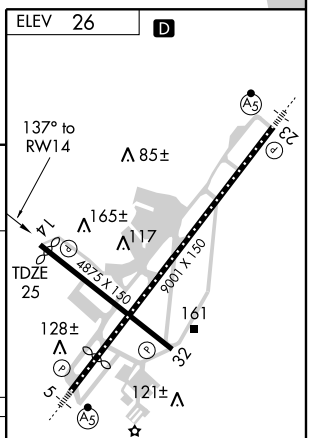
NA

MISSED APPROACH: Climb to 2000 via 137° course to WARIV WP then left turn direct JIMMY WP and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 395 (400-1) | | | 420-1¼ 395 (400-1¼) |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23
## NORFOLK INTL (ORF)

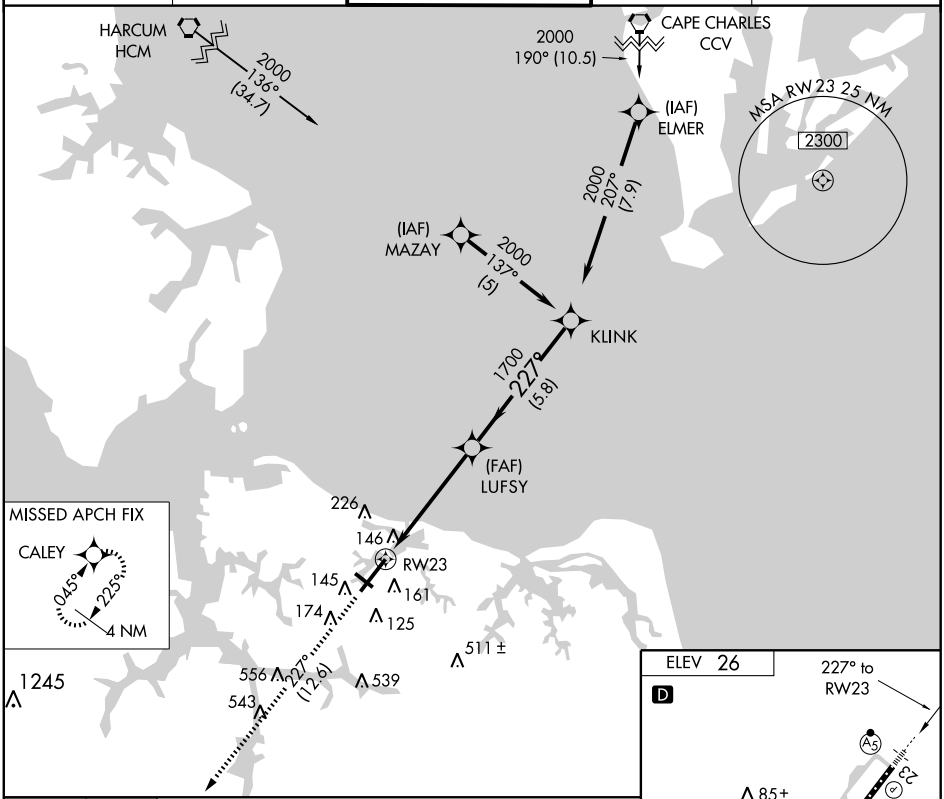
| APP CRS | Rwy Idg | 9001 |
|---|---|---|
| 227° | TDZE | 26 |
| | Apt Elev | 26 |

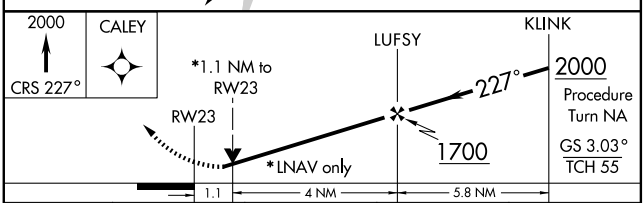
T NA For inoperative MALSR increase LNAV/VNAV and LNAV Cat D visibility to 1¼ miles. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 420 - ¾ 394 (400-¾) | | | 420 - 1 394 (400-1) |
| LNAV MDA | 420 - ¾ 394 (400-¾) | | | 420 - 1 394 (400-1) |
| CIRCLING | 520 - 1¼ 494 (500-1¼) | | 540 - 1½ 514 (600-1½) | 580 - 2 554 (600-2) |

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4875 |
|---|---|---|
| 317° | TDZE | 25 |
| | Apt Elev | 26 |

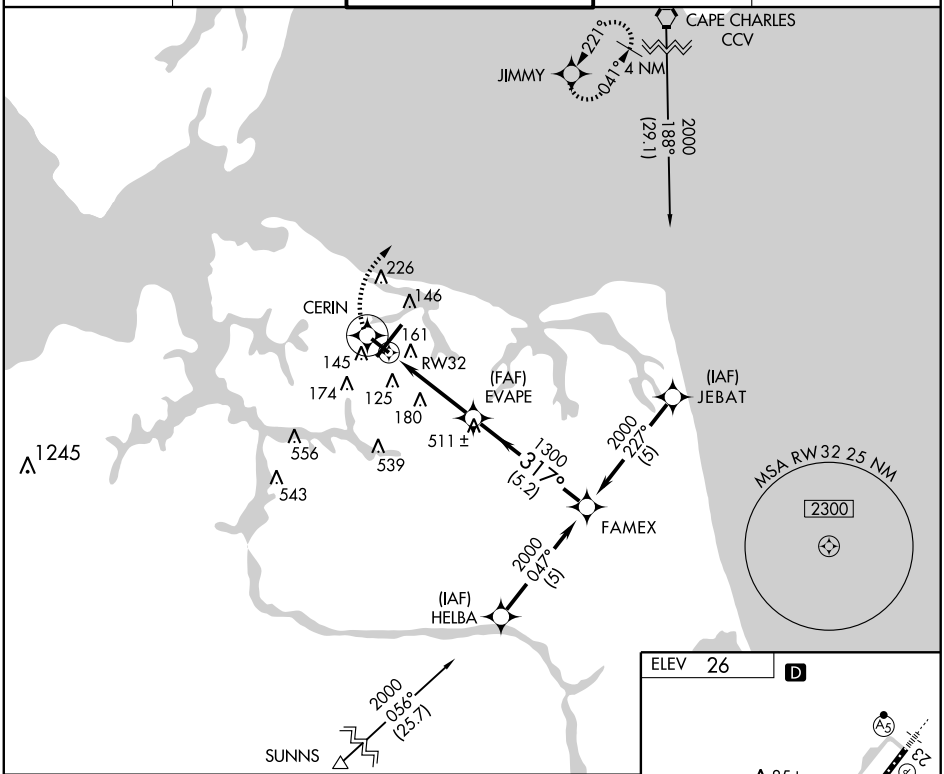
# RNAV (GPS) RWY 32

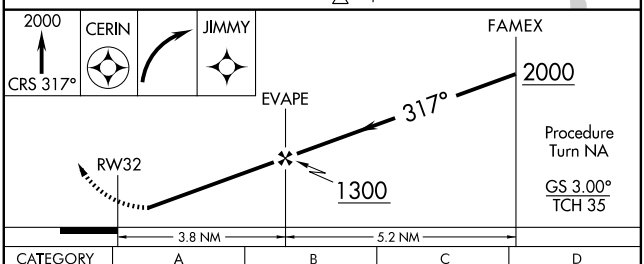
NORFOLK INTL (ORF)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

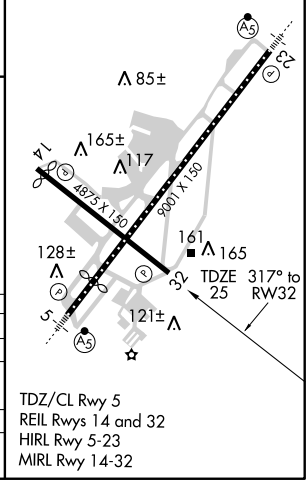
MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 420-1½ 395 (400-1½) | | | |
| LNAV MDA | 440-1 415 (500-1) | | 440-1¼ 415 (500-1¼) | |
| CIRCLING | 520-1½ 494 (500-1½) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |




TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



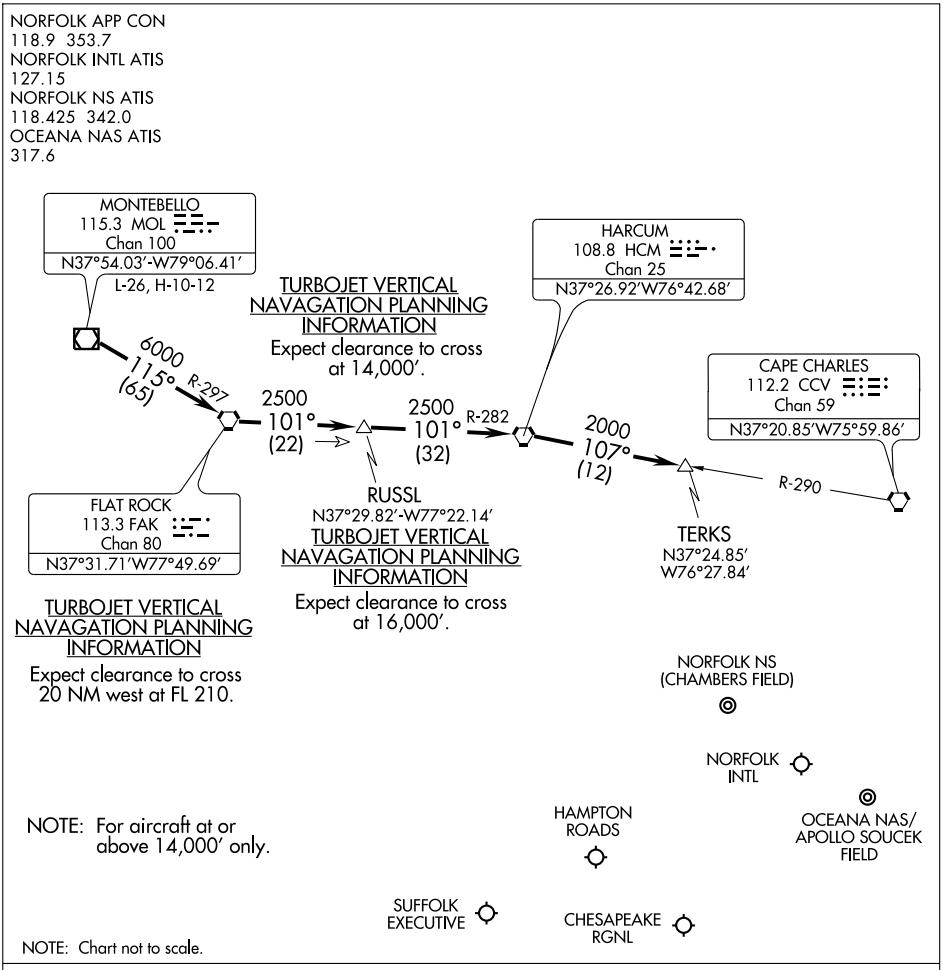
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL





NE-3, 26 AUG 2010 to 23 SEP 2010




From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

| VORTAC ORF 116.9 Chan 116 | APP CRS 053° | Rwy Idg 8001 TDZE 26 Apt Elev 26 |
|---|---|---|

# VOR/DME RWY 5

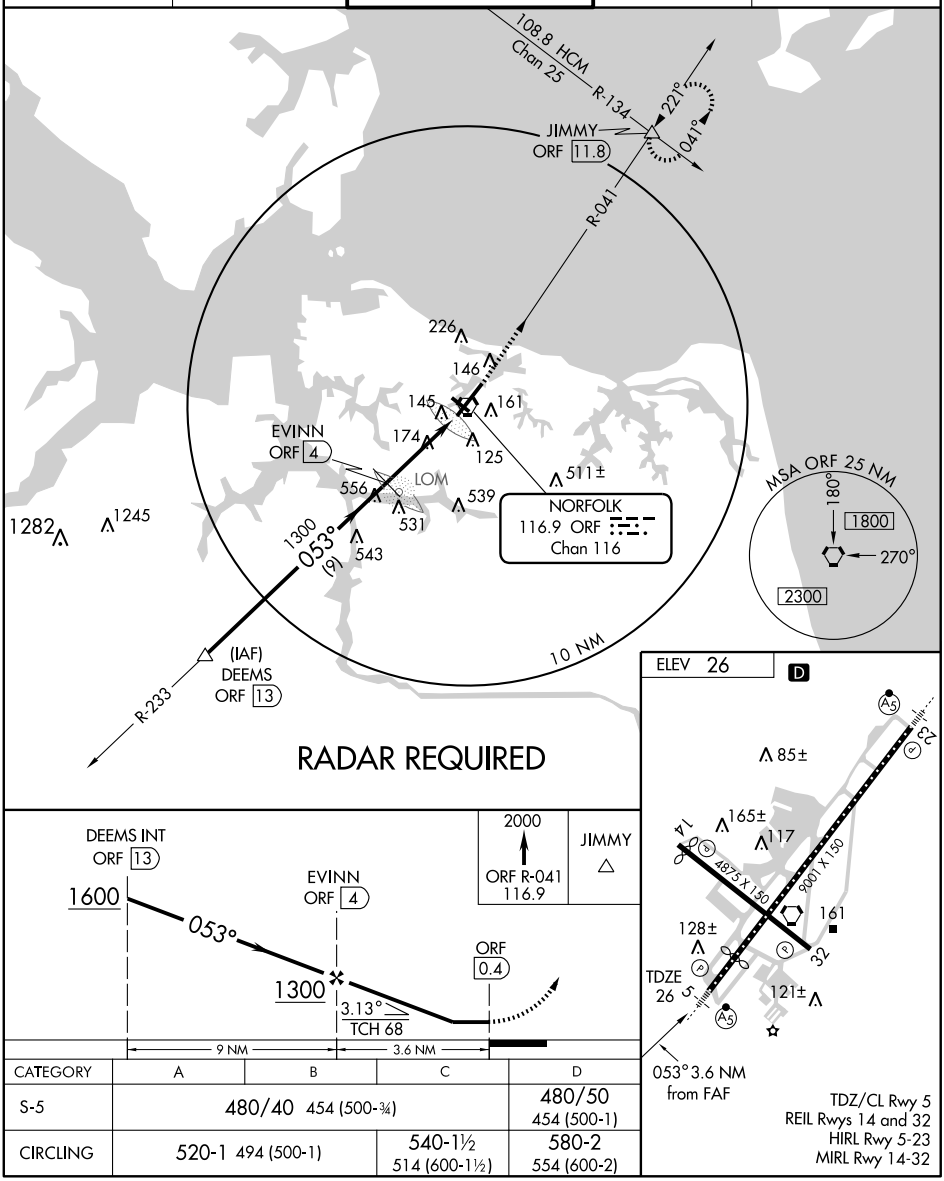
NORFOLK INTL (ORF)

Cat D S-5 visibility increased to RVR 6000 for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 480/40 454 (500-¾) | | | 480/50 454 (500-1) |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

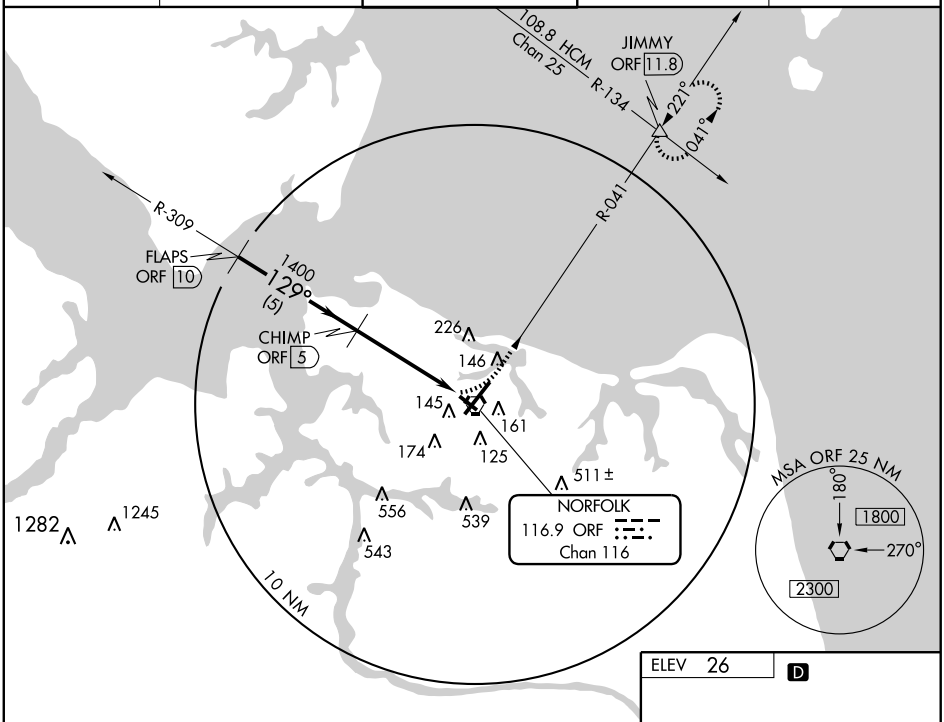
| VORTAC ORF | APP CRS | Rwy Idg | 4662 |
|---|---|---|---|
| 116.9 | 129° | TDZE | 25 |
| Chan 116 | | Apt Elev | 26 |

# VOR/DME RWY 14

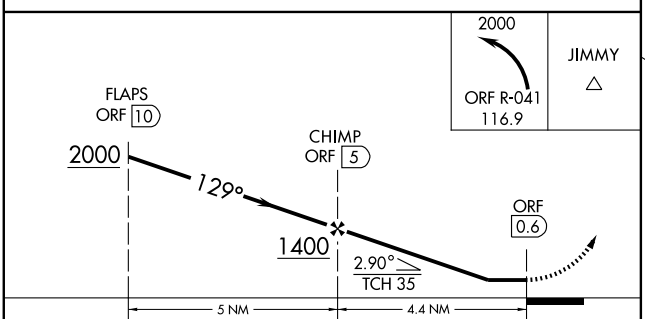
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

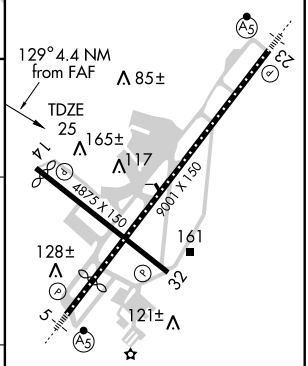
| ATIS | NORFOLK APP CON | | NORFOLK TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|
| 127.15 | 118.9 | 353.7 | 120.8 | 257.8 | 121.9 | 118.5 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 440-1 | 415 (500-1) | 440-1¼ | 415 (500-1¼) |
| CIRCLING | 520-1 | 494 (500-1) | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |




TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

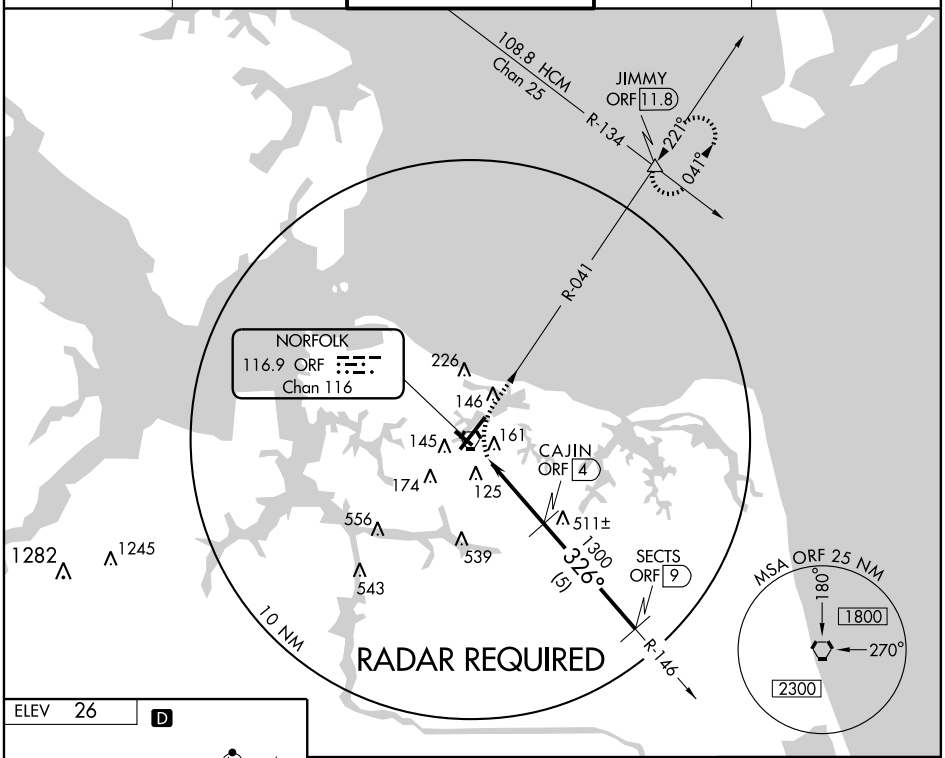
# VOR/DME RWY 32

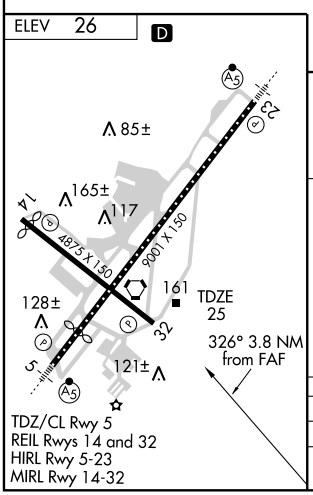
NORFOLK INTL (ORF)

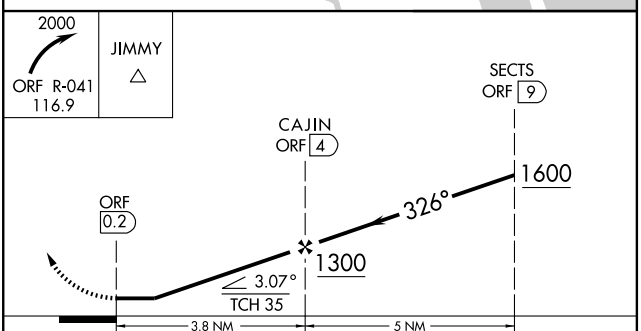
| VORTAC ORF | APP CRS | Rwy Idg | 4875 |
|---|---|---|---|
| 116.9 | 326° | TDZE | 25 |
| Chan 116 | | Apt Elev | 26 |

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 440-1 415 (500-1) | | 440-1¼ 415 (500-1¼) | |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½) | 580-2 554 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC ORF | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 116.9 | 221° | TDZE | 26 |
| Chan 116 | | Apt Elev | 26 |

AL-291 (FAA)

# VOR RWY 23

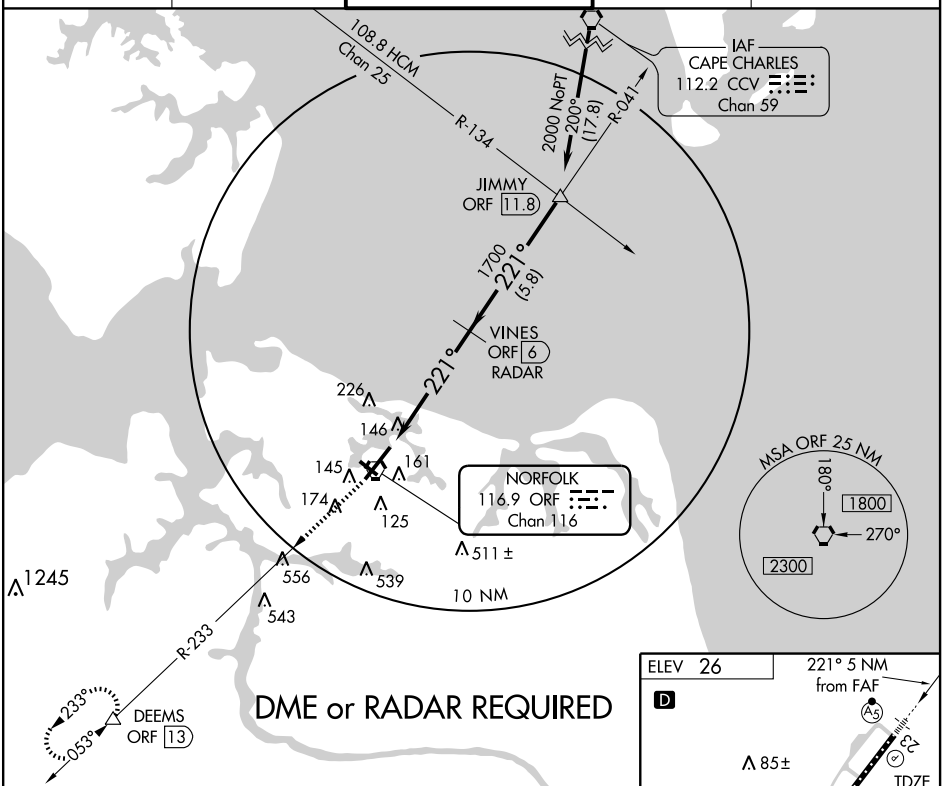
NORFOLK INTL (ORF)

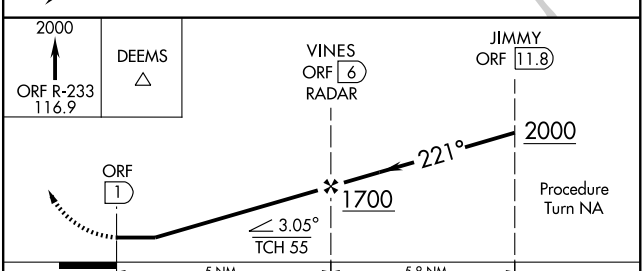
All categories S-23 visibilities increased ¼ mile for inoperative MALSR.

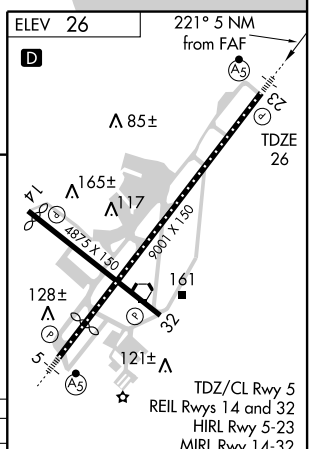
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-233 to DEEMS Int/ORF 13 DME and hold.

| ATIS | NORFOLK APP CON | NORFOLK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.15 | 118.9 353.7 | 120.8 257.8 | 121.9 | 118.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 420- ¾ 394 (400- ¾ ) | | | 420-1 394 (400-1) |
| CIRCLING | 520-1 494 (500-1) | | 540-1½ 514 (600-1½ ) | 580-2 554 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



36°54'N - 76°12'W



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**HAMPTON ROADS EXECUTIVE** (PVG) 7 SW UTC−5(−4DT) N36°46.81′ W76°26.93′ **WASHINGTON**

23 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE DCA **L–35D, 36H**

**IAP**

**RWY 10–28:** H4056X70 (ASPH) S–12.5 MIRL

**RWY 10:** Hill. Rgt tfc, fixed wing acft.

**RWY 28:** Thld dsplcd 200′. Trees.

**RWY 02–20:** H3524X70 (ASPH) S–12.5 MIRL

**RWY 02:** Thld dsplcd 898′. Road.

**RWY 20:** Thld dsplcd 928′. Trees. Rgt tfc, fixed wing acft.

**AIRPORT REMARKS:** Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Extensive helicopter training. Deer on and invof arpt. 1049 ft MSL towers 1.5 NM NW of field. Rwy 10–28 preferred use rwy. Multiple +1000′ AGL towers 1.5 NM northwest of afld. TPA—700(677) for helicopters. ACTIVATE MIRL Rwy 02–20 and Rwy 10–28—CTAF.

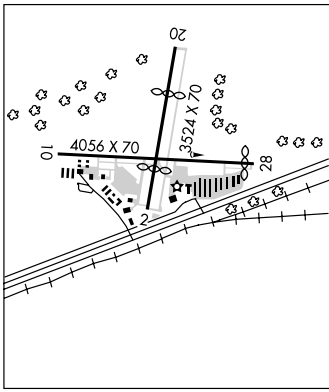
**WEATHER DATA SOURCES:** AWOS–3 118.375 (757) 465–2175.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

Ⓡ **NORFOLK APP/DEP CON** 118.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.

**NORFOLK (H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ 248° 13.7 NM to fld. 20/07W.




**NORFOLK INTL** (ORF) 3 NE UTC−5(−4DT) N36°53.68′ W76°12.07′ **WASHINGTON**

26 B S4 **FUEL** 100LL, JET A OX 1, 2, 4 LRA Class I, ARFF Index C **H–10I, 12H, L–35D, 36H**

NOTAM FILE ORF **IAP, AD**

**RWY 05–23:** H9001X150 (ASPH–CONC–GRVD) S–150, D–200, 2S–175, 2D–350, 2D/2D2–475 HIRL CL

**RWY 05:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 67′. Thld dsplcd 1000′. Trees. Rgt tfc.

**RWY 23:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.

**RWY 14–32:** H4875X150 (ASPH–GRVD) S–75, D–100, 2S–127 MIRL

**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 34′. Thld dsplcd 213′. Tree. Rgt tfc.

**RWY 32:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.

**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 14 | 05–23 | 2850 |
| RWY 23 | 14–32 | 6300 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 05:** | TORA–9001 | TODA–9001 | ASDA–9001 | LDA–8001 |
| **RWY 14:** | TORA–4875 | TODA–4875 | ASDA–4875 | LDA–4662 |
| **RWY 23:** | TORA–9001 | TODA–9001 | ASDA–9001 | LDA–9001 |
| **RWY 32:** | TORA–4875 | TODA–4875 | ASDA–4875 | LDA–4875 |

**AIRPORT REMARKS:** Attended continuously. Parachute Jumping. Flocks of birds on and invof arpt. Twy D clsd indef. Noise abatement procedures in effect. Rwy 05–23 center portion asph, 1500′ each end conc. Rwy 05–23 grooved 7300 ft X130 ft standard grooving beginning 200 ft from approach end Rwy 05. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (757) 460–9348. WSP.

**COMMUNICATIONS: ATIS** 127.15 757–464–1390

**RCO** 122.1R 116.9T (LEESBURG RADIO)

Ⓡ **APP CON** 118.9(010°–080°) (180°–310°) Ⓡ**DEP CON** 125.2

**TOWER** 120.8 **GND CON** 121.9 **CLNC DEL** 118.5

**AIRSPACE: CLASS C** svc continuous ctc **APP CON** 125.7(311°–009°) 118.9(010°–080°) (180°–310°)

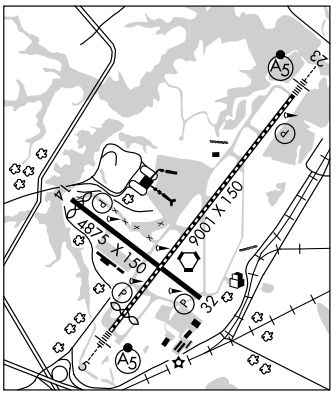
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ORF.

**(H) VORTAC** 116.9 ORF Chan 116 N36°53.51′ W76°12.02′ at fld. 20/07W. VORTAC unusable byd 30 NM blo 2500′.

**INGLE NDB (LOM)** 329 OR N36°50.43′ W76°15.08′ 046° 4.1 NM to fld.

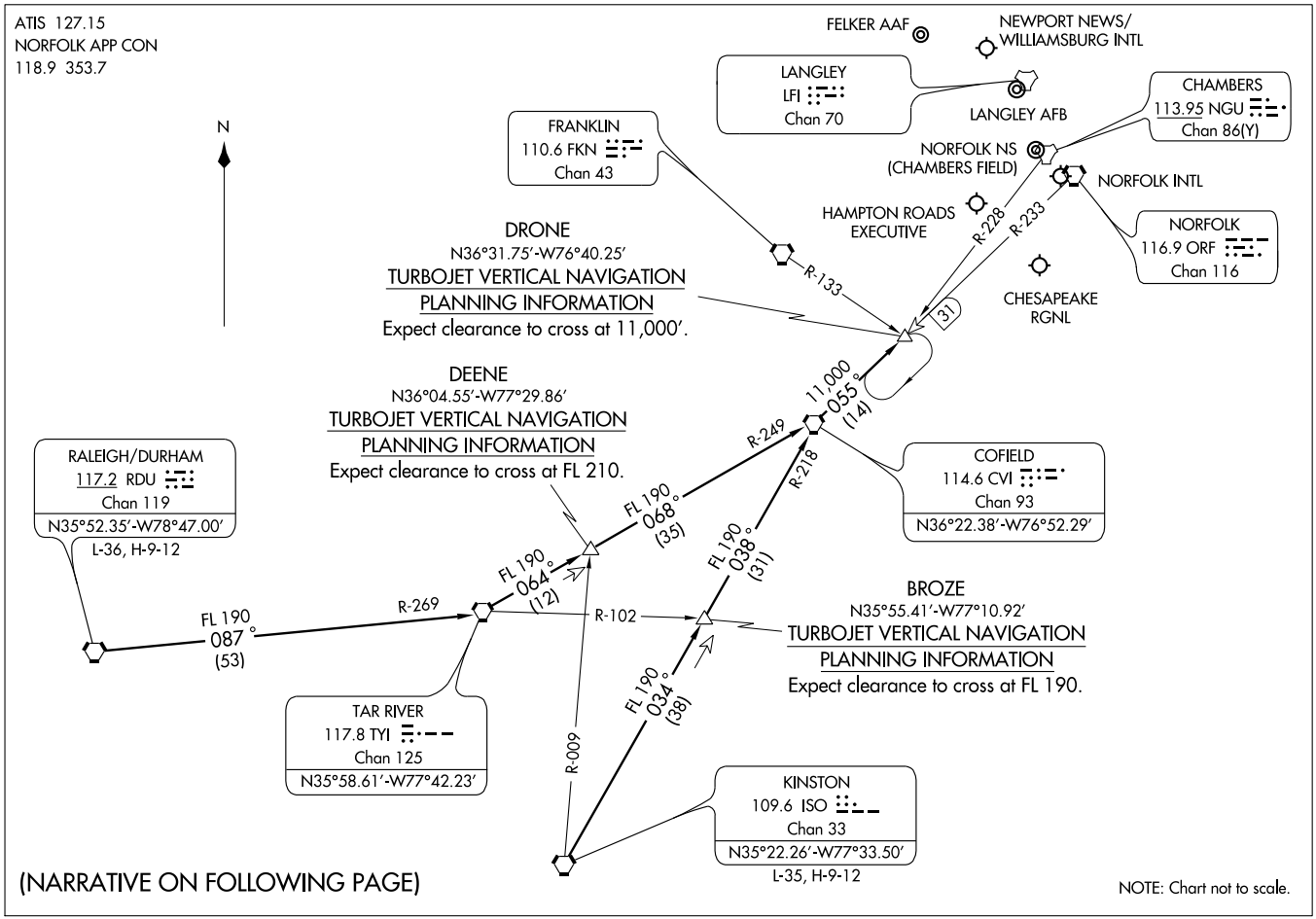
**ILS/DME** 109.1 I–ORF Chan 28 Rwy 05. Class IB. LOM INGLE NDB. GS unusable for coupled apch blo 744′.

**ILS/DME** 109.1 I–JZQ Chan 28 Rwy 23. Class IA.



# DRONE ONE ARRIVAL

(DRONE.DRONE1) 08269




(DRONE.DRONE1) 08269
DRONE ONE ARRIVAL

ST-291 (FAA)

NORFOLK, VIRGINIA

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4056 |
|---|---|---|
| 102° | TDZE | 20 |
| | Apt Elev | 23 |

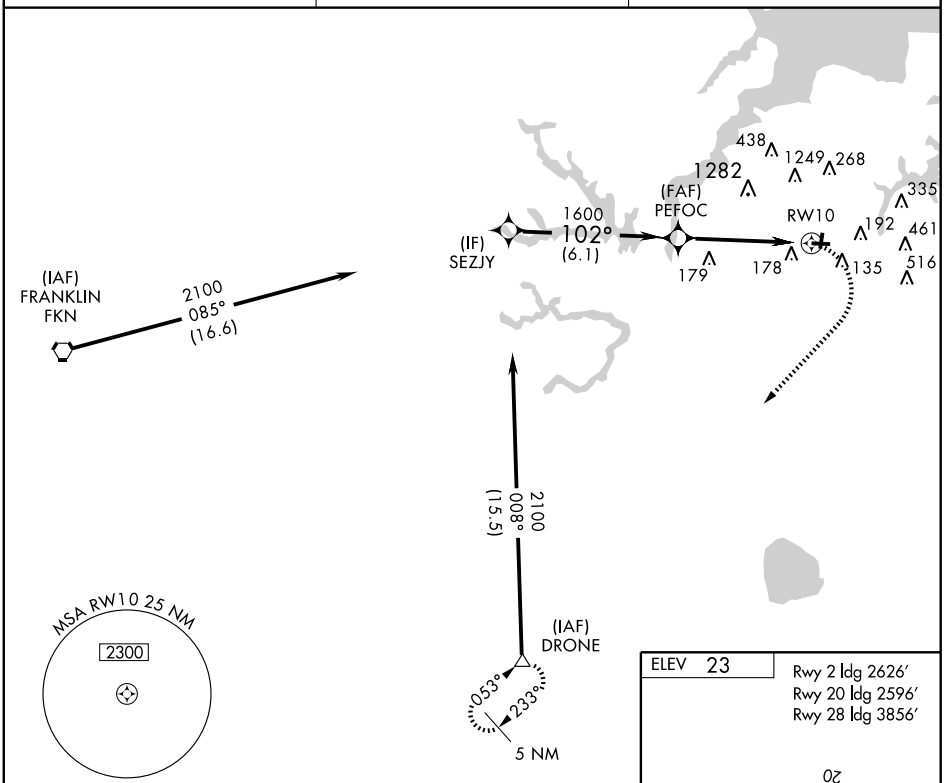
# RNAV (GPS) RWY 10

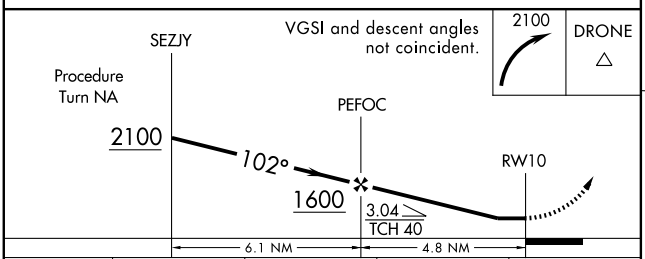
## NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

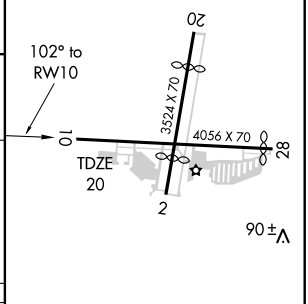
MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

| AWOS-3 | NORFOLK APP CON | UNICOM |
|---|---|---|
| 118.375 | 118.9 353.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 420 (500-1) | NA | |
| CIRCLING | 500-1 | 477 (500-1) | NA | |




MIRL Rwys 2-20 and 10-28 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 3856 |
|---|---|---|
| 292° | TDZE | 20 |
| | Apt Elev | 23 |

# RNAV (GPS) RWY 28

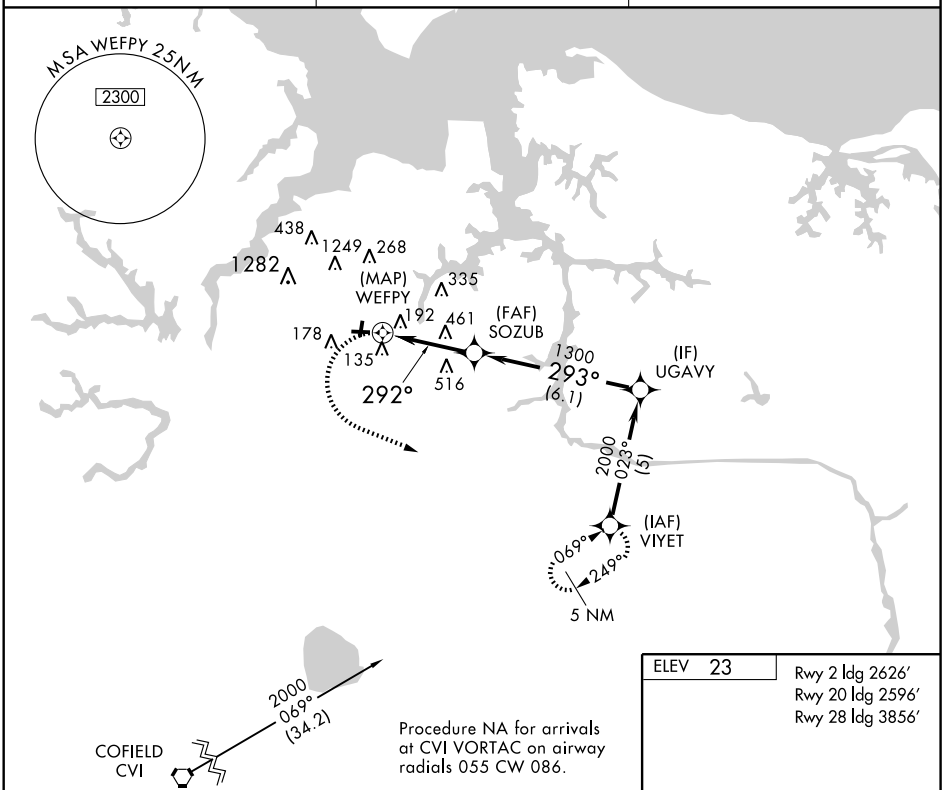
## NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

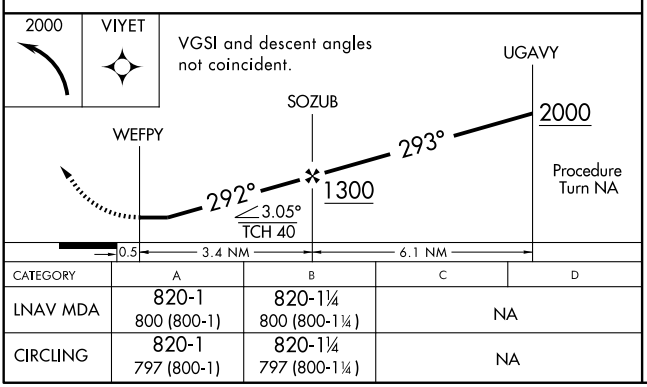
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

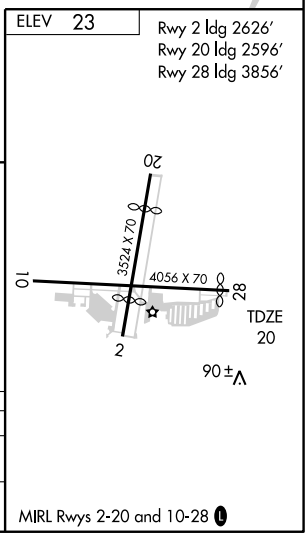
MISSED APPROACH: Climbing left turn to 2000 direct VIYET and hold.

| AWOS-3 | NORFOLK APP CON | UNICOM |
|---|---|---|
| 118.375 | 118.9 353.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 800 (800-1) | 820-1¼ 800 (800-1¼) | NA | |
| CIRCLING | 820-1 797 (800-1) | 820-1¼ 797 (800-1¼) | NA | |





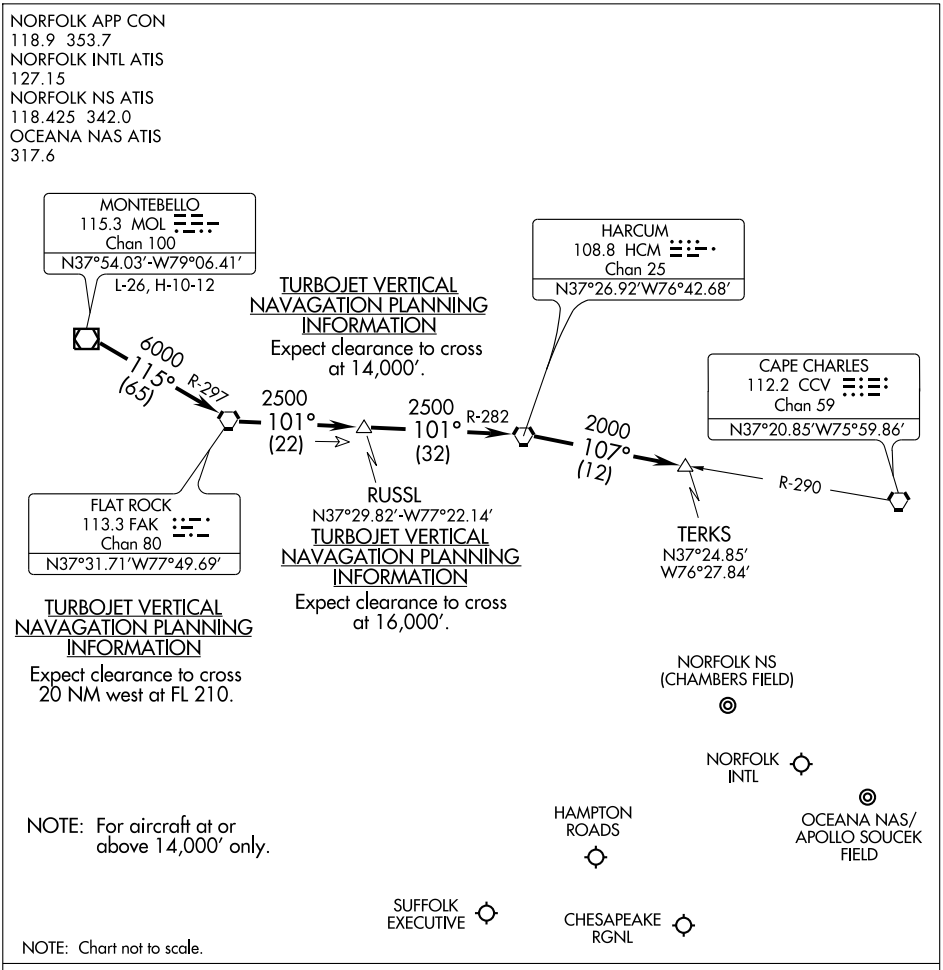

NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL



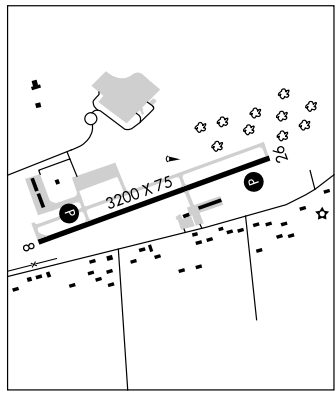


NE-3, 26 AUG 2010 to 23 SEP 2010




From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

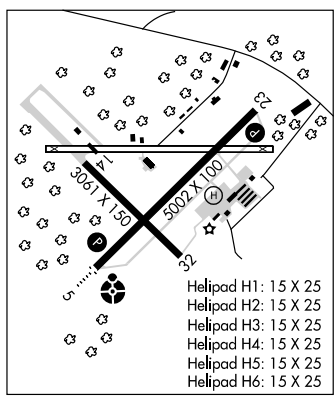
**ORANGE CO** (OMH) 3 E UTC−5(−4DT) N38°14.83′ W78°02.74′ **WASHINGTON**
465 B S2 **FUEL** 100LL, JET A+ NOTAM FILE OMH **L–34E, 36H, A**
**RWY 08–26:** H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE **IAP**
**RWY 08:** REIL. PAPI (P2L)—GA 4.0° TCH 39′. Trees.
**RWY 26:** REIL. PAPI (P2L)—GA 4.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1330–2300Z‡. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.075 (540) 672–0505.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 026° 14.9 NM to fld. 382/06W. **HIWAS.**




**PETERSBURG** N37°07.81′ W77°34.48′ NOTAM FILE PTB. **WASHINGTON**
**NDB (MHW)** 284 PTB 053° 4.6 NM to Dinwiddie County. **L–36H**
Unmonitored when arpt unattended.

## PETERSBURG

**DINWIDDIE CO** (PTB) 5 SW UTC−5(−4DT) N37°11.03′ W77°30.44′ **WASHINGTON**
193 B S4 **FUEL** 100LL, JET A TPA—993(800) NOTAM FILE PTB **H–10H, 12H, L–36H**
**RWY 05–23:** H5002X100 (ASPH–GRVD) S–12.5, 2S–83 MIRL **IAP**
**RWY 05:** REIL. ODALS. PAPI(P4L)—TCH 42′. Tree.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**RWY 14–32:** H3061X50 (ASPH) S–4
**RWY 14:** Tree. **RWY 32:** Tree.
**AIRPORT REMARKS:** Attended Apr–Sep Mon–Sun 1200–0000Z‡, Oct–Mar Mon–Sun 1200–2300Z‡. Self–svc fueling available after hrs. Rwy 14–32 some cracking mainly at the Rwy 14 end. Rwy 14–32 broken pavement on shoulders byd 25 ft left and right of centerline. Rwy 14–32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and invof arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.325 (804) 861–5551.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **GCO** 135.075 (POTOMAC CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 251° 20.7 NM to fld. 70/06W. **HIWAS.**
**NDB (MHW)** 284 PTB N37°07.81′ W77°34.48′ 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.
**ILS** 110.3 I–JLS Rwy 05. LOC only. Unmonitored when arpt unattended.




**HELIPAD H1:** H15X25 (CONC)
**HELIPAD H2:** H15X25 (CONC)
**HELIPAD H3:** H15X25 (CONC)
**HELIPAD H4:** H15X25 (CONC)
**HELIPAD H5:** H15X25 (CONC)
**HELIPAD H6:** H15X25 (CONC)

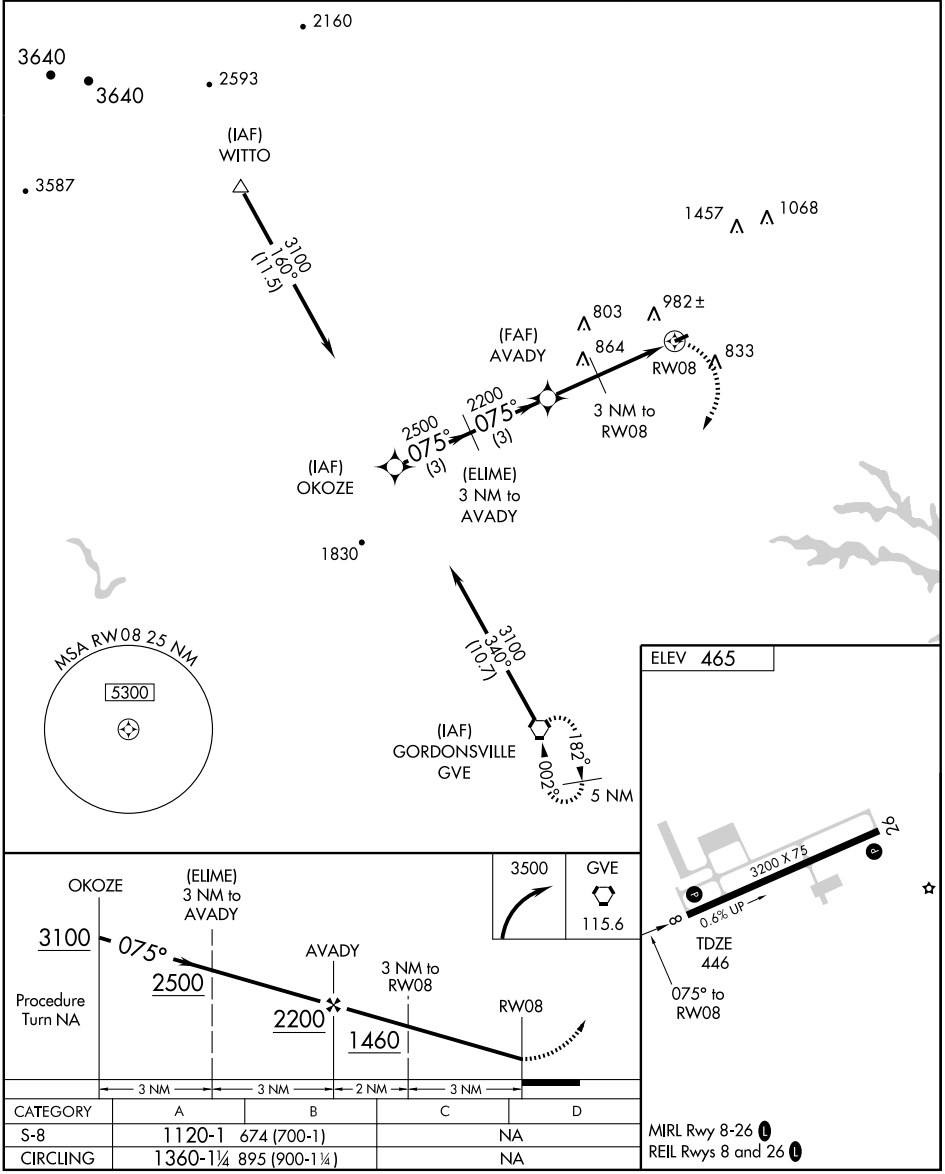
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 075° | TDZE | 446 |
| | Apt Elev | 465 |

# GPS RWY 8
## ORANGE COUNTY (OMH)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 118.075 | 132.85 257.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1120-1 674 (700-1) | | NA | |
| CIRCLING | 1360-1¼ 895 (900-1¼) | | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

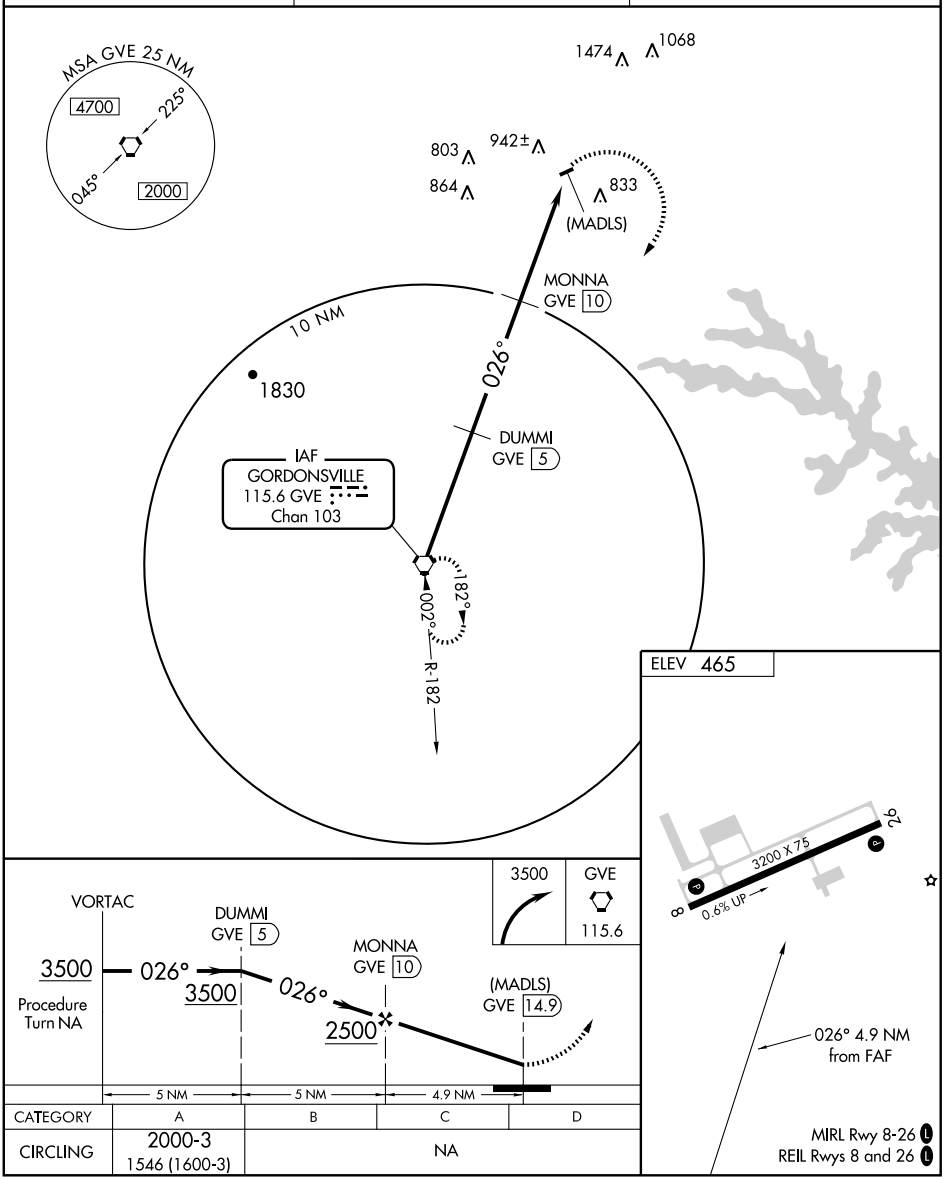
| VORTAC GVE 115.6 Chan 103 | APP CRS 026° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 465 |
|---|---|---|

# VOR/DME or GPS-A
## ORANGE COUNTY (OMH)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 118.075 | 132.85 257.75 | 122.8 (CTAF) L |

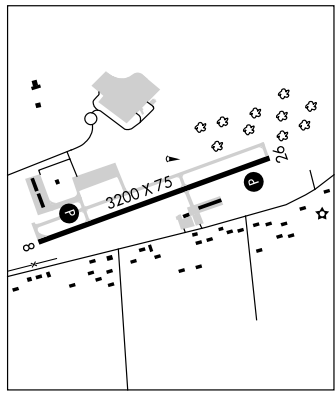






NE-3, 26 AUG 2010 to 23 SEP 2010

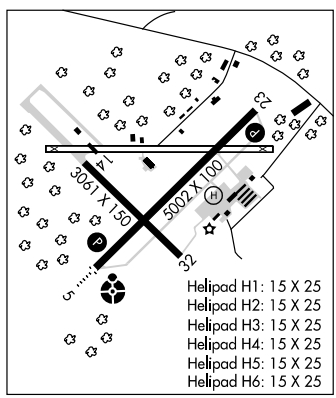
**ORANGE CO** (OMH) 3 E UTC−5(−4DT) N38°14.83′ W78°02.74′ **WASHINGTON**
465 B S2 **FUEL** 100LL, JET A+ NOTAM FILE OMH **L–34E, 36H, A**
**RWY 08–26:** H3200X75 (ASPH–AFSC) S–12 MIRL 0.6% up NE **IAP**
**RWY 08:** REIL. PAPI (P2L)—GA 4.0° TCH 39′. Trees.
**RWY 26:** REIL. PAPI (P2L)—GA 4.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1330–2300Z‡. Fuel 100LL self svc after hrs. Fuel Jet A+ self svc after hrs. Parachute Jumping. ACTIVATE MIRL Rwy 08–26, REIL Rwy 08 and Rwy 26 and PAPI Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.075 (540) 672–0505.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 026° 14.9 NM to fld. 382/06W. **HIWAS.**




**PETERSBURG** N37°07.81′ W77°34.48′ NOTAM FILE PTB. **WASHINGTON**
**NDB (MHW)** 284 PTB 053° 4.6 NM to Dinwiddie County. **L–36H**
Unmonitored when arpt unattended.

## PETERSBURG

**DINWIDDIE CO** (PTB) 5 SW UTC−5(−4DT) N37°11.03′ W77°30.44′ **WASHINGTON**
193 B S4 **FUEL** 100LL, JET A TPA—993(800) NOTAM FILE PTB **H–10H, 12H, L–36H**
**RWY 05–23:** H5002X100 (ASPH–GRVD) S–12.5, 2S–83 MIRL **IAP**
**RWY 05:** REIL. ODALS. PAPI(P4L)—TCH 42′. Tree.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**RWY 14–32:** H3061X50 (ASPH) S–4
**RWY 14:** Tree. **RWY 32:** Tree.
**AIRPORT REMARKS:** Attended Apr–Sep Mon–Sun 1200–0000Z‡, Oct–Mar Mon–Sun 1200–2300Z‡. Self–svc fueling available after hrs. Rwy 14–32 some cracking mainly at the Rwy 14 end. Rwy 14–32 broken pavement on shoulders byd 25 ft left and right of centerline. Rwy 14–32 gross weight limited by arpt operator to 4000 lbs single wheel gear. Ultralight activity on and invof arpt. Rwy 14 old thld markings visible on rwy. ACTIVATE MIRL Rwy 05–23, PAPI Rwy 05 and Rwy 23, ODALS Rwy 05 and REIL Rwy 05 and Rwy 23—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 133.325 (804) 861–5551.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **GCO** 135.075 (POTOMAC CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 251° 20.7 NM to fld. 70/06W. **HIWAS.**
**NDB (MHW)** 284 PTB N37°07.81′ W77°34.48′ 053° 4.6 NM to fld. NOTAM FILE PTB. Unmonitored when arpt unattended.
**ILS** 110.3 I–JLS Rwy 05. LOC only. Unmonitored when arpt unattended.




**HELIPAD H1:** H15X25 (CONC)
**HELIPAD H2:** H15X25 (CONC)
**HELIPAD H3:** H15X25 (CONC)
**HELIPAD H4:** H15X25 (CONC)
**HELIPAD H5:** H15X25 (CONC)
**HELIPAD H6:** H15X25 (CONC)

| LOC I-JLS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 110.3 | 051° | TDZE | 193 |
| | | Apt Elev | 193 |

# LOC RWY 5

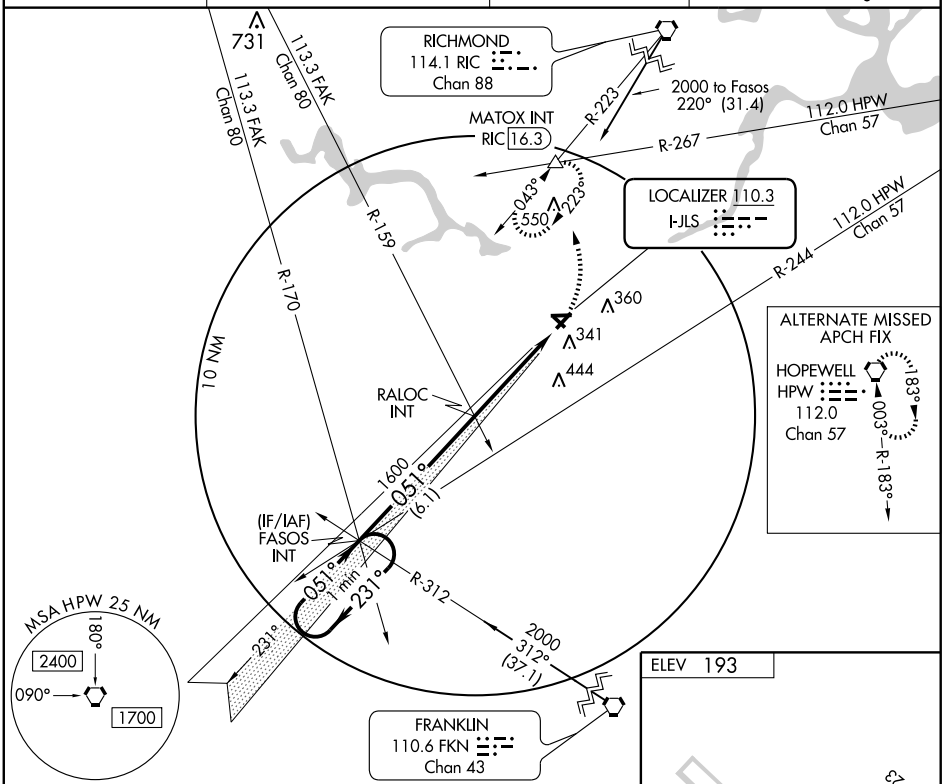
PETERSBURG / DINWIDDIE COUNTY (PTB)

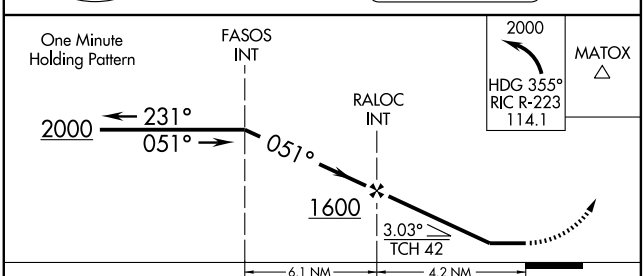
NA — Inoperative table does not apply to S-5 Cat C. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet and Cat C visibility ¼ mile.

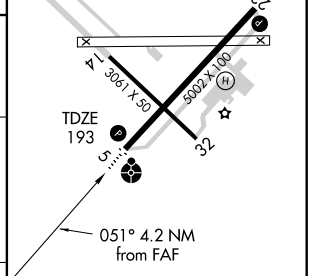
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.325 | 134.7 307.2 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 680-¾ 487 (500-¾) | | 680-1¼ 487 (500-1¼) | NA |
| CIRCLING | 680-1 487 (500-1) | | 680-1½ 487 (500-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 70705 | 051° | TDZE | 193 |
| W05A | | Apt Elev | 193 |

# RNAV (GPS) RWY 5

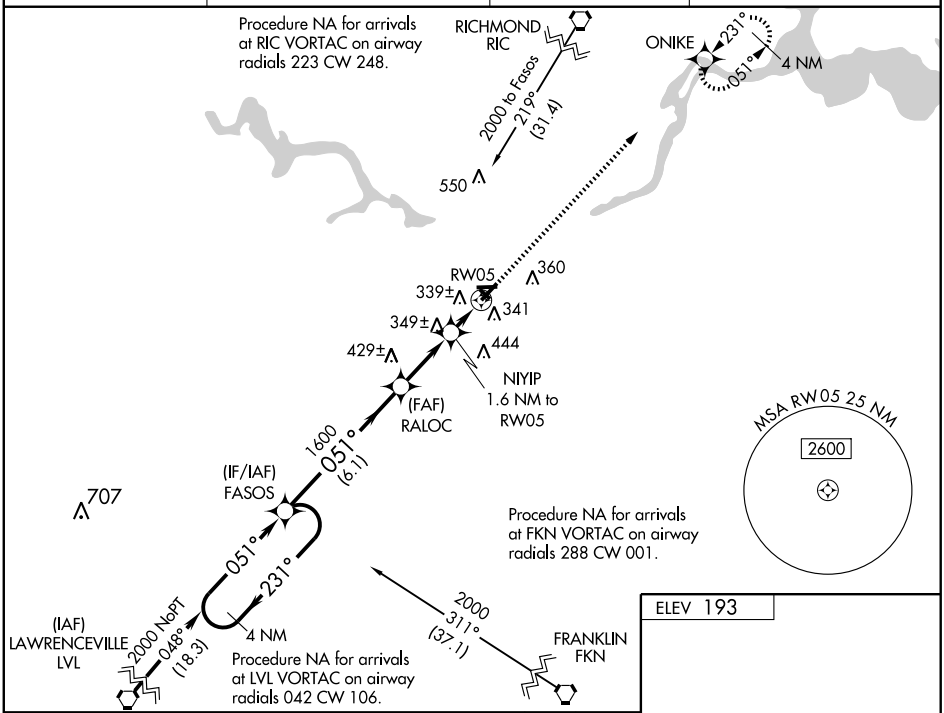
PETERSBURG / DINWIDDIE COUNTY (PTB)

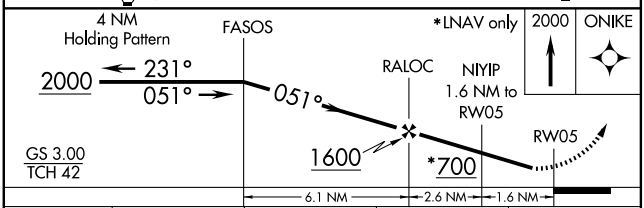
Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet, and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Chesterfield County altimeter setting. Visibility reduction by helicopters NA.

ODALS

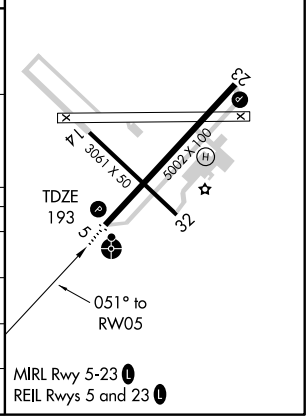
MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.325 | 134.7 307.2 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 529-1¼ | 336 (400- 1¼) | | NA |
| LNAV/VNAV DA | 620-1½ | 427 (500-1½) | | NA |
| LNAV MDA | 600-¾ | 407 (500-¾) | 600-1¼ 407 (500-1¼) | NA |
| CIRCLING | 660-1 | 467 (500- 1) | 660-1½ 467 (500-1½) | NA |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 86706 | 231° | TDZE | 191 |
| W23A | | Apt Elev | 193 |

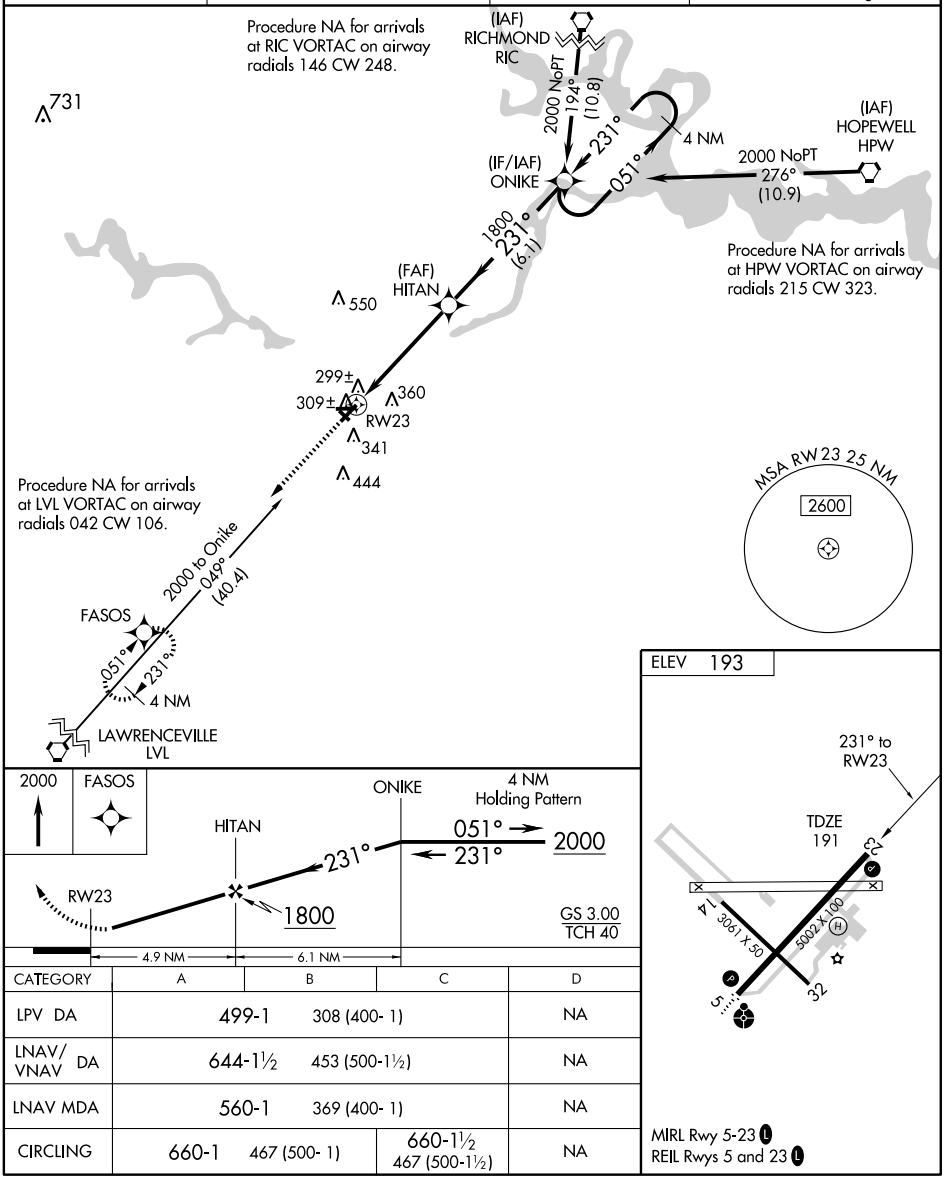
# RNAV (GPS) RWY 23

## PETERSBURG / DINWIDDIE COUNTY (PTB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.325 | 134.7 307.2 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 499-1 | 308 (400- 1) | | NA |
| LNAV/VNAV DA | 644-1½ | 453 (500-1½) | | NA |
| LNAV MDA | 560-1 | 369 (400- 1) | | NA |
| CIRCLING | 660-1 | 467 (500- 1) | 660-1½ 467 (500-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC HPW 112.0 Chan 57 | APP CRS 252° | Rwy Idg 5002 TDZE 192 Apt Elev 193 |
|---|---|---|

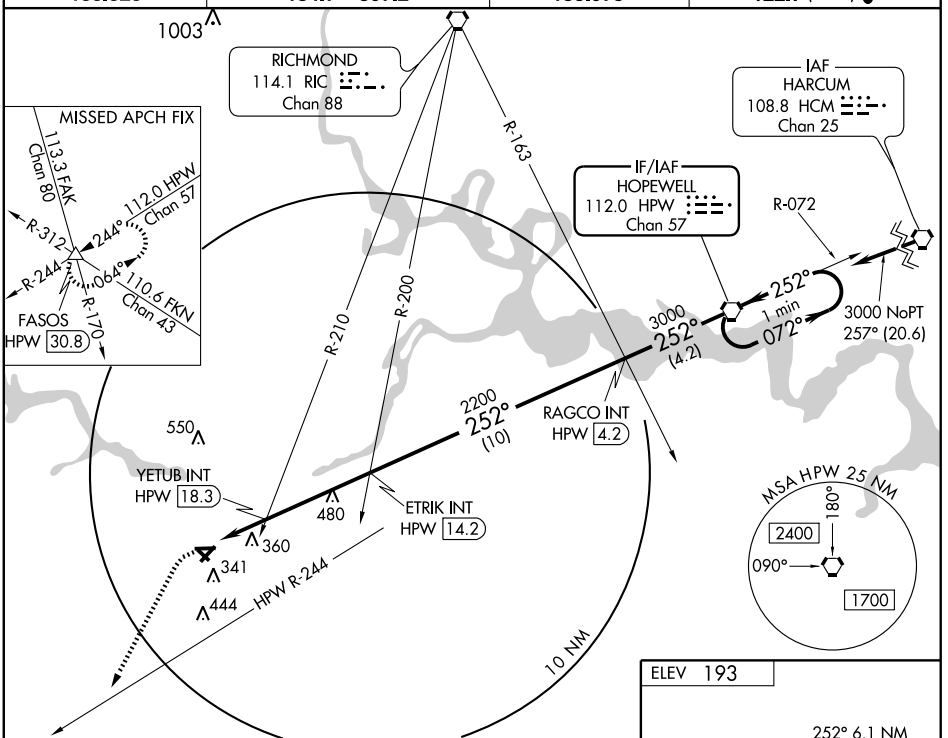
# VOR RWY 23

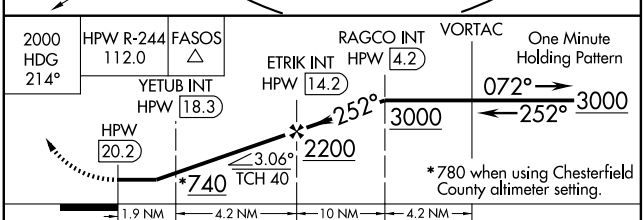
PETERSBURG / DINWIDDIE COUNTY (PTB)

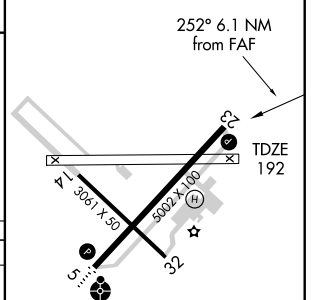
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 DME and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.325 | 134.7 307.2 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 740-1<br>548 (600-1) | 740-1¼<br>548 (600-1¼) | 740-1½<br>548 (600-1½) | NA |
| CIRCLING | 740-1<br>547 (600-1) | 740-1¼<br>547 (600-1¼) | 740-1½<br>547 (600-1½) | NA |
| YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-23 | 620-1<br>428 (500-1) | 620-1¼<br>428 (500-1¼) | 620-1½<br>428 (500-1½) | NA |
| CIRCLING | 660-1<br>467 (500-1) | 660-1¼<br>467 (500-1¼) | 660-1½<br>467 (500-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



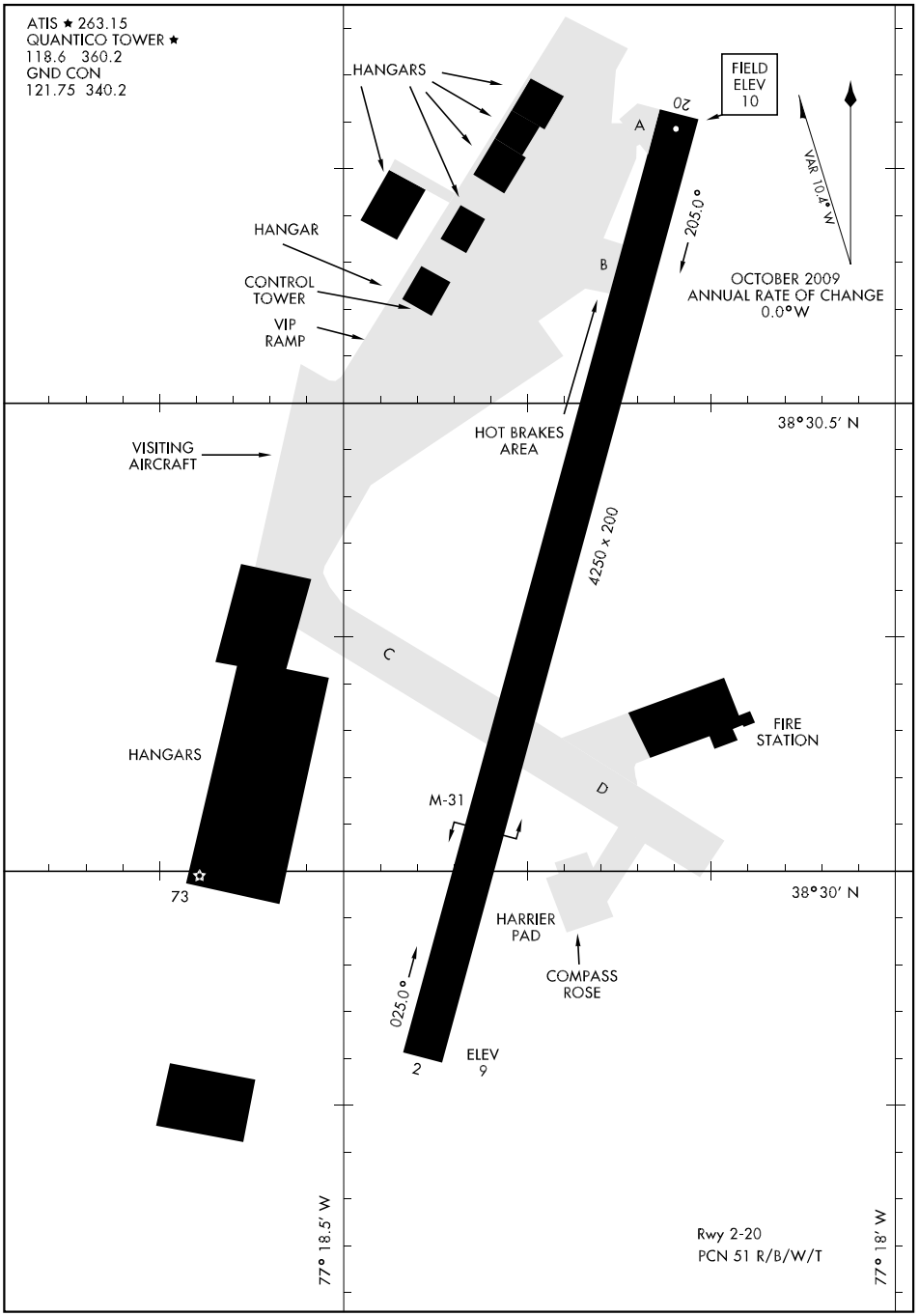
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AFD-339 [USN]

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VIRGINIA




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FIELD) (KNYG)

**PULASKI** N37°05.26′ W80°42.77′ NOTAM FILE PSK. **CINCINNATI**

**(H) VORTAC** 116.8 PSK Chan 115 031°2.9 NM to New River Valley. 2120/06W. **H–10H, 12H, L–26I**

**HIWAS.**

DME portion unusable:

034°–038° byd 25 NM
135°–175° byd 25 NM blo 10,000′
200°–225° byd 10 NM
284°–286° byd 10 NM blo 10,000′
287°–316° byd 25 NM blo 10,000′
315°–335° byd 10 NM blo 10,000′
334°–039° byd 25 NM blo 10,000′

**RCO** 122.1R 116.8T (LEESBURG RADIO)

**RCO** 122.3 (LEESBURG RADIO)

---

**QUANTICO MCAF** (TURNER FLD) (NYG) MC 1 S UTC−5(−4DT) N38°30.22′ W77°18.30′ **WASHINGTON**

10 B NOTAM FILE DCA Not insp. **L–29E, 34E, 36I, A**

**RWY 02–20:** H4250X200 (ASP) PCN 51 R/B/W/T HIRL **DIAP, AD**

**RWY 02:** PAPI.

**MILITARY SERVICE: LGT** Rwy 02 PAPI and PAR runway point of intercept not coincident.Rwy 02 centerline lighting first 1000′. **FUEL** J8. **TRAN ALERT** No transient maintenance avbl. Require qualified crew member to assist in cold refueling.

**MILITARY REMARKS:** Opr Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun and holidays. **RSTD** All tran acft 24 hr PPR; Ops chief DSN 278–2085/2908, C703–784–2085/2908. After 2200Z‡ and on weekends call DSN 278–0920, C703–432–0920, C703–675–4144 for PPR. All tailhook acft requiring A-gear ldg, advance notice required. Requesting unit must coordinate with MWSS via Marine Corps Air Facility Quantico ops officer in charge. Clsd fld opr not authorized for tran acft.

**CAUTION** Twy C clsd indef. Limited Visiting Acft Line parking. Bird hazard vicinity Rwy 02–20 SR–SS. Heavy migratory bird activity Oct–Feb. **NS ABTMT** The area in and around the Quantico Class D Airspace is noise sensitive. Helicopters transit Quantico Class D Airspace at or abv 500′ AGL. **CUSTOMS/AGRICULTURE/IMMIGRATION: CSTMS/AG/IMG** Avbl with 72 hr prior notice PPR only. **MISC** MCAF Quantico and R–6608 lie within the Washington ADIZ. Pilots must adhere to ADIZ reporting procedures in both these areas. Category II crash/fire rescue svc. Rwy 02 and Rwy 20 grooved first 1300′. MCAF Quantico has no provisions for Space A passengers. Space A passengers cannot be on–loaded or off–loaded due to security issues.

**COMMUNICATIONS: SFA** **ATIS** 263.15 (Mon and Fri 1300–2200Z‡, Tue 1600–0200Z‡, Wed–thu 1300–0200Z‡)

Ⓡ **ARRIVAL** 127.05 290.375 (Mon 1600–2200Z‡, Tue–Thur 1300–0200Z‡, Fri 1300–2200Z‡, open Sat, Sun and holidays by NOTAM only)

Ⓡ **POTOMAC APP/DEP CON** 124.65 306.925

**TOWER** 118.6 360.2 (Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun and holidays.)

**GND CON** 121.75 340.2

**PMSV METRO/BASE OPS** 355.3

**AIRSPACE: CLASS D** svc Mon–Thur 1300–0200Z‡, Fri 1300–2200Z‡, closed Sat, Sun, and holidays, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BROOKE (L) VORTAC** 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 022° 10.3 NM to fld. 145/9W.

**ASR/PAR** (Mon 1600–2200Z‡, Tue–Thu 1300–0200Z‡, Fri 1300–2200Z‡, open Sat, Sun and holidays by NOTAM only)

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

| APCH CRS | Rwy ldg | 4250 |
|---|---|---|
| 024° | TDZE | 10 |
| | Arpt Elev | 10 |

AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

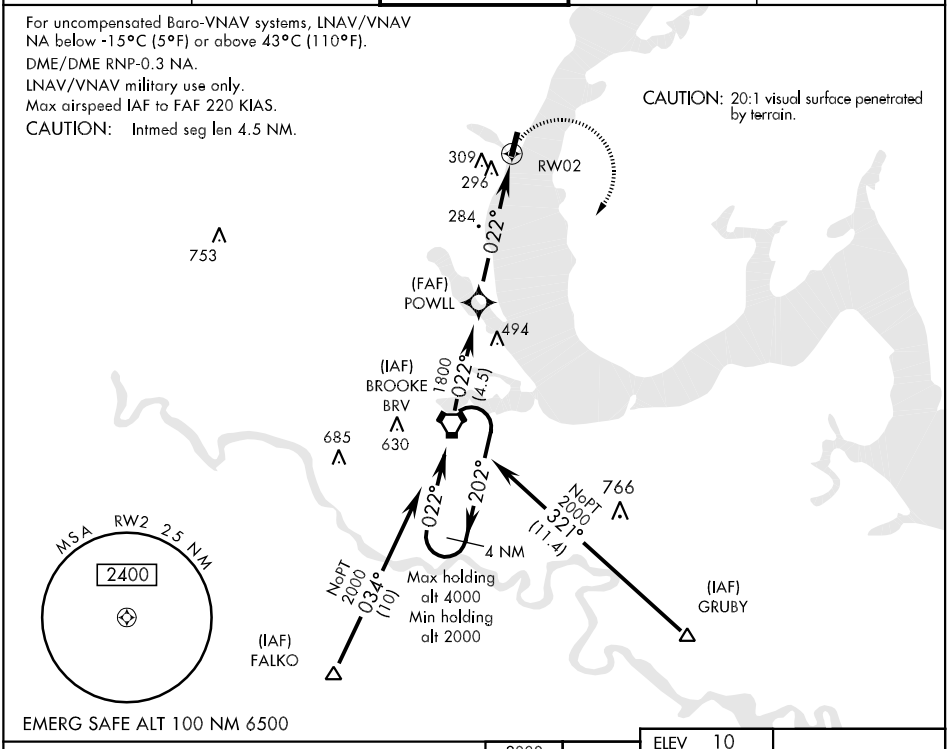
▼ * Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop. Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

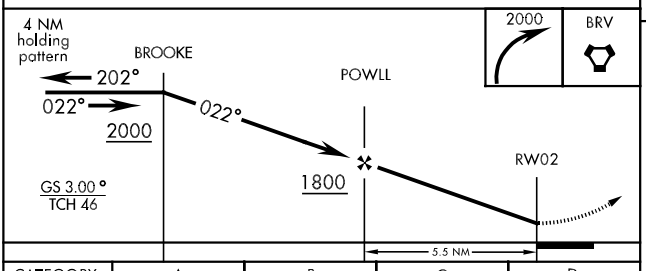
| ATIS ★ | POTOMAC APP CON | QUANTICO TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 263.15 | 124.65 306.92 | 118.6 360.2 | 121.75 340.2 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (110°F).
DME/DME RNP-0.3 NA.
LNAV/VNAV military use only.
Max airspeed IAF to FAF 220 KIAS.
CAUTION: Intmed seg len 4.5 NM.

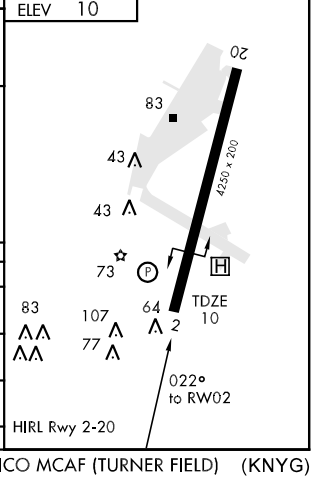
CAUTION: 20:1 visual surface penetrated by terrain.




EMERG SAFE ALT 100 NM 6500




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 470-1 ½ 460 (500-1½) | | | |
| LNAV MDA | 560-1 550 (600-1) | | 560-1½ 550 (600-1½) | 560-1¾ 550 (600-1¾) |
| CIRCLING * | 560-1½ 550 (600-1½) | | | 700-2¼ 690 (700-2¼) |
| S-PAR 2 | 262-1 252 (300-1) GS 3.0° | | | |





NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 2

| BRV VORTAC | APCH CRS | Rwy Idg | 4250 |
|---|---|---|---|
| 114.5 | 022° | TDZE | 10 |
| Chan 92 | | Arpt Elev | 10 |

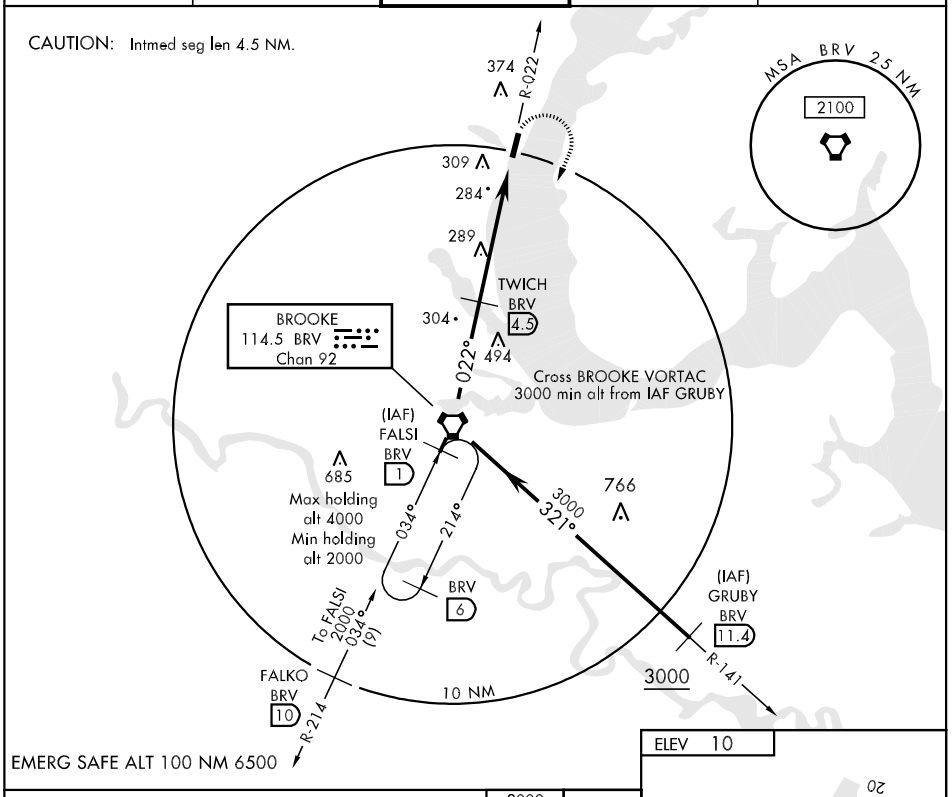
AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

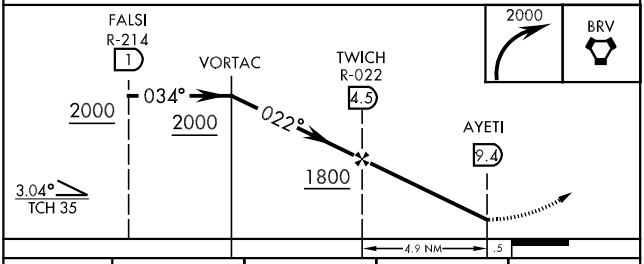
* Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop.

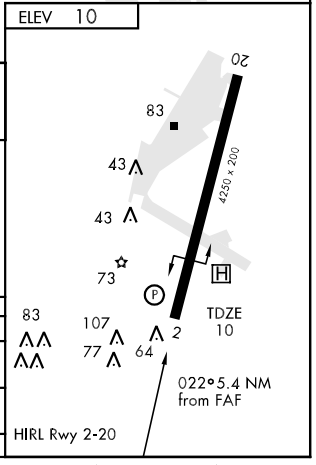
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

| ATIS ★ | POTOMAC APP CON | QUANTICO TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 263.15 | 124.65 306.92 | 118.6 360.2 | 121.75 340.2 | |

CAUTION: Intmed seg len 4.5 NM.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 560-1 550 (600-1) | | 560-1½ 550 (600-1½) | 560-1¾ 550 (600-1¾) |
| CIRCLING * | 560-1 550 (600-1) | | 560-1½ 550 (600-1½) | 700-2¼ 690 (700-2¼) |
| S-PAR 2 | 262-1 252 | | (300-1) | GS 3.0° |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## QUINTON

**NEW KENT CO** (W96) 8 W UTC−5(−4DT) N37°30.21′ W77°07.59′ — WASHINGTON L–34E, 36H IAP

123 B **FUEL** 100LL TPA—923(800) NOTAM FILE DCA

**RWY 10–28:** H3600X75 (ASPH) S–12.5 MIRL

**RWY 10:** REIL. PAPI(P2R)—GA 4.0° TCH 45′. Tree.

**RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10–28 preset low ints; to increase ints ACTIVATE—CTAF.

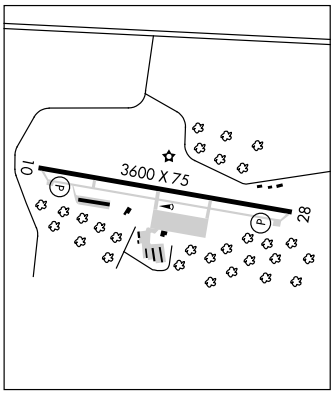
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **POTOMAC APP/DEP CON** 126.4

**GCO** 135.075 (POTOMAC CLNC) OTS indef.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 003° 10.5 NM to fld. 70/06W. **HIWAS.**




## RICHLANDS

**TAZEWELL CO** (JFZ) 2S UTC−5(−4DT) N37°03.83′ W81°47.90′ — CINCINNATI L–26I IAP

2653 B **FUEL** 100LL, JET A+ NOTAM FILE 6V3

**RWY 07–25:** H4300X75 (ASPH) S–12.5, D–18 MIRL

**RWY 07:** REIL. PAPI(P2L)—GA 4.0°. Tree.

**RWY 25:** REIL. PAPI(P2L)—GA 4.0° TCH 53′. Tree.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. MIRL Rwy 07–25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.075 (276) 596–9927.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

Ⓡ **INDIANAPOLIS CENTER APP CON** 126.575

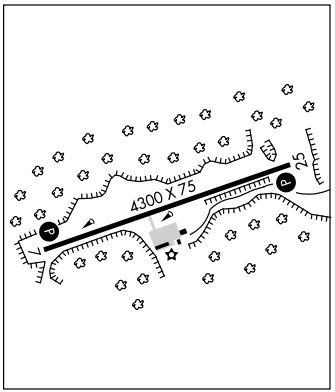
Ⓡ **ATLANTA CENTER DEP CON** 132.9

**GCO** 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**GLADE SPRING (L) VOR/DME** 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 045° 19.7 NM to fld. 4200/02W. **HIWAS.**

**ILS/DME** 109.75 I–JFZ Chan 34(Y) Rwy 25. LOC only. DME unusable byd 17 NM blo 5900′.




**RICHMOND** N37°30.14′ W77°19.22′ NOTAM FILE RIC. — WASHINGTON H–10H, 12H, L–34E, 36H

**(H) VORTAC** 114.1 RIC Chan 88 at Richmond Intl. 159/09W.

**RCO** 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 116° | TDZE | 121 |
| | Apt Elev | 121 |

AL-6855 (FAA)

# RNAV (GPS) RWY 10

QUINTON / NEW KENT COUNTY (W96)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

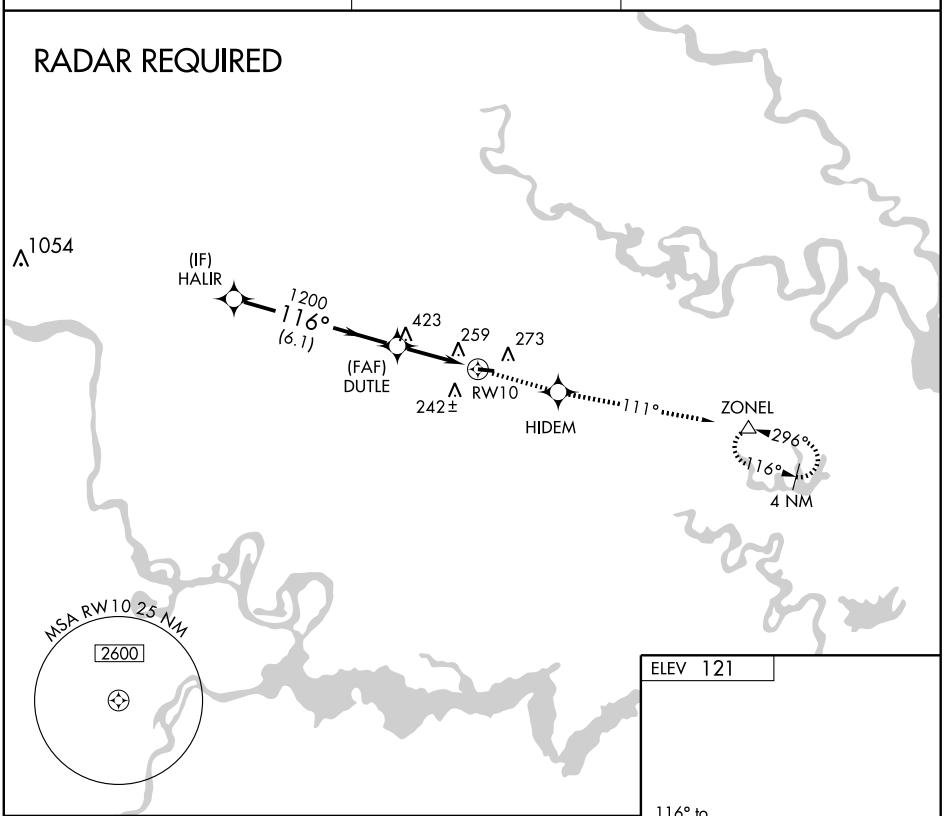
MISSED APPROACH: Climb to 2000 direct HIDEM and on track 111° to ZONEL and hold.

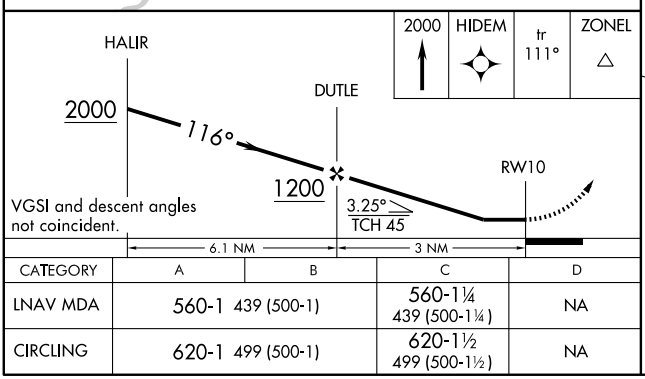
| POTOMAC APP CON | GCO | UNICOM |
|---|---|---|
| 126.4 282.375 | 135.075 | 122.8 (CTAF) L |

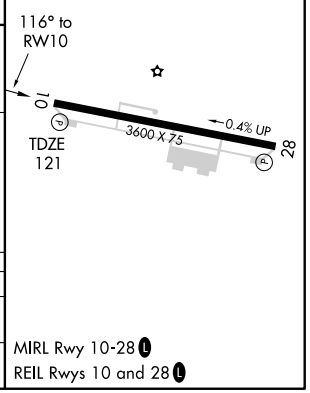


NE-3, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 439 (500-1) | | 560-1¼ 439 (500-1¼) | NA |
| CIRCLING | 620-1 499 (500-1) | | 620-1½ 499 (500-1½) | NA |

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

| APP CRS | Rwy ldg | 3600 |
|---|---|---|
| 286° | TDZE | 121 |
| | Apt Elev | 121 |

AL-6855 (FAA)

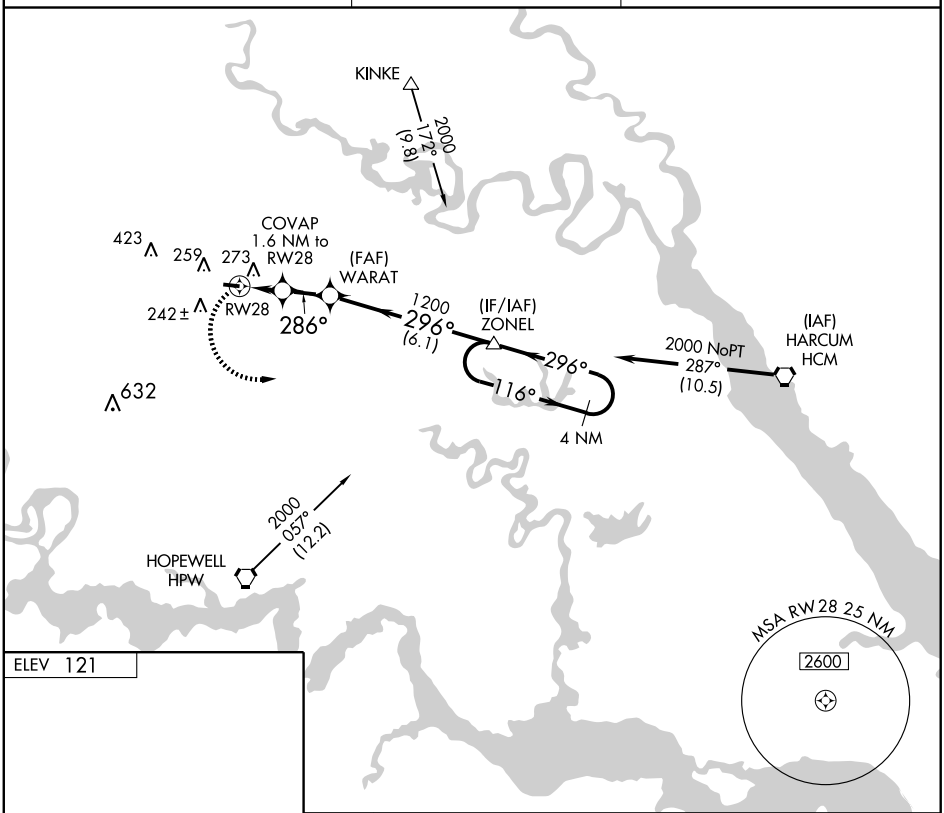
# RNAV (GPS) RWY 28

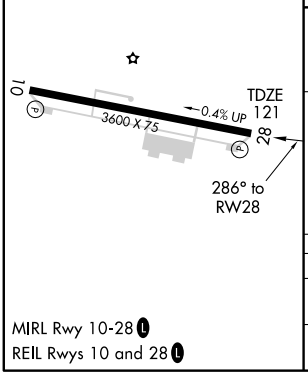
QUINTON / NEW KENT COUNTY (W96)

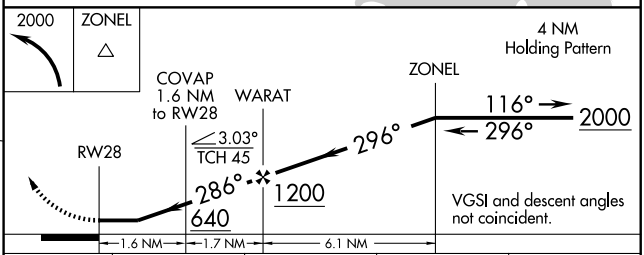
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Richmond Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct ZONEL and hold.

| POTOMAC APP CON | GCO | UNICOM |
|---|---|---|
| 126.4 282.375 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 439 (500-1) | | 560-1¼ 439 (500-1¼) | NA |
| CIRCLING | 620-1 499 (500-1) | | 620-1½ 499 (500-1½) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC HPW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.0 | 003° | TDZE | N/A |
| Chan 57 | | Apt Elev | 123 |

AL-6855 (FAA)

# VOR-A

QUINTON / NEW KENT COUNTY (W96)

T
NA

Use Richmond altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

| POTOMAC APP CON | GCO | UNICOM |
|---|---|---|
| 126.4 282.375 | 135.075 | 122.8 (CTAF) L |

## RADAR REQUIRED

RICHMOND
114.1 RIC
Chan 88

1054

10 NM

423
259
273
242±

R-119

379

IAF
HOPEWELL
112.0 HPW
Chan 57

QUILT INT
HPW 7

1700
003°

NoPT for arrivals on HPW VORTAC airway radials 178 CW 237.

183°
1 min
003°

R-183

MSA HPW 25 NM
180°
2600
090°
2000

ELEV 123
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

10
28
3600 X 75
0.4% UP

003° 3.4 NM from FAF

2000
HPW
112.0

VORTAC

One Minute Holding Pattern

QUILT INT
HPW 7

HPW
10.4

003°
183°
003°
2000
1700

3.4
7 NM

| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 537 (600-1) | | 660-1½ 537 (600-1½) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## QUINTON

**NEW KENT CO** (W96) 8 W UTC−5(−4DT) N37°30.21′ W77°07.59′ — WASHINGTON L–34E, 36H IAP

123 B **FUEL** 100LL TPA—923(800) NOTAM FILE DCA

**RWY 10–28:** H3600X75 (ASPH) S–12.5 MIRL

**RWY 10:** REIL. PAPI(P2R)—GA 4.0° TCH 45′. Tree.

**RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 45′. Tree.

**AIRPORT REMARKS:** Attended 1400–2200Z‡. Fuel avbl 24 hrs, credit card required when unattended. Deer on and in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Rotating bcn not visible when approaching from the north. MIRL and REIL Rwy 10–28 preset low ints; to increase ints ACTIVATE—CTAF.

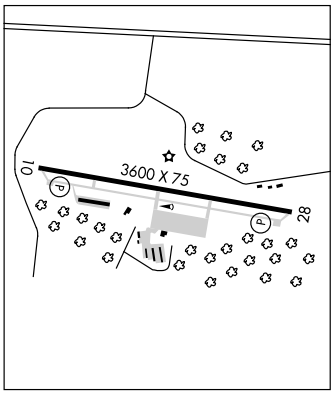
**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **POTOMAC APP/DEP CON** 126.4

**GCO** 135.075 (POTOMAC CLNC) OTS indef.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**HOPEWELL (L) VORTAC** 112.0 HPW Chan 57 N37°19.73′ W77°06.96′ 003° 10.5 NM to fld. 70/06W. **HIWAS.**




## RICHLANDS

**TAZEWELL CO** (JFZ) 2S UTC−5(−4DT) N37°03.83′ W81°47.90′ — CINCINNATI L–26I IAP

2653 B **FUEL** 100LL, JET A+ NOTAM FILE 6V3

**RWY 07–25:** H4300X75 (ASPH) S–12.5, D–18 MIRL

**RWY 07:** REIL. PAPI(P2L)—GA 4.0°. Tree.

**RWY 25:** REIL. PAPI(P2L)—GA 4.0° TCH 53′. Tree.

**AIRPORT REMARKS:** Attended 1300–2300Z‡. MIRL Rwy 07–25 preset low ints; to increase ints and ACTIVATE REIL Rwy 07, Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 118.075 (276) 596–9927.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

Ⓡ **INDIANAPOLIS CENTER APP CON** 126.575

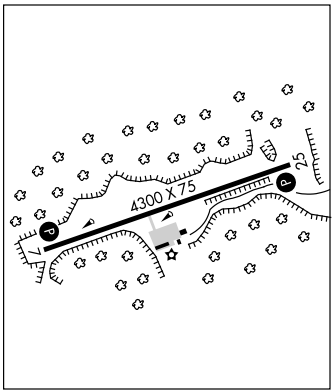
Ⓡ **ATLANTA CENTER DEP CON** 132.9

**GCO** 135.075 (ATLANTA CLNC and DCA FSS)—unreliable.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**GLADE SPRING (L) VOR/DME** 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 045° 19.7 NM to fld. 4200/02W. **HIWAS.**

**ILS/DME** 109.75 I–JFZ Chan 34(Y) Rwy 25. LOC only. DME unusable byd 17 NM blo 5900′.




**RICHMOND** N37°30.14′ W77°19.22′ NOTAM FILE RIC. — WASHINGTON H–10H, 12H, L–34E, 36H

**(H) VORTAC** 114.1 RIC Chan 88 at Richmond Intl. 159/09W.

**RCO** 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)

| LOC/DME I-JFZ | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| 109.75 | 252° | TDZE | 2653 |
| Chan 34 (Y) | | Apt Elev | 2653 |

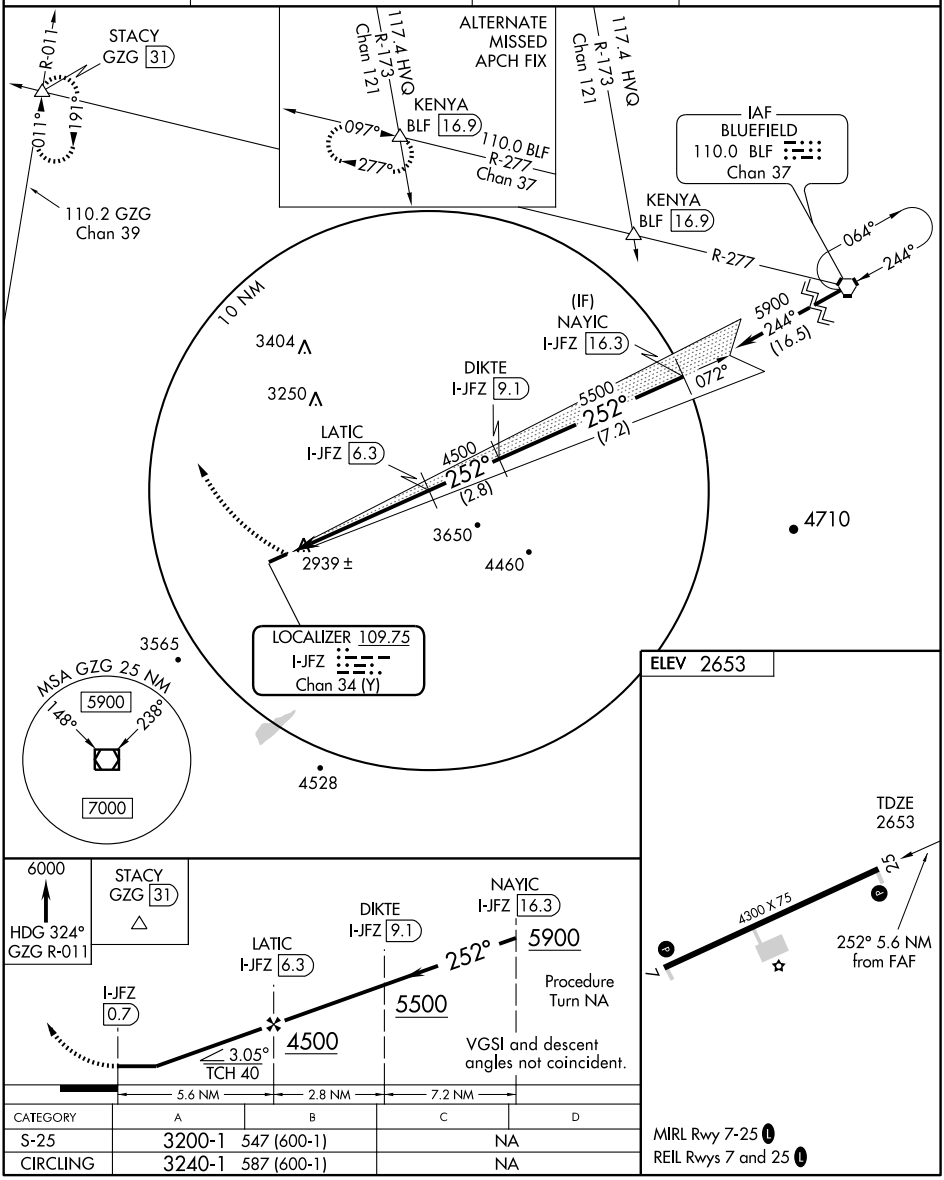
# LOC/DME RWY 25

RICHLANDS / TAZEWELL COUNTY (JF'Z)

Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.075 | 126.575 257.85 | 135.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 3200-1 | 547 (600-1) | NA | |
| CIRCLING | 3240-1 | 587 (600-1) | NA | |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4300 |
|---|---|---|
| 238° | TDZE | 2653 |
| | Apt Elev | 2653 |

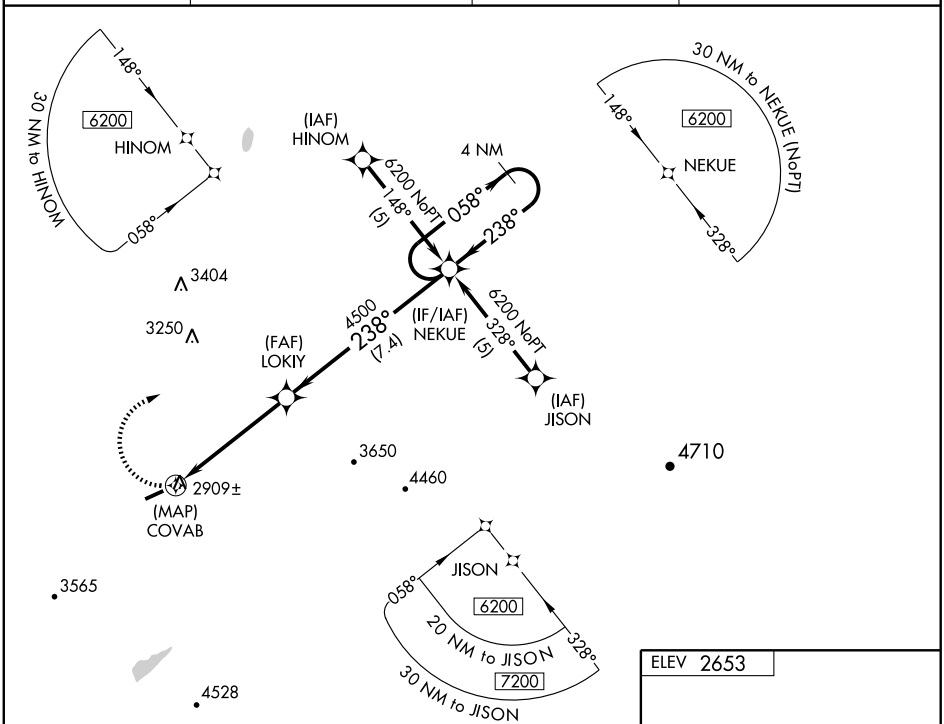
# RNAV (GPS) RWY 25

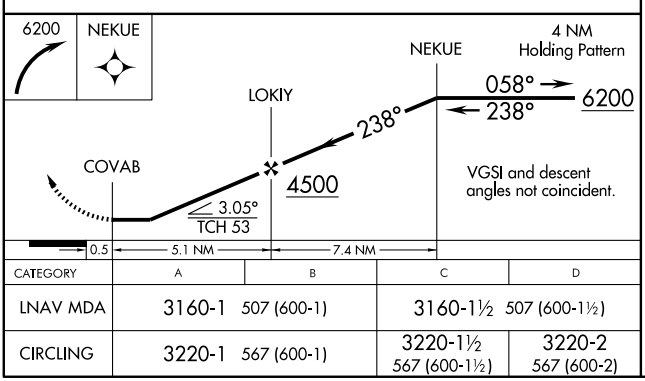
RICHLANDS / TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

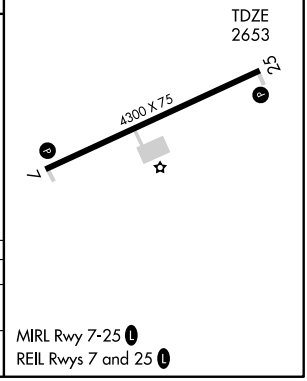
MISSED APPROACH: Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

| AWOS-3 | INDIANAPOLIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.075 | 126.575 257.85 | 135.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3160-1 507 (600-1) | | 3160-1½ 507 (600-1½) | |
| CIRCLING | 3220-1 567 (600-1) | | 3220-1½ 567 (600-1½) | 3220-2 567 (600-2) |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RICHMOND

## CHESTERFIELD CO (FCI) 4 SW UTC−5(−4DT) N37°24.39′ W77°31.49′

WASHINGTON H–10H, 12H, L–36H IAP

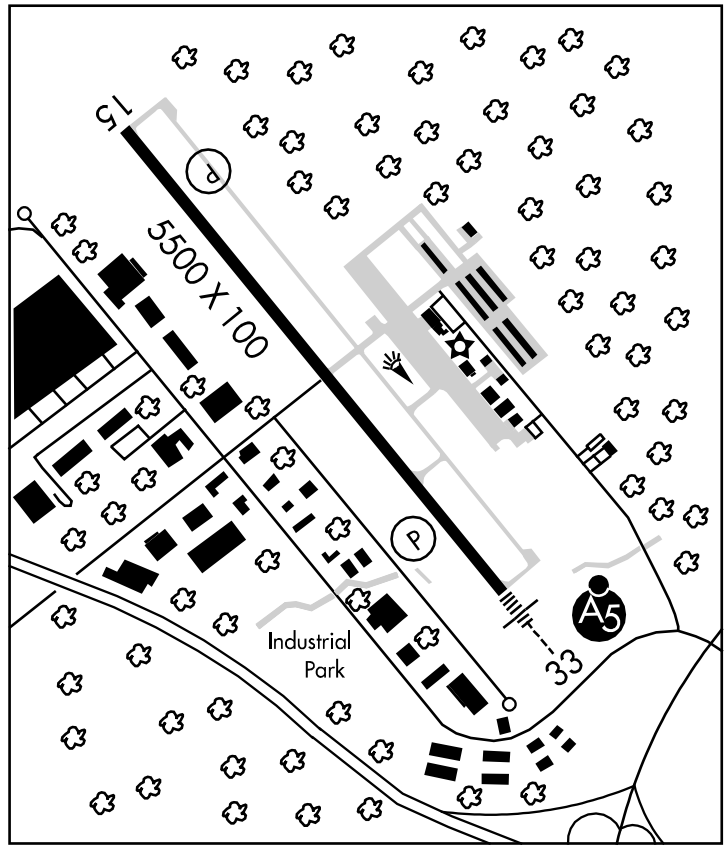
236 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks LRA NOTAM FILE DCA

**RWY 15–33:** H5500X100 (ASPH–GRVD) S–60, D–80 HIRL 0.7% up NW

**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. Antenna.

**RWY 33:** MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Pole.

**AIRPORT REMARKS:** Attended 1200–0300Z‡. Fuel after hrs call 804–271–7793 between 0300–1200Z‡. 400 ft twr 5 NM N arpt. Aircraft on ILS approach to Richmond Intl crossing over arpt. Noise sensitive area north of arpt. No wind voluntary use of Rwy 15 preferred. Med–flight, irregular departure pattern. Helicopter parking adjacent to Twy C. Rwy 15 REIL OTS indef. TPA—1236(1000) single engine, 1736(1500) multi–engine. HIRL Rwy 15–33 preset low ints; increase ints and ACTIVATE MALSR Rwy 33 and REIL Rwy 15—CTAF.




**WEATHER DATA SOURCES:** AWOS–3 128.625 (804) 271–8426.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

**FLAT ROCK RCO** 122.1R 113.3T (LEESBURG RADIO)

Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 124.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**FLAT ROCK (H) VORTAC** 113.3 FAK Chan 80 N37°31.71′ W77°49.69′ 123° 16.2 NM to fld. 460/06W.

**ILS/DME** 108.3 I–CFU Chan 20 Rwy 33. Class IB. LOC/DME unmonitored when arpt unattended.

| LOC/DME I-CFU | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 108.3 | 331° | TDZE | 218 |
| Chan 20 | | Apt Elev | 237 |

# ILS or LOC RWY 33

RICHMOND/ CHESTERFIELD COUNTY (FCI)

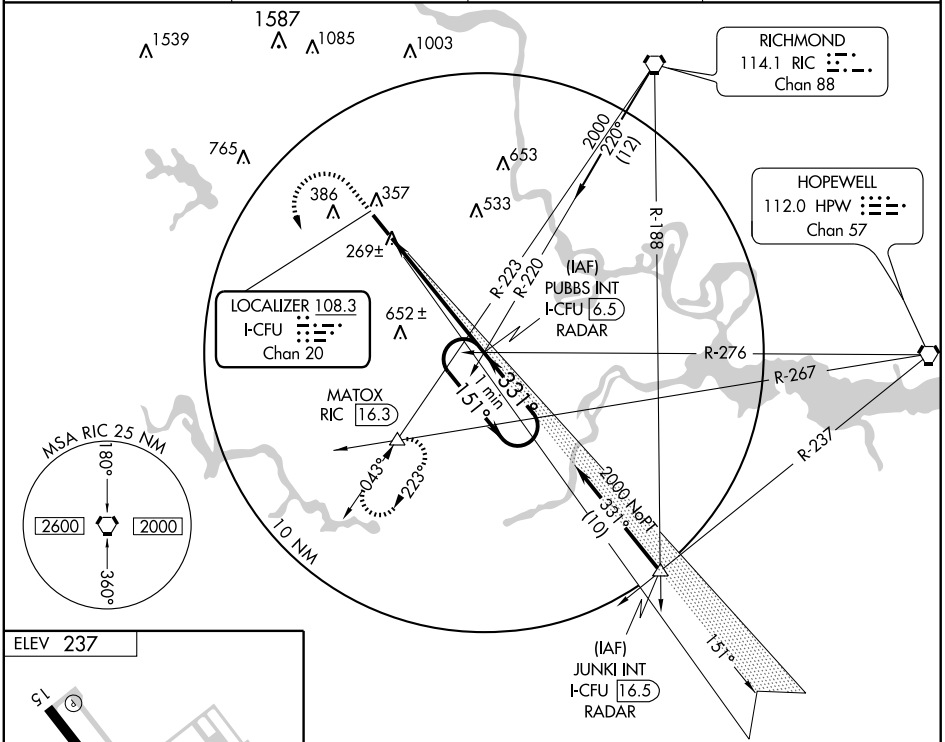
For inoperative MALSR, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.

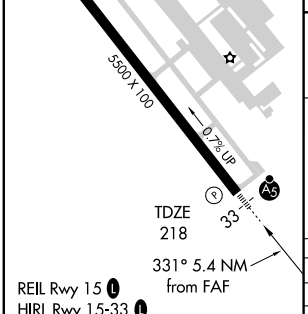
NA

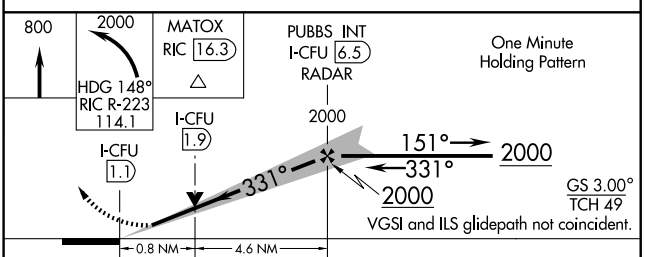
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.625 | 134.7 307.2 | 124.6 | 123.050 (CTAF) L |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 418-½ 200 (200-½) | | | |
| S-LOC 33 | 520-½ 302 (300-½) | | | 520-¾ 302 (300-¾) |
| CIRCLING | 720-1 483 (500-1) | | 720-1½ 483 (500-1½) | 800-2 563 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 63216 W15A | APP CRS 151° | Rwy Idg 5500 TDZE 236 Apt Elev 236

# RNAV (GPS) RWY 15

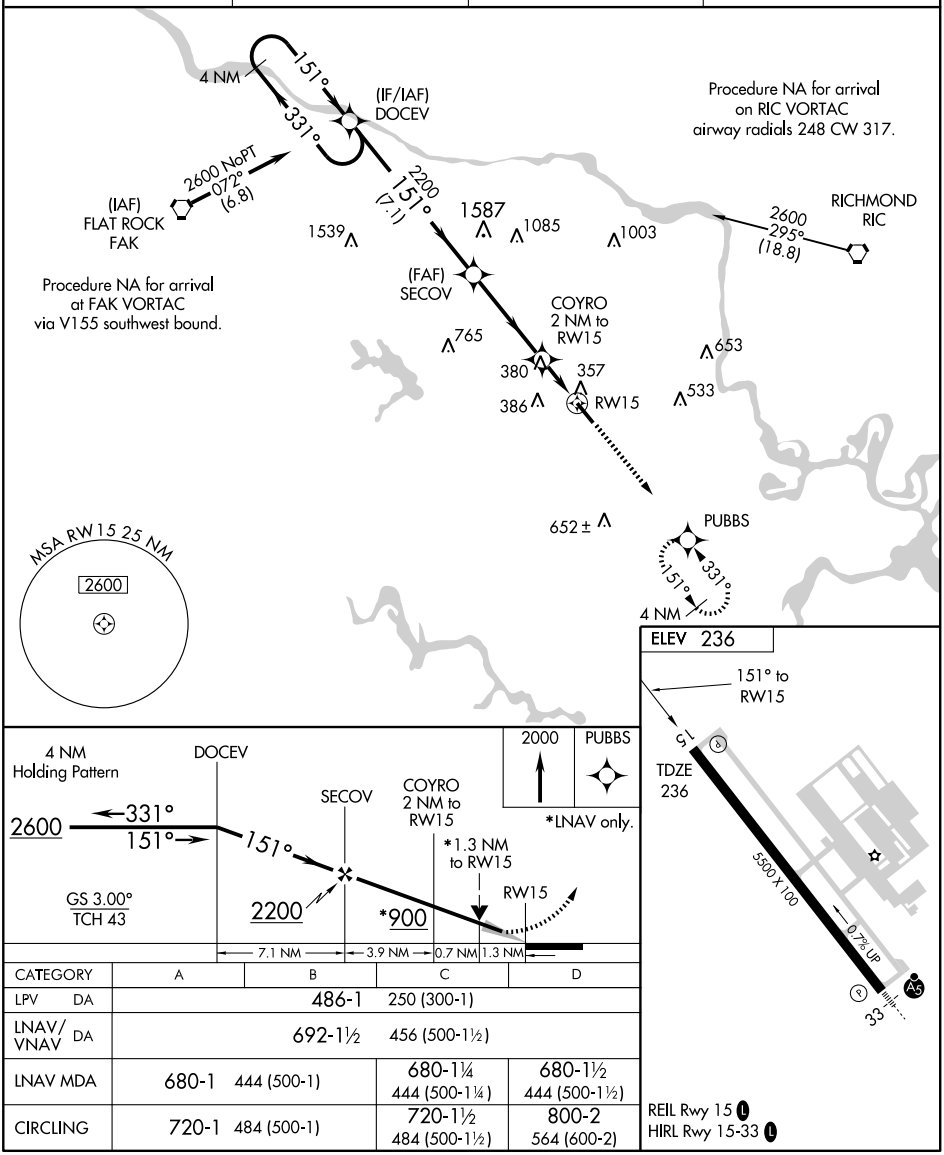
RICHMOND/ CHESTERFIELD COUNTY (FCI)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.625 | 134.7 307.2 | 124.6 | 123.050 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 486-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 692-1½ | 456 (500-1½) | |
| LNAV MDA | 680-1 444 (500-1) | | 680-1¼ 444 (500-1¼) | 680-1½ 444 (500-1½) |
| CIRCLING | 720-1 484 (500-1) | | 720-1½ 484 (500-1½) | 800-2 564 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 56221 W33A | APP CRS 331° | Rwy Idg 5500<br>TDZE 218<br>Apt Elev 237 |
|---|---|---|

# RNAV (GPS) RWY 33

RICHMOND/ CHESTERFIELD COUNTY (FCI)

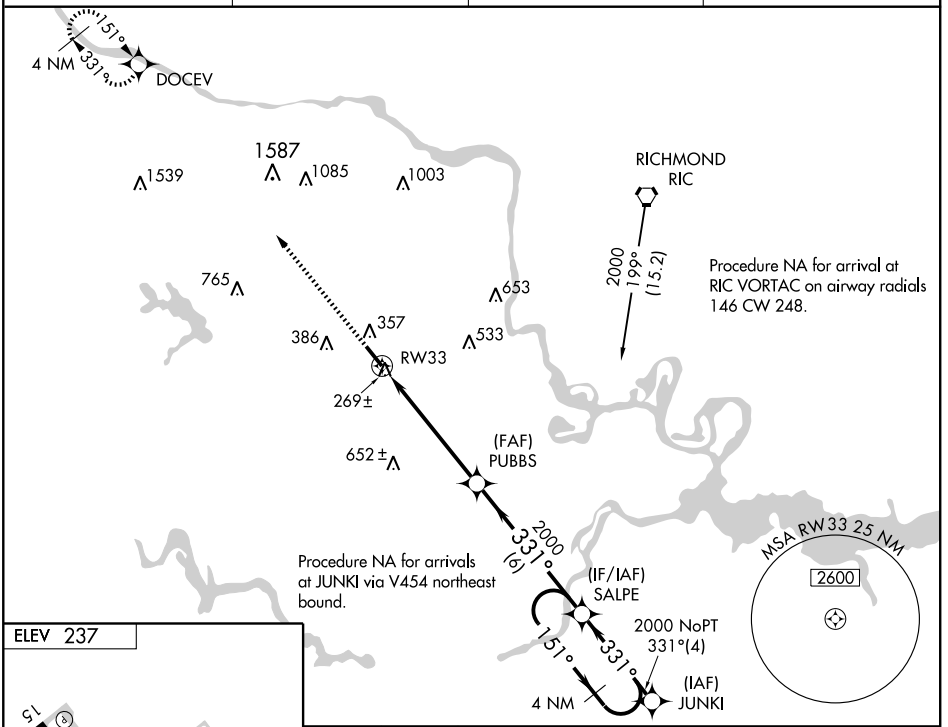
For inoperative MALSR increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/ MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

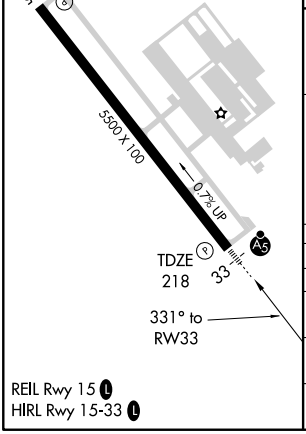
NA

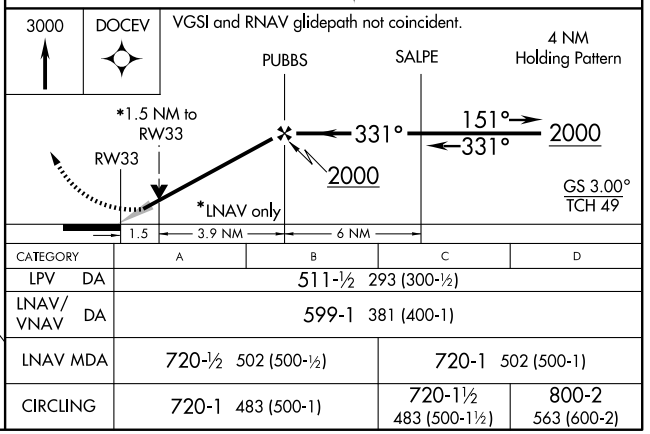
MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.625 | 134.7 307.2 | 124.6 | 123.050 (CTAF) L |



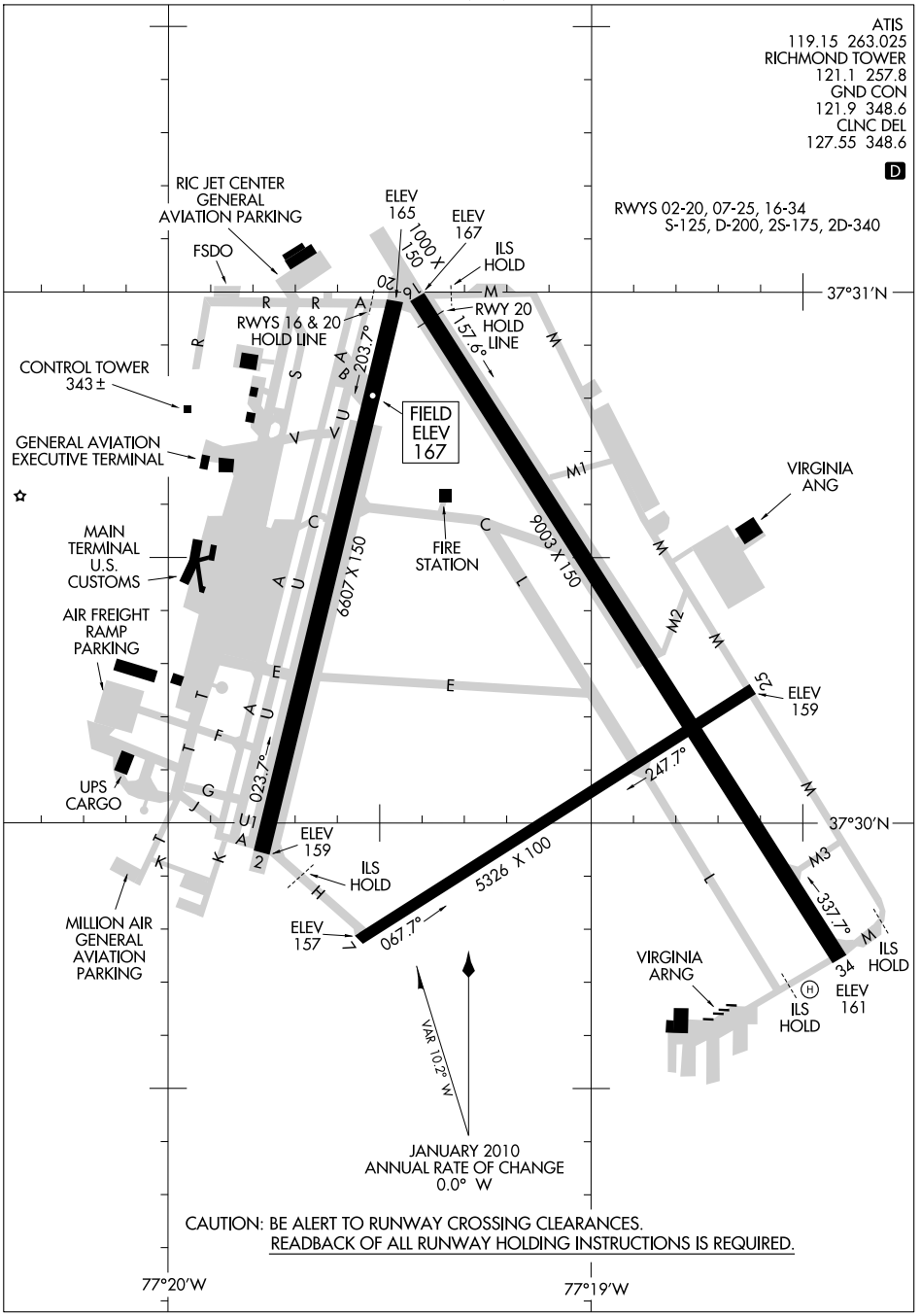




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 511-½ 293 (300-½) | | | |
| LNAV/ VNAV DA | 599-1 381 (400-1) | | | |
| LNAV MDA | 720-½ 502 (500-½) | | 720-1 502 (500-1) | |
| CIRCLING | 720-1 483 (500-1) | | 720-1½ 483 (500-1½) | 800-2 563 (600-2) |

REIL Rwy 15 L
HIRL Rwy 15-33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

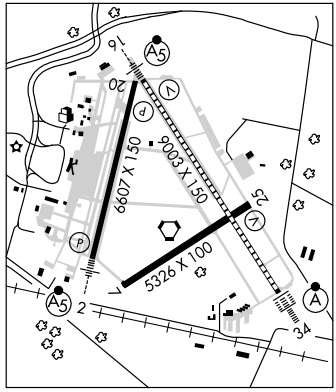



NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**RICHMOND INTL** (RIC) 6 E UTC−5(−4DT) N37°30.31′ W77°19.18′ **WASHINGTON**
167 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks LRA **H–10H, 12H, L–34E, 36H**
Class I, ARFF Index C NOTAM FILE RIC **IAP, AD**

**RWY 16–34:** H9003X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 HIRL CL
**RWY 16:** MALSR. VASI(V4L)—GA 3.0°TCH 56′.
**RWY 34:** ALSF2. TDZL.
**RWY 02–20:** H6607X150 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 HIRL
**RWY 02:** MALSR. PAPI(P4L)—GA 3.0°TCH 49′. Pole.
**RWY 20:** REIL. PAPI(P4L)—GA 3.0°TCH 49′. Tree.
**RWY 07–25:** H5326X100 (ASPH–GRVD) S–125, D–200, 2S–175, 2D–340 HIRL
**RWY 07:** Railroad.
**RWY 25:** REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.

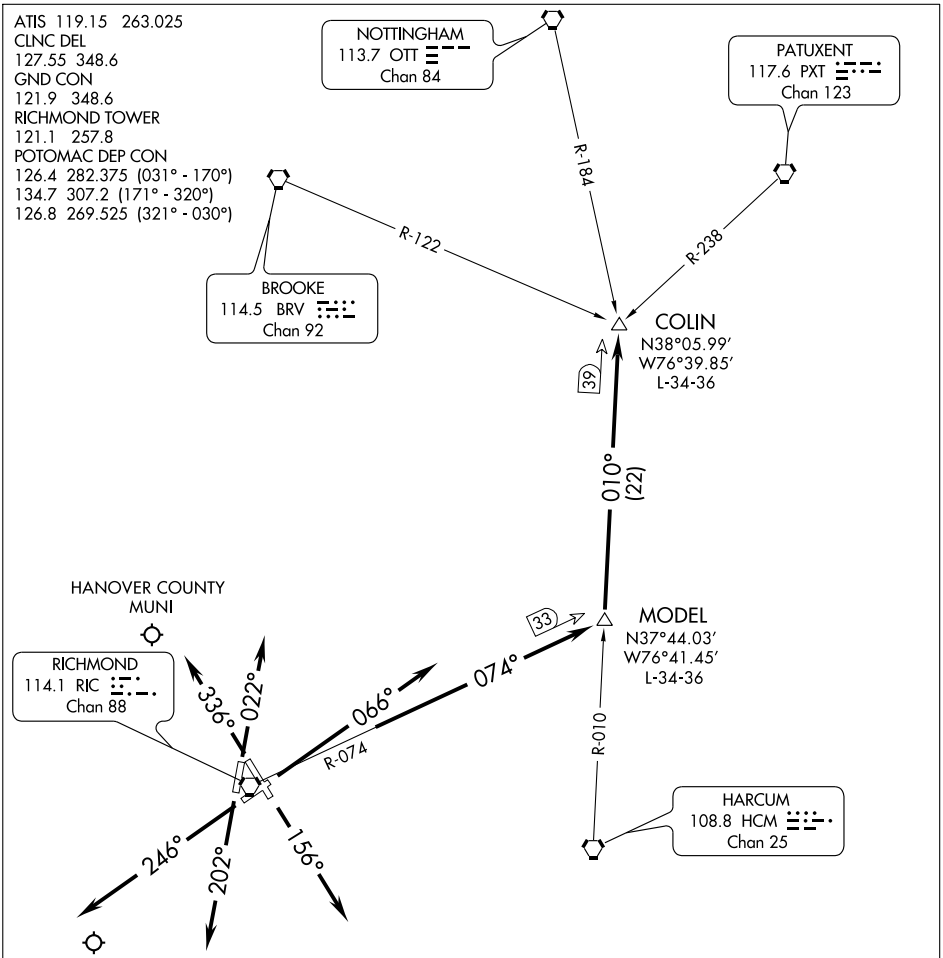



**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 02:** TORA–6607 TODA–6607 ASDA–6607 LDA–6607
**RWY 07:** TORA–5326 TODA–5326 ASDA–5326 LDA–5326
**RWY 16:** TORA–9003 TODA–9003 ASDA–9003 LDA–9003
**RWY 20:** TORA–6607 TODA–6607 ASDA–6607 LDA–6607
**RWY 25:** TORA–5326 TODA–5326 ASDA–5326 LDA–5326
**RWY 34:** TORA–9003 TODA–9003 ASDA–9003 LDA–9003

**AIRPORT REMARKS:** Attended continuously. Tower 245 ft AGL 2.5 NM NW; unlighted. 220 ft MSL crane (mkd and lgtd) 5.4 NM south of arpt. Bird activity invof all rwys and twys and invof arpt. Non-radio equipped vehicles crossing midfield Twys C, E, and H and driving on Twy L south of Rwy 07–25. No practice landings 0300–1200Z‡. Hold line Rwy 20 east side located across Rwy 34 150′ from dep end. Hold line Rwy 20 west side across Twy A and also serves as hold line for Rwy 16; signage indicates both rwys. Due to the close proximity to Rwy 02–20, Twy U signage may be behind acft, once clear of Rwy 02–20. ATC clearance required for pushbacks onto movement areas. All acft with wingspans greater than 118′ and wheel bases greater than 59′ are restricted from using Twys J, K, R, (between Twy A and FSDO ramp), S, T (south of Twy J), and V (west of Twy A). Twys M, M1, M2, M3 and Twy R west of FSDO designated for acft with wingspan less than 79′. Twy A between Twy C and Twy E restricted from use by acft wingspans greater than 171′. Twy T (north of Twy F) restricted from use by acft with wingspans greater than 118′. Intersection requires judgemental oversteering. Air carrier apron clsd to unscheduled acft weighing under 35,000 lbs. No edge lgts on Twys M and S—reflectors only. The following areas not visible from the twr: portions of the air carrier apron, Army National Guard acft parking ramp. TPA–1200(1033) single engine, lgt acft, 1700(1533) all others. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (804) 236–1091.
**COMMUNICATIONS: ATIS** 119.15 **UNICOM** 122.95
**FLAT ROCK RCO** 122.1R 113.3T (LEESBURG RADIO)
**RCO** 122.4 122.2 122.1R 114.1T (LEESBURG RADIO)
Ⓡ **POTOMAC APP CON** 126.4 (031°–170°) 134.7 (171°–320°) 126.8 (321°–030°) 118.2
**TOWER** 121.1 **GND CON** 121.9 **POTOMAC CLNC DEL** 127.55
Ⓡ **POTOMAC DEP CON** 126.4 (031°–170°) 134.7 (171°–320°) 126.8 (321°–030°)
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIC.
**(H) VORTAC** 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ at fld. 159/09W.
**ILS** 110.9 I–EZD Rwy 02. Class IT.
**ILS** 110.7 I–BNE Rwy 34. Class IIIE.
**ILS** 110.7 I–RGJ Rwy 16. Class IA.

# COLIN FIVE DEPARTURE




TAKEOFF MINIMUMS:

RWY 2: 200-1¼ or STANDARD with minimum climb of 230 feet per NM to 400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1600 feet prior to departure end of runway. Minimum ATC climb of 300 feet per NM to 2000.

RWY 7, 16, 20, 25: STANDARD with ATC climb of 300 feet per NM to 2000.

RWY 34: STANDARD with ATC climb of 300 feet per NM to 2100.

NOTE: RADAR REQUIRED.

NOTE: Chart note to scale.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# COLIN FIVE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 022° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 7: Climb heading 066° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 16: Climb heading 156° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 20: Climb heading 202° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 25: Climb heading 246° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

TAKE-OFF RWY 34: Climb heading 336° or as assigned for radar vectors to intercept RIC R-074 to MODEL INT/RIC 33 DME. Thence....

.... Via HCM R-010 to COLIN INT/HCM 39 DME. Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 2: Aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL.

Rwy 7: Trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/ 259' MSL.

Rwy 20: Hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER, 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL.

Rwy 25: Vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL.

Rwy 34: Aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.


NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-ILS RWY 16

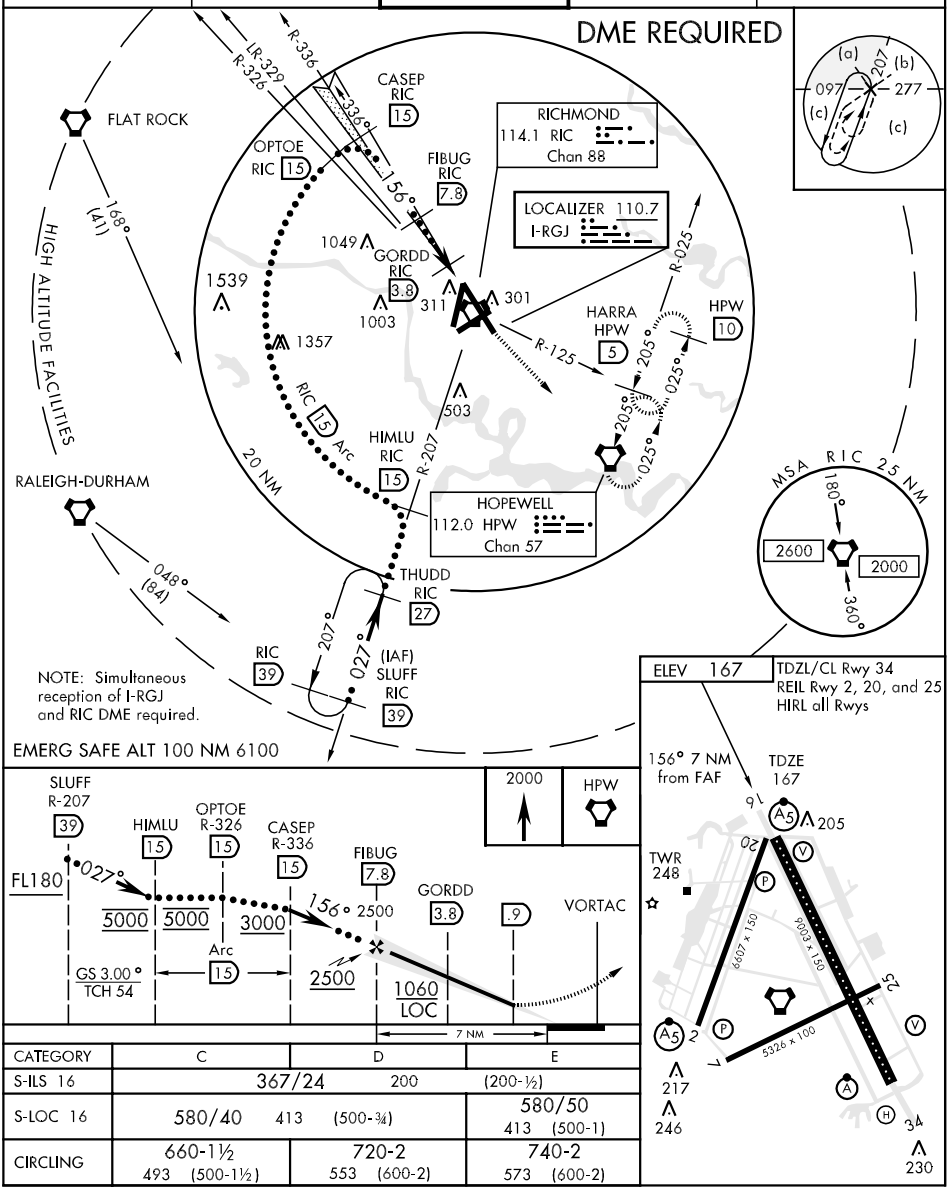
| LOC I-RGJ | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-347 [USAF] | RICHMOND INTL (KRIC) |
|---|---|---|---|---|
| 110.7 | 156° | 9003 / 167 / 167 | | |

MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acft climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT, 205° inbound)

| ATIS ★ | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 |

DME REQUIRED







| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 16 | 367/24 200 (200-½) | | |
| S-LOC 16 | 580/40 413 (500-¾) | | 580/50 413 (500-1) |
| CIRCLING | 660-1½ 493 (500-1½) | 720-2 553 (600-2) | 740-2 573 (600-2) |

ELEV 167

TDZL/CL Rwy 34
REIL Rwy 2, 20, and 25
HIRL all Rwys

# HI-TACAN RWY 16

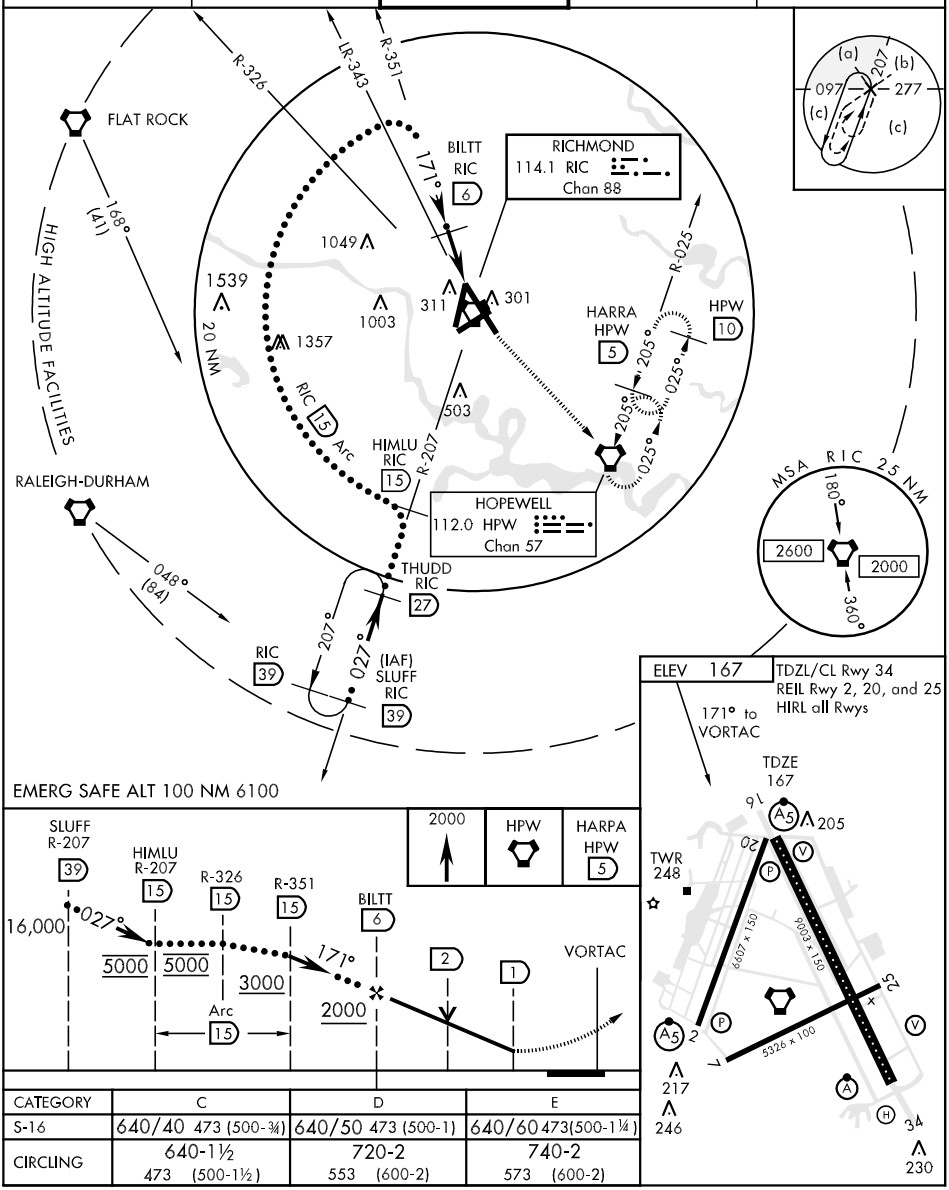
| TACAN | APCH CRS | Rwy ldg | 9003 |
|---|---|---|---|
| RIC Chan 88 | 171° | TDZE | 167 |
| | | Arpt Elev | 167 |

JAL-347 [USAF] — RICHMOND INTL (KRIC)

MALSR

MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.

| ATIS ★ | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |










| CATEGORY | C | D | E |
|---|---|---|---|
| S-16 | 640/40 473 (500-¾) | 640/50 473 (500-1) | 640/60 473 (500-1¼) |
| CIRCLING | 640-1½<br>473 (500-1½) | 720-2<br>553 (600-2) | 740-2<br>573 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 34

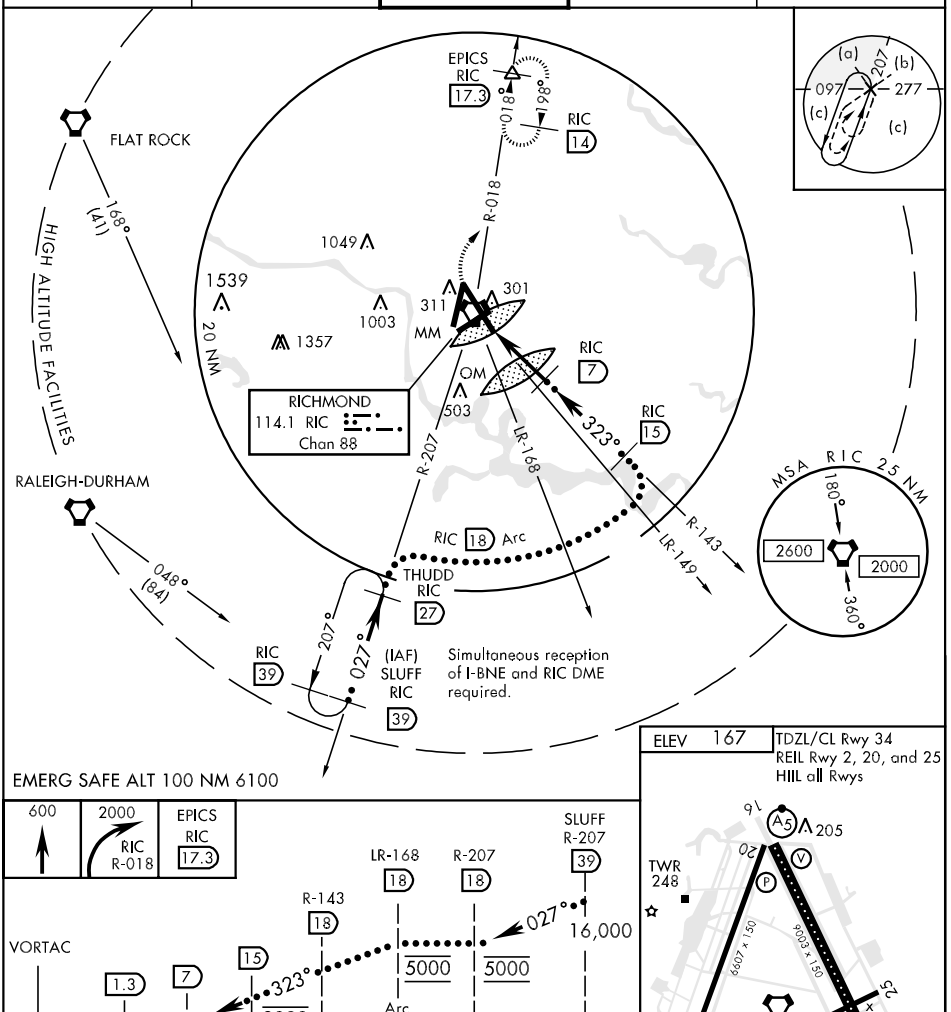
| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| RIC Chan 88 | 323° | 9003 | 161 | 167 |

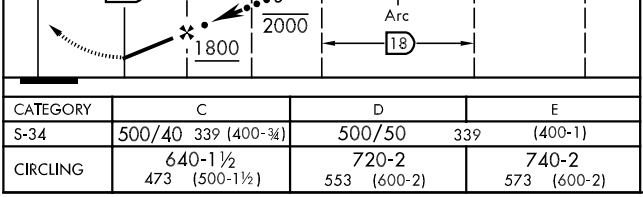
JAL-347 [USAF] RICHMOND INTL (KRIC)

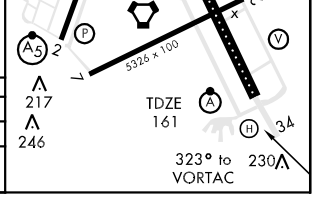
ALSF-2

MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

| ATIS ★ | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-34 | 500/40 339 (400-¾) | 500/50 339 | (400-1) |
| CIRCLING | 640-1½ 473 (500-1½) | 720-2 553 (600-2) | 740-2 573 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-RGJ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.7 | 156° | TDZE | 167 |
| | | Apt Elev | 167 |

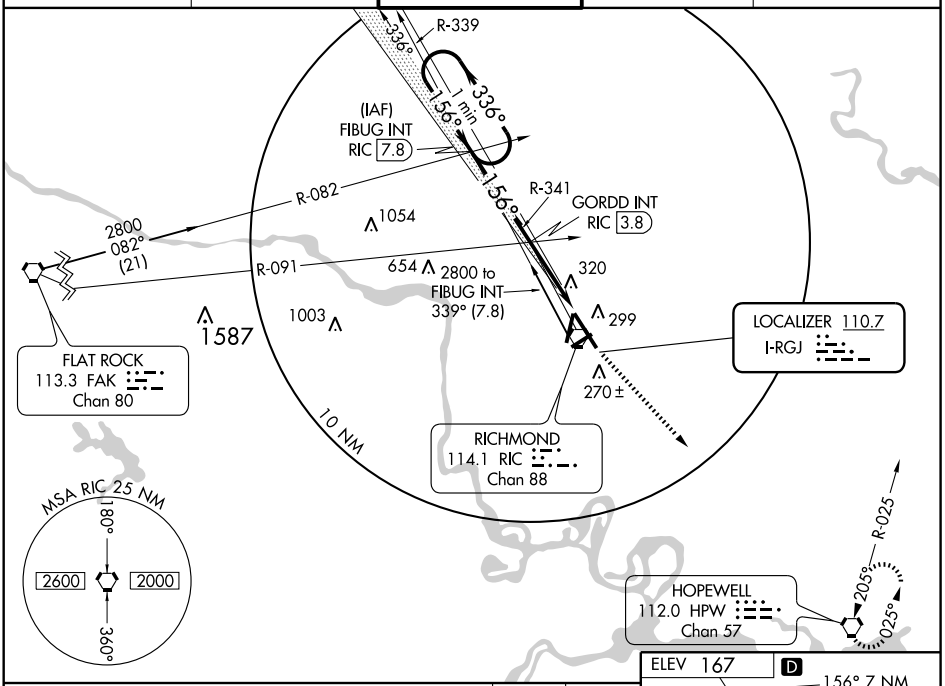
# ILS or LOC RWY 16
RICHMOND INTL (RIC)

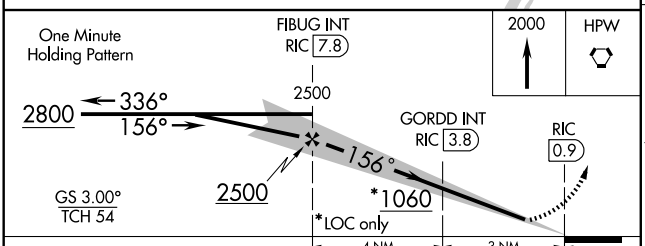
DME from RIC VORTAC.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

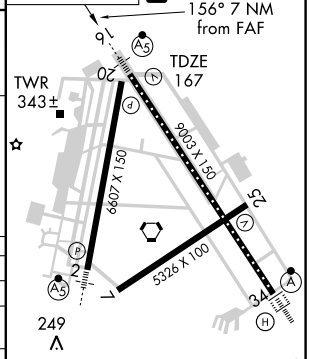
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | | ** 367/24 200 (200-½) | | |
| S-LOC 16 | 1060/40 893 (900-¾) | | 1060-2¼ 893 (900-2¼) | 1060-2½ 893 (900-2½) |
| CIRCLING | 1060-1¼ 893 (900-1¼) | | 1060-2¾ 893 (900-2¾) | 1060-3 893 (900-3) |
| GORDD FIX MINIMUMS | | | | |
| S-LOC 16 | 580/24 413 (500-½) | | 580/40 413 (500-¾) | |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-BNE | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.7 | 337° | TDZE | 161 |
| | | Apt Elev | 167 |

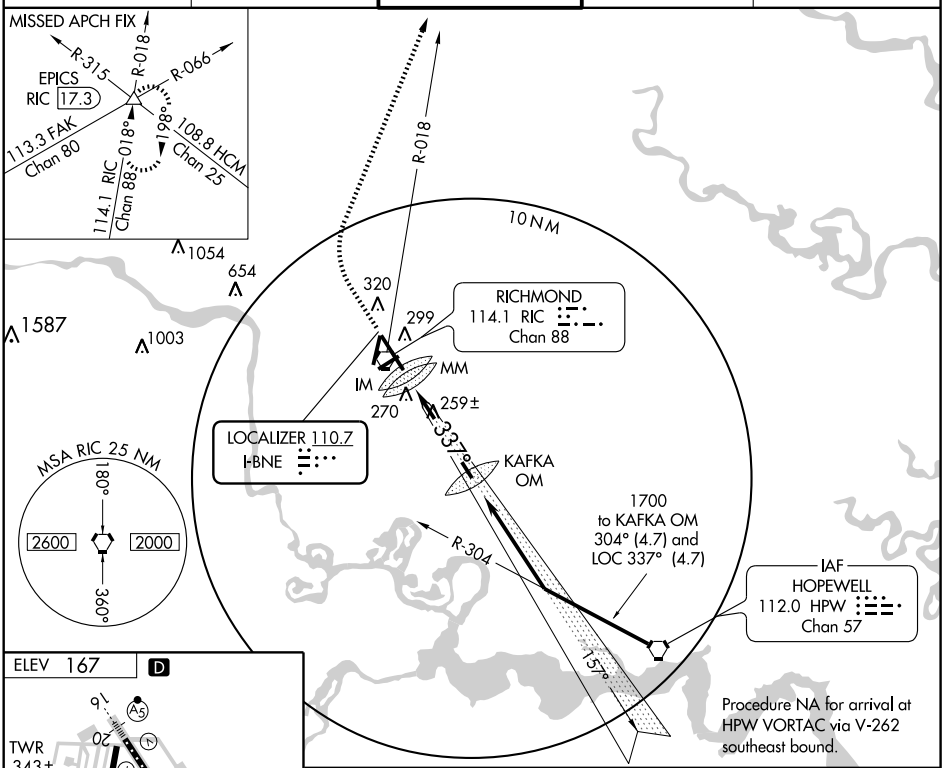
# ILS or LOC RWY 34
RICHMOND INTL (RIC)

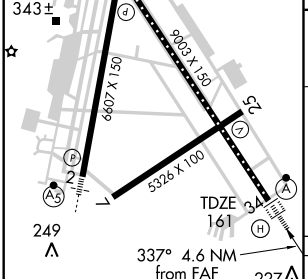
For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

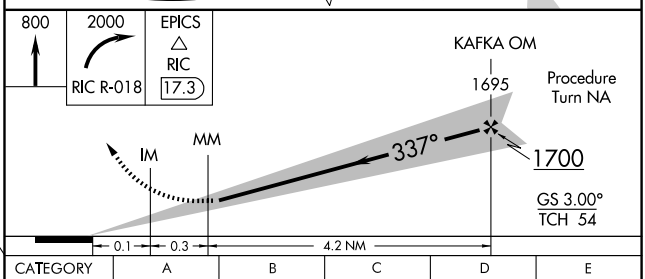
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 | 361/18 200 (200-½) | | | | 361/24 200 (200-½) |
| S-LOC 34 | 520/24 359 (400-½) | | | 520/40 359 (400-¾) | |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) | 740-2 573 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-EZD | APP CRS | Rwy Idg | 6607 |
|---|---|---|---|
| 110.9 | 022° | TDZE | 161 |
| | | Apt Elev | 167 |

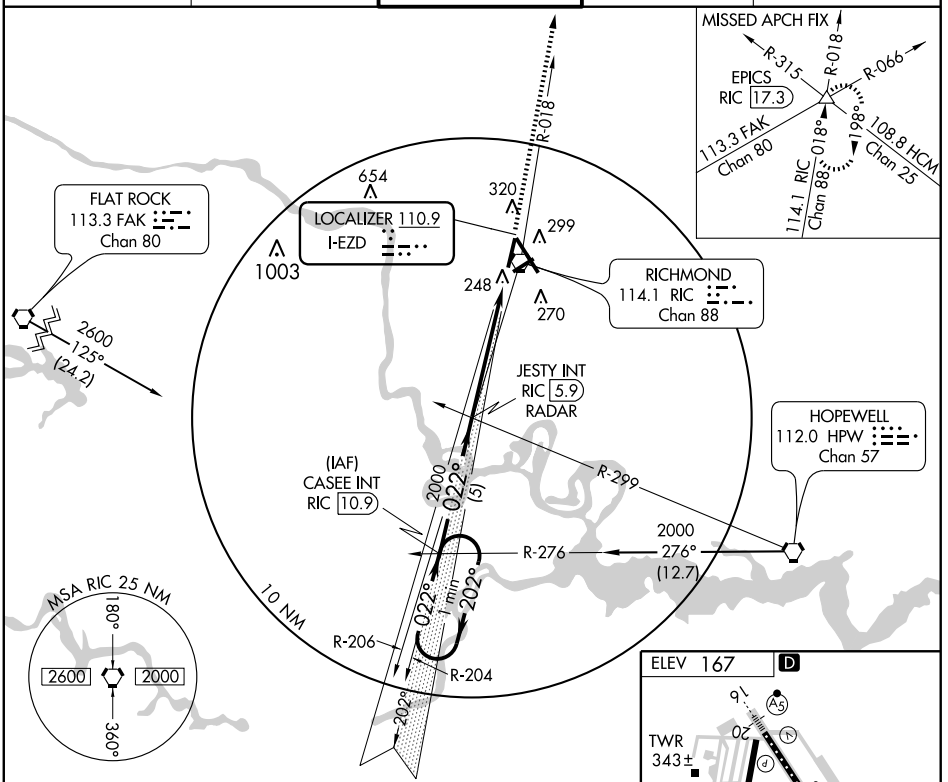
# ILS RWY 2
## RICHMOND INTL (RIC)

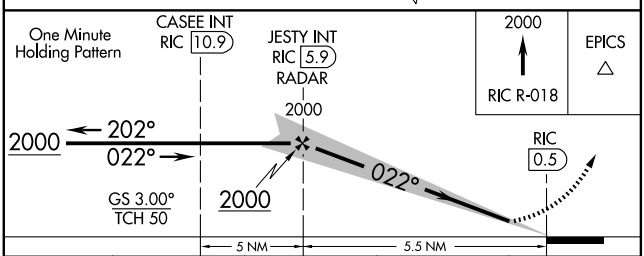
Inoperative table does not apply to S-ILS 2. For inoperative MALSR, increase S-LOC 2 Cat. A and B visibility to 1.

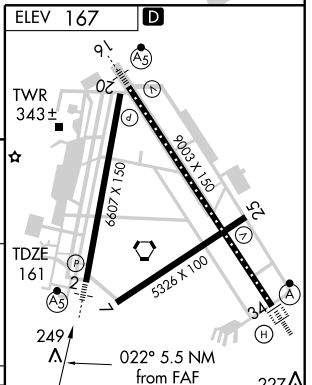
MALSR

MISSED APPROACH: Climb to 2000 via RIC R-018 to EPICS INT/RIC 17.3 DME and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 411-¾ 250 (300-¾) | | | |
| S-LOC 2 | 580-¾ 419 (500-¾) | | | |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

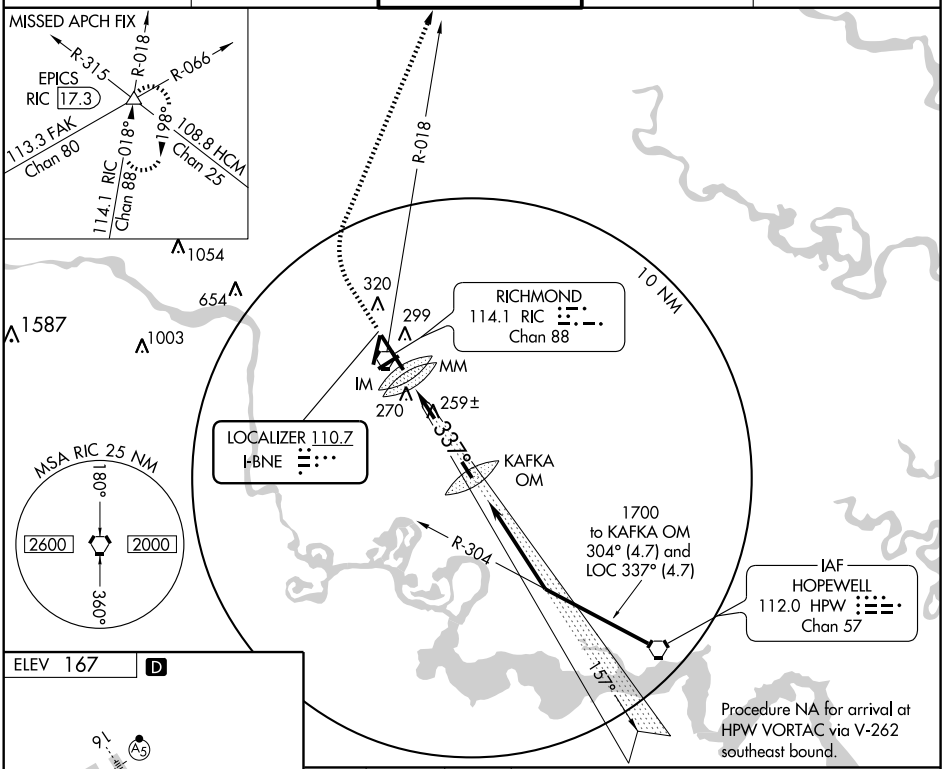
| LOC I-BNE | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.7 | 337° | TDZE | 161 |
| | | Apt Elev | 167 |

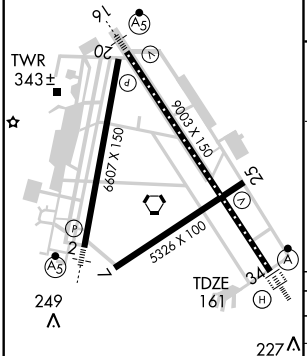
# ILS RWY 34 (CAT II)
## RICHMOND INTL (RIC)

ALSF-2

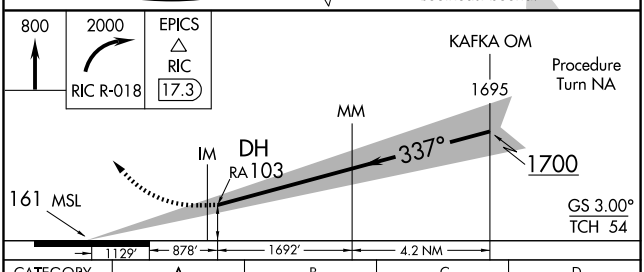
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | RA 103/12 100 DA 261 | | | |

**CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

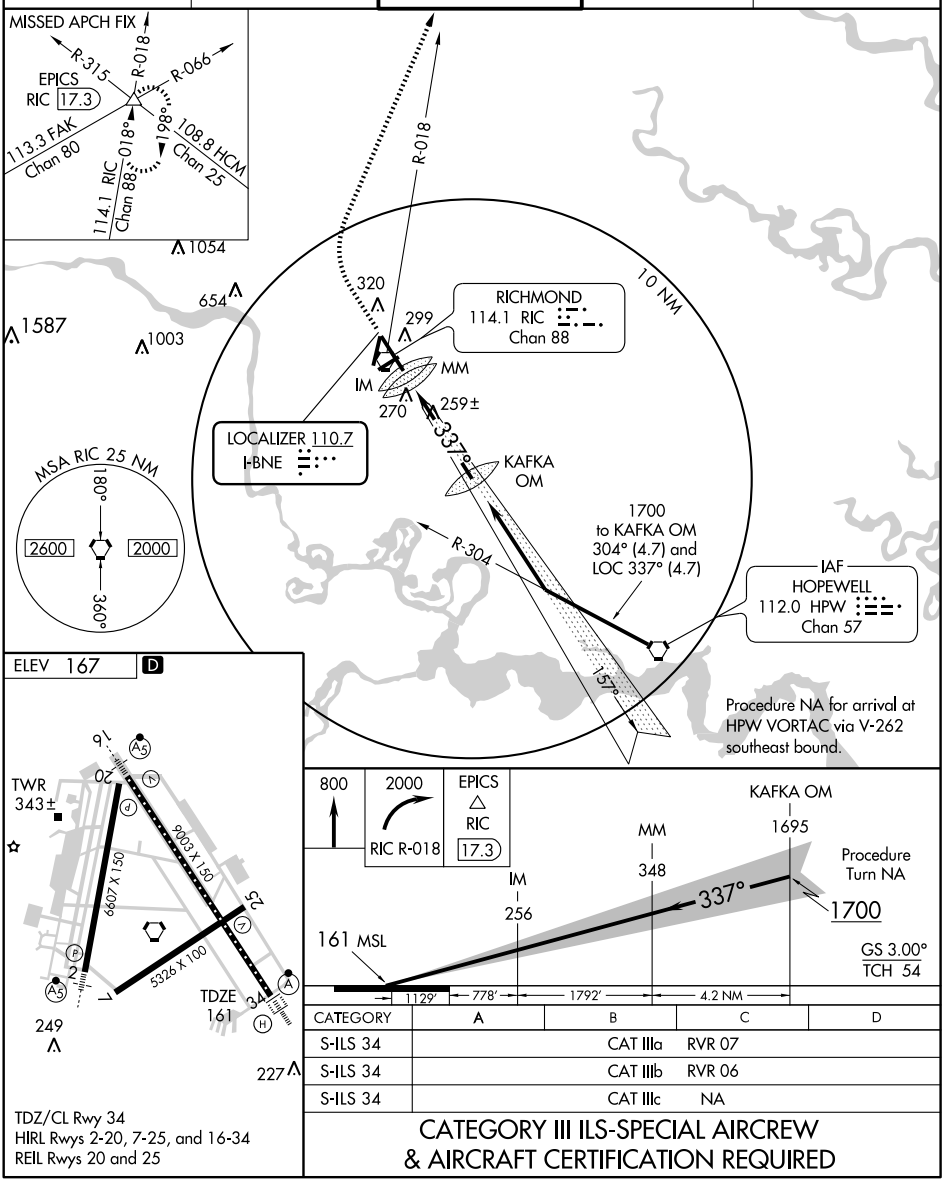
| LOC I-BNE | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.7 | 337° | TDZE | 161 |
| | | Apt Elev | 167 |

# ILS RWY 34 (CAT III)
## RICHMOND INTL (RIC)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | CAT IIIa | RVR 07 | | |
| S-ILS 34 | CAT IIIb | RVR 06 | | |
| S-ILS 34 | CAT IIIc | NA | | |

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 2

RICHMOND INTL (RIC)

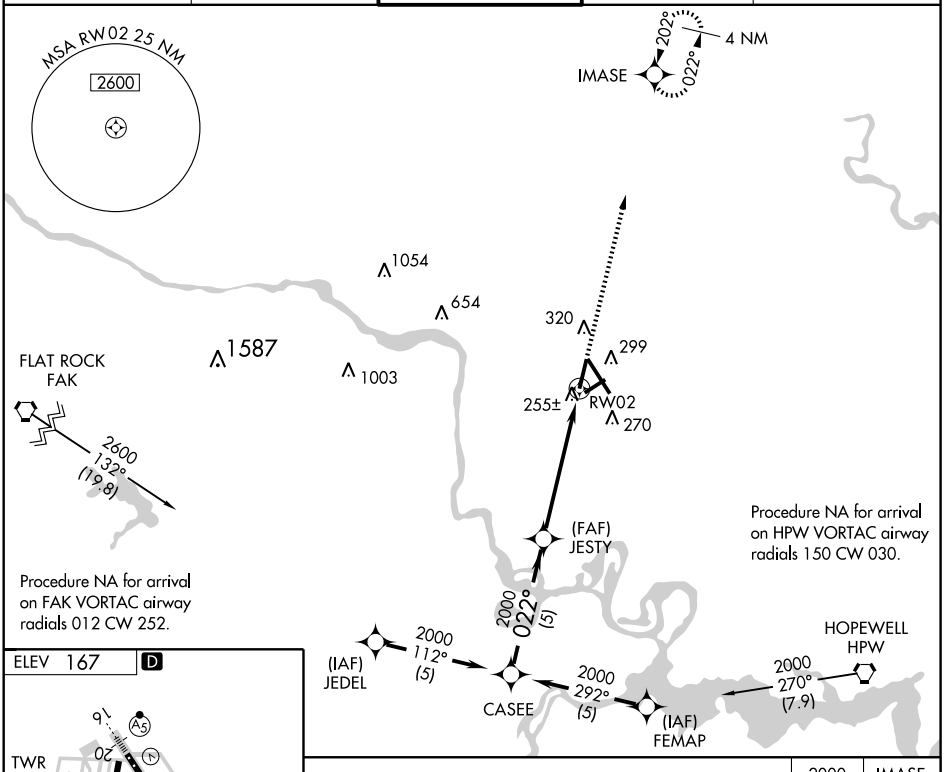
| APP CRS | Rwy Idg | 6607 |
|---|---|---|
| 022° | TDZE | 161 |
| | Apt Elev | 167 |

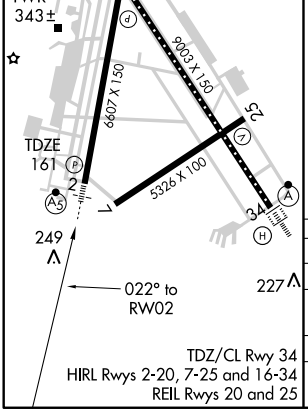
For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

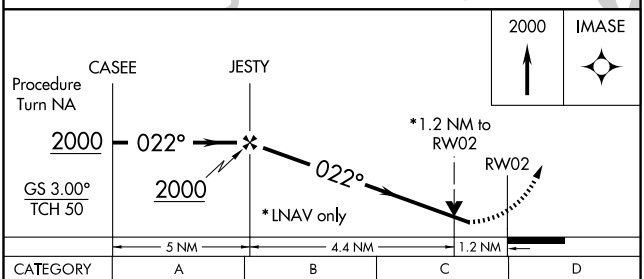
MALSR

MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | 520-¾ 359 (400-¾) | | | |
| LNAV MDA | 580-¾ 419 (500-¾) | | | |
| CIRCLING | 660-1¼ 493 (500-1¼) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 7

RICHMOND INTL (RIC)

| APP CRS | Rwy Idg | 5326 |
|---|---|---|
| 066° | TDZE | 158 |
| | Apt Elev | 167 |

Straight in minimums NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |

Procedure NA for arrival on FAK
VORTAC airway radials 352 CW 232.

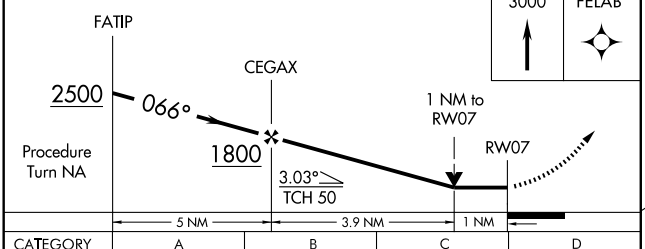
4 NM
066°
246°
FELAB

1054
654
320
299
1587
1003
FLAT ROCK
FAK
3000
112°
(13.3)
(IAF)
HADRU
RW07
270
2500
156°
(5)
1800
066°
(5)
(FAF)
CEGAX
Chesterfield
County
FATIP
2500
070°
(15.3)
2500
336°
(5)
(IAF)
MELIA
(IAF)
GIMSE

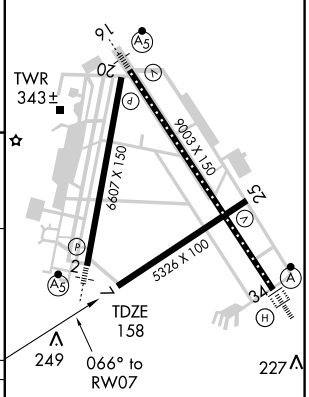
MSA RW07 25 NM
2600

Procedure NA for arrival on HPW
VORTAC airway radials 041 CW 161.

3000
281°
(15.8)
HOPEWELL
HPW




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 382 (400-1) | | | 540-1¼ 382 (400-1¼) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 16

RICHMOND INTL (RIC)

| APP CRS | Rwy Idg | 9003 |
|---|---|---|
| 156° | TDZE | 167 |
| | Apt Elev | 167 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

NA

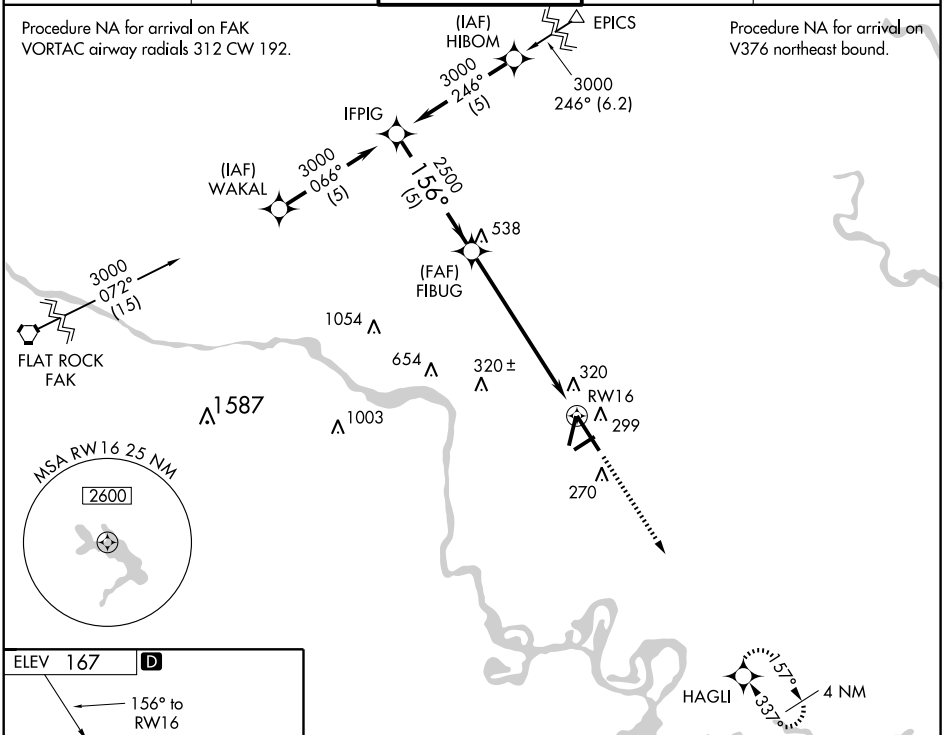
MALSR

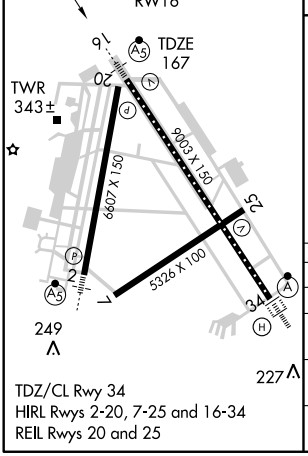
MISSED APPROACH: Climb to 2500 direct HAGLI WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |

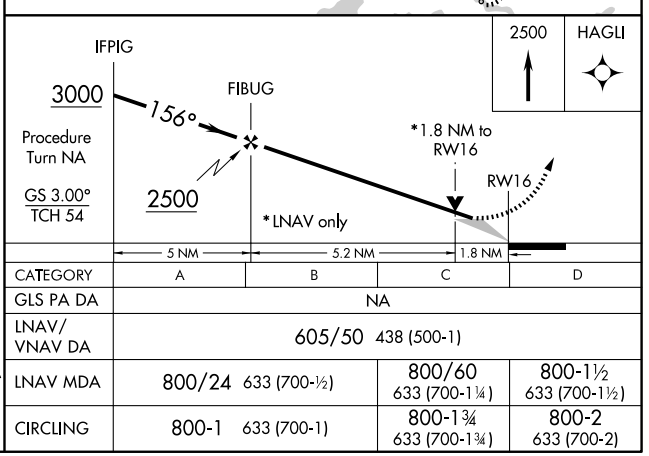
Procedure NA for arrival on FAK VORTAC airway radials 312 CW 192.

Procedure NA for arrival on V376 northeast bound.




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 605/50 438 (500-1) | | | |
| LNAV MDA | 800/24 633 (700-½) | | 800/60 633 (700-1¼) | 800-1½ 633 (700-1½) |
| CIRCLING | 800-1 633 (700-1) | | 800-1¾ 633 (700-1¾) | 800-2 633 (700-2) |

HAGLI 157° 337° 4 NM



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

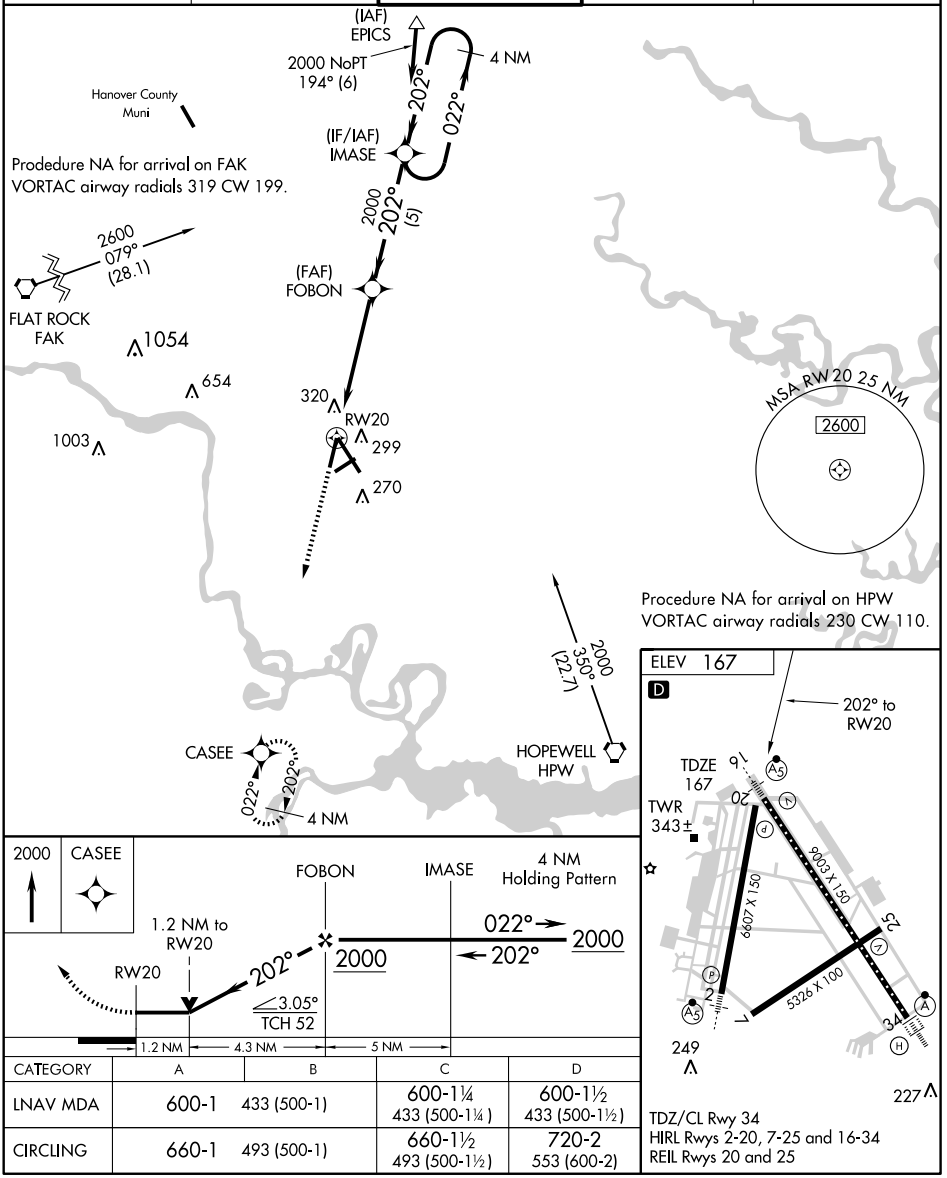
| APP CRS | Rwy Idg | 6607 |
|---|---|---|
| 202° | TDZE | 167 |
| | Apt Elev | 167 |

# RNAV (GPS) RWY 20
RICHMOND INTL (RIC)

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CASEE WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 | 433 (500-1) | 600-1¼ 433 (500-1¼) | 600-1½ 433 (500-1½) |
| CIRCLING | 660-1 | 493 (500-1) | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

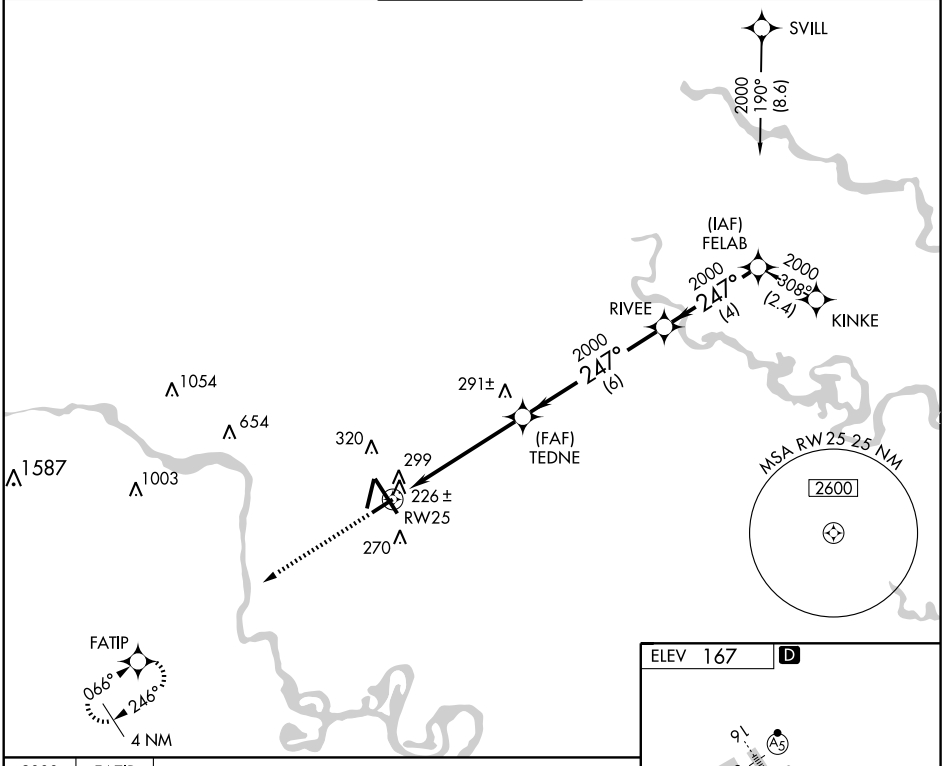
| APP CRS | Rwy Idg | 5326 |
|---|---|---|
| 247° | TDZE | 160 |
| | Apt Elev | 167 |

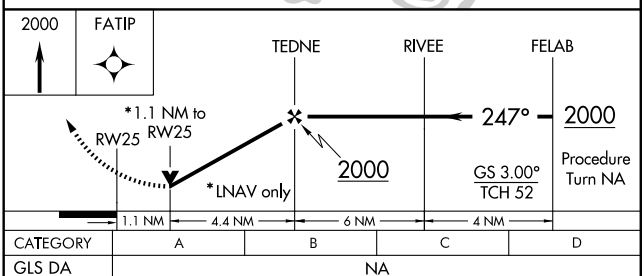
# RNAV (GPS) RWY 25
## RICHMOND INTL (RIC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Baro-VNAV NA below -15°C (5°F)

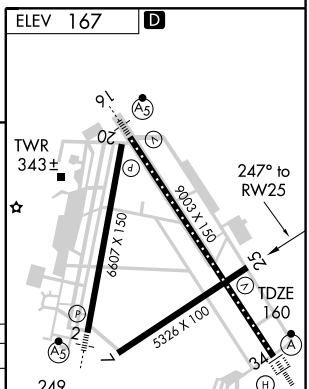
MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | 560-1½ 400 (400-1½) | | | |
| LNAV MDA | 600-1 440 (500-1) | | 600-1¼ 440 (500-1¼) | 600-1½ 440 (500-1½) |
| CIRCLING | 660-1½ 493 (500-1½) | | | 720-2 553 (600-2) |




TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 9003 |
|---|---|---|
| 337° | TDZE | 161 |
| | Apt Elev | 167 |

# RNAV (GPS) RWY 34

RICHMOND INTL (RIC)

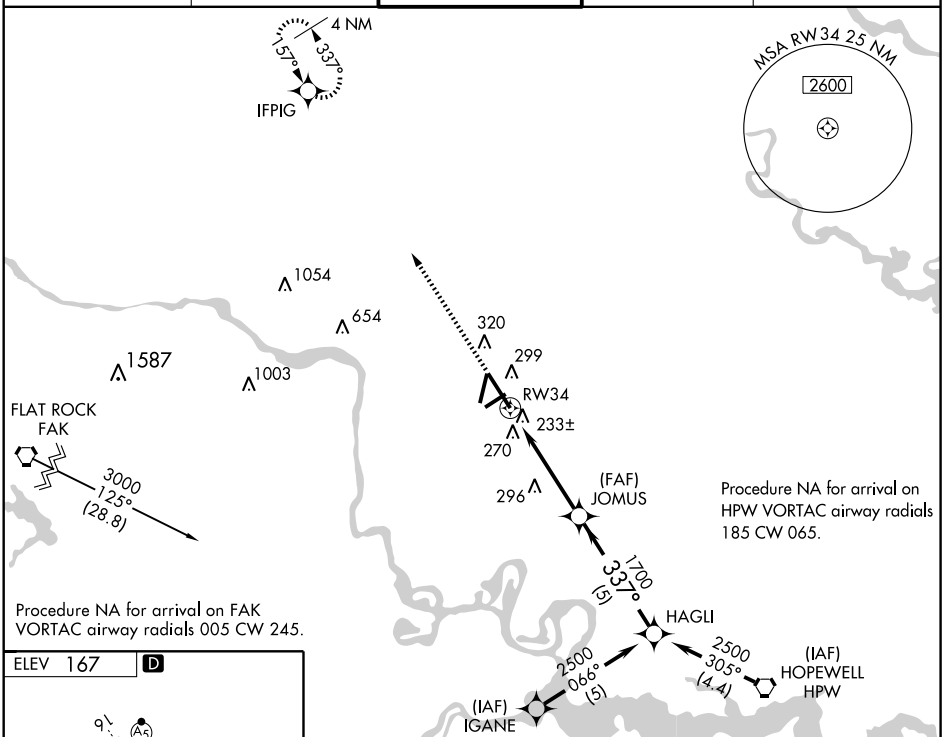
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

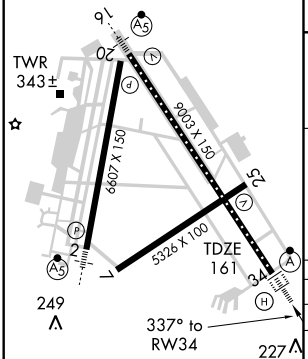
NA

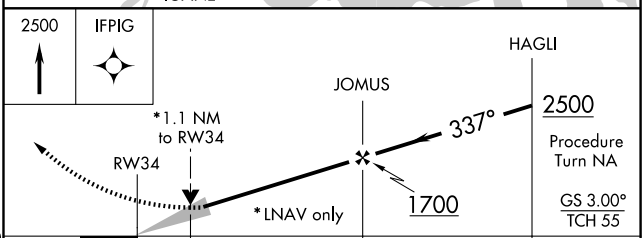
ALSF-2

MISSED APPROACH: Climb to 2500 direct IFPIG WP and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | 570/50 409 (500-1) | | | |
| LNAV MDA | 560/24 399 (400-½) | | | 560/50 399 (400-1) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC RIC 114.1 Chan 88 | APP CRS 041° | Rwy Idg 6607 TDZE 161 Apt Elev 167 |
|---|---|---|

# VOR RWY 2
## RICHMOND INTL (RIC)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |



EPICS RIC 17.3

MSA RIC 25 NM
180° 2600 2000 360°

R-066 R-018 R-315

113.3 FAK Chan 80

108.8 HCM Chan 24

10 NM

1054 654 1587 1003 320 299 270

RICHMOND 114.1 RIC Chan 88

(IAF) LABUR INT RIC 6.1

2000 221° (6.1)

041° 221° 1 min

HOPEWELL 112.0 HPW Chan 57

R-221 R-298

ELEV 167 D

TWR 343±

16 20 25 34 7 2

6607 X 150 9003 X 150 5326 X 100

TDZE 161

249 227

041° to RIC VORTAC

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

One Minute Holding Pattern

LABUR INT RIC 6.1

2000 221° 041°

041°

RIC 1.4 VORTAC

2.98° TCH 50

4.7 NM

600 2000 RIC R-018 EPICS

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 540-1 379 (400-1) | | | 540-1¼ 379 (400-1¼) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC RIC 114.1 Chan 88 | APP CRS 171° | Rwy Idg 9003 TDZE 167 Apt Elev 167 |
|---|---|---|

# VOR RWY 16
## RICHMOND INTL (RIC)

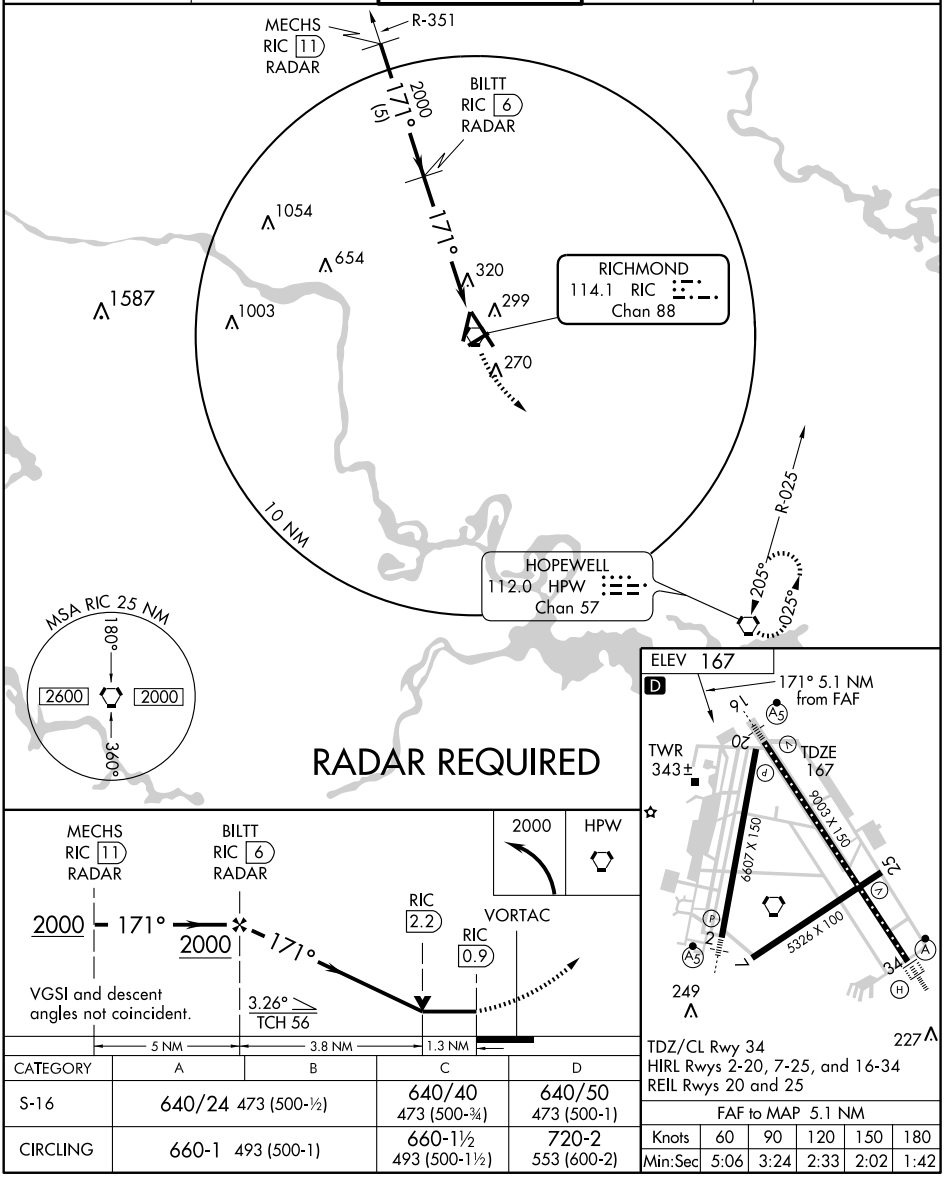
DME or RADAR REQUIRED

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |






TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 640/24 473 (500-½) | | 640/40 473 (500-¾) | 640/50 473 (500-1) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-3, 26 AUG 2010 to 23 SEP 2010

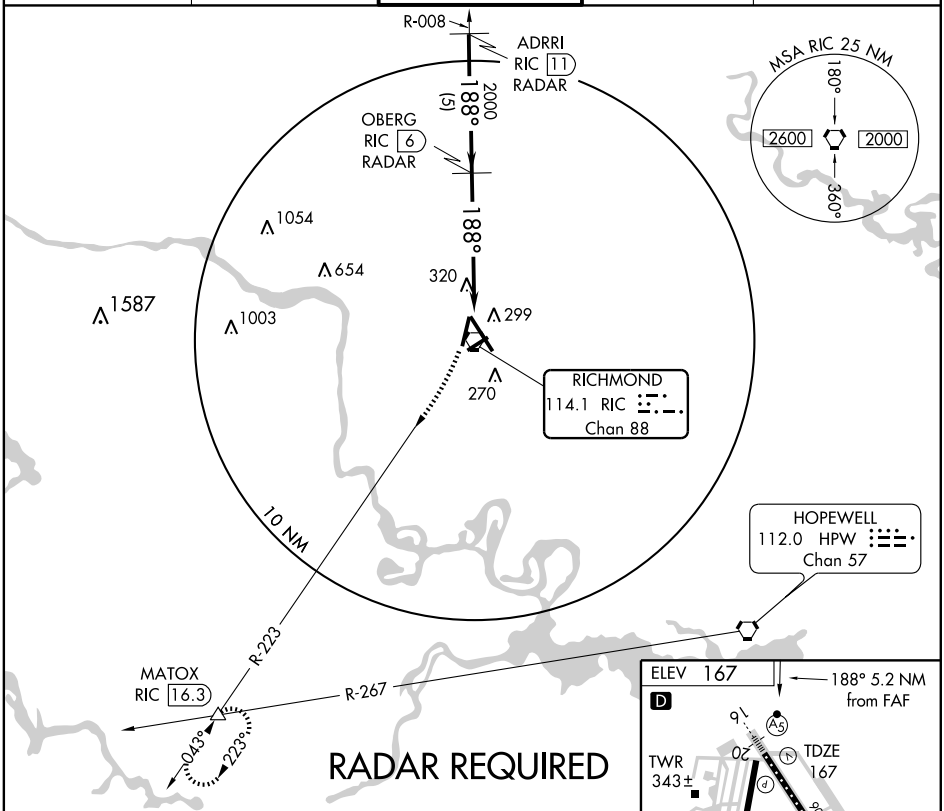
| VORTAC RIC 114.1 Chan 88 | APP CRS 188° | Rwy Idg 6607 TDZE 167 Apt Elev 167 |
|---|---|---|

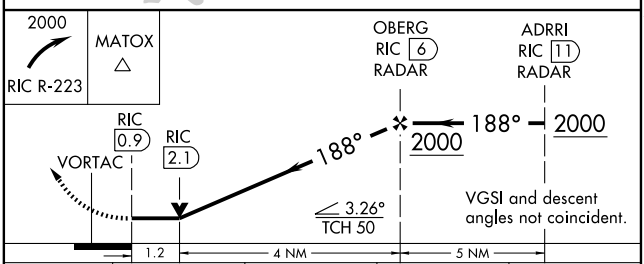
# VOR RWY 20
## RICHMOND INTL (RIC)

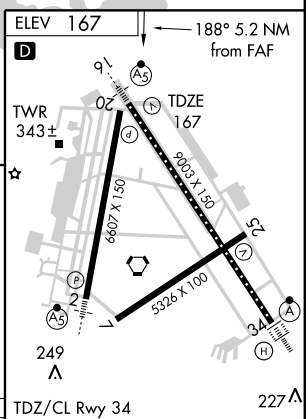
DME or RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 640-1 473 (500-1) | | 640-1¼ 473 (500-1¼) | 640-1½ 473 (500-1½) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC RIC | APP CRS | Rwy Idg | 5326 |
|---|---|---|---|
| 114.1 | 254° | TDZE | 160 |
| Chan 88 | | Apt Elev | 167 |

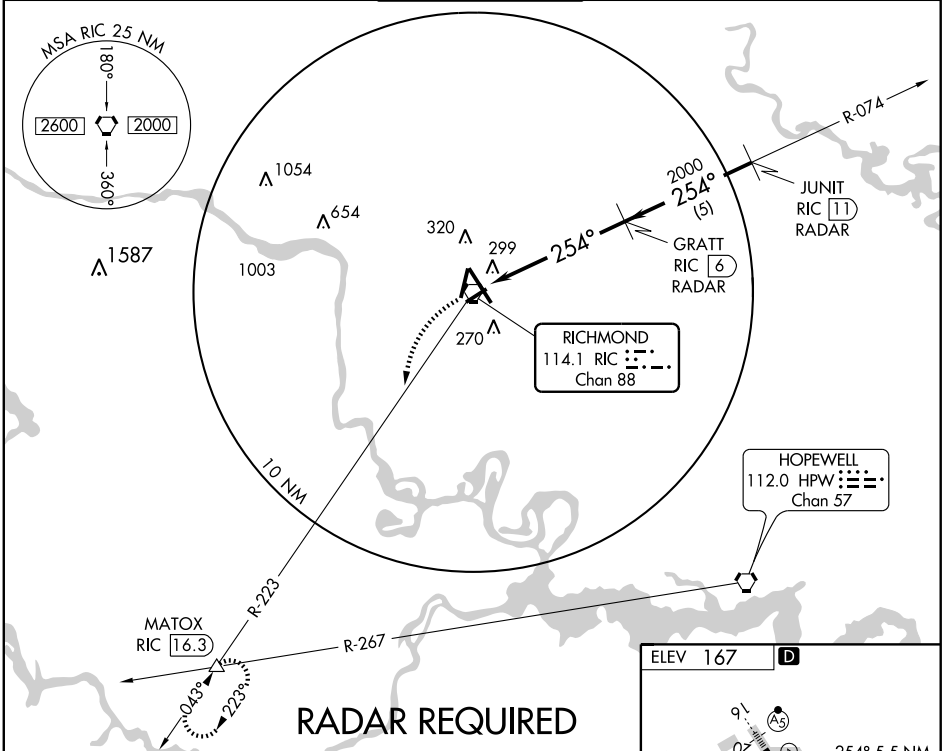
# VOR RWY 25
## RICHMOND INTL (RIC)

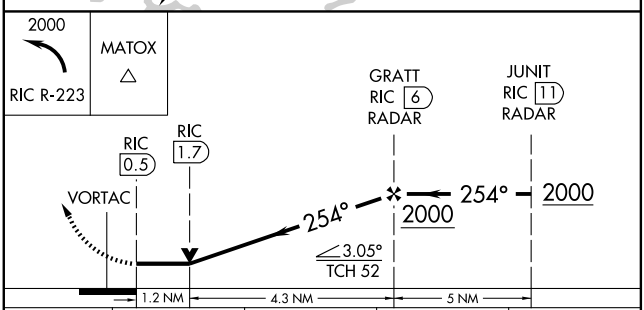
DME or RADAR REQUIRED

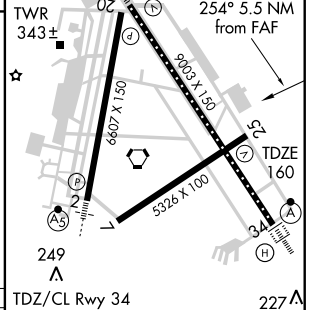
MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 600-1 440 (500-1) | | 600-1¼ 440 (500-1¼) | 600-1½ 440 (500-1½) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC RIC 114.1 Chan 88 | APP CRS 323° | Rwy Idg 9003 TDZE 161 Apt Elev 167 |
|---|---|---|

# VOR RWY 34
RICHMOND INTL (RIC)

For inoperative ALSF, increase S-34 Cat D visibility to RVR 6000. DME or RADAR required

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

| ATIS | POTOMAC APP CON | RICHMOND TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.15 263.025 | 134.7 307.2 | 121.1 257.8 | 121.9 348.6 | 127.55 348.6 |

RADAR REQUIRED

MSA RIC 25 NM
180°
2600
2000
360°

EPICS
RIC 17.3

R-066
R-018
R-315
113.3 FAK Chan 80
108.8 HCM Chan 24
10 NM

1054
654
1587
1003
320
299
270

RICHMOND
114.1 RIC
Chan 88

323°
LUCAR
RIC 6
RADAR

2000
323°
(5)
TELEE
RIC 11
RADAR
R-143

ELEV 167
D
TWR
343±
16
20
9003 X 150
6607 X 150
5326 X 100
25
7
2
34
249
TDZE
161
323° 5.3 NM
from FAF
227

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

2000
RIC R-018
EPICS

LUCAR RIC 6 RADAR
TELEE RIC 11 RADAR

VORTAC
RIC 0.7
RIC 1.6
323°
2000
323° 2000
3.19°
TCH 55
0.8 NM
4.4 NM
5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 540/24 379 (400-½) | | | 540/50 379 (400-1) |
| CIRCLING | 660-1 493 (500-1) | | 660-1½ 493 (500-1½) | 720-2 553 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# YEAST ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

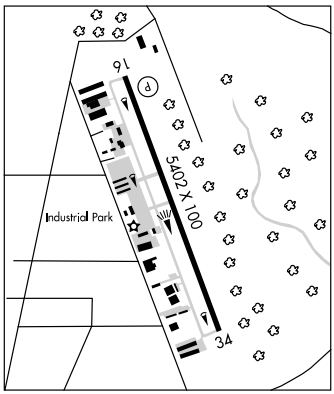
DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

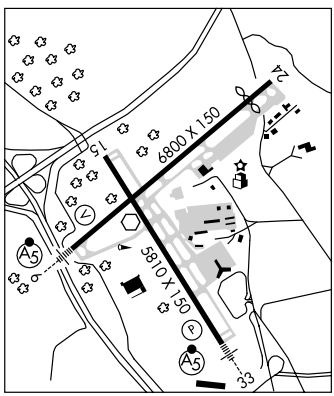

NE-3, 26 AUG 2010 to 23 SEP 2010

## RICHMOND/ASHLAND

**HANOVER CO MUNI** (OFP) 8 N UTC−5(−4DT) N37°42.54′ W77°26.20′ **WASHINGTON**
207 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1007(800) NOTAM FILE OFP **H–10H, 12H, L–34E, 36H**
**RWY 16–34:** H5402X100 (ASPH–PFC) S–40 MIRL **IAP**
**RWY 16:** REIL. PAPI(P4L). Tree. **RWY 34:** REIL. Trees.
**AIRPORT REMARKS:** Attended 1200–0000Z‡. For acft svcs call 804–798–6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.025 (804) 752–2902 (Except thunderstorm.)
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 125.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIC.
**RICHMOND (H) VORTAC** 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ 345° 13.6 NM to fld. 159/09W.
**ILS/DME** 109.7 I–OFP Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.




**ROANOKE RGNL/WOODRUM FIELD** (ROA) 3 NW UTC−5(−4DT) **CINCINNATI**
N37°19.53′ W79°58.53′ **H–10H, 12H, L–26J**
1175 B S4 **FUEL** 100LL, JET A OX 1, 2, TPA—1975(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE ROA
**RWY 06–24:** H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL
**RWY 06:** REIL. MALSR. VASI(V4L)—GA 3.0°TCH 58′.
**RWY 24:** REIL. Thld dsplcd 790′.
**RWY 15–33:** H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL 0.4% up NW
**RWY 33:** MALSR. PAPI (P4L)—GA 3.0° TCH 63′. Tower.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 06:** TORA–6800 TODA–6800 ASDA–6800 LDA–6800
**RWY 15:** TORA–5810 TODA–5810 ASDA–5810 LDA–5810
**RWY 24:** TORA–6800 TODA–6800 ASDA–6800 LDA–6010
**RWY 33:** TORA–5810 TODA–5810 ASDA–5810 LDA–5810
**ARRESTING GEAR/SYSTEM**
**RWY 33:** EMAS
**AIRPORT REMARKS:** Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.
**WEATHER DATA SOURCES:** ASOS (540) 265–0680. LLWAS.
**COMMUNICATIONS: ATIS** 134.95 **UNICOM** 122.95
**ROANOKE RCO** 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)
Ⓡ **ROANOKE APP/DEP CON** 126.9 (Rwy 15–33 151°–359°, Rwy 06 075°–234°) 118.15 (Rwy 15–33 360°–150°, Rwy 06 235°–074°)
**TOWER** 118.3 **GND CON** 121.9 **CLNC DEL** 119.7
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROA.
**(L) VORTAC** 109.4 ROA Chan 31 N37°20.61′ W80°04.23′ 107° 4.7 NM to fld. 3060/04W. DME unusable 270°–005° beyond 20 NM below 6000′.
**WOODRUM (T) VORW** 114.9 ODR N37°19.45′ W79°58.74′ at fld.
**VINTON NDB (MHW)** 277 VIT N37°12.24′ W79°52.90′ 334° 8.6 NM to fld. NDB unusable beyond 10 NM.
**ILS** 109.7 I–ROA Rwy 33. CLASS IB.
**LDA/DME** 111.1 I–SZK Chan 48 Rwy 06. LDA located 1202′ inboard of Rwy 06 thld and 1100′ right of rwy centerline, offset angle 14° 41″. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.




**RONALD REAGAN WASHINGTON NATL** (See DISTRICT OF COLUMBIA, WASHINGTON)

| LOC/DME I-OFP | APP CRS | Rwy Idg | 5402 |
|---|---|---|---|
| 109.7 | 159° | TDZE | 207 |
| Chan 34 | | Apt Elev | 207 |

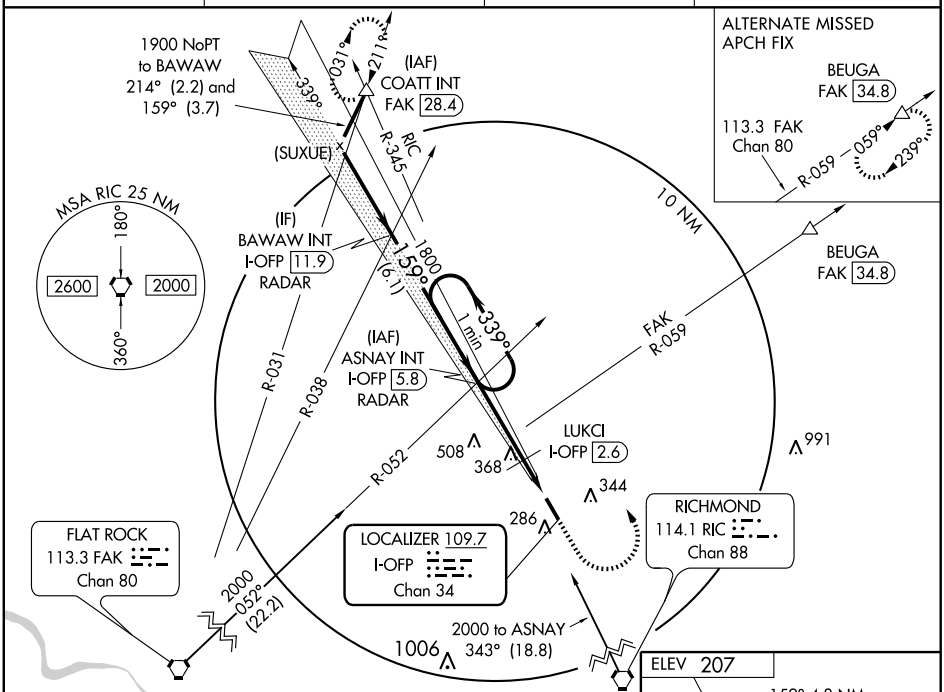
# LOC RWY 16

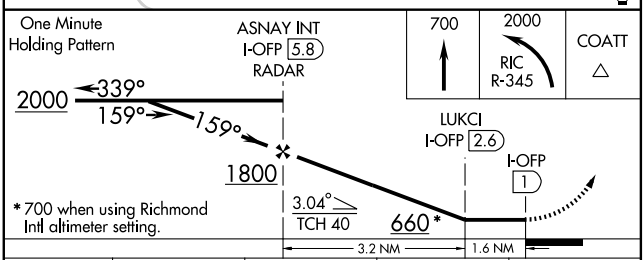
## RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

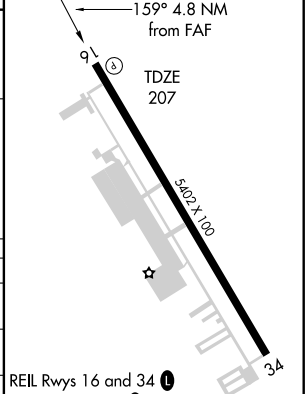
Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

| ASOS | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 134.7 307.2 | 125.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 660-1 453 (500-1) | | 660 - 1¼ 453 (500-1¼) | 660 - 1½ 453 (500-1½) |
| CIRCLING | 660-1 453 (500-1) | | 660 - 1½ 453 (500-1½) | 760 - 2 553 (600-2) |
| | LUKCI FIX MINIMUMS | | | |
| S-16 | 560-1 353 (400-1) | | | 560 - 1¼ 353 (400-1¼) |
| CIRCLING | 620 - 1 413 (500-1) | 660 - 1 453 (500-1) | 660 - 1½ 453 (500-1½) | 760 - 2 553 (600-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 5402 |
|---|---|---|---|
| CH 42904 | 159° | TDZE | 207 |
| W16A | | Apt Elev | 207 |

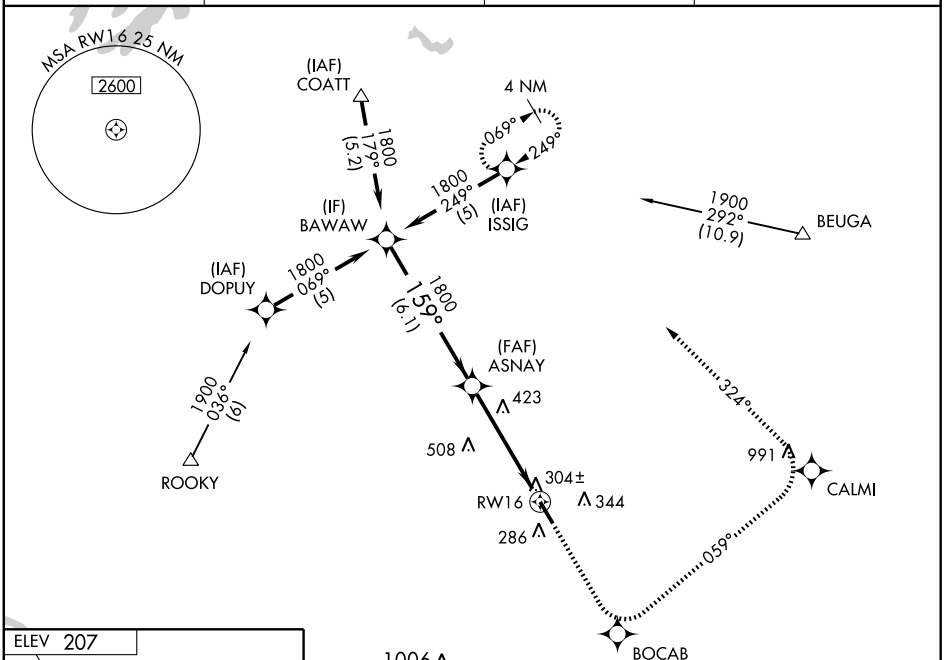
# RNAV (GPS) RWY 16

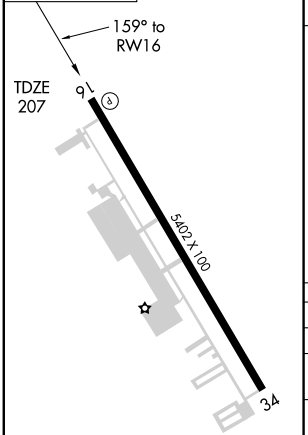
## RICHMOND/ASHLAND / HANOVER COUNTY MUNI (OFP)

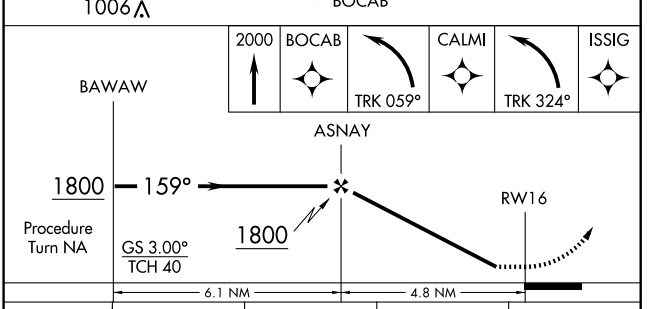
If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

| ASOS | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 134.7 307.2 | 125.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 535-1¼ 328 (400-1¼) | | | |
| LNAV/VNAV DA | 564-1¼ 357 (400-1¼) | | | |
| LNAV MDA | 680-1 473 (500-1) | | 680-1¼ 473 (500-1¼) | 680-1½ 473 (500-1½) |
| CIRCLING | 680-1 473 (500-1) | 700-1 493 (500-1) | 700-1½ 493 (500-1½) | 760-2 553 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC RIC 114.1 Chan 88 | APP CRS 165° | Rwy Idg 5402 TDZE 207 Apt Elev 207 |
|---|---|---|

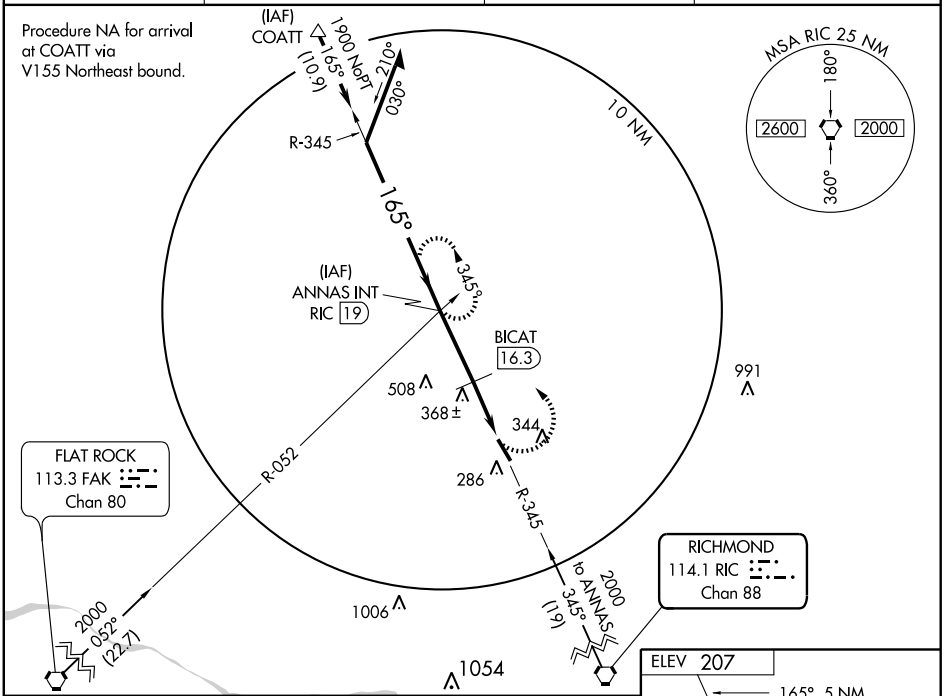
# VOR RWY 16

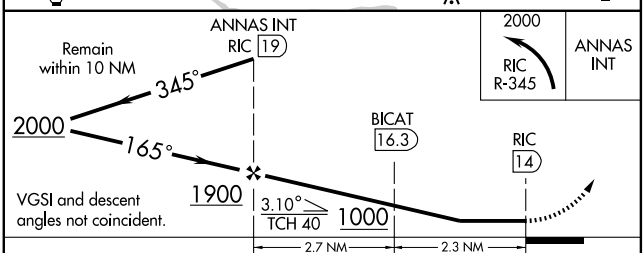
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

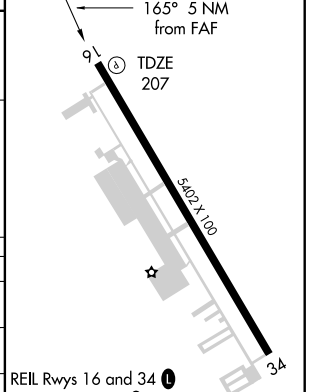
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Circling Rwy 34 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

| ASOS 119.025 | POTOMAC APP CON 134.7 307.2 | CLNC DEL 125.4 | UNICOM 122.7 (CTAF) L |
|---|---|---|---|




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1000 - 1 795 (800-1) | 1000 - 1¼ 795 (800-1¼) | 1000 - 2¼ 795 (800-2¼) | 1000 - 2½ 795 (800-2½) |
| CIRCLING | 1000 - 1 795 (800-1) | 1000 - 1¼ 795 (800-1¼) | 1000 - 2¼ 795 (800-2¼) | 1000 - 2½ 795 (800-2½) |
| BICAT FIX MINIMUMS | | | | |
| S-16 | 680 - 1 475 (500-1) | | 680 - 1¼ 475 (500-1¼) | 680 - 1½ 475 (500-1½) |
| CIRCLING | 680 - 1 475 (500-1) | | 680 - 1½ 475 (500-1½) | 760 - 2 555 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



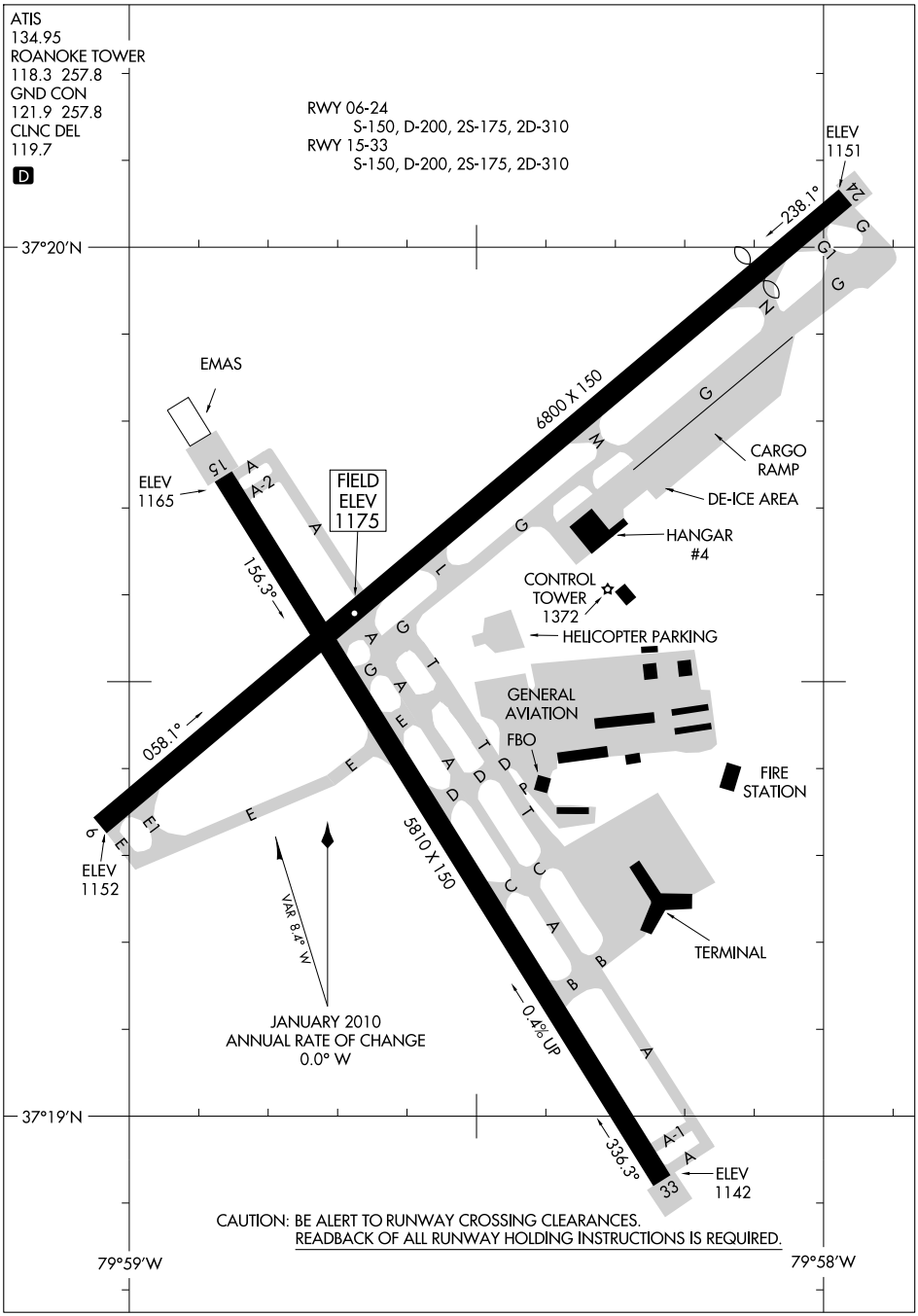
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-349 (FAA)

ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA






NE-3, 26 AUG 2010 to 23 SEP 2010

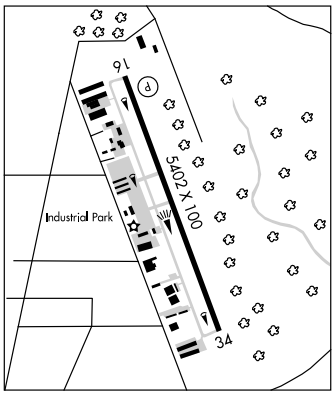
AIRPORT DIAGRAM

ROANOKE, VIRGINIA
ROANOKE RGNL/WOODRUM FIELD (ROA)

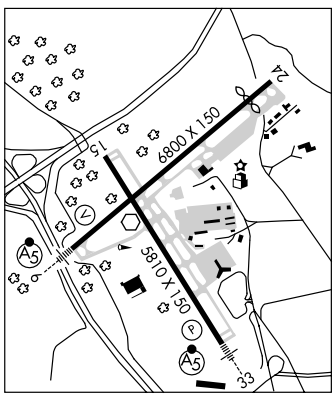
10210

## RICHMOND/ASHLAND

**HANOVER CO MUNI** (OFP) 8 N UTC−5(−4DT) N37°42.54′ W77°26.20′ **WASHINGTON**
207 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1007(800) NOTAM FILE OFP **H–10H, 12H, L–34E, 36H**
**RWY 16–34:** H5402X100 (ASPH–PFC) S–40 MIRL **IAP**
**RWY 16:** REIL. PAPI(P4L). Tree. **RWY 34:** REIL. Trees.
**AIRPORT REMARKS:** Attended 1200–0000Z‡. For acft svcs call 804–798–6500. Deer and birds on and invof arpt. Noise sensitive area S of arpt. ACTIVATE MIRL Rwy 16–34; REIL Rwys 16 and 34—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.025 (804) 752–2902 (Except thunderstorm.)
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 134.7 **POTOMAC CLNC DEL** 125.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIC.
**RICHMOND (H) VORTAC** 114.1 RIC Chan 88 N37°30.14′ W77°19.22′ 345° 13.6 NM to fld. 159/09W.
**ILS/DME** 109.7 I–OFP Chan 34 Rwy 16. LOC only. LOC unmonitored when arpt unattended.




**ROANOKE RGNL/WOODRUM FIELD** (ROA) 3 NW UTC−5(−4DT) **CINCINNATI**
N37°19.53′ W79°58.53′ **H–10H, 12H, L–26J**
1175 B S4 **FUEL** 100LL, JET A OX 1, 2, TPA—1975(800) Class I, ARFF Index B **IAP, AD**
NOTAM FILE ROA
**RWY 06–24:** H6800X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL
**RWY 06:** REIL. MALSR. VASI(V4L)—GA 3.0°TCH 58′.
**RWY 24:** REIL. Thld dsplcd 790′.
**RWY 15–33:** H5810X150 (ASPH–GRVD) S–150, D–200, 2S–175, 2D–310 HIRL 0.4% up NW
**RWY 33:** MALSR. PAPI (P4L)—GA 3.0° TCH 63′. Tower.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 06:** TORA–6800 TODA–6800 ASDA–6800 LDA–6800
**RWY 15:** TORA–5810 TODA–5810 ASDA–5810 LDA–5810
**RWY 24:** TORA–6800 TODA–6800 ASDA–6800 LDA–6010
**RWY 33:** TORA–5810 TODA–5810 ASDA–5810 LDA–5810
**ARRESTING GEAR/SYSTEM**
**RWY 33:** EMAS
**AIRPORT REMARKS:** Attended continuously. Large flocks of birds invof arpt. Take off Rwy 33 and landings Rwy 15 not authorized at night nor during IFR conditions due to terrain. Transient pilots ctc FBO UNICOM freq 122.95 for acft parking and escort.
**WEATHER DATA SOURCES:** ASOS (540) 265–0680. LLWAS.
**COMMUNICATIONS: ATIS** 134.95 **UNICOM** 122.95
**ROANOKE RCO** 122.6 122.2 122.1R 109.4T (LEESBURG RADIO)
Ⓡ **ROANOKE APP/DEP CON** 126.9 (Rwy 15–33 151°–359°, Rwy 06 075°–234°) 118.15 (Rwy 15–33 360°–150°, Rwy 06 235°–074°)
**TOWER** 118.3 **GND CON** 121.9 **CLNC DEL** 119.7
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ROA.
**(L) VORTAC** 109.4 ROA Chan 31 N37°20.61′ W80°04.23′ 107° 4.7 NM to fld. 3060/04W. DME unusable 270°–005° beyond 20 NM below 6000′.
**WOODRUM (T) VORW** 114.9 ODR N37°19.45′ W79°58.74′ at fld.
**VINTON NDB (MHW)** 277 VIT N37°12.24′ W79°52.90′ 334° 8.6 NM to fld. NDB unusable beyond 10 NM.
**ILS** 109.7 I–ROA Rwy 33. CLASS IB.
**LDA/DME** 111.1 I–SZK Chan 48 Rwy 06. LDA located 1202′ inboard of Rwy 06 thld and 1100′ right of rwy centerline, offset angle 14° 41″. GS aimed parallel to localizer course. ILS unusable 1.4 DME (JOKNI) inbound. DME unusable byd 30° left of course.



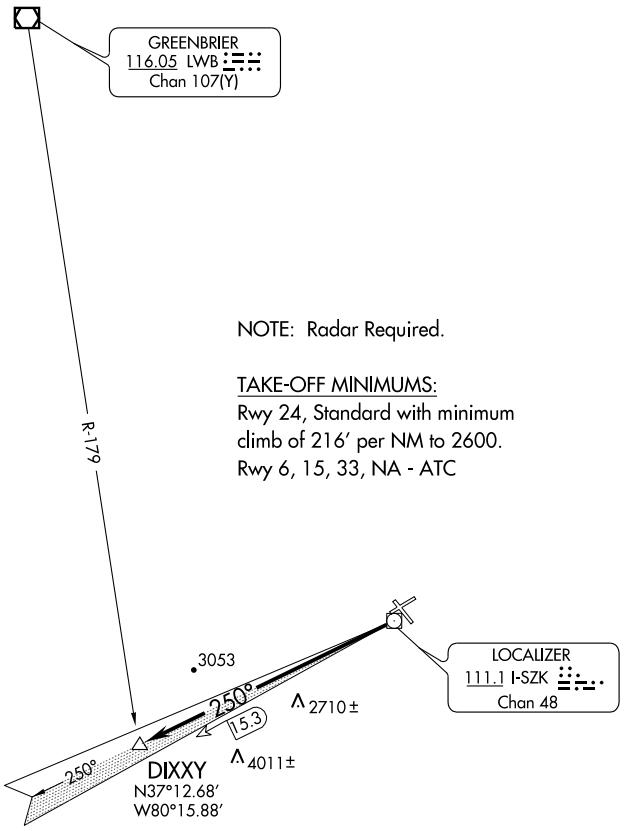

**RONALD REAGAN WASHINGTON NATL** (See DISTRICT OF COLUMBIA, WASHINGTON)

# DIXXY FIVE DEPARTURE

SL-349 (FAA)



ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15




TAKE-OFF OBSTACLE NOTES:
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.



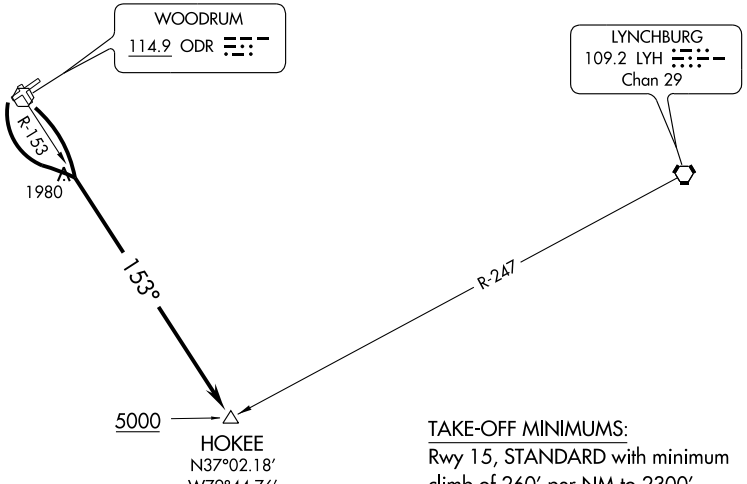
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# HOKEE ONE DEPARTURE



ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

TAKE-OFF OBSTACLES:
Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL.
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.




TAKE-OFF MINIMUMS:
Rwy 15, STANDARD with minimum climb of 260' per NM to 2300'
Rwy 24, STANDARD
Rwy 6, 33, NA - Obstacles

DEPARTURE ROUTE DESCRIPTION

RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int.
RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.
Expect radar vectors to filed/assigned route.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC I-ROA | APP CRS | Rwy Idg | 5810 |
|---|---|---|---|
| 109.7 | 334° | TDZE | 1159 |
| | | Apt Elev | 1175 |

# ILS or LOC RWY 33

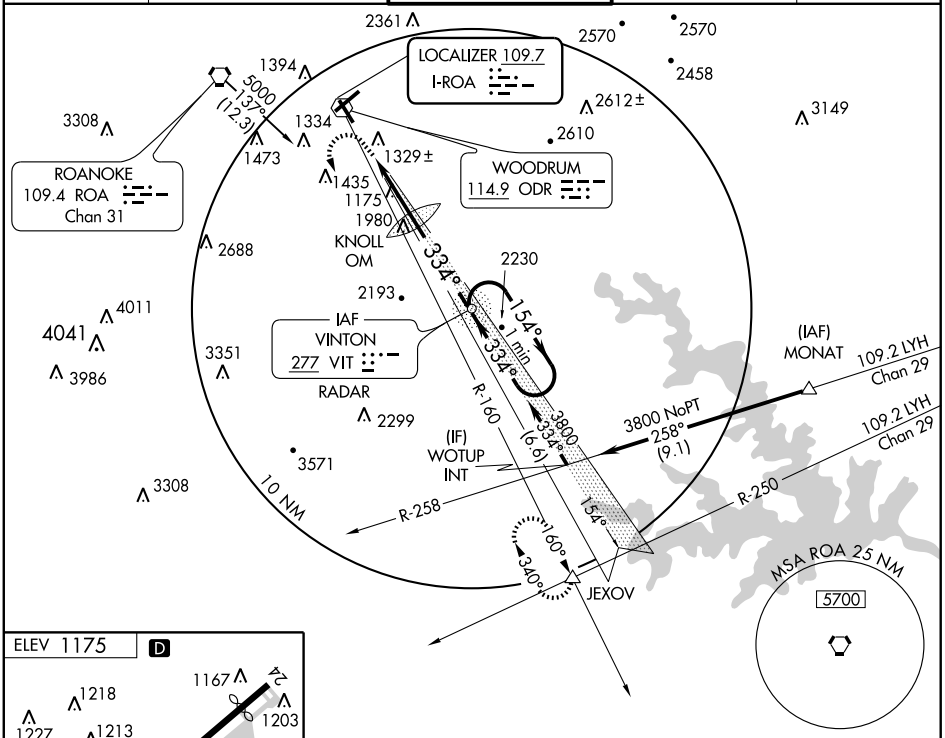
## ROANOKE RGNL/WOODRUM FIELD (ROA)

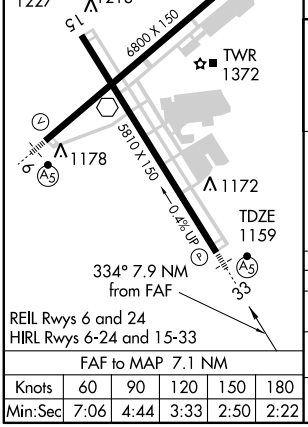
Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.
ADF or Radar required for S-LOC 33 minimums.
For inoperative MALSR, increase S-ILS 33
Cats A/B/C visibility to 2 miles, and Cat D to 2¼.

MALSR

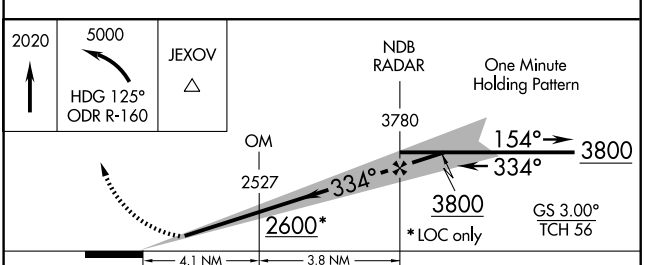
MISSED APPROACH: Climb to 2020 then climbing left turn to 5000 via heading 125° and ODR R-160 to JEXOV INT and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |




| FAF to MAP 7.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 1744-1½ 585 (600-1½) | | | 1819-1¾ 660 (700-1¾) |
| S-LOC 33 | 1940-½ 781 (800-½) | 1940-¾ 781 (800-¾) | 1940-1¾ 781 (800-1¾) | 1940-2 781 (800-2) |
| CIRCLING | 1940-1 765 (800-1) | 1940-1¼ 765 (800-1¼) | 1940-2¼ 765 (800-2¼) | 1940-2½ 765 (800-2½) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-SZK | APP CRS | Rwy Idg 6800 |
|---|---|---|
| 111.1 | 070° | TDZE 1175 |
| Chan 48 | | Apt Elev 1175 |

# LDA RWY 6

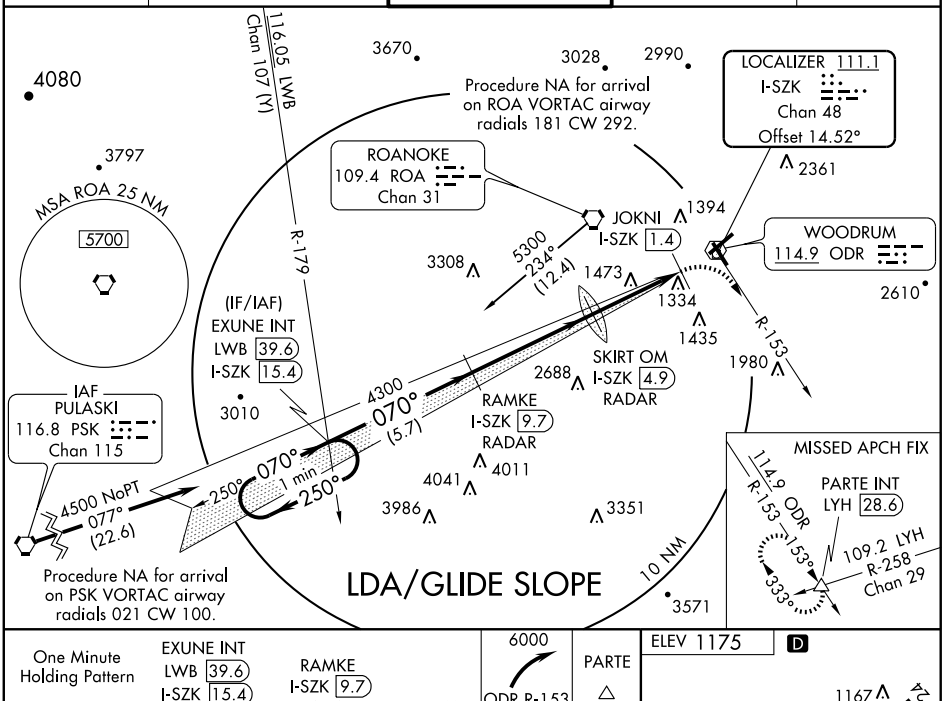
## ROANOKE RGNL/WOODRUM FIELD (ROA)

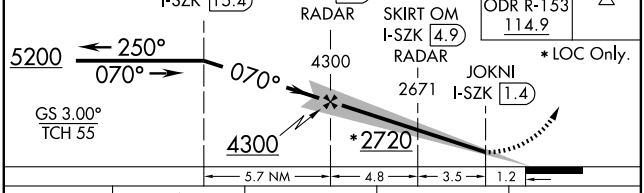
Circling NA NW of Rwy 6-24. Circling NA to Rwy 15. RADAR or DME REQUIRED. Inoperative table does not apply to S-LDA-6. SKIRT MINIMUMS: For inoperative MALSR increase S-LDA-6 Cats A and B to 1½ and Cat C visibility to 1¾. When VGSI inop, straight-in/circling Rwy 6 procedure NA at night.

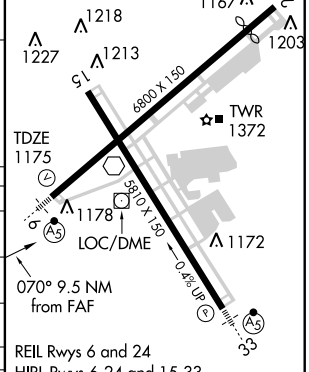
MALSR

MISSED APPROACH: Climbing right turn to 6000 via ODR R-153 to PARTE Int/LYH 28.6 DME and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 6 | 1580-1 405 (500-1) | | | |
| S-LDA 6 | 2720-1½ 1545 (1600-1½) | | 2720-3 1545 (1600-3) | |
| CIRCLING | 2720-1½ 1545 (1600-1½) | | 2720-3 1545 (1600-3) | |
| SKIRT OM/DME/RADAR | | | | |
| S-LDA 6 | 1780-1 605 (700-1) | | 1780-1¼ 605 (700-1¼) | 1780-1½ 605 (700-1½) |
| CIRCLING | 1780-1½ 605 (700-1½) | | 1780-1¾ 605 (700-1¾) | 1780-2 605 (700-2) |

| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6800 |
|---|---|---|
| 070° | TDZE | 1176 |
| | Apt Elev | 1176 |

# RNAV (GPS) RWY 6

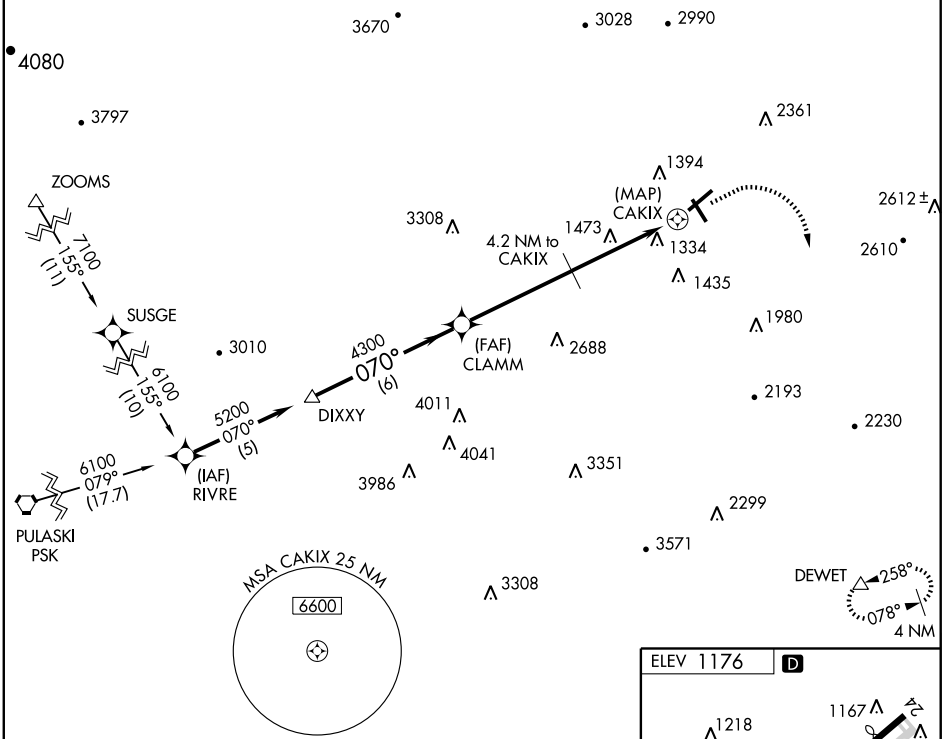
## ROANOKE RGNL/WOODRUM FIELD (ROA)

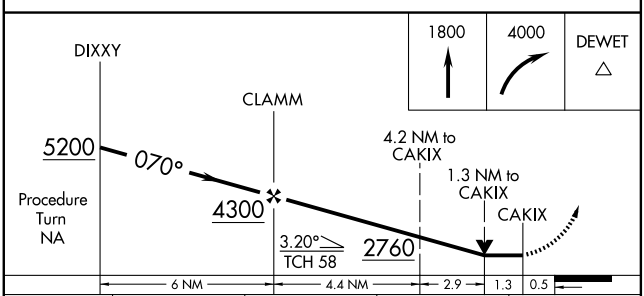
Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24. For inoperative MALSR, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

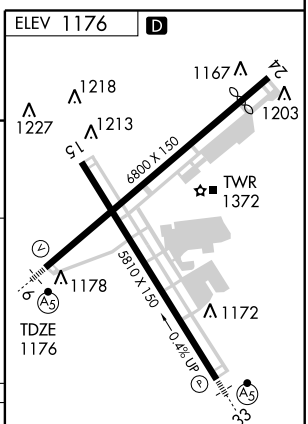
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-¾ 604 (700-¾) | | 1780-1¼ 604 (700-1¼) | 1780-2 604 (700-2) |
| CIRCLING | 1780-1 604 (700-1) | | 1780-1¾ 604 (700-1¾) | 1840-2 664 (700-2) |

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6010 |
|---|---|---|
| 236° | TDZE | 1170 |
| | Apt Elev | 1176 |

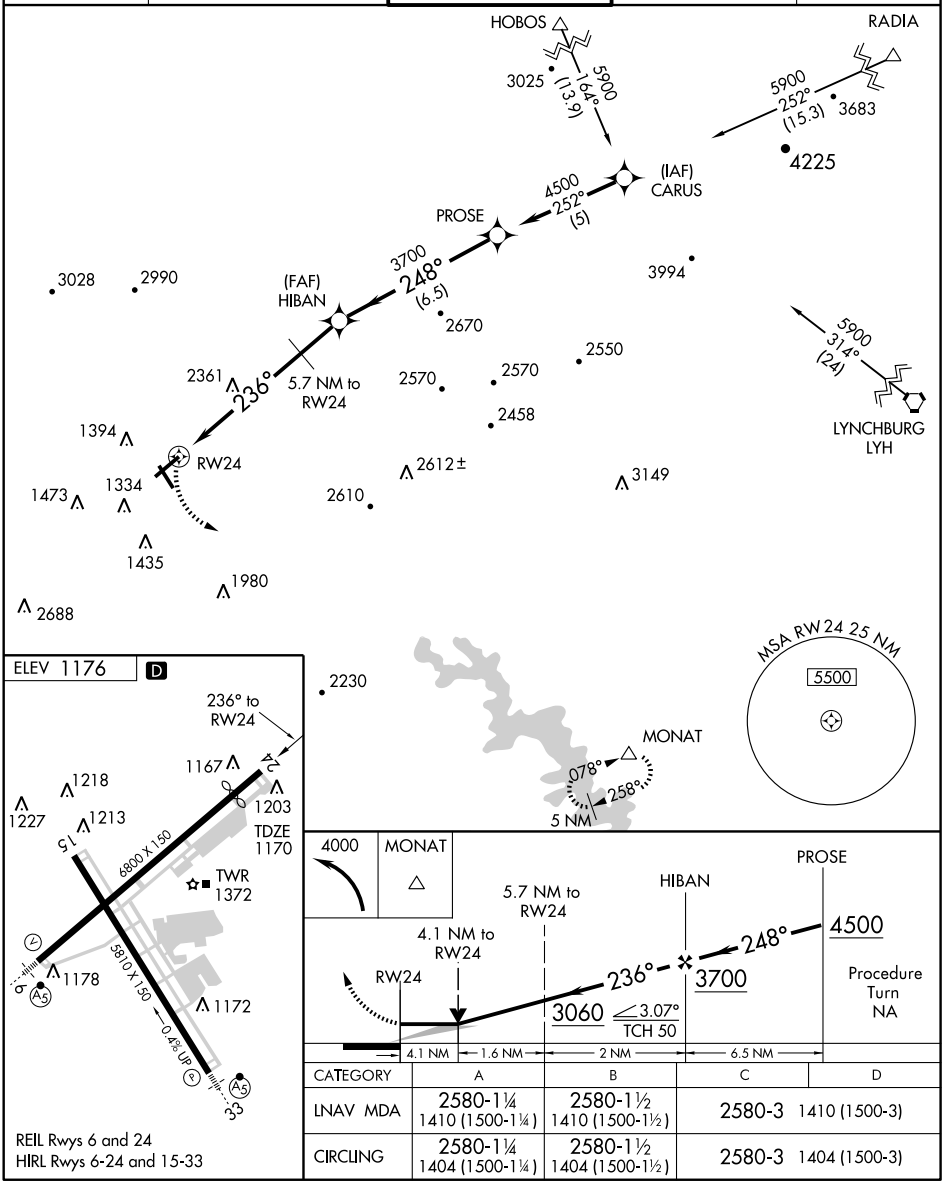
# RNAV (GPS) RWY 24

## ROANOKE RGNL/WOODRUM FIELD (ROA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2580-1¼ 1410 (1500-1¼) | 2580-1½ 1410 (1500-1½) | 2580-3 1410 (1500-3) | |
| CIRCLING | 2580-1¼ 1404 (1500-1¼) | 2580-1½ 1404 (1500-1½) | 2580-3 1404 (1500-3) | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy ldg | 5800 |
|---|---|---|
| 334° | TDZE | 1160 |
| | Apt Elev | 1176 |

# RNAV (GPS) RWY 33

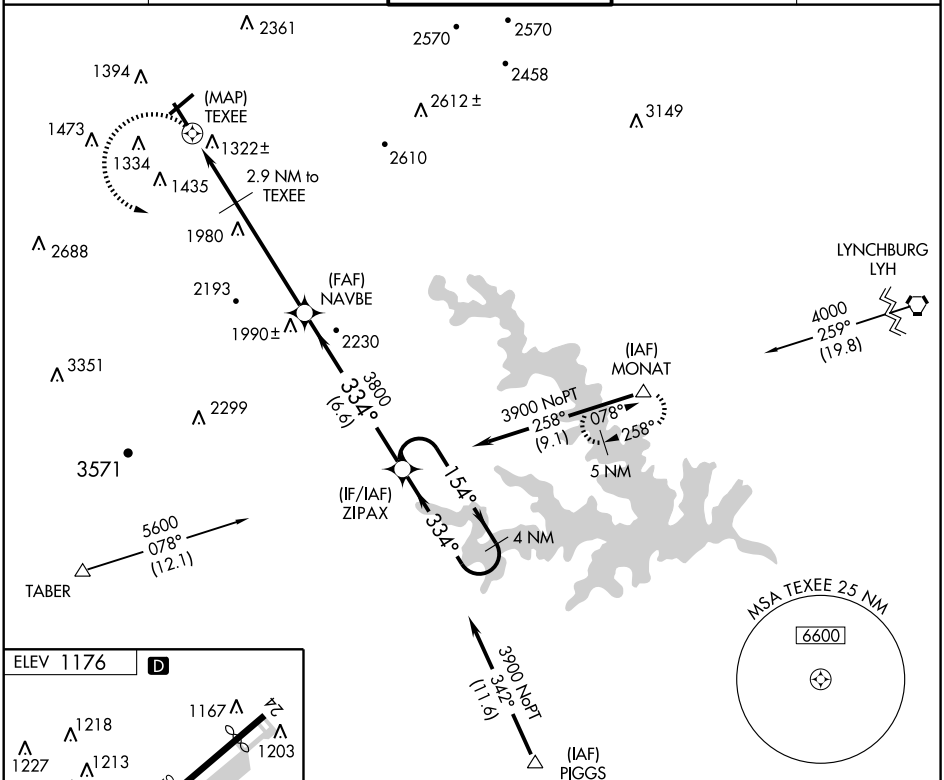
## ROANOKE RGNL/WOODRUM FIELD (ROA)

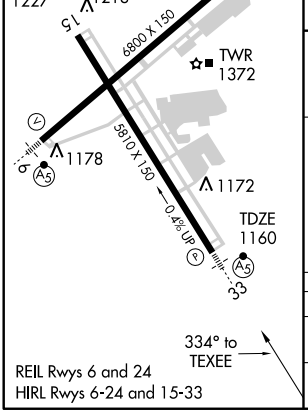
T NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA Cat D visibility to 1¼ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.

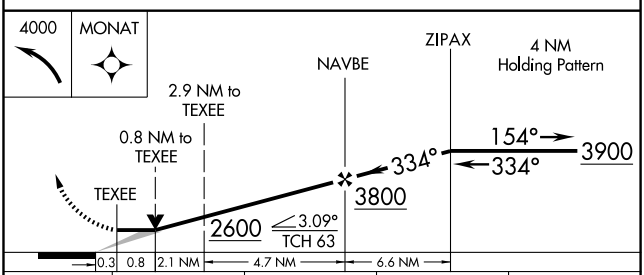
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-½ 420 (500-½) | | 1580-¾ 420 (500-¾) | 1580-1 420 (500-1) |
| CIRCLING | 1640-1 464 (500-1) | | 1700-1½ 524 (600-1½) | 1840-2 664 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR ODR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.9 | 234° | TDZE | N/A |
| | | Apt Elev | 1175 |

# VOR/DME-A

## ROANOKE RGNL/WOODRUM FIELD (ROA)

Simultaneous reception of ODR VOR and I-SZK DME required.
DME from I-SZK LDA.
Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |



NE-3, 26 AUG 2010 to 23 SEP 2010

RADAR REQUIRED

MSA ROA 25 NM
5700

(IF)
CIDPU
I-SZK 13.3
RADAR

R-054

GIPDE
I-SZK 7.3
RADAR

4200
234°
(6)

HABMI
I-SZK 3.3
RADAR

JASAX
I-SZK 0.9

WOODRUM
114.9 ODR

R-162

R-127

10 NM

LOCALIZER 111.1
I-SZK
Chan 48

MONAT
LYH 19.8

109.2 LYH
Chan 29

R-258

078°

258°

3815 3849 3025 3994 3670 3028 2990 2670 2770± 2200± 2361 2570 2550 1265 1394 2458 2612± 3308 1473 1334 3149 2610 1435 2688 1980 2193 2230 2299

ELEV 1175 D

234° to VOR

1167 24 1203 1218 1227 1213 15 6800 X 150

TWR 1372

5810 X 150

1178 LOC/DME 1172

0.4% UP 33

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

4000
ODR R-162
114.9

LYH R-258
109.2

MONAT
LYH 19.8

GIPDE
I-SZK 7.3
RADAR

CIDPU
I-SZK 13.3
RADAR

HABMI
I-SZK 3.3
RADAR

JASAX
I-SZK 0.9

234° 4200

4200

2700

5.60°
TCH 50

2.4 NM 4 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1760-1 | 585 (600-1) | 1760-1½ 585 (600-1½) | 1780-2 605 (700-2) |

| VOR ODR | APP CRS | Rwy Idg | 5810 |
|---|---|---|---|
| 114.9 | 333° | TDZE | 1159 |
| | | Apt Elev | 1175 |

# VOR/NDB RWY 33

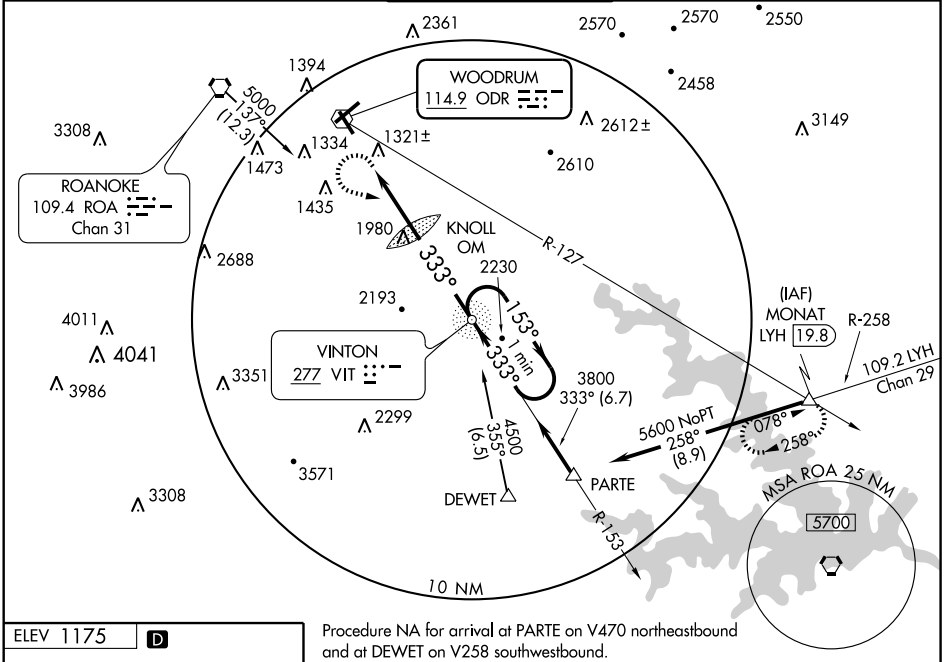
## ROANOKE RGNL/WOODRUM FIELD (ROA)

Circling NA Northwest of Rwy 6-24.
Circling to Rwy 15 NA.

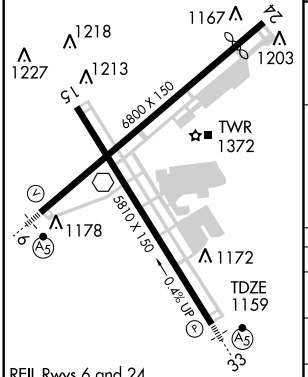
MALSR

MISSED APPROACH: Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.

| ATIS | ROANOKE APP CON | ROANOKE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.95 | 126.9 339.8 | 118.3 257.8 | 121.9 257.8 | 119.7 |



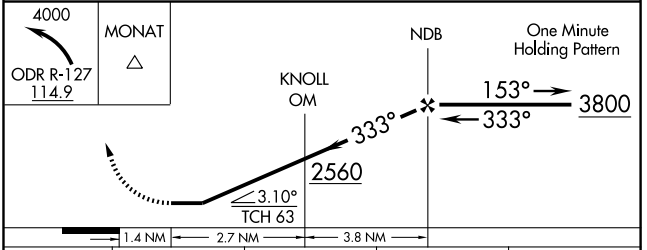

Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.




REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

FAF to MAP 6.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |



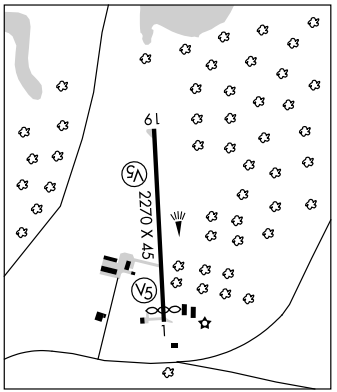

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 2560-1¼ 1401 (1400-1¼) | | 2560-2½ 1401 (1400-2½) | |
| CIRCLING | 2560-1¾ 1385 (1400-1¾) | | 2560-3 1385 (1400-3) | |
| KNOLL OM MINIMA | | | | |
| S-33 | 1700-1¼ 541 (600-1¼) | | | |
| CIRCLING | 1700-1¾ 525 (600-1¾) | | | 1780-2 605 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## SALUDA

**HUMMEL FLD** (W75) 6 E UTC−5(−4DT) N37°36.15′ W76°26.80′ WASHINGTON
30 B S4 **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
**RWY 01–19:** H2270X45 (ASPH) S–12.5 MIRL 0.3% up S IAP
**RWY 01:** APAP(PNIL). Thld dsplcd 135′. Road.
**RWY 19:** APAP(PNIR). Tree.
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01–19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NORFOLK APP/DEP CON** 126.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 061° 15.6 NM to fld. 8/07W.




**SHANNON** (See FREDERICKSBURG)

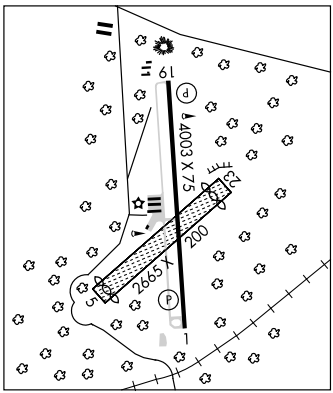
**SHENANDOAH VALLEY RGNL** (See STAUNTON/WAYNESBORO/HARRISONBURG)

**SMITH MOUNTAIN LAKE** (See MONETA)

**SOUTH BOSTON** N36°40.50′ W79°00.87′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W. H–9C, L–26K, 36G
**RCO** 122.1R 110.4T (LEESBURG RADIO)

## SOUTH BOSTON

**WILLIAM M TUCK** (W78) 3 E UTC−5(−4DT) N36°42.56′ W78°50.90′ WASHINGTON
420 B S4 **FUEL** 100LL TPA—1220(800) NOTAM FILE DCA L–26K, 36G
**RWY 01–19:** H4003X75 (ASPH) S–12.5 MIRL 0.9% up N IAP
**RWY 01:** REIL. PAPI(P2L)—GA 30° TCH 52′. Tree.
**RWY 19:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Hill.
**RWY 05–23:** 2665X200 (TURF) 0.4% up NE
**RWY 05:** Thld dsplcd 200′. Trees.
**RWY 23:** Thld dsplcd 400′. Tree.
**AIRPORT REMARKS:** Attended 1300–2230Z‡. Terminal open–unattended. Self–fueling with credit card. Deer on and invof rwys. Rwy 05 outlined with yellow cones. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously. Rwy 01 REIL OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**SOUTH BOSTON RCO** 122.1R 110.4T (LEESBURG RADIO)
**WASHINGTON CENTER APP/DEP CON** 124.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 080° 8.3 NM to fld. 530/05W.



| APP CRS | Rwy Idg | 2135 |
|---|---|---|
| 006° | TDZE | 30 |
| | Apt Elev | 30 |

# GPS RWY 1

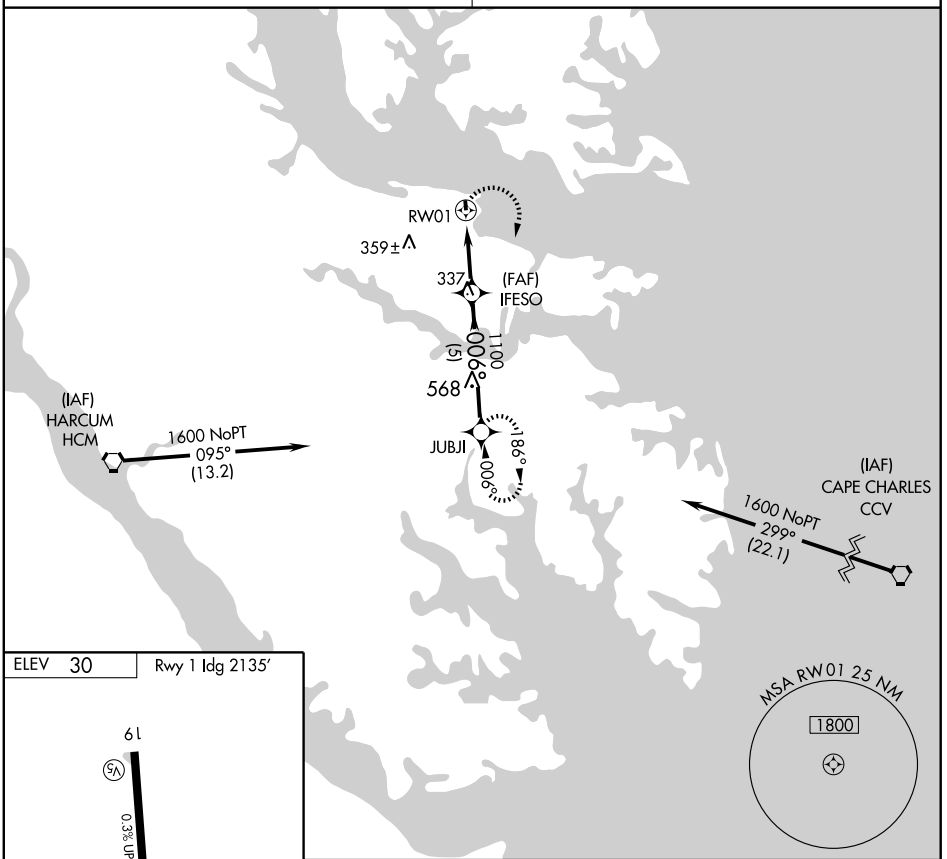
SALUDA/HUMMEL FIELD (W75)

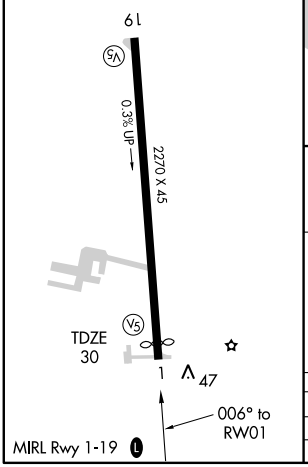
Use Newport News/Williamsburg Intl altimeter setting.
NA Circling NA at night to Rwy 19.

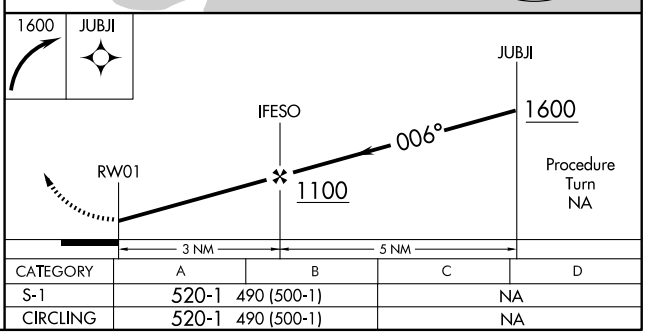
MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

NORFOLK APP CON
**126.05 370.925**

UNICOM
**123.0** (CTAF) L



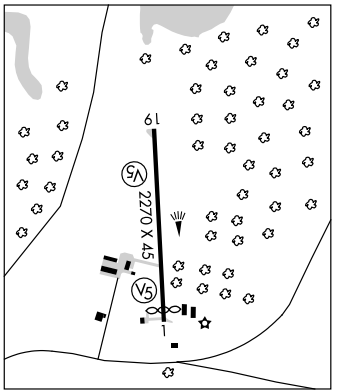

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 520-1 | 490 (500-1) | NA | |
| CIRCLING | 520-1 | 490 (500-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## SALUDA

**HUMMEL FLD** (W75) 6 E UTC−5(−4DT) N37°36.15′ W76°26.80′ WASHINGTON
30 B S4 **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
**RWY 01–19:** H2270X45 (ASPH) S–12.5 MIRL 0.3% up S IAP
**RWY 01:** APAP(PNIL). Thld dsplcd 135′. Road.
**RWY 19:** APAP(PNIR). Tree.
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Unattended Thanksgiving and Christmas day. Drainage swales full length of rwy on both sides. Use of exit in front of Hummel Aviation advised. Birds and deer on and invof of arpt during winter. Acft hold short 75 ft of existing NSTD hold position bars. Departing Rwy 01–19 climb to 500 ft before any turn out; arriving acft use wide pattern to avoid populated areas E and W of arpt. Rwy 01 has NSTD thld lgts, has second set of green lgts. Rwy 01 has NSTD dsplcd thld markings. Rwy 19 has NSTD markings. No thld bar. Previous markings visible certain lgtg conditions. ACTIVATE MIRL Rwy 01–19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **NORFOLK APP/DEP CON** 126.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDU.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 061° 15.6 NM to fld. 8/07W.




**SHANNON** (See FREDERICKSBURG)

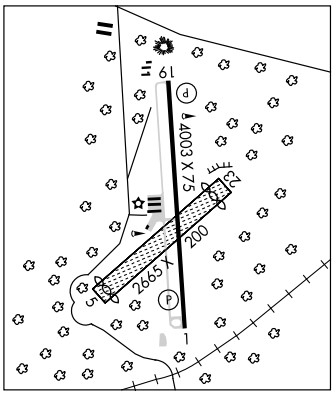
**SHENANDOAH VALLEY RGNL** (See STAUNTON/WAYNESBORO/HARRISONBURG)

**SMITH MOUNTAIN LAKE** (See MONETA)

**SOUTH BOSTON** N36°40.50′ W79°00.87′ NOTAM FILE DCA. WASHINGTON
**(L) VORTAC** 110.4 SBV Chan 41 080° 8.3 NM to William M. Tuck. 530/05W. H–9C, L–26K, 36G
**RCO** 122.1R 110.4T (LEESBURG RADIO)

## SOUTH BOSTON

**WILLIAM M TUCK** (W78) 3 E UTC−5(−4DT) N36°42.56′ W78°50.90′ WASHINGTON
420 B S4 **FUEL** 100LL TPA—1220(800) NOTAM FILE DCA L–26K, 36G
**RWY 01–19:** H4003X75 (ASPH) S–12.5 MIRL 0.9% up N IAP
**RWY 01:** REIL. PAPI(P2L)—GA 30° TCH 52′. Tree.
**RWY 19:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Hill.
**RWY 05–23:** 2665X200 (TURF) 0.4% up NE
**RWY 05:** Thld dsplcd 200′. Trees.
**RWY 23:** Thld dsplcd 400′. Tree.
**AIRPORT REMARKS:** Attended 1300–2230Z‡. Terminal open–unattended. Self–fueling with credit card. Deer on and invof rwys. Rwy 05 outlined with yellow cones. ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously. Rwy 01 REIL OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**SOUTH BOSTON RCO** 122.1R 110.4T (LEESBURG RADIO)
**WASHINGTON CENTER APP/DEP CON** 124.05
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SOUTH BOSTON (L) VORTAC** 110.4 SBV Chan 41 N36°40.50′ W79°00.87′ 080° 8.3 NM to fld. 530/05W.



| WAAS | APP CRS | Rwy Idg | 4003 |
|---|---|---|---|
| CH 77614 | 005° | TDZE | 410 |
| W01A | | Apt Elev | 420 |

# RNAV (GPS) RWY 1

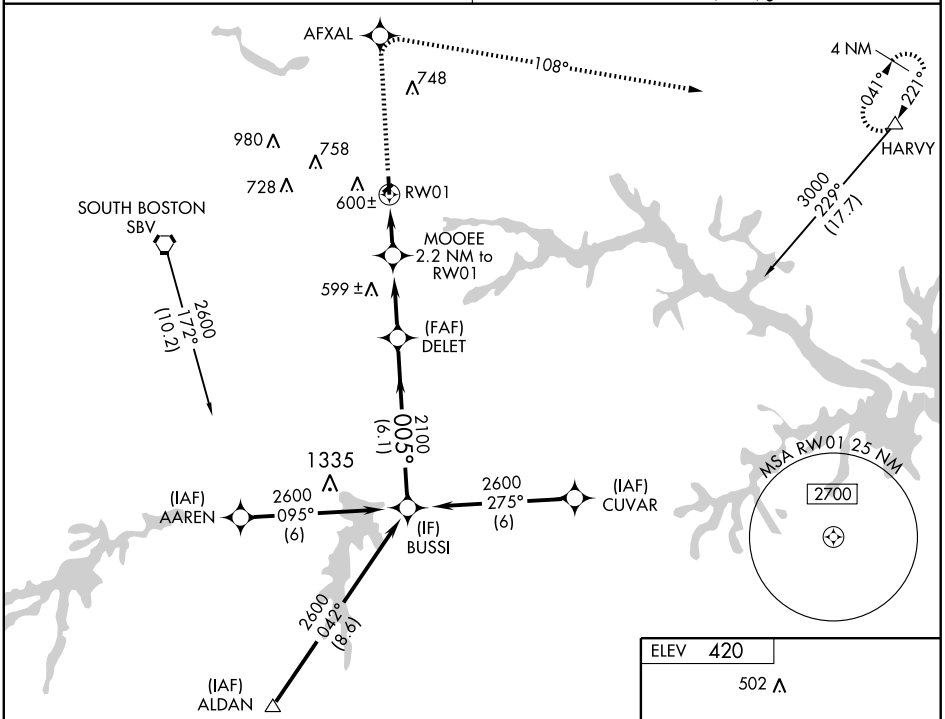
SOUTH BOSTON / WILLIAM M. TUCK (W78)

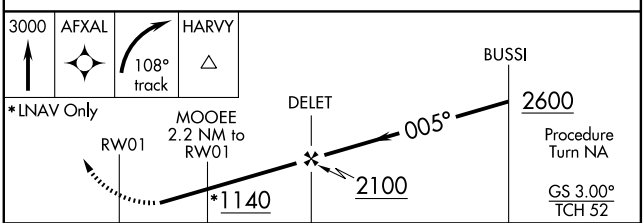
T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

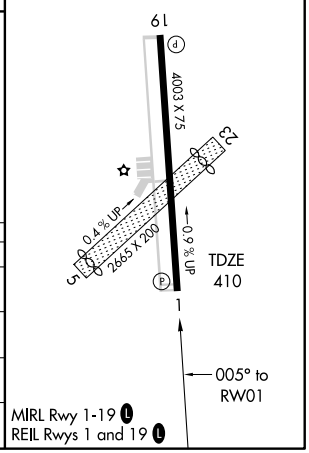
MISSED APPROACH: Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 124.05 307.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 739-1¼ | 329 (400- 1¼) | | NA |
| LNAV/VNAV DA | 772-1¼ | 362 (400- 1¼) | | NA |
| LNAV MDA | 800-1 | 390 (400- 1) | | NA |
| CIRCLING | 980-1 | 560 (600- 1) | | NA |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4003 |
|---|---|---|
| 185° | TDZE | 420 |
| | Apt Elev | 420 |

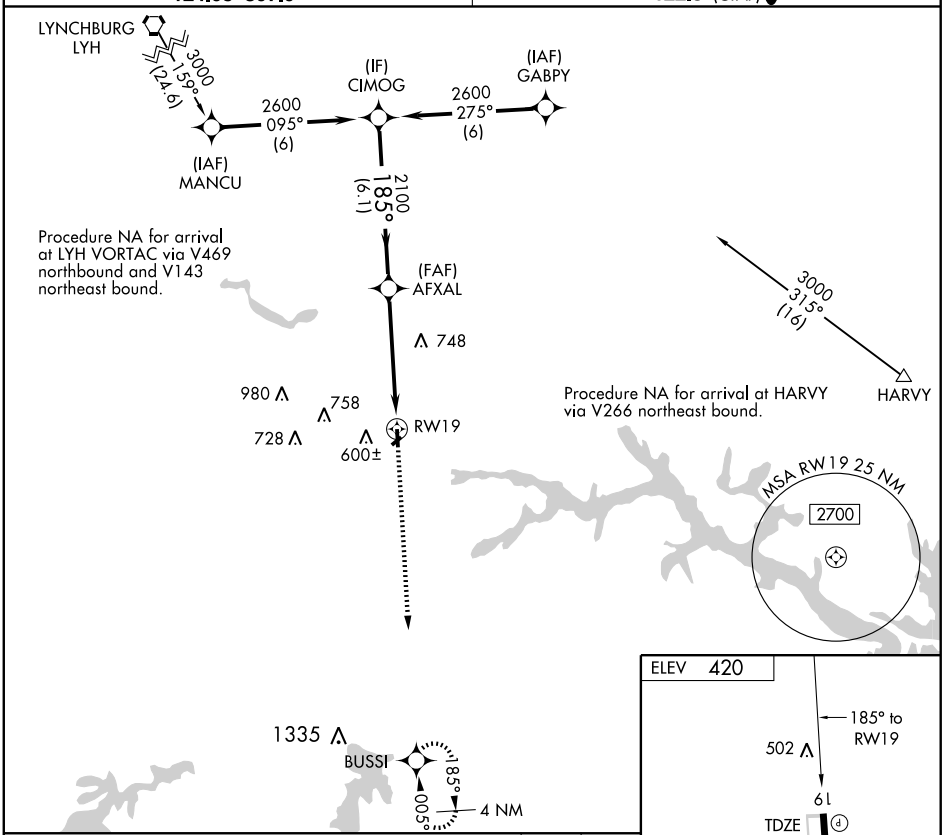
# RNAV (GPS) RWY 19

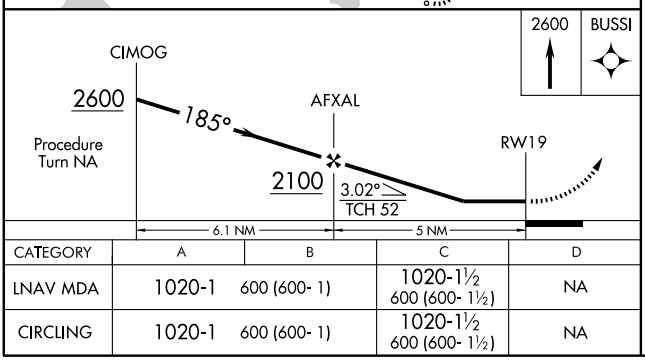
SOUTH BOSTON / WILLIAM M. TUCK (W78)

T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

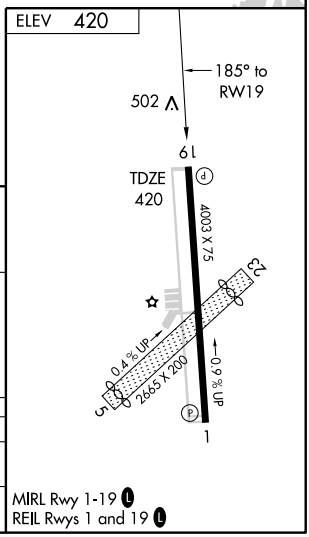
MISSED APPROACH: Climb to 2600 direct BUSSI and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 124.05 307.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 600 (600- 1) | 1020-1½ 600 (600- 1½) | NA |
| CIRCLING | 1020-1 | 600 (600- 1) | 1020-1½ 600 (600- 1½) | NA |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VOR SBV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.4 | 081° | TDZE | N/A |
| Chan 41 | | Apt Elev | 420 |

# VOR-A

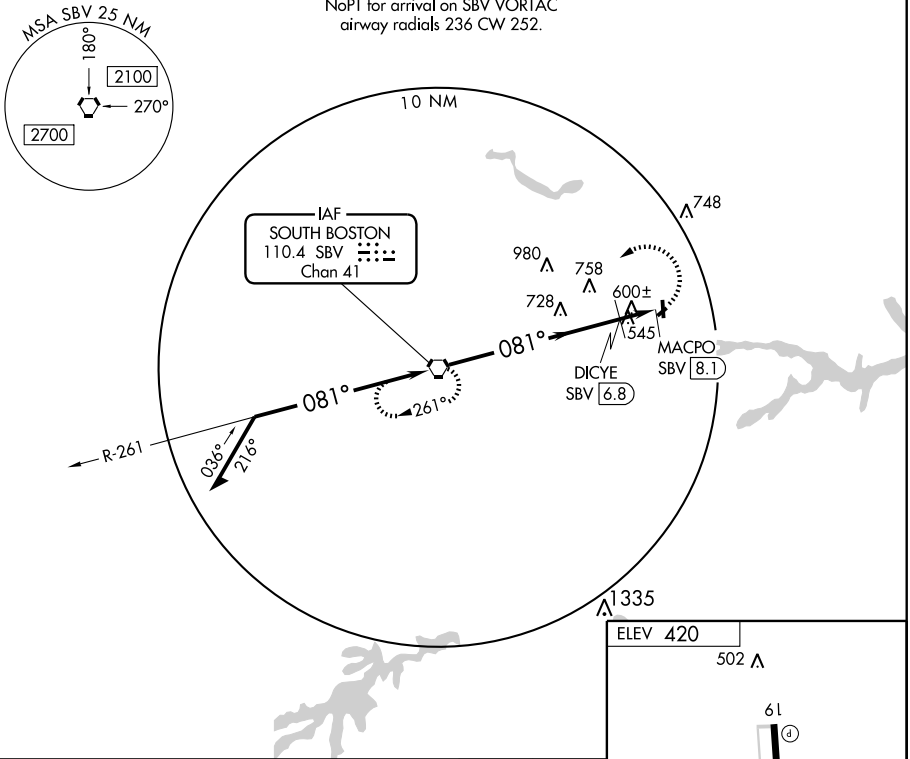
SOUTH BOSTON / WILLIAM M. TUCK (W78)

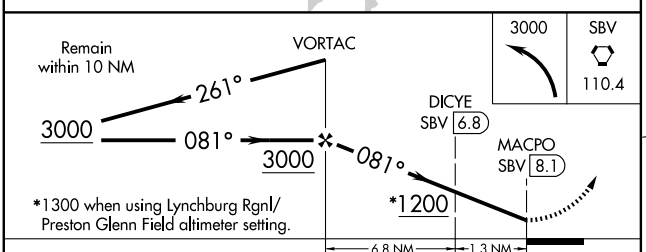
T A NA Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

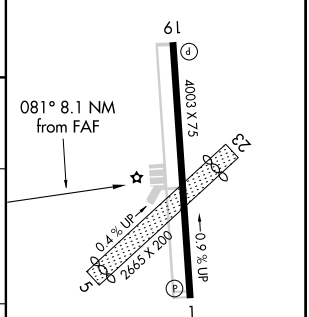
MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 124.05 307.0 | 122.8 (CTAF) L |

NoPT for arrival on SBV VORTAC airway radials 236 CW 252.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1 780 (800-1) | 1200-1¼ 780 (800-1¼) | 1200-2¼ 780 (800-2¼) | NA |
| DICYE FIX MINIMUMS | | | | |
| CIRCLING | 960-1 540 (600-1) | | 960-1½ 540 (600-1½) | NA |

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

| FAF to MAP 8.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |


NE-3, 26 AUG 2010 to 23 SEP 2010

## SOUTH HILL

### MECKLENBURG–BRUNSWICK RGNL (AVC) 4 SE UTC−5(−4DT)

WASHINGTON
H–9C, 12H, L–36G
IAP

N36°41.30′ W78°03.27′

441 B **FUEL** 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

**RWY 01–19:** H5002X75 (ASPH) S–12.5 MIRL 1.3% up N

**RWY 01:** REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Trees.

**RWY 19:** REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Antenna.

**AIRPORT REMARKS:** Attended dalgt hours. 24 hr fuel avbl by credit card. MIRL Rwy 01–19 and REIL Rwys 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 127.525 (434) 729–2229.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

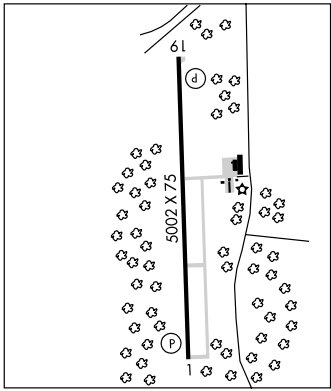
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.

**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 278° 50.3 NM to fld. 90/09W.

**JONES NDB (MHW)** 373 AEA N36°36.87′ W78°03.19′ 008° 4.4 NM to fld. NOTAM FILE AVC.

**ILS** 110.5 I–AVC Rwy 01. Localizer only.




### STAFFORD RGNL (RMN) 3 SW UTC−5(−4DT) N38°23.89′ W77°27.33′

WASHINGTON
H–10H, 12H, L–29E, 34E, 36I, A
IAP

211 B **FUEL** 100LL, JET A, A+ NOTAM FILE RMN

**RWY 15–33:** H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89 HIRL 0.8% up NW.

**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Ground. Rgt tfc.

**RWY 33:** MALS. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

**AIRPORT REMARKS:** Attended 1200–0000Z‡. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z‡, after hrs call 540–288–3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. ''Fly Friendly'' program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15–33—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 126.325 (540) 657–8283.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

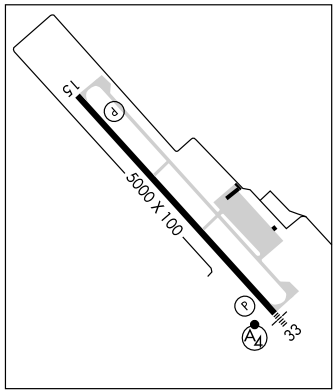
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡, except Sat, Sun and holidays, other times ctc Ⓡ**POTOMAC APP/DEP CON** 124.65

**GCO** 135.075 (Quantico and Potomac App Con)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BROOKE (L) VORTAC** 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 316° 6.1 NM to fld. 145/09W.

**ILS/DME** 108.75 I–RMN Chan 24(Y) Rwy 33. LOC unusable byd 20° left of course.



| LOC I-AVC | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 110.5 | 007° | TDZE | 417 |
| | | Apt Elev | 441 |

# LOC RWY 1

SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

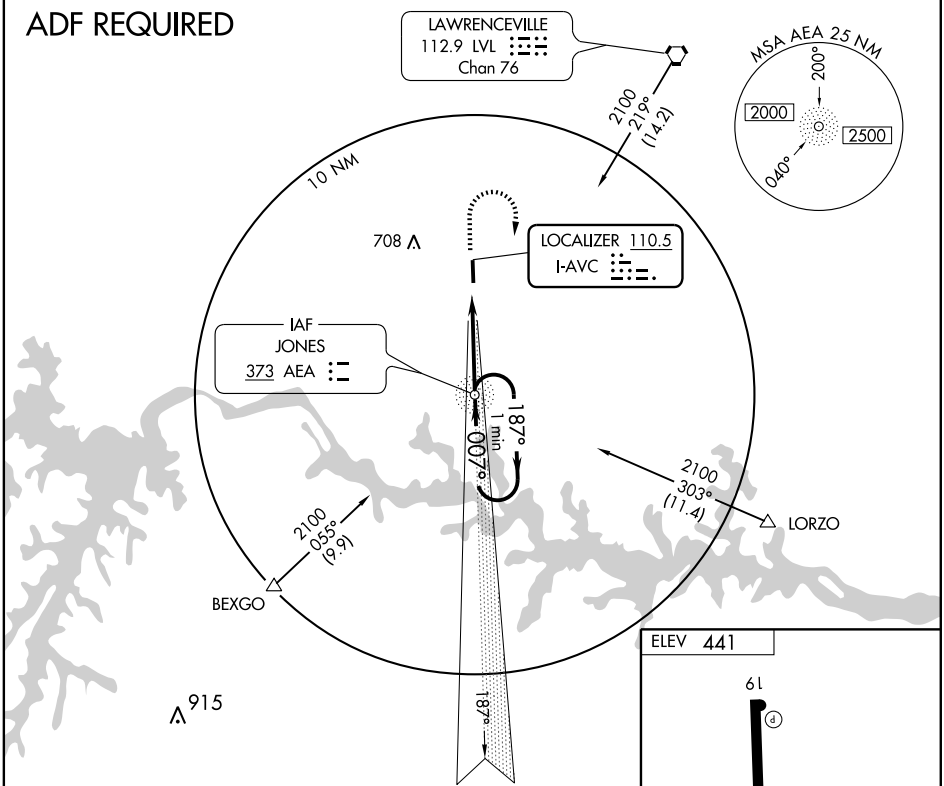
When local altimeter setting not received, use Oxford altimeter setting and increase all MDA 100, increase S-1 Cat C and Cat D and Circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA.

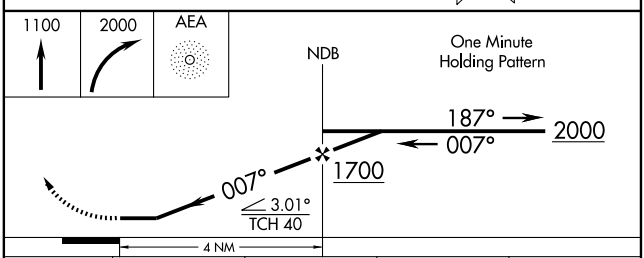
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

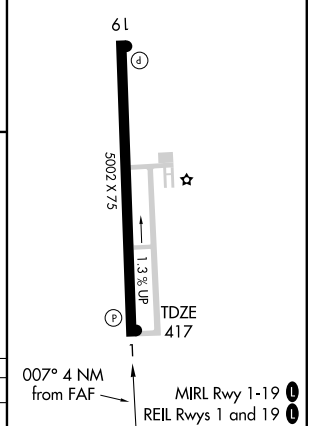
| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 127.525 | 118.75 377.1 | 122.8 (CTAF) L |



ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 800-1 383 (400-1) | | | 800-1¼ 383 (400-1¼) |
| CIRCLING | 860-1 419 (500-1) | 900-1 459 (500-1) | 900-1½ 459 (500-1½) | 1060-2 619 (700-2) |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 63118 | 007° | TDZE | 417 |
| W01A | | Apt Elev | 441 |

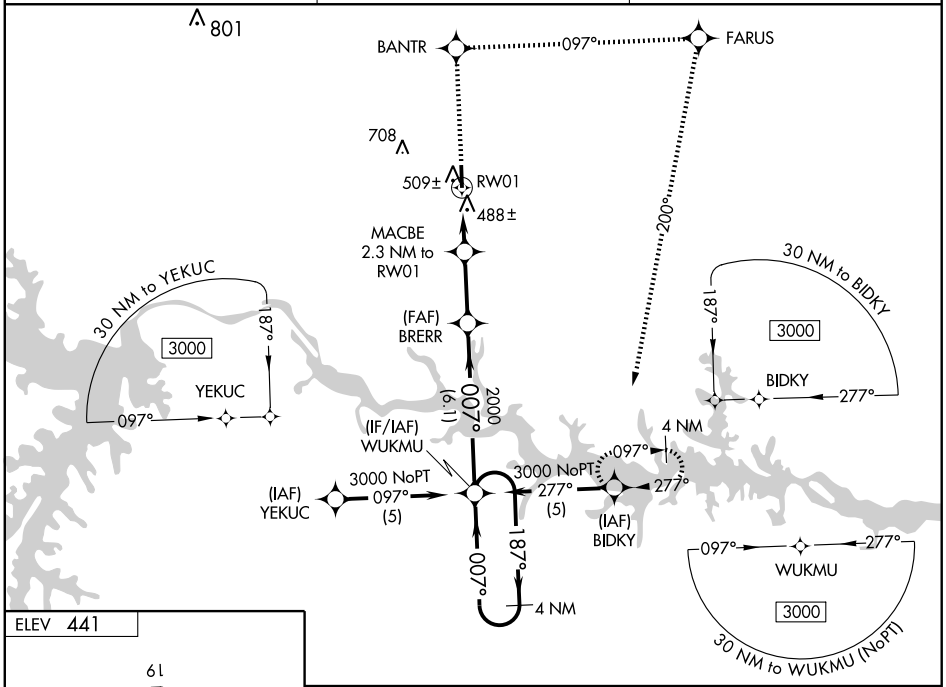
# RNAV (GPS) RWY 1

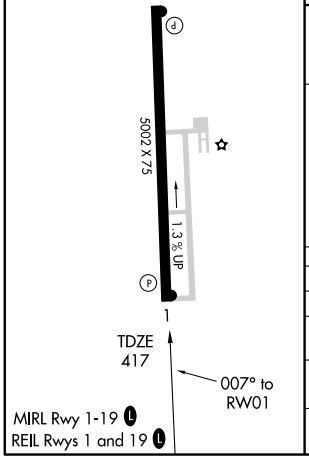
## SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

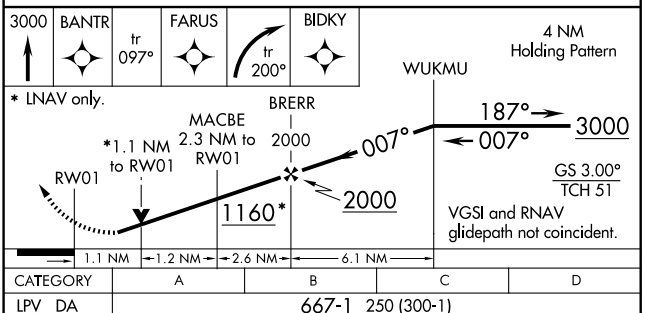
Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climb to 3000 direct BANTR and on track 097° to FARUS and right turn on track 200° to BIDKY and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 127.525 | 118.75 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 667-1 250 (300-1) | | | |
| LNAV/VNAV DA | 814-1½ 397 (400-1½) | | | |
| LNAV MDA | 760-1 343 (400-1) | | | 760-1¼ 343 (400-1¼) |
| CIRCLING | 860-1 419 (500-1) | 900-1 459 (500-1) | 900-1½ 459 (500-1½) | 1060-2 619 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 93718 | 187° | TDZE | 441 |
| W19A | | Apt Elev | 441 |

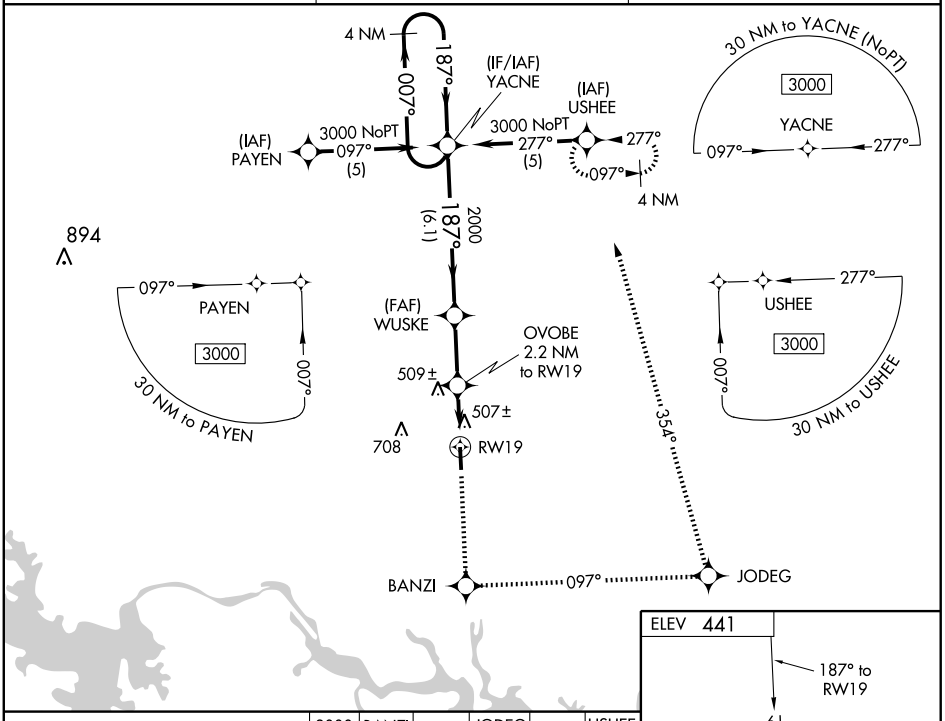
# RNAV (GPS) RWY 19

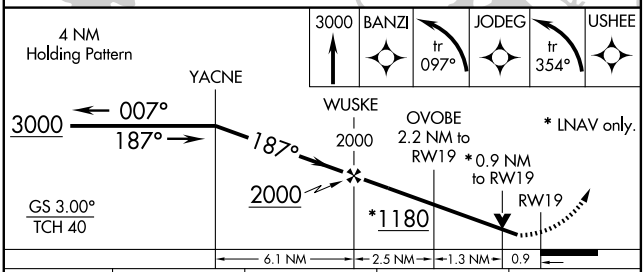
## SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

Baro-VNAV NA when using Oxford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Oxford altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cat C, and Circling Cat D visibility ¼ mile, increase LNAV-VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA with Oxford altimeter setting.

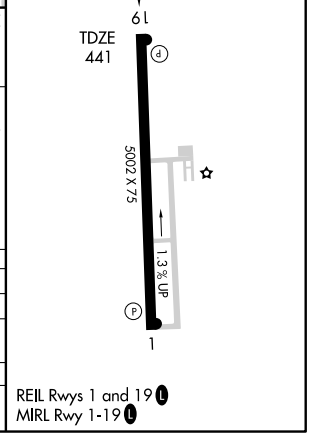
MISSED APPROACH: Climb to 3000 direct BANZI and left turn on track 097° to JODEG and left turn on track 354° to USHEE and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 127.525 | 118.75 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 691-1 250 (300-1) | | | |
| LNAV/VNAV DA | 820-1¼ 379 (400-1¼) | | | |
| LNAV MDA | 780-1 339 (400-1) | | | |
| CIRCLING | 860-1 419 (500-1) | 900-1 459 (500-1) | 900-1½ 459 (500-1½) | 1060-2 619 (700-2) |




REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## SOUTH HILL

### MECKLENBURG–BRUNSWICK RGNL (AVC) 4 SE UTC−5(−4DT)

WASHINGTON
H–9C, 12H, L–36G
IAP

N36°41.30′ W78°03.27′

441 B **FUEL** 100LL, JET A TPA—1841(1400) LRA NOTAM FILE AVC

**RWY 01–19:** H5002X75 (ASPH) S–12.5 MIRL 1.3% up N

**RWY 01:** REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Trees.

**RWY 19:** REIL. PAPI(P2L)—GA 3.0°. TCH 40′. Antenna.

**AIRPORT REMARKS:** Attended dalgt hours. 24 hr fuel avbl by credit card. MIRL Rwy 01–19 and REIL Rwys 01 and 19 preset low ints; for higher ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 127.525 (434) 729–2229.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

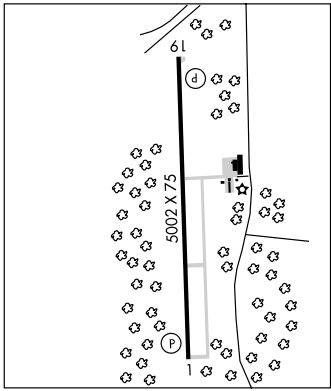
Ⓡ **WASHINGTON CENTER APP/DEP CON** 118.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.

**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 278° 50.3 NM to fld. 90/09W.

**JONES NDB (MHW)** 373 AEA N36°36.87′ W78°03.19′ 008° 4.4 NM to fld. NOTAM FILE AVC.

**ILS** 110.5 I–AVC Rwy 01. Localizer only.




### STAFFORD RGNL (RMN) 3 SW UTC−5(−4DT) N38°23.89′ W77°27.33′

WASHINGTON
H–10H, 12H, L–29E, 34E, 36I, A
IAP

211 B **FUEL** 100LL, JET A, A+ NOTAM FILE RMN

**RWY 15–33:** H5000X100 (ASPH–GRVD) S–30, D–70, 2S–89 HIRL 0.8% up NW.

**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Ground. Rgt tfc.

**RWY 33:** MALS. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

**AIRPORT REMARKS:** Attended 1200–0000Z‡. Unattended Thanksgiving, Christmas and New Years days. Government contract fuel. Fuel avbl until 0000Z‡, after hrs call 540–288–3838 within 12 hrs notice. Deer and flocks of birds on and invof arpt. ''Fly Friendly'' program in effect, requested that touch and go activity be limited to two (2) every half hr. ACTIVATE HIRL Rwy 15–33—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 126.325 (540) 657–8283.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

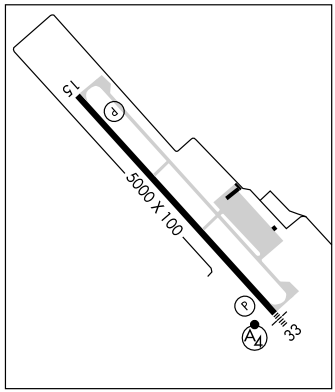
Ⓡ **QUANTICO ARRIVAL** 127.05 (Mon and Fri 1300–2200Z‡, Tue, Wed and Thu 1300–0200Z‡, except Sat, Sun and holidays, other times ctc Ⓡ**POTOMAC APP/DEP CON** 124.65

**GCO** 135.075 (Quantico and Potomac App Con)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**BROOKE (L) VORTAC** 114.5 BRV Chan 92 N38°20.18′ W77°21.18′ 316° 6.1 NM to fld. 145/09W.

**ILS/DME** 108.75 I–RMN Chan 24(Y) Rwy 33. LOC unusable byd 20° left of course.



| LOC/DME I-RMN | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 108.75 | 329° | TDZE 196 |
| Chan 24 (Y) | | Apt Elev 212 |

# ILS or LOC RWY 33

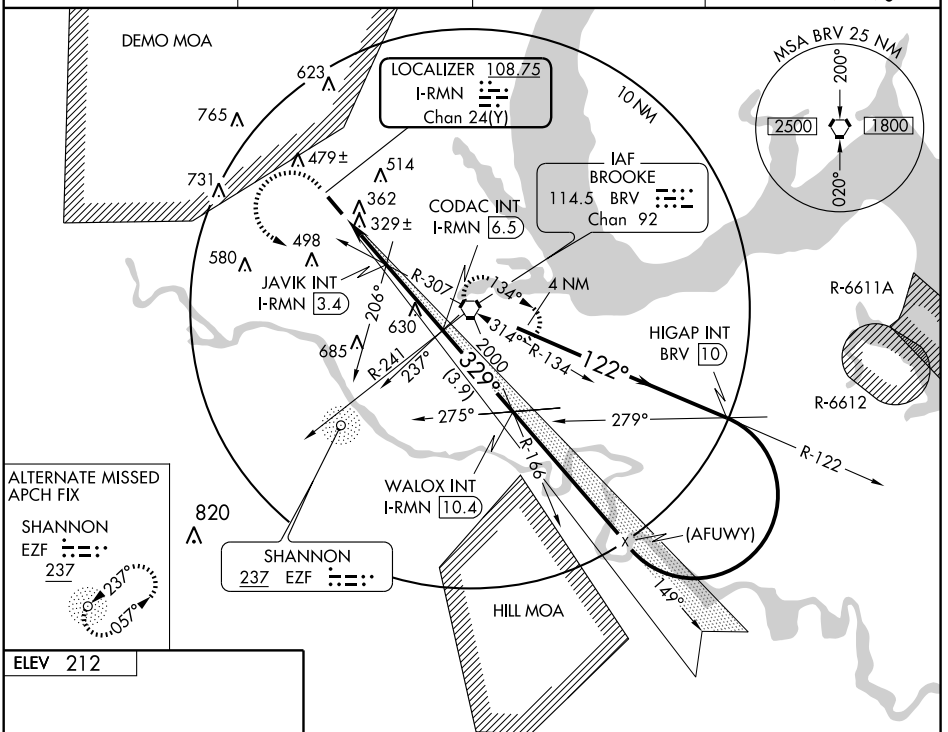
STAFFORD RGNL (RMN)

If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.
NA Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

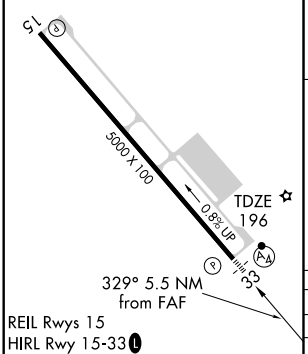
| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.325 | 124.65 306.925 | 135.075 | 122.725 (CTAF) L |




ALTERNATE MISSED APCH FIX

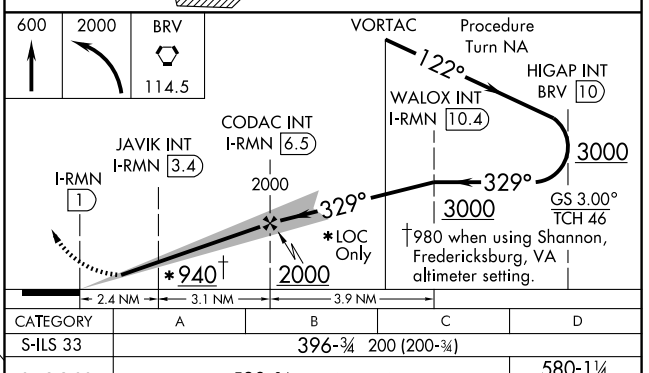
SHANNON
EZF
237
237°
057°

ELEV 212




REIL Rwys 15
HIRL Rwy 15-33 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 396-¾ 200 (200-¾) | | | |
| S-LOC 33 | 580-¾ 384 (400-¾) | | | 580-1¼ 384 (400-1¼) |
| CIRCLING | 720-1 508 (600-1) | 740-1 528 (600-1) | 840-1¾ 628 (700-1¾) | 860-2 648 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 81805 | 329° | TDZE | 196 |
| W33A | | Apt Elev | 212 |

# RNAV (GPS) RWY 33

STAFFORD RGNL (RMN)

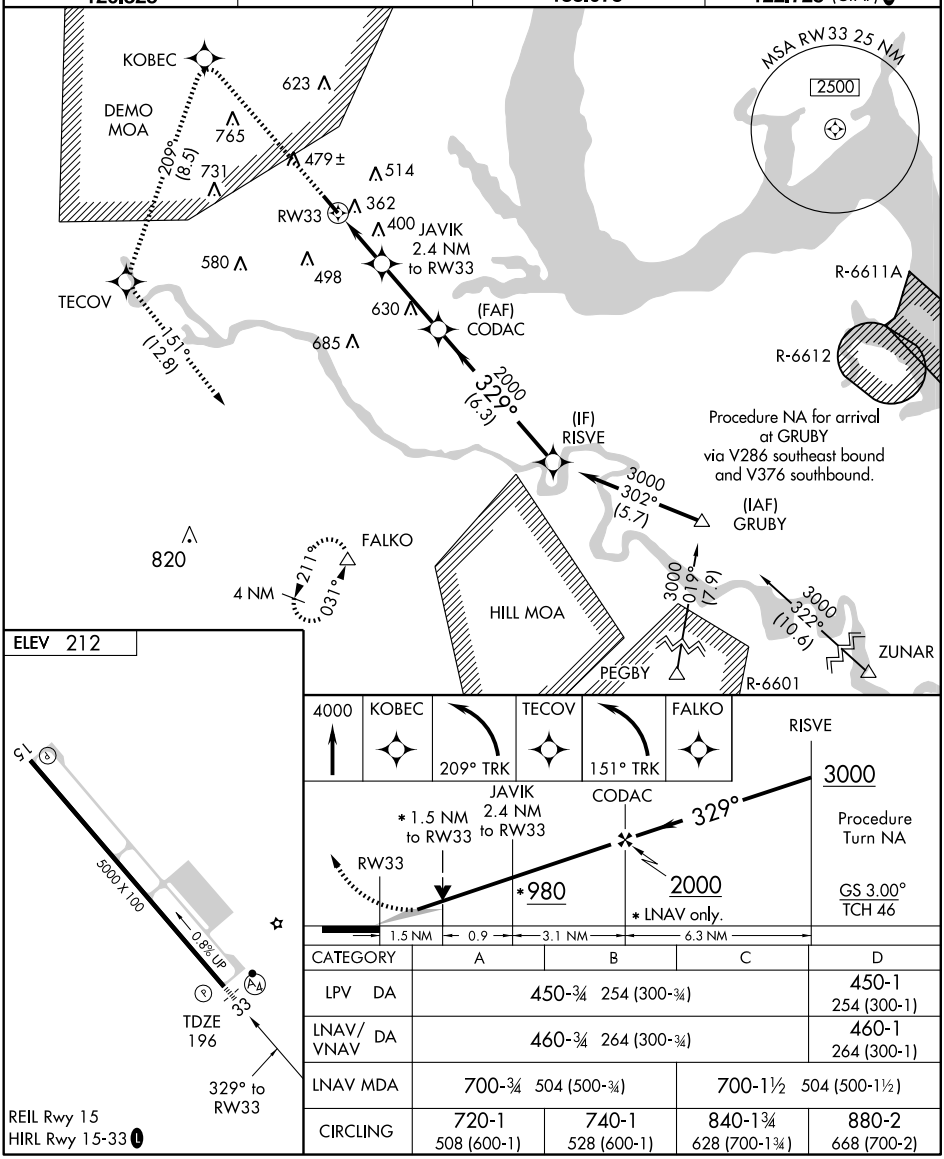
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

NA

MALS

MISSED APPROACH: Climb to 4000 direct KOBEC and left turn via 209° track to TECOV and left turn via 151° track to FALKO and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.325 | 124.65 306.925 | 135.075 | 122.725 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 450-¾ 254 (300-¾) | | | 450-1 254 (300-1) |
| LNAV/VNAV DA | 460-¾ 264 (300-¾) | | | 460-1 264 (300-1) |
| LNAV MDA | 700-¾ 504 (500-¾) | | 700-1½ 504 (500-1½) | |
| CIRCLING | 720-1 508 (600-1) | 740-1 528 (600-1) | 840-1¾ 628 (700-1¾) | 880-2 668 (700-2) |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC BRV 114.5 Chan 92 | APP CRS 314° | Rwy Idg 5000 TDZE 196 Apt Elev 212 |
|---|---|---|

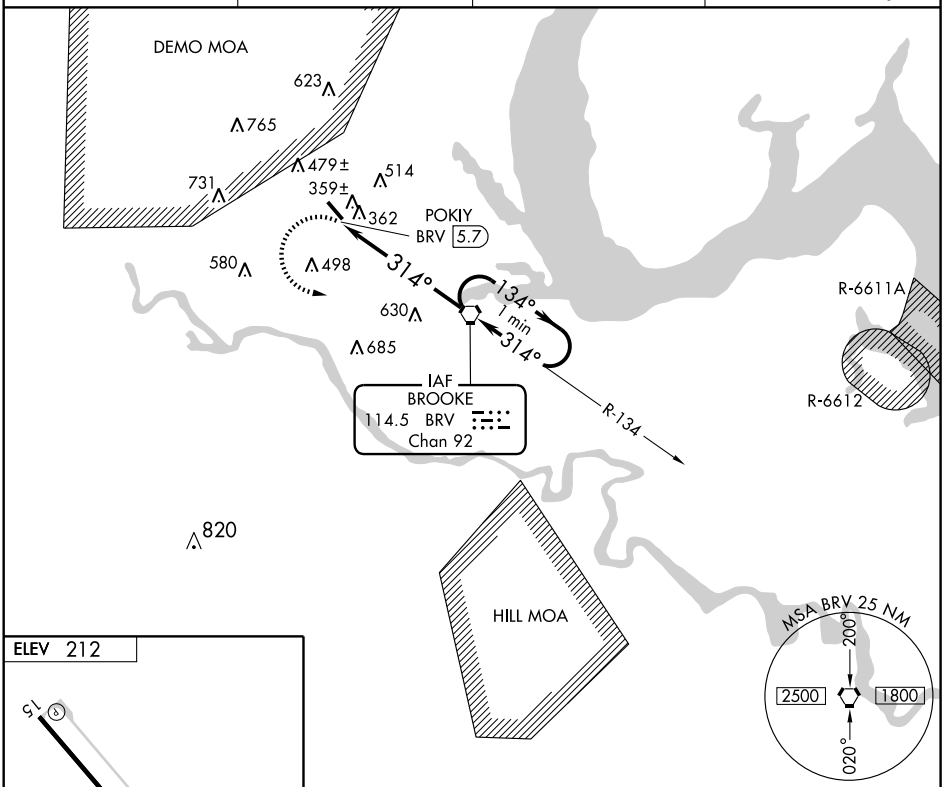
# VOR RWY 33
## STAFFORD RGNL (RMN)

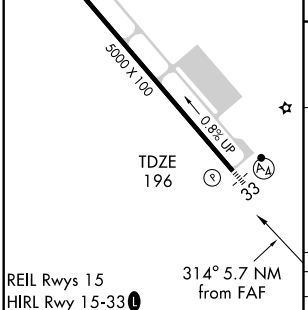
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

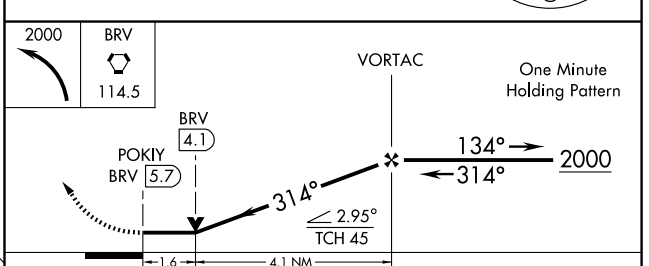
MALS

MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.325 | 124.65 306.925 | 135.075 | 122.725 (CTAF) L |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 740-¾ 544 (600-¾) | | 740-1½ 544 (600-1½) | 740-1¾ 544 (600-1¾) |
| CIRCLING | 740-1 528 (600-1) | | 840-1¾ 628 (700-1¾) | 860-2 648 (700-2) |

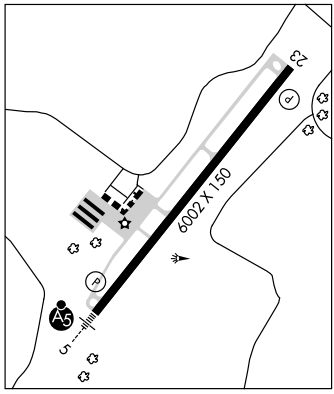
NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## STAUNTON/WAYNESBORO/HARRISONBURG

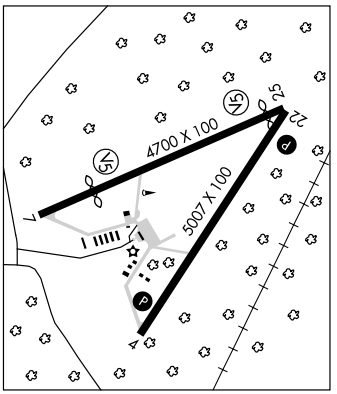
**SHENANDOAH VALLEY RGNL** (SHD) 10 NE UTC−5(−4DT) N38°15.83′ W78°53.79′ **WASHINGTON**
1201 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index B **H–10H, 12H, L–26K**
NOTAM FILE SHD **IAP**

**RWY 05–23:** H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 HIRL 0.4% up NE
**RWY 05:** MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Pole.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0°TCH 45′. Road.
**AIRPORT REMARKS:** Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.925 (540) 234–0110.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**MONTEBELLO RCO** 122.1R 115.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 030° 23.9 NM to fld. 3460/05W.
**STAUT NDB (LOM)** 375 SH N38°12.11′ W78°57.44′ 045° 4.7 NM to fld.
**ILS** 109.5 I–SHD Rwy 05. Class IE. LOM STAUT NDB. Backcourse unusable. Autopilot coupled apchs not applicable blo 1494′.




**STAUT** N38°12.11′ W78°57.44′ NOTAM FILE SHD.
**NDB (LOM)** 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

**SUFFOLK EXECUTIVE** (SFQ) 3 SW UTC−5(−4DT) N36°40.94′ W76°36.11′ **WASHINGTON**
72 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE SFQ **H–10I, 12H, L–35D, 36H**
**RWY 04–22:** H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL **IAP**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees. Rgt tfc.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**RWY 07–25:** H4700X100 (ASPH) S–30, D–50, 2D–85 MIRL
**RWY 07:** APAP(PNIL). Thld dsplcd 950′. Tree.
**RWY 25:** APAP(PNIR). Thld dsplcd 300′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Apr–May 1300–2300Z‡, except Sun clsd at 2200Z‡, Jun–Oct 1300–0000Z‡, except Sun clsd at 2200Z‡, Nov–Mar 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 07–25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07–25; HIRL Rwy 04–22; PAPI Rwys 04 and 22; REIL Rwys 04 and 22—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.375 (757) 934–3942
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NORFOLK APP/DEP CON** 127.9 **GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 104° 19.9 NM to fld. 90/09W.
**WALEY NDB (MHW/LOM)** 249 RK N36°35.96′ W76°38.95′ 035° 5.5 NM to fld. NOTAM FILE DCA.
**ILS** 111.5 I–RKH Rwy 04. Loc only.




**SUZZE** N36°55.21′ W81°14.60′ NOTAM FILE MKJ. **CINCINNATI**
**NDB (MHW/LOM)** 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended. **L–26I**

| LOC I-SHD | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 109.5 | 047° | TDZE | 1184 |
| | | Apt Elev | 1201 |

AL-5369 (FAA)

# ILS or LOC RWY 5

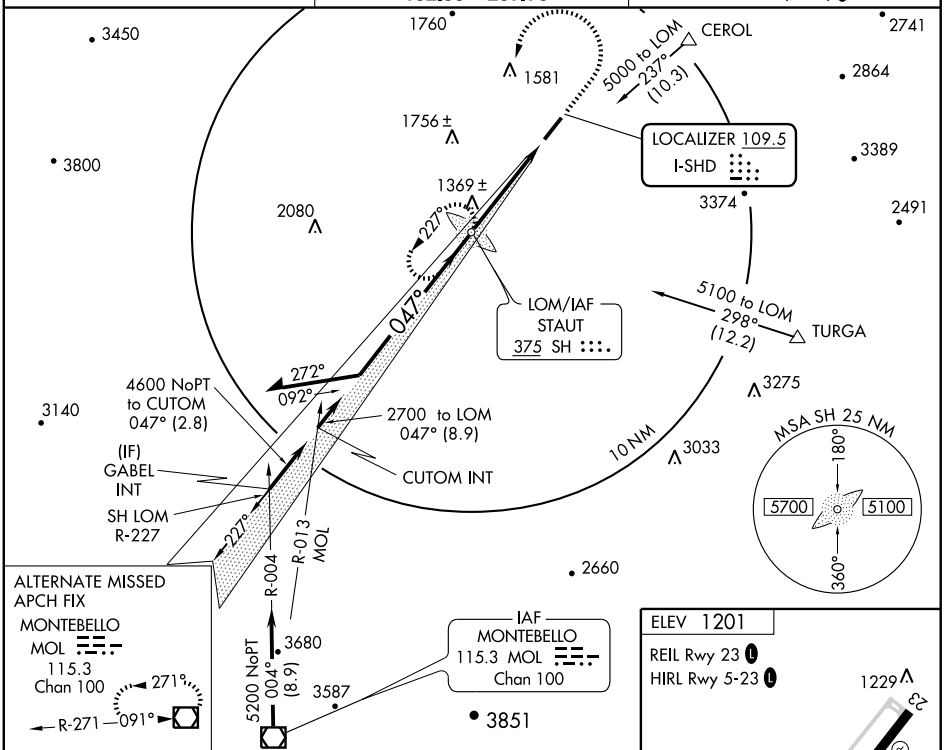
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

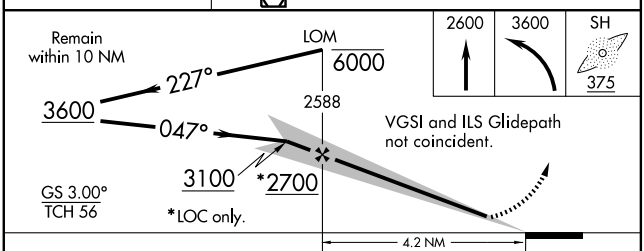
ADF Required. Autopilot coupled approach NA below 1494 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.

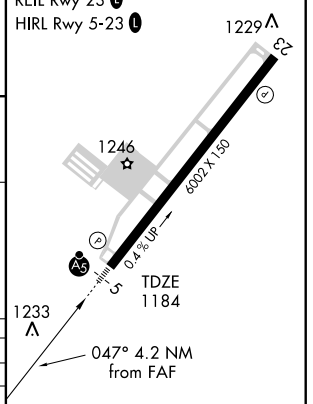
MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1384-½ 200 (200-½) | | | |
| S-LOC 5 | 1620-½ 436 (500-½) | | 1620-¾ 436 (500-¾) | 1620-1 436 (500-1) |
| CIRCLING | 1620-1 419 (500-1) | 1660-1 459 (500-1) | 1660-1½ 459 (500-1½) | 1820-2 619 (700-2) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| LOM SH | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 375 | 047° | TDZE | 1184 |
| | | Apt Elev | 1201 |

AL-5369 (FAA)

# NDB RWY 5

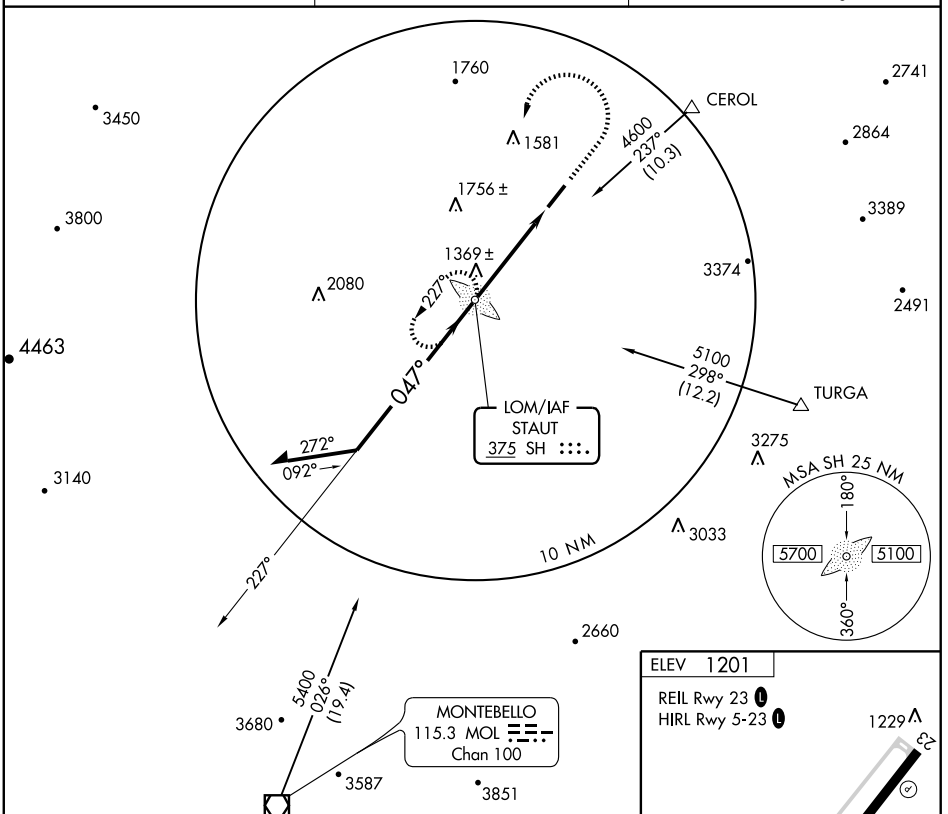
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

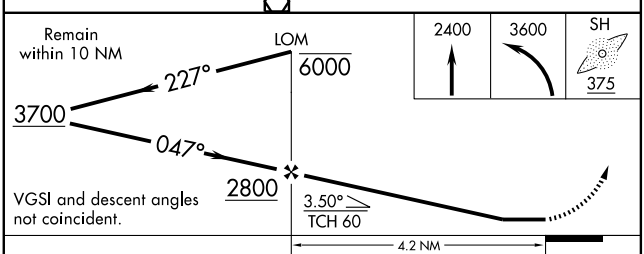
When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D ½ mile.

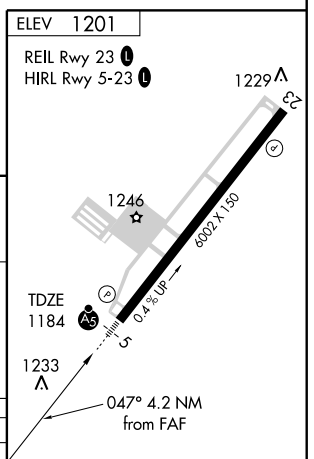
MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1760-¾ 576 (600-¾) | | 1760-1 576 (600-1) | 1760-1½ 576 (600-1½) |
| CIRCLING | 1760-1 559 (600-1) | | 1760-1½ 559 (600-1½) | 1820-2 619 (700-2) |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy ldg | 6002 |
|---|---|---|---|
| CH 81913 | 047° | TDZE | 1184 |
| W05A | | Apt Elev | 1201 |

AL-5369 (FAA)

# RNAV (GPS) RWY 5

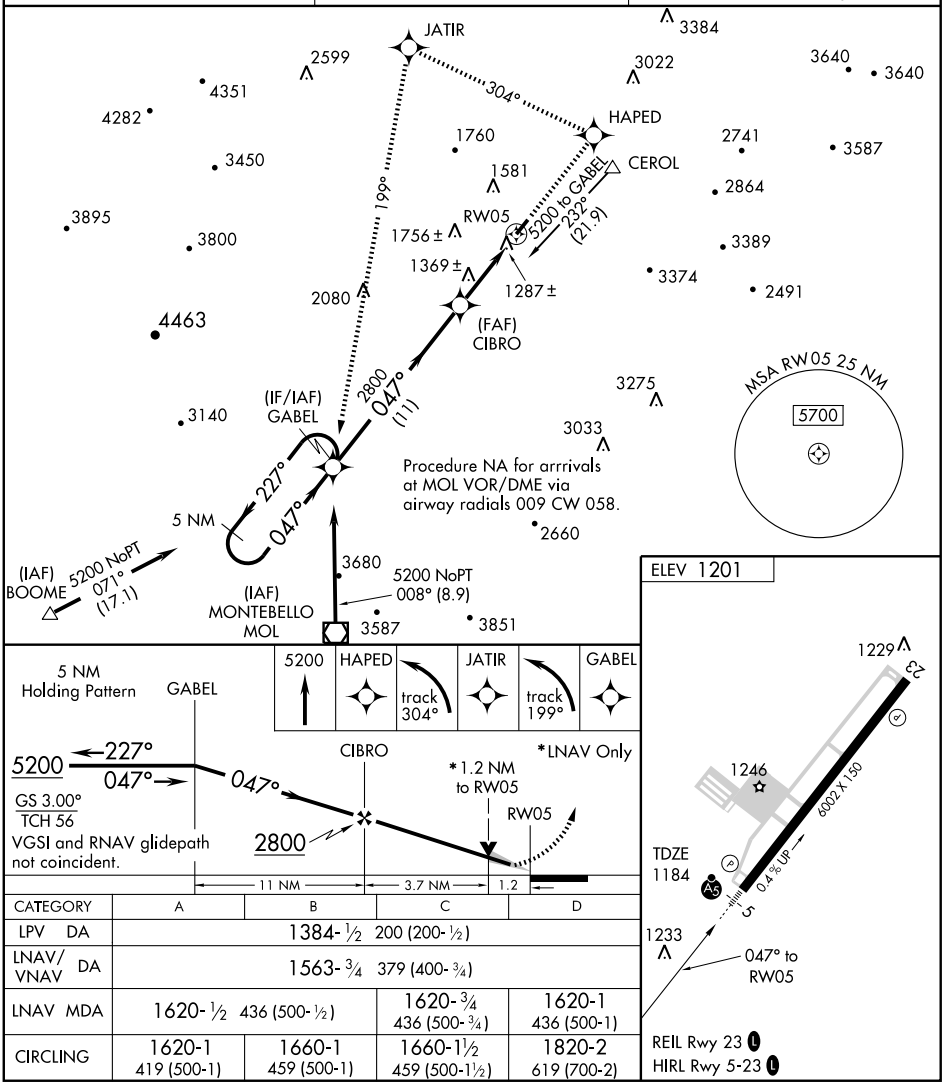
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

MALSR

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1384- ½ 200 (200- ½) | | | |
| LNAV/ VNAV DA | 1563- ¾ 379 (400- ¾) | | | |
| LNAV MDA | 1620- ½ 436 (500- ½) | | 1620- ¾ 436 (500- ¾) | 1620-1 436 (500-1) |
| CIRCLING | 1620-1 419 (500-1) | 1660-1 459 (500-1) | 1660-1½ 459 (500-1½) | 1820-2 619 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS CH 78113 W23A | APP CRS 227° | Rwy Idg 6002 TDZE 1201 Apt Elev 1201 |
|---|---|---|

AL-5369 (FAA)

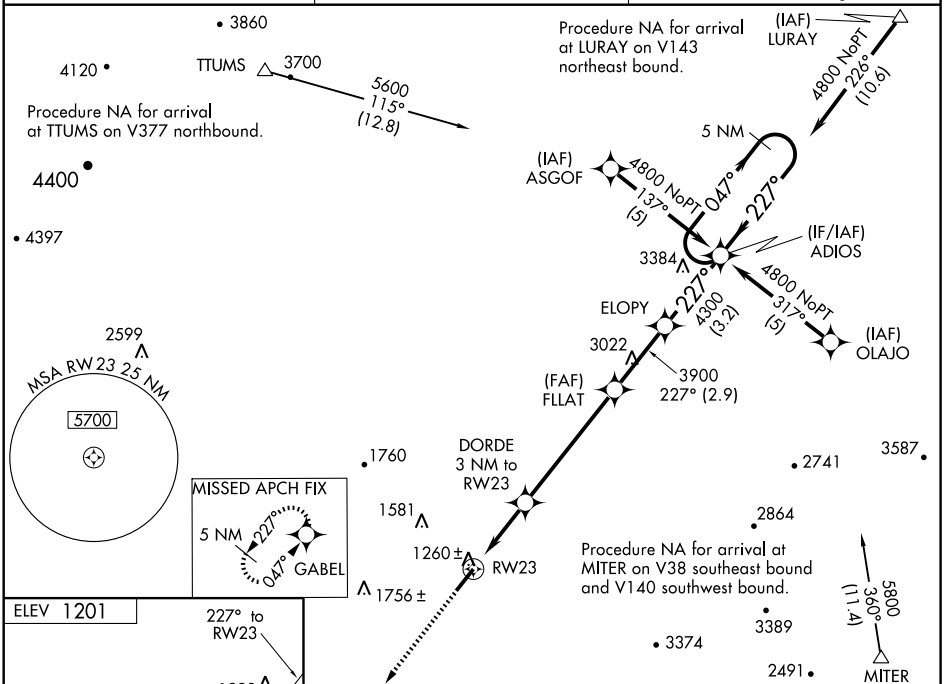
# RNAV (GPS) RWY 23

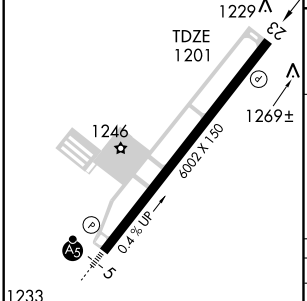
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

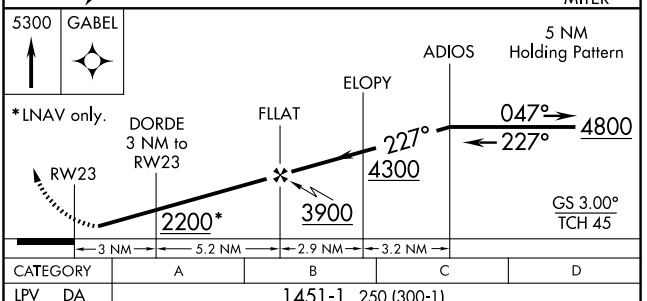
Baro-VNAV NA when using Charlottesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 124.925 | 132.85 257.75 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1451-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1530-1¼ 329 (400-1¼) | | | |
| LNAV MDA | 1520-1 319 (400-1) | | | |
| CIRCLING | 1600-1 399 (400-1) | 1660-1 459 (500-1) | 1660-1½ 459 (500-1½) | 1820-2 619 (700-2) |



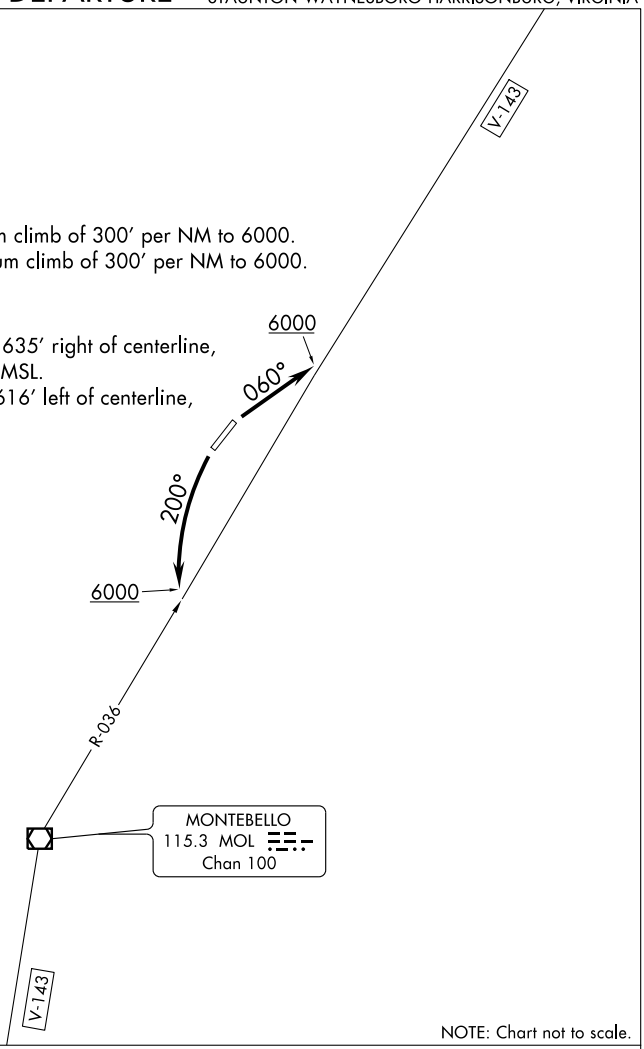
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

POTOMAC DEP CON
132.85 257.75
CTAF 123.0
AWOS-3 124.925

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with minimum climb of 300' per NM to 6000.
Rwy 23, Standard with minimum climb of 300' per NM to 6000.

TAKE-OFF OBSTACLES:
Rwy 5, Trees 1720' from DER, 635' right of centerline, up to 100'AGL/1279' MSL.
Rwy 23, Tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence. . . .
TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence . . . .

. . . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

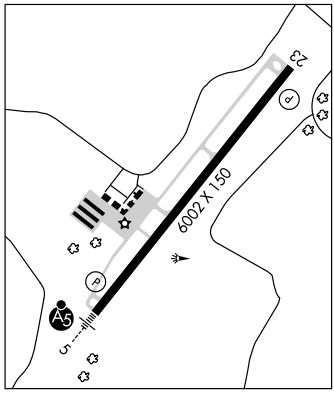


NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## STAUNTON/WAYNESBORO/HARRISONBURG

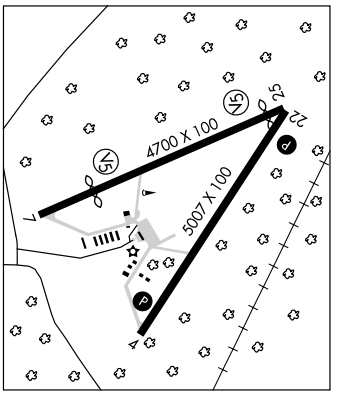
**SHENANDOAH VALLEY RGNL** (SHD) 10 NE UTC−5(−4DT) N38°15.83′ W78°53.79′ **WASHINGTON**
1201 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index B **H–10H, 12H, L–26K**
NOTAM FILE SHD **IAP**

**RWY 05–23:** H6002X150 (ASPH–GRVD) S–75, D–150, 2S–175, 2D–215 HIRL 0.4% up NE
**RWY 05:** MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Pole.
**RWY 23:** REIL. PAPI(P4L)—GA 3.0°TCH 45′. Road.
**AIRPORT REMARKS:** Attended continuously. PPR 12 hrs for air carrier ops with more than 30 passenger seats call 540–234–8304. TPA 2001(800) piston acft, 2701(1500) jet/turbo acft. ACTIVATE HIRL Rwy 05–23, MALSR Rwy 05, REIL Rwy 23 and taxiway lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.925 (540) 234–0110.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**MONTEBELLO RCO** 122.1R 115.3T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**MONTEBELLO (L) VOR/DME** 115.3 MOL Chan 100 N37°54.03′ W79°06.41′ 030° 23.9 NM to fld. 3460/05W.
**STAUT NDB (LOM)** 375 SH N38°12.11′ W78°57.44′ 045° 4.7 NM to fld.
**ILS** 109.5 I–SHD Rwy 05. Class IE. LOM STAUT NDB. Backcourse unusable. Autopilot coupled apchs not applicable blo 1494′.




**STAUT** N38°12.11′ W78°57.44′ NOTAM FILE SHD.
**NDB (LOM)** 375 SH 045° 4.2 NM to Shenandoah Valley Rgnl.

**SUFFOLK EXECUTIVE** (SFQ) 3 SW UTC−5(−4DT) N36°40.94′ W76°36.11′ **WASHINGTON**
72 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE SFQ **H–10I, 12H, L–35D, 36H**
**RWY 04–22:** H5007X100 (ASPH) S–30, D–60, 2D–60 HIRL **IAP**
**RWY 04:** REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees. Rgt tfc.
**RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
**RWY 07–25:** H4700X100 (ASPH) S–30, D–50, 2D–85 MIRL
**RWY 07:** APAP(PNIL). Thld dsplcd 950′. Tree.
**RWY 25:** APAP(PNIR). Thld dsplcd 300′. Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended Apr–May 1300–2300Z‡, except Sun clsd at 2200Z‡, Jun–Oct 1300–0000Z‡, except Sun clsd at 2200Z‡, Nov–Mar 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Rwy 07–25 relocated 300 ft on east end. ACTIVATE MIRL Rwy 07–25; HIRL Rwy 04–22; PAPI Rwys 04 and 22; REIL Rwys 04 and 22—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.375 (757) 934–3942
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **NORFOLK APP/DEP CON** 127.9 **GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 104° 19.9 NM to fld. 90/09W.
**WALEY NDB (MHW/LOM)** 249 RK N36°35.96′ W76°38.95′ 035° 5.5 NM to fld. NOTAM FILE DCA.
**ILS** 111.5 I–RKH Rwy 04. Loc only.




**SUZZE** N36°55.21′ W81°14.60′ NOTAM FILE MKJ. **CINCINNATI**
**NDB (MHW/LOM)** 335 MK 260° 5.4 NM to Mountain Empire. Unmonitored when arpt unattended. **L–26I**

| LOC I-RKH | APP CRS | Rwy Idg | 5007 |
|---|---|---|---|
| 111.5 | 037° | TDZE | 67 |
| | | Apt Elev | 72 |

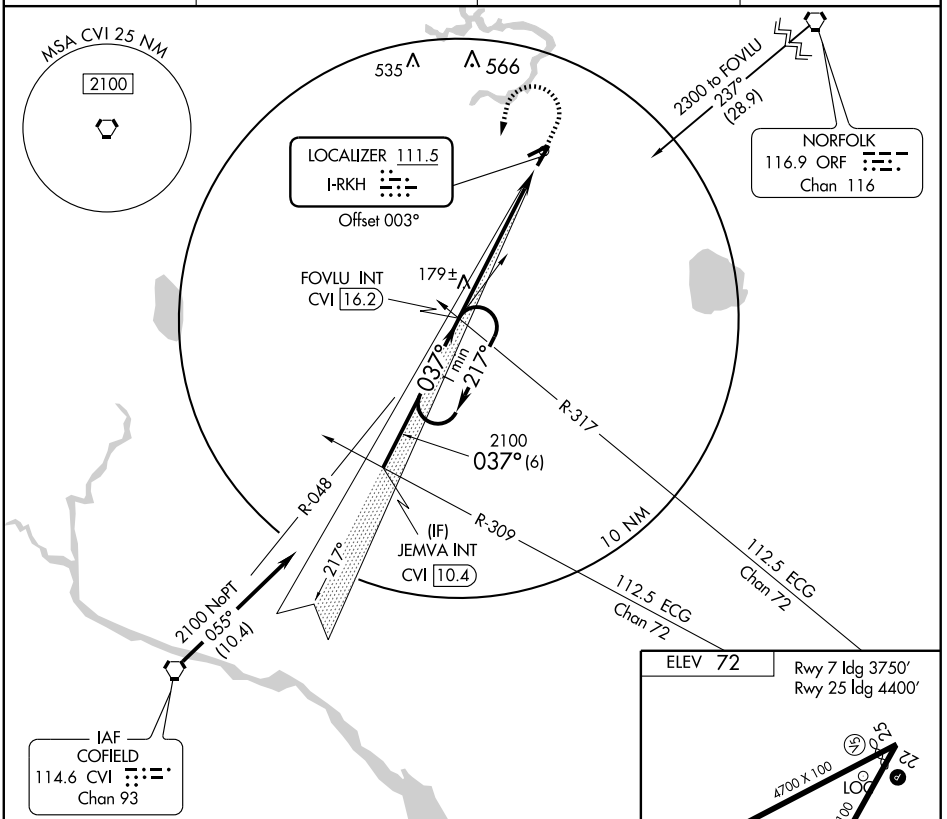
# LOC RWY 4
SUFFOLK EXECUTIVE (SFQ)

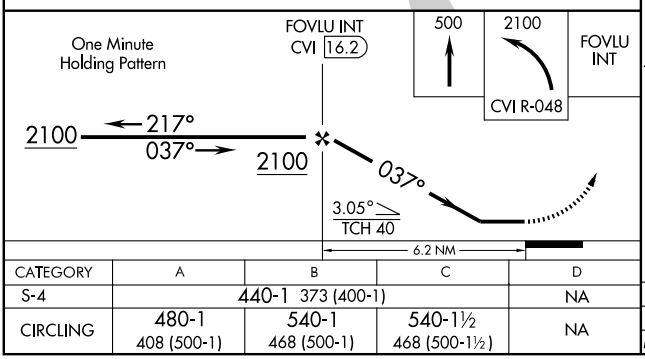
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.

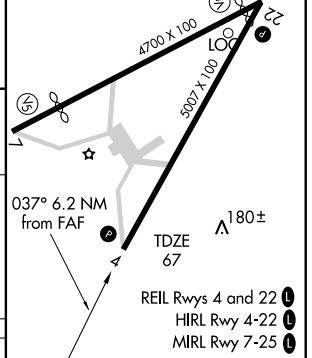
NA

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via CVI R-048 to FOVLU and hold.

| AWOS-3 | NORFOLK APP CON | UNICOM | GCO |
|---|---|---|---|
| 119.375 | 127.9 269.42 | 122.7 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 440-1 373 (400-1) | | | NA |
| CIRCLING | 480-1 408 (500-1) | 540-1 468 (500-1) | 540-1½ 468 (500-1½) | NA |

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |


NE-3, 26 AUG 2010 to 23 SEP 2010

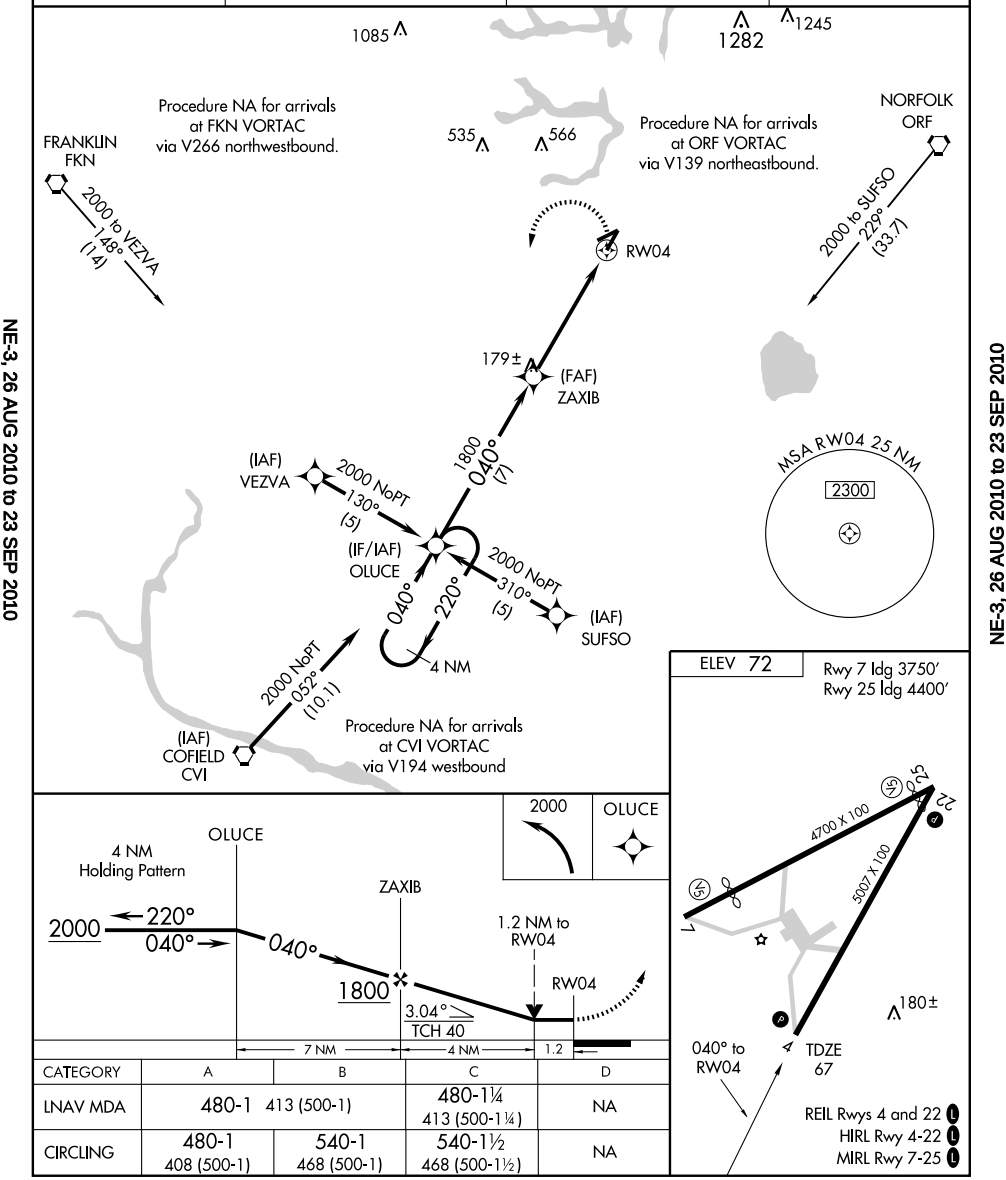
| APP CRS | Rwy Idg | 5007 |
|---|---|---|
| 040° | TDZE | 67 |
| | Apt Elev | 72 |

# RNAV (GPS) RWY 4
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct OLUCE and hold.

| AWOS-3 | NORFOLK APP CON | UNICOM | GCO |
|---|---|---|---|
| 119.375 | 127.9 269.42 | 122.7 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 413 (500-1) | | 480-1¼ 413 (500-1¼) | NA |
| CIRCLING | 480-1 408 (500-1) | 540-1 468 (500-1) | 540-1½ 468 (500-1½) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3750 |
|---|---|---|
| 074° | TDZE | 72 |
| | Apt Elev | 72 |

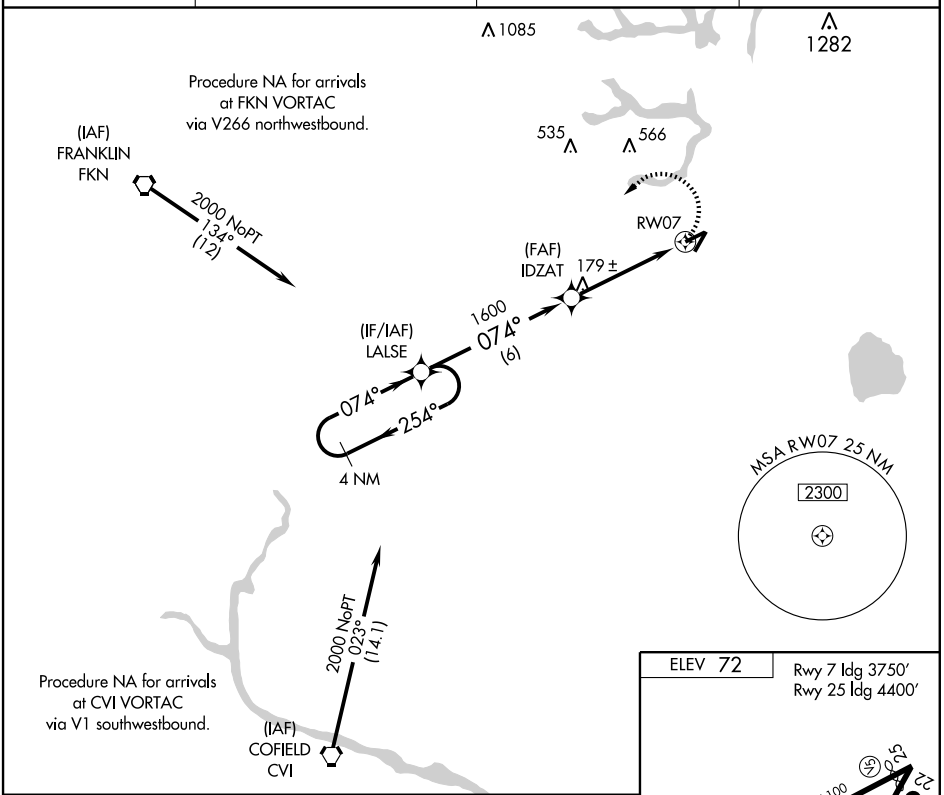
# RNAV (GPS) RWY 7

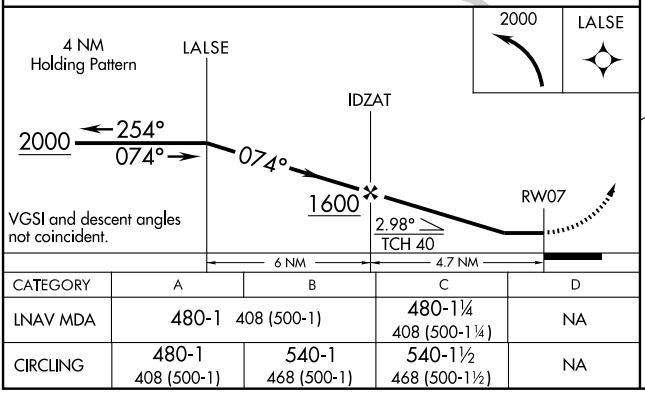
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

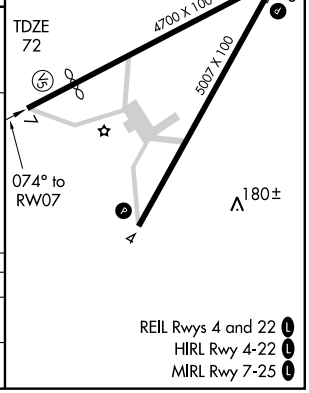
MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

| AWOS-3 | NORFOLK APP CON | UNICOM | GCO |
|---|---|---|---|
| 119.375 | 127.9 269.42 | 122.7 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 408 (500-1) | | 480-1¼ 408 (500-1¼) | NA |
| CIRCLING | 480-1 408 (500-1) | 540-1 468 (500-1) | 540-1½ 468 (500-1½) | NA |




REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L



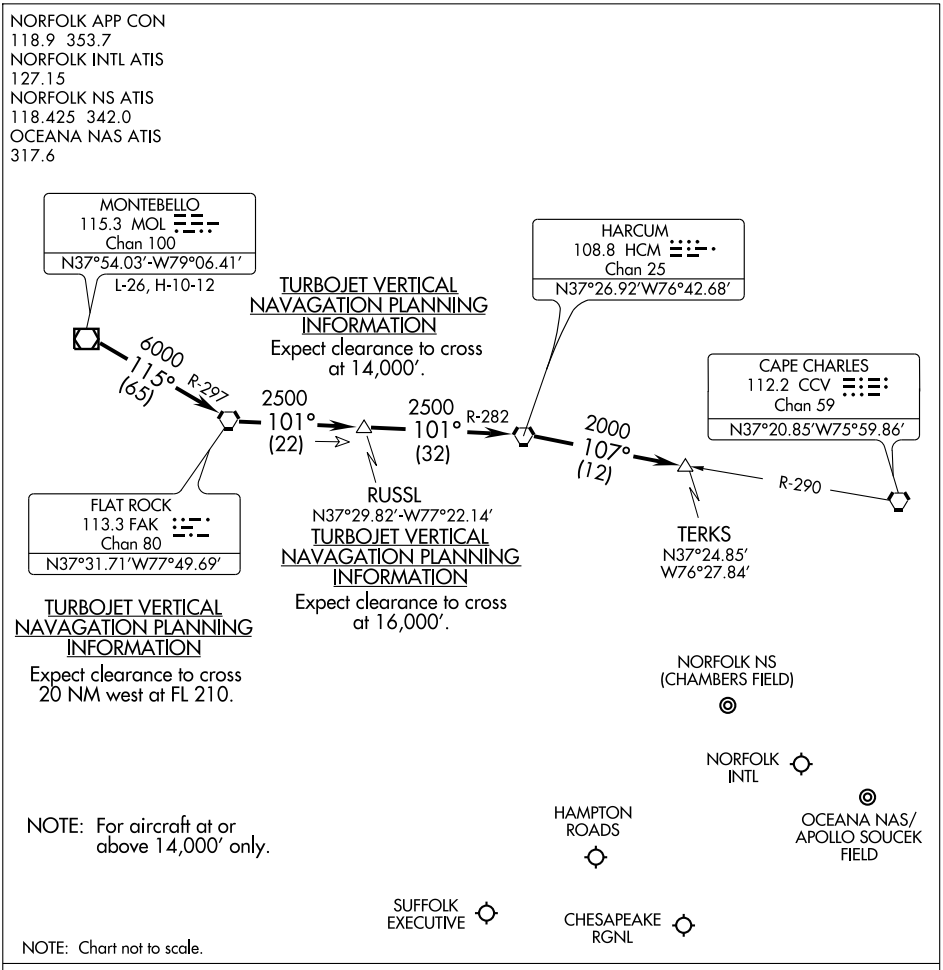
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL



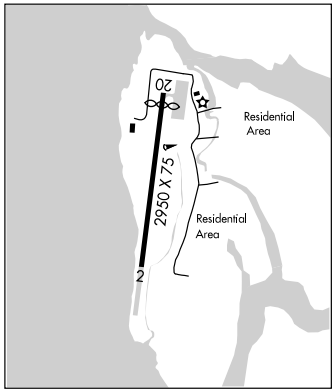


NE-3, 26 AUG 2010 to 23 SEP 2010

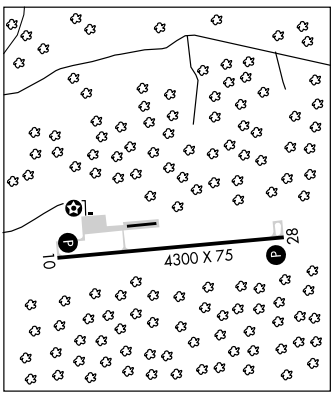



From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

**TANGIER ISLAND** (TGI) 4 W UTC−5(−4DT) N37°49.51′ W75°59.87′ WASHINGTON
5 B TPA–See Remarks NOTAM FILE DCA L–34E, 36I
**RWY 02–20:** H2950X75 (ASPH) S–12.5 IAP
**RWY 02:** Tree. Rgt tfc. **RWY 20:** Thld dsplcd 99′. Road.
**AIRPORT REMARKS:** Attended Apr–Oct Sat–Sun 1300–2130Z‡. Arpt CLOSED SS–SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rwys, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757–891–2496). Ldg fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CAPE CHARLES RCO** 122.1R 112.2T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**CAPE CHARLES (L) VORTAC** 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 010° 28.6 NM to fld. 10/10W.




**TAPPAHANNOCK–ESSEX CO** (XSA) 5 S UTC−5(−4DT) N37°51.58′ W076°53.65′ WASHINGTON
135 B **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
**RWY 10–28:** H4300X75 (ASPH) S–12.5 MIRL IAP
**RWY 10:** REIL. PAPI(2PL)—GA 3.0° TCH 40′. Tree.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Nov–Feb 1300–2300Z‡. Mar–Oct 1400–0000Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 125.775 (804) 445–8724.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIC.
**RICHMOND (H) VORTAC** 114.1 RIC Chan 088 N37°30.14′ W077°19.22′ 052° 29.5 NM to fld. 159/9W.




**TAZEWELL CO** (See RICHLANDS)

**TECH** N37°12.52′ W80°24.21′ NOTAM FILE BCB. CINCINNATI
**NDB (MHW)** 368 TEC at Virginia Tech/Montgomery Executive. L–26J

**TURNER FLD** (See QUANTICO MCAF)

**TWIN CO** (See GALAX/HILLSVILLE)

**VINTON** N37°12.24′ W79°52.90′ NOTAM FILE ROA. CINCINNATI
**NDB (MHW)** 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field. L–26J
NDB unusable beyond 10 NM.

**VIRGINIA HIGHLANDS** (See ABINGDON)

**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (See BLACKSBURG)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 011° | TDZE | N/A |
| | Apt Elev | 5 |

# RNAV (GPS)-B
## TANGIER ISLAND (TGI)

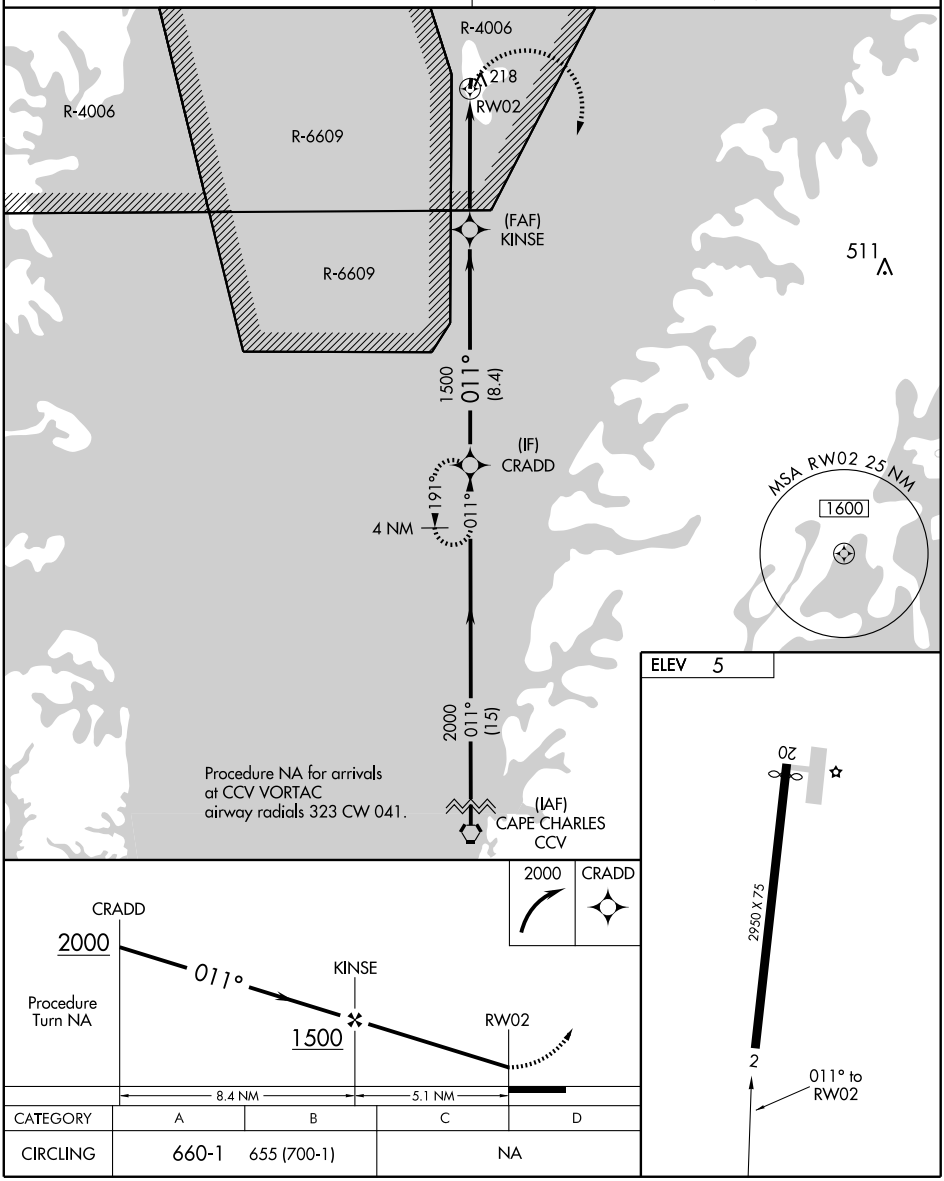
T A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

PATUXENT APP CON* 121.0 250.3

UNICOM 122.8 (CTAF)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 | 655 (700-1) | NA | |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

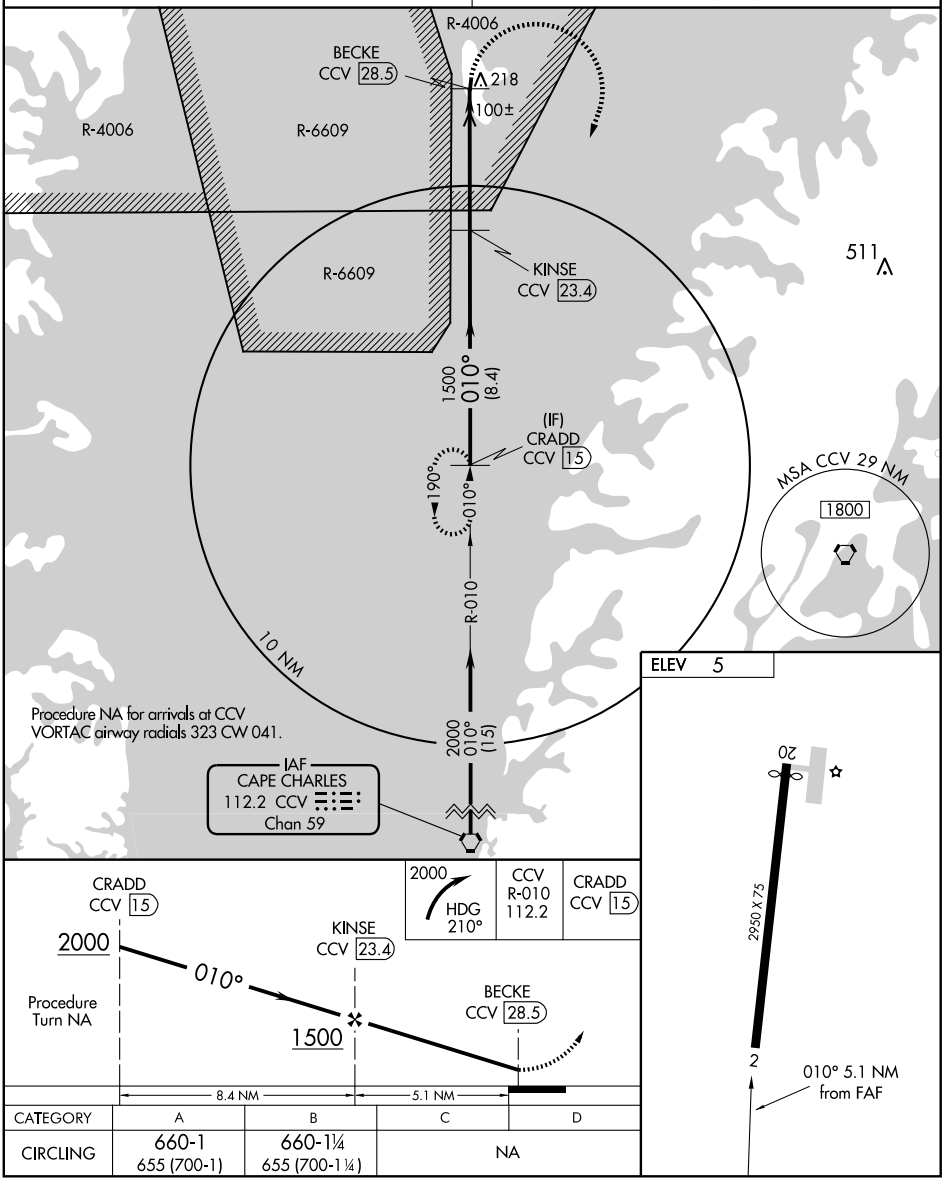
| VORTAC CCV 112.2 Chan 59 | APP CRS 010° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 5 |
|---|---|---|

# VOR/DME-A
## TANGIER ISLAND (TGI)

NA Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

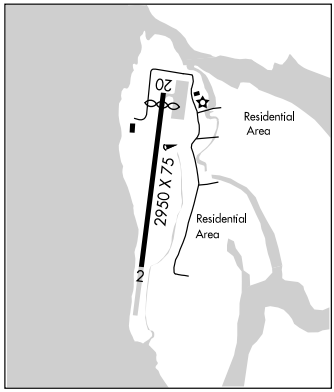
| PATUXENT APP CON★ | UNICOM |
|---|---|
| 121.0 250.3 | 122.8 (CTAF) |



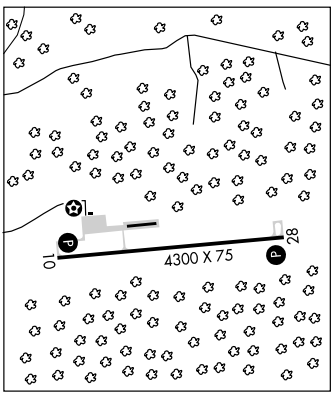

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1<br>655 (700-1) | 660-1¼<br>655 (700-1¼) | NA | |


NE-3, 26 AUG 2010 to 23 SEP 2010

**TANGIER ISLAND** (TGI) 4 W UTC−5(−4DT) N37°49.51′ W75°59.87′ WASHINGTON
5 B TPA–See Remarks NOTAM FILE DCA L–34E, 36I
**RWY 02–20:** H2950X75 (ASPH) S–12.5 IAP
**RWY 02:** Tree. Rgt tfc. **RWY 20:** Thld dsplcd 99′. Road.
**AIRPORT REMARKS:** Attended Apr–Oct Sat–Sun 1300–2130Z‡. Arpt CLOSED SS–SR daily. Be alert Restricted Area 1 mile west of arpt, hi-speed acft drop bombs and fire live ammunition in area. PAEW adjacent to all rwys, twys and ramps. TPA—605(600) light acft, 1505(1500) heavy acft. Ldg/Parking fee to help pay for rwy rehabilitation. Rotating bcn ops on req (emerg only through arpt manager—CTAF or phone 757–891–2496). Ldg fee.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**CAPE CHARLES RCO** 122.1R 112.2T (LEESBURG RADIO)
Ⓡ **PATUXENT APP/DEP CON** 121.0 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.9 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**CAPE CHARLES (L) VORTAC** 112.2 CCV Chan 59 N37°20.85′ W75°59.86′ 010° 28.6 NM to fld. 10/10W.




**TAPPAHANNOCK–ESSEX CO** (XSA) 5 S UTC−5(−4DT) N37°51.58′ W076°53.65′ WASHINGTON
135 B **FUEL** 100LL NOTAM FILE DCA L–34E, 36I
**RWY 10–28:** H4300X75 (ASPH) S–12.5 MIRL IAP
**RWY 10:** REIL. PAPI(2PL)—GA 3.0° TCH 40′. Tree.
**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Nov–Feb 1300–2300Z‡. Mar–Oct 1400–0000Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 and rotating bcn—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 125.775 (804) 445–8724.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **POTOMAC APP/DEP CON** 126.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIC.
**RICHMOND (H) VORTAC** 114.1 RIC Chan 088 N37°30.14′ W077°19.22′ 052° 29.5 NM to fld. 159/9W.




**TAZEWELL CO** (See RICHLANDS)

**TECH** N37°12.52′ W80°24.21′ NOTAM FILE BCB. CINCINNATI
**NDB (MHW)** 368 TEC at Virginia Tech/Montgomery Executive. L–26J

**TURNER FLD** (See QUANTICO MCAF)

**TWIN CO** (See GALAX/HILLSVILLE)

**VINTON** N37°12.24′ W79°52.90′ NOTAM FILE ROA. CINCINNATI
**NDB (MHW)** 277 VIT 334° 8.6 NM to Roanoke Rgnl/Woodrum Field. L–26J
NDB unusable beyond 10 NM.

**VIRGINIA HIGHLANDS** (See ABINGDON)

**VIRGINIA TECH/MONTGOMERY EXECUTIVE** (See BLACKSBURG)

| APP CRS | Rwy Idg | 4300 |
|---|---|---|
| 097° | TDZE | 135 |
| | Apt Elev | 135 |

# RNAV (GPS) RWY 10

TAPPAHANNOCK-ESSEX COUNTY (XSA)

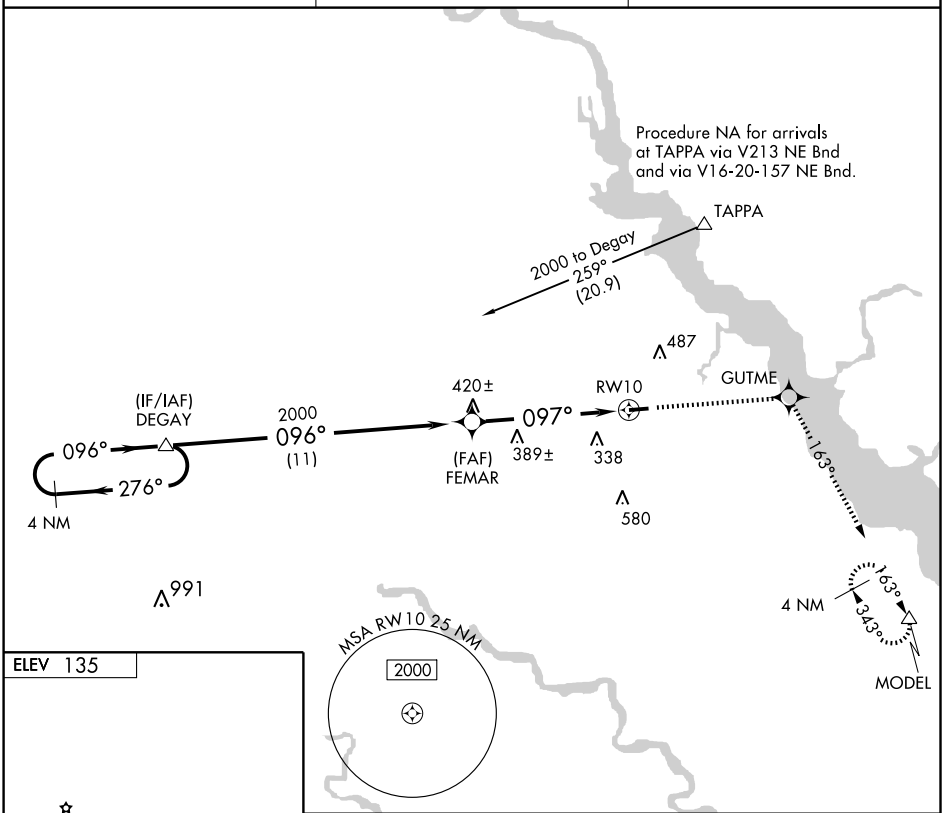
NA When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

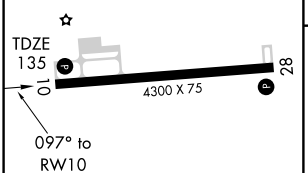
MISSED APPROACH: Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

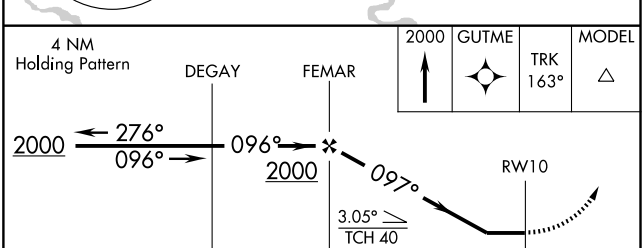
| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.4 282.375 | 122.8 (CTAF) L |



NE-3, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 505 (600-1) | | NA | |
| CIRCLING | 640-1 505 (600-1) | | 640-1½ 505 (600-1½) | NA |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

| WAAS | APP CRS | Rwy Idg | 4300 |
|---|---|---|---|
| CH 99409 | 277° | TDZE | 129 |
| W28A | | Apt Elev | 135 |

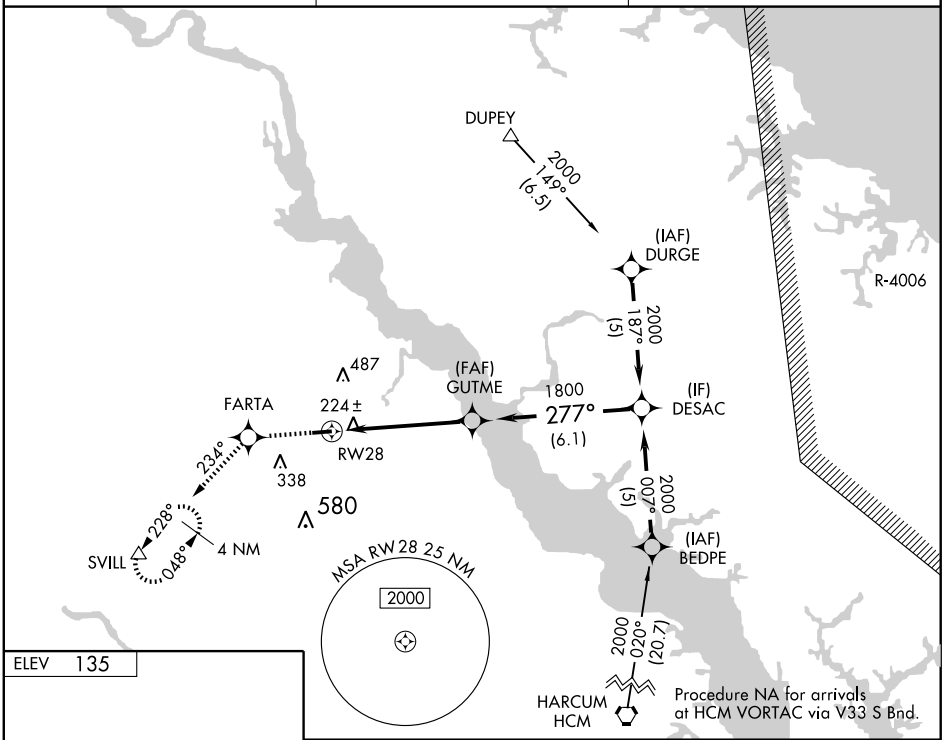
# RNAV (GPS) RWY 28

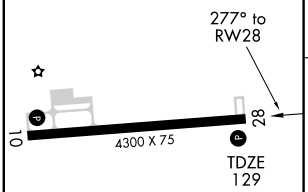
## TAPPAHANNOCK-ESSEX COUNTY (XSA)

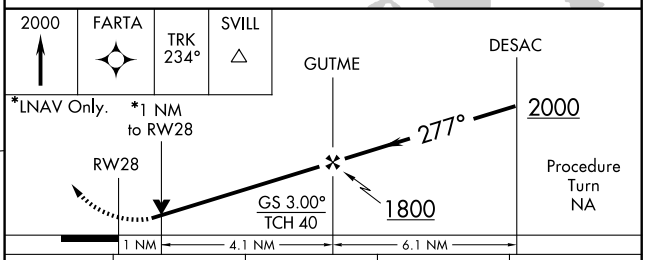
Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visilbilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FARTA and via 234° track to SVILL and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.4 282.375 | 122.8 (CTAF) L |



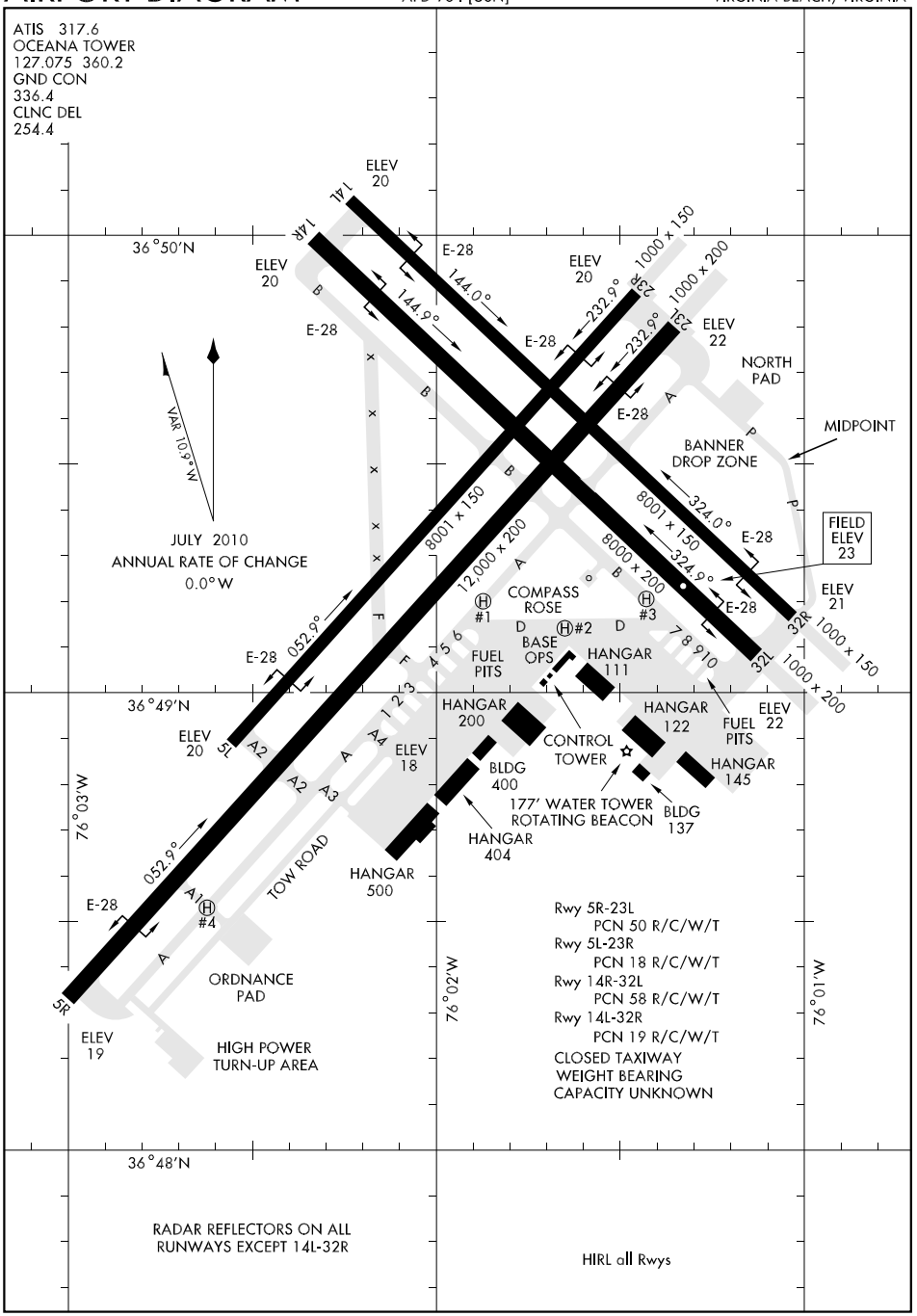




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478-1¼ | 349 (400-1¼) | NA | |
| LNAV/VNAV DA | 521-1½ | 392 (400-1½) | NA | |
| LNAV MDA | 480-1 | 351 (400-1) | NA | |
| CIRCLING | 580-1<br>445 (600-1) | 600-1<br>465 (600-1) | 640-1½<br>505 (600-1½) | NA |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

**OCEANA NAS** (APOLLO SOUCEK FLD) (NTU)(KNTU) N 3 SW UTC−5(−4DT) **WASHINGTON**
N36°49.36′ W76°01.91′ **H–10I, 12H, L–35D**
23 B NOTAM FILE DCA Not insp. **DIAP, AD**

**RWY 05R–23L:** H12000X200 (PEM) PCN 50 R/C/W/T HIRL CL
**RWY 05R:** ALSF1. OLS. **RWY 23L:** ALSF1. OLS.
**RWY 05L–23R:** H8001X150 (CONC) PCN 18 R/C/W/T HIRL
**RWY 05L:** OLS. **RWY 23R:** OLS.
**RWY 14L–32R:** H8001X150 (CONC) PCN 19 R/C/W/T HIRL
**RWY 14L:** OLS. **RWY 32R:** OLS.
**RWY 14R–32L:** H8000X200 (PEM) PCN 58 R/C/W/T HIRL CL
**RWY 14R:** OLS. **RWY 32L:** ALSF1. OLS.

**ARRESTING GEAR/SYSTEMS**

| | |
|---|---|
| **RWY 05R:** HOOK E28(B) (1416′) | HOOK E28(B) (1438′) **RWY 23L** |
| **RWY 05L:** HOOK E28(B) (1476′) | HOOK E28(B) (1500′) **RWY 23R** |
| **RWY 14L:** HOOK E28(B) (1446′) | HOOK E28(B) (1500′) **RWY 32R** |
| **RWY 14R:** HOOK E28(B) (1420′) | HOOK E28(B) (1442′) **RWY 32L** |

**MILITARY SERVICE: A–GEAR** Arresting gear normally rigged all rwys. exc inboard rwy shortfield arresting gear. **JASU** (NC–10C) (NC–108) (NCPP–105 Ctc Air Ops Duty Officer to ensure available.) **FUEL** Limited fuel svc avbl 0300–1300Z‡ due to personnel restriction. Tran hot pit avbl Mon–Fri 1300–0300Z‡, PPR, unavbl weekends/holidays. J5.
**FLUID** SP LHOX LOX **OIL** O–156 **TRAN ALERT** Tran line Mon–Fri 1230–0330Z‡, Sat–Sun and holidays 1300–2300Z‡. Limited parking/storage facilities. During peak periods extensive delay in tran servicing. JOSAC/NALO have priority. No LAV svc or potable water avbl.
**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD** PPR all non-Oceania based acft DSN 433–2162/2163, C757–433–2162/2163. Straight–in apch to final ldg only 0300–1200Z‡, Sun 0300–1800Z‡. Vice final ldg only 0400–1200Z‡, Sun 0400–1800Z‡. Sun all fixed wing and helicopter flight abv 1000′ arr/dep NTU must file IFR flight plan. VFR/special VFR helicopter route mandatory for all helicopter flights at or blo 1000′. **CAUTION** During VMC all dep and practice instrument apch fly rwy heading and do not exceed 1000′ until past dep end due extensive overhead traffic. **TFC PAT** Simultaneous ldg/dep are conducted on parallel rwy located 700′ apart. Extensive jet training Oceana NAS/Fentress NALF. Reduced rwy separation standard in effect USN/USMC acft. During peak periods expect one app to full stop ldg.
**NS ABTMT** Strict compliance rqr with program outlined in FLIP AP/1 Supplementary Arpt Remark.
**CSTMS/AG/IMG** Avbl Oceana NAS based tactical acft only. Require 48 hr prior notice to Base Ops. Aircrew rqr to remain in acft until released by Customs.
**COMMUNICATIONS: SFA ATIS** 317.6
Ⓡ **APP/DEP CON** 119.6 288.3 (NORTH NTU R–360°–150°) 123.9 266.8 (SOUTH NTU R–151°–359°) 323.05
**TOWER** 127.075 360.2 **GND CON** 336.4 **CLNC DEL** 254.4
**PMSV METRO** 387.4 **BASE OPS** 284.9 **ATCOM** 6723
**RADIO AIDS TO NAVIGATION:** NOTAM FILE NTU.
**(L) TACAN** Chan 113 NTU (116.6) N36°49.45′ W76°02.22′ at fld. 76/10W.
TACAN unusable:

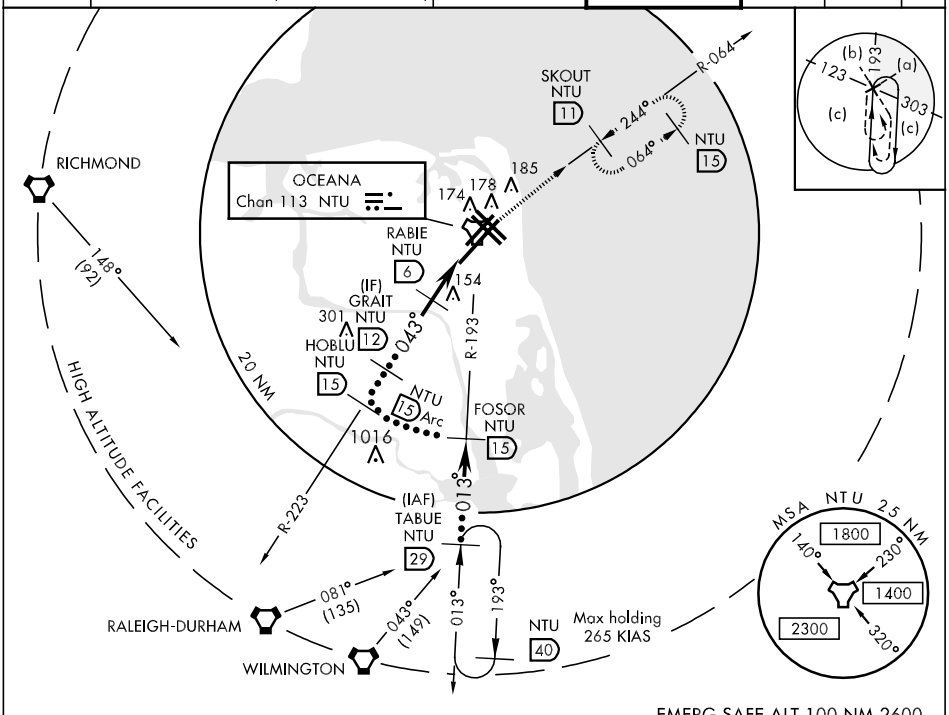
| | |
|---|---|
| 000–059° byd 30 NM blo 3,000′ | 210°–239° byd 20 NM blo 4,000′ |
| 090°–109° byd 30 NM blo 1,500′ | 240°–290° blo 6,000′ |
| 110°–199° byd 30 NM blo 2,000′ | 291°–339° byd 15 NM blo 5,000′ |
| 200°–209° byd 20 NM blo 2,000′ | 340°–359° byd 20 NM blo 3,000′ |

**ASR/PAR**
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

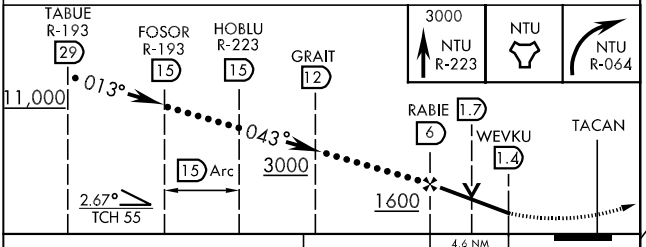
| TACAN NTU Chan 113 | APCH CRS 043° | Rwy Idg 8001 TDZE 21 Arpt Elev 23 | JAL-934 [USN] | OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU) |
|---|---|---|---|---|

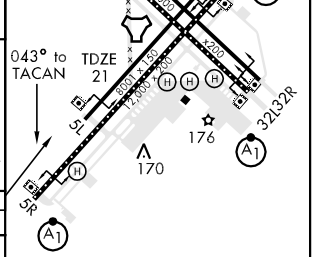
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-5L | 420-1<br>399 (400-1) | 420-1¼<br>399 (400-1¼) | 420-1½<br>399 (400-1½) |
| CIRCLING | 480-1½<br>457 (500-1½) | 580-2<br>557 (600-2) | 620-2<br>597 (600-2) |

HIRL all Rwy



NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 5R

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NTU Chan 113 | 043° | 12,000 | 20 | 23 |

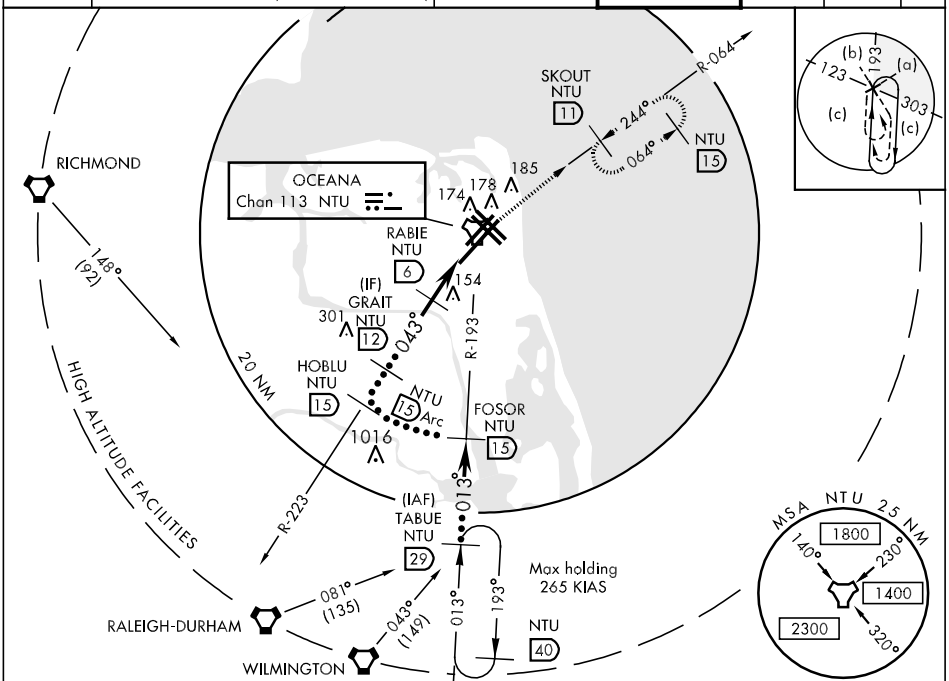
JAL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

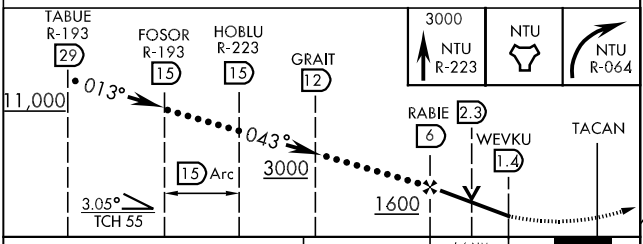
T * When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

ALSF-1

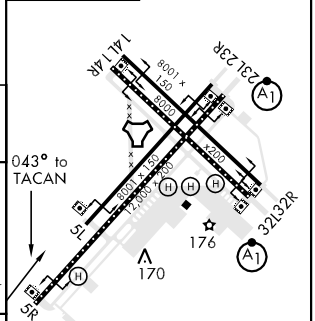
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-5R * | 420- ¾ 400 (400- ¾) | | 420-1 400 (400-1) |
| CIRCLING | 480-1½ 457 (500-1½) | 580-2 557 (600-2) | 620-2 597 (600-2) |

HIRL all Rwy


NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 23L/R

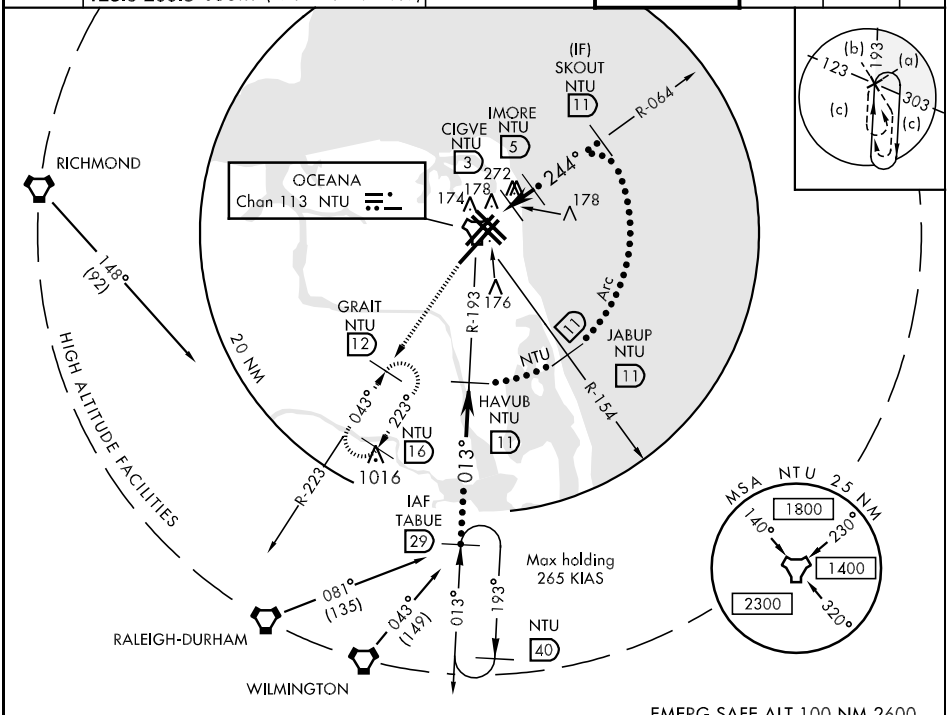
| TACAN | APCH CRS | Rwy ldg 23L | 23R | JAL-934 [USN] |
|---|---|---|---|---|
| NTU Chan 113 | 244° | 12,000 | 8001 | OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU) |
| | | TDZE 23L 22 23R 21 | | |
| | | Arpt Elev 23 | | |

* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

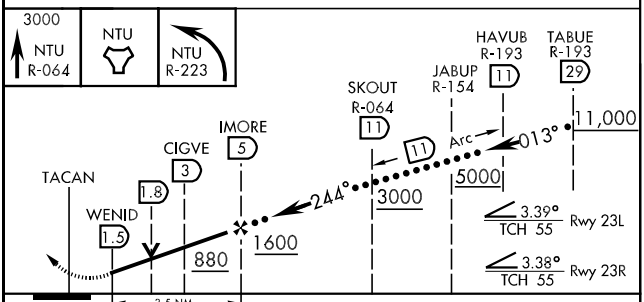
ALSF-1

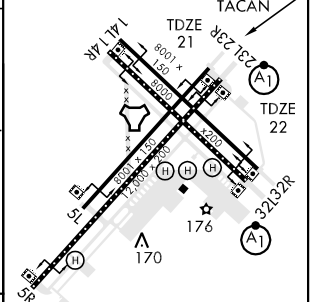
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-23L * | 440-¾ 418 (500-¾) | | 440-1 418 (500-1) |
| S-23R | 440-1¼ 419 (500-1¼) | | 440-1½ 419 (500-1½) |
| CIRCLING | 480-1½ 457 (500-1½) | 580-2 557 (600-2) | 620-2 597 (600-2) |

HIRL all Rwy


NE-3, 26 AUG 2010 to 23 SEP 2010

# HI-TACAN RWY 32L/R

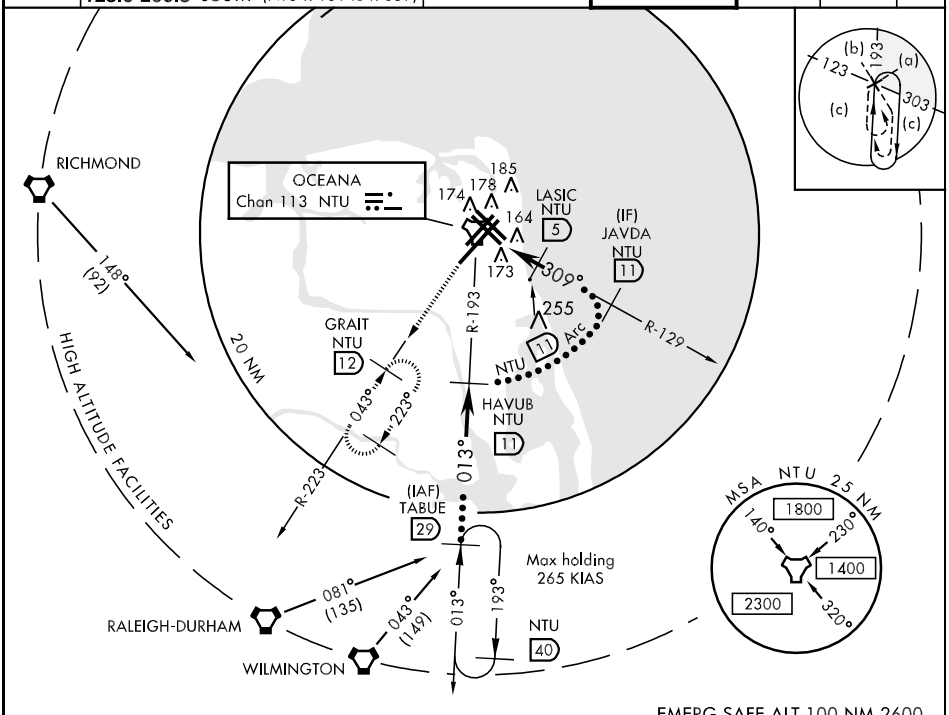
| TACAN | APCH CRS | Rwy ldg | | | | |
|---|---|---|---|---|---|---|
| NTU Chan **113** | **309°** | TDZE | 32L **8000** | 32R **8001** | JAL-934 [USN] | |
| | | Arpt Elev | 32L **23** | 32R **21** | OCEANA NAS (APOLLO SOUCEK FIELD) | (KNTU) |
| | | | **23** | | | |

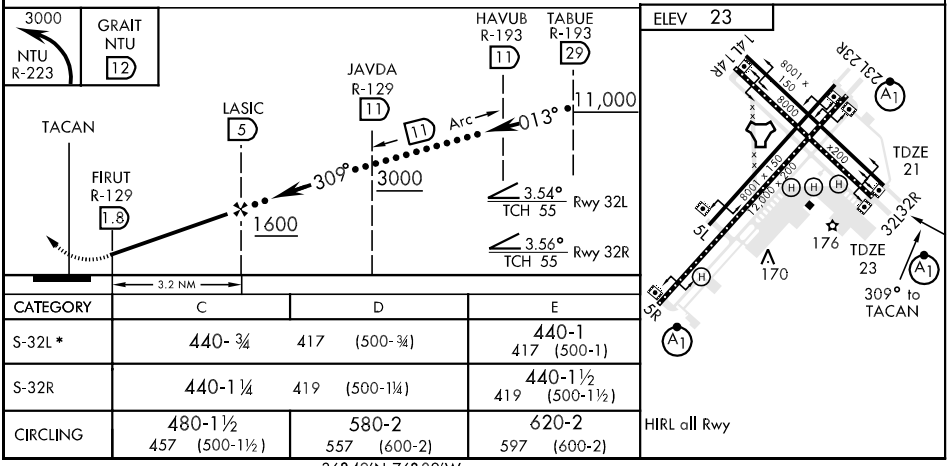
▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| **317.6** | **119.6 288.3** NORTH (NTU R-360 to R-150)<br>**123.9 266.8** SOUTH (NTU R-151 to R-359) | **126.05 372.1** | **127.075 360.2** | **336.4** | **254.6** | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-32L * | 440- ¾<br>417 (500-¾) | | 440-1<br>417 (500-1) |
| S-32R | 440-1 ¼<br>419 (500-1¼) | | 440-1½<br>419 (500-1½) |
| CIRCLING | 480-1½<br>457 (500-1½) | 580-2<br>557 (600-2) | 620-2<br>597 (600-2) |

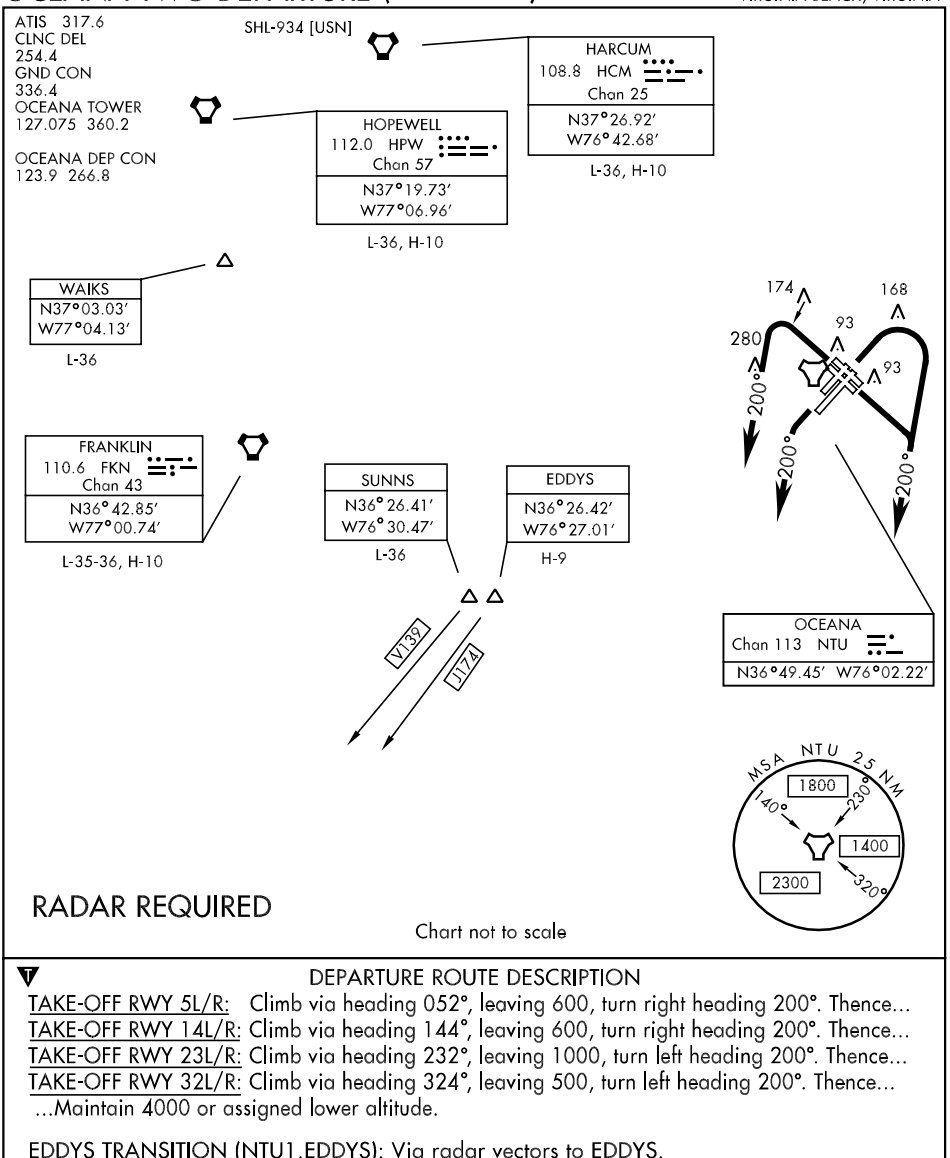
HIRL all Rwy

EMERG SAFE ALT 100 NM 2600



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# OCEANA-TWO DEPARTURE (NTU2•NTU)




NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...
TAKE-OFF RWY 32L/R: Climb via heading 324°, leaving 500, turn left heading 200°. Thence...
...Maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU1.EDDYS): Via radar vectors to EDDYS.
FRANKLIN TRANSITION (NTU1.FKN): Via radar vectors to FKN VORTAC.
HARCUM TRANSITION (NTU1.HCM): Via radar vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU1.HPW): Via radar vectors to HPW VORTAC.
(Note: At or below 17,000 only).
SUNNS TRANSITION (NTU1.SUNNS): Via radar vectors to SUNNS.
(Note: At or below 17,000 only).
WAIKS TRANSITION (NTU1.WAIKS): Via radar vectors to WAIKS.

# RNAV (GPS) RWY 5L

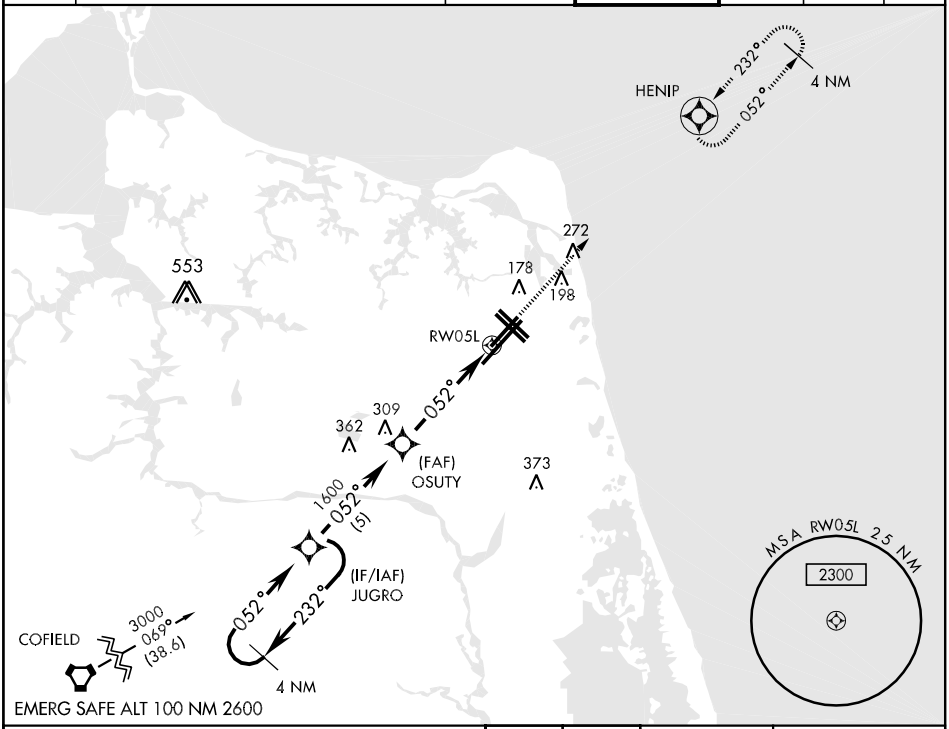
| WAAS Chan 63997 W05A | APCH CRS 052° | Rwy ldg 8001 TDZE 21 Arpt Elev 23 |
|---|---|---|

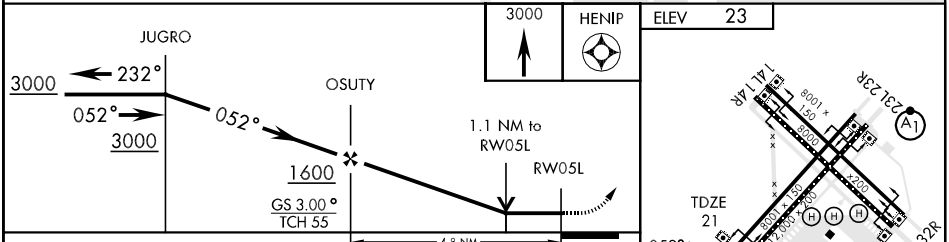
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HENIP and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 221-1 | 200 | (200-1) | |
| LNAV/ VNAV DA | 334-1 | 313 | (400-1) | |
| LNAV MDA | 440-1 | 419 (500-1) | 440-1¼ | 419 (500-1¼) |
| CIRCLING | 480-1 | 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 5R

| WAAS Chan 69870 W05B | APCH CRS 052° | Rwy ldg 12,000 TDZE 20 Arpt Elev 23 |
|---|---|---|

AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct JAGNI and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |

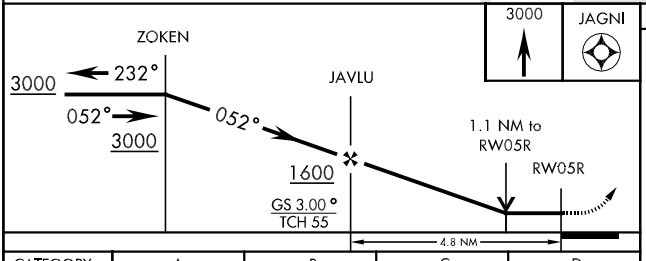
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(108°F) DME/DME RNP-0.3 NA.

JAGNI 232° 052° 4 NM

553 272 178 198 RW05R 153 309 362 052° 373 (FAF) JAVLU 1600 052° (5) (IF/IAF) ZOKEN 3000 069° (38) 052° 232° COFIELD 4 NM

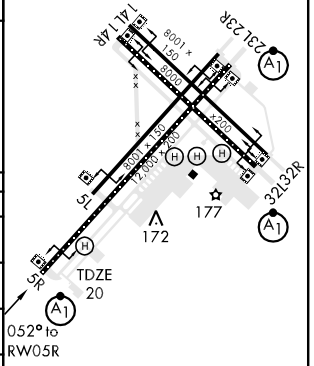
EMERG SAFE ALT 100 NM 2600

MSA RW05R 25 NM 2300




3000 JAGNI

ELEV 23




| CATEGORY | A | | B | C | | D | |
|---|---|---|---|---|---|---|---|
| LPV DA * | 220-½ | 200 | (200-½) | 220-¾ | 200 | (200-¾) | |
| LNAV/ * VNAV DA | 303-½ | 283 | (300-½) | 303-¾ | 283 | (300-¾) | |
| LNAV MDA ** | 420-½ | 400 | (400-½) | 420-¾ | 400 | (400-¾) | |
| CIRCLING | 480-1 | 457 | (500-1) | 480-1½ 457 (500-1½) | | 580-2 557 (600-2) | |

HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23L

| WAAS Chan 67300 W23A | APCH CRS 232° | Rwy ldg 12,000 TDZE 22 Arpt Elev 23 |
|---|---|---|

AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

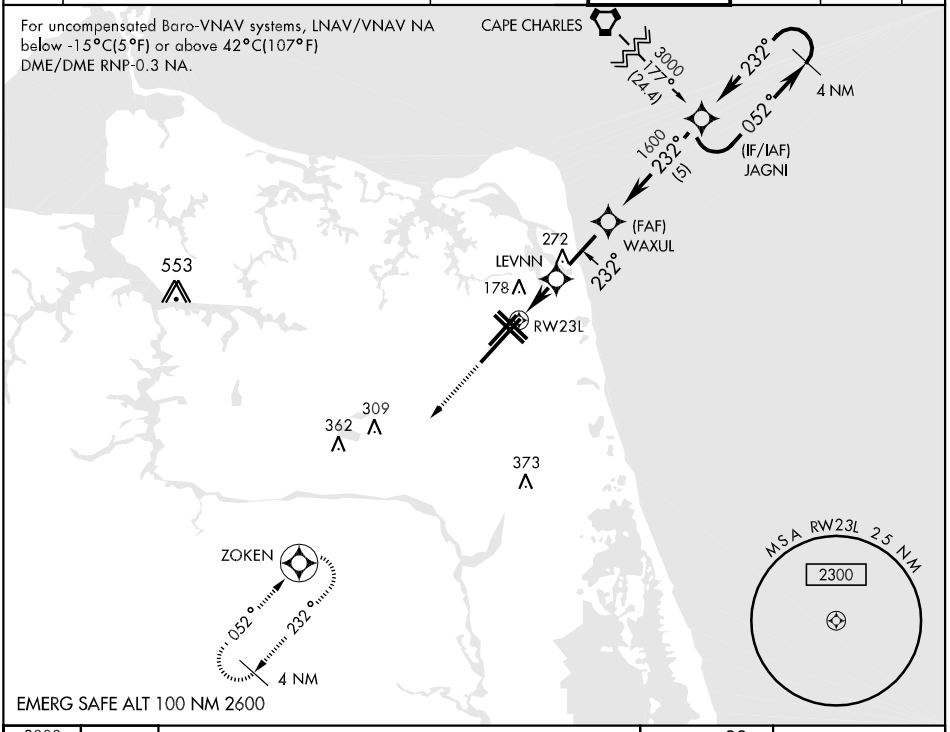
* When ALS inop, increase vis CAT ABCD to 1 mile.
* * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

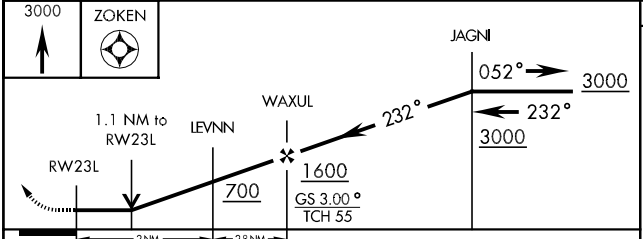
ALSF-1

MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.

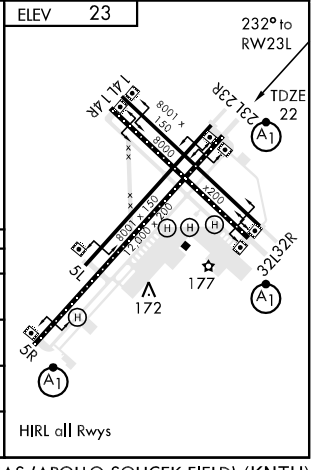
| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.




| CATEGORY | A | | B | | C | | D | |
|---|---|---|---|---|---|---|---|---|
| LPV DA * | 222-½ | 200 | (200-½) | | 222-¾ | 200 | (200-¾) | |
| LNAV/VNAV DA * | 316-½ | 294 | (300-¾) | | 316-¾ | 294 | (300-¾) | |
| LNAV MDA ** | 440-½ | 418 | (500-½) | | 440-¾ | 418 | (500-¾) | |
| CIRCLING | 480-1 | 457 | (500-1) | | 480-1½ 457 (500-1½) | | 580-2 557 (600-2) | |






NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23R

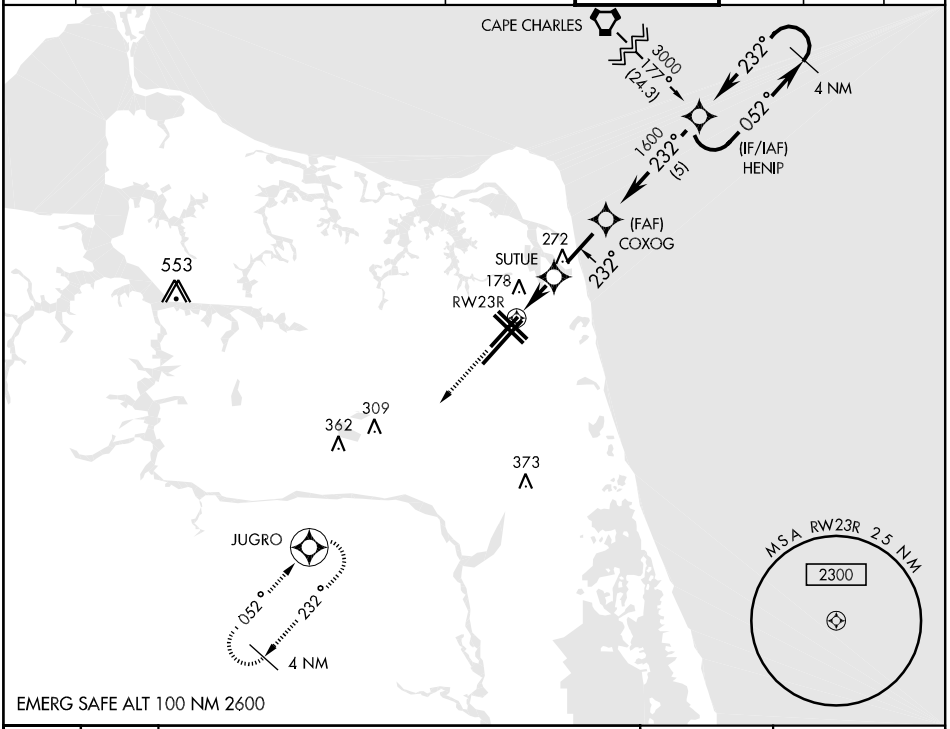
| WAAS Chan 71079 W23B | APCH CRS 232° | Rwy ldg 8001 TDZE 21 Arpt Elev 23 |
|---|---|---|

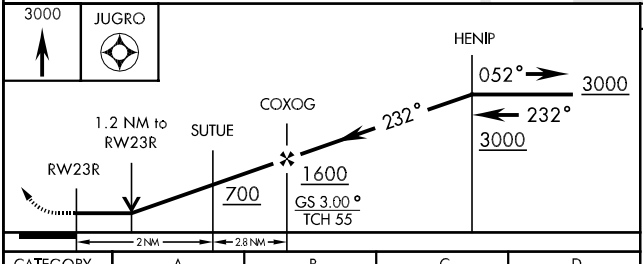
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

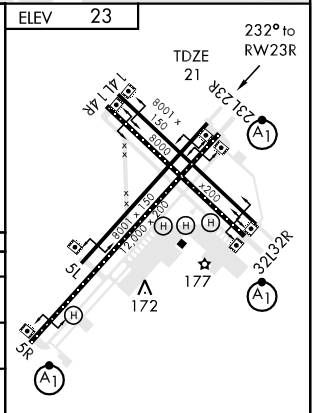
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 42°C(107°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 221-1 | 200 | (200-1) | |
| LNAV/ VNAV DA | 339-1 | 318 | (400-1) | |
| LNAV MDA | 440-1 | 419 (500-1) | 440-1¼ | 419 (500-1¼) |
| CIRCLING | 480-1 | 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

HIRL all Rwys



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

# SOUCEK-NINE DEPARTURE (SOUC9•NAGGI)

SHL-934 [USN] VIRGINIA BEACH, VIRGINIA

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| ALL | V/V(fpm) | 500 | 1000 | 1500 | 2000 | 2500 | 3000 |

ATC Climb Rate to ORF R-095/20 DME

ATIS 317.6
CLNC DEL 254.4
GND CON 336.4
OCEANA TOWER 127.075 360.2
OCEANA DEP CON (119.6 288.3 NORTH NTU R-360 to R-150) 123.9 266.8 SOUTH NTU R-151 to R-359) GIANT KILLER NORTH 350.0 SOUTH 233.7

NOTE: Chart not to scale

CAUTION: Departures from Rwys 5, 14, and 32 must avoid Norfolk Airspace 3.5 NM W and R-6606 3.5 NM E.

MSA NTU 2.5 NM 140° 230° 320° 1800 1400 2300

RADAR REQUIRED

SALISBURY 111.2 SBY Chan 49 N38°20.70' W75°30.64'

SNOW HILL 112.4 SWL Chan 71 N38°03.40' W75°27.84'

CAPE CHARLES 112.2 CCV Chan 59 N37°20.85' W75°59.86'

NORFOLK 116.9 ORF Chan 116 N36°53.51' W76°12.02'

OCEANA Chan 113 NTU N36°49.45' W76°02.22'

L-34-36, H-10
L-36, H-10
L-35-36, H-10
L-35-36, H-10

020° (27.7)
039° (11.8)
020° (42.6)
R-200
R-219
R-060
R-088
R-104
R-095
R-100
095°
095°
095°
141° (9.2)
157° (26.1)
R-135 (31)
052°
060°
090°
050°
040° (8.1)
128° (16.1)

JARON
V139 J121
SCHOL
NAGGI
CUPSI
ATLIC
JAYSI
HIRDU
BAAYY
OUTES
ANJIL
KNOTS

W-386
W-72A(1)
W-72A(2)
W-72B
AR9

EMERG SAFE ALT 100 NM 2600

(Continued on next page)

SOUCEK-NINE DEPARTURE (SOUC9•NAGGI)

VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

SHL-934 [USN]

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .
TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within NTU 2 DME. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC9.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC9.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC9.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC9.SCHOL): Via radar vectors to SCHOL.

SNOW HILL TRANSITION (SOUC9.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.


NE-3, 26 AUG 2010 to 23 SEP 2010

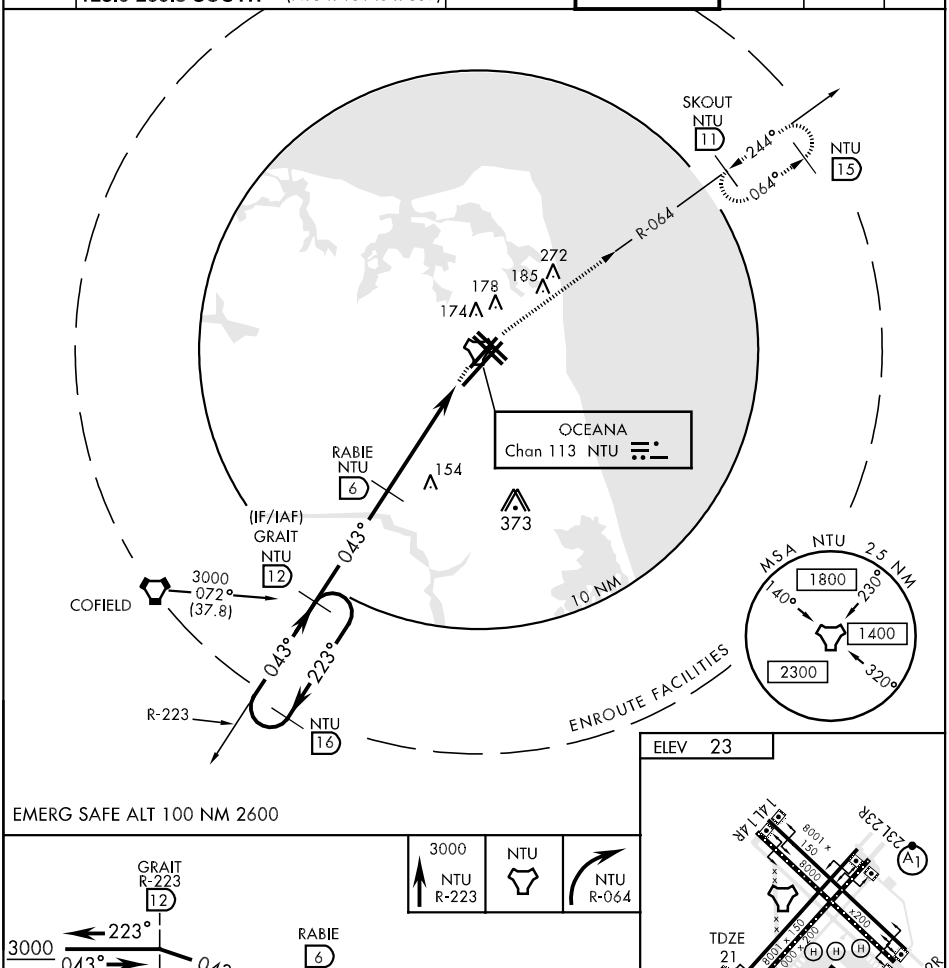
# TACAN RWY 5L

| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NTU Chan 113 | 043° | 8001 | 21 | 23 |

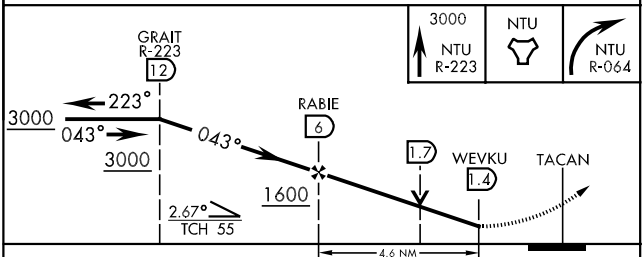
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

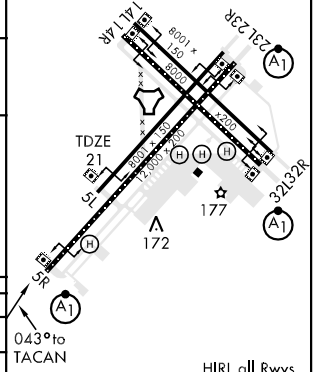
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5L | 420-1 | 399 (400-1) | | 420-1¼ 399 (400-1¼) |
| CIRCLING | 480-1 457 (500-1) | | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |



TACAN RWY 5L

NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 5R

| TACAN | APCH CRS | Rwy Idg | 12,000 |
|---|---|---|---|
| Chan 113 NTU | 043° | TDZE | 20 |
| | | Arpt Elev | 23 |

AL-934 [USN]

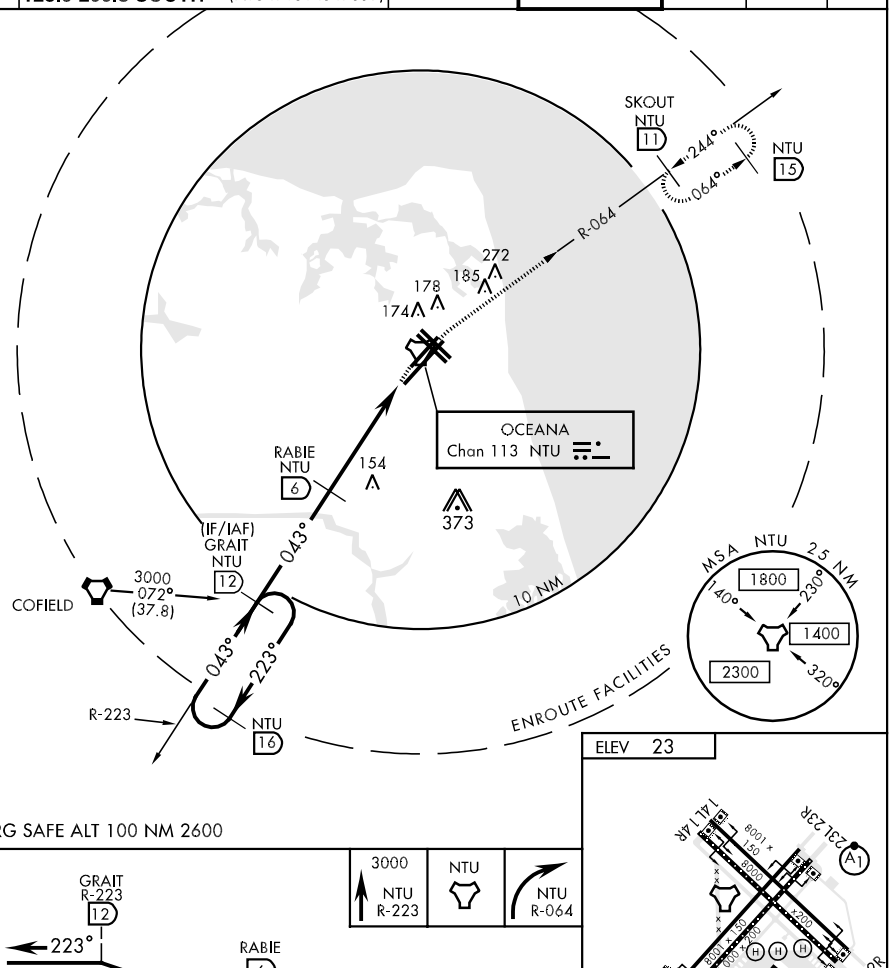
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

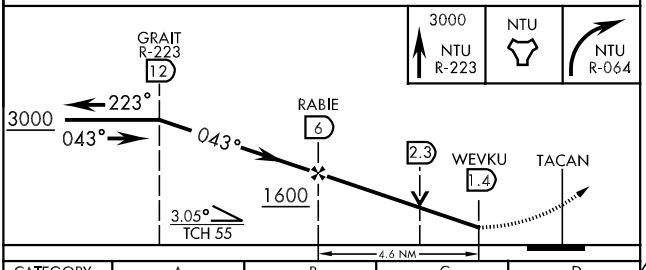
ALSF-1

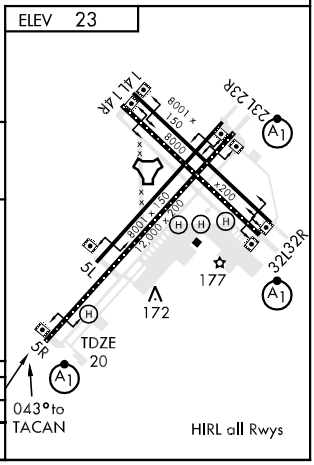
MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5R * | 420-½ 400 (400-½) | | 420-¾ 400 (400-¾) | |
| CIRCLING | 480-1 457 (500-1) | | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TACAN RWY 23L/R

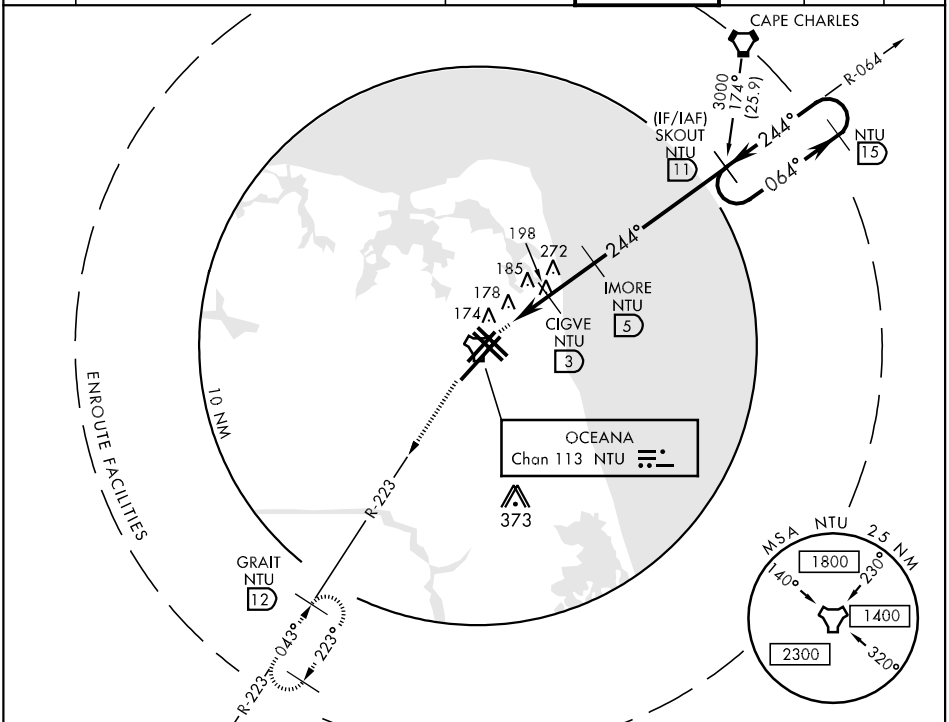
| TACAN | APCH CRS | Rwy Idg 23L 12,000 23R 8001 | AL-934 [USN] |
|---|---|---|---|
| NTU Chan 113 | 244° | TDZE 23L 22 23R 21 Arpt Elev 23 | OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU) |

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

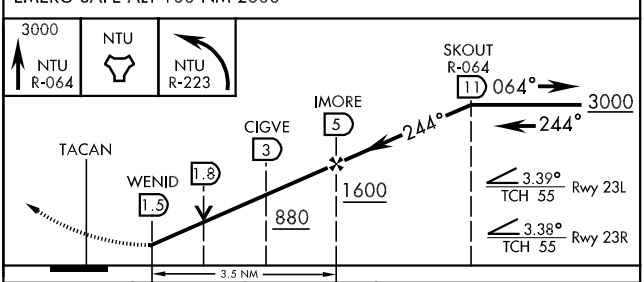
ALSF-1

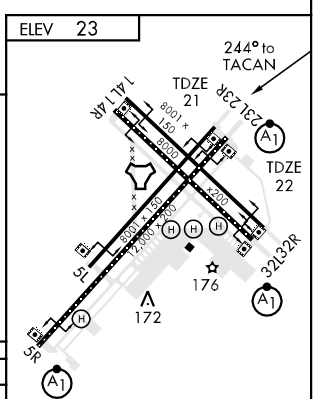
MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

| ATIS | OCEANA APP CON | NORFOLK APP CON | OCEANA TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 317.6 | 119.6 288.3 NORTH (NTU R-360 to R-150)<br>123.9 266.8 SOUTH (NTU R-151 to R-359) | 126.05 372.1 | 127.075 360.2 | 336.4 | 254.4 | |




EMERG SAFE ALT 100 NM 2600




| CATEGORY | A | | B | C | | D | |
|---|---|---|---|---|---|---|---|
| S-23L* | 440-½ | 418 | (500-½) | 440-¾ | 418 | (500-¾) | |
| S-23R | 440-1 | 419 | (500-1) | 440-1¼ | 419 | (500-1¼) | |
| CIRCLING | 480-1 | 457 | (500-1) | 480-1½ | 457 (500-1½) | 580-2 | 557 (600-2) |

HIRL all Rwys



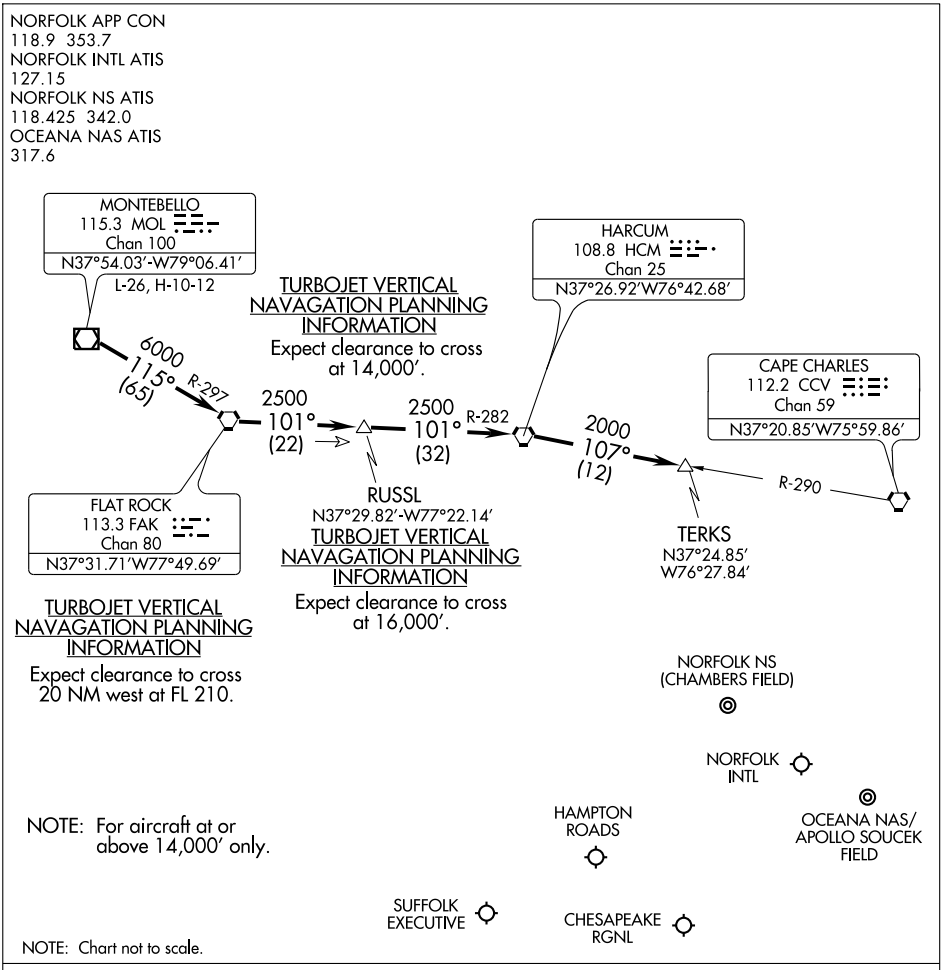
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# TERKS TWO ARRIVAL



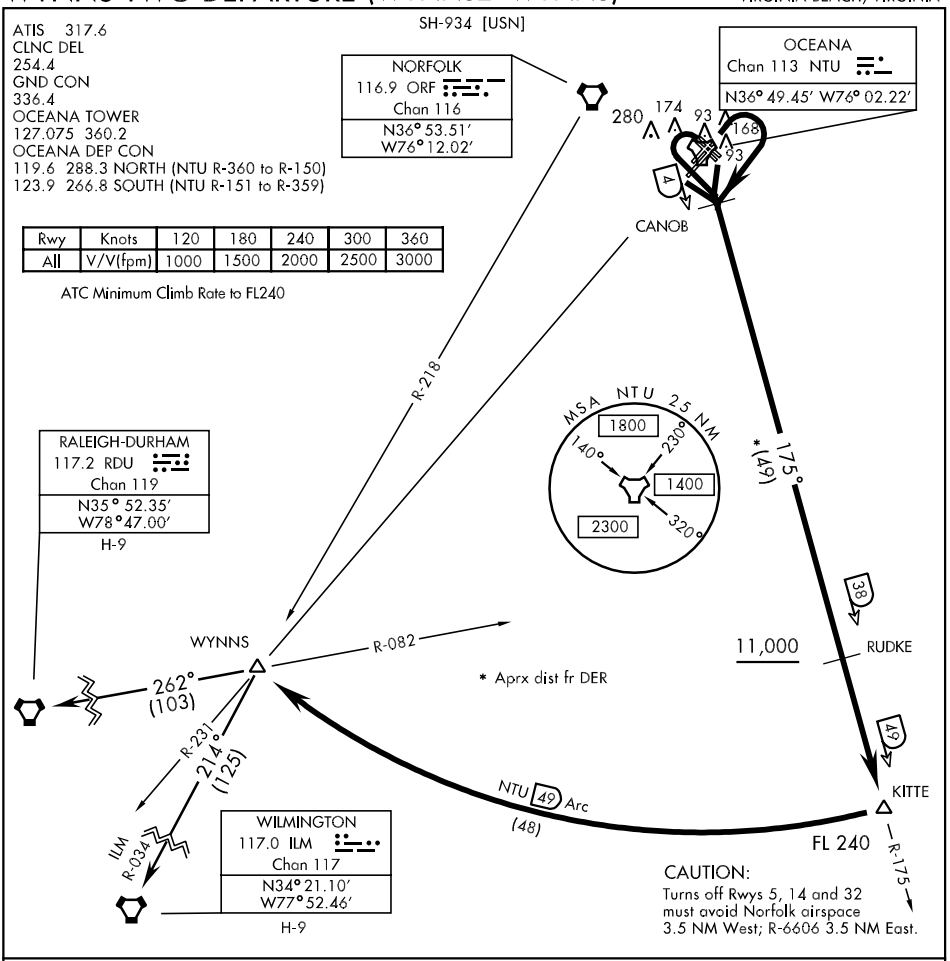


NE-3, 26 AUG 2010 to 23 SEP 2010




From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

# WYNNS-TWO DEPARTURE (WYNNS2•WYNNS)




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within NTU 2 DME to intercept NTU R-175. Thence . . .

. . .Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

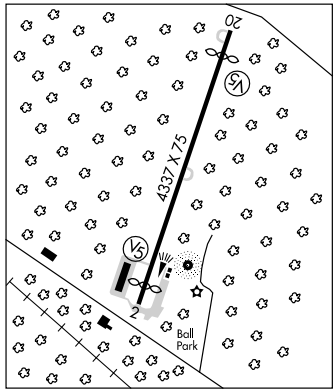
RALEIGH-DURHAM TRANSITION (WYNNS2.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNS2.ILM): Via ILM R-034 to ILM VORTAC.



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**WAKEFIELD MUNI** (AKQ) 2 NW UTC−5(−4DT) N36°59.23′ W77°00.07′ **WASHINGTON**
113 B **FUEL** 100LL NOTAM FILE AKQ **L–36H**
**RWY 02–20:** H4337X75 (ASPH) S–12.5 MIRL **IAP**
**RWY 02:** APAP(PNIL). GA 3.0° TCH 17′. Thld dsplcd 298′. Trees.
**RWY 20:** APAP(PNIL)—GA 3.0° TCH 17′. Thld dsplcd 470′. Trees.
**AIRPORT REMARKS:** Attended irregularly. For fuel after hours call 757–899–6066. Apron pavement cracked and in poor condition.
**WEATHER DATA SOURCES:** ASOS 128.325 (757) 899–2300.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**FRANKLIN RCO** 122.1R 110.6T (LEESBURG RADIO)
Ⓡ **NORFOLK APP/DEP CON** 127.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FKN.
**FRANKLIN (L) VORTAC** 110.6 FKN Chan 43 N36°42.85′ W77°00.74′ 011° 16.4 NM to fld. 90/09W.
**NDB (MHW)** 274 AKQ N36°58.99′ W77°00.07′ at fld. NOTAM FILE AKQ. Unmonitored. Unusable byd 10 NM.




**WALEY** N36°35.96′ W76°38.95′ NOTAM FILE DCA. **WASHINGTON**
**NDB (MHW/LOM)** 249 RK 035° 5.5 NM to Suffolk Executive. **L–35C, 36H**

**WALLOPS FLIGHT FACILITY** (WAL)(KWAL) NASA 5 S UTC−5(−4DT) N37°56.41′ W75°27.98′ **WASHINGTON**
40 B TPA–1040 (1000) NOTAM FILE DCA **H–10I, 12I, L–36I**
**RWY 04–22:** H8749X150 (PEM) S–57, D–115, 2S–146, 2D–225 HIRL **IAP, AD**
**RWY 04:** REIL. PAPI(P4L)–GA 3.0° **RWY 22:** REIL. PAPI(P4L)–GA 3.0°
**RWY 10–28:** H8005X200 (ASPH) S–57, D–115, 2D–225 HIRL.
**RWY 10:** REIL. PAPI(P4L)–GA 3.0° **RWY 28:** REIL. PAPI(P4L)–GA 3.0°
**RWY 17–35:** H4808X150 (ASPH) S–15, D–40, 2D–75 HIRL
**RWY 17:** REIL. PAPI(P4L)–GA 3.0° **RWY 35:** REIL. PAPI(P4L)–GA 3.0°
**ARRESTING GEAR SYSTEM**
**RWY 04** HOOK BAK –13(B) (1850) HOOK BAK–13(B) (1500)) **RWY 22**
**MILITARY SERVICE: LGT** ACTIVATE rwy lgts and rotating bcn—CTAF. **JASU** 3(A/M32A–86) 1 (AM32A–60A) **FUEL** J5. Restricted to U.S. government acft on official business only. **FLUID** SP PRESAIR
**MILITARY REMARKS: RSTD** Official business only. PPR 757–824–1688. **CAUTION** Roadways cross Rwy 17–35. High seagull bird strike potential. Extensive research test development in progress. Trees right of Rwy 22 thld. Numerous radar facilities at arpt with possible radio freq hazard to ordnance. Rwy 04 HOOK BAK–13 and Rwy 22 HOOK BAK–13 OTS indef.
**WEATHER DATA SOURCES:** ASOS 119.175 (757) 824–0820
**COMMUNICATIONS: CTAF** 126.5
**PATUXENT APP/DEP CON** 127.95 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2300Z‡, clsd holidays)
**WASHINGTON CENTER APP/DEP CON** 132.55 (Mon–Fri 0400–1200Z‡, Sat–Sun 2300–1300Z‡)
**TOWER** 126.5 Mon–Fri 1200–2200Z‡ except Federal holidays. **GND CON** 127.875 **CLNC DEL** 121.7 **INFO SVC** 126.5 (2230–1200Z‡)
**AIRSPACE: CLASS D** Mon–Fri 1200–2200Z‡ except Federal holidays other times Class E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**SNOW HILL (L) VORTAC** 112.4 SWL Chan 71 N38°03.40′ W75°27.84′ 189° 7.0 NM to fld. 40/8W.

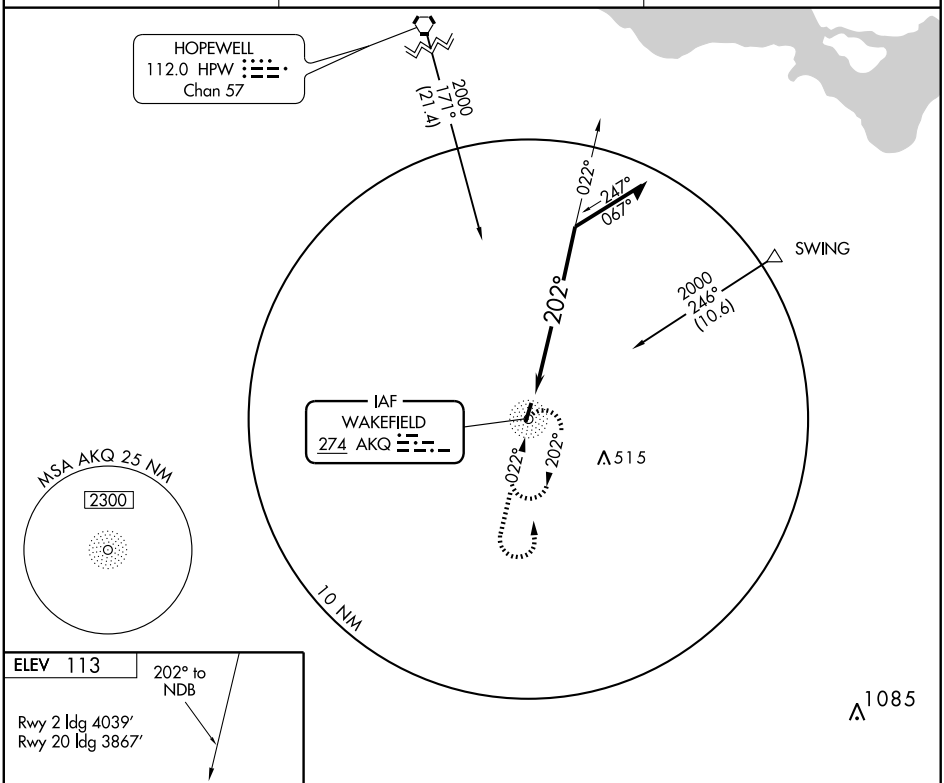
| NDB AKQ 274 | APP CRS 202° | Rwy Idg 3867<br>TDZE 113<br>Apt Elev 113 |
|---|---|---|

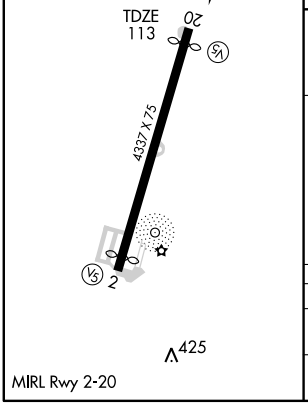
# NDB RWY 20
## WAKEFIELD MUNI (AKQ)

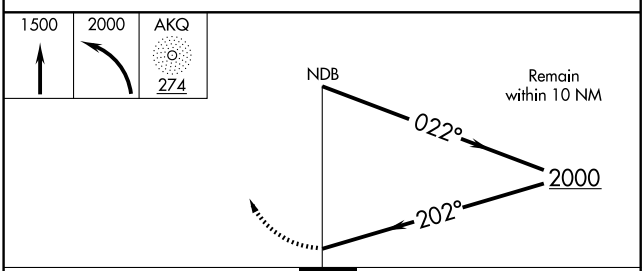
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

| ASOS | NORFOLK APP CON | UNICOM |
|---|---|---|
| 128.325 | 127.9 269.42 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 840-1 | 727 (800-1) | 840-2<br>727 (800-2) | 840-2¼<br>727 (800-2¼) |
| CIRCLING | 840-1 | 727 (800-1) | 840-2<br>727 (800-2) | 840-2¼<br>727 (800-2¼) |



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NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 20

WAKEFIELD MUNI (AKQ)

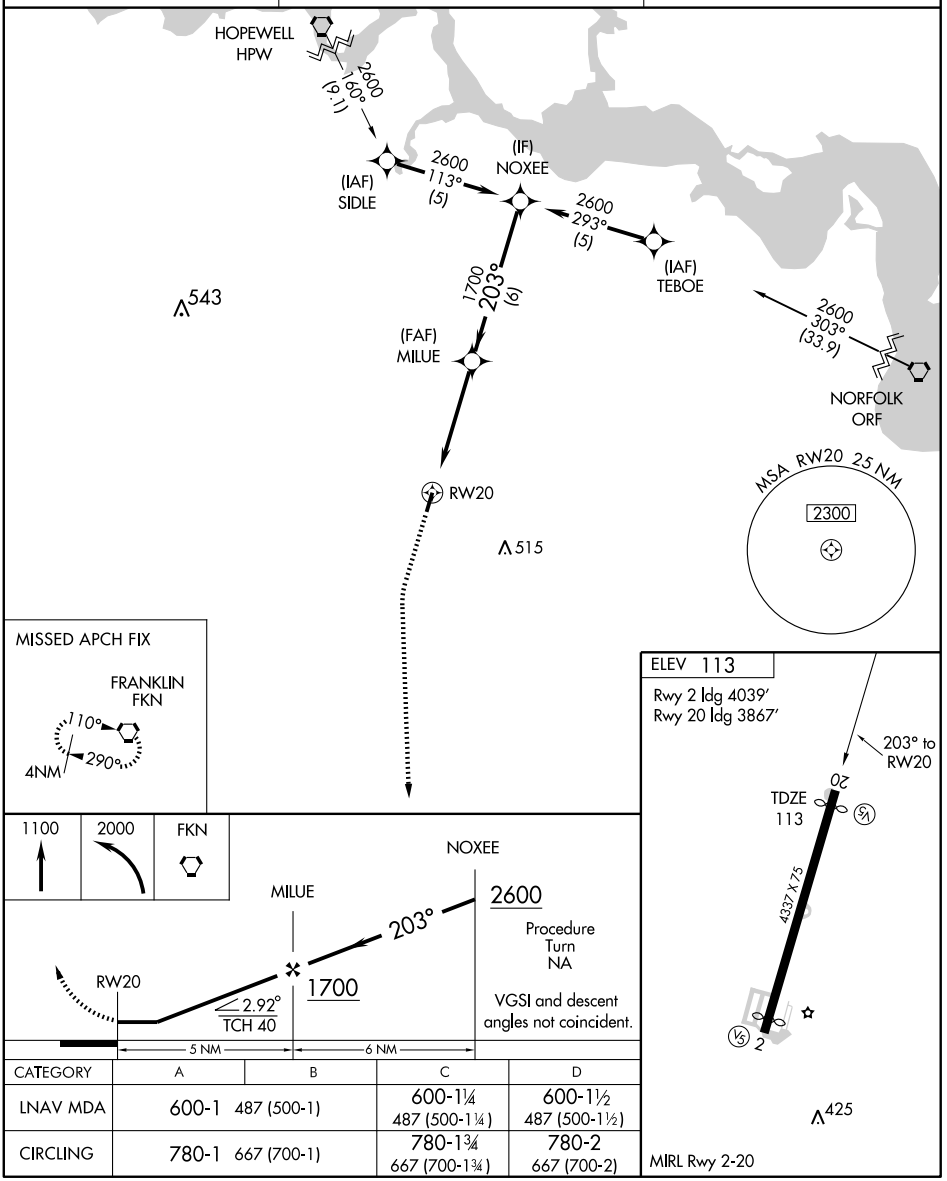
| APP CRS | Rwy Idg | 3867 |
|---|---|---|
| 203° | TDZE | 113 |
| | Apt Elev | 113 |

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct FKN VORTAC and hold.

| ASOS | NORFOLK APP CON | UNICOM |
|---|---|---|
| 128.325 | 127.9 269.42 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 487 (500-1) | | 600-1¼ 487 (500-1¼) | 600-1½ 487 (500-1½) |
| CIRCLING | 780-1 667 (700-1) | | 780-1¾ 667 (700-1¾) | 780-2 667 (700-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## WARRENTON–FAUQUIER (HWY) 12 SE UTC−5(−4DT) N38°35.18′ W77°42.64′ WASHINGTON

336 B S4 **FUEL** 100LL, JET A NOTAM FILE DCA H–10H, 12H, L–29E, 34E, 36I, A

**RWY 15–33:** H5000X100 (ASPH–GRVD) S–15, D–70 HIRL 0.5% up SE IAP

**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 53′. Tree.

**RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.

**AIRPORT REMARKS:** Attended 1300Z‡–dark. Ultralight activity on and invof arpt. Aerobatic activity (3 boxes avbl). Aerobatic demo area within 1.5 NM radius of arpt 3500 ft and blo; 1500–0300Z‡. ACTIVATE HIRL Rwy 15–33—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.350 (540) 788–4078.

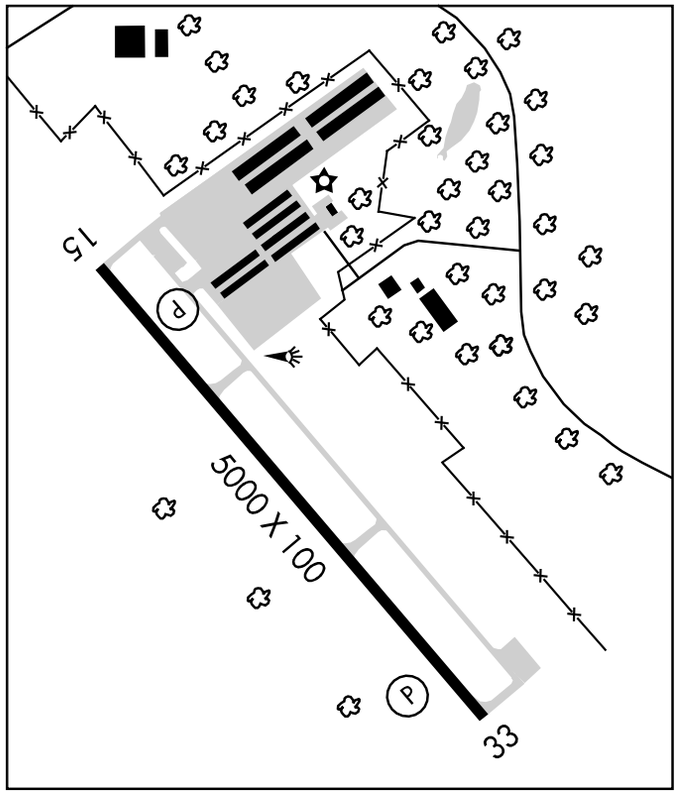
**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **POTOMAC APP/DEP CON** 124.65

**GCO** 135.075 (POTOMAC CLNC)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.

**CASANOVA (H) VORTAC** 116.3 CSN Chan 110 N38°38.47′ W77°51.93′ 120° 8.0 NM to fld. 439/06W.




## WASHINGTON–DULLES INTL (See DISTRICT OF COLUMBIA, WASHINGTON)

# WAYNESBORO

## EAGLE'S NEST (W13) 3 W UTC−5(−4DT) N38°04.62′ W78°56.65′ WASHINGTON

1437 B S4 **FUEL** 100LL NOTAM FILE DCA

**RWY 06–24:** H2009X50 (ASPH) MIRL (NSTD)

**RWY 06:** Tree. **RWY 24:** Tree.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. Parachute Jumping. Deer on and invof arpt. Glider activity on and invof arpt. Numerous cracks along rwy. Some cracks have seperated up to 4 inches. Acft parked adjacent to rwy. ACTIVATE MIRL Rwy 06–24—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 123.05

# WEIRWOOD

## CAMPBELL FLD (9VG) 1 W UTC−5(−4DT) N37°27.51′ W075°52.73′ WASHINGTON

40 NOTAM FILE DCA

**RWY 03–31:** 3000X100 (TURF)

**RWY 03:** P–line.

**RWY 14–32:** 1455X140 (TURF)

**AIRPORT REMARKS:** Attended Mar–Nov dalgt hours. Be alert: 60′ P–lines located 300′ southwest off the AER 03.

**COMMUNICATIONS: CTAF** 122.8

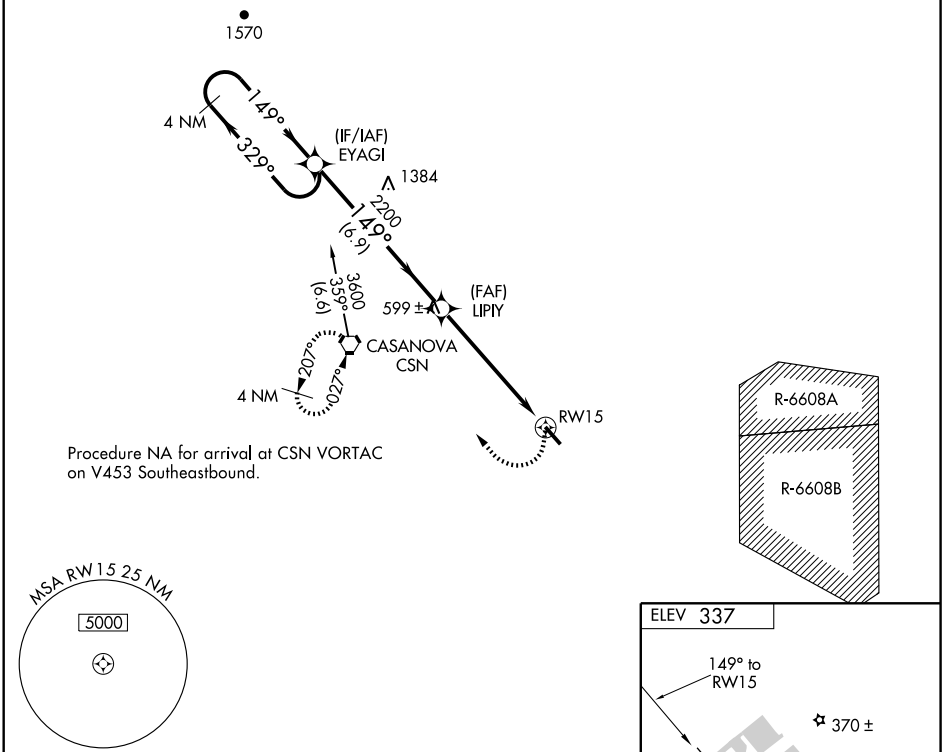
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 149° | TDZE | 328 |
| | Apt Elev | 337 |

# RNAV (GPS) RWY 15
## WARRENTON-FAUQUIER (HWY)

DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

| ASOS | CULPEPER AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|---|
| 120.350 | 119.325 | 124.65 306.925 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 452 (500-1) | | 780-1¼ 452 (500-1¼) | 780-1½ 452 (500-1½) |
| CIRCLING | 780-1 443 (500-1) | 800-1 463 (500-1) | 800-1½ 463 (500-1½) | 900-2 563 (600-2) |

REIL Rwys 15 and 33
HIRL Rwy 15-33 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC CSN 116.3 Chan 110 | APP CRS 119° | Rwy Idg 5000 TDZE 327 Apt Elev 337 |
|---|---|---|

# VOR RWY 15

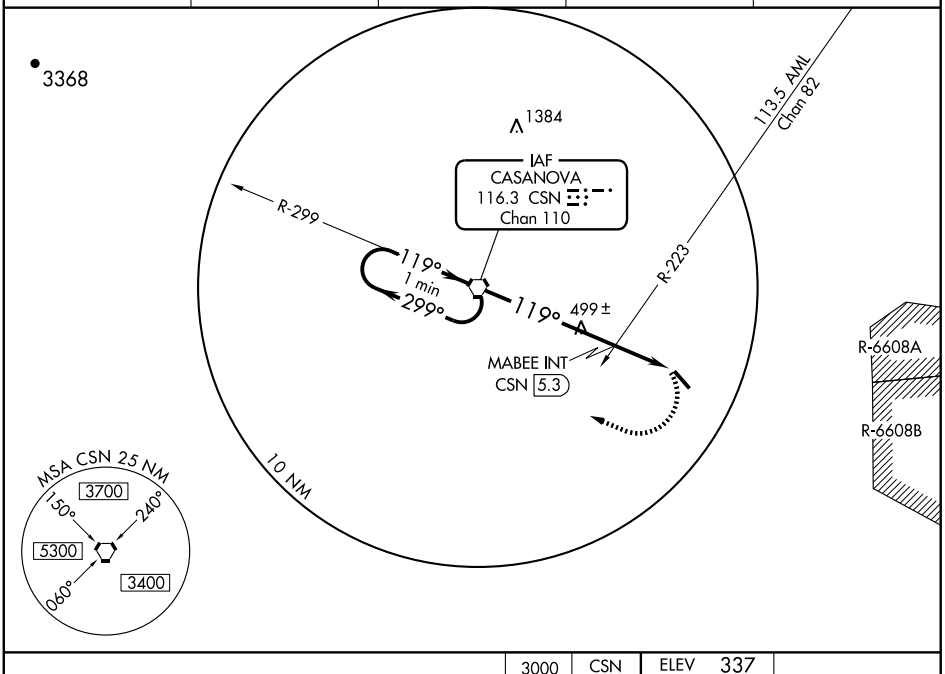
## WARRENTON-FAUQUIER (HWY)

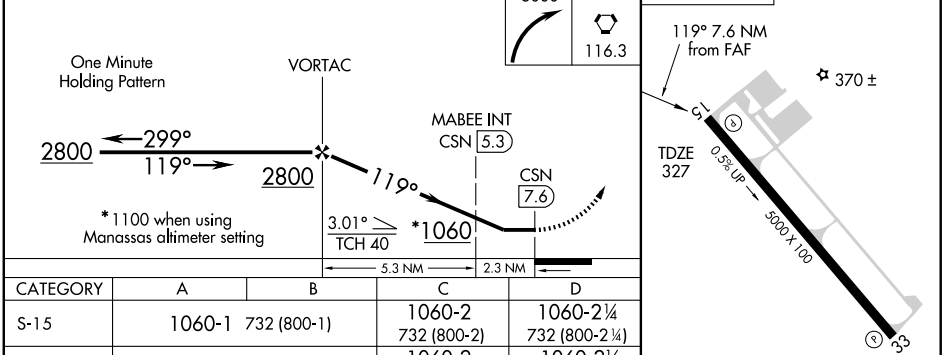
▼ NA

Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct to CSN VORTAC and hold.

| ASOS | CULPEPER AWOS-3 | POTOMAC APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|---|
| 120.350 | 119.325 | 124.65 306.925 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1060-1 732 (800-1) | | 1060-2 732 (800-2) | 1060-2¼ 732 (800-2¼) |
| CIRCLING | 1060-1 723 (800-1) | | 1060-2 723 (800-2) | 1060-2¼ 723 (800-2¼) |
| MABEE FIX MINIMUMS | | | | |
| S-15 | 740-1 412 (500-1) | | 740-1¼ 412 (500-1¼) | |
| CIRCLING | 740-1 403 (500-1) | 800-1 463 (500-1) | 800-1½ 463 (500-1½) | 900-2 563 (600-2) |

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

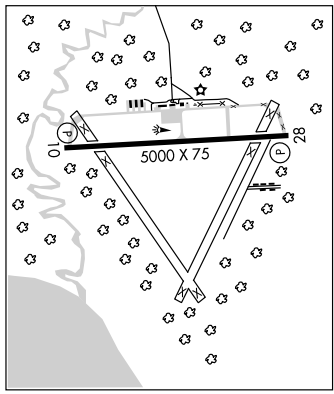
| FAF to MAP 7.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:36 | 5:04 | 3:48 | 3:02 | 2:32 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

## WEST POINT

**MIDDLE PENINSULA RGNL** (FYJ) 2 SE UTC−5(−4DT) N37°31.28′ W76°45.77′ **WASHINGTON**
20 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FYJ **H–10H, 12H, L–34E, 36H**
**RWY 10–28:** H5000X75 (ASPH) S–30, D–50, 2D–85 MIRL **IAP**
**RWY 10:** PAPI(P2L)—GA 3.5° TCH 53′. Trees.
**RWY 28:** PAPI(P2L)—GA 3.5° TCH 53′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Full and self–serve fuel avbl. Parachute Jumping weekends only. Deer on and invof arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10–28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.825 (804) 785–2307.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**HARCUM RCO** 122.1R 108.8T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 338° 5 NM to fld. 8/07W.

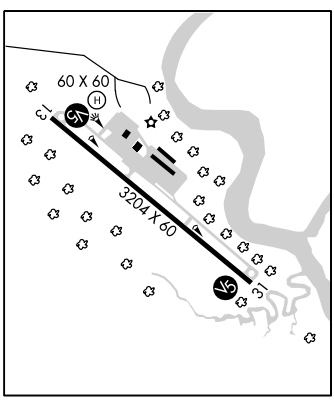



**WHINE** N36°44.02′ W81°56.94′ NOTAM FILE VJI. **CINCINNATI**
**NDB (MHW/LOM)** 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended. Unusable beyond 15 NM. **L–26I**

**WHITMAN STRIP** (See MANASSAS)

**WILLIAM M. TUCK** (See SOUTH BOSTON)

**WILLIAMSBURG–JAMESTOWN** (JGG) 3 SW UTC−5(−4DT) N37°14.35′ W76°42.97′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A TPA—849(800) NOTAM FILE JGG **L–34E, 36H**
**RWY 13–31:** H3204X60 (ASPH) S–12.5 MIRL(NSTD) 0.8% up NW **IAP**
**RWY 13:** REIL. APAP(PNIL). Trees. Rgt tfc.
**RWY 31:** REIL. APAP(PNIL). Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–dark. Arpt unattended Christmas Day–attended by req. Deer on and invof arpt. PAEW adjacent to Rwy 13–31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 13–31 NSTD MIRL, non FAA approved L–800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13–31, REIL and APAP Rwys 13 and 31—CTAF. Ldg fee for commercial and charter acft.
**WEATHER DATA SOURCES:** AWOS–3 120.625 (757) 220–8810.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NORFOLK APP/DEP CON** 119.45
**GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/07W.




**HELIPAD H1:** H60X60 (CONC)
**HELIPORT REMARKS:** Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13–31, perimeter lgts Helipad H1, REIL and APAP Rwys 13 and 31—CTAF.

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| Ch 40317 | 097° | TDZE | 13 |
| W10A | | Apt Elev | 20 |

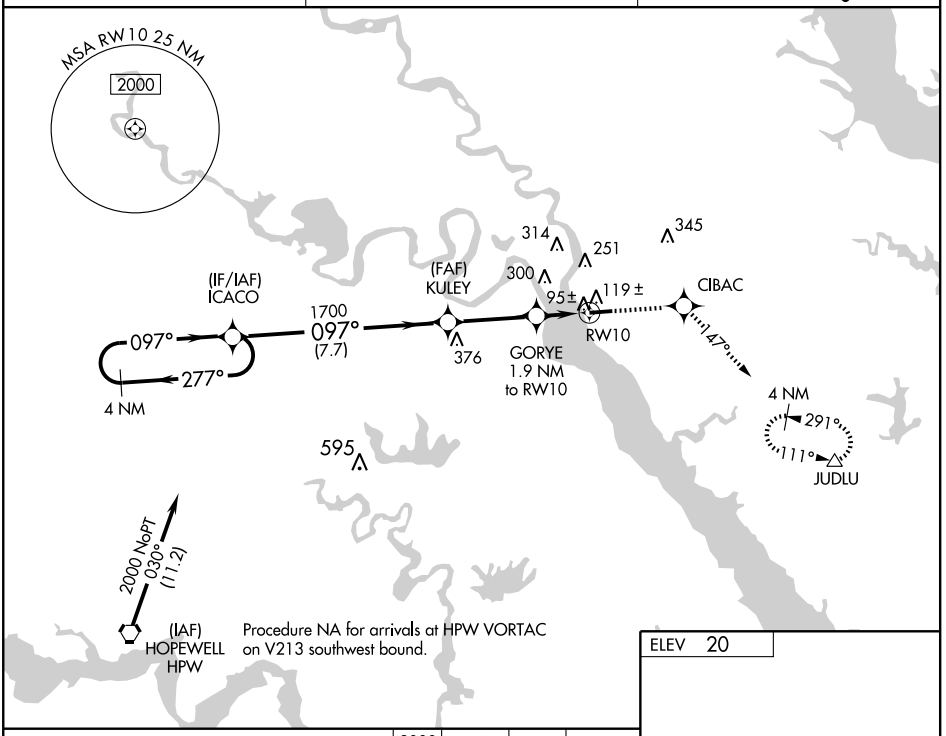
# RNAV (GPS) RWY 10

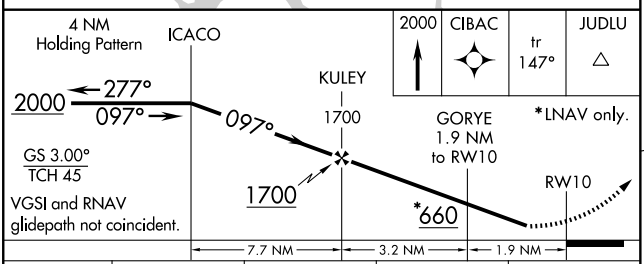
## WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

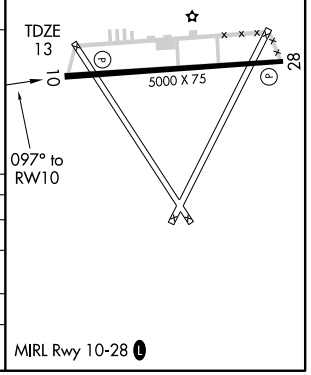
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Newport News altimeter setting. When local altimeter setting not received, use Newport News altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LNAV/VNAV Cat A/B visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 132.825 | 126.4 282.375 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 263-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 355-1¼ | 342 (400-1¼) | NA | |
| LNAV MDA | 380-1 | 367 (400-1) | NA | |
| CIRCLING | 480-1 460 (500-1) | 560-1 540 (600-1) | 620-1½ 600 (600-1½) | NA |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| VORTAC HCM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.8 | 337° | TDZE | N/A |
| Chan 25 | | Apt Elev | 21 |

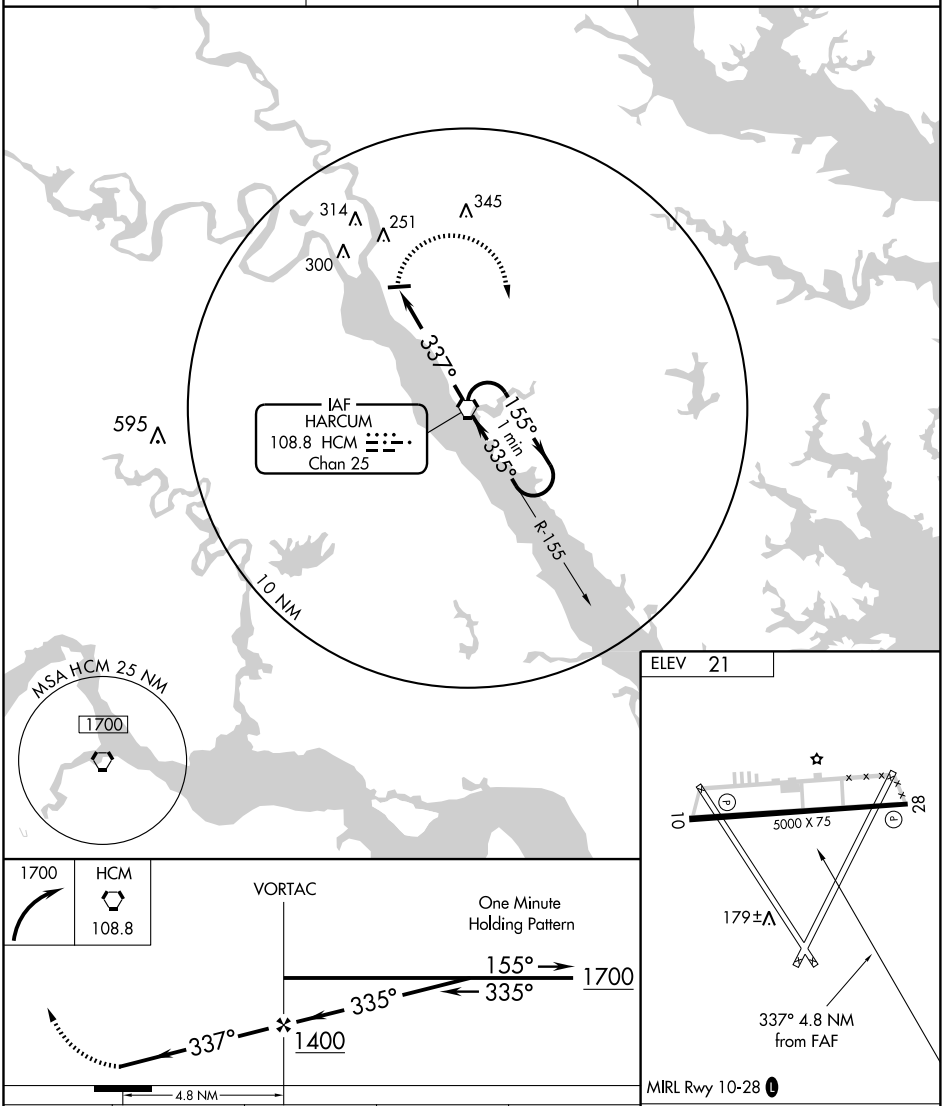
# VOR-A

## WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

| AWOS-3 | POTOMAC APP CON | UNICOM |
|---|---|---|
| 132.825 | 126.4 282.375 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1<br>459 (500-1) | 560-1<br>539 (600-1) | 620-1½<br>599 (600-1½) | NA |

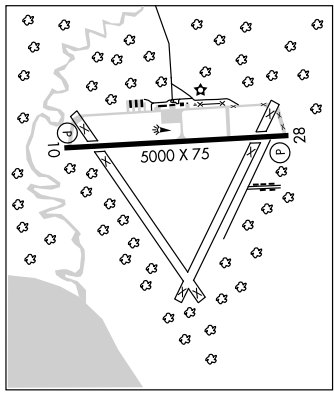
| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

NE-3, 26 AUG 2010 to 23 SEP 2010

NE-3, 26 AUG 2010 to 23 SEP 2010

## WEST POINT

**MIDDLE PENINSULA RGNL** (FYJ) 2 SE UTC−5(−4DT) N37°31.28′ W76°45.77′ **WASHINGTON**
20 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE FYJ **H–10H, 12H, L–34E, 36H**
**RWY 10–28:** H5000X75 (ASPH) S–30, D–50, 2D–85 MIRL **IAP**
**RWY 10:** PAPI(P2L)—GA 3.5° TCH 53′. Trees.
**RWY 28:** PAPI(P2L)—GA 3.5° TCH 53′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Full and self–serve fuel avbl. Parachute Jumping weekends only. Deer on and invof arpt. TPA—820(800) light acft, 1520(1500) heavy acft. ACTIVATE MIRL Rwy 10–28—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.825 (804) 785–2307.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**HARCUM RCO** 122.1R 108.8T (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 338° 5 NM to fld. 8/07W.

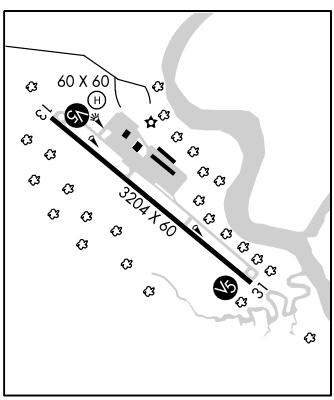



**WHINE** N36°44.02′ W81°56.94′ NOTAM FILE VJI. **CINCINNATI**
**NDB (MHW/LOM)** 236 VJ 241° 4.9 NM to Virginia Highlands. Unmonitored when arpt unattended. Unusable beyond 15 NM. **L–26I**

**WHITMAN STRIP** (See MANASSAS)

**WILLIAM M. TUCK** (See SOUTH BOSTON)

**WILLIAMSBURG–JAMESTOWN** (JGG) 3 SW UTC−5(−4DT) N37°14.35′ W76°42.97′ **WASHINGTON**
49 B S4 **FUEL** 100LL, JET A TPA—849(800) NOTAM FILE JGG **L–34E, 36H**
**RWY 13–31:** H3204X60 (ASPH) S–12.5 MIRL(NSTD) 0.8% up NW **IAP**
**RWY 13:** REIL. APAP(PNIL). Trees. Rgt tfc.
**RWY 31:** REIL. APAP(PNIL). Trees.
**AIRPORT REMARKS:** Attended 1200Z‡–dark. Arpt unattended Christmas Day–attended by req. Deer on and invof arpt. PAEW adjacent to Rwy 13–31. Rwy 31 dep turn left heading 270° to avoid school 3500 ft off rwy end. Noise abatement procedures in effect, ctc arpt manager 757–229–9256. Rwy 13–31 NSTD MIRL, non FAA approved L–800 series. Twy to Rwy 31, east of ramp, pavement and markings poor. Rwy 13 approach path alignment panels need repair. ACTIVATE MIRL Rwy 13–31, REIL and APAP Rwys 13 and 31—CTAF. Ldg fee for commercial and charter acft.
**WEATHER DATA SOURCES:** AWOS–3 120.625 (757) 220–8810.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **NORFOLK APP/DEP CON** 119.45
**GCO** 135.075 (NORFOLK CLNC)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 188° 12.6 NM to fld. 8/07W.




**HELIPAD H1:** H60X60 (CONC)
**HELIPORT REMARKS:** Helipad CLOSED ctc 122.8 for ldg instructions. Helipad H1 perimeter lgts. ACTIVATE MIRL Rwy 13–31, perimeter lgts Helipad H1, REIL and APAP Rwys 13 and 31—CTAF.

| VORTAC HCM 108.8 Chan 25 | APP CRS 188° | Rwy Idg N/A TDZE N/A Apt Elev 49 |
|---|---|---|

# VOR or GPS-B

## WILLIAMSBURG-JAMESTOWN (JGG)

Use Newport News/Williamsburg Intl altimeter setting.

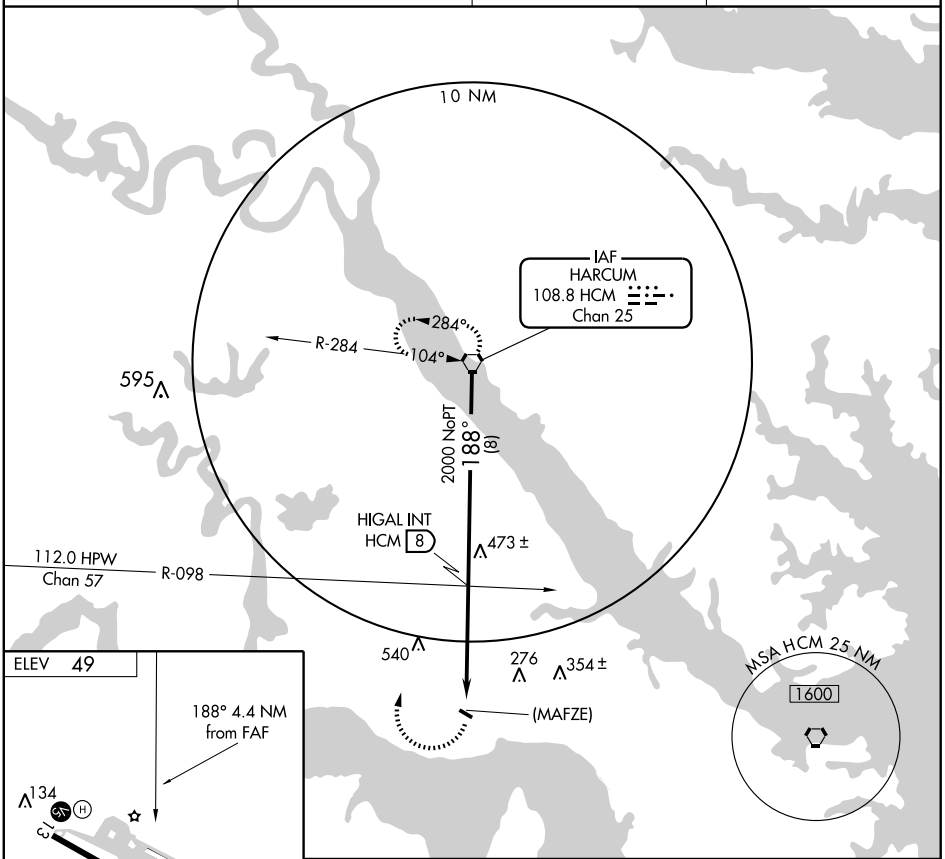
NA

MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

| AWOS-3 | NORFOLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.625 | 119.45 360.6 | 135.075 | 122.8 (CTAF) L |



NE-3, 26 AUG 2010 to 23 SEP 2010




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 631 (700-1) | | 680-1¾ 631 (700-1¾) | NA |

## BUMPASS

**LAKE ANNA** (7W4) 0 NW UTC−5(−4DT) N37°57.94′ W77°44.75′ **WASHINGTON**
355 B NOTAM FILE DCA
**RWY 08–26:** H2560X25 (ASPH) S–6 LIRL (NSTD)
**RWY 08:** Trees. **RWY 26:** Trees.
**AIRPORT REMARKS:** Unattended. No students.
**COMMUNICATIONS: CTAF** 122.9

**CAMPBELL FLD** (See WEIRWOOD)

**CAMP PEARY LNDG STRIP** (W94) A 3 NE UTC−5(−4DT) N37°18.77′ W76°38.29′ **WASHINGTON**
41 NOTAM FILE DCA Not Insp **H–10I, 12H, L–34E, 36H**
**RWY 05–23:** H5018X51 (ASPH) **IAP**
**MILITARY REMARKS:** Attended Mon–Fri 1300–2130Z‡‡. Field rstd, PPR by written req to Base Commander, Attn: Air OPS. Exc when opr under prior permission auth, pilots should maintain at least 3000′ abv the arpt elevation within 5 NM.
**COMMUNICATIONS:**
Ⓡ **NORFOLK APP/DEP CON** 125.7 335.625
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**HARCUM (L) VORTAC** 108.8 HCM Chan 25 N37°26.92′ W76°42.68′ 164° 8.9 NM to fld. 10/07W.

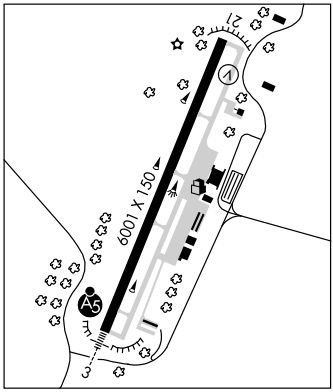
**CAPE CHARLES** N37°20.85′ W75°59.86′ NOTAM FILE DCA. **WASHINGTON**
**(L) VORTAC** 112.2 CCV Chan 59 042° 21.2 NM to Accomack Co. 10/10W. **H–10I, 12H, L–35D, 36I**
VOR portion unusable:
137°–322° byd 17 NM blo 2000′ 137°–322° byd 22 NM blo 3000′
**RCO** 122.1R 112.2T (LEESBURG RADIO)

**CASANOVA** N38°38.47′ W77°51.93′ NOTAM FILE DCA. **WASHINGTON**
**(H) VORTAC** 116.3 CSN Chan 110 184° 6.9 NM to Culpeper Rgnl. 439/06W. **H–10H, L–29D, 34E, 36I, A**
VORTAC unusable 310°–350° byd 10 NM blo 11000′.
**RCO** 122.1R 116.3T (LEESBURG RADIO)

**CAVERNS** N38°41.97′ W78°28.30′ NOTAM FILE DCA. **WASHINGTON**
**NDB (MHW)** 245 LUA 224° 2.4 NM to Luray Caverns. Unmonitored when arpt unattended. **L–29G**
Unusable 209°–049° byd 15 NM; 050°–208° byd 10 NM.

**CHAMBERS FLD** (See NORFOLK NS)

**CHARLOTTESVILLE–ALBEMARLE** (CHO) 7 N UTC−5(−4DT) N38°08.32′ W78°27.17′ **WASHINGTON**
639 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE CHO **H–10H, 12H, L–26K, 36H**
**RWY 03–21:** H6001X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 HIRL 0.3% up SW **IAP, AD**
**RWY 03:** MALSR.
**RWY 21:** REIL. VASI(V4L)—GA 3.0°TCH 50′.
**AIRPORT REMARKS:** Attended 1100–0400Z‡. Deer and birds on and invof arpt. PPR 8 hrs for unscheduled air carrier ops with more than 9 passenger seats between 0400–1100Z‡, call arpt manager 434–981–4152. When twr clsd HIRL Rwy 03–21 and twy lgts preset low ints and REIL Rwy 21 unavbl. To increase ints HIRL Rwy 03–21 and twy lgts and ACTIVATE MALSR Rwy 03—CTAF. VASI Rwy 21 not monitored. REIL not monitored. Landing fee only for acft over 7000 lbs. Wheeled helicopters are requested to ground taxi when transiting arpt.
**WEATHER DATA SOURCES:** ASOS 118.425 (434) 973–5024. ASOS wind unreliable.
**COMMUNICATIONS: CTAF** 124.5 **ATIS** 118.425 **UNICOM** 122.95
**CHARLOTTESVILLE RCO** 122.65 122.2 (LEESBURG RADIO)
Ⓡ **POTOMAC APP/DEP CON** 132.85
**TOWER** 124.5 (1100–0400Z‡) **GND CON** 121.9
**AIRSPACE: CLASS D** svc 1100–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GORDONSVILLE (H) VORTAC** 115.6 GVE Chan 103 N38°00.82′ W78°09.18′ 304° 16.1 NM to fld. 382/06W. HIWAS.
**AZALEA PARK NDB (MHW)** 336 AZS N38°00.61′ W78°31.09′ 030° 8.3 NM to fld. NOTAM FILE CHO.
NDB unmonitored when twr clsd. SHUTDOWN.
**ILS/DME** 111.7 I–CHO Chan 54 Rwy 03. Class IA. LOC/GS unmonitored when twr closed.



# RNAV (GPS) RWY 5

| APCH CRS | Rwy Idg | 5018 |
|---|---|---|
| 050° | TDZE | 41 |
| | Arpt Elev | 41 |

AL-3214 [USA]

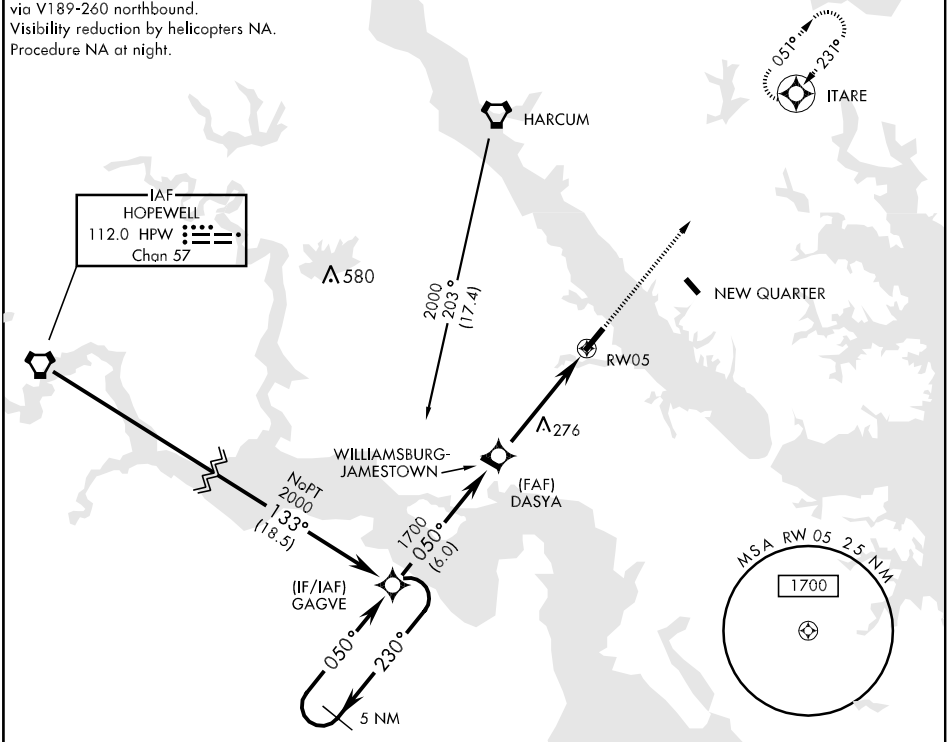
CAMP PEARY LNDG STRIP (KW94)

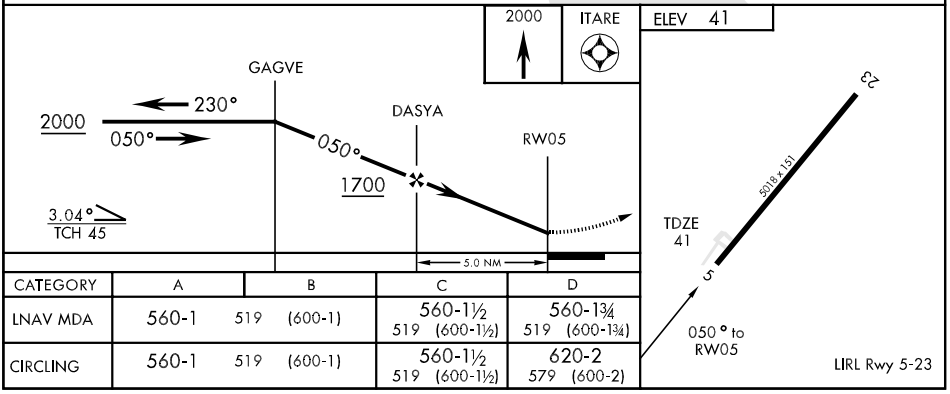
Use Williamsburg-Jamestown altimeter setting. When not received,use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

| WILLIAMSBURG-JAMESTOWN AWOS-3 | NORFOLK APP CON |
|---|---|
| 120.625 | 125.7 335.625 |

DME/DME RNP-0.3 NA
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 519 (600-1) | | 560-1½ 519 (600-1½) | 560-1¾ 519 (600-1¾) |
| CIRCLING | 560-1 519 (600-1) | | 560-1½ 519 (600-1½) | 620-2 579 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 23

| APCH CRS | Rwy Idg | 5018 |
|---|---|---|
| 230° | TDZE | 34 |
| | Arpt Elev | 41 |

AL-3214 [USA]

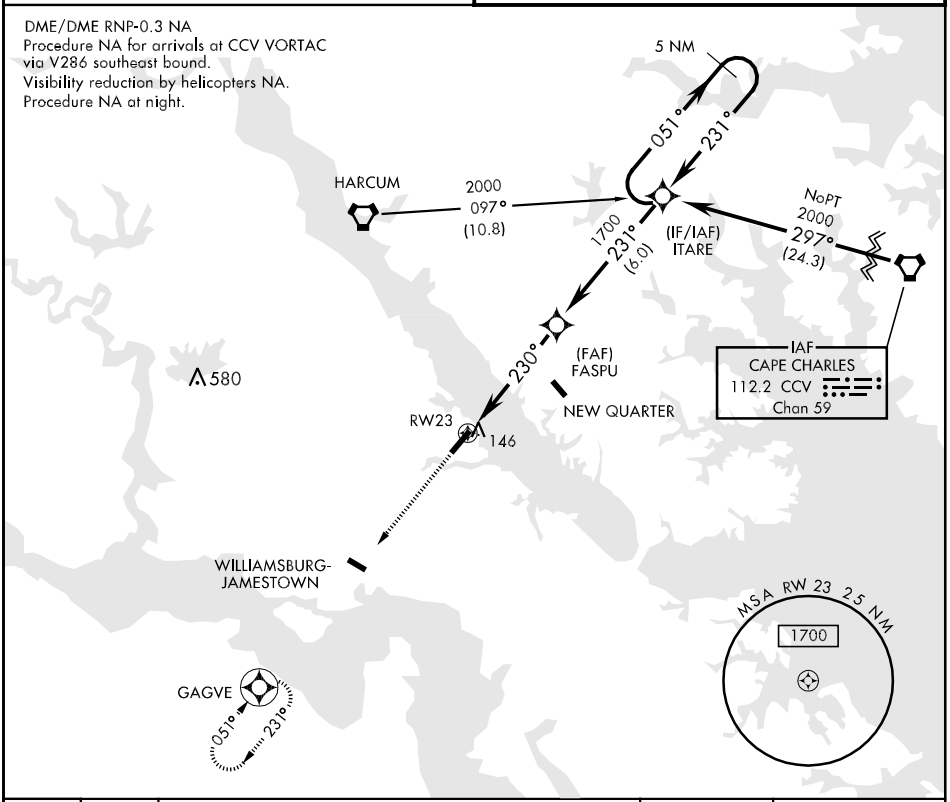
CAMP PEARY LNDG STRIP (KW94)

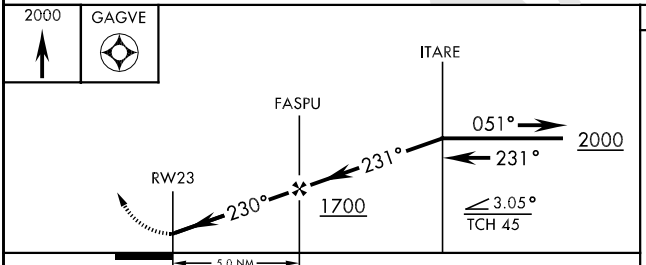
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

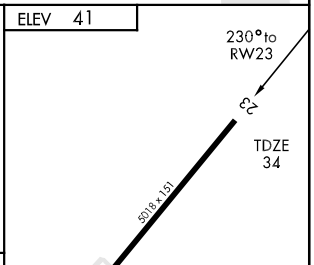
MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

| WILLIAMSBURG-JAMESTOWN AWOS-3 | NORFOLK APP CON |
|---|---|
| 120.625 | 125.7 335.625 |

DME/DME RNP-0.3 NA
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.
Visibility reduction by helicopters NA.
Procedure NA at night.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 386 (400-1) | | | 420-1¼ 386 (400-1¼) |
| CIRCLING | 500-1 459 (500-1) | | 500-1½ 459 (500-1½) | 620-2 579 (600-2) |

LIRL Rwy 5-23



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

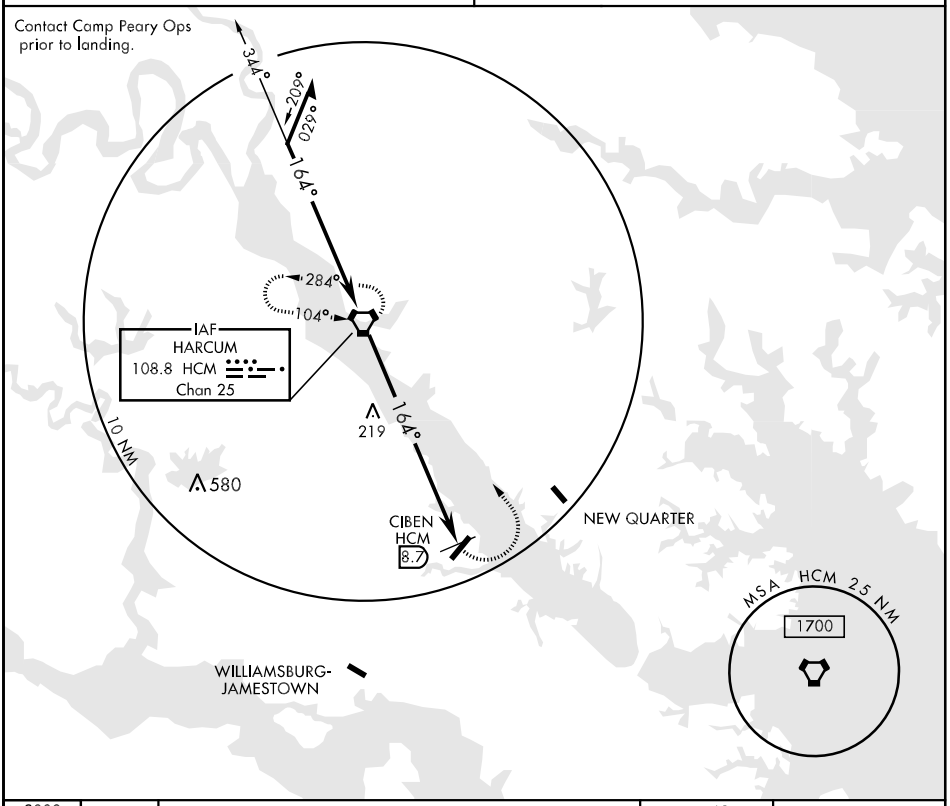
# VOR-A

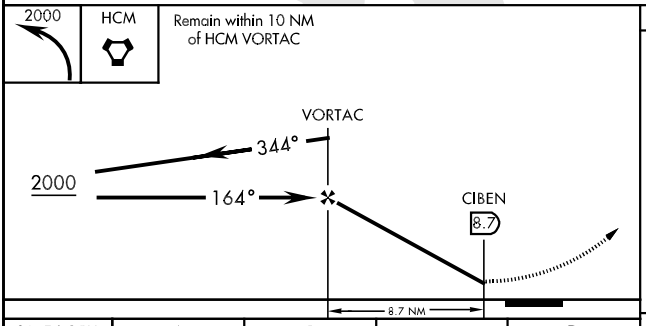
| VORTAC HCM 108.8 Chan 25 | APCH CRS 164° | Rwy Idg NA<br>TDZE NA<br>Arpt Elev 41 | AL-3214 [USA] | CAMP PEARY LNDG STRIP (KW94) |
|---|---|---|---|---|

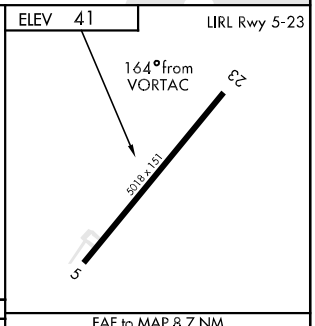
*Circling to Rwy 23 NA at night.
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

| WILLIAMSBURG-JAMESTOWN AWOS-3 | NORFOLK APP CON |
|---|---|
| 120.625 | 125.7 335.625 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 620-1 579 (600-1) | | 620-1½ 579 (600-1½) | 620-2 579 (600-2) |

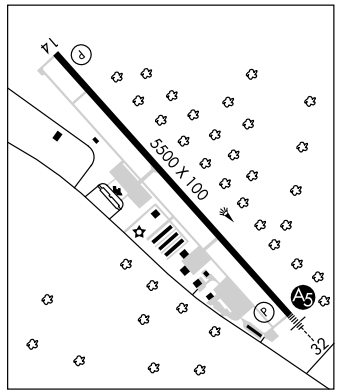
FAF to MAP 8.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:42 | 5:48 | 4:21 | 3:29 | 2:54 |



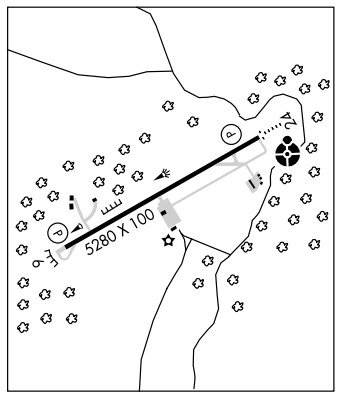
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**WINCHESTER RGNL** (OKV) 3 SE UTC−5(−4DT) N39°08.61′ W78°08.67′ **WASHINGTON**
726 B S4 **FUEL** 100LL, JET A TPA–See Remarks LRA NOTAM FILE OKV **H–10H, 12I, L–29D, A**
**RWY 14–32:** H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 0.5% up NW **IAP**
**RWY 14:** REIL. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
**RWY 32:** MALSR. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
**AIRPORT REMARKS:** Attended 1200–0000Z‡. Deer on and invof arpt. Taxi on pavement only. Medical Flight: irregular departure pat. ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804–661–3660 Mon–Fri, after hours and weekends call 703–661–3632.
**WEATHER DATA SOURCES:** AWOS–3 124.85 (540) 662–6970.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MRB.
**MARTINSBURG (L) VORTAC** 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 231° 20 NM to fld. 600/07W.
**ILS/DME** 109.55 I–TZX Chan 32Y Rwy 32. CLASS IB. Unmonitored when arpt unattended.




## WISE

**LONESOME PINE** (LNP) 3 NE UTC−5(−4DT) N36°59.25′ W82°31.80′ **CINCINNATI**
2684 B **FUEL** 100LL, JET A NOTAM FILE LNP **H–9B, 12G, L–26H**
**RWY 06–24:** H5280X100 (ASPH–GRVD) S–42, D–55, 2D–100 MIRL 0.3% up NE **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**RWY 24:** REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36′. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct Mon–Sat 1300–0000Z‡, Sun irregularly, Nov–Mar Mon–Sat 1300–2230Z‡, Sun irregularly. Rwy 06–24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06–24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.6 (276) 328–3727.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GLADE SPRING (L) VOR/DME** 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 296° 23.8 NM to fld. 4200/02W. **HIWAS.**
**ILS/DME** 110.7 I–OWN Chan 44 Rwy 24.




**WOODRUM** N37°19.45′ W79°58.74′ NOTAM FILE ROA. **CINCINNATI**
**(T) VORW** 114.9 ODR at Roanoke Rgnl/Woodrum Field. **L–26J**
VOR unusable 035°–110° byd 10 NM blo 6500′, 035°–110° byd 10 NM blo 4,200′, 035°–050° byd 20 NM blo 7000′. 290°–360° byd 15 NM all altitudes.

| LOC/DME I-TZX | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 109.55 | 324° | TDZE | 715 |
| Chan 32 (Y) | | Apt Elev | 726 |

# ILS or LOC RWY 32

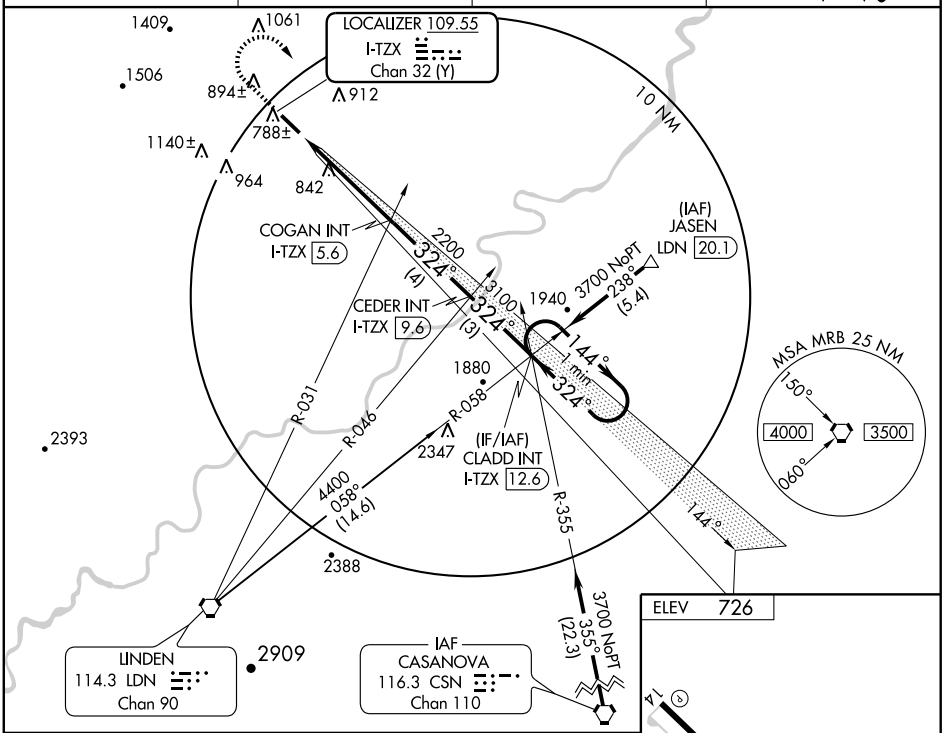
## WINCHESTER RGNL (OKV)

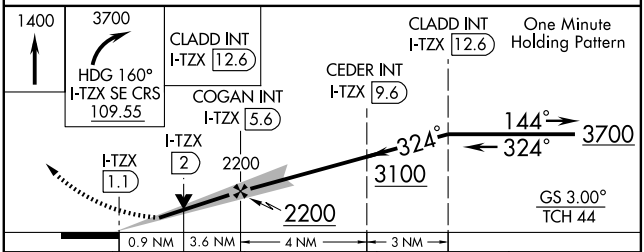
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

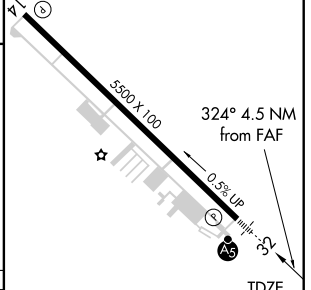
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.85 | 120.45 306.925 | 126.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 915-½ 200 (200-½) | | | |
| S-LOC 32 | 1040-½ 325 (400-½) | | | 1040-¾ 325 (400-¾) |
| CIRCLING | 1120-1 394 (400-1) | 1260-1 534 (600-1) | 1260-1½ 534 (600-1½) | 1280-2 554 (600-2) |

REIL Rwy 14 (L)
MIRL Rwy 14-32 (L)

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

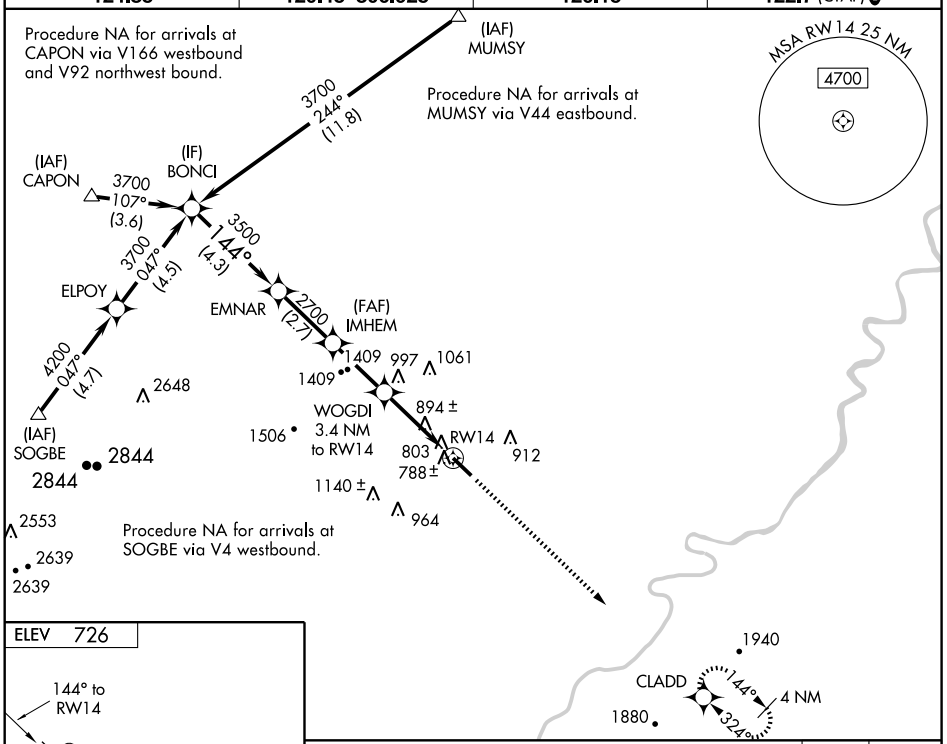
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 70712 | 144° | TDZE | 726 |
| W14A | | Apt Elev | 726 |

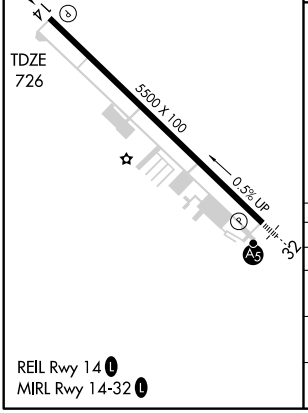
# RNAV (GPS) RWY 14
## WINCHESTER RGNL (OKV)

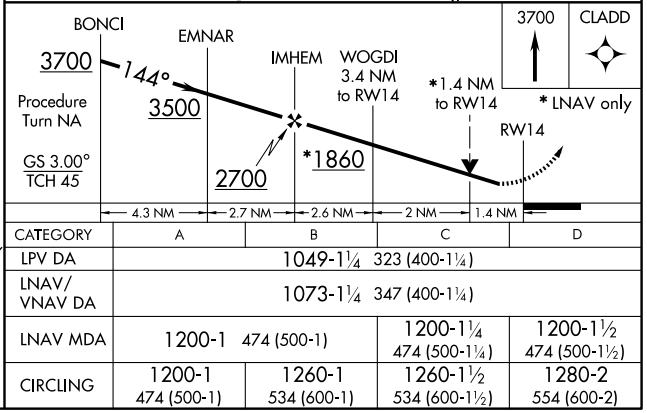
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile.
VDP NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3700 direct CLADD and hold.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.85 | 120.45 306.925 | 126.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1049-1¼ 323 (400-1¼) | | | |
| LNAV/VNAV DA | 1073-1¼ 347 (400-1¼) | | | |
| LNAV MDA | 1200-1 474 (500-1) | | 1200-1¼ 474 (500-1¼) | 1200-1½ 474 (500-1½) |
| CIRCLING | 1200-1 474 (500-1) | 1260-1 534 (600-1) | 1260-1½ 534 (600-1½) | 1280-2 554 (600-2) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 97512 | 324° | TDZE | 715 |
| W32A | | Apt Elev | 726 |

# RNAV (GPS) RWY 32

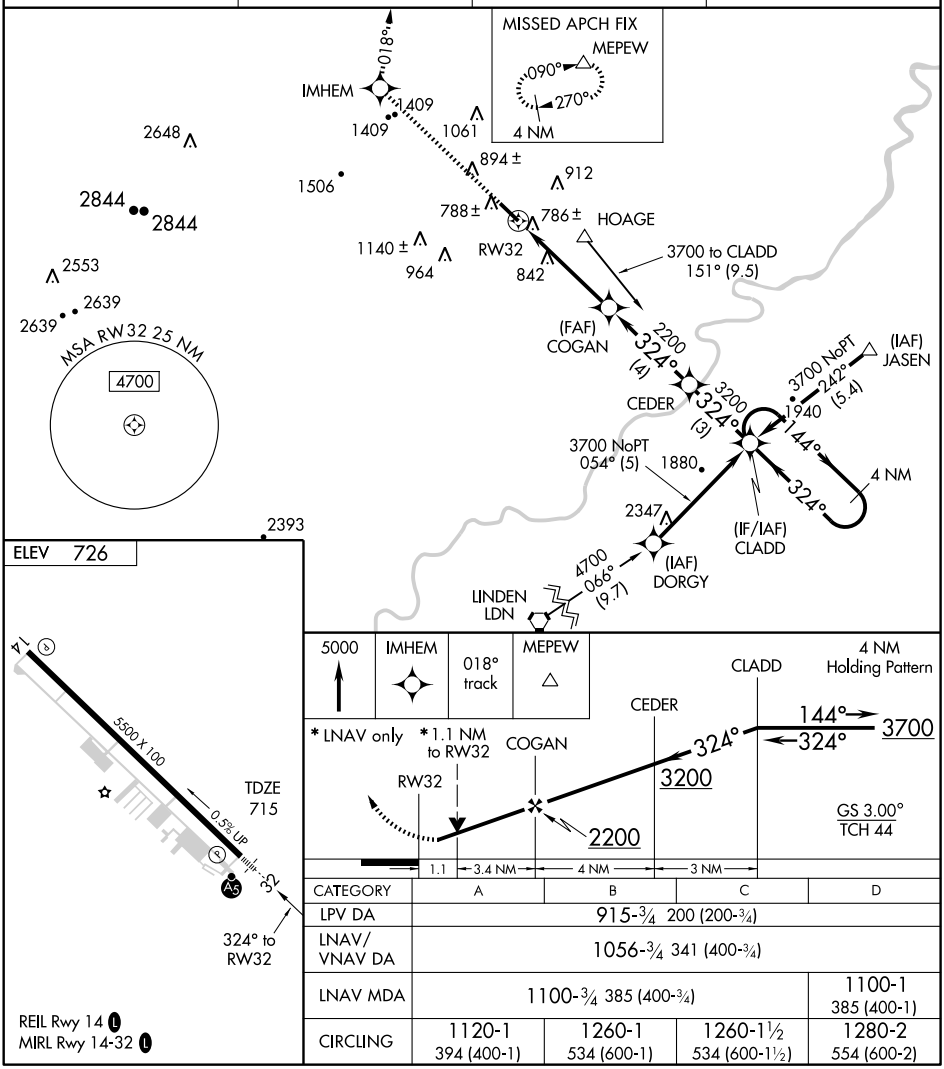
## WINCHESTER RGNL (OKV)

Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

MALSR

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.85 | 120.45 306.925 | 126.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 915-¾ 200 (200-¾) | | | |
| LNAV/ VNAV DA | 1056-¾ 341 (400-¾) | | | |
| LNAV MDA | 1100-¾ 385 (400-¾) | | | 1100-1 385 (400-1) |
| CIRCLING | 1120-1 394 (400-1) | 1260-1 534 (600-1) | 1260-1½ 534 (600-1½) | 1280-2 554 (600-2) |


NE-3, 26 AUG 2010 to 23 SEP 2010

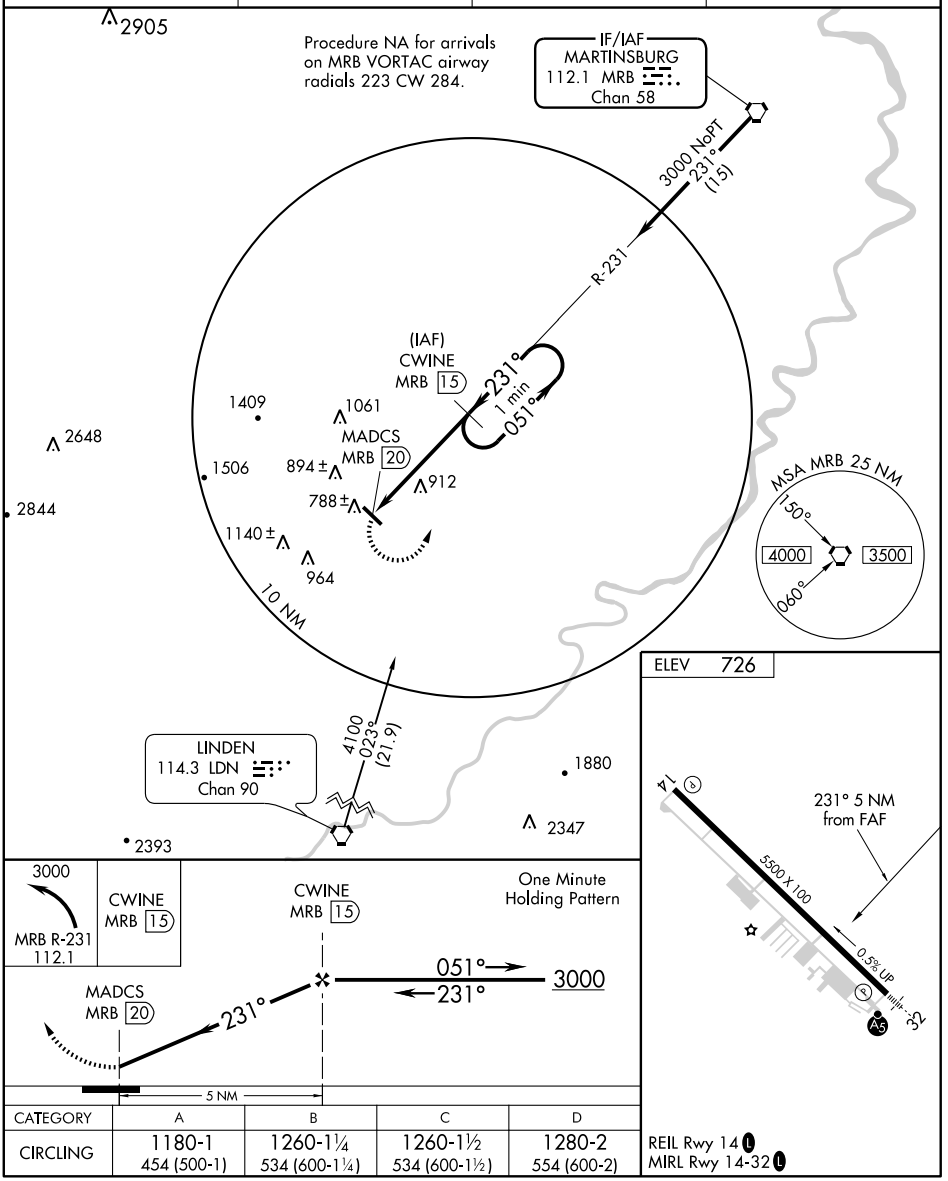
| VORTAC MRB 112.1 Chan 58 | APP CRS 231° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 726 |
|---|---|---|

# VOR/DME-A
## WINCHESTER RGNL (OKV)

When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | POTOMAC APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.85 | 120.45 306.925 | 126.15 | 122.7 (CTAF) L |



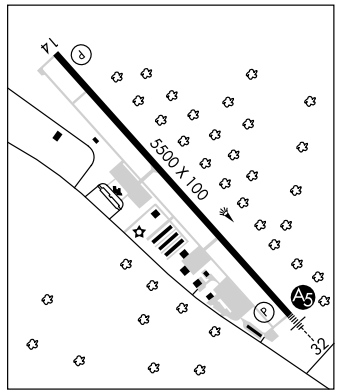

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1180-1<br>454 (500-1) | 1260-1¼<br>534 (600-1¼) | 1260-1½<br>534 (600-1½) | 1280-2<br>554 (600-2) |

REIL Rwy 14 L
MIRL Rwy 14-32 L



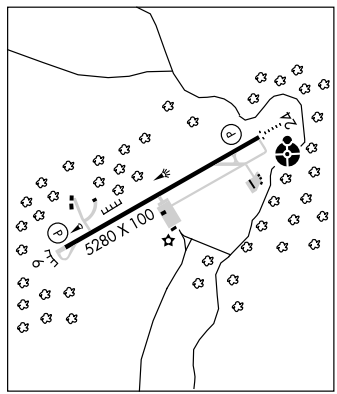
NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

**WINCHESTER RGNL** (OKV) 3 SE UTC−5(−4DT) N39°08.61′ W78°08.67′ **WASHINGTON**
726 B S4 **FUEL** 100LL, JET A TPA–See Remarks LRA NOTAM FILE OKV **H–10H, 12I, L–29D, A**
**RWY 14–32:** H5500X100 (ASPH–GRVD) S–45, D–60 MIRL 0.5% up NW **IAP**
**RWY 14:** REIL. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
**RWY 32:** MALSR. PAPI(P2L)—GA 3.0°TCH 45′. Tree.
**AIRPORT REMARKS:** Attended 1200–0000Z‡. Deer on and invof arpt. Taxi on pavement only. Medical Flight: irregular departure pat. ACTIVATE MIRL Rwy 14–32, REIL Rwy 14 and MALSR Rwy 32—CTAF. TPA 2706 (1980) turbo prop and jet acft, 1706 (980) other acft. Flight Notification Service (ADCUS) available. ADCUS avbl 24 hours minimum advance notice required call 804–661–3660 Mon–Fri, after hours and weekends call 703–661–3632.
**WEATHER DATA SOURCES:** AWOS–3 124.85 (540) 662–6970.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **POTOMAC APP/DEP CON** 120.45 **CLNC DEL** 126.15
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MRB.
**MARTINSBURG (L) VORTAC** 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 231° 20 NM to fld. 600/07W.
**ILS/DME** 109.55 I–TZX Chan 32Y Rwy 32. CLASS IB. Unmonitored when arpt unattended.




## WISE

**LONESOME PINE** (LNP) 3 NE UTC−5(−4DT) N36°59.25′ W82°31.80′ **CINCINNATI**
2684 B **FUEL** 100LL, JET A NOTAM FILE LNP **H–9B, 12G, L–26H**
**RWY 06–24:** H5280X100 (ASPH–GRVD) S–42, D–55, 2D–100 MIRL 0.3% up NE **IAP**
**RWY 06:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**RWY 24:** REIL. ODALS (NSTD). PAPI(P2R)—GA 3.0° TCH 36′. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct Mon–Sat 1300–0000Z‡, Sun irregularly, Nov–Mar Mon–Sat 1300–2230Z‡, Sun irregularly. Rwy 06–24—three inch gradual dip starting 2000 ft from thld Rwy 24 continuing for 300 ft. Rwy 24 NSTD ODALS, 5 lgt configuration. ACTIVATE MIRL Rwy 06–24, ODALS Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.6 (276) 328–3727.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.57
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DCA.
**GLADE SPRING (L) VOR/DME** 110.2 GZG Chan 39 N36°49.51′ W82°04.74′ 296° 23.8 NM to fld. 4200/02W. **HIWAS.**
**ILS/DME** 110.7 I–OWN Chan 44 Rwy 24.




**WOODRUM** N37°19.45′ W79°58.74′ NOTAM FILE ROA. **CINCINNATI**
**(T) VORW** 114.9 ODR at Roanoke Rgnl/Woodrum Field. **L–26J**
VOR unusable 035°–110° byd 10 NM blo 6500′, 035°–110° byd 10 NM blo 4,200′, 035°–050° byd 20 NM blo 7000′. 290°–360° byd 15 NM all altitudes.

# LOC/DME RWY 24

WISE/ LONESOME PINE (LNP)

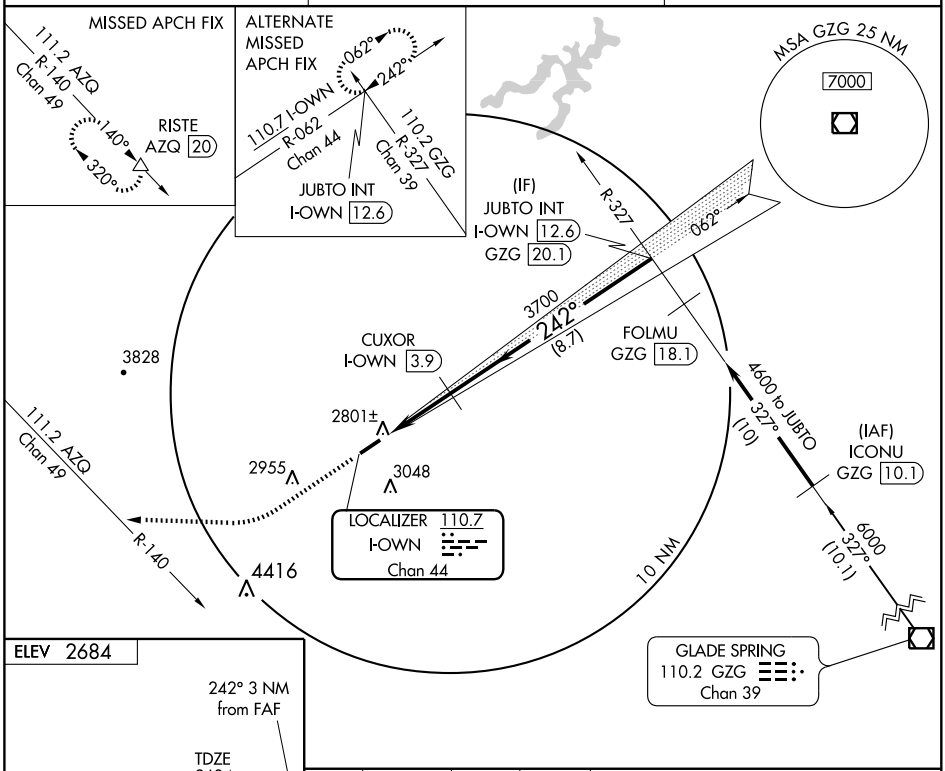
| LOC/DME I-OWN | APP CRS | Rwy ldg | 5280 |
|---|---|---|---|
| 110.7 | 242° | TDZE | 2684 |
| Chan 44 | | Apt Elev | 2684 |

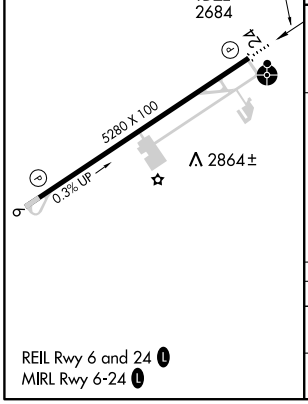
Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 160 feet and increase S-LOC and Circling Cats C/D visibility ½ mile.

ODALS

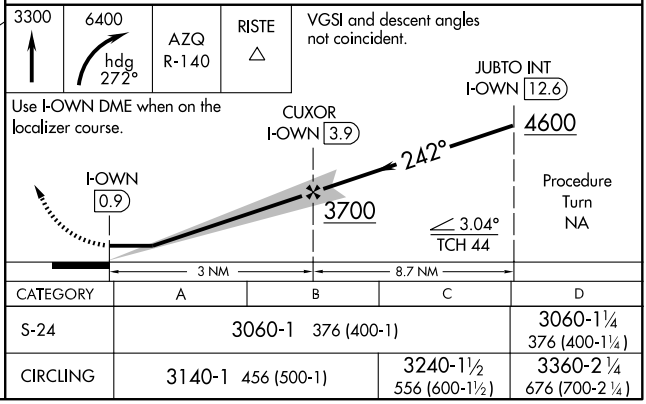
MISSED APROACH: Climb to 3300 then climbing right turn to 6400 via heading 272° and AZQ VOR/DME R-140 to RISTE/AZQ 20 DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.6 | 126.57 253.5 | 123.0 (CTAF) L |




REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 3060-1 376 (400-1) | | | 3060-1¼ 376 (400-1¼) |
| CIRCLING | 3140-1 456 (500-1) | | 3240-1½ 556 (600-1½) | 3360-2¼ 676 (700-2¼) |



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 6

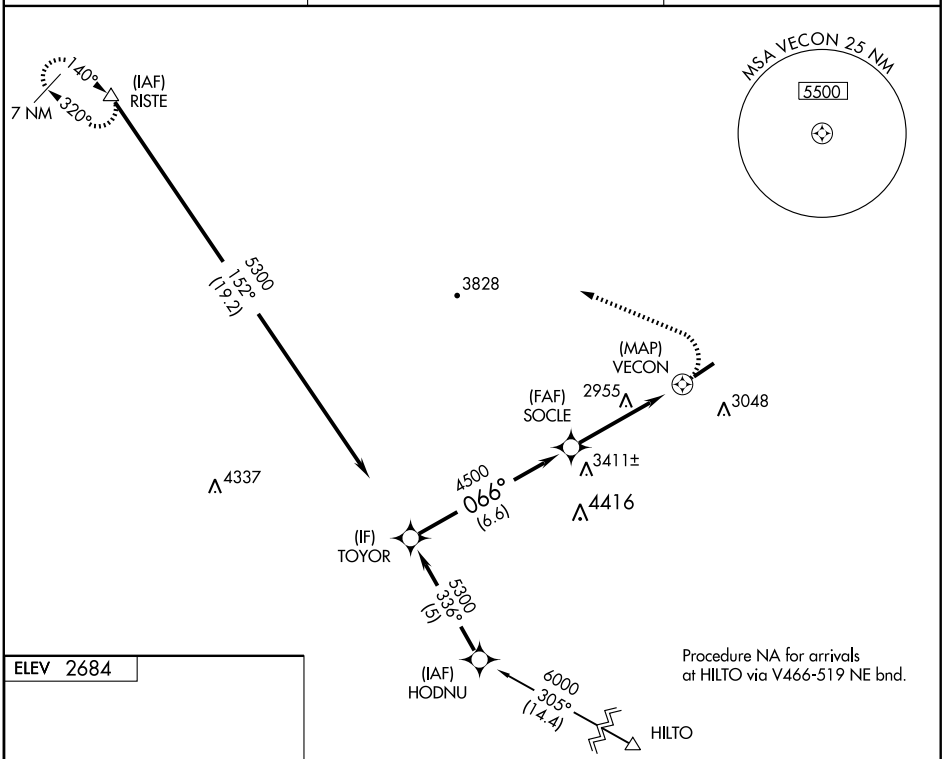
WISE/ LONESOME PINE (LNP)

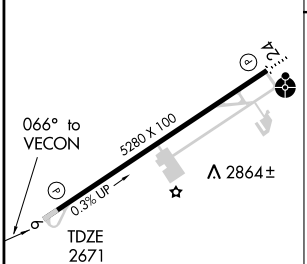
| APP CRS | Rwy Idg | 5280 |
|---|---|---|
| 066° | TDZE | 2671 |
| | Apt Elev | 2684 |

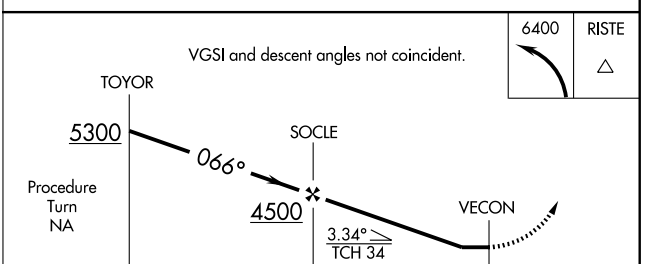
If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.6 | 126.57 253.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3260 - 1 | 589 (600-1) | 3260 - 1½ 589 (600-1½) | 3260 - 1¾ 589 (600-1¾) |
| CIRCLING | 3260 - 1 | 576 (600-1) | 3260 - 1½ 576 (600-1½) | 3360 - 2¼ 676 (700-2¼) |

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L



NE-3, 26 AUG 2010 to 23 SEP 2010
NE-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 24

WISE / LONESOME PINE (LNP)

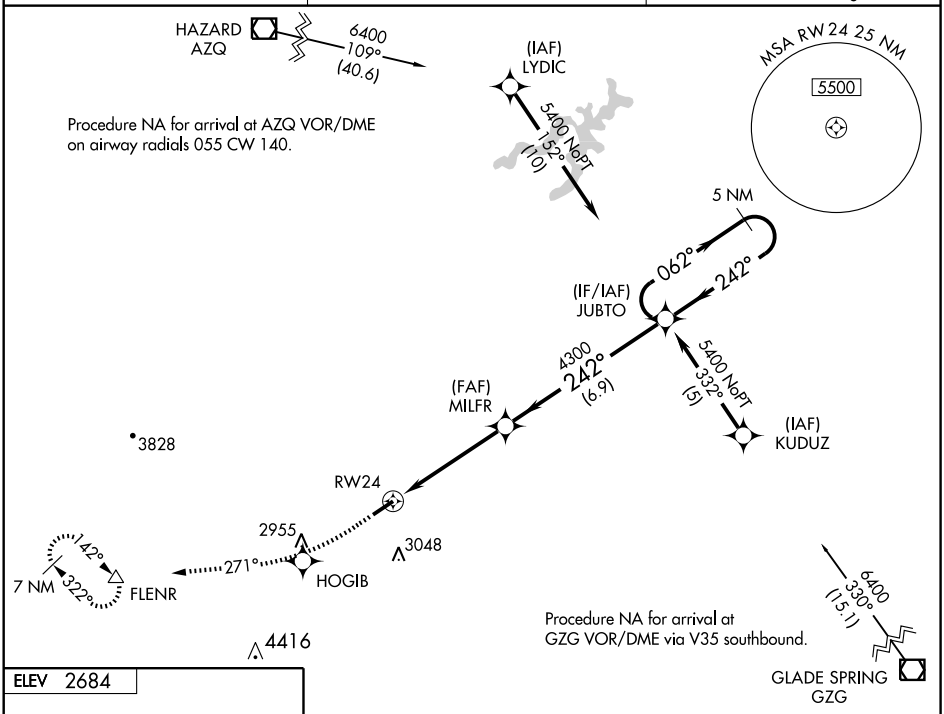
| WAAS | APP CRS | Rwy ldg | 5280 |
|---|---|---|---|
| CH 77602 | 242° | TDZE | 2684 |
| W24A | | Apt Elev | 2684 |

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

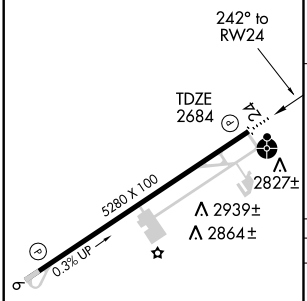
ODALS

MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

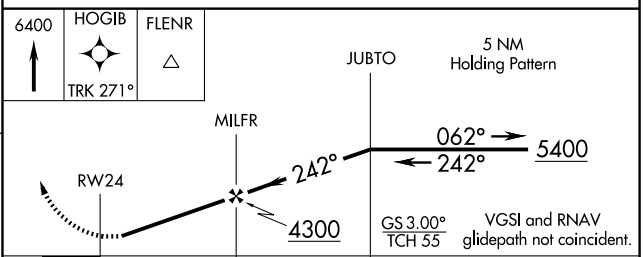
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.6 | 126.57 253.5 | 123.0 (CTAF) L |




ELEV 2684




REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3021 - 1¼ 337 (400-1¼) | | | |
| LNAV/VNAV DA | 3126 - 1½ 442 (500-1½) | | | |
| LNAV MDA | 3400 - 1 716 (800-1) | | 3400 - 2 716 (800-2) | 3400 - 2¼ 716 (800-2¼) |
| CIRCLING | 3440 - 1½ 756 (800-1½) | | 3460 - 2¼ 776 (800-2¼) | 3560 - 2¾ 876 (900-2¾) |


NE-3, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **AUBURN-LEWISTON, ME** | |
| AUBURN-LEWISTON MUNI | **ILS or LOC Rwy 4[1]** |
| | **RNAV (GPS) Rwy 4[23]** |
| | **RNAV (GPS) Rwy 22[23]** |
| **AUGUSTA, ME** | |
| AUGUSTA STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS)-B[2]** |
| | **RNAV (GPS) Rwy 8[2]** |
| | **RNAV (GPS) Rwy 35[2]** |
| | **VOR/DME Rwy 8[2]** |
| **BANGOR, ME** | |
| BANGOR INTL | **ILS or LOC Rwy 33** |
| **BARRE-MONTPELIER, VT** | |
| EDWARD F. KNAPP STATE | **ILS or LOC Rwy 17[1]** |
| | **RNAV (GPS) Rwy 17[23]** |
| | **RNAV (GPS) Rwy 35[36]** |
| | **VOR/DME Rwy 35[4]** |
| | **VOR Rwy 35[5]** |

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BAR HARBOR, ME** | |
| HANCOCK COUNTY-BAR HARBOR | **LOC/DME BC Rwy 4** |
| | **ILS or LOC Rwy 22** |
| | **RNAV (GPS) Rwy 4** |
| | **RNAV (GPS) Rwy 22** |
| **BEDFORD, MA** | |
| LAURENCE G. HANSCOM FIELD | **ILS or LOC Rwy 11[123]** |
| | **ILS or LOC Rwy 29[134]** |
| | **RNAV (GPS) Rwy 11[3]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **RNAV (GPS) Rwy 29[3]** |
| | **VOR Rwy 23[1]** |
| **BERLIN, NH** | |
| BERLIN RGNL | **VOR-B[1]** |
| | **VOR/DME Rwy 18[2]** |
| **BEVERLY, MA** | |
| BEVERLY MUNI | **LOC Rwy 16** |
| **BLOCK ISLAND, RI** | |
| BLOCK ISLAND STATE | **RNAV (GPS) Rwy 28** |
| | **VOR Rwy 28** |

NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY MUNI ..... **LOC Rwy 16**
NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
**VOR Rwy 28**
NA when local weather not available.


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NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R**[1]
**ILS Rwy 15R**[1]
**ILS Rwy 22L**[1]
**ILS Rwy 27**[1]
**ILS or LOC Rwy 33L**[1]
**RNAV (GPS) Rwy 32**[2]
**VOR/DME Rwy 15R**[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6**[12]
**VOR Rwy 6**[3]
**VOR Rwy 24**[3]
**VOR Rwy 29**[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15**[123]
**ILS or LOC/DME Rwy 33**[124]
**VOR Rwy 1**[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

**CONCORD, NH**

CONCORD MUNI ..... **RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 35**[2]
**VOR-A**[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**DANBURY, CT**

DANBURY MUNI ..... **GPS Rwy 8**
**LOC Rwy 8**[1]
**VOR or GPS-A**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... **NDB Rwy 20**[1]
**RNAV (GPS) Rwy 14**[1]
**RNAV (GPS) Rwy 20**[2]
**RNAV (GPS) Rwy32**[2]
**NDB-A**[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRYEBURG, ME**

EASTERN SLOPES RGNL ..... **NDB-B**[1]
**RNAV (GPS) Rwy 32**[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... **LDA Rwy 2**
**VOR or GPS-A**
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD ..... **ILS or LOC Rwy 15**[1]
**ILS or LOC Rwy 24**[1]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**JAFFREY, NH**

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
**VOR Rwy 2[2]**
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
**NDB Rwy 8[2]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 26[3]**
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
**NDB or GPS Rwy 5[2]**
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

**LEBANON, NH**

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 25[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR/DME Rwy 7[5]**
**VOR Rwy 25[6]**
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**
NA when local weather not available.
Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
**ILS or LOC Rwy 6[2]**
**ILS or LOC Rwy 35[2]**
**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 35[1]**
**RNAV (GPS) Y Rwy 17[1]**
**VOR/DME Rwy 17[3]**
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
**VOR Rwy 29**
NA when local weather not available.
Category D, 800-2¼.

**NANTUCKET, MA**

NANTUCKET
MEMORIAL ..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**NDB Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 24[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
**VOR or GPS-A[23]**
**VOR Rwy 32[24]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
**LOC BC Rwy 23**
**NDB Rwy 5**
NA when control tower closed.
[1]ILS, 700-2.


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NAME ALTERNATE MINIMUMS

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
**RNAV (GPS) Rwy 2[2]**
**VOR-A[2]**
**VOR Rwy 2[2]**

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
**VOR/DME Rwy 16**

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR-A[1]**
**VOR Rwy 34[1]**

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

**NORWOOD, MA**

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

**PAWTUCKET, RI**

NORTH
CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
**VOR-B**

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
**RNAV (GPS) Rwy 8[23]**
**RNAV (GPS) Rwy 26[24]**

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
**RNAV (GPS) Rwy 6**

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL
JETPORT ..... **ILS or LOC Rwy 11**
**ILS or LOC Rwy 29**

ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH
INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**PRESQUE ISLE, ME**

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[13]**
**RNAV (GPS) Rwy 28[1]**
**VOR Rwy 19[4]**

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN
STATE ..... **ILS or LOC Rwy 5**
**ILS or LOC Rwy 23**
**ILS Rwy 34**

NA when control tower closed.

**ROCHESTER, NH**

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

**ROCKLAND, ME**

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**RUTLAND, VT**

RUTLAND -SOUTHERN
VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
**VOR/DME Rwy 19[3]**

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

**SANFORD, ME**

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

**TAUNTON, MA**

TAUNTON MUNI-
KING FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

**VINEYARD HAVEN, MA**

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR Rwy 24**
NA when local weather not available.
[1]NA when control tower closed.

**WATERVILLE, ME**

WATERVILLE
ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
**RNAV (GPS) Rwy 2[3]**
**RNAV (GPS) Rwy 20[12]**
**VOR or TACAN Rwy 2[45]**
**VOR Rwy 20[46]**
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

**WHITEFIELD, NH**

MOUNT WASHINGTON
RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
**RNAV (GPS) Z Rwy 10[2]**
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... **LOC Rwy 27[1]**
**VOR-A**
Category C, 800-2¼.
[1]NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
**ILS or LOC Rwy 24[2]**
**ILS or LOC Rwy 33[2]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**RNAV (RNP) Z Rwy15[4]**
**VOR or TACAN Rwy 6[5]**
**VOR or TACAN Rwy 15[6]**
**VOR or TACAN Rwy 24[7]**
**VOR or TACAN Rwy 33[7]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
**ILS or LOC Rwy 29[12]**
**NDB Rwy 11[23]**
**RNAV (GPS) Rwy 11[23]**
**RNAV (GPS) Rwy 29[23]**
**RNAV (GPS) Rwy 33[23]**
**VOR/DME Rwy 33[3]**
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

| NAME | TAKE-OFF MINIMUMS |
|---|---|

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35,** tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.


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**BERLIN, NH**

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L,** 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

**Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.



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GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

**Rwy 22L,** rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

## BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.




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### CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

### CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

### DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

### DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

### DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

### EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

### ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

### FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

### FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

### FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

## GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

## GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South,** 600-1.

DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.

DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)

NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.



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**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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### LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

### LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

### LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

### MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

### MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

### MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

### MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

### MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

### MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
**Rwy 34,** 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

### MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

### MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

### NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

### NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

### NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

### NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

### NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

### NEWPORT, VT

NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

### NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

### NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

### NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

### NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

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**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

**Rwy 8,** 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

### PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

### PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

### PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

### PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

### PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

### PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

### PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)
NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.
DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.
DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.
NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.
NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.
NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)
AMDT 2 86128
TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.
NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.
NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.



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### SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

### STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

### TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

### VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

### WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

### WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

**WESTERLY, RI**
WESTERLY STATE (WST)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.
DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.
NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

**WESTFIELD, MA**
BARNES MUNI (BAF)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.
NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431' right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

**WESTOVER ARB/METROPOLITAN, (KCEF)**
SPRINGFIELD/CHICOPEE, MA
. . . . . Rwy 5, 900-3*
03191 Rwy 33, 1400-3**
* Or standard with minimum climb of 250/NM to 900.
** Or standard with minimum climb of 320/NM to 1400.
RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH**
MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.
DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.
NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.


26 AUG 2010 to 23 SEP 2010

## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

**WORCESTER, MA**

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.


26 AUG 2010 to 23 SEP 2010

## BARRE–MONTPELIER

### EDWARD F KNAPP STATE (MPV) 3 W UTC−5(−4DT) N44°12.21′ W72°33.74′

MONTREAL
H–11D, 12K, L–32G
IAP

1166 B S4 **FUEL** 100LL, JET A NOTAM FILE MPV

**RWY 17–35:** H5002X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S

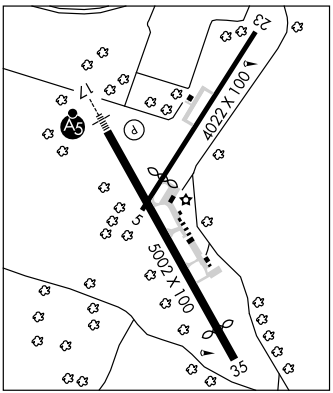
**RWY 17:** MALSR. PAPI(P4L)–GA 3.0° TCH 50′. Trees.

**RWY 35:** REIL. Thld dsplcd 487′. Tree.

**RWY 05–23:** H4022X100 (ASPH) S–30, D–46 0.7% up SW

**RWY 05:** Thld dsplcd 516′. Tree. **RWY 23:** Trees.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. No snow removal on Rwy 05–23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150′ turn–arounds at both ends of Rwys 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17–35 and MALSR Rwy 17—CTAF.




**WEATHER DATA SOURCES:** ASOS 132.675 (802) 229–2037.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**MONTPELIER RCO** 122.6 122.2 (BURLINGTON RADIO)

**BOSTON CENTER APP/DEP CON** 135.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′

341° 8.6 NM to fld. 2080/16W.

**MOUNT MANSFIELD NDB (MHW)** 268 VKN N44°23.20′ W72°41.61′ 167° 12.0 NM to fld.

NDB unusable 060°–200° beyond 19 NM.

**ILS/DME** 108.7 I–MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

### BASIN HARBOR (See VERGENNES)

## BENNINGTON

### WILLIAM H. MORSE STATE (DDH) 3 W UTC−5(−4DT) N42°53.47′ W73°14.77′

NEW YORK
L–32G, 33B, 34J
IAP

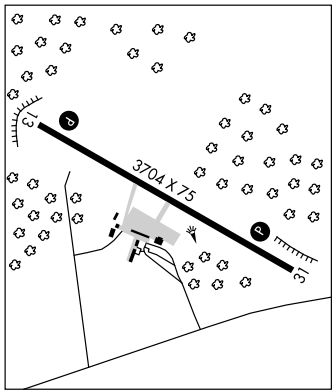
827 B S4 **FUEL** 100LL, JET A NOTAM FILE BTV

**RWY 13–31:** H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

**RWY 13:** REIL. PAPI(P4L)—GA 4.0° TCH 45′. Hill.

**RWY 31:** REIL. PAPI(P4R)—GA 4.0° TCH 45′. Ground. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡. Sat–Sun on call. For arpt attendance call 802–753–5212. Call 802–379–7175 or 802–753–5229 for on–call scvs only. 100LL self–svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.




**WEATHER DATA SOURCES:** ASOS 135.925

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **ALBANY APP/DEP CON** 132.825

**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 159° 7.5 NM to fld. 1490/14W.

HIWAS.

| LOC/DME I-MPV | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 108.7 | 168° | TDZE | 1135 |
| Chan 24 | | Apt Elev | 1165 |

# ILS or LOC RWY 17

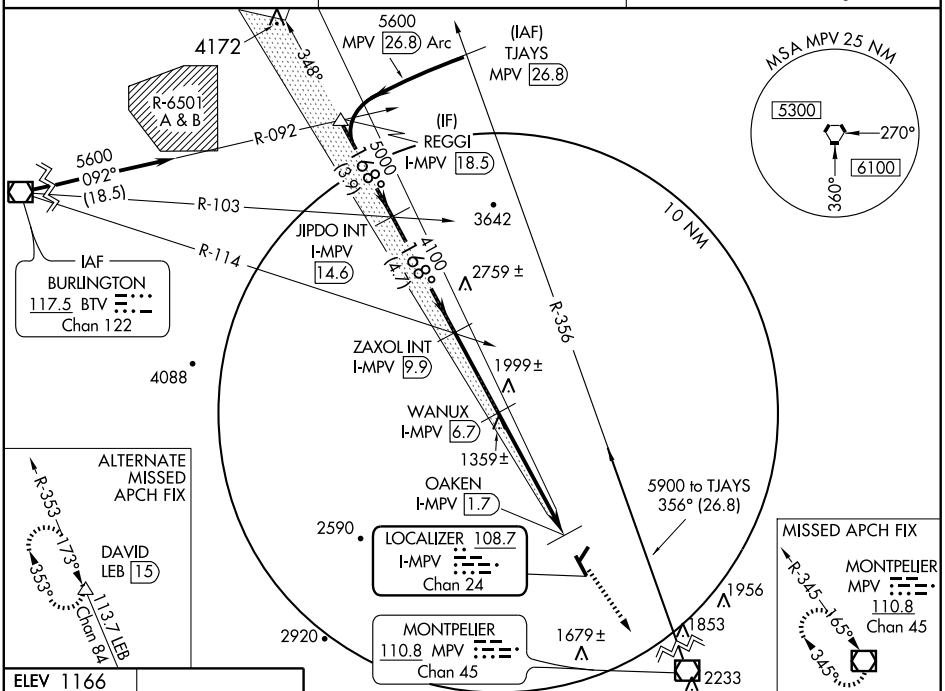
BARRE/ EDWARD F. KNAPP STATE (MPV)

Inoperative table does not apply to S-LOC 17 Cats A and B. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-ILS 17 all Cats visibility to 1¼ mile, and WANUX Fix minimums S-LOC 17 Cat A and B visibility to 1 mile.

MALSR

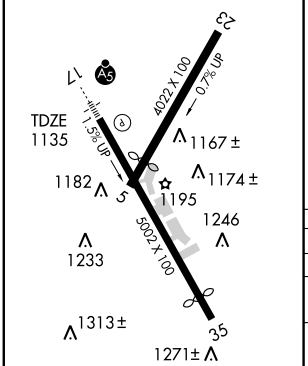
MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.675 | 135.7 282.2 | 122.8 (CTAF) L |



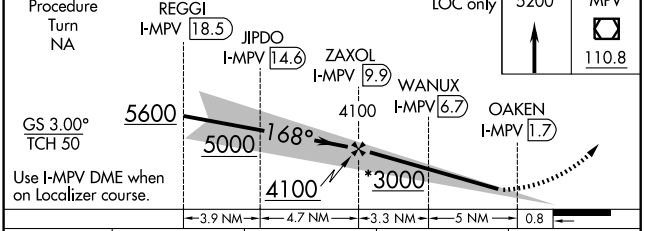



NE-1, 26 AUG 2010 to 23 SEP 2010




REIL Rwy 35
MIRL Rwy 17-35 L

| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 1435-¾ 300 (300-¾) | | | |
| S-LOC 17 | 3000-1¼ 1865 (1900-1¼) | 3000-1½ 1865 (1900-1½) | 3000-2½ 1865 (1900-2½) | |
| CIRCLING | 3000-1¼ 1834 (1900-1¼) | 3000-1½ 1834 (1900-1½) | 3000-3 1834 (1900-3) | |

| WANUX FIX MINIMUMS | | | | |
|---|---|---|---|---|
| S-LOC 17 | 1780-¾ 645 (700-¾) | | 1780-1¼ 645 (700-1¼) | 1780-1½ 645 (700-1½) |
| CIRCLING | 1940-1 774 (800-1) | 1940-1¼ 774 (800-1¼) | 1940-2¼ 774 (800-2¼) | 2480-3 1314 (1400-3) |

| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 69611 | 168° | TDZE | 1135 |
| W17A | | Apt Elev | 1166 |

# RNAV (GPS) RWY 17

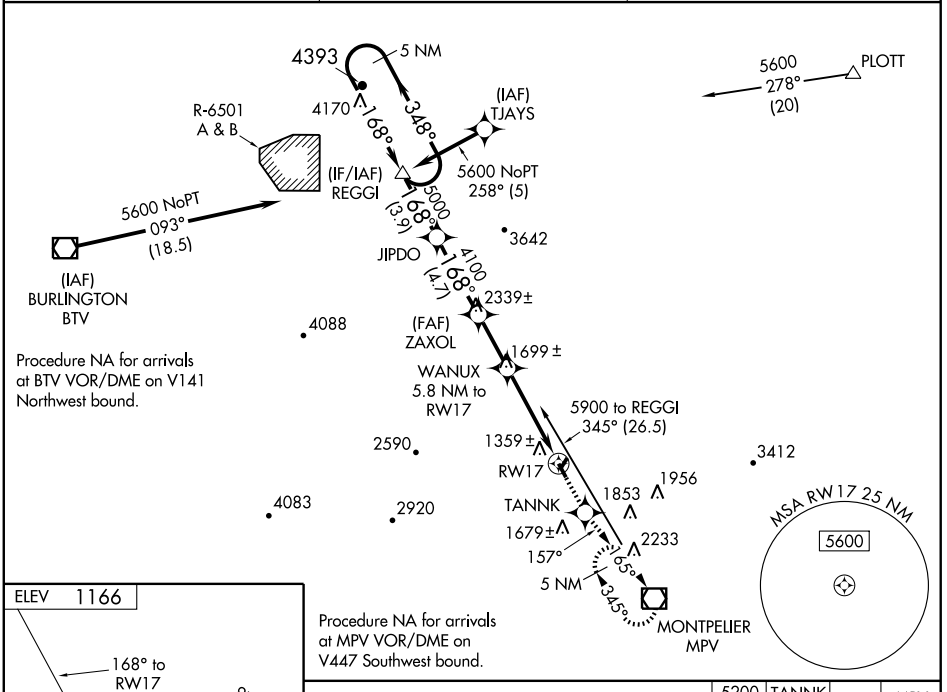
BARRE/EDWARD F. KNAPP STATE (MPV)

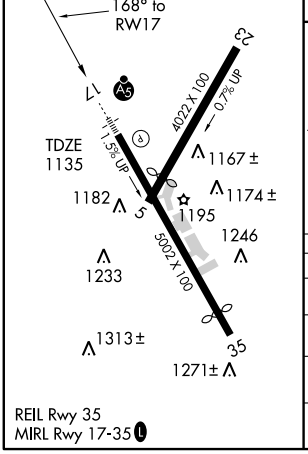
For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morrisville altimeter setting and increase LPV DA to 1970 and all MDA 520 feet, increase LPV all Cats visibility 1¾ mile, LNAV Cat B ¼ mile, Cat C 1½ mile, Cat D 1¼ mile, Circling Cats A and B ¼ mile and Cat C ¾ mile. LNAV/VNAV NA. VDP NA with Morrisville altimeter setting.

MALSR

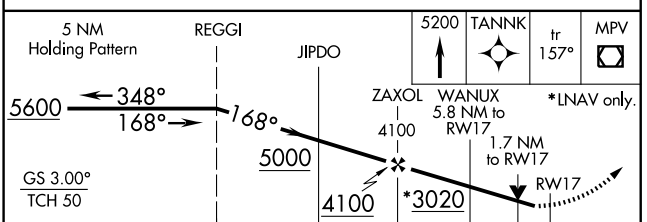
MISSED APPROACH: Climb to 5200 direct TANNK and on track 157° to MPV VOR/DME and hold, continue climb-in-hold to 5200.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.675 | 135.7 282.2 | 122.8 (CTAF) L |




REIL Rwy 35
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1465-¾ | 330 (300-¾) | | |
| LNAV/VNAV DA | 1768-2 | 633 (700-2) | | |
| LNAV MDA | 1680-¾ | 545 (600-¾) | 1680-1 545 (600-1) | 1680-1¼ 545 (600-1¼) |
| CIRCLING | 1940-1 774 (800-1) | 1940-1¼ 774 (800-1¼) | 1940-2¼ 774 (800-2¼) | 2480-3 1314 (1400-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4515 |
|---|---|---|
| 348° | TDZE | 1158 |
| | Apt Elev | 1166 |

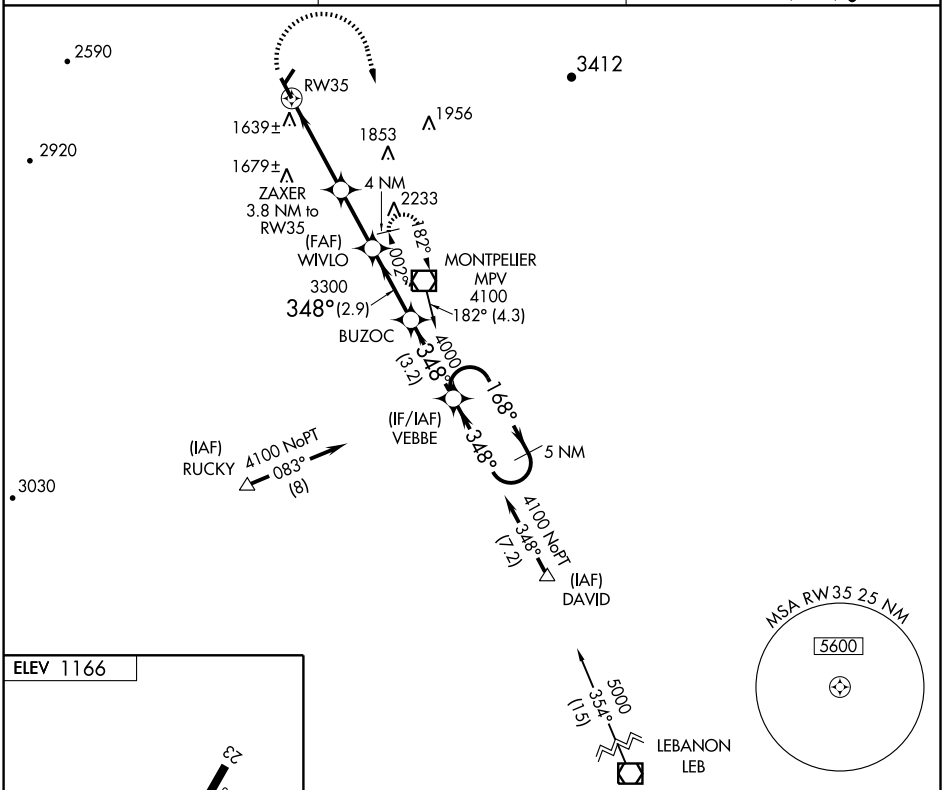
# RNAV (GPS) RWY 35

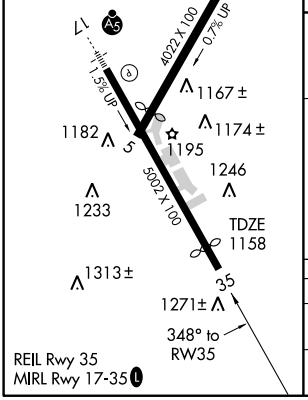
BARRE/EDWARD F. KNAPP STATE (MPV)

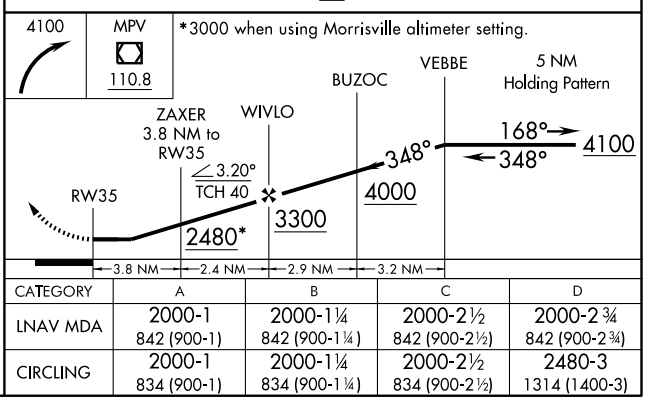
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When using Morrisville altimeter setting straight-in minimums NA.
When local altimeter setting not received, use Morrisville altimeter setting and increase circling MDA 520 feet, increase Cat A and B visibility ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climbing right turn to 4100 direct MPV VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.675 | 135.7 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1<br>842 (900-1) | 2000-1¼<br>842 (900-1¼) | 2000-2½<br>842 (900-2½) | 2000-2¾<br>842 (900-2¾) |
| CIRCLING | 2000-1<br>834 (900-1) | 2000-1¼<br>834 (900-1¼) | 2000-2½<br>834 (900-2½) | 2480-3<br>1314 (1400-3) |




NE-1, 26 AUG 2010 to 23 SEP 2010

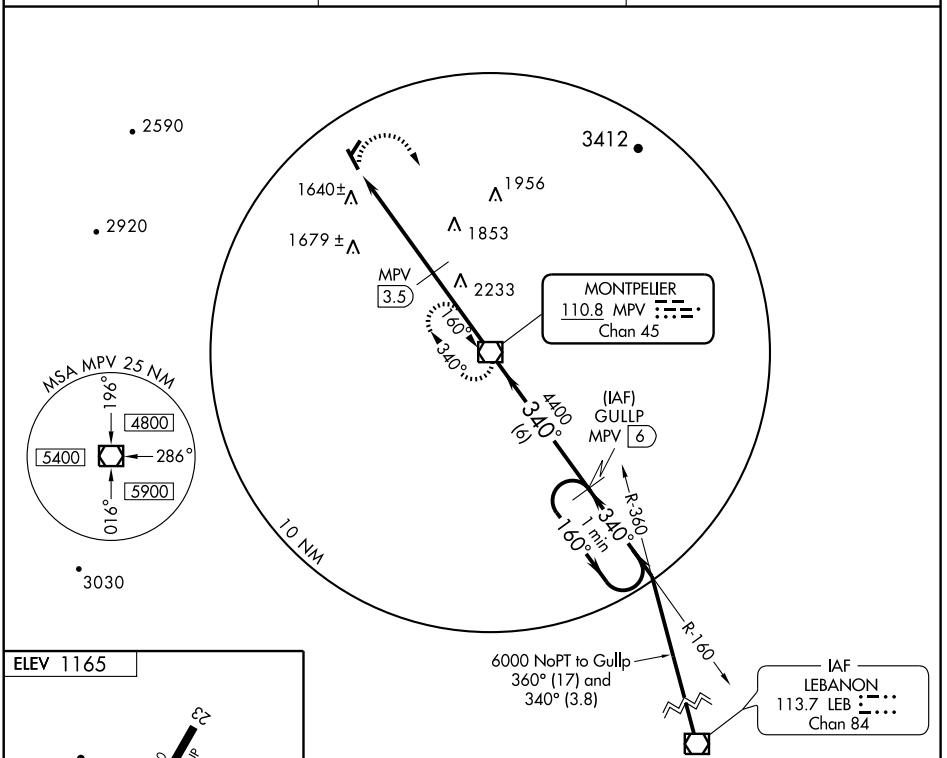
| VOR/DME MPV 110.8 Chan 45 | APP CRS 340° | Rwy Idg 4515 TDZE 1157 Apt Elev 1165 |
|---|---|---|

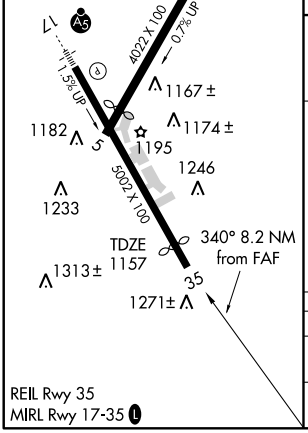
# VOR/DME RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

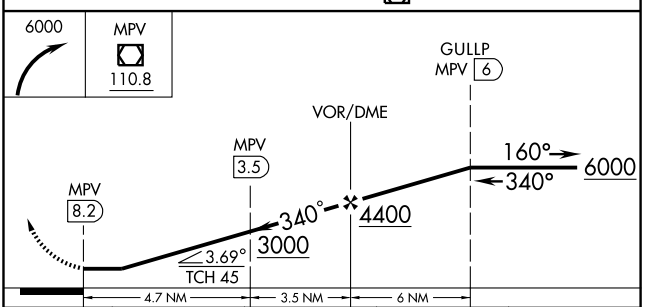
MISSED APPROACH: Climbing right turn to 6000 direct MPV VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.675 | 135.7 282.2 | 122.8 (CTAF) L |




REIL Rwy 35
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2000-1<br>843 (900-1) | 2000-1¼<br>843 (900-1¼) | 2000-2½<br>843 (900-2½) | 2000-2¾<br>843 (900-2¾) |
| CIRCLING | 2000-1<br>835 (900-1) | 2000-1¼<br>835 (900-1¼) | 2000-2½<br>835 (900-2½) | 2480-3<br>1315 (1400-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

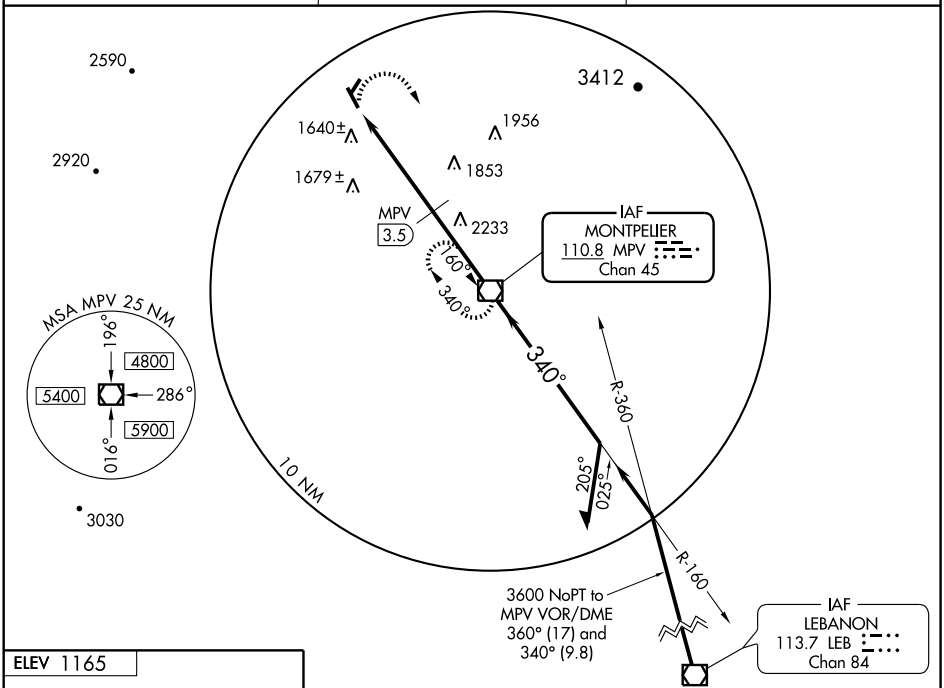
| VOR/DME MPV 110.8 Chan 45 | APP CRS 340° | Rwy Idg 4515 TDZE 1157 Apt Elev 1165 |
|---|---|---|

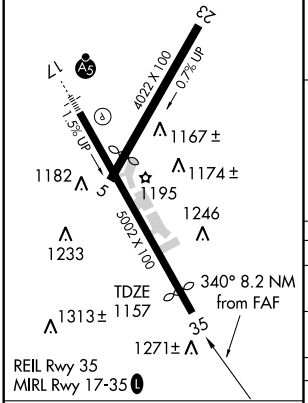
# VOR RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

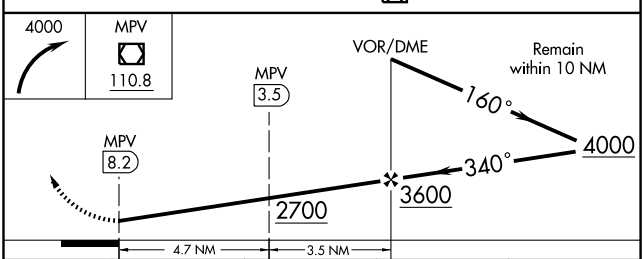
MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 132.675 | 135.7 282.2 | 122.8 (CTAF) L |




| FAF to MAP 8.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:12 | 5:28 | 4:06 | 3:17 | 2:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2700-1¼ 1543 (1600-1¼) | 2700-1½ 1543 (1600-1½) | 2700-3 1543 (1600-3) | |
| CIRCLING | 2700-1¼ 1535 (1600-1¼) | 2700-1½ 1535 (1600-1½) | 2700-3 1535 (1600-3) | |
| DME MINIMUMS | | | | |
| S-35 | 2000-1 843 (900-1) | 2000-1¼ 843 (900-1¼) | 2000-2½ 843 (900-2½) | 2000-2¾ 843 (900-2¾) |
| CIRCLING | 2000-1 835 (900-1) | 2000-1¼ 835 (900-1¼) | 2000-2½ 835 (900-2½) | 2480-3 1315 (1400-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## BARRE–MONTPELIER

### EDWARD F KNAPP STATE (MPV) 3 W UTC−5(−4DT) N44°12.21′ W72°33.74′

MONTREAL
H–11D, 12K, L–32G
IAP

1166 B S4 **FUEL** 100LL, JET A NOTAM FILE MPV

**RWY 17–35:** H5002X100 (ASPH) S–31, D–70, 2S–88 MIRL 1.5% up S

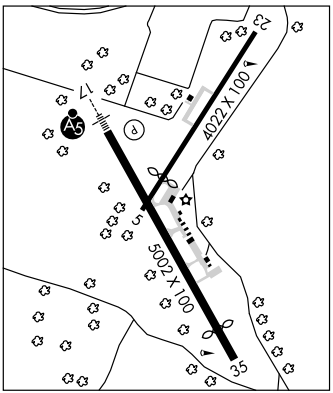
**RWY 17:** MALSR. PAPI(P4L)–GA 3.0° TCH 50′. Trees.

**RWY 35:** REIL. Thld dsplcd 487′. Tree.

**RWY 05–23:** H4022X100 (ASPH) S–30, D–46 0.7% up SW

**RWY 05:** Thld dsplcd 516′. Tree. **RWY 23:** Trees.

**AIRPORT REMARKS:** Attended 1300–2200Z‡. No snow removal on Rwy 05–23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150′ turn–arounds at both ends of Rwys 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17–35 and MALSR Rwy 17—CTAF.




**WEATHER DATA SOURCES:** ASOS 132.675 (802) 229–2037.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**MONTPELIER RCO** 122.6 122.2 (BURLINGTON RADIO)

**BOSTON CENTER APP/DEP CON** 135.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′

341° 8.6 NM to fld. 2080/16W.

**MOUNT MANSFIELD NDB (MHW)** 268 VKN N44°23.20′ W72°41.61′ 167° 12.0 NM to fld.

NDB unusable 060°–200° beyond 19 NM.

**ILS/DME** 108.7 I–MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

### BASIN HARBOR (See VERGENNES)

## BENNINGTON

### WILLIAM H. MORSE STATE (DDH) 3 W UTC−5(−4DT) N42°53.47′ W73°14.77′

NEW YORK
L–32G, 33B, 34J
IAP

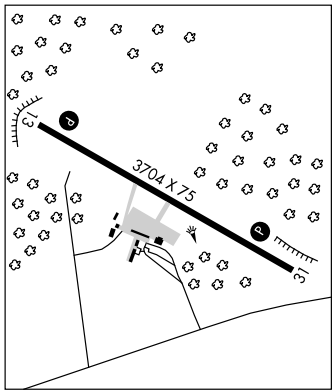
827 B S4 **FUEL** 100LL, JET A NOTAM FILE BTV

**RWY 13–31:** H3704X75 (ASPH) S–12.5 MIRL 0.9% up SE

**RWY 13:** REIL. PAPI(P4L)—GA 4.0° TCH 45′. Hill.

**RWY 31:** REIL. PAPI(P4R)—GA 4.0° TCH 45′. Ground. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡. Sat–Sun on call. For arpt attendance call 802–753–5212. Call 802–379–7175 or 802–753–5229 for on–call scvs only. 100LL self–svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.




**WEATHER DATA SOURCES:** ASOS 135.925

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **ALBANY APP/DEP CON** 132.825

**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

**CAMBRIDGE (L) VORW/DME** 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 159° 7.5 NM to fld. 1490/14W.

HIWAS.

| APP CRS | Rwy Idg | 3704 |
|---|---|---|
| 132° | TDZE | 818 |
| | Apt Elev | 827 |

# RNAV (GPS) RWY 13

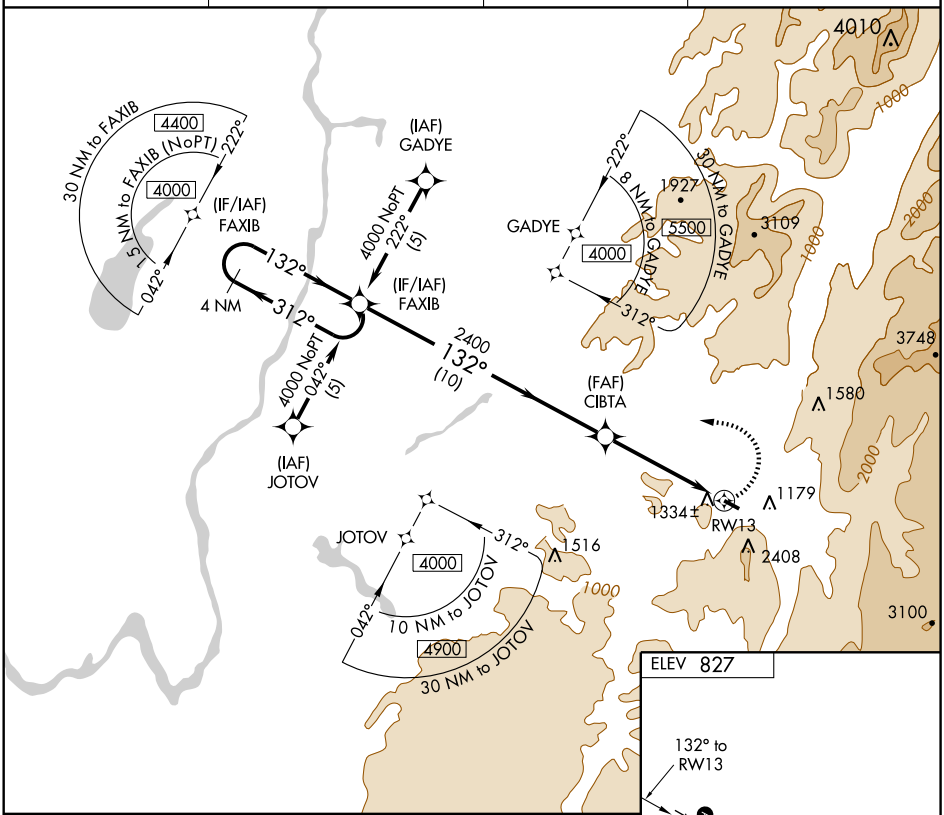
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

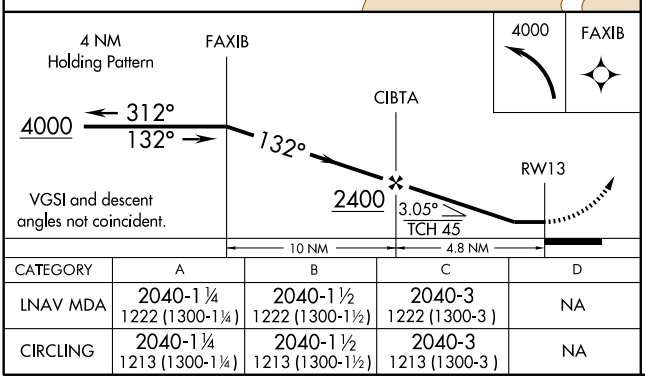
DME/DME RNP-0.3 NA. Circling not authorized southwest of Rwy 13-31. If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing left turn to 4000 direct FAXIB and hold.

| ASOS | ALBANY APP CON | GCO | UNICOM |
|---|---|---|---|
| 135.925 | 132.825 307.2 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2040-1¼ 1222 (1300-1¼) | 2040-1½ 1222 (1300-1½) | 2040-3 1222 (1300-3 ) | NA |
| CIRCLING | 2040-1¼ 1213 (1300-1¼) | 2040-1½ 1213 (1300-1½) | 2040-3 1213 (1300-3 ) | NA |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CAM | APP CRS | Rwy Idg | 3704 |
|---|---|---|---|
| 115.0 | 160° | TDZE | 818 |
| Chan 97 | | Apt Elev | 827 |

# VOR RWY 13

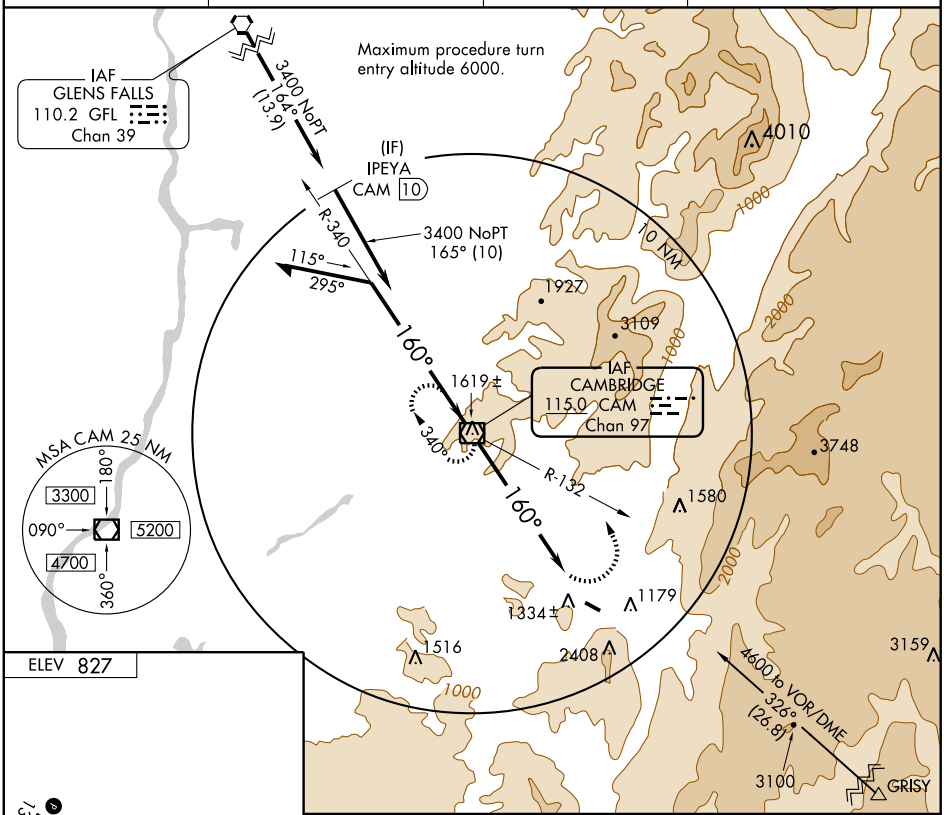
## BENNINGTON / WILLIAM H. MORSE STATE (DDH)

T
NA

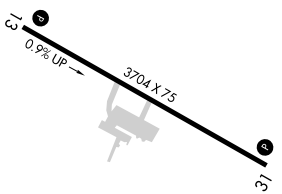
Circling not authorized southwest of Rwy 13-31.
If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3400 via CAM R-132 to CAM VOR/DME and hold.

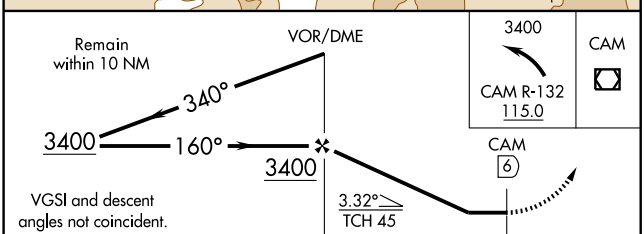
| ASOS | ALBANY APP CON | GCO | UNICOM |
|---|---|---|---|
| 135.925 | 132.825 307.2 | 121.725 | 122.8 (CTAF) L |




ELEV 827




REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1880-1½ 1062 (1100-1½) | | 1880-3 1062 (1100-3) | NA |
| CIRCLING | 1880-1½ 1053 (1100-1½) | | 1880-3 1053 (1100-3) | NA |



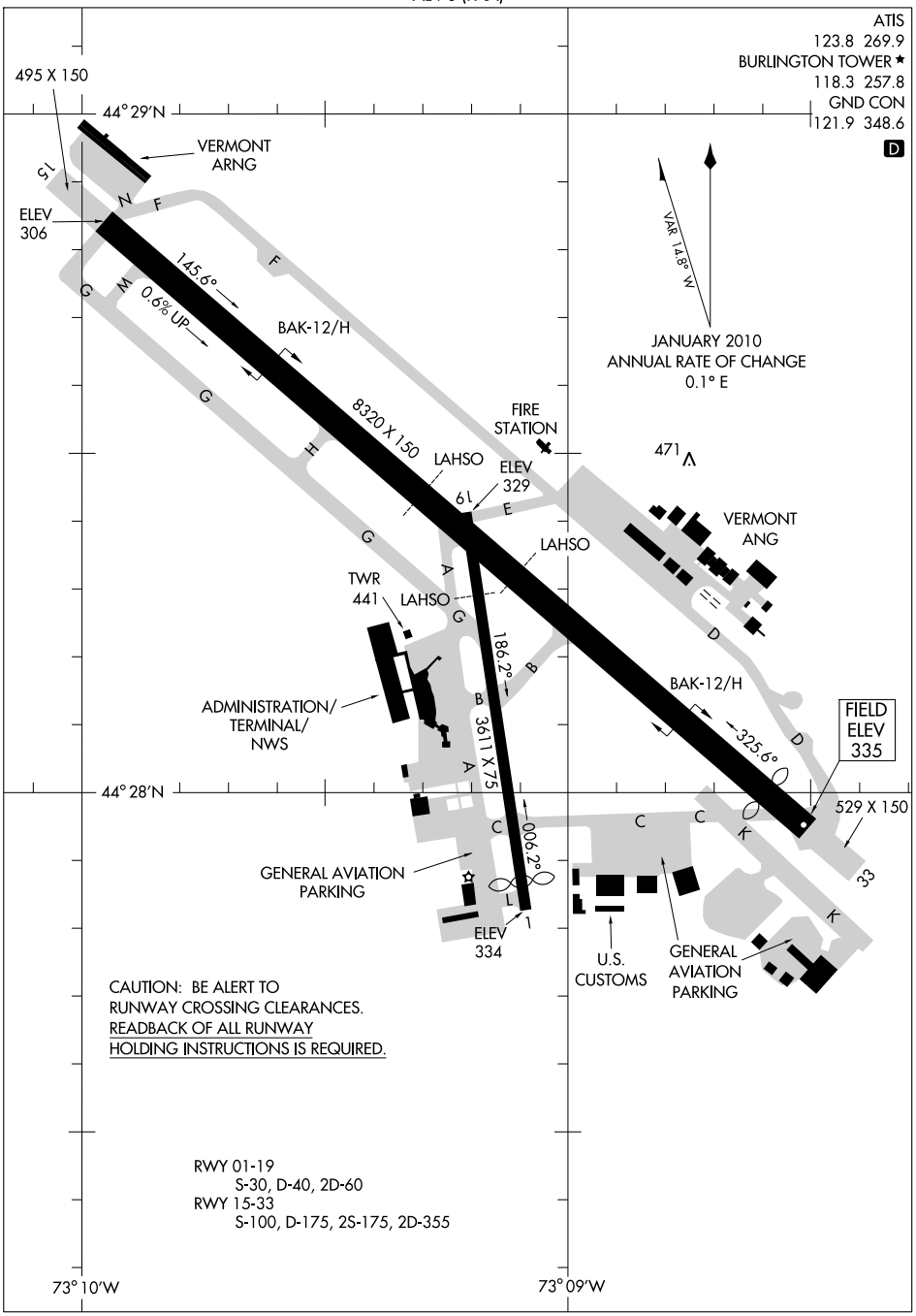
NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-70 (FAA)

BURLINGTON INTL (BTV)
BURLINGTON, VERMONT






NE-1, 26 AUG 2010 to 23 SEP 2010

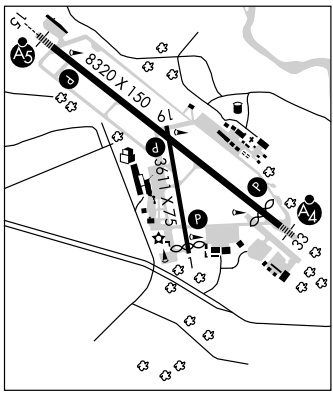
AIRPORT DIAGRAM

BURLINGTON, VERMONT
BURLINGTON INTL (BTV)

10210

**BURLINGTON INTL** (BTV) 3 E UTC−5(−4DT) N44°28.31′ W73°09.20′ **MONTREAL**
335 B S4 **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index B **H–11C, 12K, L–32G**
NOTAM FILE BTV **IAP, AD**

**RWY 15–33:** H8320X150 (ASPH–GRVD) S–100, D–175, 2S–175, 2D–355 HIRL
**RWY 15:** MALSR. PAPI(P4R)—GA 3.0° TCH 51′. Arrest Device. 0.6% up
**RWY 33:** MALSF. REIL. PAPI(P4R)—GA 3.2° TCH 53′. Trees. Thld dsplcd 500′. Arrest Device.
**RWY 01–19:** H3611X75 (ASPH) S–30, D–40, 2D–60 MIRL
**RWY 01:** PAPI(P4R)—GA 3.5° TCH 40′. Thld dsplcd 225′. Tree.
**RWY 19:** PAPI(P4R)—GA 3.0° TCH 42′. Trees.




**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 01 | 15–33 | 2600 |
| RWY 15 | 01–19 | 3750 |
| RWY 33 | 01–19 | 2900 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | |
|---|---|---|---|
| **RWY 01:** TORA–3611 | TODA–3611 | ASDA–3611 | LDA–3386 |
| **RWY 15:** TORA–7820 | TODA–7820 | ASDA–7820 | LDA–7820 |
| **RWY 19:** TORA–3611 | TODA–3611 | ASDA–3386 | LDA–3386 |
| **RWY 33:** TORA–8320 | TODA–8320 | ASDA–8320 | LDA–7820 |

**AIRPORT REMARKS:** Attended 1000–0300Z‡. No svc and no entry access at the FBO southwest of arpt 0300–1000Z‡ without PPR 802–657–3100. 24 hr svc avbl at the FBO south and center of arpt daily, ctc 802–863–3626. Fighter acft restricted to tkf window of Mon–Sat 1330–0330Z‡, Sun 1700–0330Z‡. CAUTION: generating plant 2 NM from apch end Rwy 15 produces steam which may obscure visibility on final apch. Birds and deer on and invof arpt. Air carrier ramp not avbl for private/charter aircraft. NSTD twy lgts on Twy E. Primary twy for Mil non-fighter acft arrival/departure is E. C–5 acft will park on the Army Guard ramp off Twy C. Twy L clsd to acft over 60,000 lbs. Twys D, E, F and N clsd to civilian ops. Twys D, E, F, N ANG and Army Nationale Guard ramps have uncontrolled vehicle and acft. ARFF avbl scheduled air carrier 0600–1000; A–Gear Type H/BAK–12A(B) apch end Rwy 33 located 1000′ from dsplcd thld. Type H/BAK 12A(B) cable raised by twr on pilot req only. ACTIVATE PAPI Rwy 01, Rwy 15, Rwy 19 and Rwy 33, MALSR Rwy 15 and MALSF Rwy 33—CTAF. ACTIVATE Rwys 01, 19, 33, all Twys—CTAF. Fee for itinerant acft greater than 3000 lbs. Rwy 01–19 south of Rwy 15–33 intersection to Twy C; single wheel 100, dual tandem wheel 355; south of Twy C intersection to south end of rwy; single wheel 30, dual wheel 60. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (802) 658–8382. **HIWAS** 117.5 BTV.

**COMMUNICATIONS: ATIS** 123.8 **CTAF** 118.3 **UNICOM** 122.95
**RCO** 122.6 122.2 (BURLINGTON RADIO)
Ⓡ **APP/DEP CON** 121.1 (1030–0500Z‡)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
**TOWER** 118.3 (1030–0500Z‡) **GND CON** 121.9

**AIRSPACE: CLASS C** svc 1030–0500Z‡ ctc **APP CON** other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

**(L) VORW/DME** 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 031° 4.7 NM to fld. 420/15W. **HIWAS.**
VOR unusable
075°–132° byd 30 NM blo 9000′
133°–165° byd 30 NM blo 8000′
DME unusable
075°–132° byd 30 NM blo 9000′
133°–165° byd 30 NM blo 8000′

**HERRO NDB (LOM)** 382 BT N44°31.93′ W73°14.97′ 146° 5.5 NM to fld. Unmonitored 0600–1000Z‡.
**ILS/DME** 110.3 I–BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB
**ILS/DME** 110.3 I–VOE Chan 40 Rwy 33. Localizer unusable byd 13 NM blo 4300′.

**CALEDONIA CO** (See LYNDONVILLE)

**EDWARD F KNAPP STATE** (See BARRE–MONTPELIER)

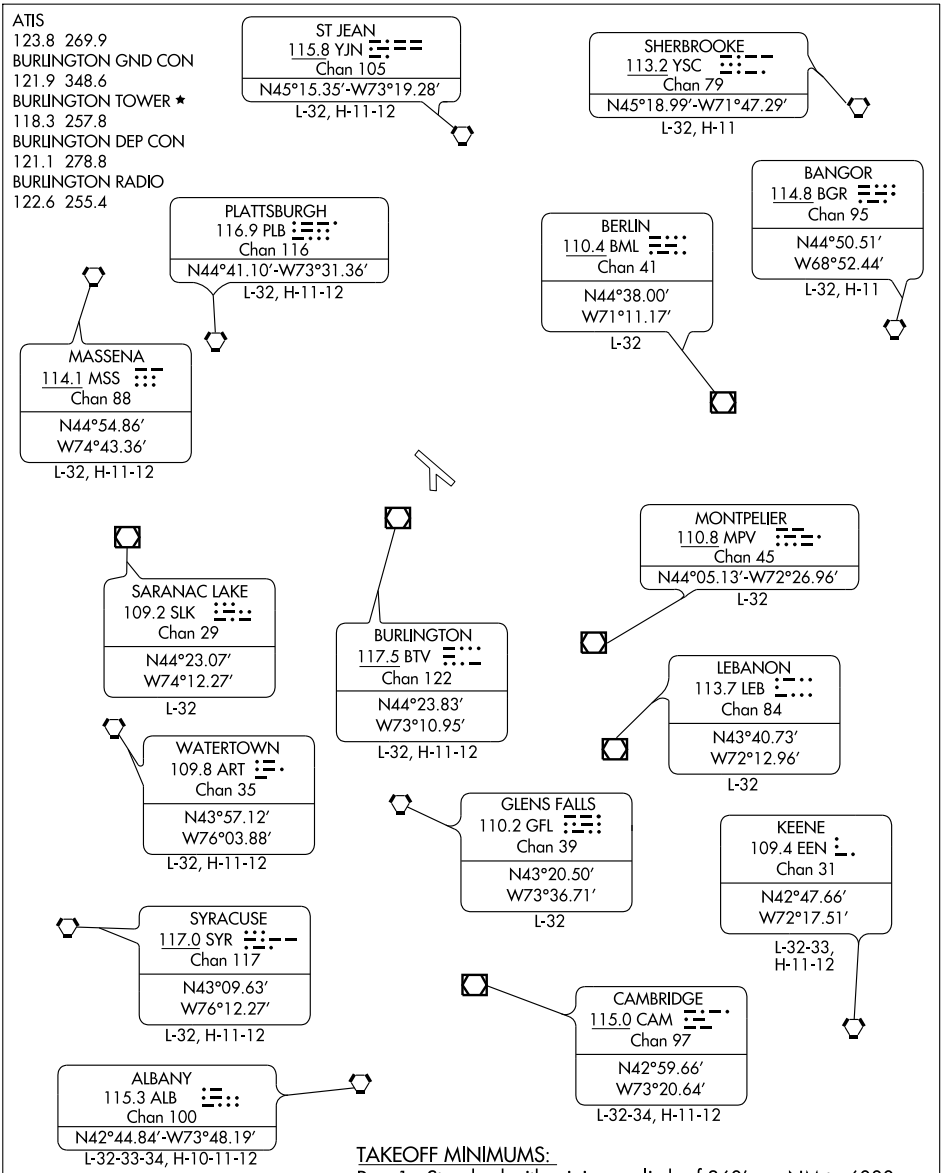
**FRANKLIN CO STATE** (See HIGHGATE)

**HARTNESS STATE (SPRINGFIELD)** (See SPRINGFIELD)

**HERRO** N44°31.93′ W73°14.97′ NOTAM FILE BTV.
**NDB (LOM)** 382 BT 146° 5.5 NM to Burlington Intl. Unmonitored 0600–1000Z‡.

# BURLINGTON SIX DEPARTURE






TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 360' per NM to 6000.
Rwy 15: Standard with minimum climb of 375' per NM to 5900.
Rwy 19: Standard with minimum climb of 345' per NM to 5900.
Rwy 33: Standard with minimum climb of 340' per NM to 5900.

NOTE: Radar required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)



NE-1, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Trees beginning 1396′ from DER, 216′ right of centerline, up to 64′ AGL/384′ MSL.
Trees 1694′ from DER, 200′ left of centerline, up to 80′ AGL/380′ MSL.

Rwy 15: Bush 318′ from DER, 292′ left of centerline, up to 23′ AGL/343′ MSL.
Trees beginning 1418′ from DER, 358′ right of centerline, up to 27′ AGL/387′ MSL.
Hopper and trees beginning 1801′ from DER, 377′ left of centerline, up to 63′ AGL/403′ MSL.
Building 3453′ from DER, 1145′ left of centerline, 110′ AGL/430′ MSL.

Rwy 19: Trees beginning 168′ from DER, 24′ right of centerline, up to 56′ AGL/436′ MSL.
Trees beginning 172′ from DER, 184′ left of centerline, up to 93′ AGL/413′ MSL.

Rwy 33: Pole and trees beginning 971′ from DER, 755′ left of centerline, up to 97′ AGL/357′ MSL.
Trees beginning 1091′ from DER, 590′ right of centerline, up to 34′ AGL/334′ MSL.


NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-ILS/DME RWY 33

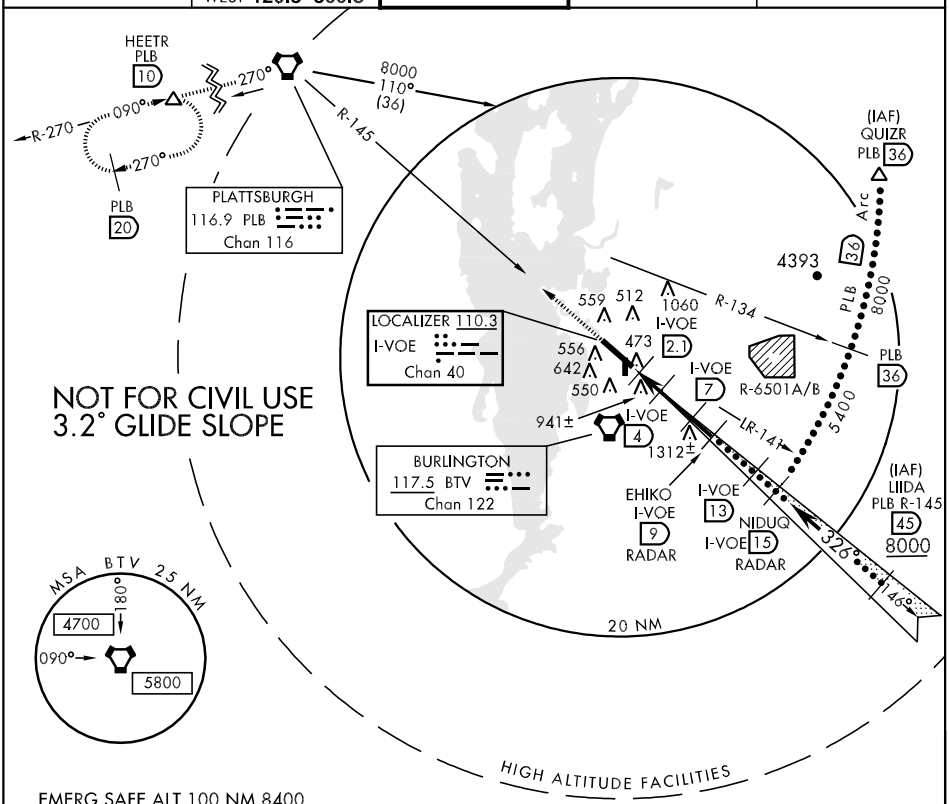
| LOC I-VOE 110.3 | APCH CRS 326° | Rwy ldg 7820 TDZE 335 Arpt Elev 335 | JAL-70 [USAF] | BURLINGTON INTL (KBTV) |
|---|---|---|---|---|

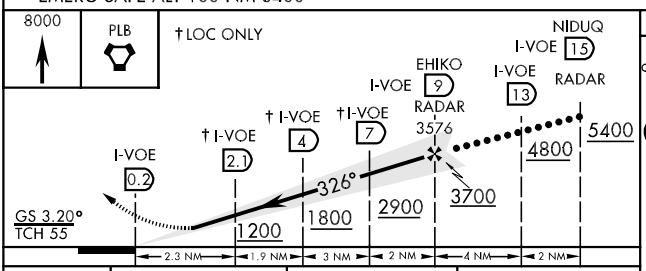
▼ Procedure NA when control tower closed.
* When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

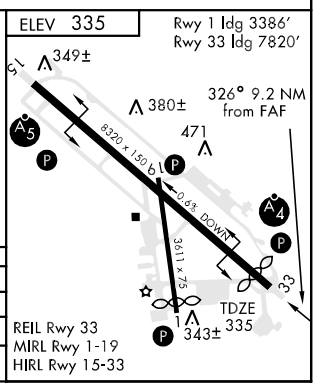
MALSF

MISSED APPROACH: Climb to 8000 direct PLB VORTAC, (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

| ATIS | BURLINGTON APP CON | BURLINGTON TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 123.8 269.9 | EAST 121.1 278.8<br>WEST 126.3 360.8 | 118.3 (CTAF) L 257.8 | 121.9 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 33 | 535/40 200 (200-¾) | | |
| S-LOC 33 | 740/60 405 (500-1¼) | | 740-1½ 405 (500-1½) |
| CIRCLING * | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) | 1300-3 965 (1000-3) |



HI-ILS/DME RWY 33

NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# HI-ILS Z RWY 15

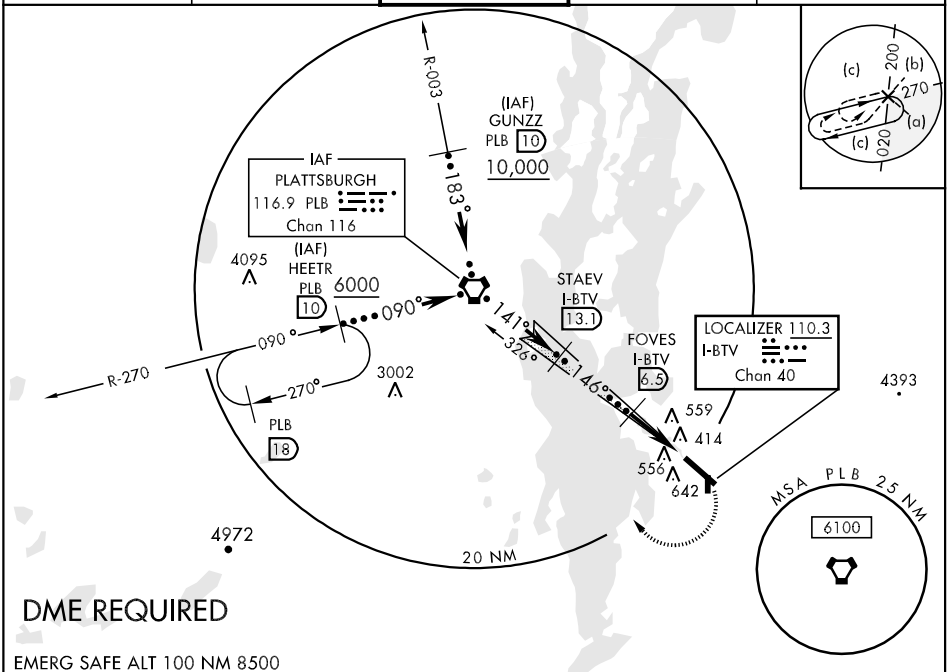
| LOC I-BTV 110.3 | APCH CRS 146° | Rwy ldg 8320 TDZE 326 Arpt Elev 335 | JAL-70 [USAF] | BURLINGTON INTL (KBTV) |
|---|---|---|---|---|

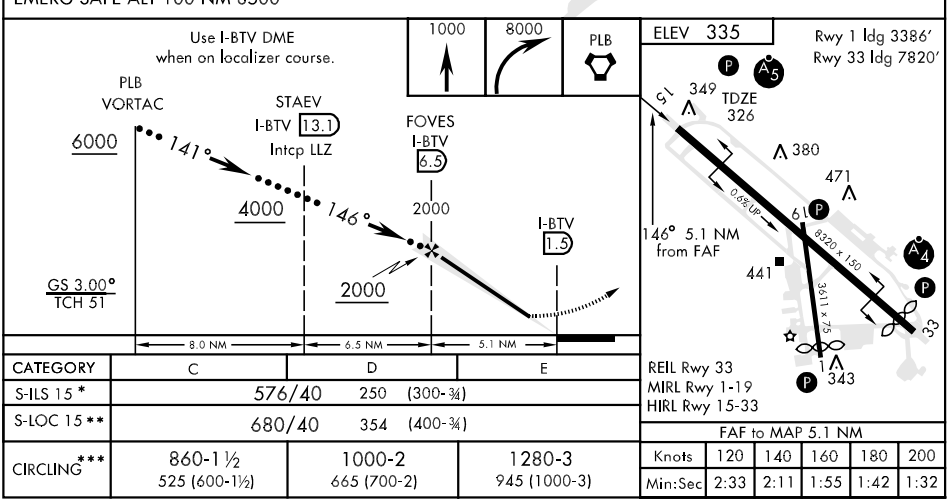
* When ALS inop, increase CAT E RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

| ATIS | BURLINGTON APP CON | BURLINGTON TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 123.8 269.9 | EAST 121.1 278.8<br>WEST 126.3 360.8 | 118.3 (CTAF) 257.8 | 121.9 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 15 * | 576/40 | 250 (300-¾) | |
| S-LOC 15 ** | 680/40 | 354 (400-¾) | |
| CIRCLING *** | 860-1½<br>525 (600-1½) | 1000-2<br>665 (700-2) | 1280-3<br>945 (1000-3) |

FAF to MAP 5.1 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:33 | 2:11 | 1:55 | 1:42 | 1:32 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC PLB 116.9 Chan 116 | APCH CRS 144° | Rwy ldg 8320 TDZE 326 Arpt Elev 335 |
|---|---|---|

JAL-70 [USAF]

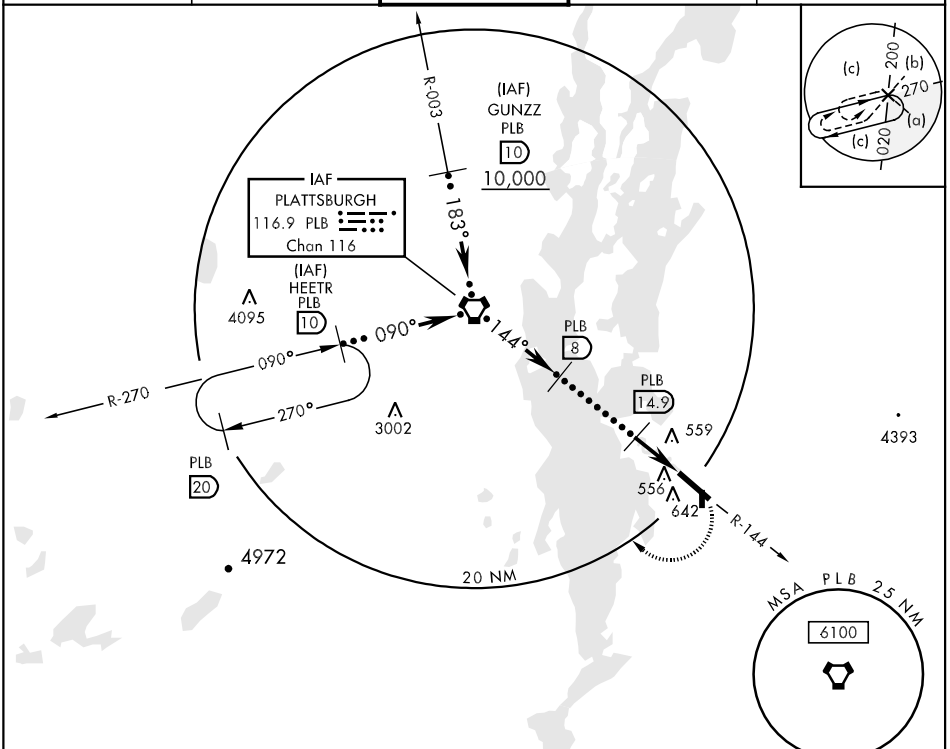
BURLINGTON INTL (KBTV)

* When RWY 1 VGSI inop, circling to Rwy 1 NA at night.

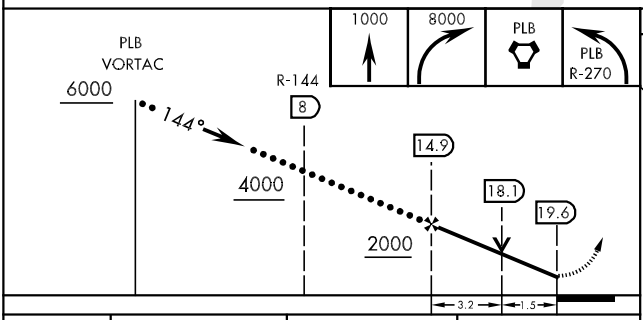
MALSR

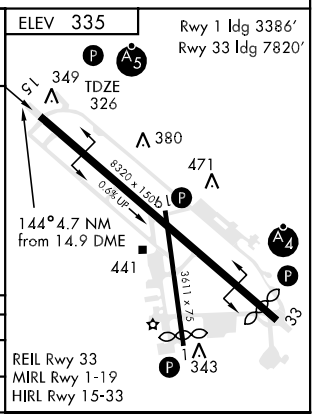
MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC, then via PLB R-270 to HEETR/PLB 10 DME and hold.

| ATIS | BURLINGTON APP CON | BURLINGTON TOWER ★ | GND CON | ASOS |
|---|---|---|---|---|
| 123.8 269.9 | EAST 121.1 278.8<br>WEST 126.3 360.8 | 118.3 (CTAF) L 257.8 | 121.9 348.6 | |




EMERG SAFE ALT 100 NM 8400




REIL Rwy 33
MIRL Rwy 1-19
HIRL Rwy 15-33

| CATEGORY | C | D | E |
|---|---|---|---|
| S-15 | 900/50<br>574 (600-1) | 900/60<br>574 (600-1¼) | 900-1½<br>574 (600-1½) |
| CIRCLING * | 900-1½<br>565 (600-1½) | 1000-2<br>665 (700-2) | 1300-3<br>965 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-VOE | APP CRS | Rwy Idg | 7820 |
|---|---|---|---|
| 110.3 | 326° | TDZE | 335 |
| Chan 40 | | Apt Elev | 335 |

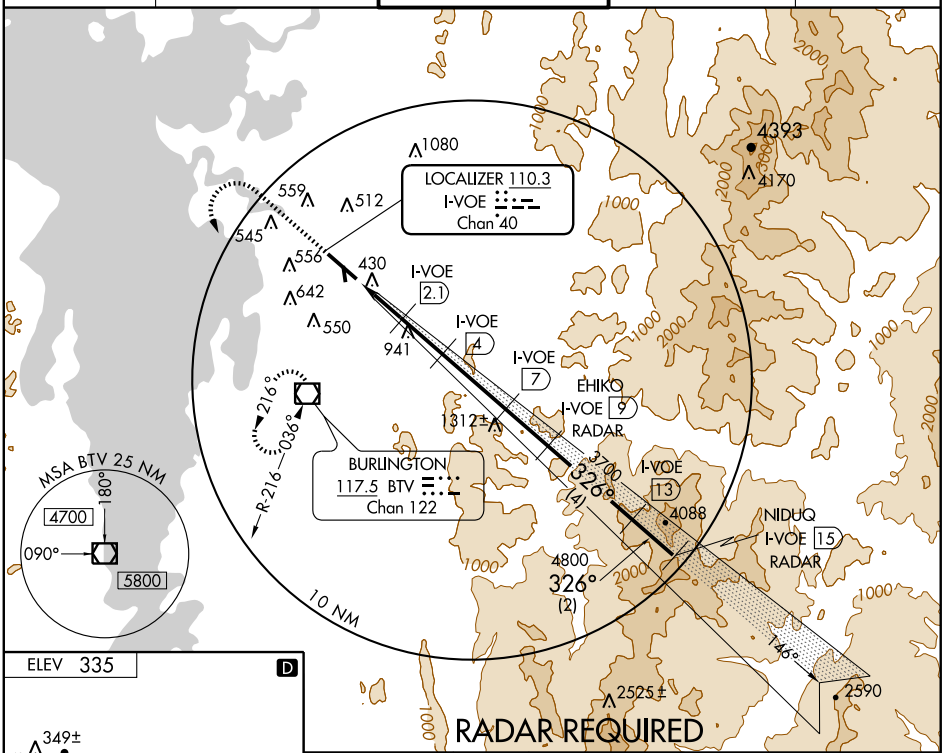
# ILS/DME RWY 33
## BURLINGTON INTL (BTV)

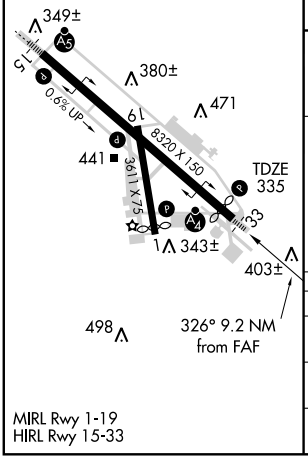
Procedure NA when control tower closed.

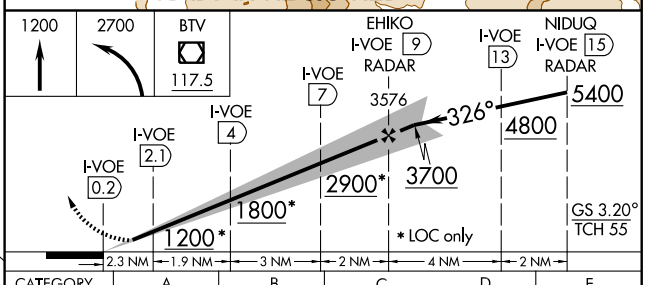
MALSF

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct BTV VOR/DME and hold.

| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) 257.8 | 122.6 255.4 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 | 535/40 200 (200-¾) | | 585/50 250 (300-1) | | NA |
| S-LOC 33 | 820/50 485 (500-1) | | 820/60 485 (500-1¼) | 820-1½ 485 (500-1½) | 820-1¾ 485 (500-1¾) |
| CIRCLING | 860-1 525 (600-1) | | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) | 1300-3 965 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# ILS or LOC/DME RWY 15

BURLINGTON INTL (BTV)

| LOC/DME I-BTV | APP CRS | Rwy Idg | 7820 |
|---|---|---|---|
| 110.3 | 146° | TDZE | 326 |
| Chan 40 | | Apt Elev | 335 |

When VGSI inoperative, Circling Rwy 1 NA at night.
*RVR 1800 authorized with the use of flight director or autopilot or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME and R-202 to WINLA INT/BTV 6.4 DME and hold.

| ATIS | BURLINGTON APP CON * | BURLINGTON TOWER * | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) L 257.8 | 122.6 255.4 | 121.9 348.6 |

ADF or DME REQUIRED

IAF PLATTSBURGH 116.9 PLB Chan 116

2100 NoPT
141° (8)

ALTERNATE MISSED APCH FIX
185° 500

PLATTSBURGH 116.9 PLB Chan 116

326° 191° 011° R-141 2000 146° 16.5

Procedure NA for arrivals at PLB VORTAC via V489 Northbound.

10 NM

FOVES I-BTV 6.5

STAEV I-BTV 13.1

LOCALIZER 110.3 I-BTV Chan 40

KEESE

3400 to LOM
101°
(12.2)

MSA BT 25 NM
5600

LOM/IAF HERRO
382 BT

559 512 545 471 556 430 642 550 1080 1460

R-6501 A & B

2700 to LOM
356° (8.6)

BURLINGTON 117.5 BTV Chan 122

R-202 R-307 022° 202°

WINLA BTV 6.4

110.8 MPV Chan 45

4088

ELEV 335 D

146° 5.1 NM from FAF

349± 380± 471 TDZE 326 0.6% UP 61 8320 X 150 441 3611 X 75 343± 403± 498

Remain within 10 NM

LOM 2400

| 800 | 3000 | BTV | BTV R-202 | WINLA |
|---|---|---|---|---|

326° 146° 2200 2000 FOVES I-BTV 6.5 I-BTV 2.5 I-BTV 1.5

GS 3.00° TCH 51

4.1 NM 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | * 526/24 200 (200-½) | | | |
| S-LOC 15 | 680/24 354 (400-½) | | | 680/40 354 (400-½) |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) |

MIRL Rwy 1-19
HIRL Rwy 15-33



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 1

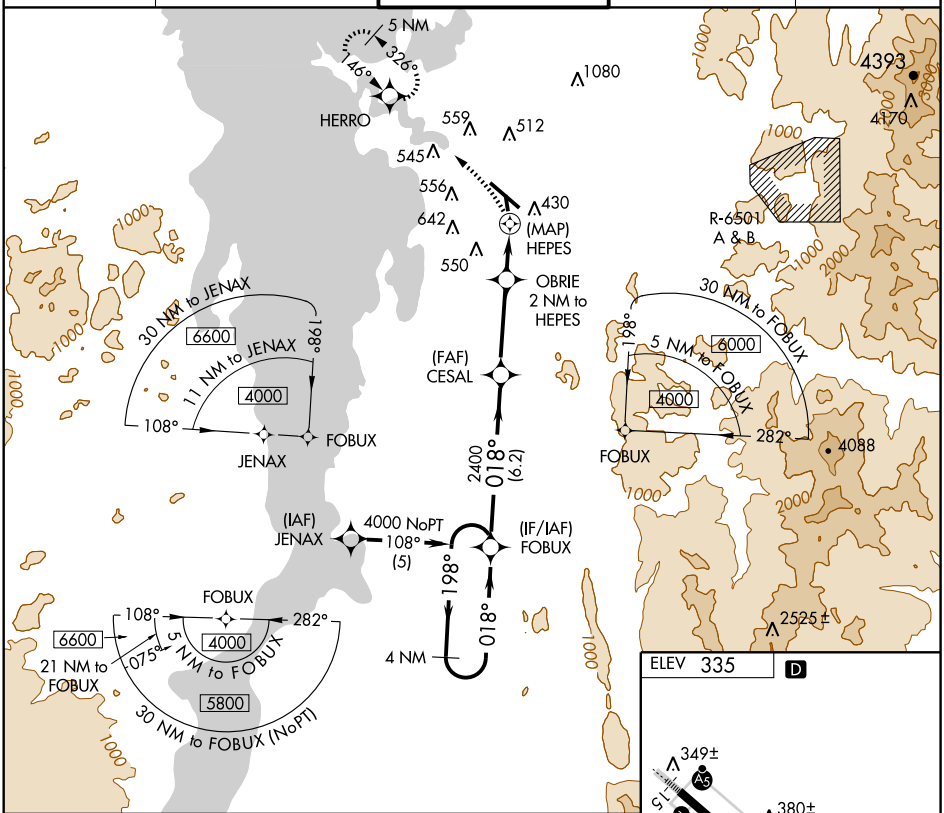
BURLINGTON INTL (BTV)

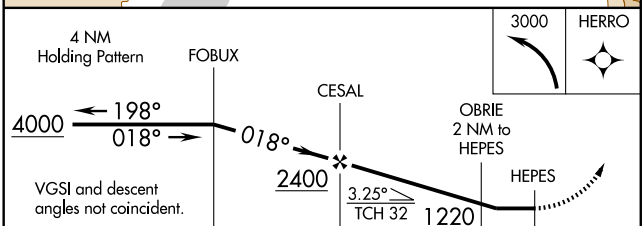
| APP CRS | Rwy Idg | 3386 |
|---|---|---|
| 018° | TDZE | 333 |
| | Apt Elev | 335 |

When VGSI inoperative, Straight-in/Circling Rwy 1 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

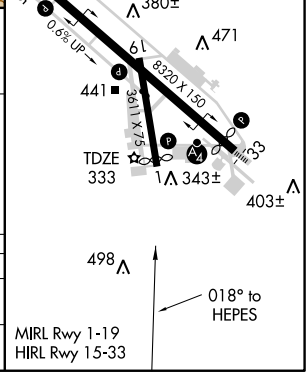
MISSED APPROACH: Climbing left turn to 3000 direct HERRO WP and hold.

| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) 257.8 | 122.6 255.4 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 426 (500-1) | | 760-1¼ 426 (500-1¼) | NA |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 33

BURLINGTON INTL (BTV)

| APP CRS | Rwy Idg | 7820 |
|---|---|---|
| 311° | TDZE | 335 |
| | Apt Elev | 335 |

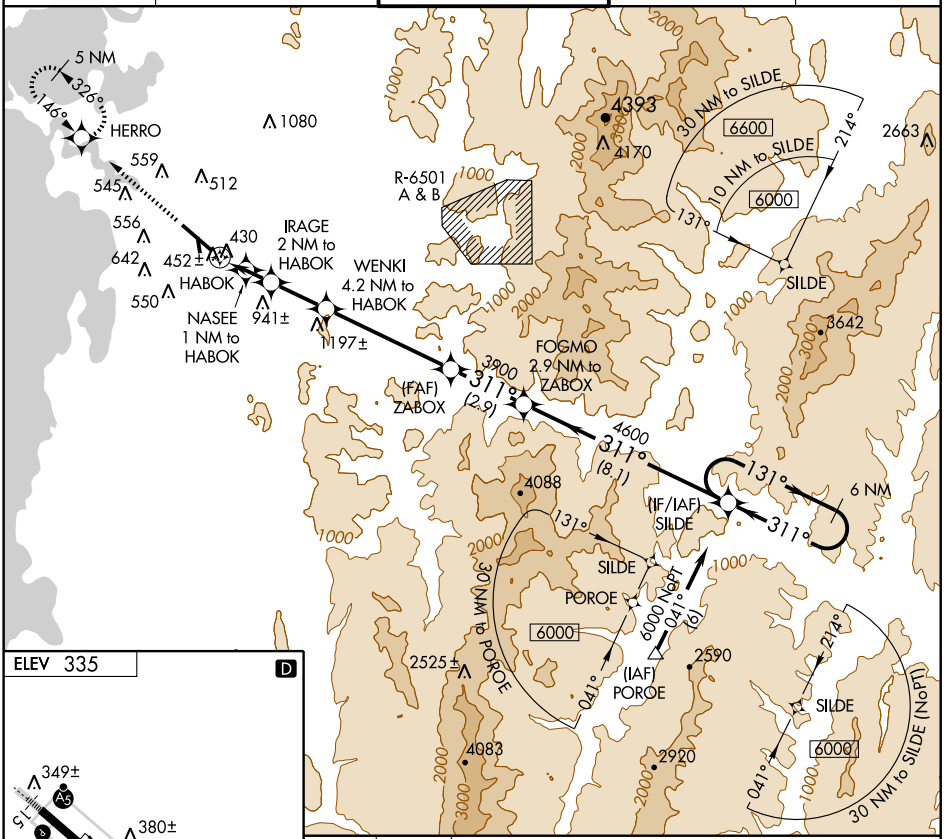
Circling to Rwy 1 NA at night
NA
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA

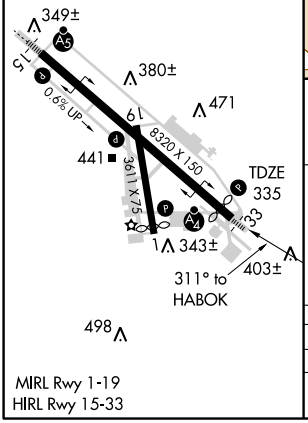
MALSF

MISSED APPROACH: Climb to 2200 direct HERRO WP and hold.

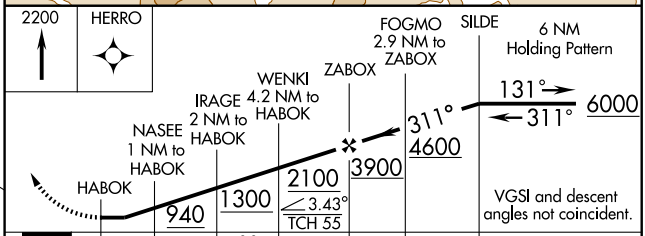
| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) L 257.8 | 122.6 255.4 | 121.9 348.6 |






MIRL Rwy 1-19
HIRL Rwy 15-33




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 720/50 385 (400-1) | | | | |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) | 1280-3 945 (1000-3) |



NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7820 |
|---|---|---|
| 146° | TDZE | 326 |
| | Apt Elev | 335 |

# RNAV (GPS) Y RWY 15

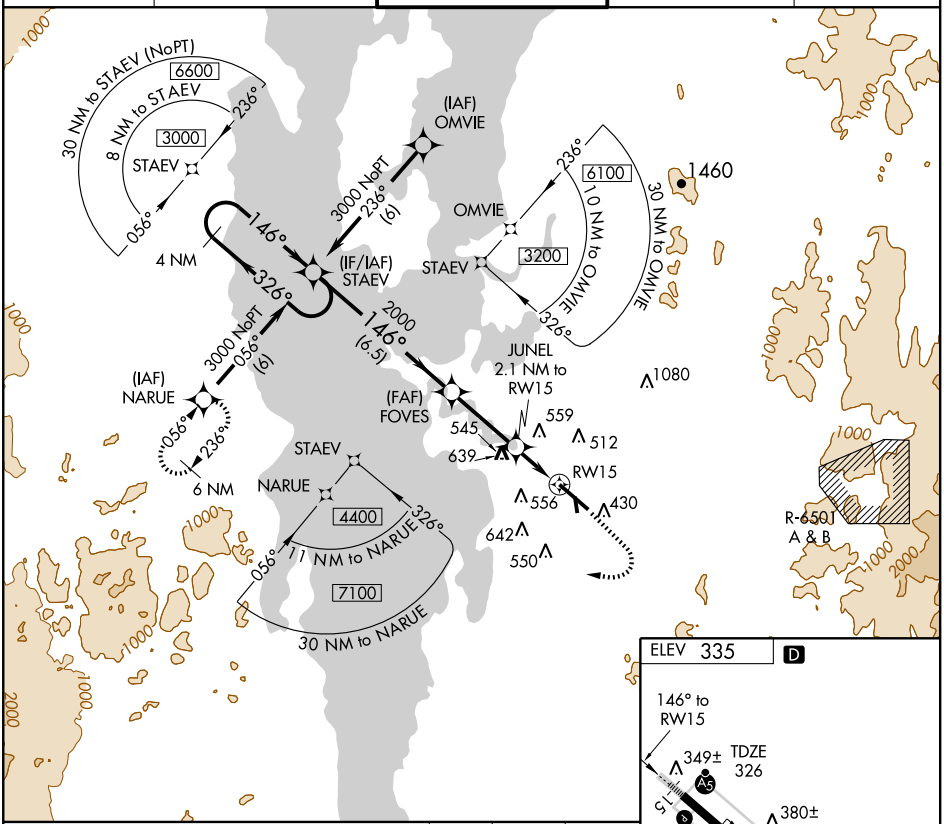
BURLINGTON INTL (BTV)

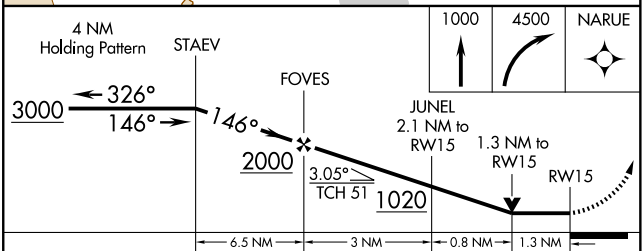
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000 and Cat E visibility to 1½. When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

MALSR

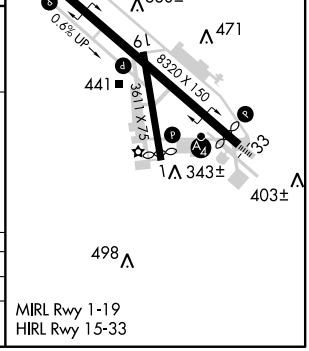
MISSED APPROACH: Climb to 1000 then climbing right turn to 4500 direct NARUE WP and hold.

| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) L 257.8 | 122.6 255.4 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 760/40 434 (500-¾) | | | 760/50 434 (500-1) | |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) | 1280-3 945 (1000-3) |






NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) Z RWY 15

BURLINGTON INTL (BTV)

| APP CRS | Rwy Idg | 7820 |
|---|---|---|
| 146° | TDZE | 326 |
| | Apt Elev | 335 |

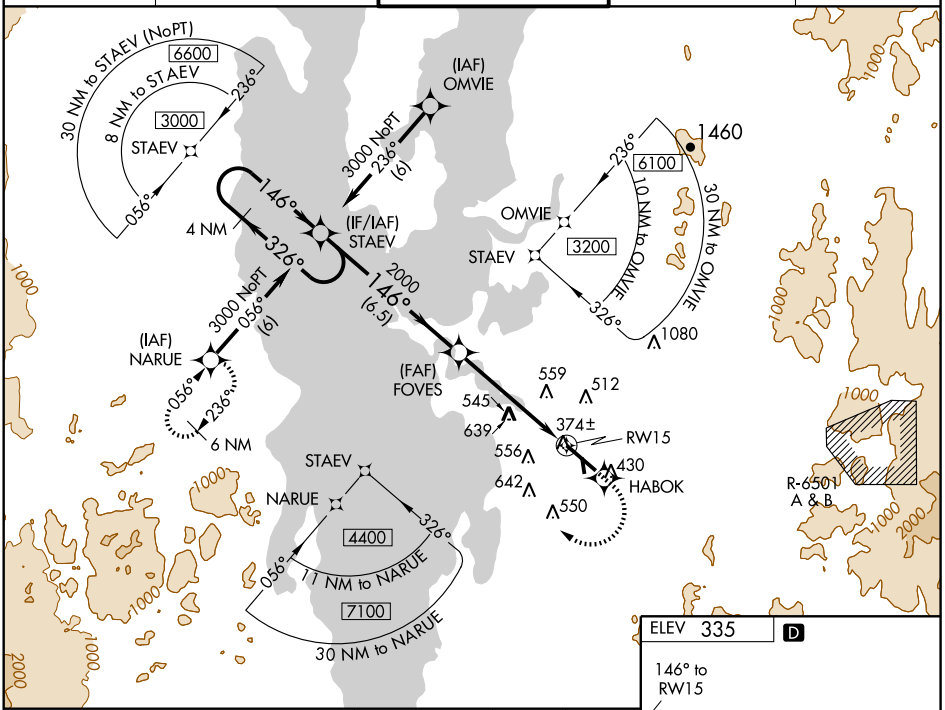
T NA W

For inoperative MALSR, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat A and B visibility to RVR 5000 and Cat E to 2¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

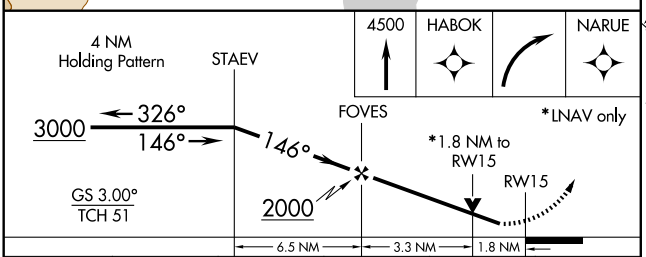
MALSR

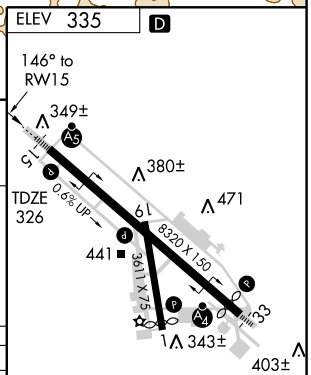
MISSED APPROACH: Climb to 4500 direct HABOK WP and via right turn direct NARUE WP and hold.

| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) L 257.8 | 122.6 255.4 | 121.9 348.6 |




NE-1, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 660/40 334 (400-¾) | | | | |
| LNAV MDA | 940/40 614 (700-¾) | | 940/60 614 (700-1¼) | 940/1½ 614 (700-1½) | 940-1¾ 614 (700-1¾) |
| CIRCLING | 940-1¼ 605 (700-1¼) | | 940-1¾ 605 (700-1¾) | 1000-2 665 (700-2) | 1280-3 945 (1000-3) |

MIRL Rwy 1-19
HIRL Rwy 15-33



NE-1, 26 AUG 2010 to 23 SEP 2010

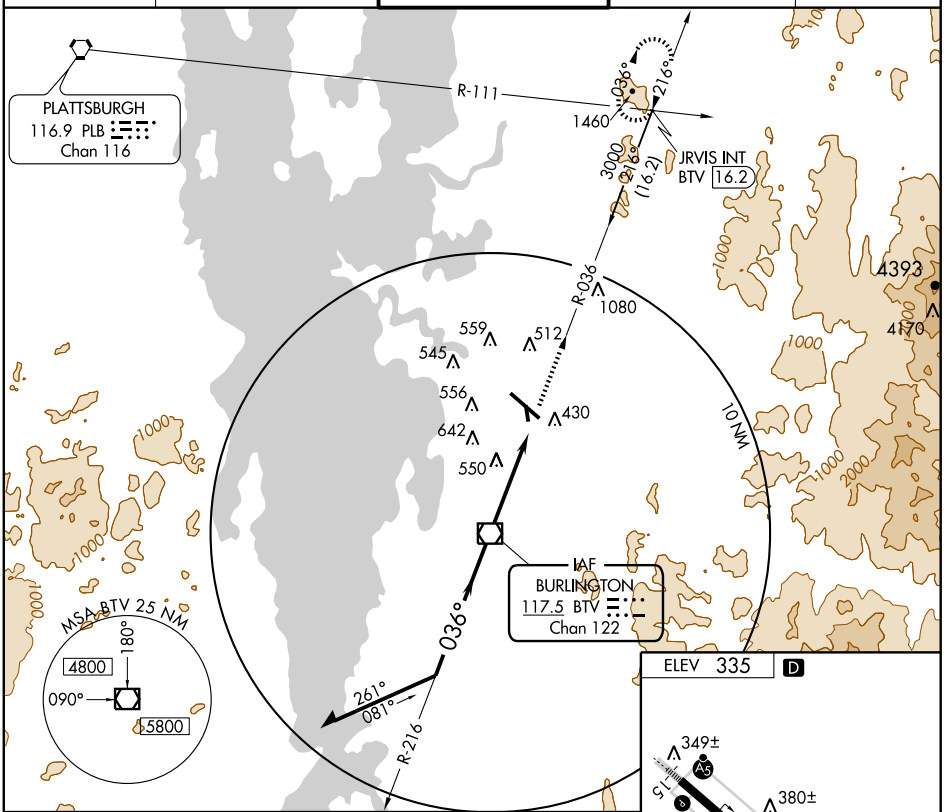
| VOR/DME BTV | APP CRS | Rwy Idg | 3386 |
|---|---|---|---|
| 117.5 | 036° | TDZE | 333 |
| Chan 122 | | Apt Elev | 335 |

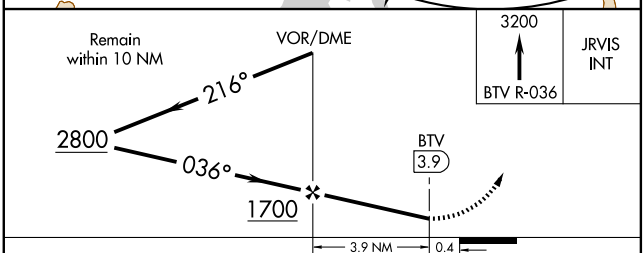
# VOR RWY 1
## BURLINGTON INTL (BTV)

When VGSI inoperative, Straight-in/Circling Rwy 1 procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 on BTV R-036 to JRVIS INT/BTV 16.2 DME and hold.

| ATIS | BURLINGTON APP CON ★ | BURLINGTON TOWER ★ | BURLINGTON RADIO | GND CON |
|---|---|---|---|---|
| 123.8 269.9 | 121.1 278.8 | 118.3 (CTAF) L 257.8 | 122.6 255.4 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 820-1 487 (500-1) | | 820-1¼ 487 (500-1¼) | NA |
| CIRCLING | 860-1 525 (600-1) | | 860-1½ 525 (600-1½) | 1000-2 665 (700-2) |

FAF to MAP 3.9 NM

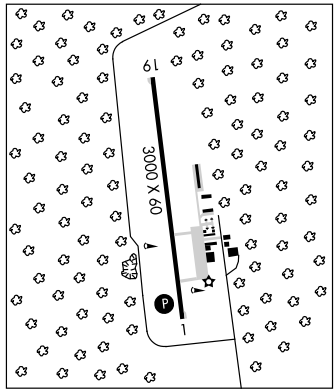
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## HIGHGATE

**FRANKLIN CO STATE** (FSO) 3 W UTC−5(−4DT) N44°56.42′ W73°05.85′ MONTREAL
228 B S4 **FUEL** 100LL, JET A+ LRA NOTAM FILE BTV L–32G
**RWY 01–19:** H3000X60 (ASPH) S–12.5 MIRL IAP
**RWY 01:** REIL. PAPI(P2L)—GA 4.0° TCH 35′. Tree.
**RWY 19:** REIL. Tree.
**AIRPORT REMARKS:** Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01–19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (802) 868–9941.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PLATTSBURGH RCO** 122.1R 116.9T (BURLINGTON RADIO)
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (EAST) 126.3 (WEST) (1030–0500Z‡)
**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YUL.
**ST JEAN (H) VORTAC** 115.8 YJN Chan 105 N45°15.35′ W73°19.28′ 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.




## ISLAND POND

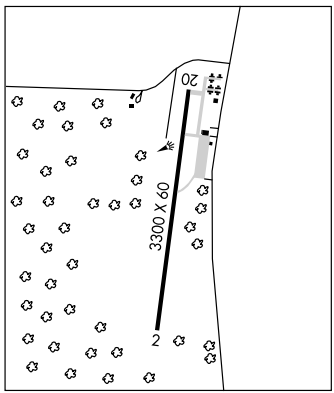
**JOHN H BOYLAN STATE (ISLAND POND)** (5B1) 3 SE UTC−5(−4DT) N44°47.49′ W71°49.31′ MONTREAL
1194 NOTAM FILE BTV
**RWY 14–32:** 2650X120 (TURF)
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Unattended. Ski operations only in winter. Rwy 14–32 thlds marked with yellow cones.
**COMMUNICATIONS: CTAF** 122.9

**JOHN H BOYLAN STATE (ISLAND POND)** (See ISLAND POND)

**LYNDONVILLE** N44°30.25′ W72°01.76′ NOTAM FILE BTV. MONTREAL
**NDB (MHW)** 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM. L–32H

## LYNDONVILLE

**CALEDONIA CO** (CDA) 3 N UTC−5(−4DT) N44°34.15′ W72°01.08′ MONTREAL
1188 **FUEL** 100LL TPA—2199(1012) NOTAM FILE BTV L–32H
**RWY 02–20:** H3300X60 (ASPH) S–12.5 LIRL (NSTD) 0.3% up N IAP
**RWY 02:** REIL. Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Attended Tues–Fri 1400–2000Z‡, Sat–Sun 1400–2200Z‡. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02–20 NSTD LIRL due to amber/clear globes. For maintenance call 802–334–5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02–20—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.275 (802) 626–4532.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 048° 34.5 NM to fld. 2080/16W.
**LYNDONVILLE NDB (MHW)** 353 LLX N44°30.25′ W72°01.76′ 023° 3.9 NM to fld. NOTAM FILE BTV. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM.



| WAAS | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| CH 48900 | 005° | TDZE | 228 |
| W01A | | Apt Elev | 228 |

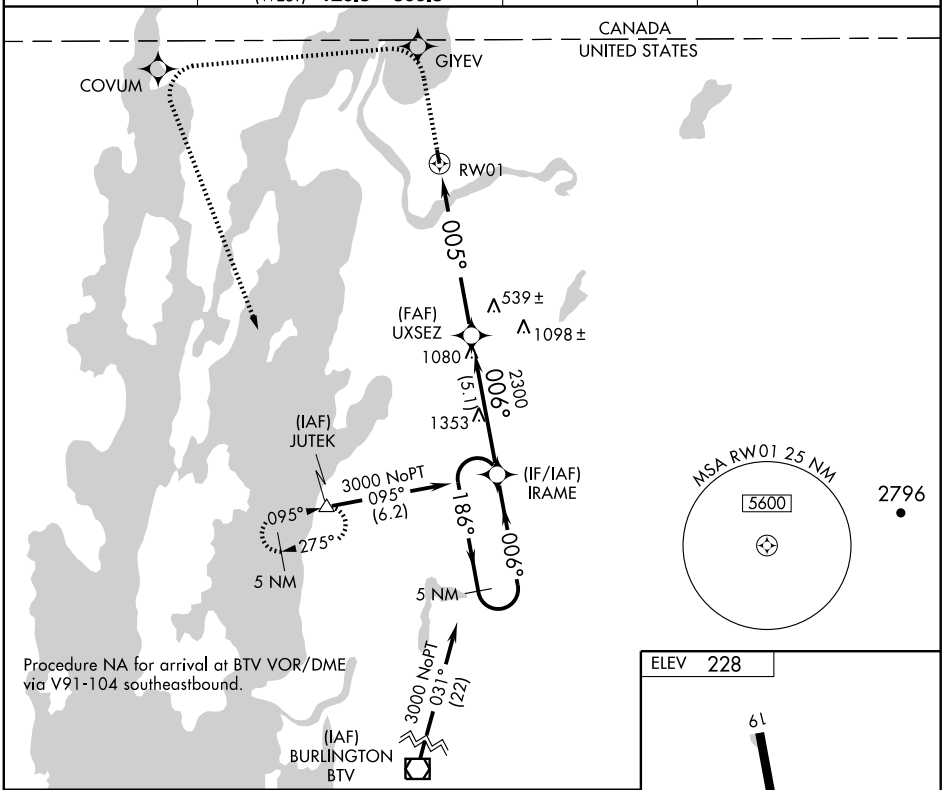
# RNAV (GPS) RWY 1

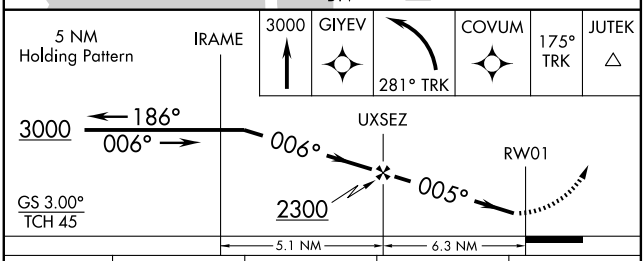
## HIGHGATE / FRANKLIN COUNTY STATE (FSO)

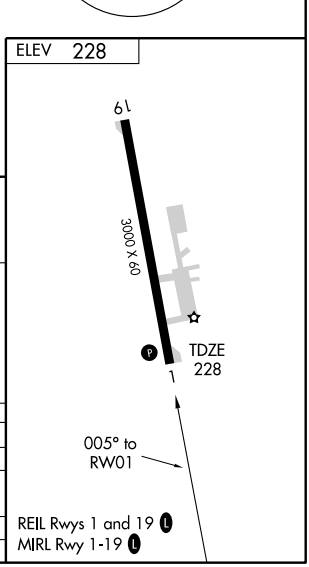
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clinton County, Plattsburgh, NY altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct GIYEV and left turn via 281° track to COVUM then via175° track to JUTEK and hold.

| AWOS-3 | BURLINGTON APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 119.025 | (EAST) 121.1 278.8<br>(WEST) 126.3 360.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 529-1 | 301 (400-1) | NA | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 820-1 | 592 (600-1) | NA | |
| CIRCLING | 820-1 | 592 (600-1) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 19

HIGHGATE / FRANKLIN COUNTY STATE (FSO)

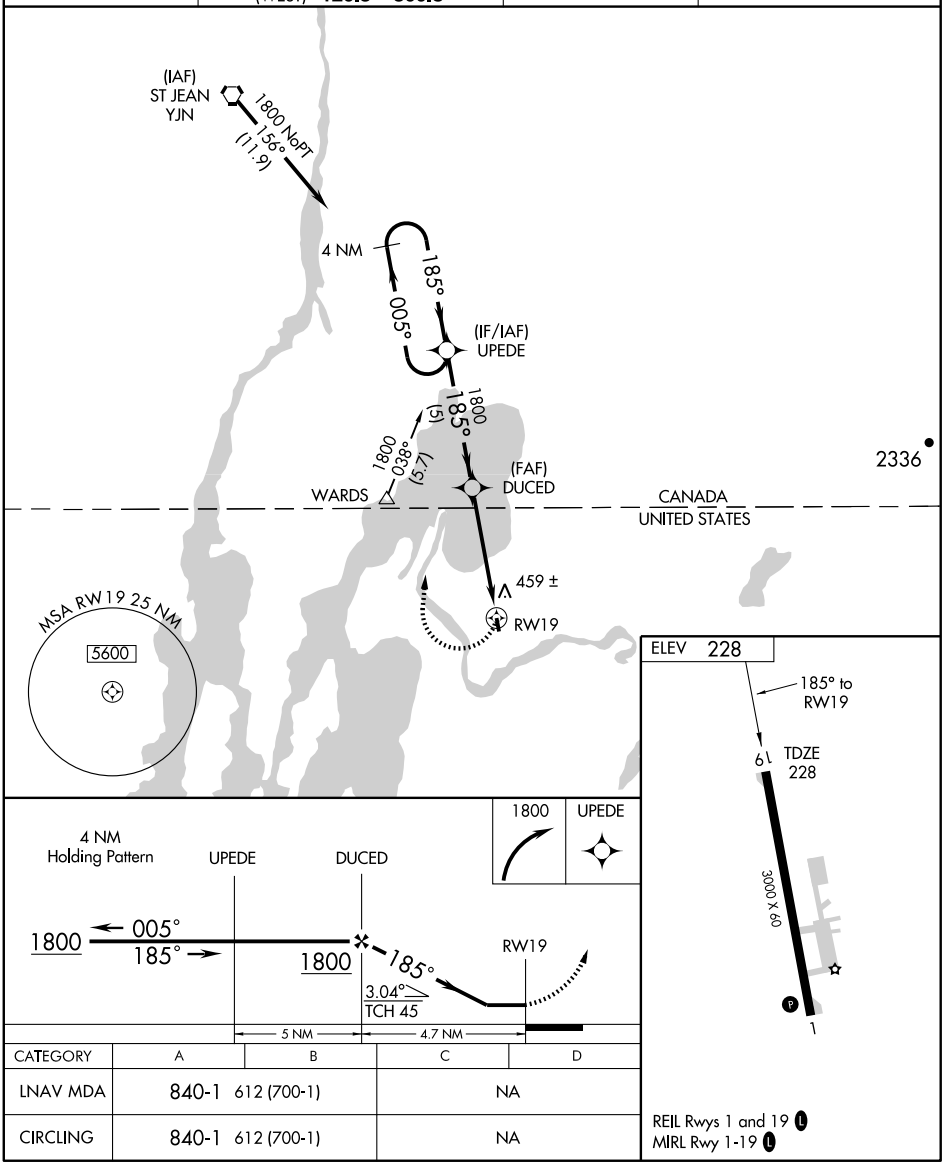
| APP CRS | Rwy Idg | 3000 |
|---|---|---|
| 185° | TDZE | 228 |
| | Apt Elev | 228 |

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Clinton Co, Plattsburgh, NY altimeter setting and increase all MDAs 200 feet.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1800 direct UPEDE and hold.

| AWOS-3 | BURLINGTON APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 119.025 | (EAST) 121.1 278.8<br>(WEST) 126.3 360.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 612 (700-1) | | NA | |
| CIRCLING | 840-1 612 (700-1) | | NA | |

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VORTAC YJN | APP CRS | Rwy Idg | 3000 |
|---|---|---|---|
| 115.8 | 169° | TDZE | 228 |
| Chan 105 | | Apt Elev | 228 |

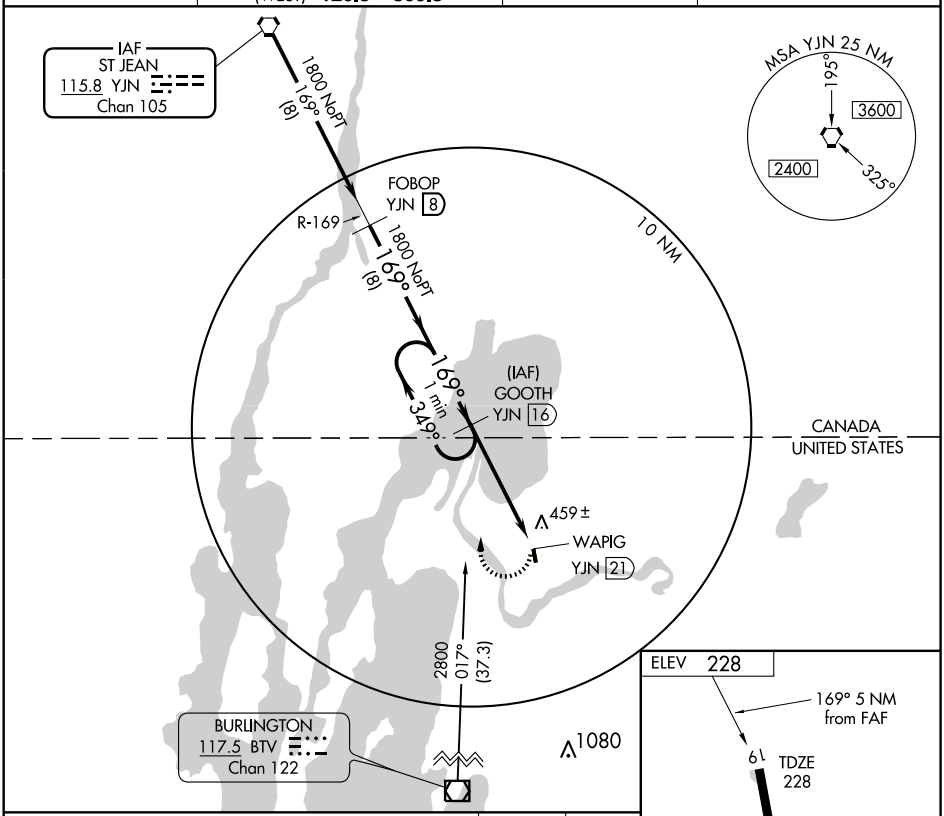
# VOR/DME RWY 19

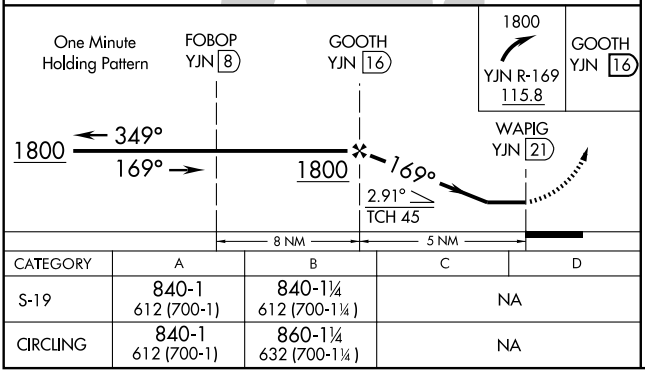
## HIGHGATE / FRANKLIN COUNTY STATE (FSO)

If local altimeter setting not received, use Clinton Co, Plattsburgh, NY altimeter setting and increase all MDAs 200 feet.

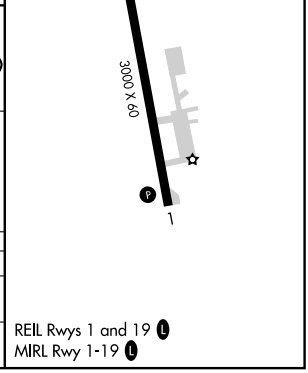
MISSED APPROACH: Climbing right turn to 1800 via YJN R-169 to GOOTH/YJN 16 DME and hold.

| AWOS-3 | BURLINGTON APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 119.025 | (EAST) 121.1 278.8 (WEST) 126.3 360.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 840-1 612 (700-1) | 840-1¼ 612 (700-1¼) | NA | |
| CIRCLING | 840-1 612 (700-1) | 860-1¼ 632 (700-1¼) | NA | |



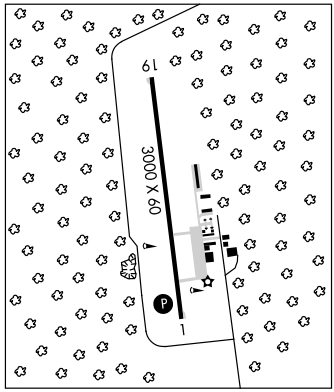

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## HIGHGATE

**FRANKLIN CO STATE** (FSO) 3 W UTC−5(−4DT) N44°56.42′ W73°05.85′ MONTREAL
228 B S4 **FUEL** 100LL, JET A+ LRA NOTAM FILE BTV L–32G
**RWY 01–19:** H3000X60 (ASPH) S–12.5 MIRL IAP
**RWY 01:** REIL. PAPI(P2L)—GA 4.0° TCH 35′. Tree.
**RWY 19:** REIL. Tree.
**AIRPORT REMARKS:** Attended Nov–Mar 1330–2200Z‡, Apr–Oct 1230–2200Z‡. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01–19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (802) 868–9941.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**PLATTSBURGH RCO** 122.1R 116.9T (BURLINGTON RADIO)
Ⓡ **BURLINGTON APP/DEP CON** 121.1 (EAST) 126.3 (WEST) (1030–0500Z‡)
**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
Ⓡ **BOSTON CENTER APP/DEP CON** 120.35 (0500–1030Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YUL.
**ST JEAN (H) VORTAC** 115.8 YJN Chan 105 N45°15.35′ W73°19.28′ 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.




## ISLAND POND

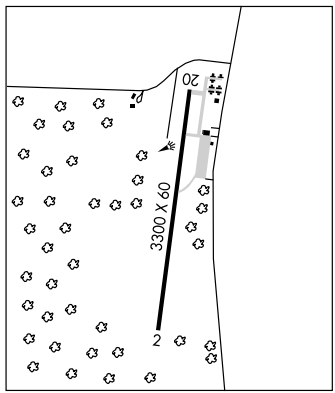
**JOHN H BOYLAN STATE (ISLAND POND)** (5B1) 3 SE UTC−5(−4DT) N44°47.49′ W71°49.31′ MONTREAL
1194 NOTAM FILE BTV
**RWY 14–32:** 2650X120 (TURF)
**RWY 14:** Trees. **RWY 32:** Trees.
**AIRPORT REMARKS:** Unattended. Ski operations only in winter. Rwy 14–32 thlds marked with yellow cones.
**COMMUNICATIONS: CTAF** 122.9

**JOHN H BOYLAN STATE (ISLAND POND)** (See ISLAND POND)

**LYNDONVILLE** N44°30.25′ W72°01.76′ NOTAM FILE BTV. MONTREAL
**NDB (MHW)** 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM. L–32H

## LYNDONVILLE

**CALEDONIA CO** (CDA) 3 N UTC−5(−4DT) N44°34.15′ W72°01.08′ MONTREAL
1188 **FUEL** 100LL TPA—2199(1012) NOTAM FILE BTV L–32H
**RWY 02–20:** H3300X60 (ASPH) S–12.5 LIRL (NSTD) 0.3% up N IAP
**RWY 02:** REIL. Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Attended Tues–Fri 1400–2000Z‡, Sat–Sun 1400–2200Z‡. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02–20 NSTD LIRL due to amber/clear globes. For maintenance call 802–334–5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02–20—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.275 (802) 626–4532.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**GCO** 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.
**MONTPELIER (L) VORW/DME** 110.8 MPV Chan 45 N44°05.13′ W72°26.96′ 048° 34.5 NM to fld. 2080/16W.
**LYNDONVILLE NDB (MHW)** 353 LLX N44°30.25′ W72°01.76′ 023° 3.9 NM to fld. NOTAM FILE BTV. Unmonitored. Unusable 260°–275°; 276°–259° byd 15 NM.



| NDB LLX 353 | APP CRS 023° | Rwy Idg 3300<br>TDZE 1185<br>Apt Elev 1188 |
|---|---|---|

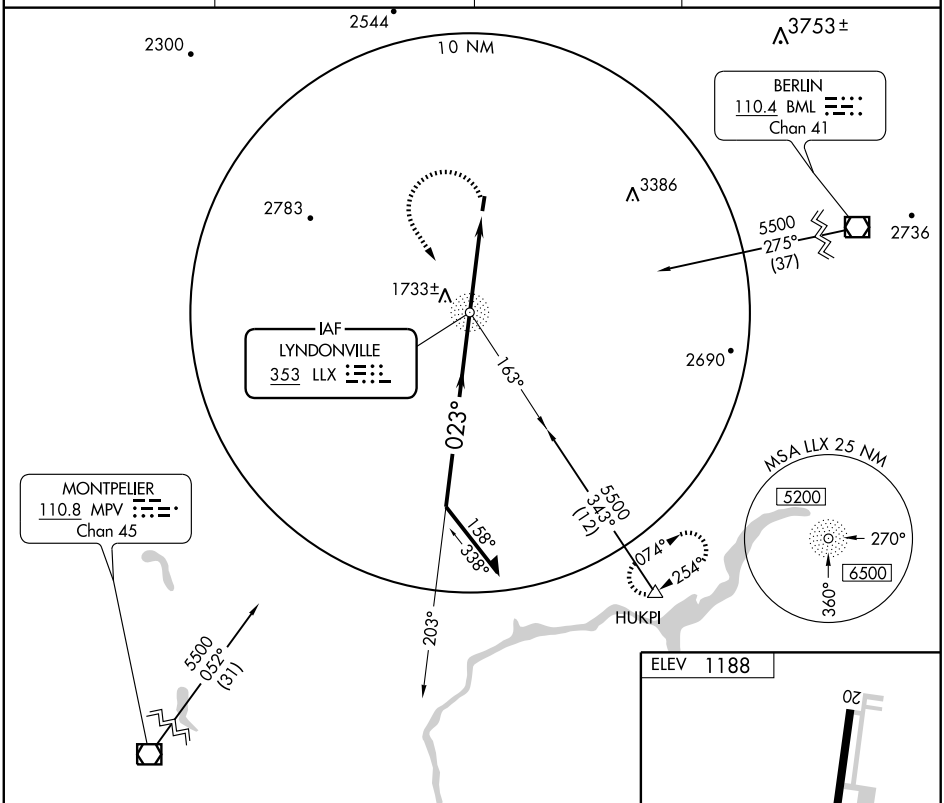
# NDB RWY 2

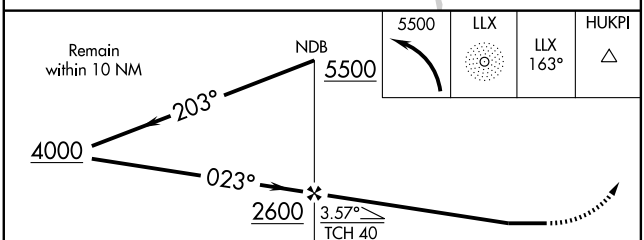
## LYNDONVILLE / CALEDONIA COUNTY (CDA)

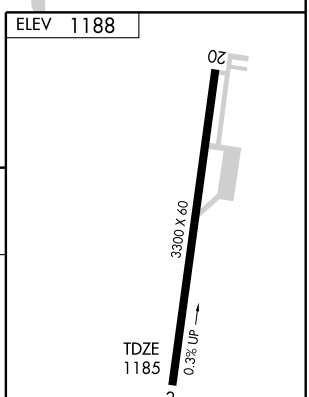
If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 5500 direct LLX NDB, then via LLX NDB 163° bearing to HUKPI INT and hold, continue climb in hold to 5500.

| AWOS-3 | BOSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.275 | 135.7 282.2 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 2040-1<br>855 (900-1) | 2040-1¼<br>855 (900-1¼) | NA | NA |
| CIRCLING | 2040-1<br>852 (900-1) | 2040-1¼<br>852 (900-1¼) | NA | NA |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3300 |
|---|---|---|
| 024° | TDZE | 1185 |
| | Apt Elev | 1188 |

# RNAV (GPS) RWY 2

## LYNDONVILLE / CALEDONIA COUNTY (CDA)

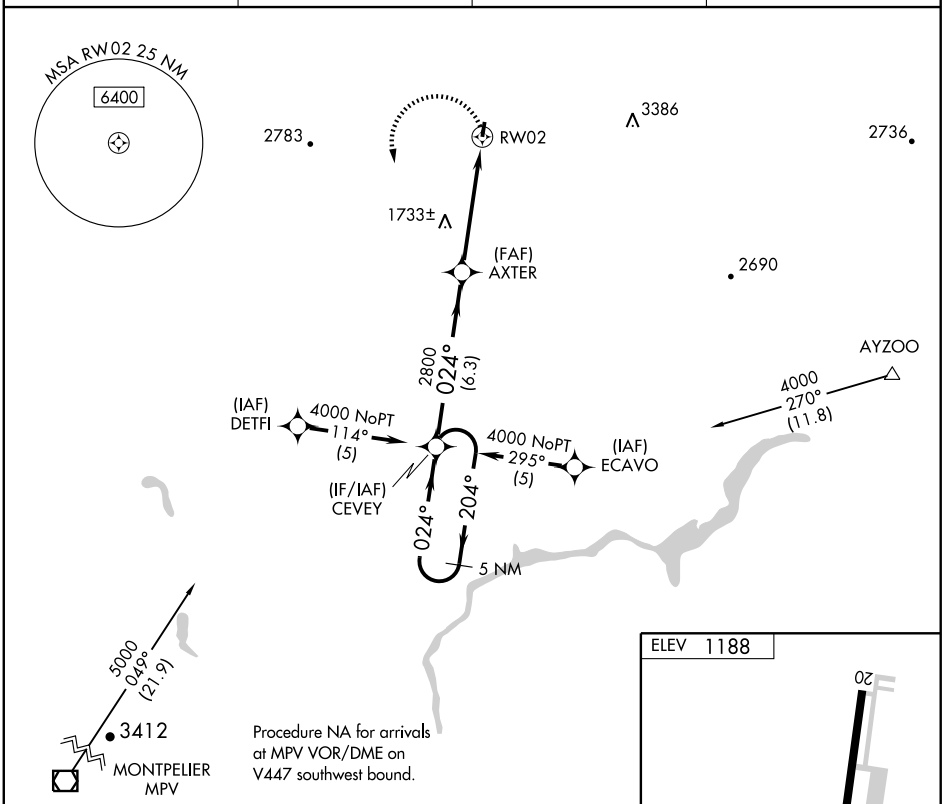
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet and increase Cat A visibilities ¼ mile.

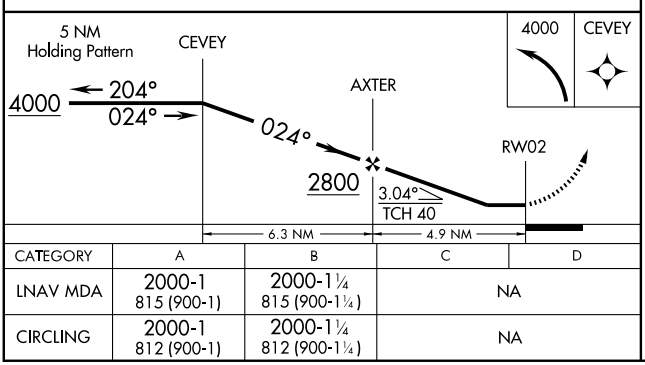
MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

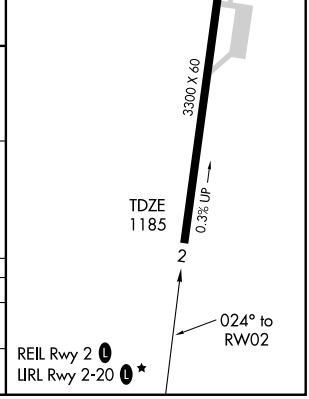
| AWOS-3 | BOSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.275 | 135.7 282.2 | 121.725 | 122.8 (CTAF) |



NE-1, 26 AUG 2010 to 23 SEP 2010



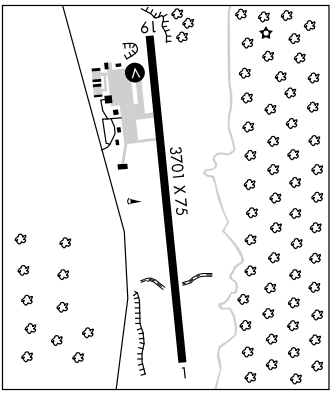




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1<br>815 (900-1) | 2000-1¼<br>815 (900-1¼) | NA | |
| CIRCLING | 2000-1<br>812 (900-1) | 2000-1¼<br>812 (900-1¼) | NA | |

**MIDDLEBURY STATE** (6BØ) 3 SE UTC−5(−4DT) N43°59.09′ W73°05.76′ **NEW YORK**
490 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BTV
**RWY 01–19:** H2500X50 (ASPH) S–12.5
**RWY 01:** Trees. **RWY 19:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01–19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**MONTPELIER** N44°05.13′ W72°26.96′ NOTAM FILE MPV. **MONTREAL**
**(L) VORW/DME** 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W. **L–32G**
**RCO** 122.6 122.2 (BURLINGTON RADIO)

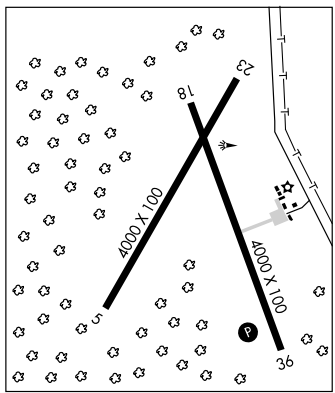
**MORRISVILLE–STOWE STATE** (MVL) 2 SW UTC−5(−4DT) N44°32.08′ W72°36.84′ **MONTREAL**
732 B S4 **FUEL** 100LL, JET A NOTAM FILE MVL **L–32G**
**RWY 01–19:** H3701X75 (ASPH) S–25 MIRL 0.5% up N **IAP**
**RWY 01:** REIL. Trees.
**RWY 19:** REIL. VASI (V2R)—GA 3.5°. Trees.
**AIRPORT REMARKS:** Attended 1200–2300Z‡. For fuel and svcs after hours and info call 802–888–7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May–Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.625 (802) 888–7934.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**GCO** 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**BURLINGTON (L) VORW/DME** 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 086° 25.8 NM to fld. 420/15W. **HIWAS.**
**NDB (MHW)** 375 JRV N44°34.72′ W72°35.24′ 219° 2.9 NM to fld. NDB unmonitored.




**MOUNT MANSFIELD** N44°23.20′ W72°41.61′ NOTAM FILE MPV. **MONTREAL**
**NDB (MHW)** 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°–200° byd 19 NM. **L–32G**

**MOUNT SNOW** (See WEST DOVER)

**NEWPORT STATE** (EFK) 3 SW UTC−5(−4DT) N44°53.33′ W72°13.75′ **MONTREAL**
930 B S3 **FUEL** 100LL, JET A LRA NOTAM FILE BTV **L–32H**
**RWY 05–23:** H4000X100 (ASPH) S–30 D–44 **IAP**
**RWY 05:** Trees. **RWY 23:** Tree.
**RWY 18–36:** H4000X100 (ASPH) S–30, D–44 MIRL 0.3% up N
**RWY 18:** Tree. **RWY 36:** REIL. PAPI(P2L)—GA 4.0° TCH 69′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802–334–3100. Rwy 05–23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 36—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.275 (802) 334–4427.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.5 (BURLINGTON RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.
**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 306° 47.2 NM to fld. 1731/17W. **HIWAS.**



| APP CRS | Rwy Idg | 3701 |
|---|---|---|
| 204° | TDZE | 732 |
| | Apt Elev | 732 |

# GPS RWY 19

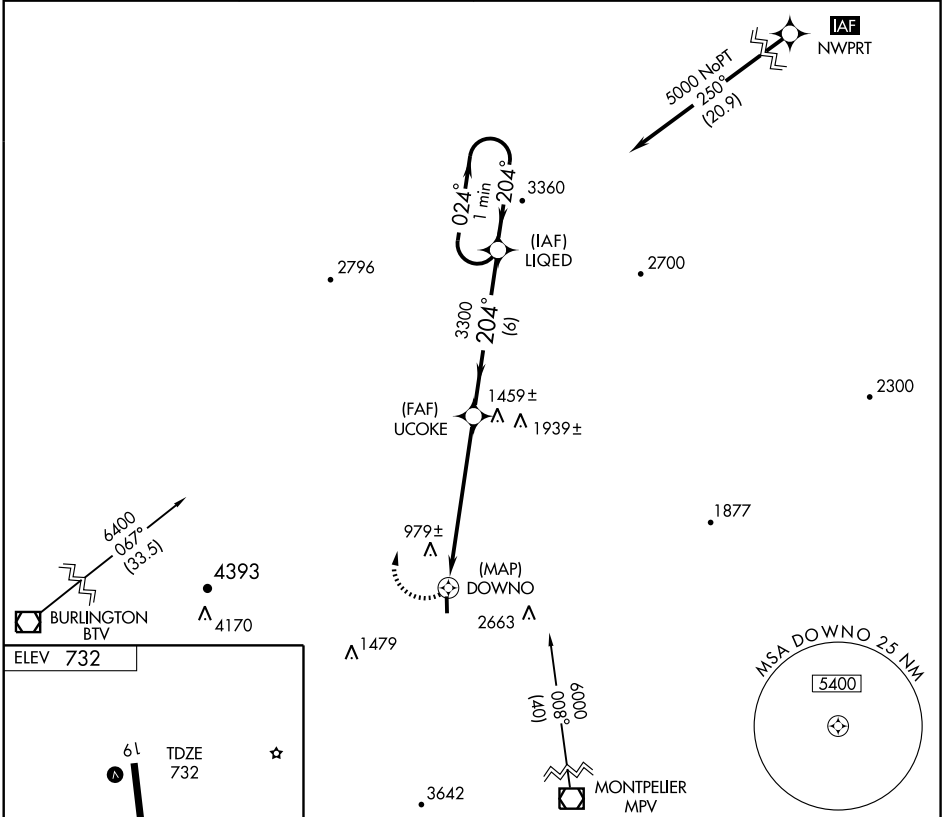
## MORRISVILLE-STOWE STATE (MVL)

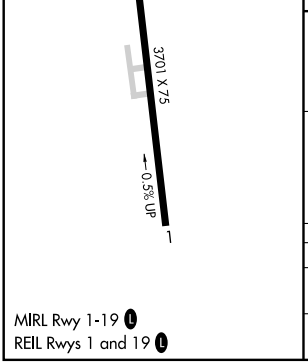
IAF ARM APPROACH MODE PRIOR TO IAF.

NA When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct LIQED WP and hold.

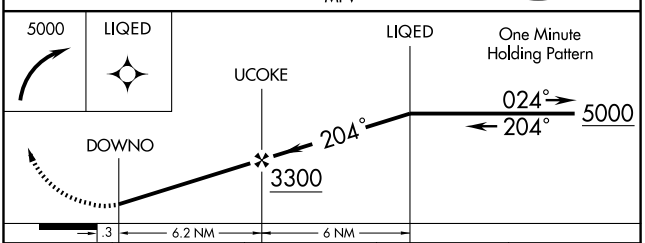
| ASOS | BOSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 135.625 | 135.7 282.2 | 135.075 | 122.8 (CTAF) L |




MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1560-1<br>828 (900-1) | 1560-1¼<br>828 (900-1¼) | NA | |
| CIRCLING | 1600-1<br>868 (900-1) | 1600-1¼<br>868 (900-1¼) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010

NE-1, 26 AUG 2010 to 23 SEP 2010

| NDB JRV 375 | APP CRS 223° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 732 |
|---|---|---|

# NDB or GPS-B

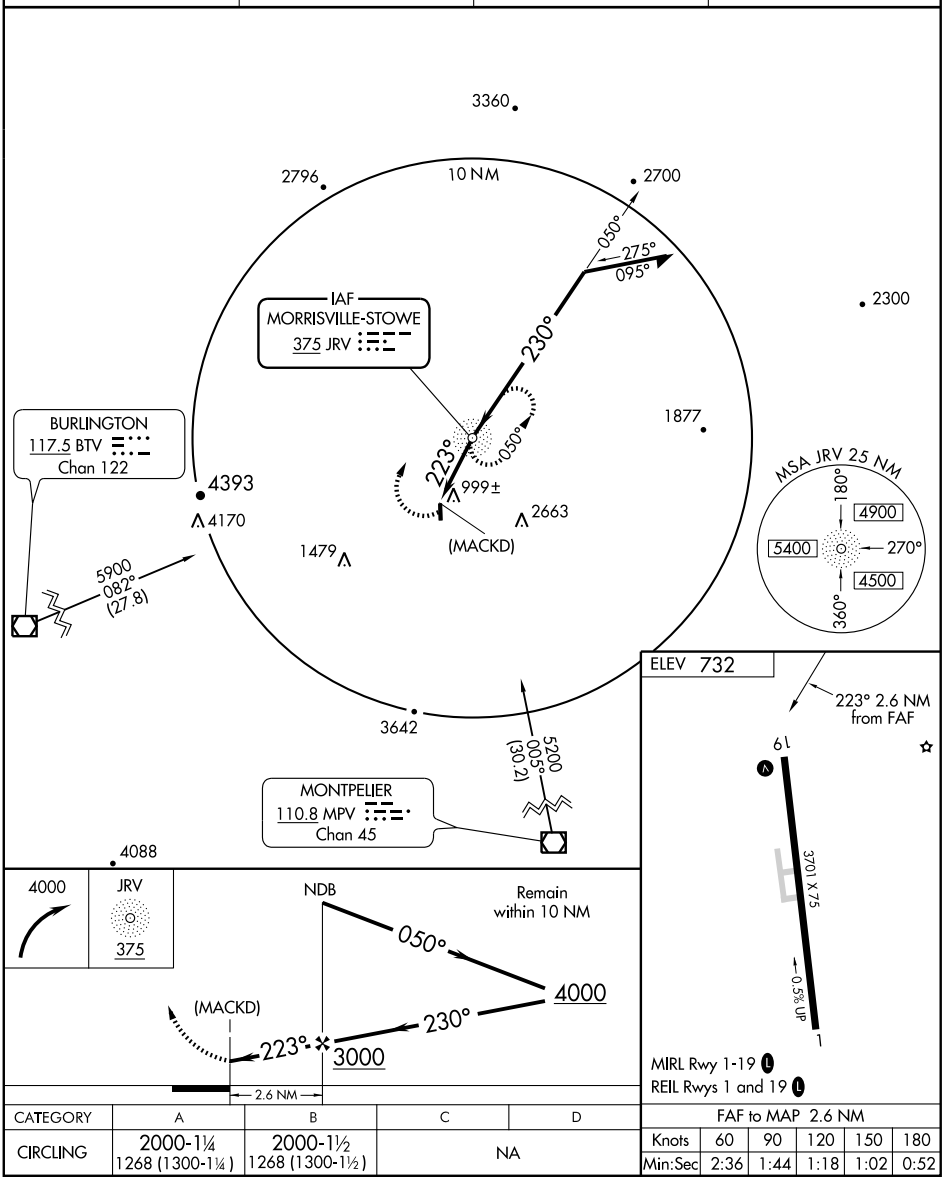
## MORRISVILLE-STOWE STATE (MVL)

NA

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4000 direct JRV NDB and hold.

| ASOS | BOSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 135.625 | 135.7 282.2 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2000-1¼<br>1268 (1300-1¼) | 2000-1½<br>1268 (1300-1½) | NA | |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

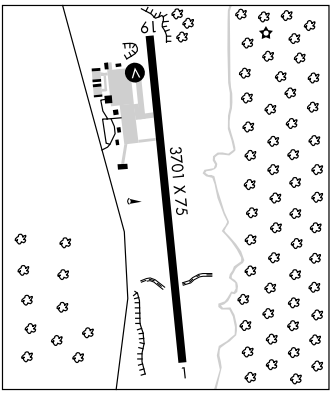


NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**MIDDLEBURY STATE** (6BØ) 3 SE UTC−5(−4DT) N43°59.09′ W73°05.76′ **NEW YORK**
490 S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BTV
**RWY 01–19:** H2500X50 (ASPH) S–12.5
**RWY 01:** Trees. **RWY 19:** Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01–19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**MONTPELIER** N44°05.13′ W72°26.96′ NOTAM FILE MPV. **MONTREAL**
**(L) VORW/DME** 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W. **L–32G**
**RCO** 122.6 122.2 (BURLINGTON RADIO)

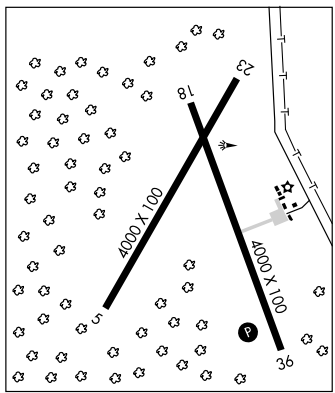
**MORRISVILLE–STOWE STATE** (MVL) 2 SW UTC−5(−4DT) N44°32.08′ W72°36.84′ **MONTREAL**
732 B S4 **FUEL** 100LL, JET A NOTAM FILE MVL **L–32G**
**RWY 01–19:** H3701X75 (ASPH) S–25 MIRL 0.5% up N **IAP**
**RWY 01:** REIL. Trees.
**RWY 19:** REIL. VASI (V2R)—GA 3.5°. Trees.
**AIRPORT REMARKS:** Attended 1200–2300Z‡. For fuel and svcs after hours and info call 802–888–7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May–Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01–19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.
**WEATHER DATA SOURCES:** ASOS 135.625 (802) 888–7934.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BOSTON CENTER APP/DEP CON** 135.7
**GCO** 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.
**BURLINGTON (L) VORW/DME** 117.5 BTV Chan 122 N44°23.83′ W73°10.95′ 086° 25.8 NM to fld. 420/15W. **HIWAS.**
**NDB (MHW)** 375 JRV N44°34.72′ W72°35.24′ 219° 2.9 NM to fld. NDB unmonitored.




**MOUNT MANSFIELD** N44°23.20′ W72°41.61′ NOTAM FILE MPV. **MONTREAL**
**NDB (MHW)** 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°–200° byd 19 NM. **L–32G**

**MOUNT SNOW** (See WEST DOVER)

**NEWPORT STATE** (EFK) 3 SW UTC−5(−4DT) N44°53.33′ W72°13.75′ **MONTREAL**
930 B S3 **FUEL** 100LL, JET A LRA NOTAM FILE BTV **L–32H**
**RWY 05–23:** H4000X100 (ASPH) S–30 D–44 **IAP**
**RWY 05:** Trees. **RWY 23:** Tree.
**RWY 18–36:** H4000X100 (ASPH) S–30, D–44 MIRL 0.3% up N
**RWY 18:** Tree. **RWY 36:** REIL. PAPI(P2L)—GA 4.0° TCH 69′. Trees.
**AIRPORT REMARKS:** Attended 1300–2200Z‡. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802–334–3100. Rwy 05–23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 36—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.275 (802) 334–4427.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.5 (BURLINGTON RADIO)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.
**BERLIN (T) VORW/DME** 110.4 BML Chan 41 N44°38.00′ W71°11.17′ 306° 47.2 NM to fld. 1731/17W. **HIWAS.**



| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 357° | TDZE | 926 |
| | Apt Elev | 930 |

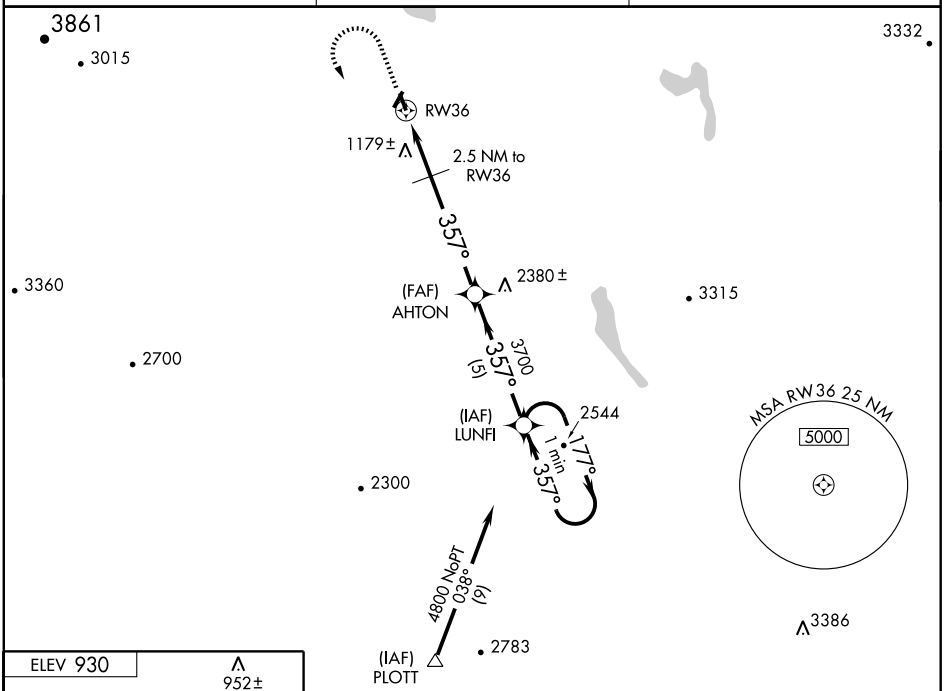
# GPS RWY 36
## NEWPORT STATE (EFK)

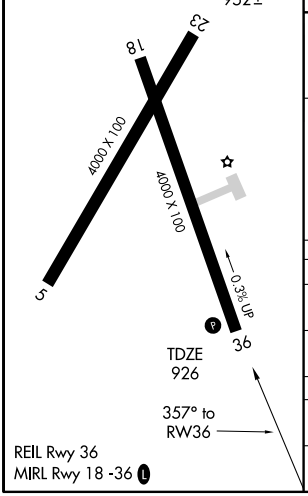
NA

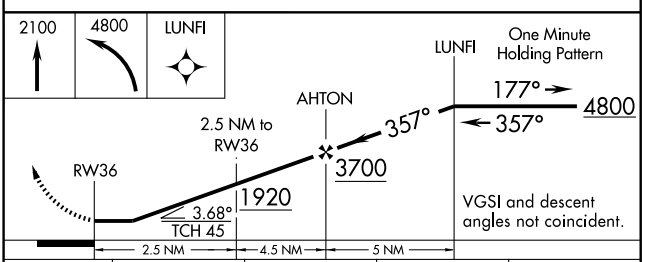
Obtain local altimeter setting on CTAF, when not received, use Morrisville-Stowe State altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing left turn to 4800 direct LUNFI WP and hold.

| AWOS-3 | BURLINGTON RADIO | UNICOM |
|---|---|---|
| 118.275 | 122.5 255.4 | 122.8 (CTAF) L |



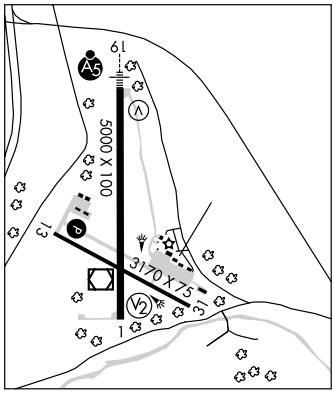

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1440-1 | 514 (600-1) | 1440-1½<br>514 (600-1½) | NA |
| CIRCLING | 1460-1 | 530 (600-1) | 1560-1¾<br>630 (700-1¾) | NA |
| MORRISVILLE-STOWE STATE ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 1520-1 | 594 (600-1) | 1520-1½<br>594 (600-1½) | NA |
| CIRCLING | 1560-1 | 630 (700-1) | 1660-2<br>730 (800-2) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

**POST MILLS** (2B9) 0 E UTC−5(−4DT) N43°53.05′ W72°15.22′ **NEW YORK**
693 S2 NOTAM FILE BTV
**RWY 04–22:** 2900X80 (TURF)
**RWY 04:** Tree. Rgt tfc. **RWY 22:** Tree.
**RWY 05–23:** 2300X80 (TURF)
**RWY 05:** Tree. Rgt tfc. **RWY 23:** Road.
**AIRPORT REMARKS:** Attended irregularly. Ultralights; gliders and hot air balloons on and invof arpt. Trees 400′ from end of Rwys 22 and 23. No snow removal. Arpt open to ski acft only when snow covered. Call 802–333–9254 for info. Propane avbl for hot air balloons.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RUTLAND–SOUTHERN VERMONT RGNL** (RUT) 5 S UTC−5(−4DT) N43°31.80′ W72°56.98′ **NEW YORK**
787 B S4 **FUEL** 100LL, JET A TPA—1787(1000) Class IV, ARFF Index A **H–11D, 12K, L–32G**
NOTAM FILE RUT **IAP**
**RWY 01–19:** H5000X100 (ASPH–GRVD) S–40, D–68, 2S–86 MIRL
**RWY 01:** PVASI(PSIR)—GA 3.5°. Hill.
**RWY 19:** MALSR. REIL. VASI(V4L)—GA 3.5° TCH 50′. Rgt tfc.
**RWY 13–31:** H3170X75 (ASPH) S–30 MIRL
**RWY 13:** REIL. PAPI(P2L)—GA 3.75° TCH 34′. Road.
**RWY 31:** Trees.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 01:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**RWY 19:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000
**AIRPORT REMARKS:** Attended 1300–0100Z‡. For after hrs svc call 802–773–3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Birds on and invof arpt. Acft with wing spans exceeding 79′ authorized to use Twy A and Twy B east of Rwy 01–19, and Rwy 13–31 for taxiing, and Rwys 01 and 19 for tkf and ldg. 150′ turnarounds at ends of Rwys 01 and 19. Noise sensitive area southeast of arpt ctc arpt manager. Type I and type IV deicing avbl. ACTIVATE MIRL Rwys 01–19 and 13–31; MALSR Rwy 19, and REILS Rwys 13 and 19; PAPI Rwy 13—CTAF. Low ints lighting not avbl dawn–dusk. Ldg/parking fees may apply for non–based acft.




**WEATHER DATA SOURCES:** AWOS–3 118.375 (802) 747–3044.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.3 (BURLINGTON RADIO)
**BOSTON CENTER APP/DEP CON** 135.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RUT.
**(T) VORW/DME** 111.0 RUT Chan 47 N43°31.60′ W72°57.04′ at fld. 781/15W.
VOR/DME unusable:
024°–116°
117°–191° byd 15 NM blo 8000′
230°–310 byd 15 NM blo 8000′
**ILS/DME** 111.7 I–RUT Chan 54 Rwy 19. LOC only. Unmonitored.

**SHELBURNE** (VT8) 2 S UTC−5(−4DT) N44°21.64′ W73°14.51′ **MONTREAL**
325 S4 **FUEL** MOGAS NOTAM FILE BTV
**RWY 01–19:** 2250X60 (TURF)
**RWY 01:** Trees. **RWY 19:** Trees.
**AIRPORT REMARKS:** Attended daylight hours. No line of sight between rwy ends. Call arpt manager 802–985–2100 in advance for rwy conditions.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**SMUTO** N43°42.38′ W72°57.43′ NOTAM FILE RUT. **NEW YORK**
**NDB (MHW)** 221 DYO 193° 10.6 NM to Rutland State. Unusable 351°–189° byd 15 NM. **L–32G**

**SPRINGFIELD** N43°16.20′ W72°35.18′ NOTAM FILE VSF. **NEW YORK**
**NDB (MHW)** 265 SXD 048° 5.0 NM to Hartness State (Springfield). NDB unmonitored. **L–32G**
**RCO** 122.5 (BURLINGTON RADIO)

| LOC/DME I-RUT | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 111.7 | 194° | TDZE 787 |
| Chan 54 | | Apt Elev 787 |

# LOC Y RWY 19

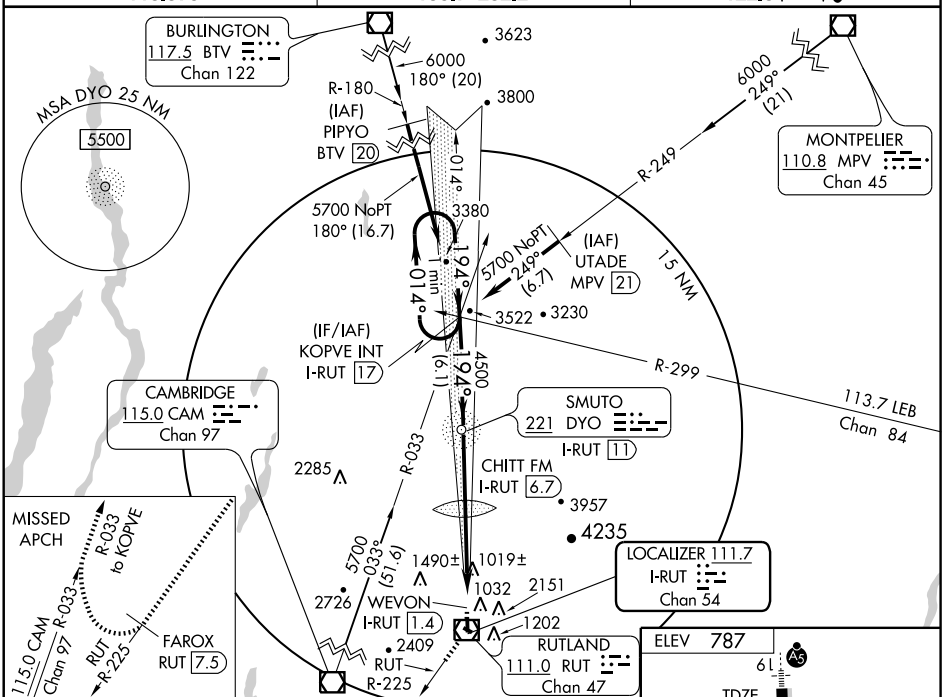
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

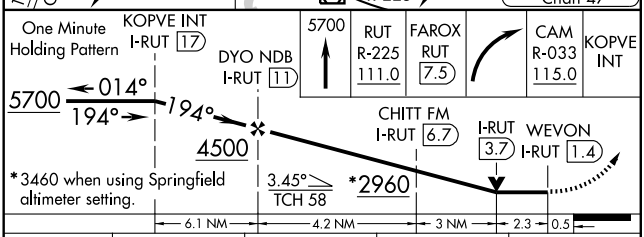
T A NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. CHITT FIX Straight-In Minima NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B.

MALSR

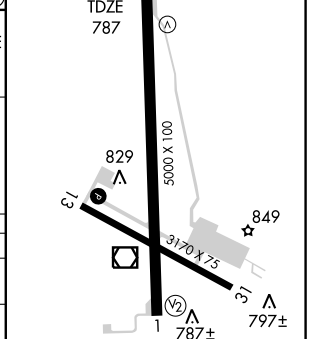
MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 2960-1¼ 2173 (2200-1¼) | 2960-1½ 2173 (2200-1½) | 2960-2½ 2173 (2200-2½) | NA |
| CIRCLING | 2960-1¼ 2173 (2200-1¼) | 2960-1½ 2173 (2200-1½) | 2960-3 2173 (2200-3) | NA |
| CHITT FIX MINIMUMS | | | | |
| S-19 | 1880-¾ 1093 (1100-¾) | 1880-1 1093 (1100-1) | 1880-2½ 1093 (1100-2½) | NA |
| CIRCLING | 1900-1¼ 1113 (1200-1¼) | 1900-1½ 1113 (1200-1½) | 1960-3 1173 (1200-3) | NA |




REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

FAF to MAP 9.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |


NE-1, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-RUT | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 111.7 | 194° | TDZE 787 |
| Chan 54 | | Apt Elev 787 |

# LOC Z RWY 19

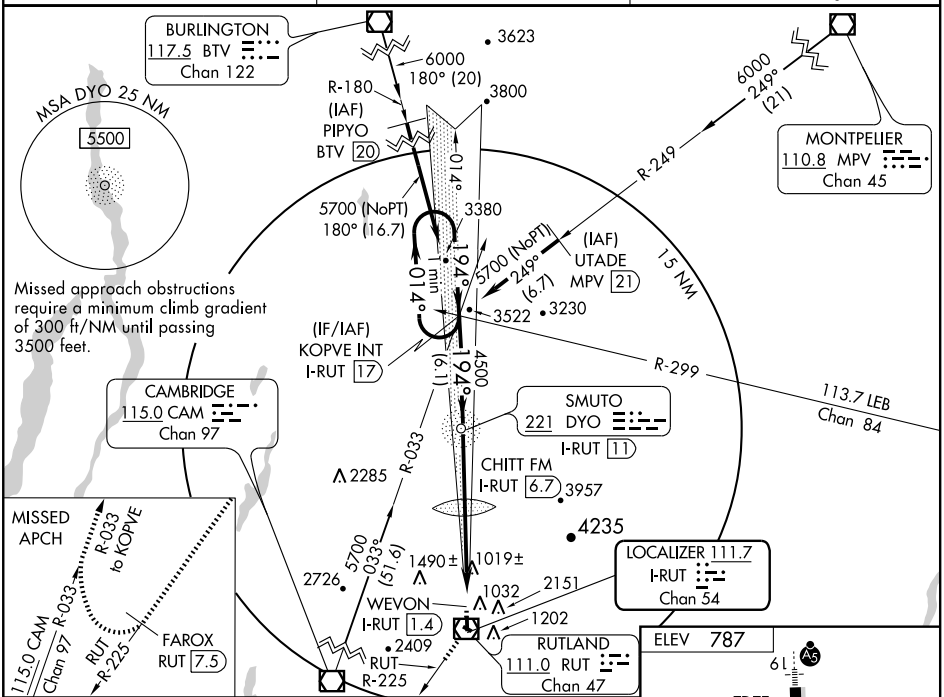
RUTLAND-SOUTHERN VERMONT RGNL (RUT)

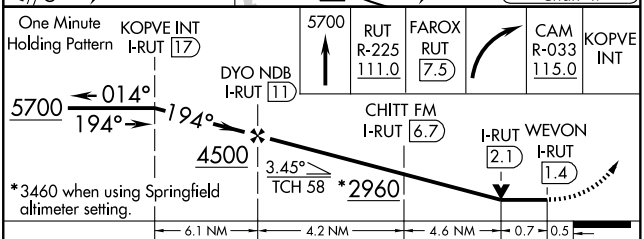
T NA — Circling NA east of Rwys 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. CHITT FIX Straight-in Minimums NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B. VDP NA when using Springfield altimeter setting.

MALSR

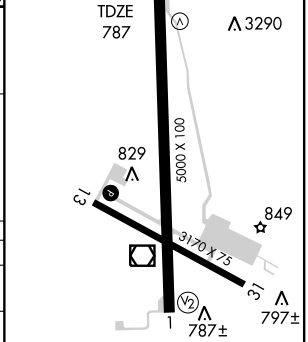
MISSED APPROACH: Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 2960-1¼ 2173 (2200-1¼) | 2960-1½ 2173 (2200-1½) | 2960-2½ 2173 (2200-2½) | NA |
| CIRCLING | 2960-1¼ 2173 (2200-1¼) | 2960-1½ 2173 (2200-1½) | 2960-3 2173 (2200-3) | NA |
| CHITT FIX MINIMUMS | | | | |
| S-19 | 1280-½ 493 (500-½) | | 1280-¾ 493 (500-¾) | NA |
| CIRCLING | 1900-1¼ 1113 (1200-1¼) | 1900-1½ 1113 (1200-1½) | 1960-3 1173 (1200-3) | NA |




REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L

| FAF to MAP 9.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 014° | TDZE | 787 |
| | Apt Elev | 787 |

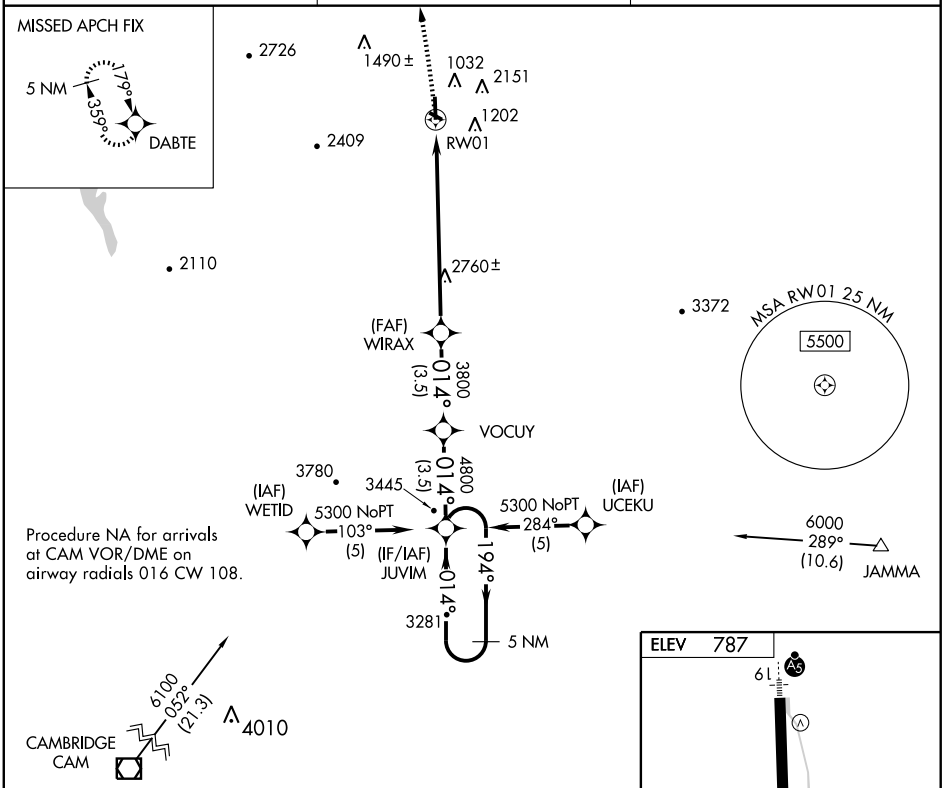
# RNAV (GPS) RWY 1

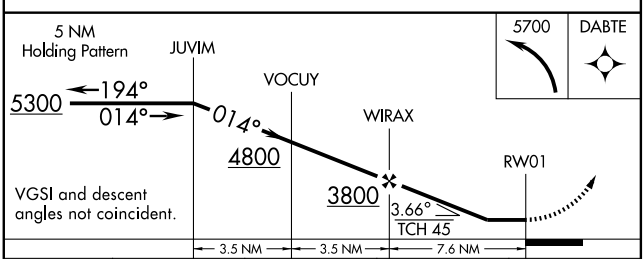
## RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Procedure NA at night. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

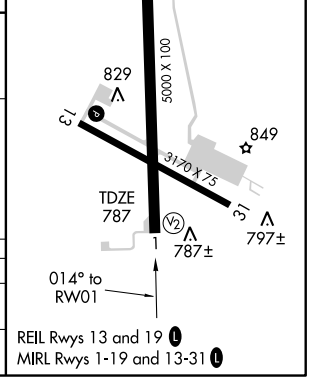
MISSED APPROACH: Climbing left turn to 5700 direct DABTE and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3100-1¼ 2313 (2400-1¼) | 3100-1½ 2313 (2400-1½) | 3100-3 2313 (2400-3) | NA |
| CIRCLING | 3100-1¼ 2313 (2400-1¼) | 3100-1½ 2313 (2400-1½) | 3100-3 2313 (2400-3) | NA |




REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 179° | TDZE | 787 |
| | Apt Elev | 787 |

# RNAV (GPS) RWY 19

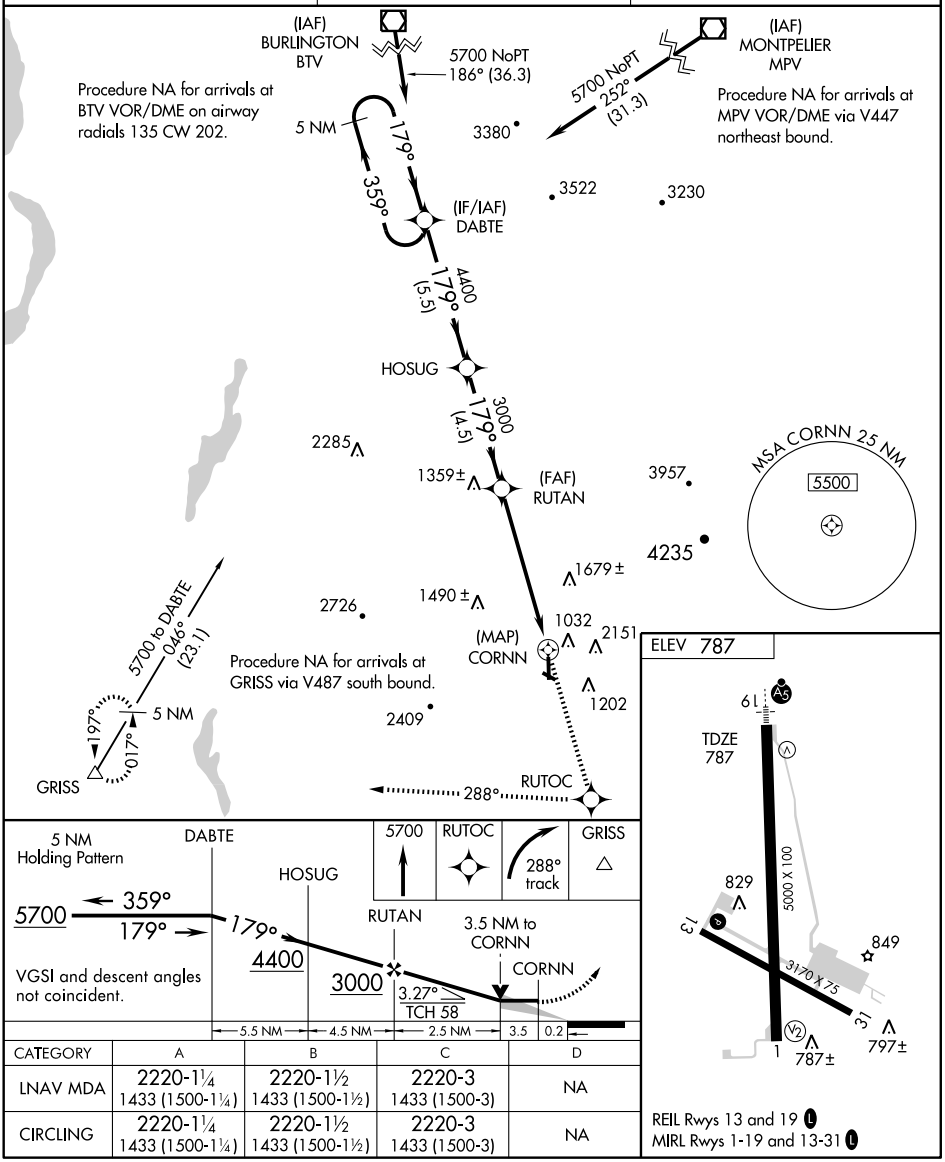
## RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Inoperative table does not apply. Circling NA east of Rwys 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 5700 direct RUTOC and right turn via 288° track to GRISS and hold, continue climb-in-hold to 5700.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2220-1¼ 1433 (1500-1¼) | 2220-1½ 1433 (1500-1½) | 2220-3 1433 (1500-3) | NA |
| CIRCLING | 2220-1¼ 1433 (1500-1¼) | 2220-1½ 1433 (1500-1½) | 2220-3 1433 (1500-3) | NA |

REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME RUT | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.0 | 017° | TDZE | 787 |
| Chan 47 | | Apt Elev | 787 |

# VOR/DME RWY 1

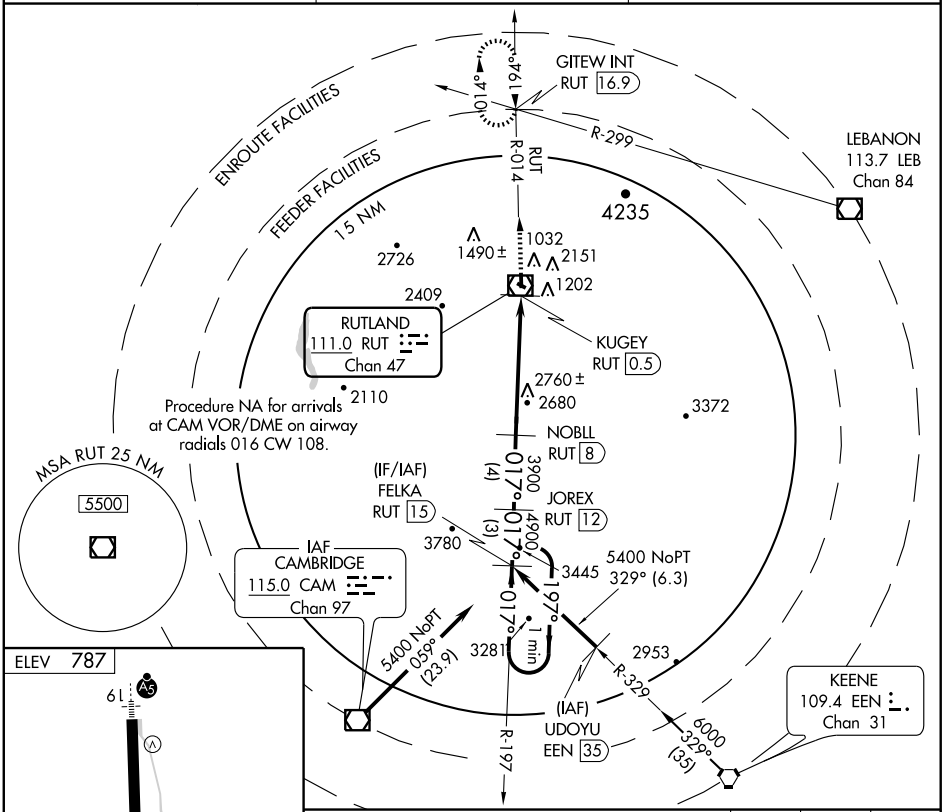
## RUTLAND-SOUTHERN VERMONT RGNL (RUT)

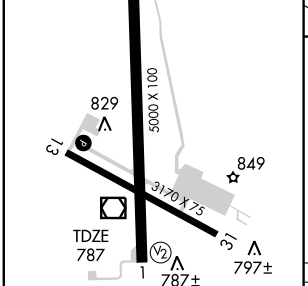
T
NA

Procedure NA at night. Circling NA east of Rwys 19 and 31. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

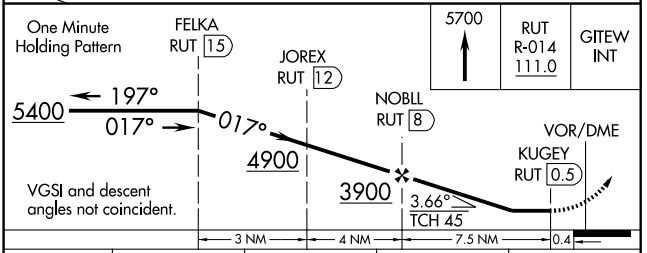
MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/ RUT 16.9 DME and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 3120 - 1¼<br>2333 (2400-1¼) | 3120 - 1½<br>2333 (2400-1½) | 3120 - 3<br>2333 (2400-3) | NA |
| CIRCLING | 3120 - 1¼<br>2333 (2400-1¼) | 3120 - 1½<br>2333 (2400-1½) | 3120 - 3<br>2333 (2400-3) | NA |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| VOR/DME RUT | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.0 | 194° | TDZE | 787 |
| Chan 47 | | Apt Elev | 787 |

# VOR/DME RWY 19

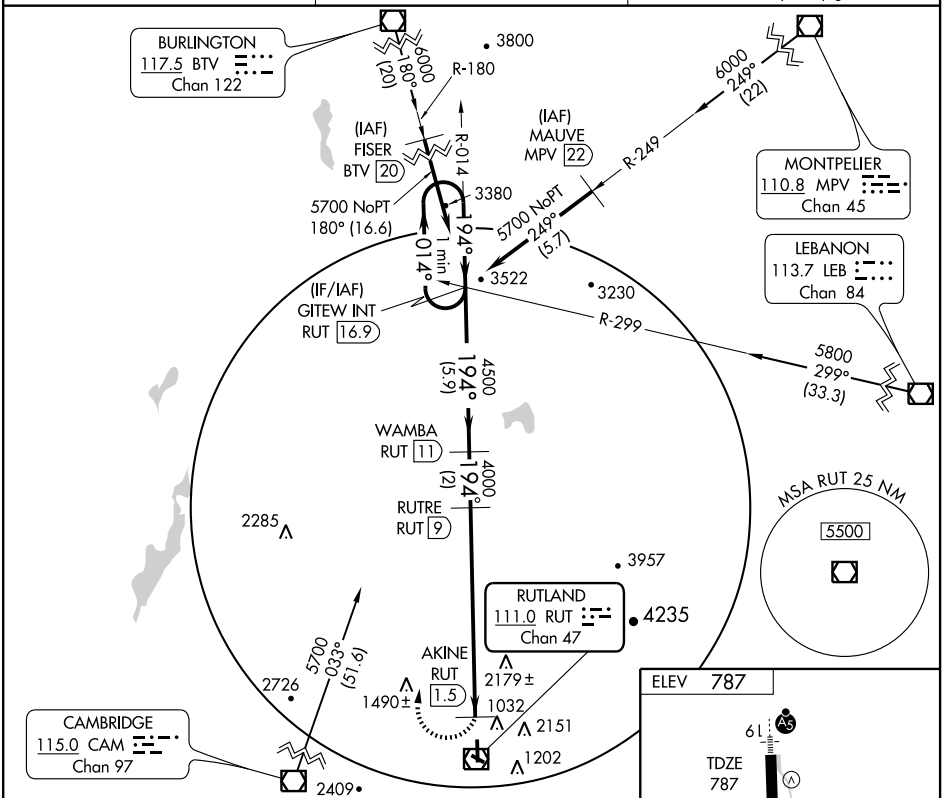
## RUTLAND-SOUTHERN VERMONT RGNL (RUT)

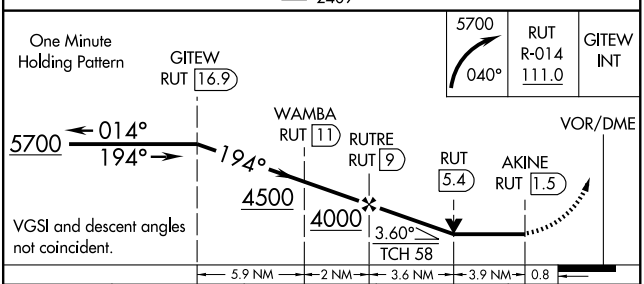
Circling NA east of Rwys 19 and 31. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 A and B.

MALSR

MISSED APPROACH: Climbing right turn to 5700 via heading 040° and via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.

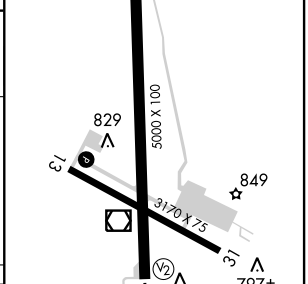
| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.7 282.2 | 122.8 (CTAF) L |




| 5700 040° | RUT R-014 111.0 | GITEW INT |
|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 2560-1¼ 1773 (1800-1¼) | 2560-1½ 1773 (1800-1½) | 2560-2½ 1773 (1800-2½) | NA |
| CIRCLING | 2560-1¼ 1773 (1800-1¼) | 2560-1½ 1773 (1800-1½) | 2560-3 1773 (1800-3) | NA |



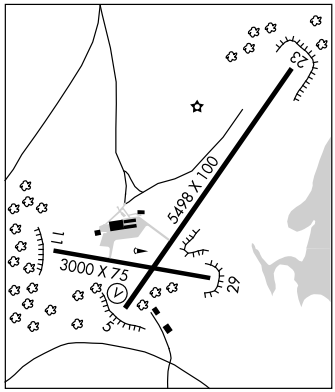

REIL Rwys 13 and 19 L
MIRL Rwys 1-19 and 13-31 L



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

## SPRINGFIELD

**HARTNESS STATE (SPRINGFIELD)** (VSF) 3 NW UTC−5(−4DT) N43°20.62′ W72°31.04′ **NEW YORK**
577 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE VSF **H–11D, 12K, L–32G**
**RWY 05–23:** H5498X100 (ASPH) S–32, D–45 MIRL 0.3% up SW **IAP**
**RWY 05:** REIL. VASI(V4L)—GA 4.0°TCH 59′. Trees.
**RWY 23:** Trees.
**RWY 11–29:** H3000X75 (ASPH) S–30 MIRL 0.3% up W
**RWY 11:** Trees. **RWY 29:** Tree.
**AIRPORT REMARKS:** Attended Jun–Sep 1300–0000Z‡ Oct–May 1300–2200Z‡. Geese on and invof arpt. Gliders on and in vicinity of arpt. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise sensitive area west of arpt. Rwy 23 is preferred for day, VFR, no wind conditions. TPA—1600(1023), multi–engine 2100(1523). Maintain recommended TPA on downwind leg for Rwy 05. Apron and Twys A and B pavement capacity is S–46, D–62.
**WEATHER DATA SOURCES:** ASOS 121.425 (802) 886–6006.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**SPRINGFIELD RCO** 122.5 (BURLINGTON RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 134.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.
**LEBANON (L) VOR/DME** 113.7 LEB Chan 84 N43°40.73′ W72°12.96′ 228° 24 NM to fld. 1460/15W.
**SPRINGFIELD NDB (MHW)** 265 SXD N43°16.20′ W72°35.18′ 048° 5.0 NM to fld. NOTAM FILE VSF. NDB unmonitored.
**ILS/DME** 111.3 I–VSF Chan 50 Rwy 05. LOC only. LOC/DME unmonitored. DME unusable byd 11 NM blo 3500′.




## VERGENNES

**BASIN HARBOR** (BØ6) 4 NW UTC−5(−4DT) N44°11.75′ W73°20.98′ **MONTREAL**
132 NOTAM FILE BTV
**RWY 02–20:** 3000X90 (TURF)
**RWY 02:** Trees. **RWY 20:** Trees.
**AIRPORT REMARKS:** Attended May 15–Oct 15 SR–SS. Arpt CLOSED from late Fall to early Spring—ctc arpt manager 802–475–2311. Gliders on and invof arpt. Rwy 02–20 outlined with orange barrels. Rwy surface soft after heavy rain.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**WARREN–SUGARBUSH** (ØB7) 2 E UTC−5(−4DT) N44°07.00′ W72°49.62′ **MONTREAL**
1470 **FUEL** 100LL NOTAM FILE BTV
**RWY 04–22:** H2575X30 (ASPH) S–8.5
**RWY 04:** Tree. Rgt tfc. **RWY 22:** Tree.
**AIRPORT REMARKS:** Attended May–Oct 1400–2300Z‡. Arpt CLOSED Nov–Apr. Fuel self serve. Extensive glider activity on arpt surface to 18,000′ dalgt hrs. Occasional aerobatic activity; arpt may be CLOSED during this activity; check NOTAMs. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for tkfs and ldgs without first checking UNICOM for fld conditions.
**COMMUNICATIONS: CTAF/UNICOM** 123.0

| LOC/DME I-VSF 111.3 Chan 50 | APP CRS 051° | Rwy Idg 5498<br>TDZE 575<br>Apt Elev 577 |
|---|---|---|

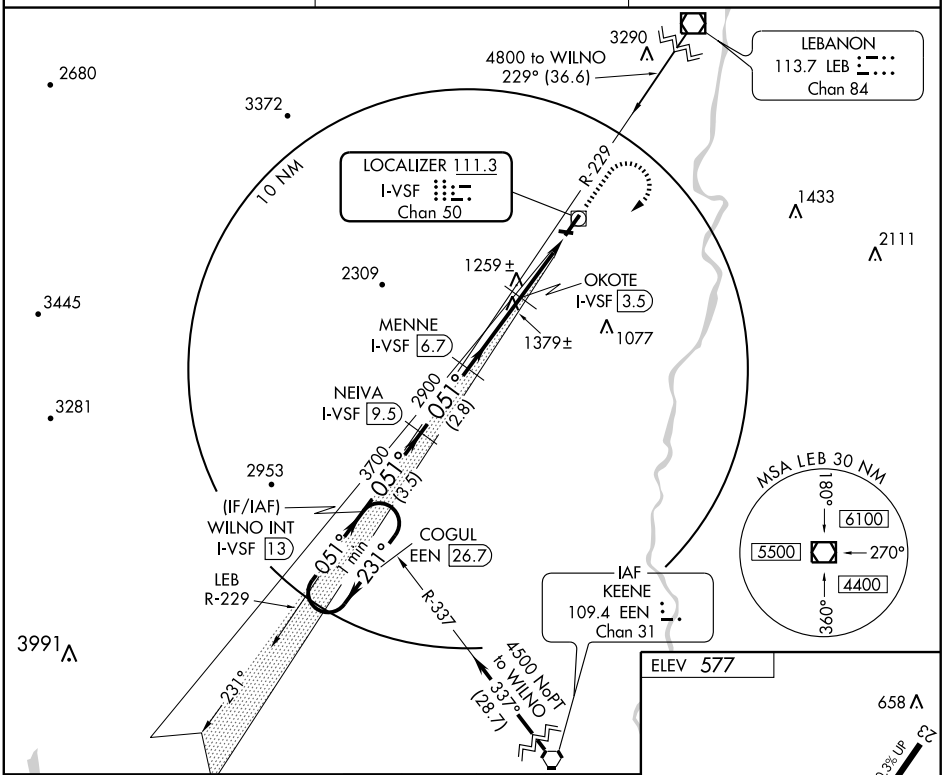
# LOC/DME RWY 5

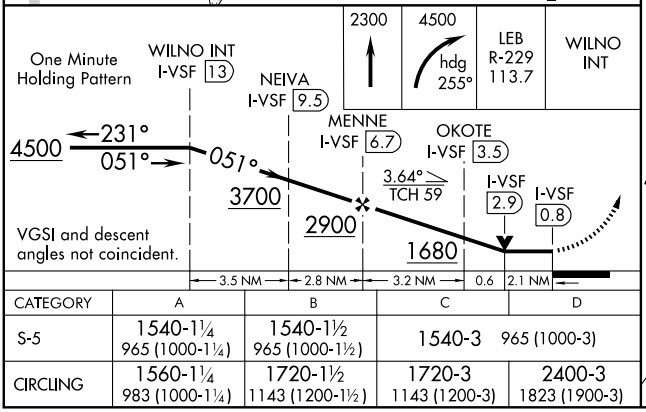
SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

NA

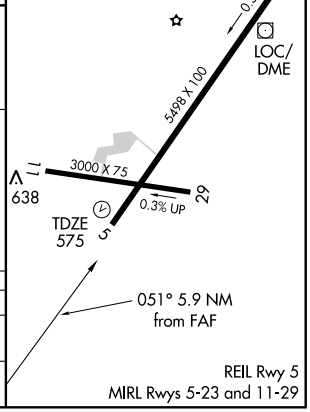
MISSED APPROACH: Climb to 2300 then climbing right turn to 4500 via heading 255° and LEB VOR/DME R-229 to WILNO INT/I-VSF 13 DME and hold, continue climb-in-hold to 4500.

| ASOS 121.425 | BOSTON CENTER 134.7 381.4 | UNICOM 122.8 (CTAF) |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1540-1¼<br>965 (1000-1¼) | 1540-1½<br>965 (1000-1½) | 1540-3 965 (1000-3) | |
| CIRCLING | 1560-1¼<br>983 (1000-1¼) | 1720-1½<br>1143 (1200-1½) | 1720-3<br>1143 (1200-3) | 2400-3<br>1823 (1900-3) |






NE-1, 26 AUG 2010 to 23 SEP 2010
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# RNAV (GPS) RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

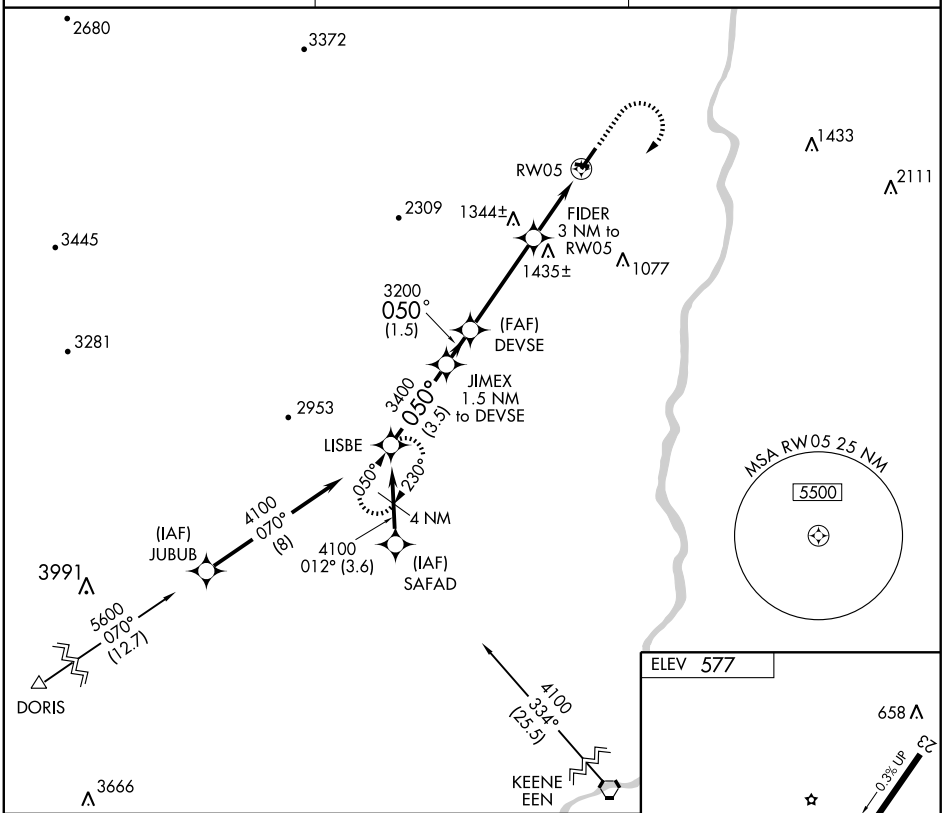
| APP CRS | Rwy Idg | 5498 |
|---|---|---|
| 050° | TDZE | 575 |
| | Apt Elev | 577 |

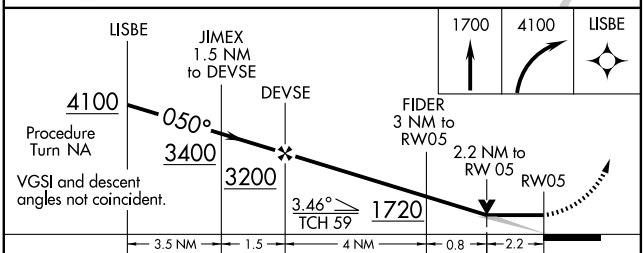
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 4100 direct LISBE WP and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 121.425 | 134.7 381.4 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 985 (1000-1¼) | 1560-1½ 985 (1000-1½) | 1560-3 985 (1000-3) | |
| CIRCLING | 1560-1¼ 983 (1000-1¼) | 1700-1½ 1123 (1200-1½) | 1700-3 1123 (1200-3) | 2400-3 1823 (1900-3) |




NE-1, 26 AUG 2010 to 23 SEP 2010

# WEST DOVER

## MOUNT SNOW (4V8) 1 SW UTC−5(−4DT) N42°55.63′ W72°51.94′

NEW YORK
L–32G, 33C
IAP

1953 **FUEL** 100LL NOTAM FILE BTV

**RWY 01–19:** H2650X75 (ASPH) LIRL (NSTD)

**RWY 01:** Trees. **RWY 19:** Trees.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. No line of sight between rwy ends. Old X markings denoting clsd rwy showing through asph coating. Rwy 01–19 pavement has blocking, traverse cracking, rutting and loose rocks on rwy. Primary surface area cluttered with trees. Transitional areas cluttered with trees. Arpt lgts opr dusk–0700Z‡. Rwy 01–19 NSTD lateral LIRL, all thld lgts missing. Ldg fee.

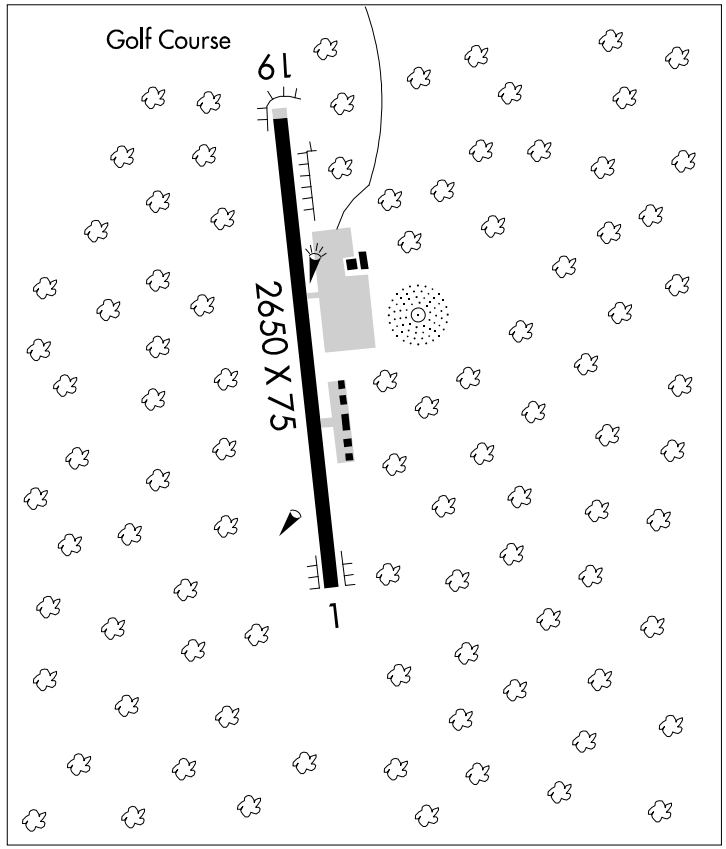
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**BOSTON CENTER APP/DEP CON** 123.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EEN.

**KEENE (L) VORTAC** 109.4 EEN Chan 31 N42°47.66′ W72°17.51′ 302° 26.6 NM to fld. 1380/14W.

**NDB (MHW)** 224 VWD N42°55.65′ W72°51.84′ at fld. NOTAM FILE BTV. NDB unusable byd 15 NM.




## WILLIAM H. MORSE STATE See BENNINGTON

| VWD NDB 224 | APP CRS 011° | Rwy Idg 2650<br>TDZE 1953<br>Apt Elev 1953 |
|---|---|---|

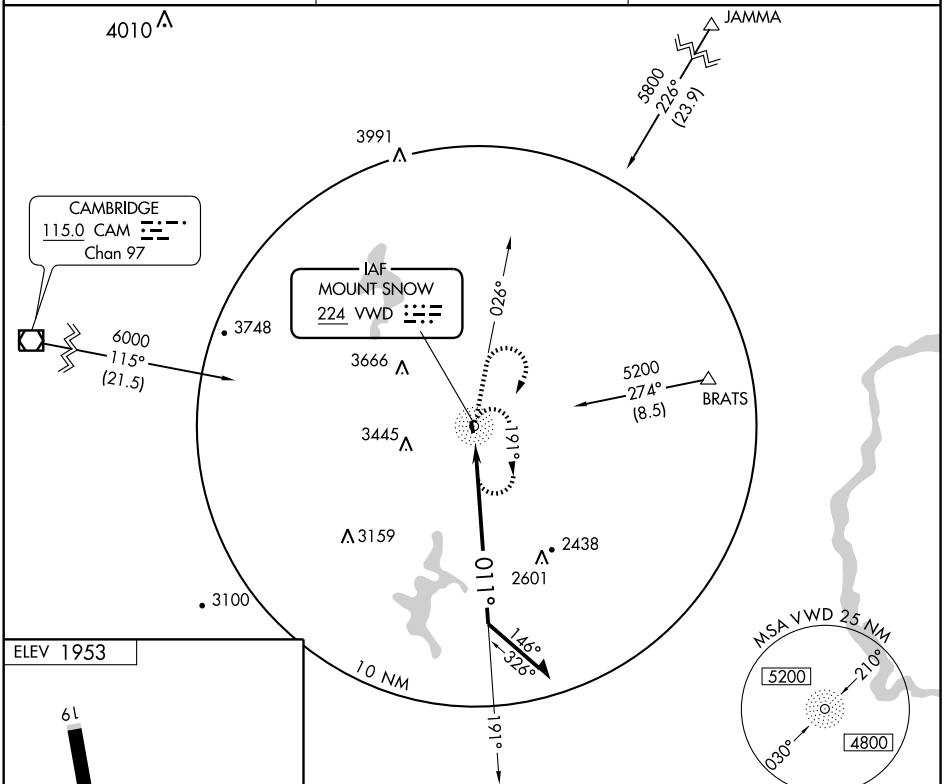
# NDB RWY 1

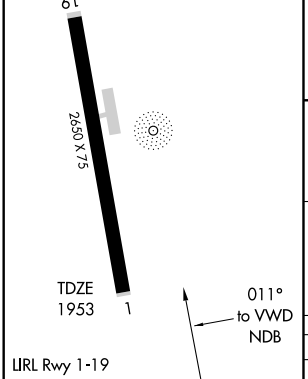
## WEST DOVER/MOUNT SNOW (4V8)

Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.
NA Procedure NA 0200 local to dawn.
Circling to Rwy 19 NA at night.

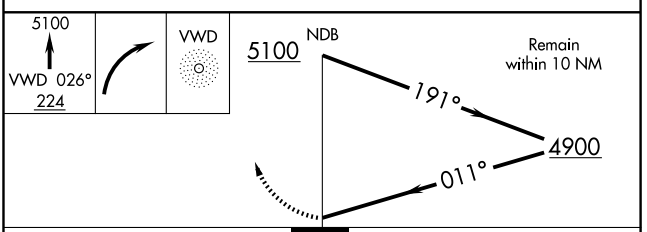
MISSED APPROACH: Climb to 5100 via 026° bearing from VWD NDB then right turn direct VWD NDB and hold.

| BENNINGTON ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.925 | 123.75 338.2 | 122.8 (CTAF) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 3480-1¼<br>1527 (1600-1¼) | 3480-1½<br>1527 (1600-1½) | NA | |
| CIRCLING | 3480-1¼<br>1527 (1600-1¼) | 3480-1½<br>1527 (1600-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 2650 |
|---|---|---|
| 020° | TDZE | 1953 |
| | Apt Elev | 1953 |

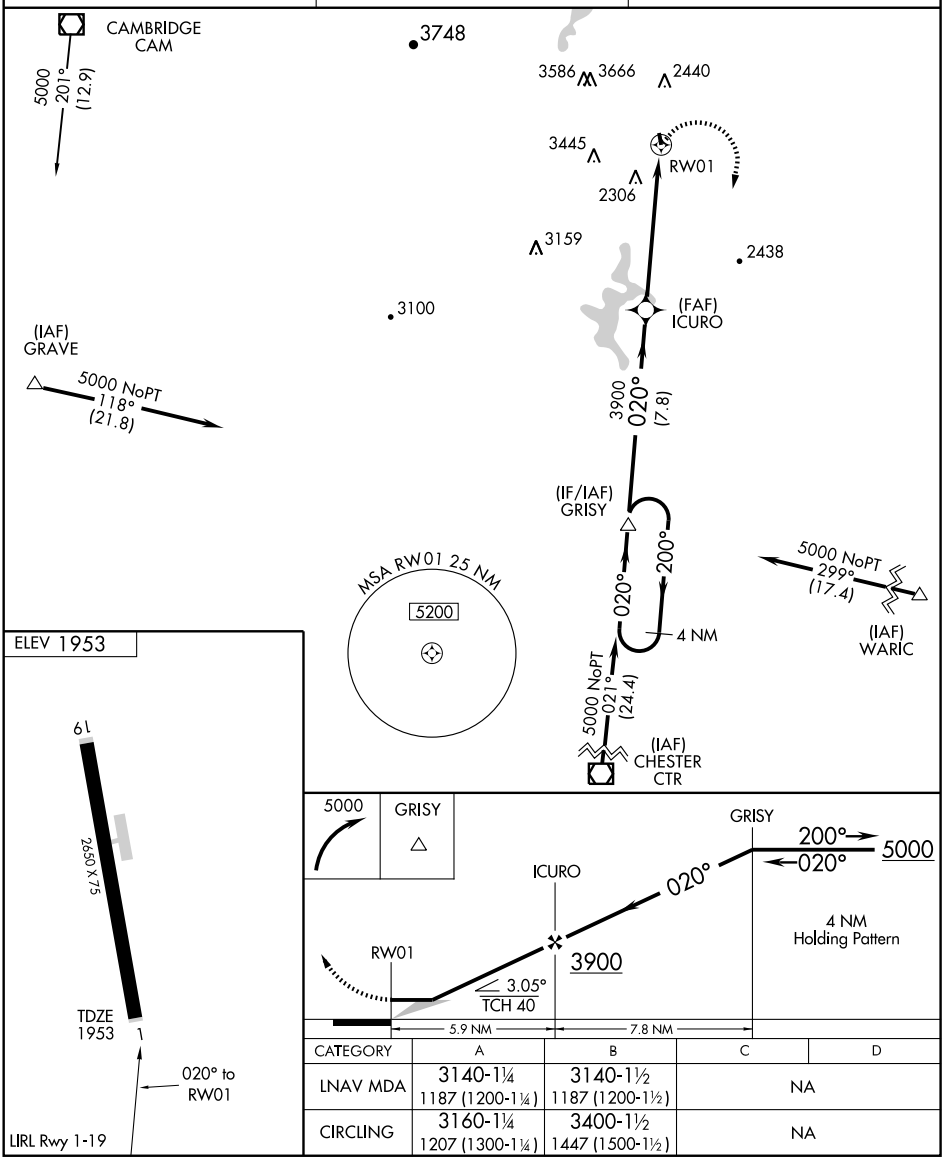
# RNAV (GPS) RWY 1

## WEST DOVER/MOUNT SNOW (4V8)

Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.
Circling to Rwy 19 NA at night.
NA DME/DME RNP-0.3 NA.
Procedure NA 0200 local to dawn.

MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

| BENNINGTON ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 135.925 | 123.75 338.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-1¼<br>1187 (1200-1¼) | 3140-1½<br>1187 (1200-1½) | NA | |
| CIRCLING | 3160-1¼<br>1207 (1300-1¼) | 3400-1½<br>1447 (1500-1½) | NA | |



NE-1, 26 AUG 2010 to 23 SEP 2010
NE-1, 26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **ALLENTOWN, PA** | |
| LEHIGH VALLEY INTL | **ILS or LOC Rwy 13[1]** |
| | **RNAV (GPS) Rwy 31[2]** |
| | **VOR-A[3]** |

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾,Category D, 900-3.
[3]NA when local weather not available.

| | |
|---|---|
| **ALTOONA, PA** | |
| ALTOONA-BLAIR COUNTY | **ILS or LOC Rwy 21[1]** |
| | **RNAV (GPS) Rwy 3[2]** |
| | **RNAV (GPS) Y Rwy 21[3]** |
| | **VOR-A[4]** |

[1]ILS, Category D, 1100-3. LOC, Category D, 1100-3.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3
[3]Category D, 1200-3.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1200-3.

| | |
|---|---|
| **BECKLEY, WV** | |
| RALEIGH COUNTY MEMORIAL | **ILS or LOC Rwy 19[12]** |
| | **RNAV (GPS) Rwy 1[3]** |
| | **RNAV (GPS) Rwy 10[13]** |
| | **RNAV (GPS) Rwy 19[13]** |
| | **RNAV (GPS) Rwy 28[14]** |
| | **VOR Rwy 10[13]** |
| | **VOR Rwy 19[13]** |

[1]NA when local weather not available.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **BLUEFIELD, WV** | |
| MERCER COUNTY | **ILS or LOC Rwy 23[1]** |
| | **RNAV (GPS) Rwy 5[2]** |
| | **RNAV (GPS) Rwy 23[3]** |
| | **VOR/DME Rwy 23[2]** |
| | **VOR Rwy 23[4]** |

NA when local weather not available.
[1]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 800-2½.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

| | |
|---|---|
| **BRADFORD, PA** | |
| BRADFORD RGNL | **VOR Rwy 14** |

Category C, 800-2½; Category D, 800-2¾.

| | |
|---|---|
| **BUTLER, PA** | |
| BUTLER COUNTY/K.W. SCHOLTER FIELD | **ILS or LOC Rwy 8** |
| | **RNAV (GPS) Rwy 8** |
| | **RNAV (GPS) Rwy 26** |

NA when local weather not available.

| | |
|---|---|
| **CHARLESTON, WV** | |
| YEAGER | **ILS or LOC Rwy 5[1]** |
| | **ILS or LOC Rwy 23[2]** |
| | **VOR-A[3]** |

[1]ILS, Categories A, B, C, D, 700-2.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**CLARKSBURG, WV**

NORTH CENTRAL WEST VIRGINIA ..... **ILS or LOC Rwy 21**[12]
**RNAV (GPS) Rwy 3**[34]
**RNAV (GPS) Rwy 21**[34]
**VOR-A**[34]

[1]NA when control tower closed.
[2]ILS,Categories A,B,C, 800-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category D, 900-2¾.

**COATESVILLE, PA**

CHESTER COUNTY G O CARLSON ..... **ILS or LOC Rwy 29**
**RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 29**

NA when local weather not available.

**DOYLESTOWN, PA**

DOYLESTOWN ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR Rwy 23**

NA when local weather not available.

**DUBOIS, PA**

DUBOIS RGNL ..... **ILS or LOC Rwy 25**
**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
**VOR/DME Rwy 7**

NA when local weather not available.

**ELKINS, WV**

ELKINS-RANDOLPH COUNTY JENNINGS-RANDOLPH FIELD ..... **LDA-C**[1]
**RNAV (GPS)-A**[23]
**RNAV (GPS) Rwy 5**[24]
**RNAV (GPS) Rwy 14**[25]
**RNAV (GPS) Rwy 23**[26]

[1]Categories A, B, 1200-2; Category C, 1400-3; Category D, 1500-3.
[2]NA when local weather not available.
[3]Categories A, B, 1700-2; Category C, 1700-3.
[4]Categories A, B, 1100-2; Category C, 1300-3; Category D, 1400-3.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.
[6]Categories A, B, 1200-2; Category C, 1300-3; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

**ERIE, PA**

ERIE INTL/TOM RIDGE FIELD ..... **ILS or LOC Rwy 6**[12]
**ILS or LOC/DME Rwy 24**[12]
**NDB Rwy 6**[2]
**NDB Rwy 24**[2]
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR Rwy 6**
**VOR/DME Rwy 24**

NA when local weather not available.
[1]ILS, 700-2.
[2]NA when control tower closed.

**FRANKLIN, PA**

VENANGO RGNL ..... **ILS or LOC Rwy 21**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 3**
**VOR Rwy 21**

NA when local weather not available.

**HARRISBURG, PA**

CAPITAL CITY ..... **ILS or LOC Rwy 8**[12]
**RNAV (GPS) Rwy 8**[12]
**RNAV (GPS) Rwy 26**[34]

[1]Categories A, 1000-2; Category B, 1400-2; Categories C,D, 1400-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category A, 1200-2, Category B, 1400-2; Categories C, D, 1400-3.

HARRISBURG INTL ..... **ILS or LOC Rwy 13**[1]
**ILS or LOC Rwy 31**[2]
**RNAV (GPS) Rwy 13**[3]
**RNAV (GPS) Rwy 31**[4]
**VOR Rwy 31**[3]

[1]Categories C,D, 700-2.
[2]ILS, 700-2.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category C, 800-2¼; Category D, 800-2½.

**HAZLETON, PA**

HAZLETON MUNI ..... **RNAV (GPS) Rwy 10**
Category D, 900-2¾.
NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

NAME ALTERNATE MINIMUMS

**JOHNSTOWN, PA**

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY ..... **ILS or LOC Rwy 33[1]**
**VOR Rwy 5[2]**
**VOR Rwy 15[3]**

[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**LANCASTER, PA**

LANCASTER ..... **ILS or LOC Rwy 8[123]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 26[24]**
**VOR/DME Rwy 31[24]**
**VOR/DME Rwy 8[2]**
**VOR/DME Rwy 26[24]**
**VOR Rwy 8[25]**
**VOR Rwy 31[4]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.
[5]Categories A, B, 1000-2; Categories C, D, 1000-3.

**LATROBE, PA**

ARNOLD PALMER RGNL ..... **ILS or LOC Rwy 23[123]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[2]**
**NDB Rwy 23[14]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.
[4]Categories A,B, 1100-2; Categories C,D, 1100-3.

**LEWISBURG, WV**

GREENBRIER VALLEY ..... **ILS or LOC Rwy 4**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR Rwy 4**
**VOR Rwy 22**

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**MARTINSBURG, WV**

EASTERN WEST VIRGINIA RGNL/ SHEPHERD FIELD ..... **ILS or LOC Rwy 26**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
**VOR-A**

NA when local weather not available.
Category E, 1600-3.

**MORGANTOWN, WV**

MORGANTOWN MUNI-WALTER L. BILL HART FIELD ..... **ILS or LOC Rwy 18[123]**
**RNAV (GPS) Y Rwy 18[13]**
**RNAV (GPS) Z Rwy 18[34]**
**RNAV (GPS) Rwy 36[13]**
**VOR -A[35]**

[1]Category D, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 900-2¾.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

**MOUNT POCONO, PA**

POCONO MOUNTAINS MUNI ..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**MUIR AAF (KMUI)**

FORT INDIANTOWN GAP, PA ..... **NDB-A**
**RNAV (GPS) -B**
**COPTER NDB Y-289**
**COPTER NDB Z-289**
**COPTER RNAV (GPS) Rwy 25**

NA when control tower closed.

**PARKERSBURG, WV**

MID-OHIO VALLEY AIRPORT ..... **ILS or LOC Rwy 3[12]**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR Rwy 21**

NA when local weather not available.
[1]NA when control tower is closed.
[2]Category D, 700-2.


26 AUG 2010 to 23 SEP 2010

NAME — ALTERNATE MINIMUMS

**PHILADELPHIA, PA**

NORTHEAST PHILADELPHIA ..... **ILS or LOC Rwy 24[12]**
**LOC BC Rwy 6[12]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 15[2]**
**RNAV (GPS) Rwy 24[2]**
**RNAV (GPS) Rwy 33[2]**
**VOR Rwy 6[12]**
**VOR Rwy 24[12]**

[1]NA when control tower closed.
[2]NA when local weather not available.

PHILADELPHIA INTL ..... **ILS PRM Rwy 26[1]**
**ILS PRM Rwy 27L[2]**
**ILS or LOC Rwy 9L[3]**
**ILS Rwy 9R[4]**
**ILS or LOC Rwy 17[3]**
**ILS Rwy 26[5]**
**ILS or LOC Rwy 27L[6]**
**ILS or LOC/DME Rwy 27R[7]**
**RNAV (GPS) Rwy 27R[8]**

[1]ILS, Categories A, B, C, 700-2. LOC, NA.
[2]ILS, 700-2. LOC, NA.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[5]ILS, Categories A, B, C, 700-2.
[6]ILS, 700-2.
[7]ILS, Categories B, C, D, 700-2.
[8]Category D, 800-2¼.

**PITTSBURGH, PA**

ALLEGHENY COUNTY ..... **VOR-A**
NA when local weather not available.

PITTSBURGH INTL ..... **ILS Rwy 10L[1]**
**ILS or LOC Rwy 10R[1]**
**ILS or LOC Rwy 28L[1]**
**ILS or LOC Rwy 28R[1]**
**ILS or LOC Rwy 32[1]**
**RNAV (RNP) Z Rwy 10R[2]**

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

**POINT PLEASANT, WV**

MASON COUNTY ..... **RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
NA when local weather not available.
[1]Categories A,B,1300-2;Category C,D,1300-3.
[2]Category A,B,1100-2;Category C,D, 1100-3.

NAME — ALTERNATE MINIMUMS

**QUAKERTOWN, PA**

QUAKERTOWN ..... **NDB Rwy 29**
**RNAV (GPS) Rwy 29**
NA when local weather not available.

**READING, PA**

READING RGNL/CARL A. SPAATZ FIELD ..... **ILS or LOC Rwy 13[13]**
**ILS or LOC Rwy 36[13]**
**NDB Rwy 36[23]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

**SELINSGROVE, PA**

PENN VALLEY ..... **RNAV (GPS) Rwy 17**
**VOR-A**
NA when local weather not available.
Categories A, B, 1000-2.

**STATE COLLEGE, PA**

UNIVERSITY PARK ..... **ILS or LOC Rwy 24**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR-B[1]**
NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

**SUTTON, WV**

BRAXTON COUNTY ..... **RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[2]**
NA when local weather not available.
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Category B, 900-2; Category C 1000-2¾.

**WASHINGTON, PA**

WASHINGTON COUNTY . **RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27[2]**
NA when local weather not available.
[1]Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 900-2¾.

26 AUG 2010 to 23 SEP 2010

| NAME | ALTERNATE MINIMUMS |
|---|---|
| **WHEELING, WV** | |
| WHEELING OHIO COUNTY | **ILS or LOC Rwy 3[1]** |
| | **RNAV (GPS) Rwy 3** |
| | **RNAV (GPS) Rwy 16** |
| | **RNAV (GPS) Rwy 21** |
| | **RNAV (GPS) Rwy 34** |
| | **VOR Rwy 21** |

Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

| | |
|---|---|
| **WILKES-BARRE-SCRANTON, PA** | |
| WILKES-BARRE-SCRANTON INTL | **ILS or LOC/DME Rwy 4[1]** |
| | **ILS or LOC/DME Rwy 22[1]** |
| | **NDB or GPS-A[2]** |
| | **RNAV (GPS) Rwy 4[1]** |
| | **RNAV (GPS) Rwy 22[1]** |

[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1400-3.

| | |
|---|---|
| **YORK, PA** | |
| YORK | **RNAV (GPS) Rwy 17** |
| | **RNAV (GPS) Rwy 35** |

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

| | |
|---|---|
| **ZELIENOPLE, PA** | |
| ZELIENOPLE MUNI | **RNAV (GPS) Rwy 17** |
| | **RNAV (GPS) Rwy 35** |

NA when local weather not available.


26 AUG 2010 to 23 SEP 2010

## HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA) ELEV **828**

### TRI STATE/MILTON J. FERGUSON FIELD

**RADAR**-1 119.75 270.1

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 21 | | AB | **1260**-1 | 432 | (500-1) | C | **1260**-1¼ | 432 | (500-1¼) |
| | | | D | **1260**-1½ | 432 | (500-1½) | | | | |
| | 3 | | AB | **1240**-1 | 412 | (500-1) | CD | **1240**-1¼ | 412 | (500-1¼) |
| | 12 | | AB | **1340**/24 | 512 | (600-½) | C | **1340**/50 | 512 | (600-1) |
| | | | D | **1340**/60 | 512 | (600-1¼) | | | | |
| | 30 | | AB | **1300**-1 | 472 | (500-1) | C | **1300**-1¼ | 472 | (500-1¼) |
| | | | D | **1300**-1½ | 472 | (500-1½) | | | | |
| CIR | | | AB | **1340**-1 | 512 | (600-1) | C | **1340**-1½ | 512 | (600-1½) |
| | | | D | **1420**-2 | 592 | (600-2) | | | | |

When VGSI inop, straight-in/circling Rwy 3 NA at night.

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## WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV **358**

RADAR[9]- (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15[17] | 3.25°/60/893 | ABCDE | **524**-½ | 200 | (200-½) |
| | 33[2] | 3.0°/45/919 | AB | **558**-½ | 200 | (200-½) |
| | | | CDE | **558**-¾ | 200 | (200-¾) |
| PAR W/O GS | 15[38] | | ABCD | **720**-¾ | 396 | (400-¾) |
| | | | E | **720**-1 | 396 | (400-1) |
| | 33[4] | | ABCDE | **640**-1 | 282 | (300-1) |
| ASR | 33[5] | | ABC | **720**-¾ | 362 | (400-¾) |
| | | | DE | **720**-1 | 362 | (400-1) |
| | 15[68] | | ABC | **800**-¾ | 476 | (500-¾) |
| | | | D | **800**-1 | 476 | (500-1) |
| | | | E | **800**-1¼ | 476 | (500-1¼) |
| CIR ASR | All Rwy | | A | **800**-1 | 442 | (500-1) |
| | | | B | **960**-1 | 602 | (700-1) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |
| CIR PAR W/O GS | All Rwy | | A | **800**-1¼ | 442 | (500-1¼) |
| | | | B | **960**-1¼ | 602 | (700-1¼) |
| | | | C | **960**-1¾ | 602 | (700-1¾) |
| | | | D | **960**-2 | 602 | (700-2) |
| | | | E | **960**-2¼ | 602 | (700-2¼) |

[1]When ALS inop, increase vis CAT ABCDE to ¾ mile. [2]When ALS inop, increase vis CAT AB to ¾ mile. [3]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]GS exceeds DoD std. [8]34:1 visual area penetrated. [9]No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.



MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

## ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25,** climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33,** climbing left turn to assigned altitude direct ETX VOR/DME.

LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13,** 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24,** climb runway heading to 1600 before proceeding southbound on course.

## ALTOONA, PA

ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles. **Rwy 21,** std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30,** std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3,** numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21,** multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

### BEAVER FALLS, PA
BEAVER COUNTY
TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

### BECKLEY, WV
RALEIGH COUNTY MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1or std. with a min. climb of 350' per NM to 4000. **Rwy 19,** 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28,** 300-1 or std. with a min. climb of 250'per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10,** immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28,** climbing right turn to 5000 via 320° heading before proceeding on course.
NOTE: **Rwy 10,** 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19,** 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28,** 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

### BEDFORD, PA
BEDFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 14,** 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32,** 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 4000 before turning on course. **Rwy 32,** climb to 4100 before turning on course.

### BELLEFONTE, PA
BELLEFONTE
TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course. **Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

### BERKELEY SPRINGS, WV
POTOMAC AIRPARK
TAKE-OFF MINIMUMS: **Rwys 11,29,** 1900-2 or std. with a min. climb of 400' per NM to 2600.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29,** climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

### BLOOMSBURG, PA
BLOOMSBURG MUNI
TAKE-OFF MINIMUMS: **Rwy 8,** 700-1. **Rwy 26,** 1100-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

### BLUEFIELD, WV
MERCER COUNTY (BLF)
AMDT 4 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.
NOTE: **Rwy 5,** trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939'MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23,** trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

### BRADFORD, PA
BRADFORD RGNL
NOTE: **Rwy 5,** fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14,** trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23,** trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32,** trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

### BUCKHANNON, WV
UPSHUR COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 29,** 400-1¼ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 105° to 2300 before proceeding on course.
NOTE: **Rwy 11,** trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

### BUTLER, PA
BUTLER COUNTY/K.W. SCHOLTER FIELD
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

### CARLISLE, PA
CARLISLE
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.



26 AUG 2010 to 23 SEP 2010

## CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24,** 700-1 or std. with a min. climb of 220' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 6, 24,** climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.

## CHARLESTON, WV

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2¼ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15,** std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23,** 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33,** 400-2 or std. w/ min. climb of 381' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 15,** for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23,** climb heading 233° to 1400 before turning left.

NOTE: **Rwy 5,** trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15,** terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23,** Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33,** trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.

## CLARION, PA

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 211' per NM to 1700.

NOTE: **Rwy 6,** multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL. **Rwy 24,** multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.

## CLARKSBURG, WV

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21,** 400-2½ or std. w/ min. climb of 467' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 031° to 2000 before proceeding on course. **Rwy 21,** climb heading 211° to 1800 before proceeding on course.

NOTE: **Rwy 3,** fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21,** trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.

## CLEARFIELD, PA

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12,** 600-2 or std. with a min climb of 240' per NM to 2200'. **Rwy 30,** 1500-3 or std. with a min. climb of 340' per NM to 3300.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30,** cross departure end of runway at or above 35' AGL/1550' MSL.

## COATESVILLE, PA

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11,** tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29,** tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

### COLLEGEVILLE, PA
PERKIOMEN VALLEY (N10)
ORIG-A 10014 (FAA)
TAKE-OFF MINIMUMS: Procedure NA at night.
NOTE: **Rwy 9,** multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL. Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150'AGL/400' MSL. **Rwy 27,** multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL. Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

### CONNELLSVILLE, PA
JOSEPH A. HARDY CONNELLSVILLE
TAKE-OFF MINIMUMS: **Rwy 14,** 1100-2. Night NA.
DEPARTURE PROCEDURE: **Rwys 5,23,32**, climb runway heading to 3000 before proceeding on course. **Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

### CORRY, PA
CORRY-LAWRENCE (8G2)
ORIG 09127 (FAA)
NOTE: **Rwy 14,** trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32,** trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

### DOYLESTOWN, PA
DOYLESTOWN
NOTE: **Rwy 5,** terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL. **Rwy 23,** terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

### DUBOIS, PA
DUBOIS RGNL (DUJ)
AMDT 2 10154 (FAA)
NOTE: **Rwy 7,** wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL. **Rwy 25,** wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL. Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

### EAST STROUDSBURG, PA
STROUDSBOURG-POCONO
TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

### EASTON, PA
BRADEN AIRPARK
TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18,36** only.

### EBENSBURG, PA
EBENSBURG (9G8)
AMDT 2 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.
NOTE: **Rwy 25,** numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7,** numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

### ELKINS, WV
ELKINS-RANDOLPH COUNTY-JENNINGS RANDOLPH FIELD
TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles. **Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.
DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.
NOTE: **Rwy 23,** OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10,130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

### ERIE, PA
ERIE INTL/TOM RIDGE FIELD (ERI)
AMDT 5 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 314' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1300 before turning right. **Rwy 6,** climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24,** climb heading 242° to 1400 before turning left.
NOTE: **Rwy 2,** vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6,** vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20,** railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24,** railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87'AGL/826' MSL.

## FACTORYVILLE, PA

SEAMANS FIELD (9N3)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/ min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 036° to 1700 before proceeding on course. **Rwy 22,** climb heading 216° to 2900 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1134' from departure end of runway, 720' right of centerline, up to 65' AGL/1264' MSL. Trees beginning 1.82 NM from departure end of runway, 774' left of centerline, up to 100' AGL/1499' MSL.

## FAIRMONT, WV

FAIRMONT MUNI-FRANKMAN FIELD (4G7)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2¾ or std. w/ min. climb of 420' per NM to 1800. **Rwy 23,** 500-2¾ w/ min. climb of 270' per NM to 1900 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 045° to 1800 before proceeding on course. **Rwy 23,** climb heading 225° to 1700 before proceeding on course or for climb in visual conditions: Cross Fairmont Muni-Frankman Field Airport at or above 2200 MSL before proceeding on course.

NOTE: **Rwy 5,** tree 1739' from DER, 831' right of centerline, 99' AGL/1166' MSL. Multiple trees and towers beginning 27' from DER, 99' right of centerline, up to 217' AGL/1475' MSL. Trees 1282' from DER, 620' left of centerline, 78' AGL/1057' MSL. **Rwy 23,** multiple trees beginning 493' from DER, 77' right of centerline, up to 100' AGL/1499' MSL. Road, multiple trees, and rising terrain beginning 814' from DER, 338' left of centerline, up to 200' AGL/1438' MSL.

## FRANKLIN, PA

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 027° to 2000 before proceeding on course. **Rwy 12**, climb via heading 116° to 2000 before proceeding on course. **Rwy 21**, climb via heading 207° to 2000 before proceeding on course. **Rwy 30**, climb via heading 296° to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway, 528' right of centerline, 34' AGL/1553' MSL. Tree 2547' from departure end of runway, 697' right of centerline, 78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure end of runway, 660' left of centerline, 92' AGL/1612' MSL. Tree 1123' from departure end of runway, 504' left of centerline, 81' AGL/1600' MSL. Tree 800' from departure end of runway, 369' right of centerline, 71' AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573' from departure end of runway, 191' to 679' right of centerline, up to 81' AGL/1599' MSL. Multiple trees beginning 264' from departure end of runway, 326' to 749' left of centerline, up to 68' AGL/1597 MSL. Sign 2474' from departure end of runway, 30' right of centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from departure end of runway, 530' left of centerline, 47' AGL/1567' MSL.

## GETTYSBURG, PA

GETTYSBURG RGNL (W05)
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA, obstacles. **Rwy 24,** std. w/ min. climb of 310' per NM to 1900, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 1900 before proceeding on course, or for climb in visual conditions cross Gettysburg Rgnl airport at or above 1700 before proceeding on course.

NOTE: **Rwy 24,** vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL. Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.

## GROVE CITY, PA

GROVE CITY (29D)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 265' per NM to 1600. **Rwy 28,** 300-1 or std. w/ min. climb of 416' per NM to 1600.

NOTES: **Rwy 10,** Multiple trees beginning 264' from departure end of runway, 43' left of centerline, up to 79' AGL/1388' MSL. Multiple buildings beginning 136' from departure end of runway, 490' right of centerline, up to 30' AGL/1332' MSL. Interchange 903' from departure end of runway, 707' right of centerline, up to 59' AGL/1348' MSL. Landfill 1.2 NM from departure end of runway, 702' right of centerline, 140' AGL/1476' MSL. **Rwy 28,** Multiple trees beginning 331' from departure end of runway, 71' right of centerline, up to 100' AGL/1509' MSL. Multiple trees beginning 666' from departure end of runway, 375' left of centerline, up to 100' AGL/1509' MSL. Multiple powerlines beginning 381' from departure end of runway, 2' left of centerline, up to 60' AGL/1469' MSL. Multiple powerlines beginning 1782' from departure end of runway, 48' right of centerline, up to 60' AGL/1449' MSL. .

## HARRISBURG, PA

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 275' per NM to 700. **Rwy 12,** 800-1 or std. with a min. climb of 380' per NM to 1400. **Rwy 26,** 400-1 or std. with a min. climb of 300' per NM to 800. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 082° to 1100 before proceeding on course. **Rwy 12,** climb via heading 128° to 1400 before proceeding on course. **Rwy 26,** climb via heading 262° to 1400 before proceeding on course. **Rwy 30,** climb via heading 308° to 1500 before proceeding on course.

NOTE: **Rwy 8,** tree 8315' from departure end of runway, 945' left of centerline, 90' AGL/598' MSL. Tree 8306' from departure end of runway, 946' left of centerline, 90' AGL/594' MSL. **Rwy 12,** flagpole 1559' from departure end of runway, 689' left of centerline, 72' AGL/452' MSL. Numerous trees 930' from departure end of runway, left and right of centerline, 90' AGL/435' MSL. **Rwy 26,** numerous trees 8230' from departure end of runway, left and right of centerline, 90' AGL/690' MSL. **Rwy 30,** tree 5546' from departure end of runway, on centerline, 90' AGL/580' MSL. Numerous trees 4005' from departure end of runway, left and right of centerline, 90' AGL/555' MSL. Tree 297' from departure end of runway, 540' left of centerline, 90' AGL/404' MSL. Tree 3136' from departure end of runway, 1283' left of centerline, 90' AGL/541' MSL.

### HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)
AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-2¼ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 128° to 1700 before proceeding on course. **Rwy 31,** climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13,** trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31,** levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

### HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10,28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28** climb runway heading 2200 before turning on course.

### HONESDALE, PA

CHERRY RIDGE (N30)
AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36,** 500-2¾ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18,** tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36,** trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

### HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 024° to 1500 before turning right. **Rwy 30,** climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12,** tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21,** multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30,** multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

### INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

### JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)
AMDT 4 08269 (FAA)

NOTE: **Rwy 5,** trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23,** trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33,** trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.


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### LANCASTER, PA
LANCASTER (LNS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 301' per NM to 700.

**Rwy 31,** 300-1½ or std. w/ min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 077° to 800 before turning left.

NOTE: **Rwy 8,** silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13,** trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26,** vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797 right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31,** trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

### LATROBE, PA
ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21,23,** 300-1.

DEPARTURE PROCEDURE: **Rwys 3,5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21,23**, climb to 4000 via BHU 233° bearing.

### LEHIGHTON, PA
JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26,** 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course. **Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

### LEWISBURG, WV
GREENBRIER VALLEY (LWB)
AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 3300 before proceeding on course. **Rwy 22,** climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4,** tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22,** trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

### LOCK HAVEN, PA
WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** NA-obstacles. **Rwy 27L,** NA-ATC. **Rwy 27R,** std. w/ a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R,** climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R,** multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

### LOGAN, WV
**LOGAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 24,** 400-1.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 3000 before proceeding on course.

**Rwy 24,** climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24,** 148' AGL trees 1500' from departure end of runway.

### MARTINSBURG, WV
EASTERN WEST VIRGINIA RGNL/
SHEPHERD FIELD (MRB)
AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 1300 before proceeding on course. **Rwy 26,** climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8,** trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26,** trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

### MEADVILLE, PA
PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 2000 before proceeding on course.

### MIFFLINTOWN, PA
MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8,** std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8,** multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.

### MILTON, WV

ONA AIRPARK (12V)
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7,** trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25,** trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

### MONONGAHELA, PA

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8,** tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26,** tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

### MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading190°before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

### MOUNDSVILLE, WV

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

### MOUNT JOY/MARIETTA, PA

DONEGAL SPRINGS AIRPARK (N71)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 094° to 1300 before turning southwest. **Rwy 28,** climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10,** tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

### MOUNT POCONO, PA

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

### MUIR AAF (KMUI)

FORT INDIANTOWN GAP, PA. . . . . 09015

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25,** climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7,** Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25,** Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

### MYERSTOWN, PA

DECK

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1,** tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

### NEW CASTLE, PA

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5,** tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13,** trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31,** tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.

## PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28,** 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3,** trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10,** trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21,** trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28,** trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

## PERKASIE,PA

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

## PETERSBURG, WV

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.

DEPARTURE PROCEDURE: **Rwys 13, 31,** climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

## PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 200-1¼ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6,** Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15,** Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24,** Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33,** Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

## PHILADELPHIA, PA (CON'T)

PHILADELPHIA INTL (PHL)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 320' per NM to 900. **Rwy 9L,** std. w/ min. climb of 390' per NM to 500. **Rwy 9R,** std. w/ min. climb of 310' per NM to 500. **Rwy 17,** 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8,** fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L,** tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R,** multiple towers beglnnlng 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17,** multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Shlp in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L,** multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35,** sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

WINGS FIELD

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24,** climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24,** mulitiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

## PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)

ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8,** trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26,** trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

## PHILIPSBURG, PA

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6,** 700-1. **Rwy 16,** 400-1. **Rwy 24,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16,24,34,** climb runway heading to 2800 before proceeding on course.



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## PINEVILLE, WV

KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8,** 700-2. **Rwy 26,** 600-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 8,** 86' trees/terrain 2100' from departure end on centerline. **Rwy 26**, 135' trees/terrain 1300' from departure end on centerline.

## PITTSBURGH, PA

ALLEGHENY COUNTY

NOTE: **Rwy 10,** vehicle 91' from departure end of runway, 492' right of centerline, 15' AGL/1254' MSL. Tree 3783' from departure end of runway, 713' left of centerline, 69' AGL/1352' MSL. **Rwy 13,** vehicle 73' from departure end of runway, 412' right of centerline, 15' AGL/1254' MSL. Trees beginning 385' from departure end of runway, 120' right of centerline, up to 40' AGL/1268' MSL. **Rwy 31,** pole 265' from departure end of runway, 298' right of centerline, 49' AGL/1263' MSL.

PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32,** 200-1½ or std. w/ min. climb of 240' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

NOTE: **Rwy 10C,** multiple trees beginning 3207' from departure end of runway, 461' left of centerline, up to 29' AGL/1263' MSL. **Rwy 10L,** tree 1387' from departure end of runway, 733' left of centerline, 59' AGL/1233' MSL. Rod on obstruction light tower, 4168' from departure end of runway, 910' left of centerline, 112' AGL/1282' MSL. Tower 4175' from departure end of runway, 864' left of centerline, 112' AGL/1282' MSL. Tree 1463' from departure end of runway, 672' left of centerline, 38' AGL/1212' MSL. **Rwy 10R,** multiple trees beginning 1082' from departure end of runway, 102' right of centerline, up to 66' AGL/1265' MSL. Obstruction light on monitor pole 4590' from departure end of runway, 1124' left of centerline, 55' AGL/1241' MSL. Pole 4610' from departure end of runway, 1138' left of centerline, 55' AGL/1241' MSL. **Rwy 14,** tree 968' from departure end of runway, 516' right of centerline, 44' AGL/1158' MSL. **Rwy 28L,** tree 2272' from departure end of runway, 1109' left of centerline, 64' AGL/1223' MSL. Tree 39' from departure end of runway, 498' left of centerline, 9' AGL/1144' MSL. **Rwy 28R,** tree 1810' from departure end of runway, 912' right of centerline, 34' AGL/1273' MSL. Bush 73' from departure end of runway, 477' right of centerline, 12' AGL/1215' MSL. Pole 645' from departure end of runway, 633' left of centerline, 20' AGL/1223' MSL. **Rwy 32,** antenna on obstruction light tower 1.1 NM from departure end of runway, 435' left of centerline, 105' AGL/1354' MSL. Tower 6812' from departure end of runway, 497' left of centerline, 96' AGL/1342' MSL. Light on pole 454' from departure end of runway, 515' right of centerline, 25' AGL/1173' MSL. Multiple trees beginning 1717' from departure end of runway, 1108' right of centerline, up to 61' AGL/1321' MSL. Tree 6074' from departure end of runway, 1272' right of centerline, 61' AGL/1321' MSL. Tree 2577' from departure end of runway, 1108' right of centerline, 74' AGL/1233' MSL. Tree 2480' from departure end of runway, 1118' right of centerline, 33' AGL/1212' MSL.

## POINT PLEASANT, WV

MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25,** 60' AGL tree 475' left of departure end of runway.

## POTTSTOWN, PA

HERITAGE FIELD (PTW)

ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. with a min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 276° to 900 before proceeding on course.

POTTSTOWN MUNI (N47)

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 414' per NM to 1300, or 600-3 w/ min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions. **Rwy 26,** std. w/ min. climb of 288' per NM to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 26,** climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 8,** terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL. Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL. Multiple trees beginning 1.3 NM from DER, 616' right of centerline, up to 100' AGL/759' MSL. **Rwy 26,** tree 400' from DER, on centerline, 35' AGL/295' MSL. Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL. Tree 399' from DER, on centerline, up to 100' AGL/295' MSL. Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

## POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 11,** tree 88' from DER, 467' left of centerline, 23' AGL/1723' MSL. Tree 358' from DER, 545' right of centerline, 100' AGL/1779' MSL. **Rwy 29,** tree 433' from DER, 151' left of centerline, 100' AGL/1819' MSL. Tree 460' from DER, 263' right of centerline, 100' AGL/1819' MSL. Bush 86' from DER, 236' right of centerline, 7' AGL/1746' MSL.

**PUNXSUTAWNEY, PA**

PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

**RAVENSWOOD, WV**

JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1.

DEPARTURE PROCEDURE: **Rwys 4**, **22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4,** 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

**READING, PA**

READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31,** 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course. **Rwys 31, 36**, climb runway heading to 800 before turning on course.

**REEDSVILLE, PA**

MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24,** std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6,** fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24,** ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

**ST. MARYS, PA**

ST. MARYS MUNI

NOTE: **Rwy 10,** terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28,** terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

**SELINGSGROVE, PA**

PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35,** 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35,** climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35,** trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

**SEVEN SPRINGS BOROUGH, PA**

SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

**SHAMOKIN, PA**

NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC. **Rwy 26,** climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.

**SOMERSET, PA**
SOMERSET COUNTY (2G9)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,32,** NA-environmental.
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 066° to 3000 before turning south. **Rwy 25,** climb heading 246° to 2800 before turning south.
NOTE: **Rwy 7,** trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure endof runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25,** trees beginning 480' from departure end of runway, 152' right of centerline, upt o 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' rightof centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

**SPENCER, WV**
BOGGS FIELD (USW)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1¾ or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28,** 300-1 or std. w/ a min. climb of 411' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 28,** climb heading 280° to 1600 before turning left.
NOTE: **Rwy 10,** trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28,** trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

**STATE COLLEGE, PA**
UNIVERSITY PARK
TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.
DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

**STERLING, PA**
SPRING HILL (70N)
AMDT 1 09323 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 5,** trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23,** trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

**SUMMERSVILLE, WV**
SUMMERSVILLE
TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

**SUTTON, WV**
BRAXTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.
NOTE: **Rwy 1,** Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

**TITUSVILLE, PA**
TITUSVILLE
NOTE: **Rwy 18,** trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36,** trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

**TOUGHKENAMON, PA**
NEW GARDEN
TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.
DEPARTURE PROCEDURE: **Rwys 6,24,** climb runway heading to 900 before turning on course.

**TOWANDA, PA**
BRADFORD COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23,** 1600-2 or std. with a min. climb of 580' per NM to 2800.
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 047° to 3000 before proceeding on course. **Rwy 23,** climb heading 227° to 3000 before proceeding on course.
NOTE: **Rwy 5,** trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23,** trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

### TOWER CITY, PA
BENDIGO (74N)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23,** NA-terrain.
DEPARTURE PROCEDURE: **Rwy 5,** departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.
NOTE: **Rwy 5,** multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

### WASHINGTON, PA
WASHINGTON COUNTY
TAKE-OFF MINIMUMS: **Rwy 9,** 700-2¼ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.
NOTE: **Rwy 9,** multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27,** multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

### WAYNESBURG, PA
GREENE COUNTY (WAY)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** NA-obstacle. **Rwy 27,** 300-1 or Std. w/ min. climb of 447' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 268° to 1800 before proceeding on course.
NOTE: **Rwy 27,** trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

### WELLSBORO, PA
WELLSBORO JOHNSTON
TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.
DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn direct SFK VOR/DME. **Rwy 28,** climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SW, right turns, 036° inbound).
NOTE: **Rwy 10,** 79' AGL trees 1600' from departure end of runway, on centerline.

### WEST CHESTER, PA
BRANDYWINE
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 240' per NM to 700.
NOTE: **Rwy 27,** 100' AGL trees 3800' from departure end of runway, on centerline.

### WHEELING, WV
WHEELING OHIO COUNTY
NOTE: **Rwy 3,** tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16,** pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34,** multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

### WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON INTL
TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10,** NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22,** fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28,** fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.
NOTE: **Rwy 4,** tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22,** tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.



26 AUG 2010 to 23 SEP 2010

## WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions. **Rwy 12,** 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27,** 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12,** climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27,** climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30,** climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER,1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65'AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12,** trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER,1837' left of centerline, 60' AGL/701' MSL. **Rwy 27,** trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30,** trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

## WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE , PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33,** trees within 4758' of departure end of runway, 455' MSL.

## YORK, PA

YORK

TAKE-OFF MINIMUMS: **Rwys 17,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17,** climb on runway heading to 1000 feet before turning. **Rwy 35,** climb on runway heading to 800 feet before turning.

## ZELIENOPLE, PA

ZELIENOPLE MUNI (PJC)

AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17,35,** for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17,** terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35,** terrain and trees beginning 1.04 NM from departure end of runway, 1400 left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.

26 AUG 2010 to 23 SEP 2010

## ARTHURDALE

**TITUS FLD** (7ØD) 2 W UTC−5(−4DT) N39°29.92′ W79°51.15′ **CINCINNATI**

1860 NOTAM FILE EKN

**RWY 09–27:** 2400X50 (TURF)

**RWY 09:** Trees. **RWY 27:** Tree.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Deer on and invof rwy. Unlimited vehicle access to arpt. +25 ft trees along edge of rwy. Rwy 27 has 8′ dropoff 25′ from thld. Rwy 09–27 surface rough and infrequently mowed, soft when wet, loose rock on surface.

**COMMUNICATIONS: CTAF** 122.9

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**BECKLEY** N37°46.82′ W81°07.41′ NOTAM FILE BKW. **CINCINNATI**

**(H) VORTAC** 117.7 BKW Chan 124 at Raleigh Co Mem. 2500/06W. **HIWAS.** **H–10G, 12H, L–26I**

VOR portion unusable:

360°–013° byd 28 NM blo 7000′

015°–087°

106°–160° blo 10000′

184°–211° byd 10 NM blo 9000′

212°–269°

TACAN AZIMUTH and DME unusable:

040°–050° byd 38 NM blo 7000′

087°–210° byd 25 NM blo 9000′

**RCO** 122.1R 117.7T (ELKINS RADIO)

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## BECKLEY

**RALEIGH CO MEM** (BKW) 3 E UTC−5(−4DT) N37°47.24′ W81°07.45′ **CINCINNATI**

2504 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE BKW **H–10G, 12H, L–26I**

**RWY 01–19:** H6750X150 (ASPH–GRVD) S–75, D–150, 2S–140, 2D–200 HIRL 0.7% up S **IAP**

**RWY 01:** REIL. VASI(V4L)—GA 3°TCH 40′. Trees.

**RWY 19:** MALSR. VASI(V4L)—GA 3°TCH 55′.

**RWY 10–28:** H5000X100 (ASPH) S–45, D–60 MIRL 0.3% up E.

**RWY 10:** REIL. VASI(V4R)—GA 3.0° TCH 51′.

**RWY 28:** REIL. VASI(V4L)—GA 3.75° TCH 66′.

**RUNWAY DECLARED DISTANCE INFORMATION:**

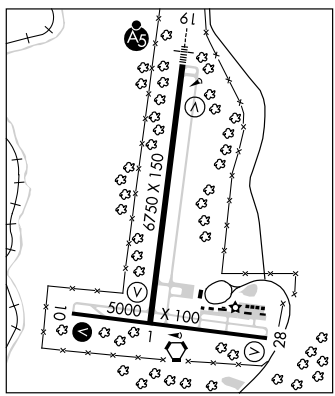
**RWY 01:** TORA–6750 TODA–6750 ASDA–6750 LDA–6750

**RWY 10:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000

**RWY 19:** TORA–6750 TODA–6750 ASDA–6750 LDA–6750

**RWY 28:** TORA–5000 TODA–5000 ASDA–5000 LDA–5000

**AIRPORT REMARKS:** Attended continuously. Deer; birds and wild turkeys on and invof arpt. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats, call aprt manager 304–255–0476. ACTIVATE MIRL Rwy 10–28; HIRL Rwy 01–19; MALSR Rwy 19, REIL Rwy 01, Rwy 10, Rwy 28; VASI Rwy 10 and twy lgts—CTAF.




**WEATHER DATA SOURCES:** ASOS 121.55 (304) 253–5214. **HIWAS** 117.7 BKW.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**BECKLEY RCO** 122.1R 117.7T (ELKINS RADIO)

Ⓡ **CHARLESTON APP/DEP CON** 118.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.

**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ at fld. 2500/06W. **HIWAS.**

**ILS** 111.7 I–MQU Rwy 19. CLASS IB.

| LOC I-MQU | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| 111.7 | 193° | TDZE | 2468 |
| | | Apt Elev | 2504 |

# ILS or LOC RWY 19

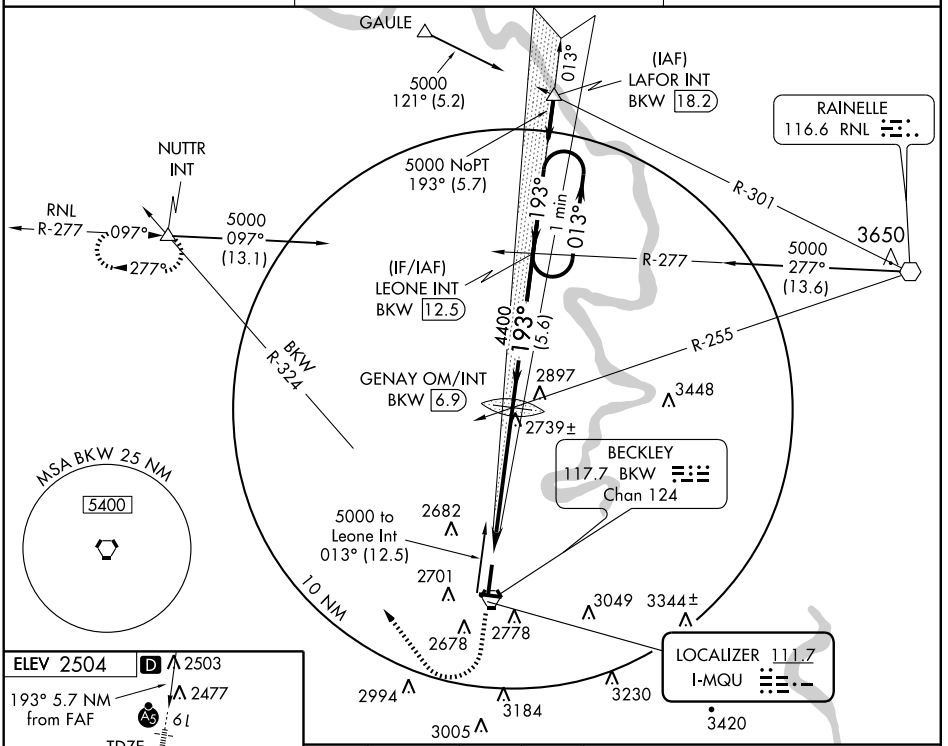
## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

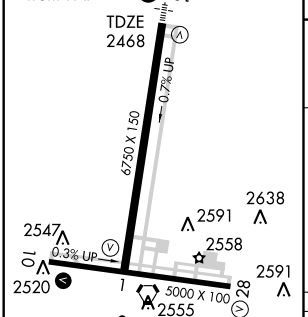
If local altimeter setting not received, use Bluefield altimeter setting and increase all DAs/MDAs 120 feet.

MALSR

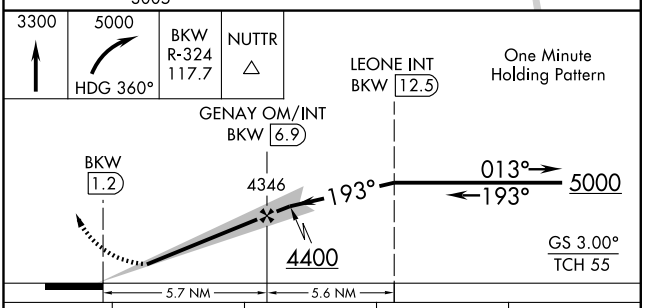
MISSED APPROACH: Climb to 3300 then climbing right turn to 5000 via heading 360° and BKW R-324 to NUTTR Int and hold.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 2668-½ 200 (200-½) | | | |
| S-LOC 19 | 3000-½ 532 (600-½) | | 3000-1 532 (600-1) | 3000-1¼ 532 (600-1¼) |
| CIRCLING | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6750 |
|---|---|---|
| 013° | TDZE | 2495 |
| | Apt Elev | 2504 |

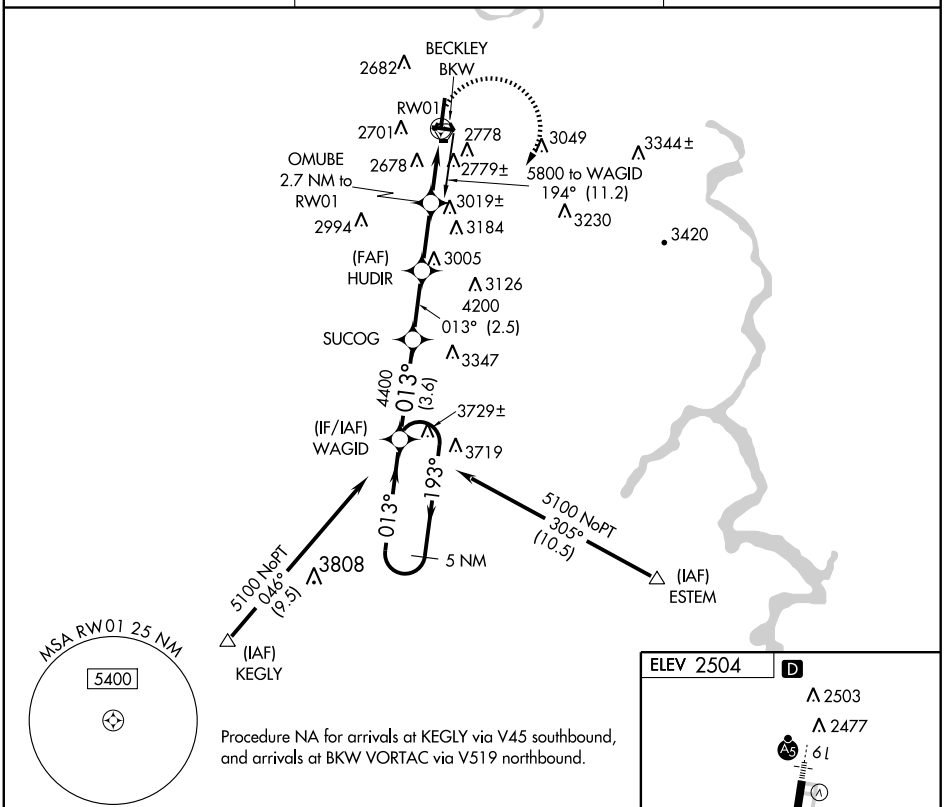
# RNAV (GPS) RWY 1

## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

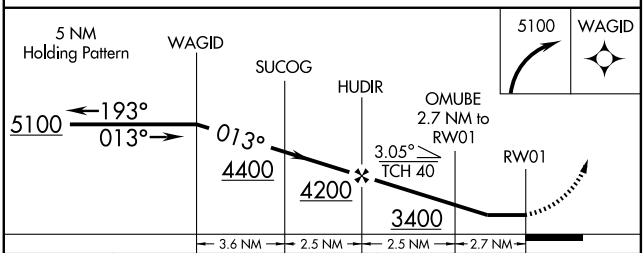
Circling to Rwy 28 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5100 direct WAGID and hold.

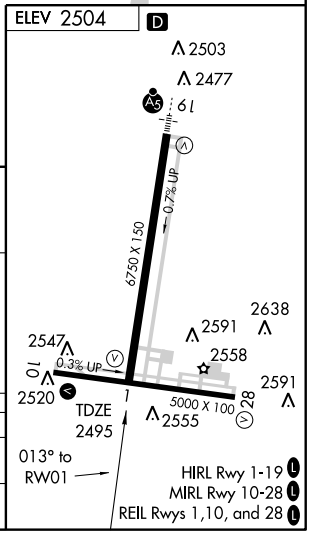
| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




Procedure NA for arrivals at KEGLY via V45 southbound, and arrivals at BKW VORTAC via V519 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3040-1 545 (600-1) | | 3040-1½ 545 (600-1½) | 3040-1¾ 545 (600-1¾) |
| CIRCLING | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 103° | TDZE | 2502 |
| | Apt Elev | 2504 |

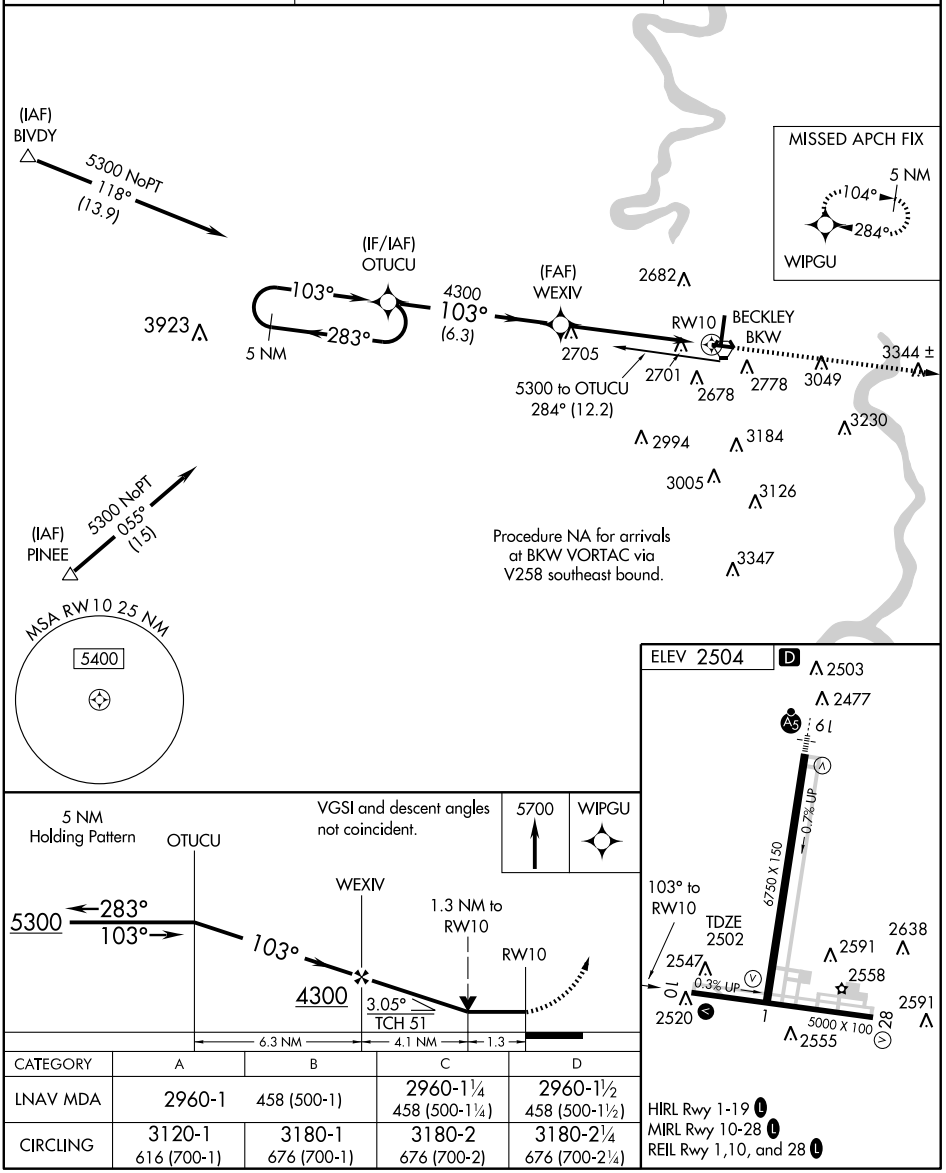
# RNAV (GPS) RWY 10

## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase LNAV Cats C and D visibility ¼ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 5700 direct WIPGU and hold.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2960-1 | 458 (500-1) | 2960-1¼ 458 (500-1¼) | 2960-1½ 458 (500-1½) |
| CIRCLING | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| CH 63011 | 194° | TDZE | 2468 |
| W19A | | Apt Elev | 2504 |

# RNAV (GPS) RWY 19

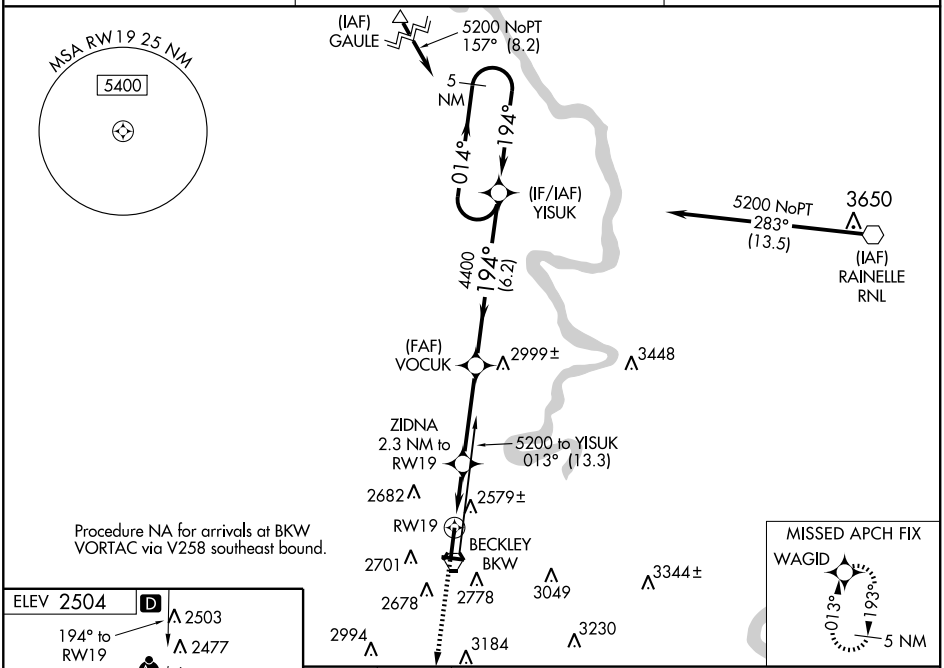
BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

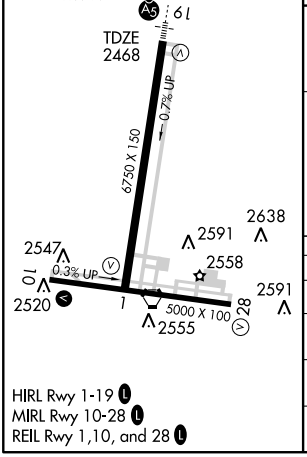
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA When using Bluefield altimeter setting. When local altimeter setting not received, use Bluefield altimeter setting and increase all DA/MDA120 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, and circling Cats B, C, and D visibility ¼ mile. When using Bluefield altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile.

MALSR

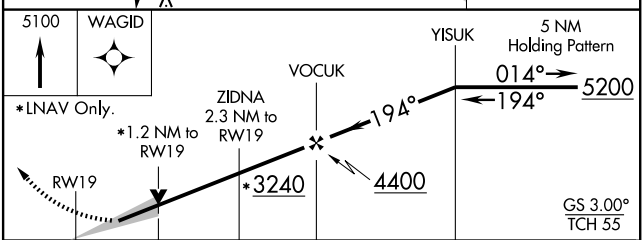
MISSED APPROACH: Climb to 5100 direct WAGID and hold.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwy 1,10, and 28 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 2668-½ | | 200 (200-½) | |
| LNAV/VNAV | DA | 2884-1 | | 416 (400-1) | |
| LNAV MDA | | 2900-½ 432 (400-½) | | 2900-¾ 432 (400-¾) | 2900-1 432 (400-1) |
| CIRCLING | | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 284° | TDZE | 2504 |
| | Apt Elev | 2504 |

# RNAV (GPS) RWY 28

## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and increase all Cats, A, B, and D visibilities ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct OTUCU and hold.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |

MISSED APCH FIX OTUCU
103°
283°
5 NM

Procedure NA for arrivals at RNL VOR via V260 northwest bound.

(IAF) RAINELLE RNL
5700 NoPT
190° (13.5)

3448

2682
BECKLEY BKW
RW28
2701
2678
2778
3049
(FAF) MIVKE
3344±
4400
284° (8.2)
104°
284°
5 NM
4248±
(IF/IAF) WIPGU

2994
3184
3230
5700 to WIPGU
103° (14.3)
3420

Procedure NA for arrivals at BKW VORTAC via V59 southeast bound.

3005
3126
3347
3719

MSA RW 28 25 NM
5400

5700 NoPT
331° (20.1)
Procedure NA for arrivals at ZOOMS via V37 southbound.
(IAF) ZOOMS

ELEV 2504
D 2503
2477
A5
6 L
6750 X 150
0.7% UP
0.3% UP
10
2520
1
5000 X 100
28
2555
2547
2591
2638
2558
2591
TDZE 2504
284° to RW28

HIRL Rwy 1-19 L
MIRL Rwy 10-28 L
REIL Rwys 1,10, and 28 L

5300
OTUCU
WIPGU
5 NM Holding Pattern
104°
284°
5700
MIVKE
284°
RW28
4400
3.05°
TCH 50
VGSI and descent angles not coincident.
5.7 NM
8.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3360-1 856 (900-1) | 3360-1¼ 856 (900-1¼) | 3360-2½ 856 (900-2½) | 3360-2¾ 856 (900-2¾) |
| CIRCLING | 3360-1 856 (900-1) | 3360-1¼ 856 (900-1¼) | 3360-2½ 856 (900-2½) | 3360-2¾ 856 (900-2¾) |


NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC BKW 117.7 Chan 124 | APP CRS 107° | Rwy Idg 5000 TDZE 2502 Apt Elev 2504 |
|---|---|---|

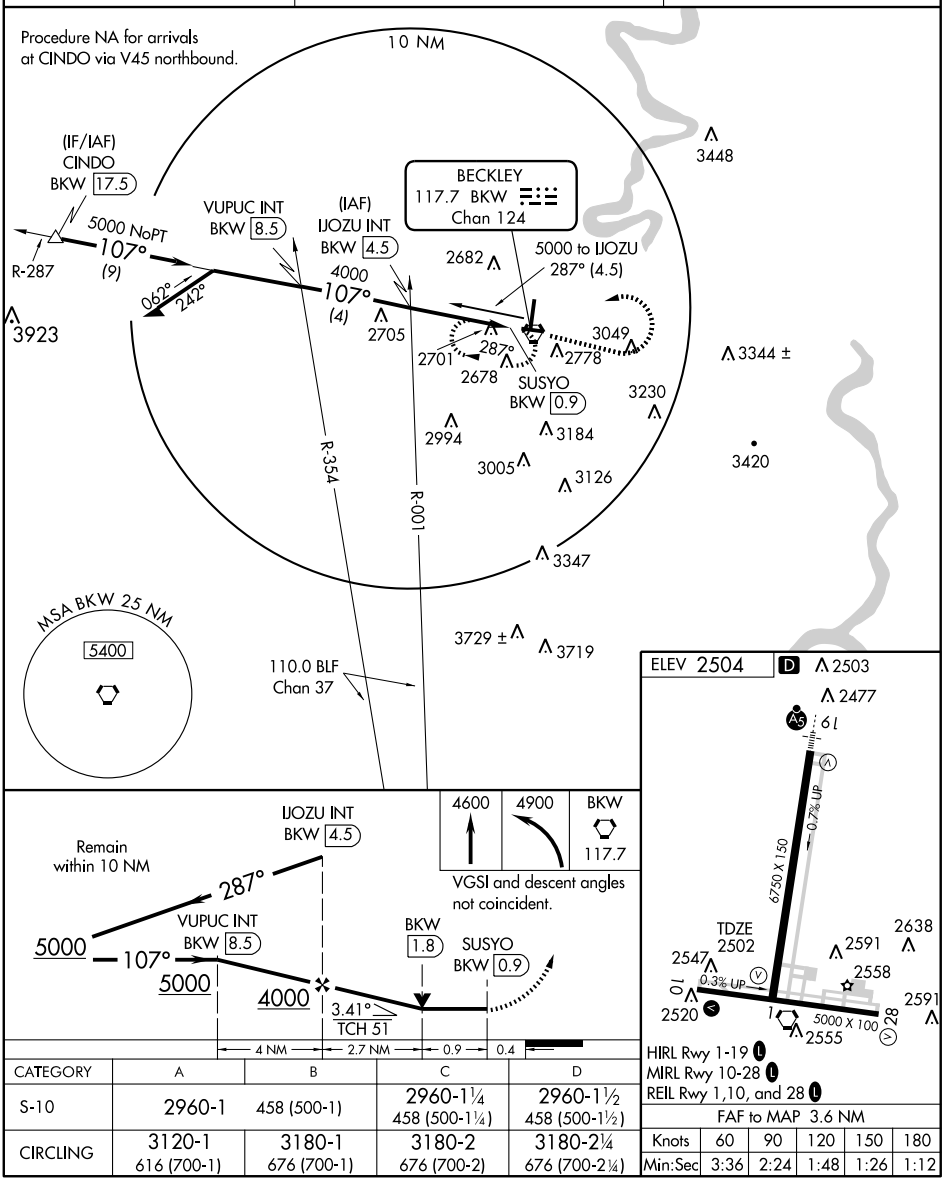
# VOR RWY 10

## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received use Bluefield altimeter setting and increase all MDA 120 feet and S-10 Cats C and D and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 2960-1 | 458 (500-1) | 2960-1¼ 458 (500-1¼) | 2960-1½ 458 (500-1½) |
| CIRCLING | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC BKW 117.7 Chan 124 | APP CRS 188° | Rwy Idg 6750 TDZE 2468 Apt Elev 2504 |
|---|---|---|

# VOR RWY 19

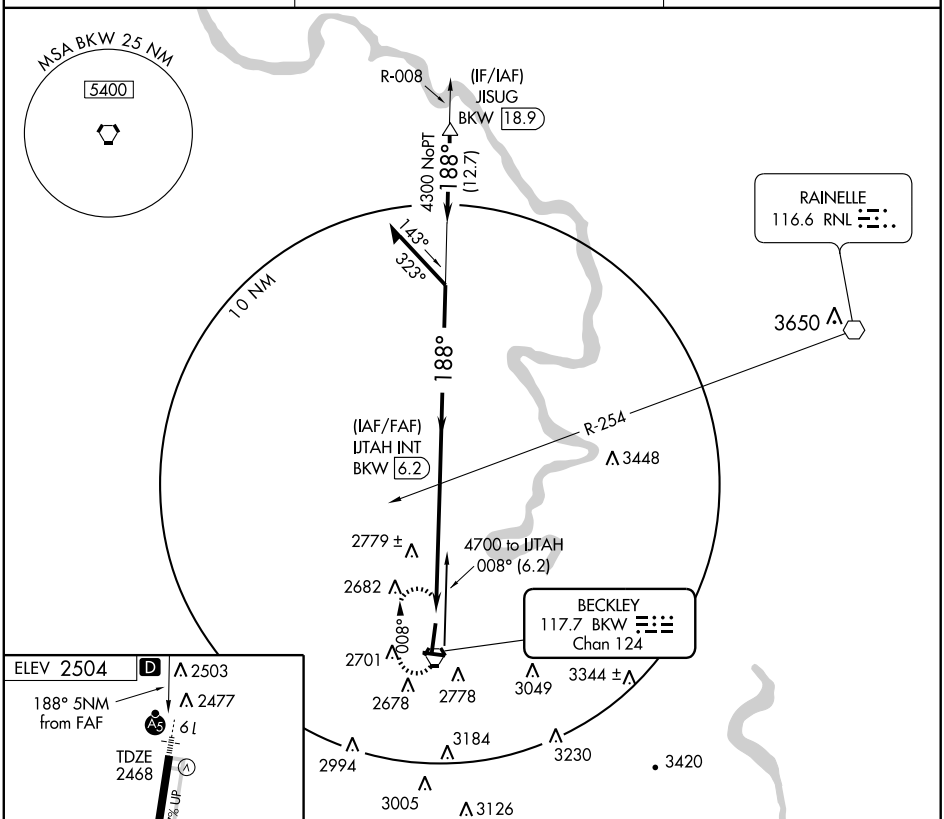
## BECKLEY/RALEIGH COUNTY MEMORIAL (BKW)

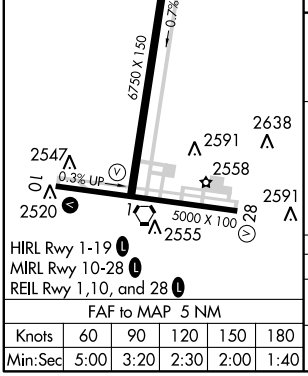
When local altimeter setting not received, use Bluefield altimeter setting and increase all MDA 120 feet and S-19 Cats C and D visibility ½ mile and Circling Cats B, C, and D visibility ¼ mile. VDP NA when using Bluefield altimeter setting.

MALSR

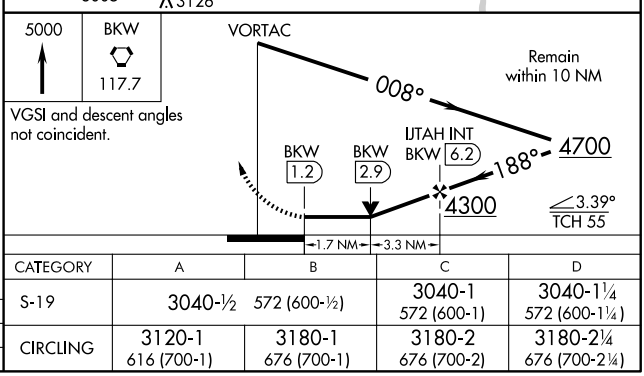
MISSED APPROACH: Climb to 5000 direct BKW VORTAC and hold, continue climb-in-hold to 5000.

| ASOS | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 121.55 | 118.95 269.125 | 123.0 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 3040-½ 572 (600-½) | | 3040-1 572 (600-1) | 3040-1¼ 572 (600-1¼) |
| CIRCLING | 3120-1 616 (700-1) | 3180-1 676 (700-1) | 3180-2 676 (700-2) | 3180-2¼ 676 (700-2¼) |




NE-4, 26 AUG 2010 to 23 SEP 2010

## BERKELEY SPRINGS

**POTOMAC AIRPARK** (W35) 4 N UTC−5(−4DT) N39°41.56′ W78°09.97′ — WASHINGTON L–29D, A IAP

412 NOTAM FILE EKN

**RWY 11–29:** H4985X70 (ASPH) MIRL

**RWY 11:** REIL. TRVC(TRIL). Trees.

**RWY 29:** REIL. TRVC(TRIR). Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Arpt CLOSED ngts. Be advised unmanned acft 1,000′ and blo 1 NM radius of arpt. No acft over 18,500 Lbs. Rwy 11–29 pavement cracks, uneven surface and some loose aggregate. Rwy 11 and Rwy 29 NSTD VASI OTS indef. REIL Rwy 11 OTS indef. Rwy 29 REIL OTS indef.

**COMMUNICATIONS: CTAF** 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 222° 17.5 NM to fld. 2340/07W.

**HAGERSTOWN (L) VOR** 109.8 HGR N39°41.86′ W77°51.34′ 276° 14.4 NM to fld. NOTAM FILE HGR.

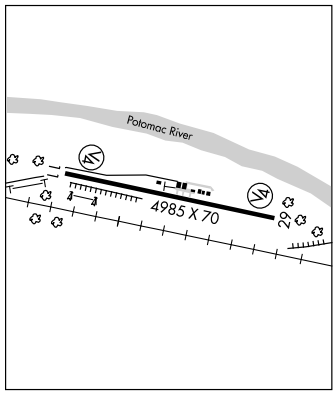
VOR unusable:

251°–272° byd 14 NM

267° byd 14 NM

281°–300° byd 24 NM blo 8000′

351°–019°




**BLUEFIELD** N37°18.39′ W81°11.66′ NOTAM FILE BLF. — CINCINNATI L–26I

**(L) VORTAC** 110.0 BLF Chan 37 at Mercer Co. 2900/03W.

DME portion unusable:

122°–230° byd 25 NM blo 9500′

**RCO** 122.1R 110.0T (ELKINS RADIO) **RCO** 122.65 122.2 (ELKINS RADIO)

## BLUEFIELD

**MERCER CO** (BLF) 3 NE UTC−5(−4DT) N37°17.75′ W81°12.46′ — CINCINNATI L–26I IAP

2857 B **FUEL** 100LL, JET A, JET A+ TPA–3857 (1000) Class III, ARFF Index A

NOTAM FILE BLF

**RWY 05–23:** H4743X100 (ASPH–GRVD) S–30, D–48 HIRL

**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 40′

**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 65′

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 05:** TORA–4743 TODA–4743 ASDA–4743 LDA–4743

**RWY 23:** TORA–4743 TODA–4743 ASDA–4743 LDA–4743

**AIRPORT REMARKS:** Attended 1100–0300Z‡. Arpt CLOSED Christmas and New Years Day. Svcs avbl when clsd by prior arrangement; call 304–327–8440. After hrs emerg fuel by prior arrangement; listing on line office door. Deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 304–327–5308. Mowing in progress Apr–Nov all surfaces. Rwy 23 has steep drop–off 320′ from thld zero feet both sides. Rwy 05 has steep drop–off 175′ from thld left side. ACTIVATE HIRL Rwy 05–23, twy lgts, and REIL Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

**WEATHER DATA SOURCES:** ASOS 132.725 (304) 327–5766.

**COMMUNICATIONS: CTAF** 122.9

**BLUEFIELD RCO** 122.65 122.2 (ELKINS RADIO).

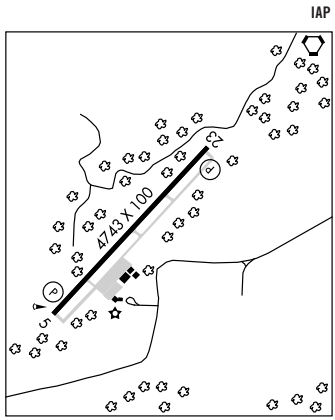
**INDIANAPOLIS CENTER APP/DEP CON** 126.575

**AIRSPACE: CLASS E** svc effective 1025–0225Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BLF.

**BLUEFIELD (L) VORTAC** 110.0 BLF Chan 37 N37°18.39′ W81°11.66′ at fld. 2900/03W.

**ILS** 109.5 I–BLF Rwy 23. GS unusable for coupled apch blo 3200′ MSL (.91 NM).




**BOGGS FLD** (See SPENCER)

**BRAXTON CO** (See SUTTON)

| APP CRS | Rwy Idg | 4985 |
|---|---|---|
| 110° | TDZE | 412 |
| | Apt Elev | 412 |

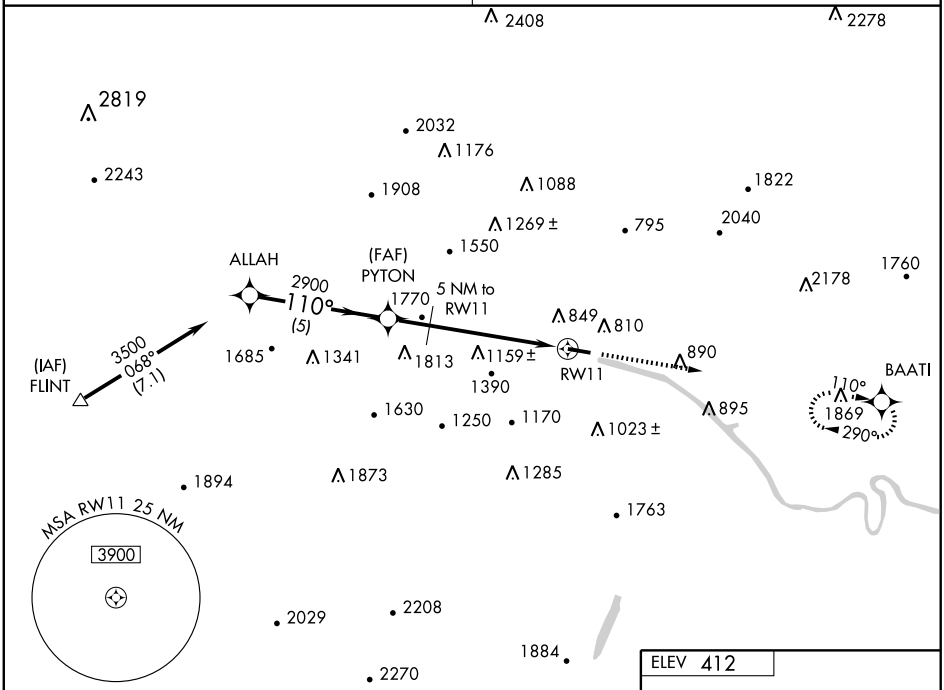
# GPS RWY 11

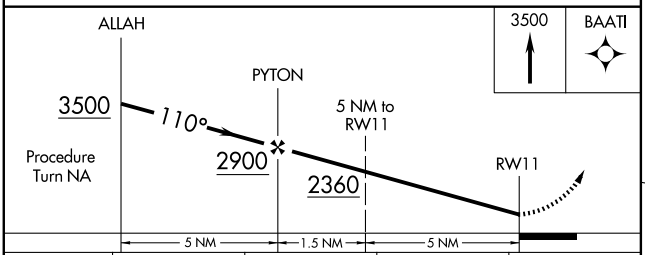
## BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

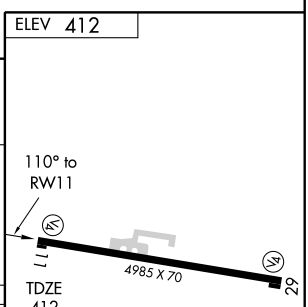
NA

MISSED APPROACH: Climb to 3500 direct BAATI WP and hold.

| WASHINGTON CENTER | CTAF |
|---|---|
| 134.15 385.4 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1480-1¼ 1068 (1100-1¼) | 1480-1½ 1068 (1100-1½) | 1480-3 1068 (1100-3) | |
| CIRCLING | 1480-1¼ 1068 (1100-1¼) | 1480-1½ 1068 (1100-1½) | 1480-3 1068 (1100-3) | |
| MARTINSBURG ALTIMETER SETTING MINIMUMS | | | | |
| S-11 | 1560-1¼ 1148 (1200-1¼) | 1560-1½ 1148 (1200-1½) | 1560-3 1148 (1200-3) | |
| CIRCLING | 1560-1¼ 1148 (1200-1¼) | 1560-1½ 1148 (1200-1½) | 1560-3 1148 (1200-3) | |

REIL Rwys 11 and 29
MIRL Rwy 11-29




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4985 |
|---|---|---|
| 290° | TDZE | 412 |
| | Apt Elev | 412 |

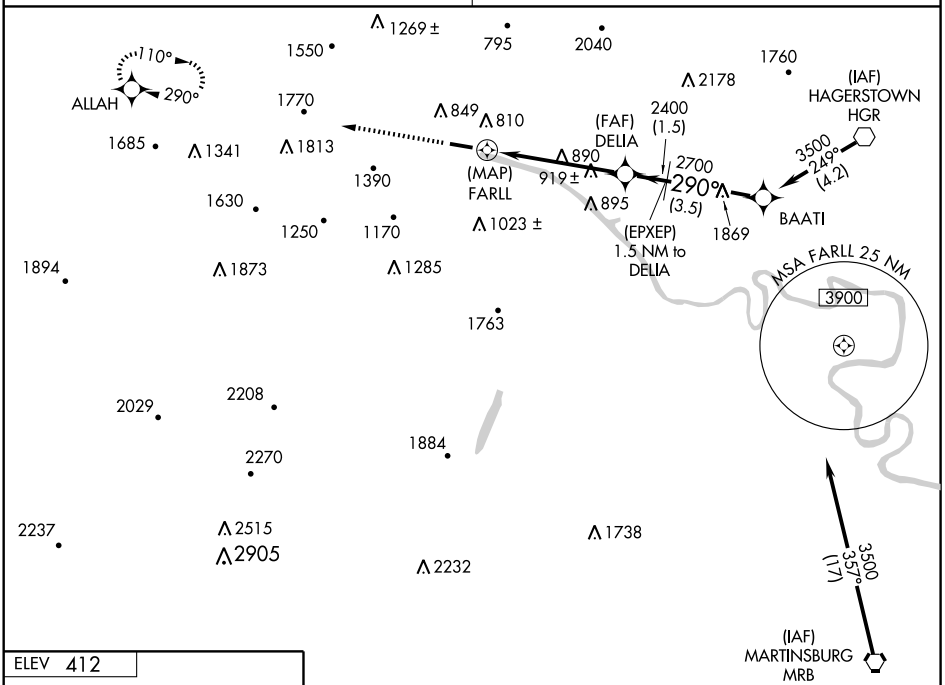
# GPS RWY 29

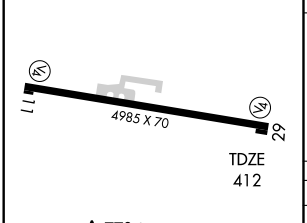
## BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

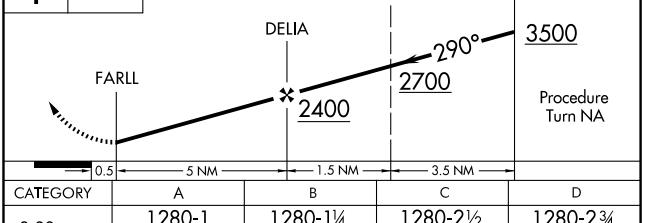
NA — Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3500 direct ALLAH WP and hold.

| WASHINGTON CENTER | CTAF |
|---|---|
| 134.15 385.4 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1280-1<br>868 (900-1) | 1280-1¼<br>868 (900-1¼) | 1280-2½<br>868 (900-2½) | 1280-2¾<br>868 (900-2¾) |
| CIRCLING | 1340-1¼<br>928 (1000-1¼) | 1400-1½<br>988 (1000-1½) | 1400-3 988 (1000-3) | |
| MARTINSBURG ALTIMETER SETTING MINIMUMS | | | | |
| S-29 | 1340-1¼ 928 (1000-1¼) | | 1340-2¾<br>928 (1000-2¾) | 1340-3<br>928 (1000-3) |
| CIRCLING | 1420-1¼<br>1008 (1100-1¼) | 1480-1½<br>1068 (1100-1½) | 1480-3 1068 (1100-3) | |

REIL Rwys 11 and 29
MIRL Rwy 11-29



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR HGR | APP CRS | Rwy Idg | 4985 |
|---|---|---|---|
| 109.8 | 276° | TDZE | 412 |
| | | Apt Elev | 412 |

# VOR RWY 29

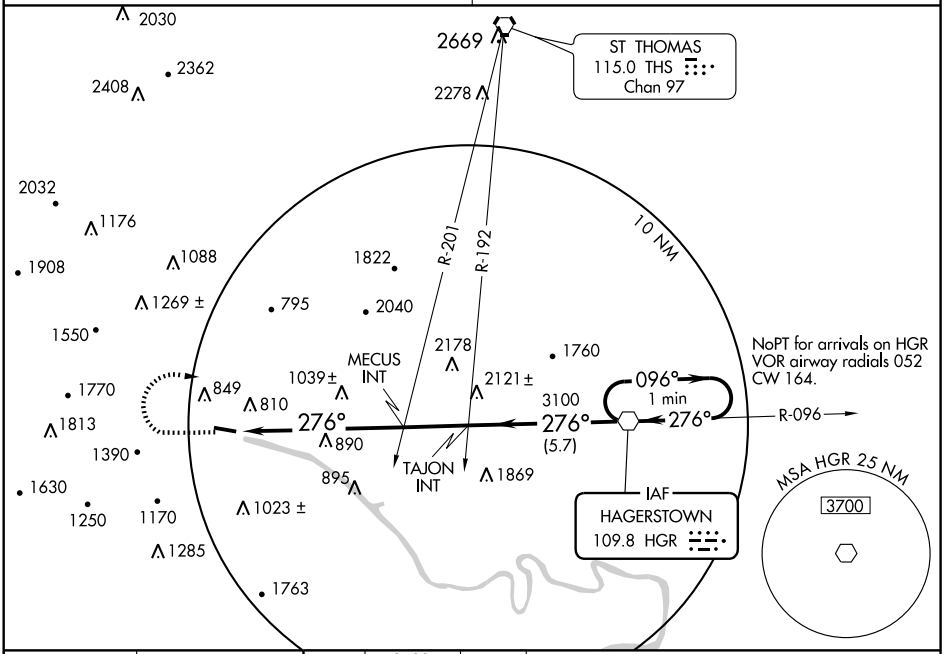
## BERKELEY SPRINGS/POTOMAC AIRPARK (W35)

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.

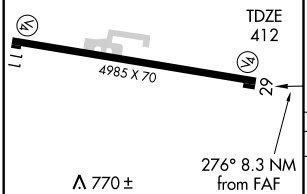
| WASHINGTON CENTER | CTAF |
|---|---|
| 134.15 385.4 | 122.8 |





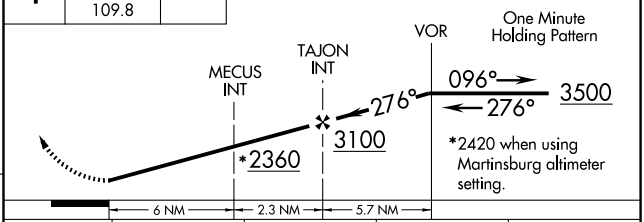

NE-4, 26 AUG 2010 to 23 SEP 2010

ELEV 412




REIL Rwys 11 and 29
MIRL Rwy 11-29

| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1400-1¼ 988 (1000-1¼) | 1400-1½ 988 (1000-1½) | 1400-3 988 (1000-3) | |
| CIRCLING | 1400-1¼ 988 (1000-1¼) | 1400-1½ 988 (1000-1½) | 1400-3 988 (1000-3) | |
| MARTINSBURG ALTIMETER SETTING MINIMUMS | | | | |
| S-29 | 1460-1¼ 1048 (1100-1¼) | 1460-1½ 1048 (1100-1½) | 1460-3 1048 (1100-3) | |
| CIRCLING | 1460-1¼ 1048 (1100-1¼) | 1480-1½ 1068 (1100-1½) | 1480-3 1068 (1100-3) | |

## BERKELEY SPRINGS

**POTOMAC AIRPARK** (W35) 4 N UTC−5(−4DT) N39°41.56′ W78°09.97′ — WASHINGTON L–29D, A IAP

412 NOTAM FILE EKN

**RWY 11–29:** H4985X70 (ASPH) MIRL

**RWY 11:** REIL. TRVC(TRIL). Trees.

**RWY 29:** REIL. TRVC(TRIR). Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Arpt CLOSED ngts. Be advised unmanned acft 1,000′ and blo 1 NM radius of arpt. No acft over 18,500 Lbs. Rwy 11–29 pavement cracks, uneven surface and some loose aggregate. Rwy 11 and Rwy 29 NSTD VASI OTS indef. REIL Rwy 11 OTS indef. Rwy 29 REIL OTS indef.

**COMMUNICATIONS: CTAF** 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 134.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99′ W77°57.06′ 222° 17.5 NM to fld. 2340/07W.

**HAGERSTOWN (L) VOR** 109.8 HGR N39°41.86′ W77°51.34′ 276° 14.4 NM to fld. NOTAM FILE HGR.

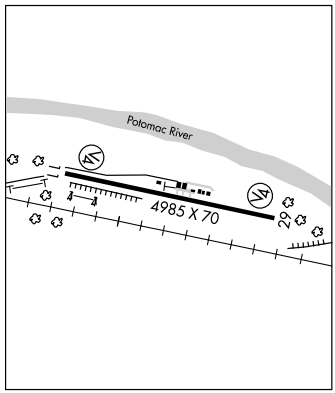
VOR unusable:

251°–272° byd 14 NM

267° byd 14 NM

281°–300° byd 24 NM blo 8000′

351°–019°




**BLUEFIELD** N37°18.39′ W81°11.66′ NOTAM FILE BLF. — CINCINNATI L–26I

**(L) VORTAC** 110.0 BLF Chan 37 at Mercer Co. 2900/03W.

DME portion unusable:

122°–230° byd 25 NM blo 9500′

**RCO** 122.1R 110.0T (ELKINS RADIO) **RCO** 122.65 122.2 (ELKINS RADIO)

## BLUEFIELD

**MERCER CO** (BLF) 3 NE UTC−5(−4DT) N37°17.75′ W81°12.46′ — CINCINNATI L–26I IAP

2857 B **FUEL** 100LL, JET A, JET A+ TPA–3857 (1000) Class III, ARFF Index A

NOTAM FILE BLF

**RWY 05–23:** H4743X100 (ASPH–GRVD) S–30, D–48 HIRL

**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 40′

**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 65′

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 05:** TORA–4743 TODA–4743 ASDA–4743 LDA–4743

**RWY 23:** TORA–4743 TODA–4743 ASDA–4743 LDA–4743

**AIRPORT REMARKS:** Attended 1100–0300Z‡. Arpt CLOSED Christmas and New Years Day. Svcs avbl when clsd by prior arrangement; call 304–327–8440. After hrs emerg fuel by prior arrangement; listing on line office door. Deer on and invof arpt. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 304–327–5308. Mowing in progress Apr–Nov all surfaces. Rwy 23 has steep drop–off 320′ from thld zero feet both sides. Rwy 05 has steep drop–off 175′ from thld left side. ACTIVATE HIRL Rwy 05–23, twy lgts, and REIL Rwy 05 and Rwy 23—CTAF. PAPI Rwy 05 and Rwy 23 on continuously.

**WEATHER DATA SOURCES:** ASOS 132.725 (304) 327–5766.

**COMMUNICATIONS: CTAF** 122.9

**BLUEFIELD RCO** 122.65 122.2 (ELKINS RADIO).

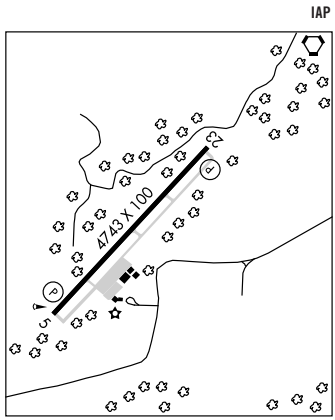
**INDIANAPOLIS CENTER APP/DEP CON** 126.575

**AIRSPACE: CLASS E** svc effective 1025–0225Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BLF.

**BLUEFIELD (L) VORTAC** 110.0 BLF Chan 37 N37°18.39′ W81°11.66′ at fld. 2900/03W.

**ILS** 109.5 I–BLF Rwy 23. GS unusable for coupled apch blo 3200′ MSL (.91 NM).




**BOGGS FLD** (See SPENCER)

**BRAXTON CO** (See SUTTON)

| LOC I-BLF | APP CRS | Rwy Idg | 4743 |
|---|---|---|---|
| 109.5 | 229° | TDZE | 2842 |
| | | Apt Elev | 2857 |

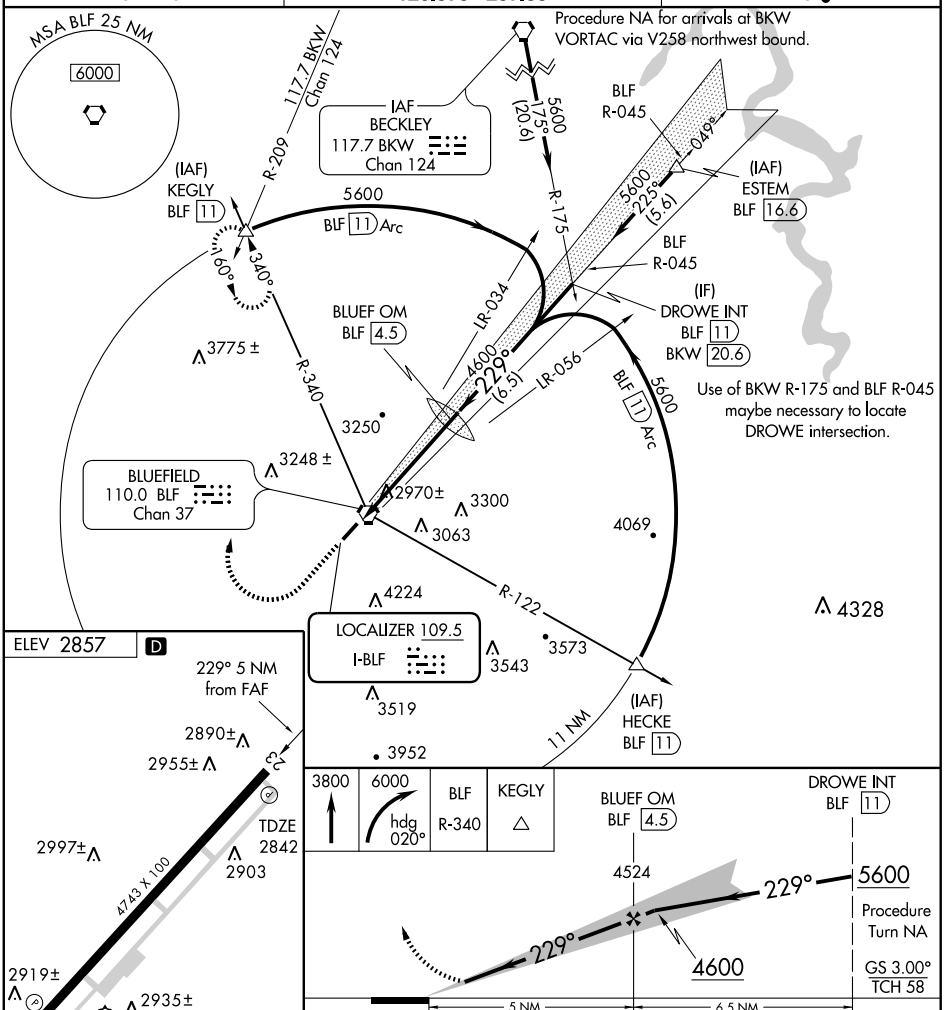
# ILS or LOC RWY 23

BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of Rwy 5-23. Autopilot coupled approach NA below 3200 MSL. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase S-ILS 23 DA to 3585 feet and all MDA to 3980 feet; S-ILS 23 all Cats visibility 1½ mile, S-LOC 23 and Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF VORTAC R-340 to KEGLY INT/BLF 11 DME and hold.

| ASOS | INDIANAPOLIS CENTER | CTAF |
|---|---|---|
| 132.725 | 126.575 257.85 | 122.9 L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

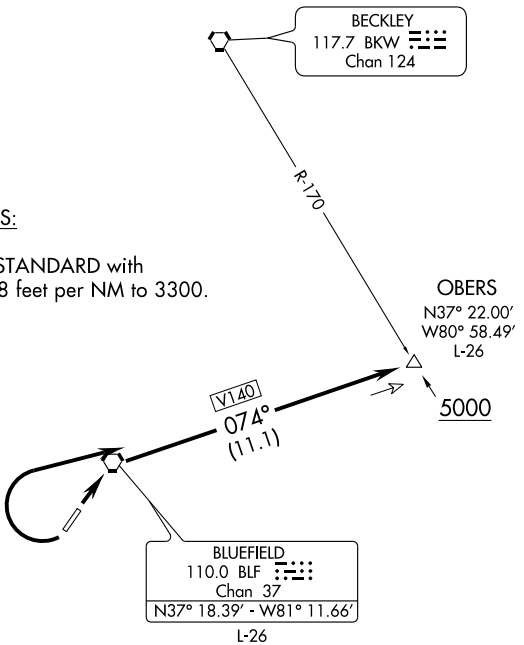
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 3142-1 300 (300-1) | | | |
| S-LOC 23 | 3520-1 678 (700-1) | | 3520-2 678 (700-2) | 3520-2¼ 678 (700-2¼) |
| CIRCLING | 3520-1 663 (700-1) | | 3560-2 703 (800-2) | 3560-2¼ 703 (800-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# OBERS THREE DEPARTURE

INDANAPOLIS CENTER
126.575 257.85
CTAF 122.9 L
ASOS 132.725




TAKE-OFF MINIMUMS:
Rwy 5: STANDARD.
Rwy 23: 400-2¼ or STANDARD with minimum climb of 238 feet per NM to 3300.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000′ or altitude assigned by ATC. Thence . . . .

. . . . via ATC assigned route.

TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 14′ from DER, 370′ left of centerline, up to 100′ AGL/2939′ MSL.
Trees beginning 15′ from DER, 391′ right of centerline, up to 100′ AGL/2959′ MSL.

Rwy 23: Trees beginning at DER, 258′ left of centerline up to 100′ AGL/2939′ MSL.
Trees beginning 140′ from DER, 74′ right of centerline, up to 100′ AGL/3159′ MSL.


NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4743 |
|---|---|---|
| 064° | TDZE | 2849 |
| | Apt Elev | 2857 |

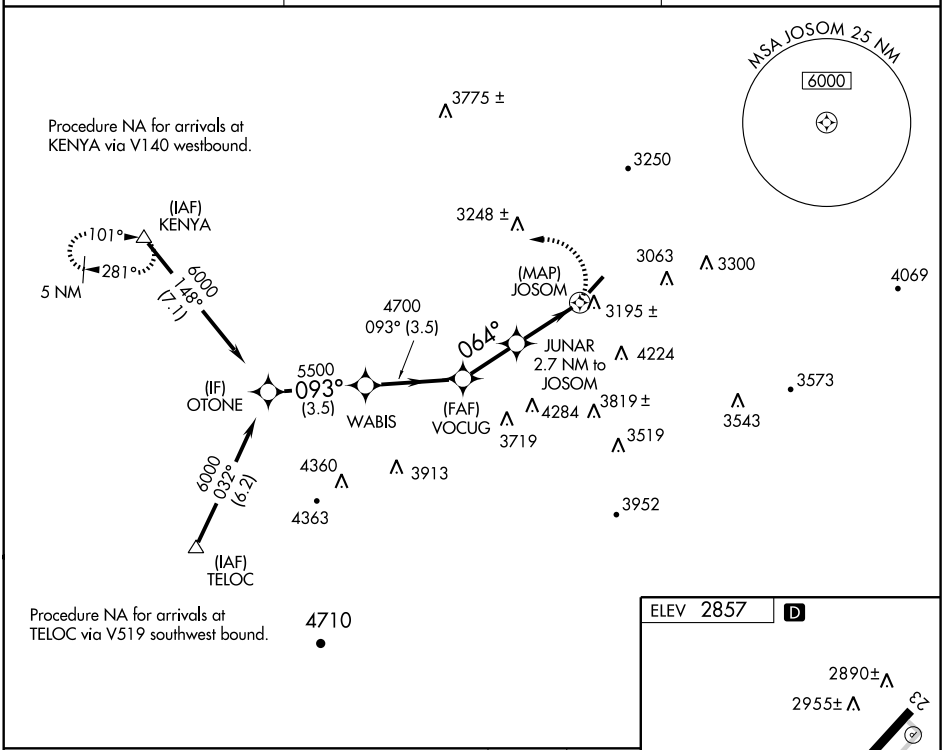
# RNAV (GPS) RWY 5

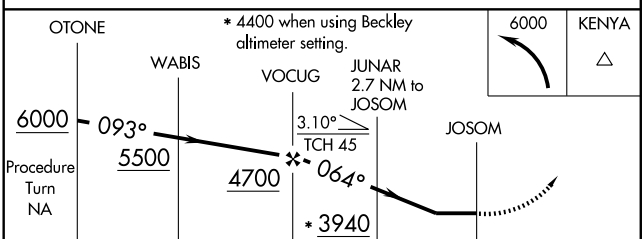
BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1 mile, and Cat D ¾ mile. Straight-In NA when using Beckley altimeter setting.

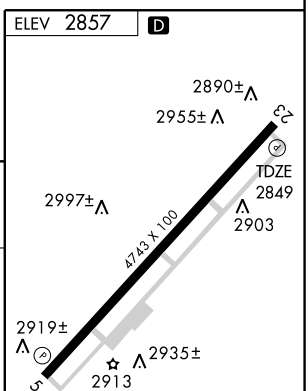
MISSED APPROACH: Climbing left turn to 6000 direct KENYA and hold.

| ASOS | INDIANAPOLIS CENTER | CTAF |
|---|---|---|
| 132.725 | 126.575 257.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3560-1 | 711 (800-1) | 3560-2<br>711 (800-2) | 3560-2¼<br>711 (800-2¼) |
| CIRCLING | 3560-1 | 703 (800-1) | 3560-2<br>703 (800-2) | 3560-2¼<br>703 (800-2¼) |




HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4743 |
|---|---|---|---|
| CH 50207 | 229° | TDZE | 2842 |
| W23A | | Apt Elev | 2857 |

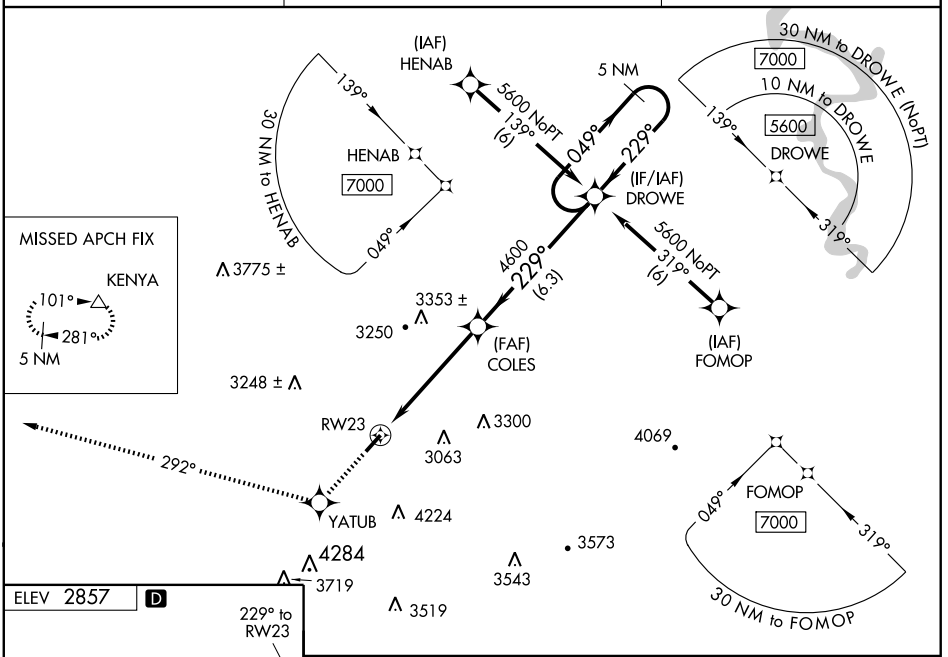
# RNAV (GPS) RWY 23

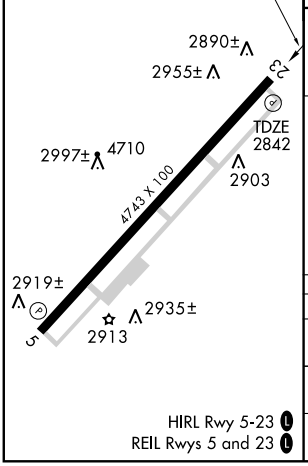
## BLUEFIELD / MERCER COUNTY (BLF)

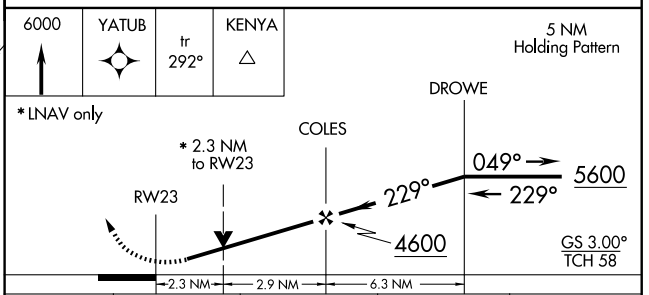
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA southeast Rwy 5-23. VDP NA when using Beckley altimeter setting. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 3585 feet and all MDA to 4100 feet; increase LPV all Cats visibility 1 ½ mile, increase LNAV and Circling visibility Cats A and B ¼ mile, Cat C ¾ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 6000 direct YATUB and via track 292° to KENYA and hold.

| ASOS | INDIANAPOLIS CENTER | CTAF |
|---|---|---|
| 132.725 | 126.575 257.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3142-1 300 (300-1) | | | |
| LNAV MDA | 3640-1 798 (800-1) | 3640-1¼ 798 (800-1¼) | 3640-2¼ 798 (800-2¼) | 3640-2½ 798 (800-2½) |
| CIRCLING | 3640-1 783 (800-1) | 3640-1¼ 783 (800-1¼) | 3640-2¼ 783 (800-2¼) | 3640-2½ 783 (800-2½) |

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC BLF 110.0 Chan 37 | APP CRS 225° | Rwy Idg 4743<br>TDZE 2842<br>Apt Elev 2857 |
|---|---|---|

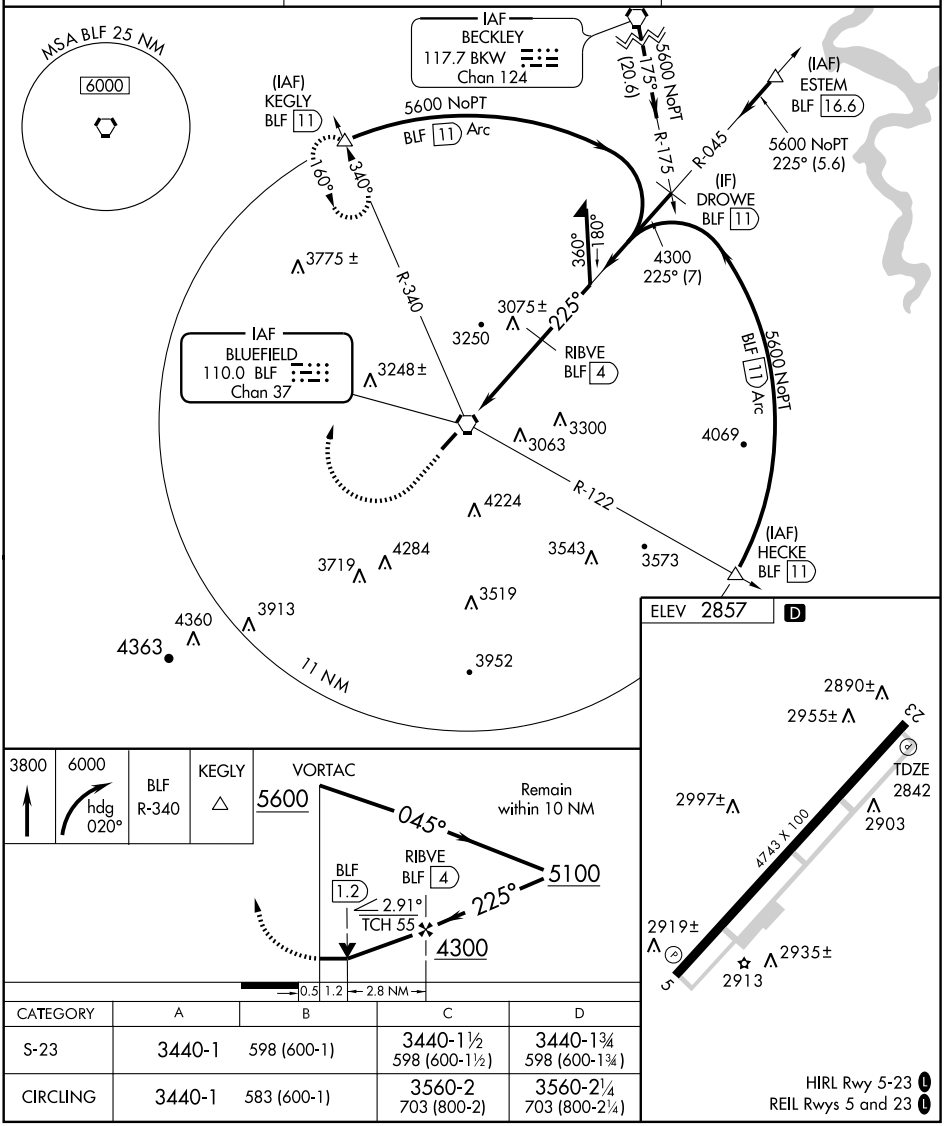
# VOR/DME RWY 23

## BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of RWY 5-23. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet; increase S-23 visibility Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile, Cat D 1¼ mile; increase Circling visibility Cat A ¼ mile, Cat B ½ mile Cat C 1 mile, Cat D ¾ mile.
VDP NA when using Beckley altimeter setting.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

| ASOS | INDIANAPOLIS CENTER | CTAF |
|---|---|---|
| 132.725 | 126.575 257.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 3440-1 | 598 (600-1) | 3440-1½<br>598 (600-1½) | 3440-1¾<br>598 (600-1¾) |
| CIRCLING | 3440-1 | 583 (600-1) | 3560-2<br>703 (800-2) | 3560-2¼<br>703 (800-2¼) |

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC BLF 110.0 Chan 37 | APP CRS 225° | Rwy Idg 4743 TDZE 2842 Apt Elev 2857 |
|---|---|---|

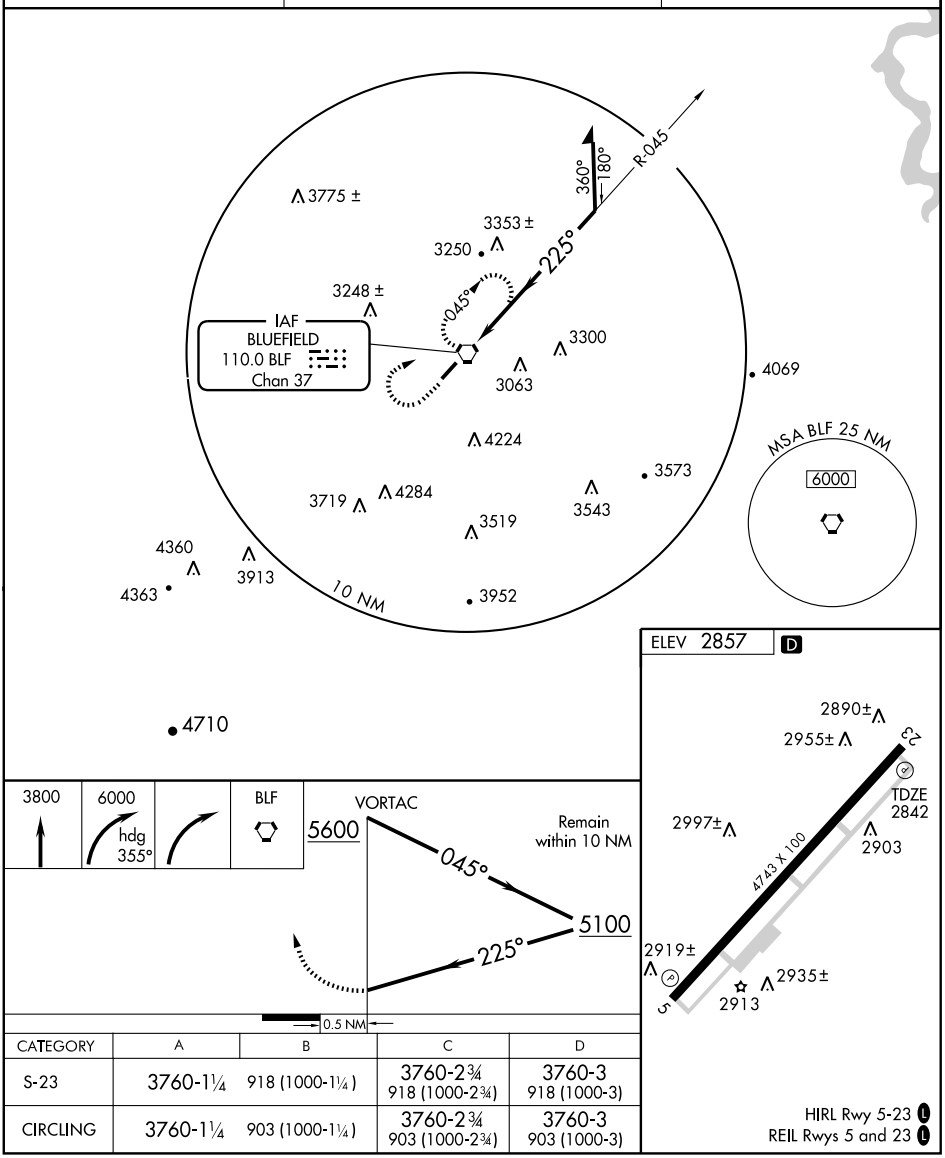
# VOR RWY 23

## BLUEFIELD / MERCER COUNTY (BLF)

Circling NA southeast of RWY 5-23. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 460 feet, increase S-23 and Circling visibility Cats B and C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 via heading 355° then right turn direct BLF VORTAC and hold.

| ASOS | INDIANAPOLIS CENTER | CTAF |
|---|---|---|
| 132.725 | 126.575 257.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 3760-1¼ | 918 (1000-1¼) | 3760-2¾ 918 (1000-2¾) | 3760-3 918 (1000-3) |
| CIRCLING | 3760-1¼ | 903 (1000-1¼) | 3760-2¾ 903 (1000-2¾) | 3760-3 903 (1000-3) |

HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## BUCKHANNON

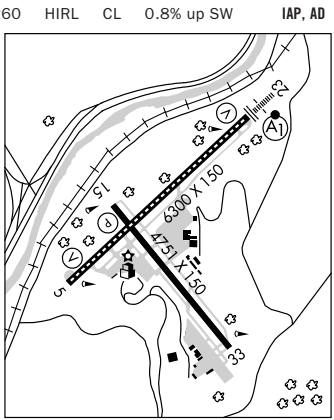
**UPSHUR CO RGNL** (W22) 2 W UTC−5(−4DT) N39°00.03′ W80°16.42′ CINCINNATI
1635 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN L–29C
**RWY 11–29:** H4200X75 (ASPH) S–12.5, D–30 MIRL IAP
**RWY 11:** Trees. **RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 26′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Self service 100LL. Deer on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.975 (304) 472–9428.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡).
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡).
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**ELKINS (L) VORTAC** 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 309° 9.7 NM to fld. 2160/7W. **HIWAS.**

**BUSHI** N37°46.93′ W80°28.11′ NOTAM FILE LWB. CINCINNATI
**NDB (MHW/LOM)** 346 LW 042° 5.6 NM to Greenbrier Valley. Unusable beyond 15 NM. L–26J
Unmonitored 0300–1200Z‡.

**CHARLESTON** N38°20.98′ W81°46.19′ NOTAM FILE CRW. CINCINNATI
**(H) VORTAC** 117.4 HVQ Chan 121 083° 8.5 NM to Yeager. 1099/03W. H–10G, 12H, L–26I
VOR unusable 140°–142° byd 20 NM blo 9000′.
**RCO** 122.1R 117.4T (ELKINS RADIO)
**RCO** 122.55 122.2 N38°22.39′ W81°35.59′ (ELKINS RADIO).

## CHARLESTON

**YEAGER** (CRW) 3 E UTC−5(−4DT) N38°22.39′ W81°35.59′ CINCINNATI
981 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE CRW H–10G, 12H, L–26I
**RWY 05–23:** H6300X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 HIRL CL 0.8% up SW IAP, AD
**RWY 05:** REIL. VASI(V4L)—GA 3.0°TCH 60′. Pole.
**RWY 23:** ALSF1. VASI(V4R)—GA 3.0°TCH 78′. Pole.
**RWY 15–33:** H4751X150 (ASPH) S–30, D–60 MIRL 1.0% up SE
**RWY 15:** PAPI(P4R)—GA 3.78° TCH 45′. Antenna.
**RWY 33:** Tree.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 05:** TORA–6302 TODA–6302 ASDA–6302 LDA–6302
**RWY 23:** TORA–6302 TODA–6302 ASDA–6302 LDA–6302
**ARRESTING GEAR SYSTEM**
**RWY 23:** EMAS
**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. Rwy 05 VASI not coincident with ILS GS. Rwy 05 VASI unusable 2° right of course. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available. Rwy 05 touchdown RVR avbl.
**WEATHER DATA SOURCES:** ASOS (304) 346–4797. LLWAS.
**COMMUNICATIONS: ATIS** 127.6 **UNICOM** 122.95
**CHARLESTON RCO** 122.55 122.2 (ELKINS RADIO)
Ⓡ **CHARLESTON APP/DEP CON** 119.2 (SOUTH) 124.1 (NORTH) 128.5
**CHARLESTON TOWER** 125.7 **GND CON** 121.8 **CLNC DEL** 118.55
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.
**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 083° 8.5 NM to fld. 1099/03W.
**ILS/DME** 110.3 I–CRW Chan 40 Rwy 23.
**ILS/DME** 110.3 I–HCV Chan 40 Rwy 05.



| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 106° | TDZE | 1635 |
| | Apt Elev | 1635 |

# RNAV (GPS) RWY 11

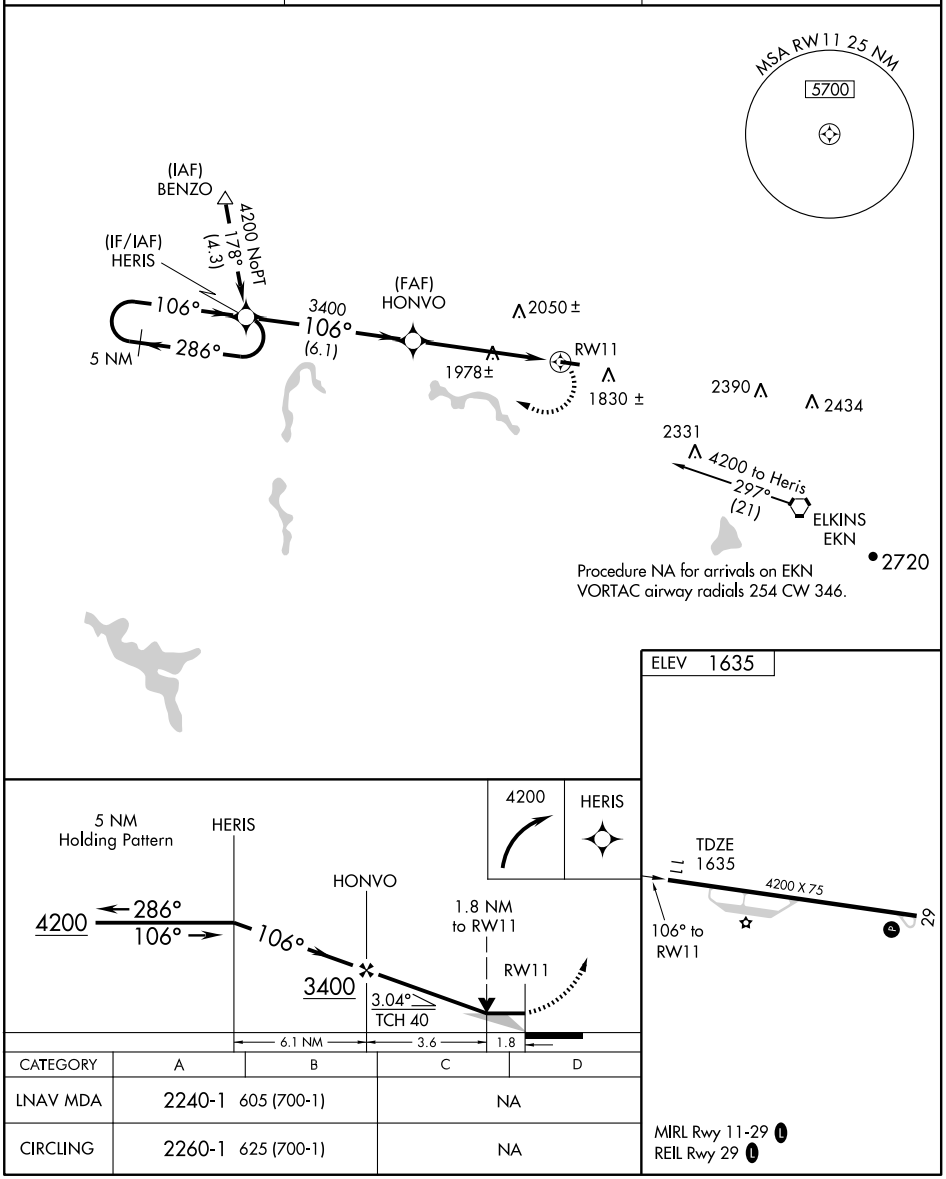
BUCKHANNON/UPSHUR COUNTY RGNL (W22)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 4200 direct HERIS and hold.

| AWOS-3 | CLARKSBURG APP CON * | UNICOM |
|---|---|---|
| 119.975 | 121.15 284.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2240-1 | 605 (700-1) | NA | |
| CIRCLING | 2260-1 | 625 (700-1) | NA | |

MIRL Rwy 11-29 L
REIL Rwy 29 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 301° | TDZE | 1635 |
| | Apt Elev | 1635 |

# RNAV (GPS) RWY 29

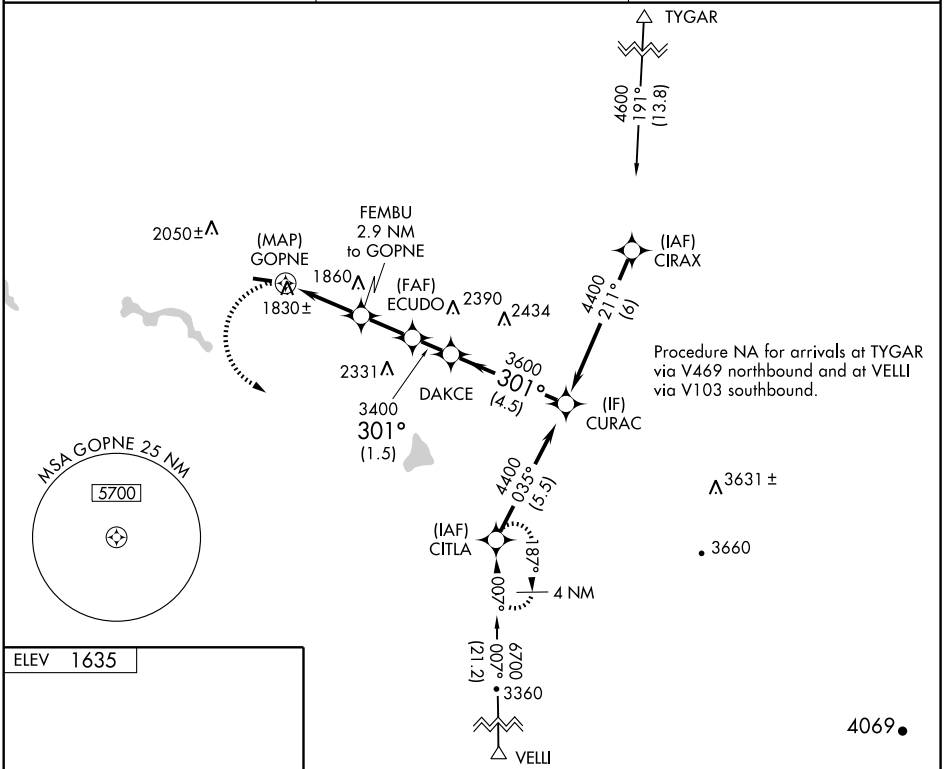
BUCKHANNON/UPSHUR COUNTY RGNL (W22)

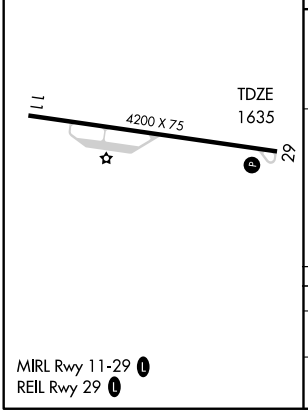
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet. VDP NA when using Clarksburg altimeter setting.

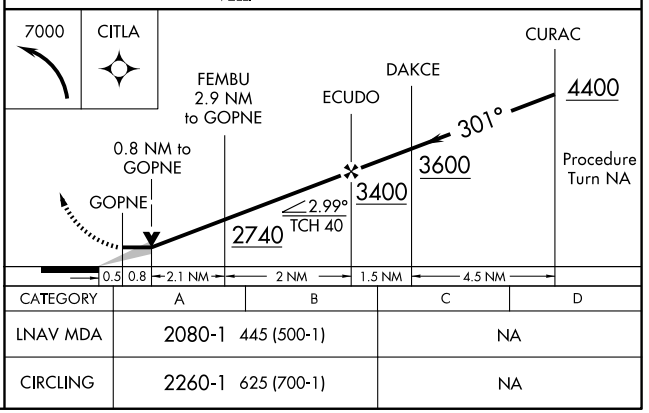
NA

MISSED APPROACH: Climbing left turn to 7000 direct CITLA and hold, continue climb-in-hold to 7000.

| AWOS-3 | CLARKSBURG APP CON * | UNICOM |
|---|---|---|
| 119.975 | 121.15 284.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2080-1 445 (500-1) | | NA | |
| CIRCLING | 2260-1 625 (700-1) | | NA | |

MIRL Rwy 11-29 L
REIL Rwy 29 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC EKN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.2 | 309° | TDZE | N/A |
| Chan 89 | | Apt Elev | 1635 |

# VOR-A

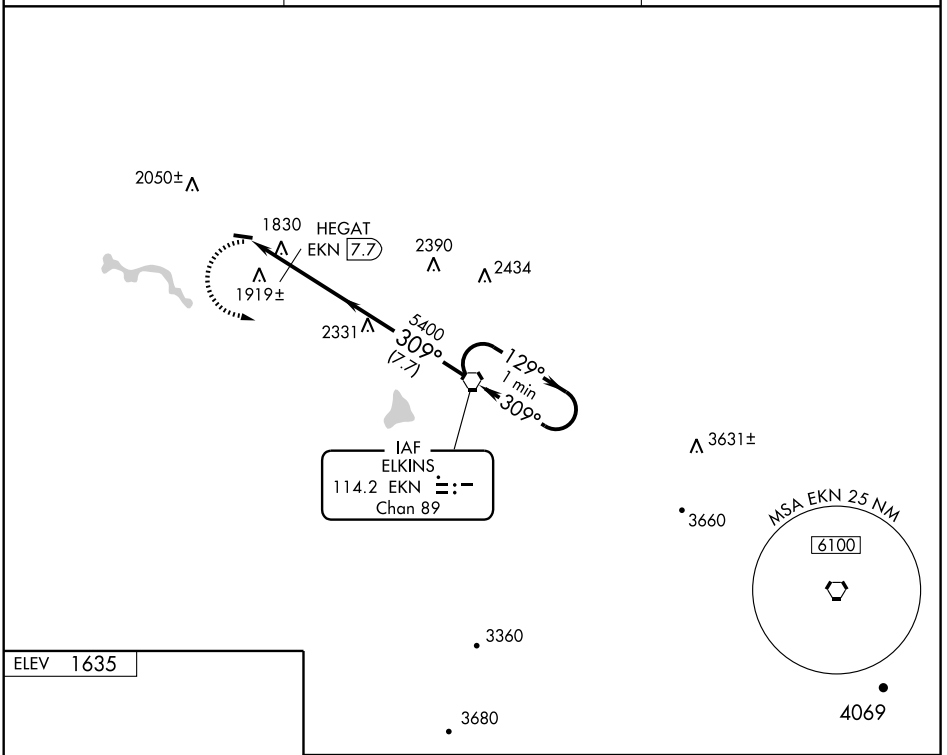
BUCKHANNON/ UPSHUR COUNTY RGNL (W22)

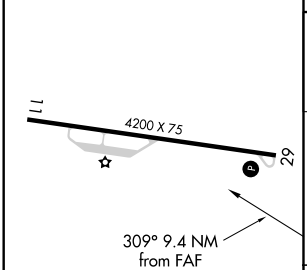
If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 180 feet.

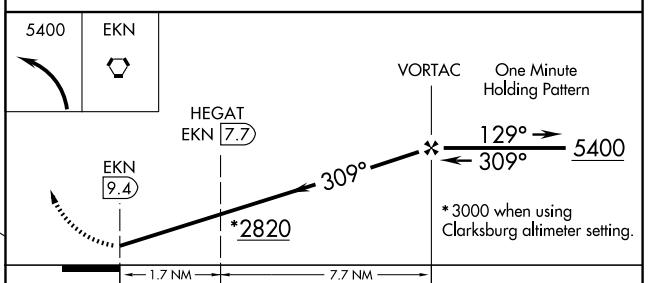
NA

MISSED APPROACH: Climbing left turn to 5400 direct EKN VORTAC and hold, continue climb-in-hold to 5400.

| AWOS-3 | CLARKSBURG APP CON * | UNICOM |
|---|---|---|
| 119.975 | 121.15 284.65 | 122.8 (CTAF) L |




MIRL Rwy 11-29 L
REIL Rwy 29 L

| FAF to MAP 9.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:24 | 6:16 | 4:42 | 3:46 | 3:08 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2820-1¼ 1185 (1200-1¼) | 2820-1½ 1185 (1200-1½) | NA | |
| HEGAT FIX MINIMUMS | | | | |
| CIRCLING | 2260-1 625 (700-1) | | NA | |



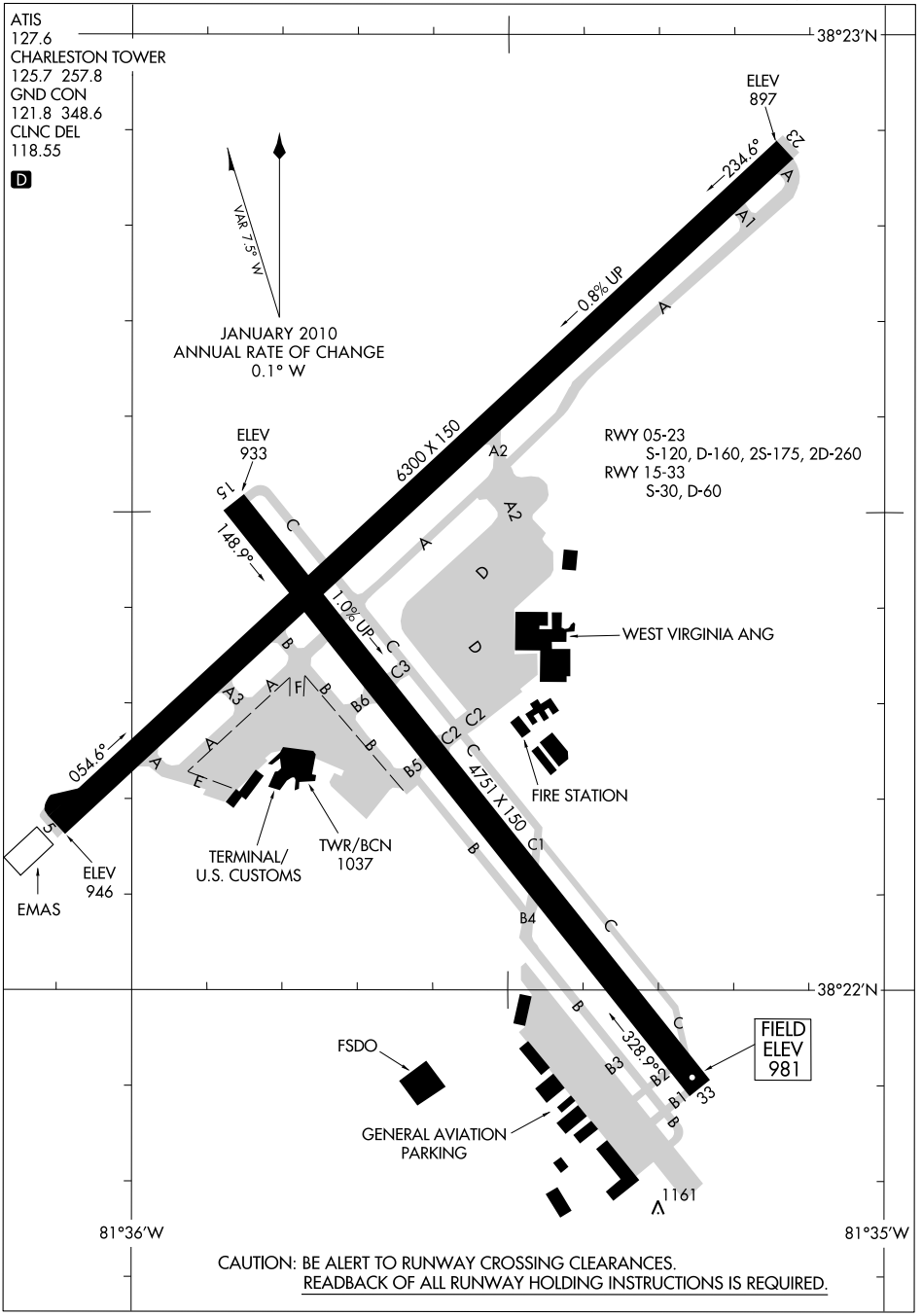
NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-852 (FAA)

CHARLESTON/ YEAGER (CRW)
CHARLESTON, WEST VIRGINIA






CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 26 AUG 2010 to 23 SEP 2010

## BUCKHANNON

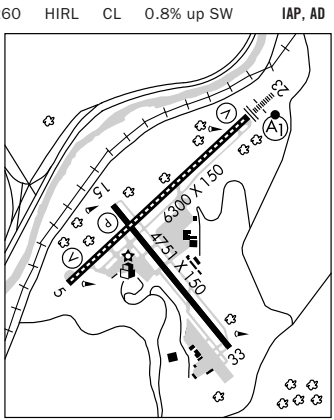
**UPSHUR CO RGNL** (W22) 2 W UTC−5(−4DT) N39°00.03′ W80°16.42′ CINCINNATI
1635 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN L–29C
**RWY 11–29:** H4200X75 (ASPH) S–12.5, D–30 MIRL IAP
**RWY 11:** Trees. **RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 26′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1200–2200Z‡, Sat–Sun 1400–2200Z‡. Self service 100LL. Deer on and invof arpt. ACTIVATE MIRL Rwy 11–29, REIL Rwy 29, PAPI Rwy 29 and twy lgts—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.975 (304) 472–9428.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡).
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡).
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**ELKINS (L) VORTAC** 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 309° 9.7 NM to fld. 2160/7W. **HIWAS.**

**BUSHI** N37°46.93′ W80°28.11′ NOTAM FILE LWB. CINCINNATI
**NDB (MHW/LOM)** 346 LW 042° 5.6 NM to Greenbrier Valley. Unusable beyond 15 NM. L–26J
Unmonitored 0300–1200Z‡.

**CHARLESTON** N38°20.98′ W81°46.19′ NOTAM FILE CRW. CINCINNATI
**(H) VORTAC** 117.4 HVQ Chan 121 083° 8.5 NM to Yeager. 1099/03W. H–10G, 12H, L–26I
VOR unusable 140°–142° byd 20 NM blo 9000′.
**RCO** 122.1R 117.4T (ELKINS RADIO)
**RCO** 122.55 122.2 N38°22.39′ W81°35.59′ (ELKINS RADIO).

## CHARLESTON

**YEAGER** (CRW) 3 E UTC−5(−4DT) N38°22.39′ W81°35.59′ CINCINNATI
981 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B NOTAM FILE CRW H–10G, 12H, L–26I
**RWY 05–23:** H6300X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–260 HIRL CL 0.8% up SW IAP, AD
**RWY 05:** REIL. VASI(V4L)—GA 3.0°TCH 60′. Pole.
**RWY 23:** ALSF1. VASI(V4R)—GA 3.0°TCH 78′. Pole.
**RWY 15–33:** H4751X150 (ASPH) S–30, D–60 MIRL 1.0% up SE
**RWY 15:** PAPI(P4R)—GA 3.78° TCH 45′. Antenna.
**RWY 33:** Tree.
**RUNWAY DECLARED DISTANCE INFORMATION:**
**RWY 05:** TORA–6302 TODA–6302 ASDA–6302 LDA–6302
**RWY 23:** TORA–6302 TODA–6302 ASDA–6302 LDA–6302
**ARRESTING GEAR SYSTEM**
**RWY 23:** EMAS
**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. Rwy 05 VASI not coincident with ILS GS. Rwy 05 VASI unusable 2° right of course. Ldg fee not applicable to based acft. Flight Notification Service (ADCUS) available. Rwy 05 touchdown RVR avbl.
**WEATHER DATA SOURCES:** ASOS (304) 346–4797. LLWAS.
**COMMUNICATIONS: ATIS** 127.6 **UNICOM** 122.95
**CHARLESTON RCO** 122.55 122.2 (ELKINS RADIO)
Ⓡ **CHARLESTON APP/DEP CON** 119.2 (SOUTH) 124.1 (NORTH) 128.5
**CHARLESTON TOWER** 125.7 **GND CON** 121.8 **CLNC DEL** 118.55
**AIRSPACE: CLASS C** svc continuous ctc **APP CON**
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.
**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 083° 8.5 NM to fld. 1099/03W.
**ILS/DME** 110.3 I–CRW Chan 40 Rwy 23.
**ILS/DME** 110.3 I–HCV Chan 40 Rwy 05.



| LOC/DME I-HCV | APP CRS | Rwy Idg | 6302 |
|---|---|---|---|
| 110.3 | 052° | TDZE | 947 |
| Chan 40 | | Apt Elev | 981 |

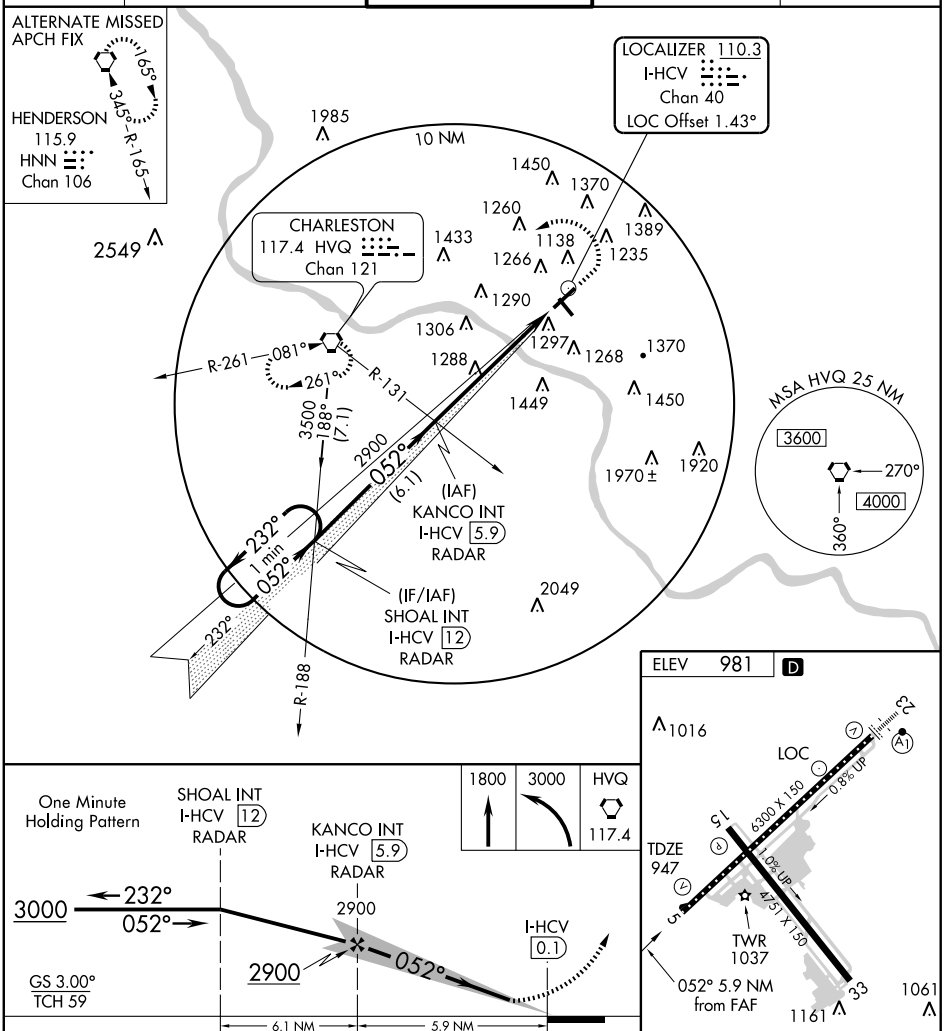
# ILS or LOC RWY 5

CHARLESTON / YEAGER (CRW)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct HVQ VORTAC and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 124.1 269.125 | 125.7 257.8 | 121.8 348.6 | 118.55 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1412-1½ 465 (500-1½) | | | |
| S-LOC 5 | 1540/50 593 (600-1) | | 1540-1½ 593 (600-1½) | 1540-1¾ 593 (600-1¾) |
| CIRCLING | 1600-1 619 (700-1) | | 1600-1¾ 619 (700-1¾) | 1620-2 639 (700-2) |

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC/DME I-CRW | APP CRS | Rwy Idg | 6302 |
|---|---|---|---|
| 110.3 | 235° | TDZE | 931 |
| Chan 40 | | Apt Elev | 981 |

# ILS or LOC RWY 23

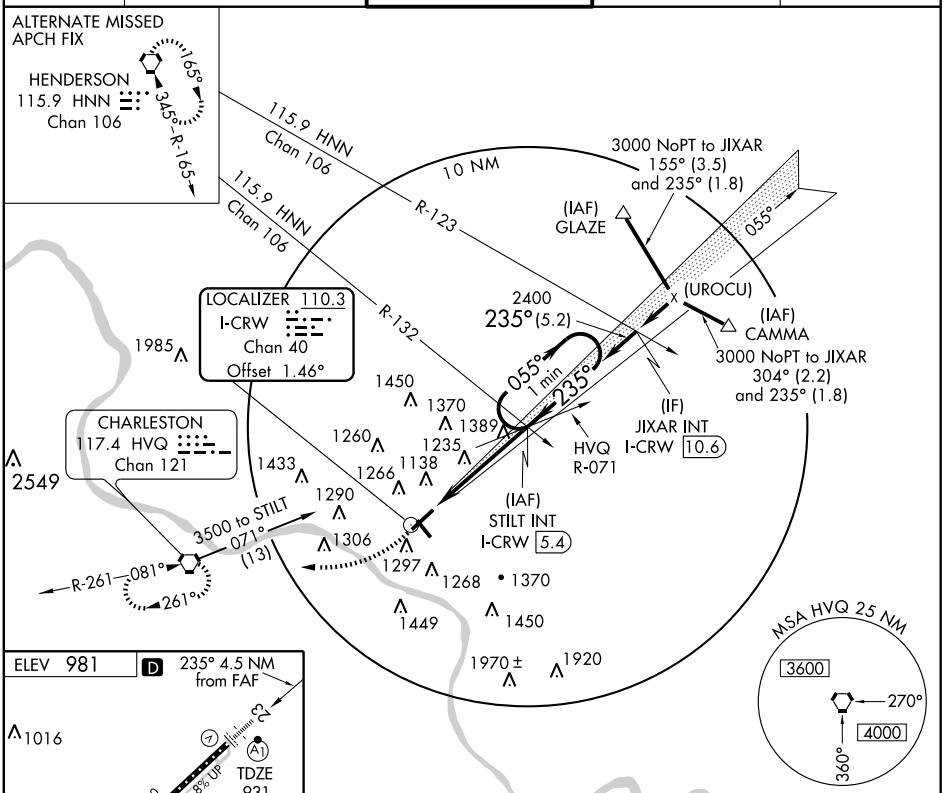
CHARLESTON / YEAGER (CRW)

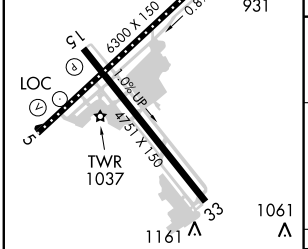
For inoperative ALSF, increase S-ILS 23 all Cats visibility to RVR 5000.

ALSF-1

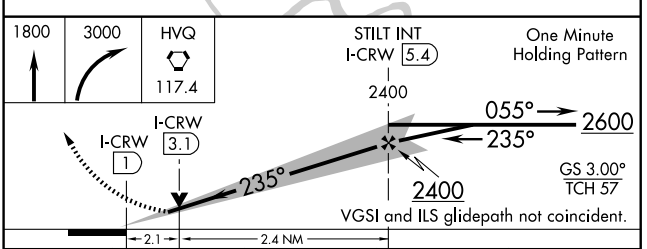
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct HVQ VORTAC and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 124.1 269.125 | 125.7 257.8 | 121.8 348.6 | 118.55 |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1181/24 250 (200-½) | | | |
| S-LOC 23 | 1640/24 709 (700-½) | | 1640-1½ 709 (700-1½) | 1640-1¾ 709 (700-1¾) |
| CIRCLING | 1640-1 659 (700-1) | | 1640-2 659 (700-2) | 1640-2¼ 659 (700-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6302 |
|---|---|---|---|
| CH 87115 | 053° | TDZE | 947 |
| W05A | | Apt Elev | 981 |

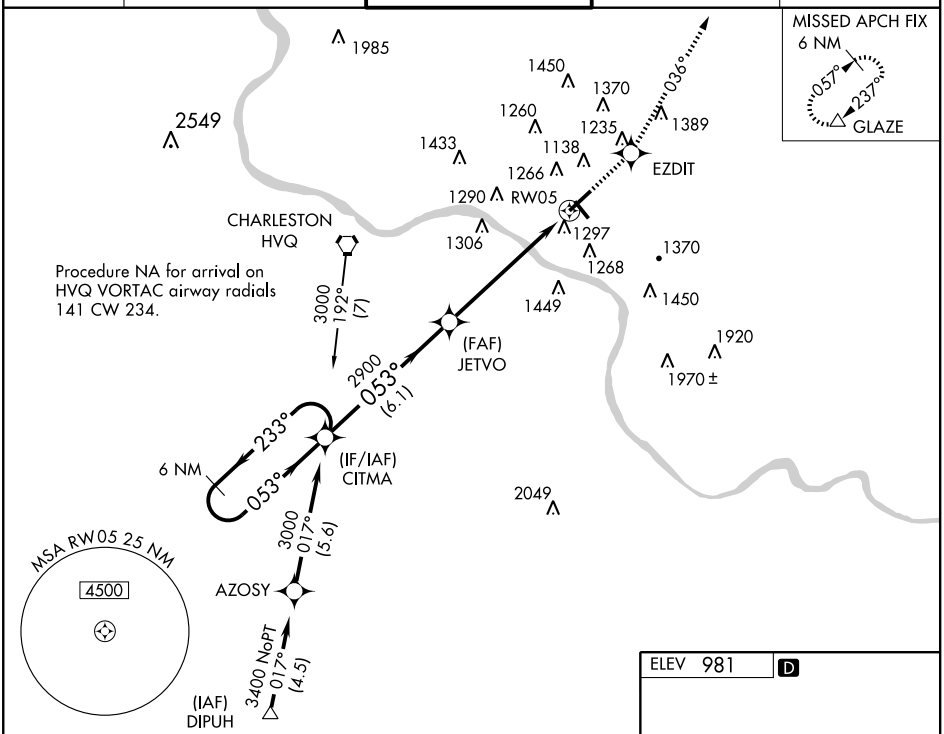
# RNAV (GPS) RWY 5

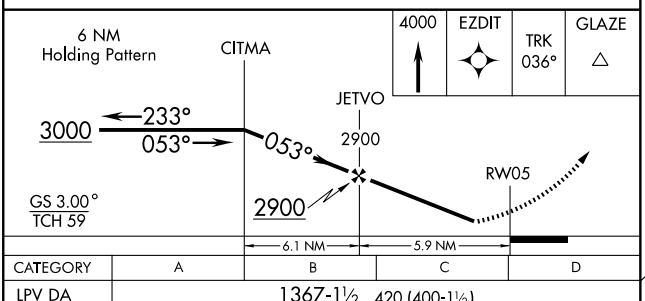
CHARLESTON / YEAGER (CRW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

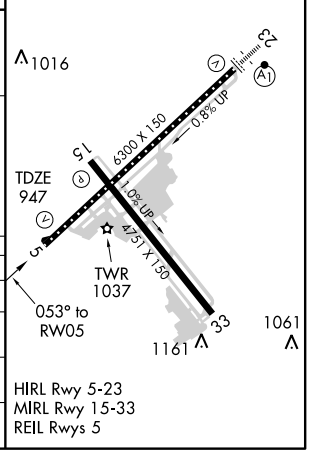
MISSED APPROACH: Climb to 4000 direct EZDIT and via track 036° to GLAZE and hold..

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 124.1 269.125 | 125.7 257.8 | 121.8 348.6 | 118.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1367-1½ 420 (400-1½) | | | |
| LNAV/VNAV DA | 1641-2½ 694 (700-2½) | | | |
| LNAV MDA | 1560/50 613 (600-1) | | 1560-1¾ 613 (600-1¾) | 1560-2 613 (600-2) |
| CIRCLING | 1600-1 619 (700-1) | | 1600-1¾ 619 (700-1¾) | 1620-2 639 (700-2) |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **45616** | **233°** | Rwy Idg | **6302** |
| **W23A** | | TDZE | **931** |
| | | Apt Elev | **981** |

# RNAV (GPS) RWY 23

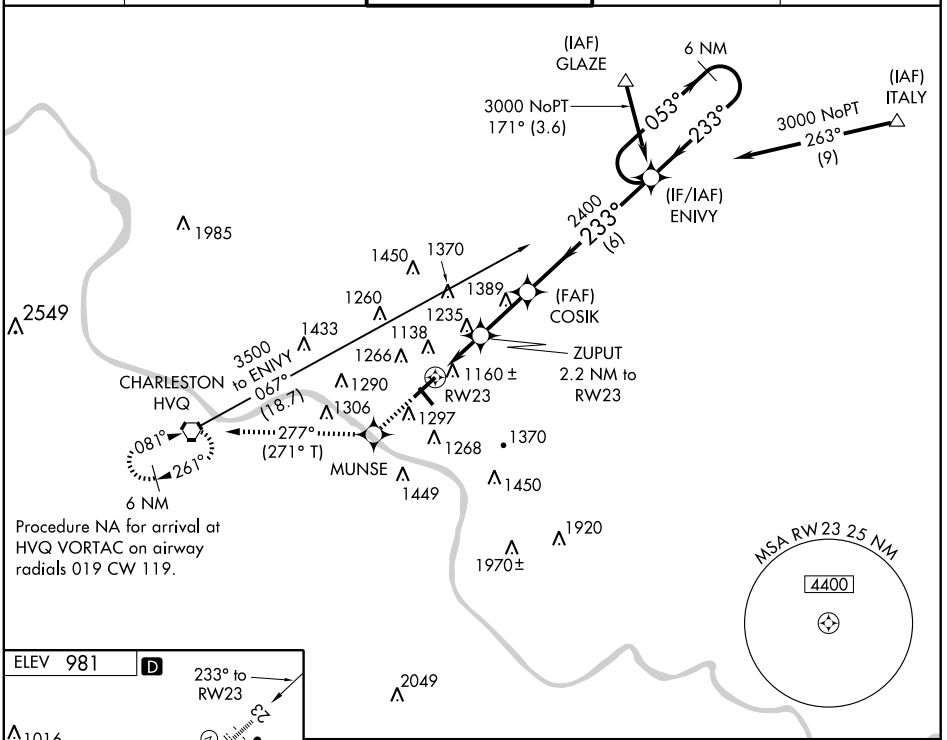
CHARLESTON / YEAGER (CRW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

ALSF-1

MISSED APPROACH: Climb to 3000 direct MUNSE and via track 277° to HVQ VORTAC and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| **127.6** | **124.1 269.125** | **125.7 257.8** | **121.8 348.6** | **118.55** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1131/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1567-1¾ 636 (600-1¾) | | | |
| LNAV MDA | 1500/24 569 (600-½) | | 1500/50 569 (600-1) | 1500/60 569 (600-1¼) |
| CIRCLING | 1600-1 619 (700-1) | | 1600-1¾ 619 (700-1¾) | 1620-2 639 (700-2) |

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

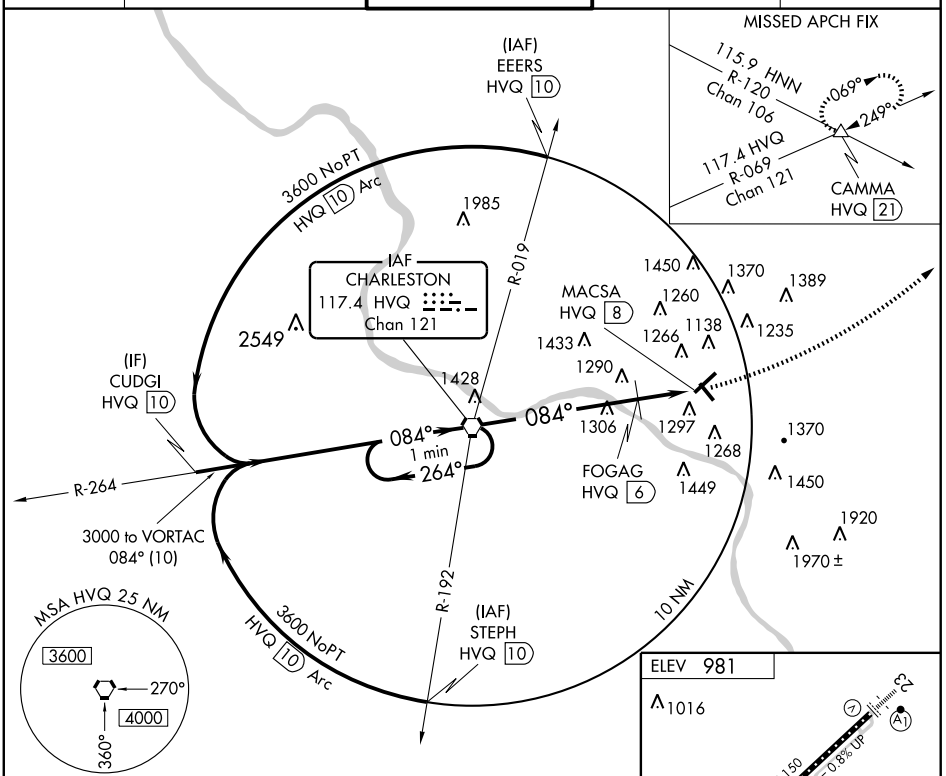
| VORTAC HVQ 117.4 Chan 121 | APP CRS 084° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 981 |
|---|---|---|

# VOR-A

CHARLESTON / YEAGER (CRW)

MISSED APPROACH: Climbing left turn to 3000 via heading 055° and HVQ R-069 to CAMMA Int/ 21 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.6 | 124.1 269.125 | 125.7 257.8 | 121.8 348.6 | 118.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1 739 (800-1) | | 1720-2 739 (800-2) | 1720-2¼ 739 (800-2¼) |
| FOGAG FIX MINIMUMS | | | | |
| CIRCLING | 1600-1 619 (700-1) | | 1600-1¾ 619 (700-1¾) | 1620-2 639 (700-2) |

HIRL Rwy 5-23
MIRL Rwy 15-33
REIL Rwys 5

| FAF to MAP 8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

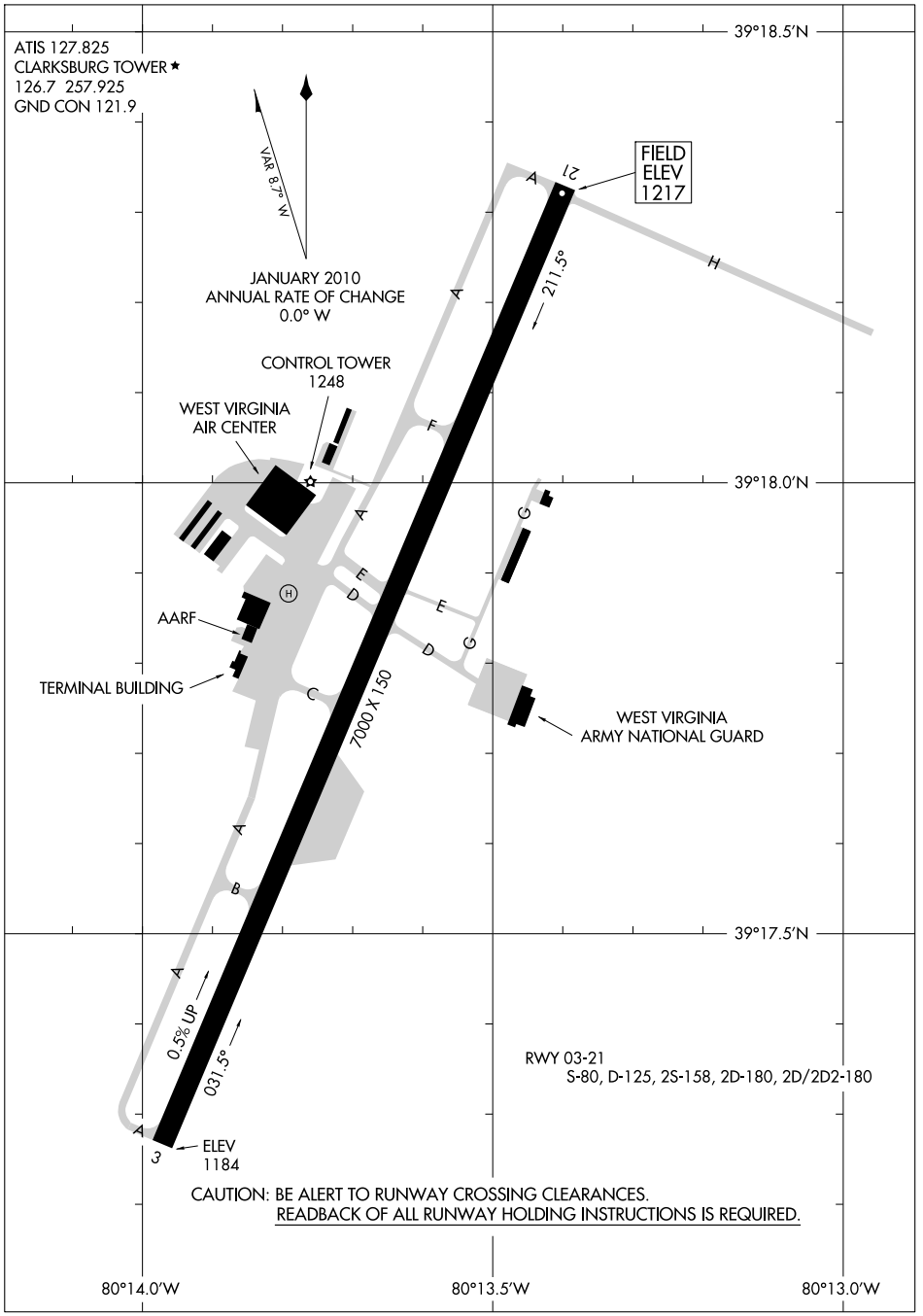


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)
AL-616 (FAA)
CLARKSBURG, WEST VIRGINIA






NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CLARKSBURG, WEST VIRGINIA
CLARKSBURG / NORTH CENTRAL WEST VIRGINIA (CKB)

10210

# CLARKSBURG

## NORTH CENTRAL WEST VIRGINIA (CKB) 1 NE UTC−5(−4DT) N39°17.80′ W80°13.69′

**CINCINNATI**
**H–10H, 12H, L–29C**
**IAP, AD**

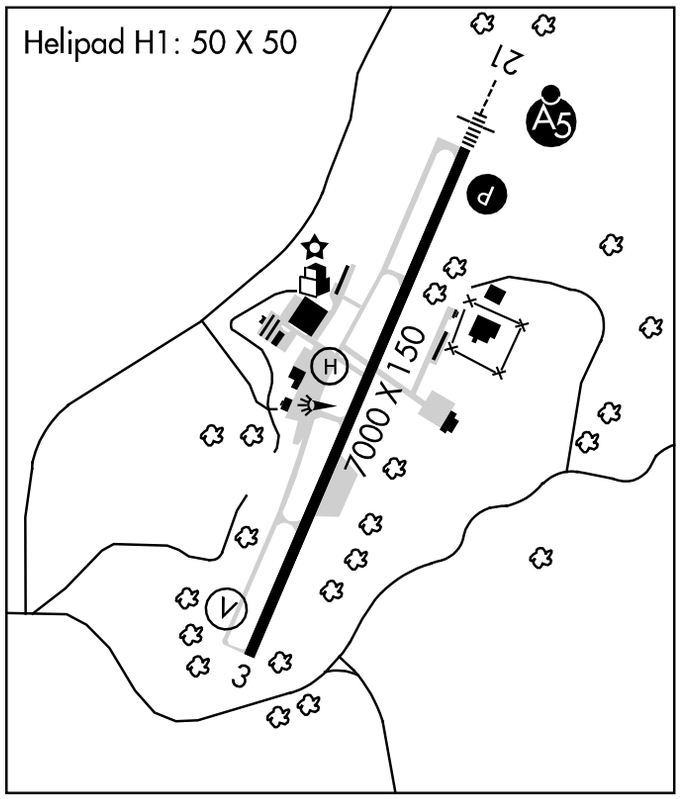
1217 B S4 **FUEL** 80, 100LL, JET A Class I, ARFF Index A. NOTAM FILE CKB

**RWY 03–21:** H7000X150 (ASPH–GRVD) S–80, D–125, 2S–158, 2D–180, 2D/2D2–180
HIRL 0.5% up NE

**RWY 03:** REIL. VASI(V4L)—GA 3.44°TCH 59′. Trees.

**RWY 21:** MALSR PAPI(P4L)—GA 3.0° TCH 45′. Trees.

**AIRPORT REMARKS:** Attended 1000–0400Z‡. Fuel not avbl during hours 0400–1000Z‡. Deer and birds on and invof arpt. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 304–842–3400. Rwy 21 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 03–21 and MALSR Rwy 21 and PAPI Rwy 21—CTAF. Ldg fee for all acft over 6500 lbs.




**WEATHER DATA SOURCES:** ASOS (304) 842–9240. LAWRS.

**COMMUNICATIONS: CTAF** 126.7 **ATIS** 127.825 **UNICOM** 123.0

**CLARKSBURG RCO** 122.1R 112.6T (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (West) 121.15 (East) (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 1200–0400Z‡).

**CLARKSBURG TOWER** 126.7 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡). **GND CON** 121.9

**AIRSPACE: CLASS D** svc Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKB.

**CLARKSBURG (L) VOR/DME** 112.6 CKB Chan 73 N39°15.19′ W80°16.07′ 039° 3.2 NM to fld. 1430/04W.
VOR unusable:
056°–081°
116°–137°
240°–138° blo 9000′

**ILS** 109.3 I–CKB Rwy 21. Class IB. ILS unmonitored when twr clsd.

**HELIPAD H1:** H50X50 (CONC)

**HELIPORT REMARKS:** Helipad H1 located on FBO apron. Helipad H1 sfc condition fair, pavement cracking.

## EASTERN WEST VIRGINIA RGNL (See MARTINSBURG)

## ELKINS N38°54.87′ W80°05.96′ NOTAM FILE EKN.

**CINCINNATI**
**H–10H, 12H, L–29C**

**(L) VORTAC** 114.2 EKN Chan 89 104° 11.4 NM to Elkins–Randolph Co–Jennings Randolph Fld. 2160/07W. **HIWAS.**
DME portion unusable:
273°–039° byd 12 NM blo 6000′ 081°–189° byd 32 NM blo 9000′

**RCO** 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)

| LOC I-CKB | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 109.3 | 211° | TDZE | 1217 |
| | | Apt Elev | 1217 |

# ILS or LOC RWY 21

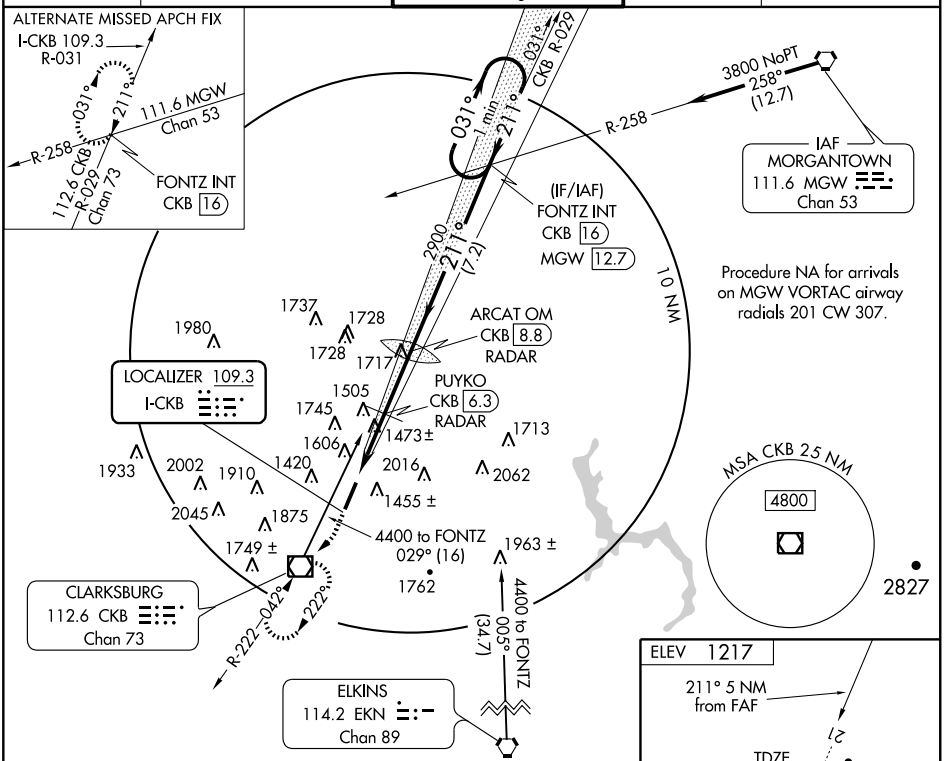
CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

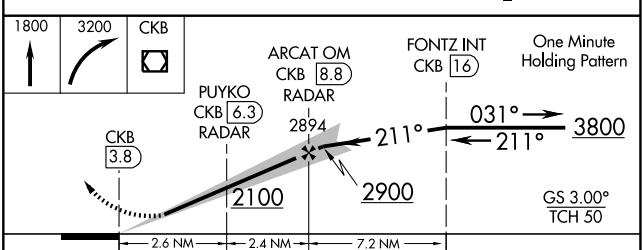
When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, and increase visibility S-LOC 21 Cats C and D and Circling Cats B, C and D ¼ mile. For inoperative MALSR when using Morgantown altimeter setting, increase S-ILS 21 all Cats visibility to RVR 5000. DME or Radar required for LOC only minimums.

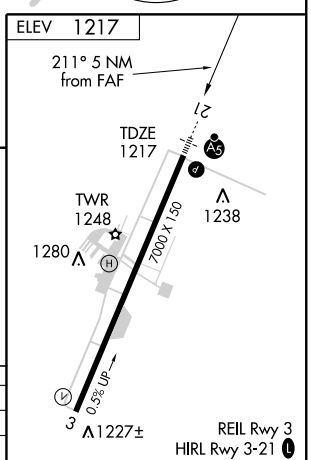
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3200 direct CKB VOR/DME and hold, continue climb-in-hold to 3200.

| ATIS | CLARKSBURG APP CON ★ | CLARKSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.825 | 119.6 284.65 | 126.7 (CTAF) L 257.925 | 121.9 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 1417/24 | | 200 (200-½) | |
| S-LOC 21 | 1740/24 | 523 (600-½) | 1740/50<br>523 (600-1) | 1740/60<br>523 (600-1¼) |
| CIRCLING | 1920-1 | 703 (800-1) | 1920-2<br>703 (800-2) | 2060-2¾<br>843 (900-2¾) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7000 |
|---|---|---|
| 031° | TDZE | 1183 |
| | Apt Elev | 1217 |

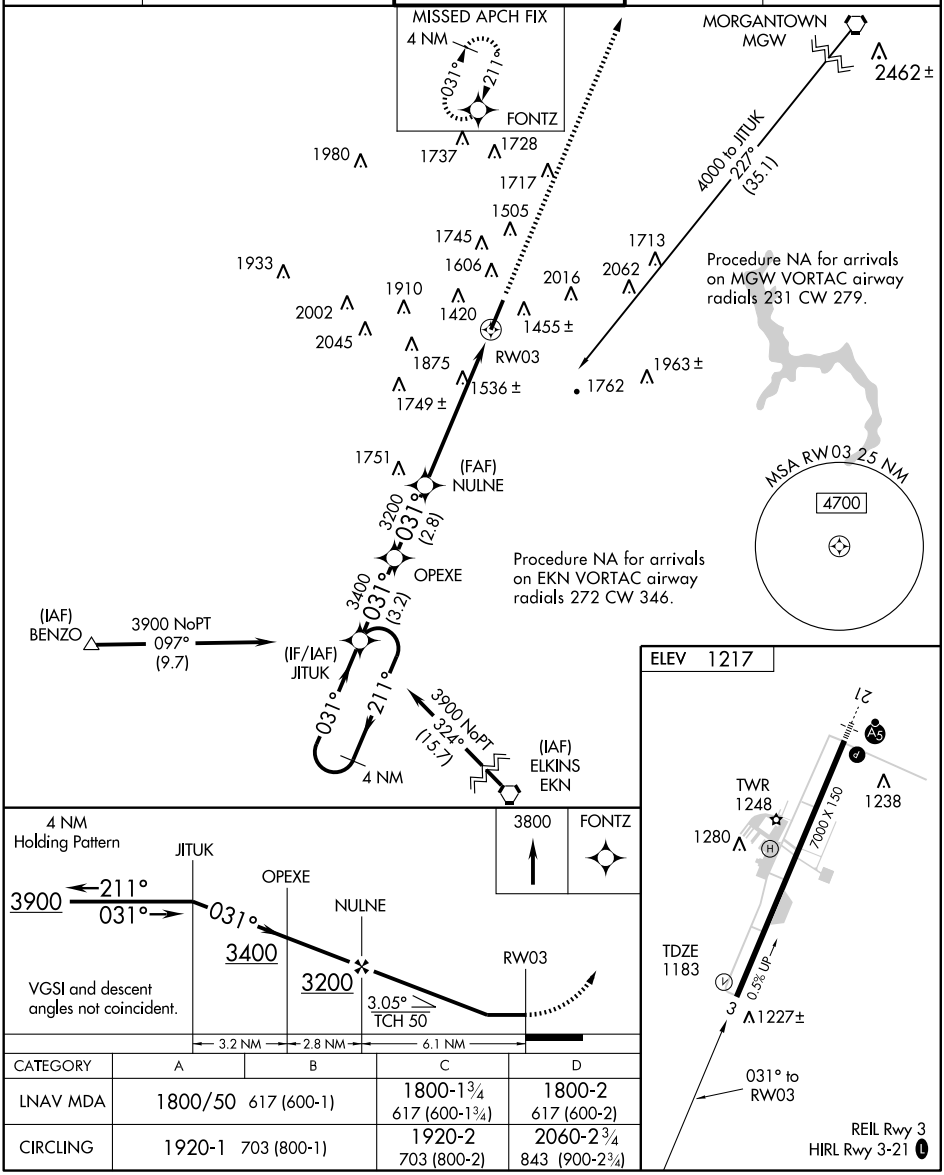
# RNAV (GPS) RWY 3

CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C and D visibility ¼ mile, and Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

| ATIS | CLARKSBURG APP CON★ | CLARKSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.825 | 119.6 284.65 | 126.7 (CTAF) L 257.925 | 121.9 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800/50 617 (600-1) | | 1800-1¾ 617 (600-1¾) | 1800-2 617 (600-2) |
| CIRCLING | 1920-1 703 (800-1) | | 1920-2 703 (800-2) | 2060-2¾ 843 (900-2¾) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| CH 82504 | 211° | TDZE | 1217 |
| W21A | | Apt Elev | 1217 |

# RNAV (GPS) RWY 21

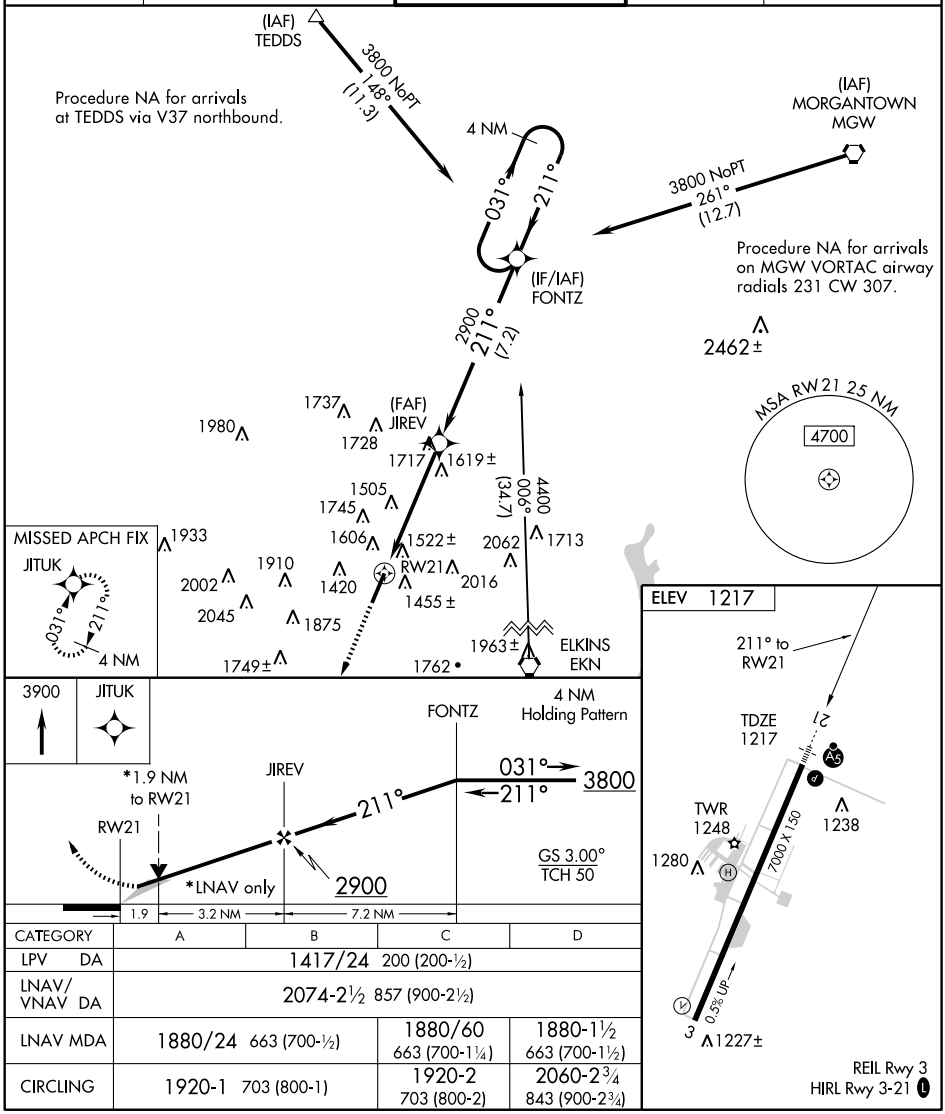
## CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Morgantown altimeter setting. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LNAV Cat B, C and D visibility ½ mile, and Circling Cats B, C and D visibility ¼ mile. When using Morgantown altimeter setting for inoperative MALSR, increase LPV visibility all Cats to RVR 5000. LNAV-VNAV NA when using Morgantown altimeter setting.

MALSR

MISSED APPROACH: Climb to 3900 direct JITUK and hold.

| ATIS | CLARKSBURG APP CON ★ | CLARKSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.825 | 119.6 284.65 | 126.7 (CTAF) L 257.925 | 121.9 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1417/24 200 (200-½) | | | |
| LNAV/ VNAV DA | 2074-2½ 857 (900-2½) | | | |
| LNAV MDA | 1880/24 663 (700-½) | | 1880/60 663 (700-1¼) | 1880-1½ 663 (700-1½) |
| CIRCLING | 1920-1 703 (800-1) | | 1920-2 703 (800-2) | 2060-2¾ 843 (900-2¾) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME CKB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 042° | TDZE | N/A |
| Chan 73 | | Apt Elev | 1217 |

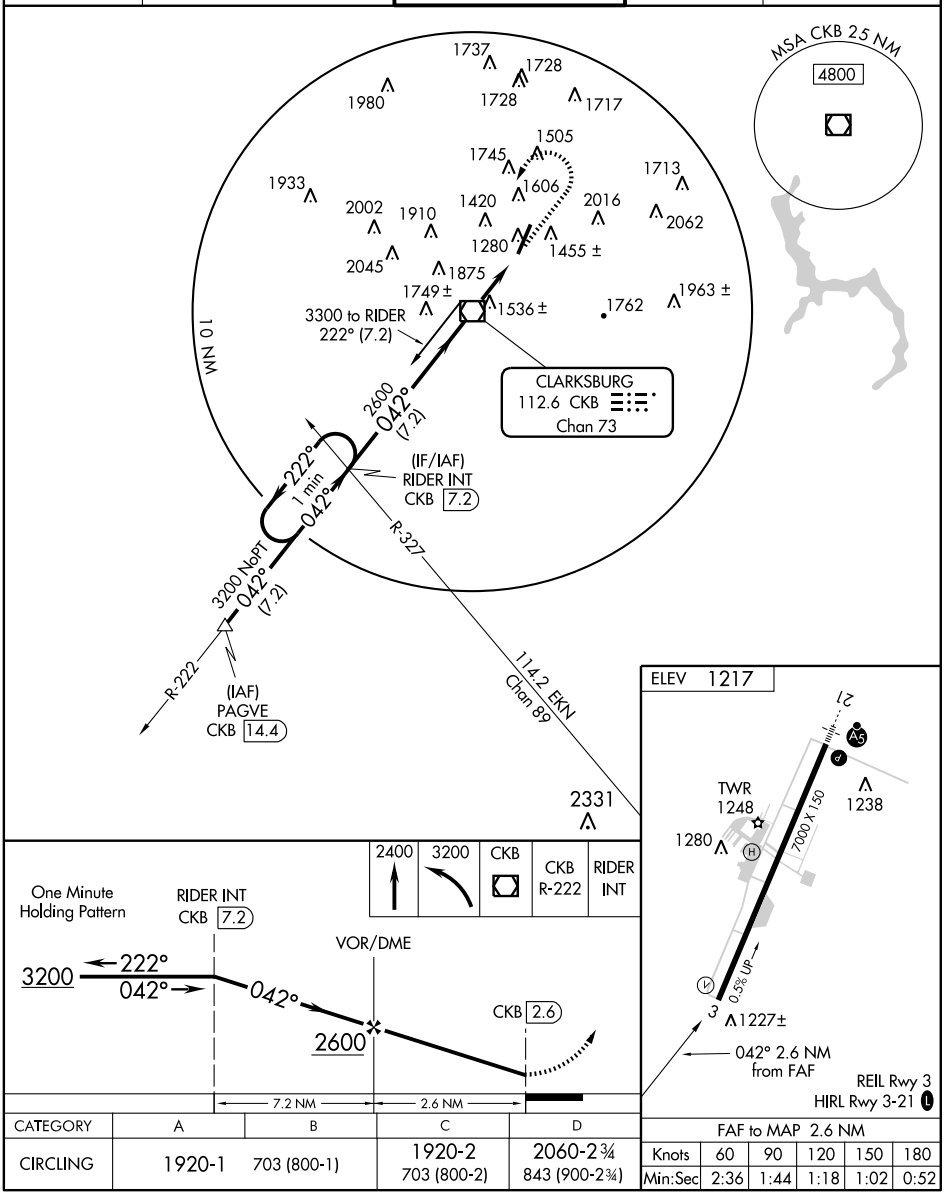
# VOR-A

## CLARKSBURG/ NORTH CENTRAL WEST VIRGINIA (CKB)

When local altimeter setting not received, Use Morgantown altimeter setting and increase all MDA 80 feet, and increase Circling Cats B, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3200 direct CKB VOR/DME and via CKB VOR/ DME R-222 to RIDER INT/CKB 7.2 DME and hold.

| ATIS | CLARKSBURG APP CON★ | CLARKSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.825 | 119.6 284.65 | 126.7 (CTAF) L 257.925 | 121.9 | 123.0 |









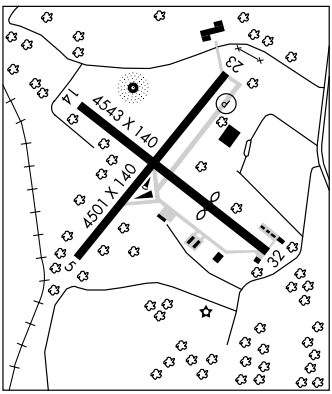

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1920-1 | 703 (800-1) | 1920-2 703 (800-2) | 2060-2¾ 843 (900-2¾) |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD** (EKN) 2 S UTC–5(–4DT) CINCINNATI
N38°53.37′ W79°51.43′ L–29C
1987 B **FUEL** 100LL, JET A TPA—3000(1013) NOTAM FILE EKN IAP
**RWY 14–32:** H4543X140 (ASPH) S–10 1.0% up NW
**RWY 14:** Trees. **RWY 32:** Thld dsplcd 1390′. Trees.
**RWY 05–23:** H4501X140 (ASPH) S–28, D–35, 2D–56 MIRL
0.6% up SW
**RWY 05:** Trees.
**RWY 23:** REIL. PAPI (P2L)—GA 5.0° TCH 45′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. 24 hr self service 100LL. 24 hr self service Jet A. Svc fee after hours. Rwy 14–32 CLOSED dusk–dawn. Deer on and invof arpt. Twr 100 ft AGL 500 ft SW Rwy 32. Depressed drainage inlets on rwys 10 ft inboard from edges 2–12 inches deep Rwys 05–23 and 14–32. Uncontrolled vehicular tfc crosses thld Rwy 32. PAPI Rwy 23 NSTD VGSI. REIL Rwy 23 NSTD omni–directional. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—122.9.
**WEATHER DATA SOURCES:** ASOS 119.275 (304) 636–5603. **HIWAS** 114.2 EKN.
**COMMUNICATIONS: CTAF** 123.6
**RCO** 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
**AIRSPACE: CLASS E** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**(L) VORTAC** 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 104° 11.4 NM to fld. 2160/07W. **HIWAS.**
**RANDOLPH CO NDB (HW)** 284 RQY N38°53.64′ W79°51.57′ at fld.
NDB unusable
018°–084° byd 10 NM 085°–017° byd 15 NM
**LDA/DME** 109.9 I–OUW. LOC unusable byd 6 NM blo 4500′. DME portion unusable byd 6 NM blo 4500′.
**COMM/NAV/WEATHER REMARKS:** Ctc Elkins Radio for airport advisory service on 123.6.




**FAIRMONT MUNI–FRANKMAN FLD** (4G7) 2 SW UTC–5(–4DT) N39°26.89′ W80°10.02′ CINCINNATI
1029 B S4 **FUEL** 100LL NOTAM FILE EKN L–29C
**RWY 05–23:** H2859X75 (ASPH) S–12.5 MIRL 0.7% up SW IAP
**RWY 05:** Thld dsplcd 500′. Ground. **RWY 23:** REIL. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Rwy 05 CLOSED for night landing indef. Radio Towers approximately 300′ AGL—1.9 NM NE and 2.2 NM NW. Rwy 05 has +30′ hill at southwest end. Rwy 23 has 100′ drop–off, northeast end. Few broken rwy and twy lgts. Parallel twy closed indef. Rwy 05–23 NSTD markings numbers smaller than recommended. ACTIVATE MIRL Rwy 05–23, REIL Rwy 23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡) **CLNC DEL** 118.35
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGW.
**MORGANTOWN (L) VORTAC** 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 251° 15.7 NM to fld. 2339/05W

**GRANT CO** (See PETERSBURG)

**GREENBRIER VALLEY** (See LEWISBURG)

**HENDERSON** N38°45.25′ W82°01.57′ NOTAM FILE EKN. CINCINNATI
**(H) VORTAC** 115.9 HNN Chan 106 344° 10.2 NM to Mason Co. 880/03W. H–10G, L–26H
VOR portion unusable:
235°–245° byd 20 NM blo 4500′. 346°–019° byd 10 NM blo 10,000′
306°–319° byd 10 NM blo 4000′
**RCO** 122.1R 115.9T (ELKINS RADIO)

**HERRON** (See NEW CUMBERLAND)

**HUNTINGTON** N38°22.00′ W82°33.48′ CINCINNATI
**RCO** 122.6 122.2 (ELKINS RADIO) H–10G, 12H, L–26H

| LOC/DME I-OUW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.9 | 195° | TDZE | N/A |
| Chan 36 | | Apt Elev | 1987 |

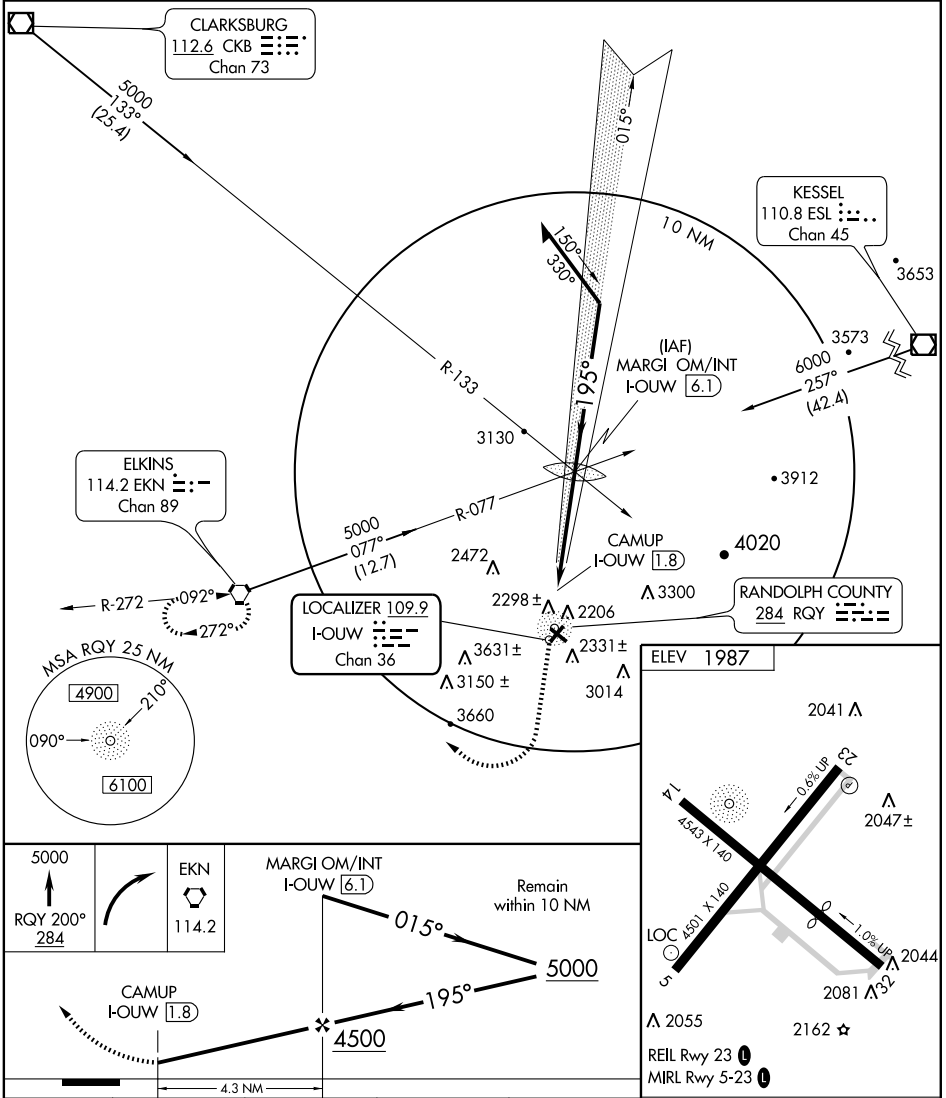
# LDA-C

## ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

▼ Procedure not authorized at night.
▲ ADF required.

MISSED APPROACH: Climb to 5000 via RQY 200° bearing, then right turn direct EKN VORTAC and hold.

| ASOS | CLARKSBURG APP CON ★ | ELKINS RADIO | |
|---|---|---|---|
| 119.275 | 121.15 284.65 | 123.6 (CTAF) | 122.9 L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3100 - 1¼<br>1113 (1200-1¼) | 3100 - 1½<br>1113 (1200-1½) | 3300 - 3<br>1313 (1400-3) | 3420 - 3<br>1433 (1500-3) |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |


NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 331° | TDZE | N/A |
| | Apt Elev | 1987 |

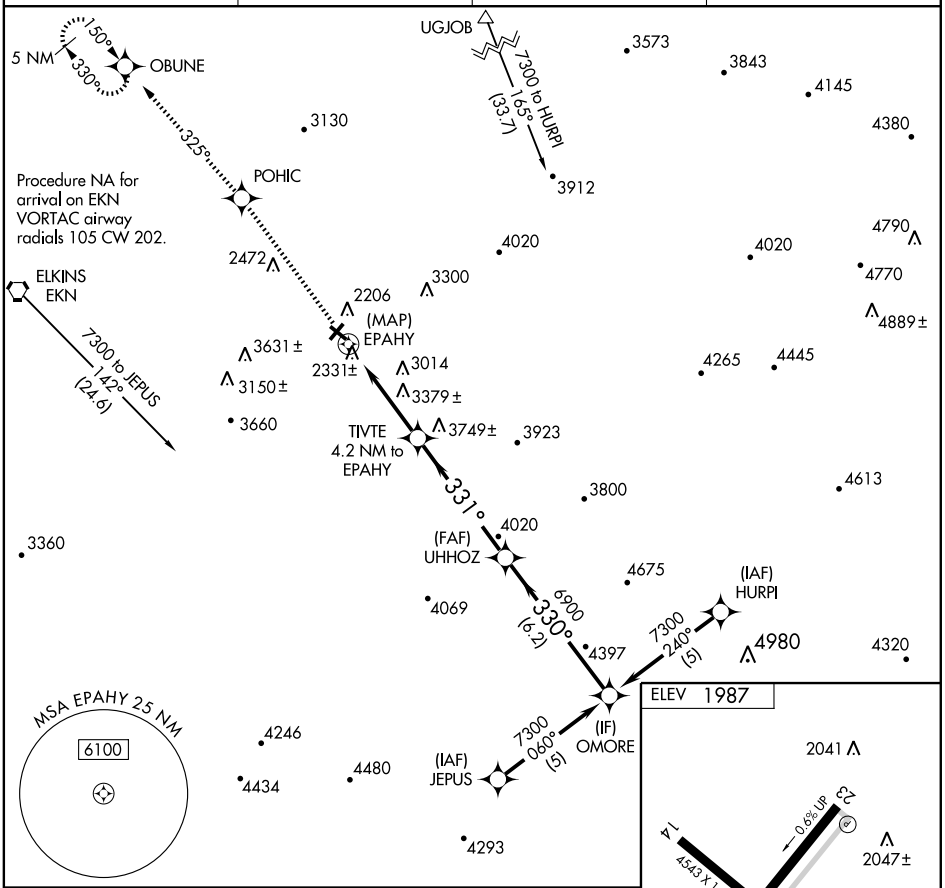
# RNAV (GPS)-A

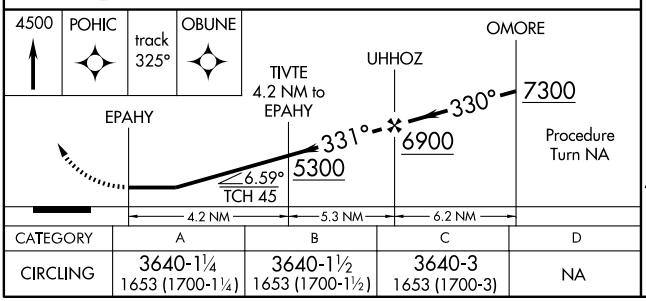
## ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

T DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

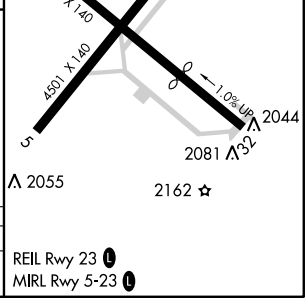
A MISSED APPROACH: Climb to 4500 direct POHIC and via track 325° to OBUNE and hold.

| ASOS | CLARKSBURG APP CON ★ | ELKINS RADIO | |
|---|---|---|---|
| 119.275 | 121.15 284.65 | 123.6 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3640-1¼ 1653 (1700-1¼) | 3640-1½ 1653 (1700-1½) | 3640-3 1653 (1700-3) | NA |




REIL Rwy 23 L
MIRL Rwy 5-23 L




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4501 |
|---|---|---|
| 032° | TDZE | 1973 |
| | Apt Elev | 1987 |

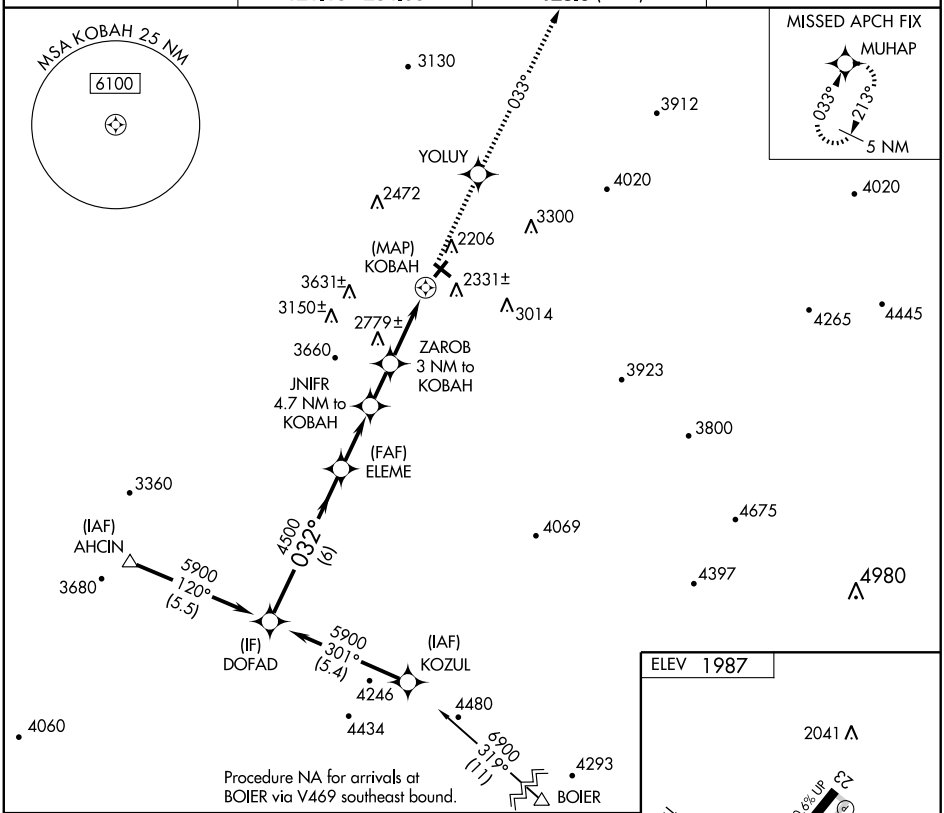
# RNAV (GPS) RWY 5

## ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 ft. *3800 when using Buckhannon altimeter setting.**3460 when using Buckhannon altimeter setting. Straight-in minimums NA when using Buckhannon altimeter setting.

MISSED APPROACH: Climb to 5500 direct YOLUY and via track 033° to MUHAP and hold.

| ASOS | CLARKSBURG APP CON * | ELKINS RADIO | |
|---|---|---|---|
| 119.275 | 121.15 284.65 | 123.6 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3040-1¼ 1067 (1100-1¼) | 3040-1½ 1067 (1100-1½) | 3040-3 1067 (1100-3) | |
| CIRCLING | 3040-1¼ 1053 (1100-1¼) | 3040-1½ 1053 (1100-1½) | 3200-3 1213 (1300-3) | 3320-3 1333 (1400-3) |

REIL Rwy 23 L
MIRL Rwy 5-23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4543 |
|---|---|---|
| 150° | TDZE | 1968 |
| | Apt Elev | 1987 |

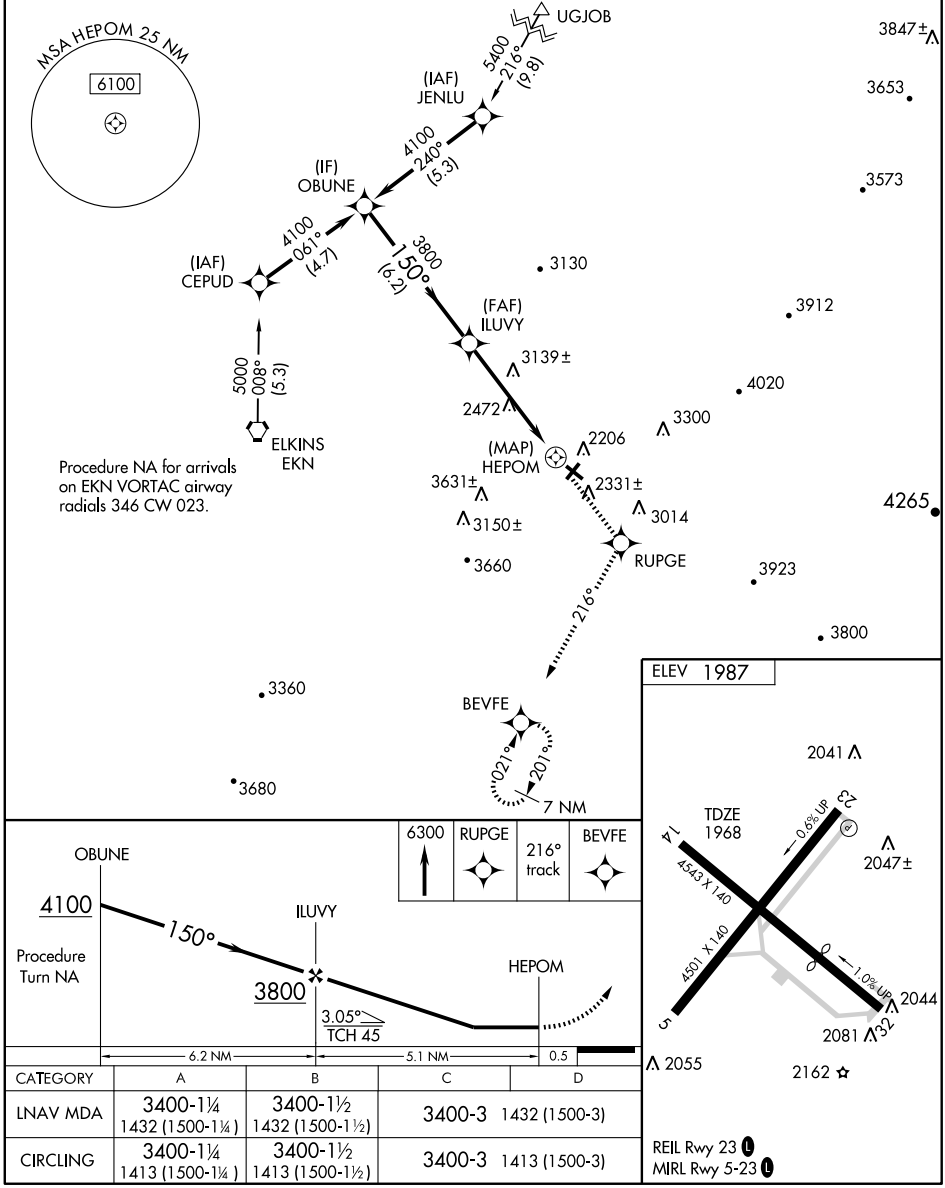
# RNAV (GPS) RWY 14

## ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6300 direct RUPGE and via 216° track to BEVFE and hold, continue climb-in-hold to 6300.

| ASOS | CLARKSBURG APP CON ★ | ELKINS RADIO | |
|---|---|---|---|
| 119.275 | 121.15 284.65 | 123.6 (CTAF) | 122.9 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3400-1¼ 1432 (1500-1¼) | 3400-1½ 1432 (1500-1½) | 3400-3 1432 (1500-3) | |
| CIRCLING | 3400-1¼ 1413 (1500-1¼) | 3400-1½ 1413 (1500-1½) | 3400-3 1413 (1500-3) | |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 4501 |
|---|---|---|
| 211° | TDZE | 1958 |
| | Apt Elev | 1987 |

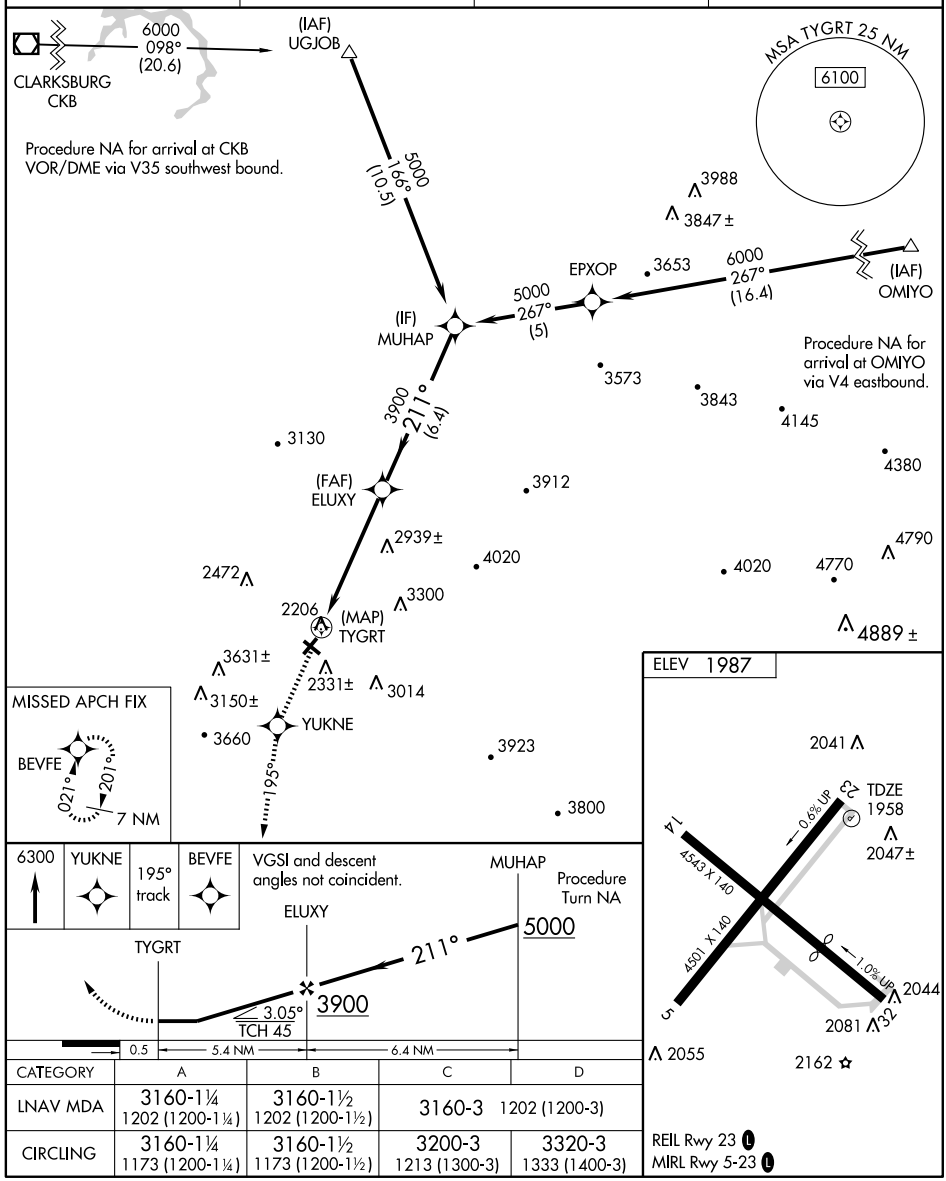
# RNAV (GPS) RWY 23

## ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FIELD (EKN)

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct YUKNE and via 195° track to BEVFE and hold, continue climb-in-hold to 6300.

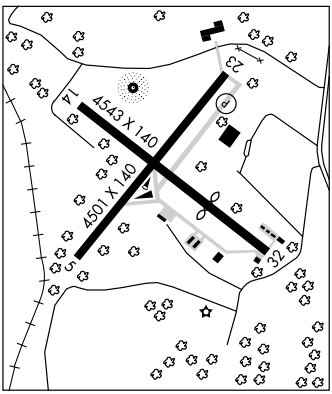
| ASOS | CLARKSBURG APP CON ★ | ELKINS RADIO | |
|---|---|---|---|
| 119.275 | 121.15 284.65 | 123.6 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3160-1¼ 1202 (1200-1¼) | 3160-1½ 1202 (1200-1½) | 3160-3 1202 (1200-3) | |
| CIRCLING | 3160-1¼ 1173 (1200-1¼) | 3160-1½ 1173 (1200-1½) | 3200-3 1213 (1300-3) | 3320-3 1333 (1400-3) |


NE-4, 26 AUG 2010 to 23 SEP 2010

**ELKINS–RANDOLPH CO–JENNINGS RANDOLPH FLD** (EKN) 2 S UTC–5(–4DT) CINCINNATI
N38°53.37′ W79°51.43′ L–29C
1987 B **FUEL** 100LL, JET A TPA—3000(1013) NOTAM FILE EKN IAP
**RWY 14–32:** H4543X140 (ASPH) S–10 1.0% up NW
**RWY 14:** Trees. **RWY 32:** Thld dsplcd 1390′. Trees.
**RWY 05–23:** H4501X140 (ASPH) S–28, D–35, 2D–56 MIRL
0.6% up SW
**RWY 05:** Trees.
**RWY 23:** REIL. PAPI (P2L)—GA 5.0° TCH 45′. Trees.
**AIRPORT REMARKS:** Attended 1330–2200Z‡. 24 hr self service 100LL. 24 hr self service Jet A. Svc fee after hours. Rwy 14–32 CLOSED dusk–dawn. Deer on and invof arpt. Twr 100 ft AGL 500 ft SW Rwy 32. Depressed drainage inlets on rwys 10 ft inboard from edges 2–12 inches deep Rwys 05–23 and 14–32. Uncontrolled vehicular tfc crosses thld Rwy 32. PAPI Rwy 23 NSTD VGSI. REIL Rwy 23 NSTD omni–directional. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—122.9.
**WEATHER DATA SOURCES:** ASOS 119.275 (304) 636–5603. **HIWAS** 114.2 EKN.
**COMMUNICATIONS: CTAF** 123.6
**RCO** 123.6 122.45 122.2 122.1R 114.2T (ELKINS RADIO)
Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)
Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
**AIRSPACE: CLASS E** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**(L) VORTAC** 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 104° 11.4 NM to fld. 2160/07W. **HIWAS.**
**RANDOLPH CO NDB (HW)** 284 RQY N38°53.64′ W79°51.57′ at fld.
NDB unusable
018°–084° byd 10 NM 085°–017° byd 15 NM
**LDA/DME** 109.9 I–OUW. LOC unusable byd 6 NM blo 4500′. DME portion unusable byd 6 NM blo 4500′.
**COMM/NAV/WEATHER REMARKS:** Ctc Elkins Radio for airport advisory service on 123.6.




**FAIRMONT MUNI–FRANKMAN FLD** (4G7) 2 SW UTC–5(–4DT) N39°26.89′ W80°10.02′ CINCINNATI
1029 B S4 **FUEL** 100LL NOTAM FILE EKN L–29C
**RWY 05–23:** H2859X75 (ASPH) S–12.5 MIRL 0.7% up SW IAP
**RWY 05:** Thld dsplcd 500′. Ground. **RWY 23:** REIL. Trees.
**AIRPORT REMARKS:** Attended Apr–Oct 1300Z‡–dusk, Nov–Mar 1400–2200Z‡. Deer on and in vicinity of arpt. Rwy 05 CLOSED for night landing indef. Radio Towers approximately 300′ AGL—1.9 NM NE and 2.2 NM NW. Rwy 05 has +30′ hill at southwest end. Rwy 23 has 100′ drop–off, northeast end. Few broken rwy and twy lgts. Parallel twy closed indef. Rwy 05–23 NSTD markings numbers smaller than recommended. ACTIVATE MIRL Rwy 05–23, REIL Rwy 23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CLARKSBURG APP/DEP CON** 119.6 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡) **CLNC DEL** 118.35
Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGW.
**MORGANTOWN (L) VORTAC** 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 251° 15.7 NM to fld. 2339/05W

**GRANT CO** (See PETERSBURG)

**GREENBRIER VALLEY** (See LEWISBURG)

**HENDERSON** N38°45.25′ W82°01.57′ NOTAM FILE EKN. CINCINNATI
**(H) VORTAC** 115.9 HNN Chan 106 344° 10.2 NM to Mason Co. 880/03W. H–10G, L–26H
VOR portion unusable:
235°–245° byd 20 NM blo 4500′. 346°–019° byd 10 NM blo 10,000′
306°–319° byd 10 NM blo 4000′
**RCO** 122.1R 115.9T (ELKINS RADIO)

**HERRON** (See NEW CUMBERLAND)

**HUNTINGTON** N38°22.00′ W82°33.48′ CINCINNATI
**RCO** 122.6 122.2 (ELKINS RADIO) H–10G, 12H, L–26H

# RNAV (GPS) RWY 23

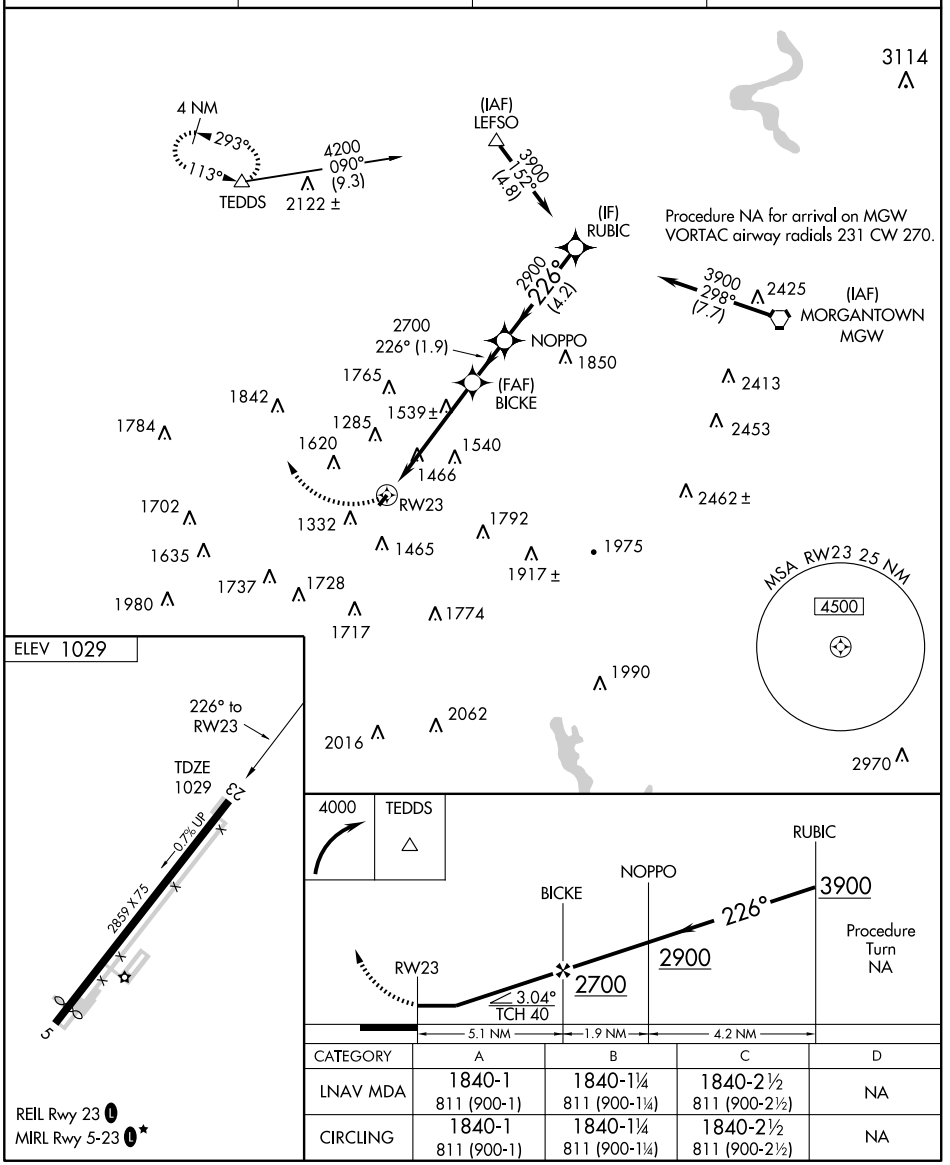
## FAIRMONT MUNI-FRANKMAN FIELD (4G7)

| APP CRS | Rwy Idg | 2859 |
|---|---|---|
| 226° | TDZE | 1029 |
| | Apt Elev | 1029 |

T NA — Circling to Rwy 5 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Clarksburg altimeter setting; when not received, use Morgantown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 4000 direct TEDDS and hold.

| CLARKSBURG ASOS | CLARKSBURG APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.825 | 119.6 284.65 | 118.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1840-1 811 (900-1) | 1840-1¼ 811 (900-1¼) | 1840-2½ 811 (900-2½) | NA |
| CIRCLING | 1840-1 811 (900-1) | 1840-1¼ 811 (900-1¼) | 1840-2½ 811 (900-2½) | NA |

REIL Rwy 23 L
MIRL Rwy 5-23 L★



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC MGW 111.6 Chan 53 | APP CRS 251° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1029 |
|---|---|---|

# VOR/DME-A

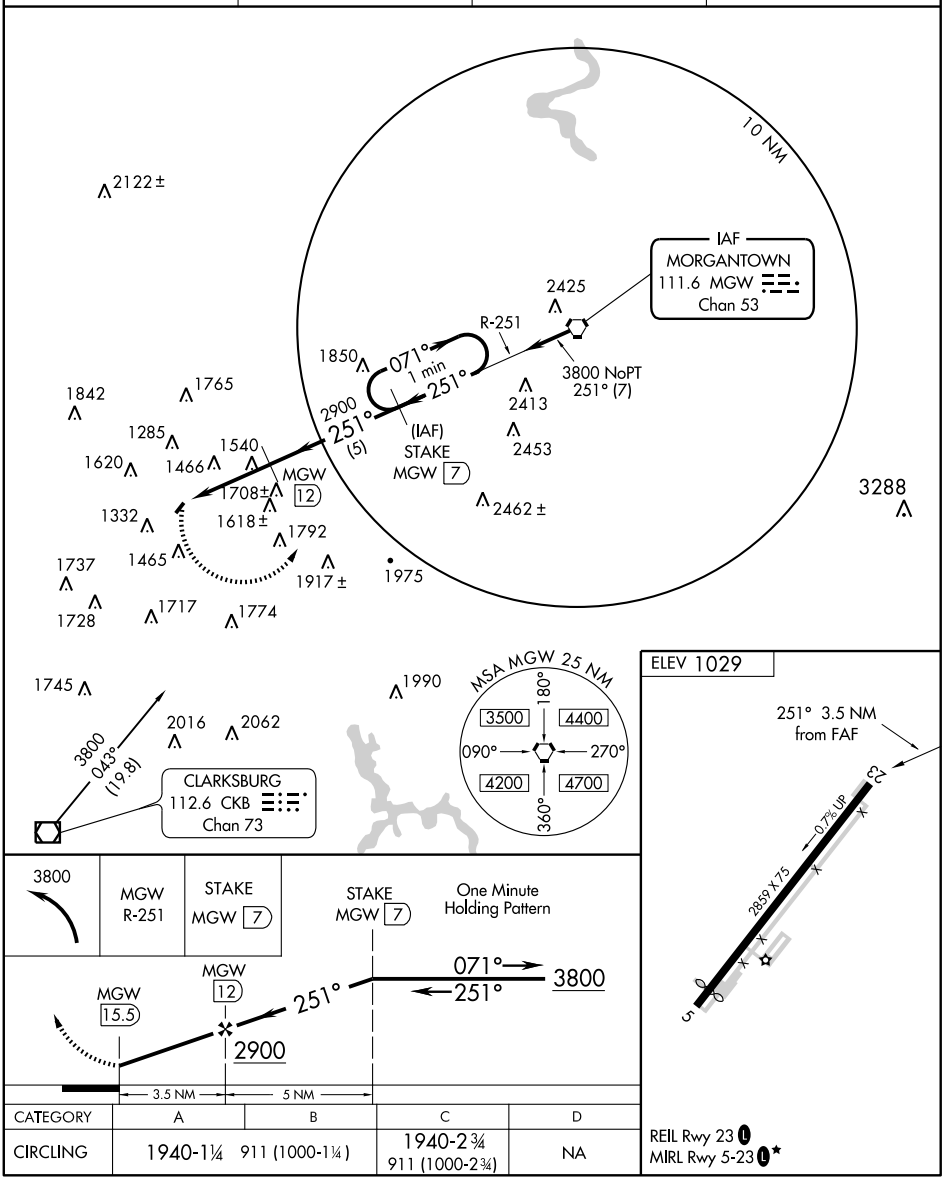
## FAIRMONT MUNI-FRANKMAN FIELD (4G7)

NA

Use Morgantown altimeter setting.
Circling not authorized at night to Rwy 5.

MISSED APPROACH: Climbing left turn to 3800 via MGW R-251 to STAKE/MGW 7 DME and hold.

| MORGANTOWN ASOS | CLARKSBURG APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.675 | 119.6 284.65 | 118.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1¼ 911 (1000-1¼) | | 1940-2¾ 911 (1000-2¾) | NA |

REIL Rwy 23 L
MIRL Rwy 5-23 L ★

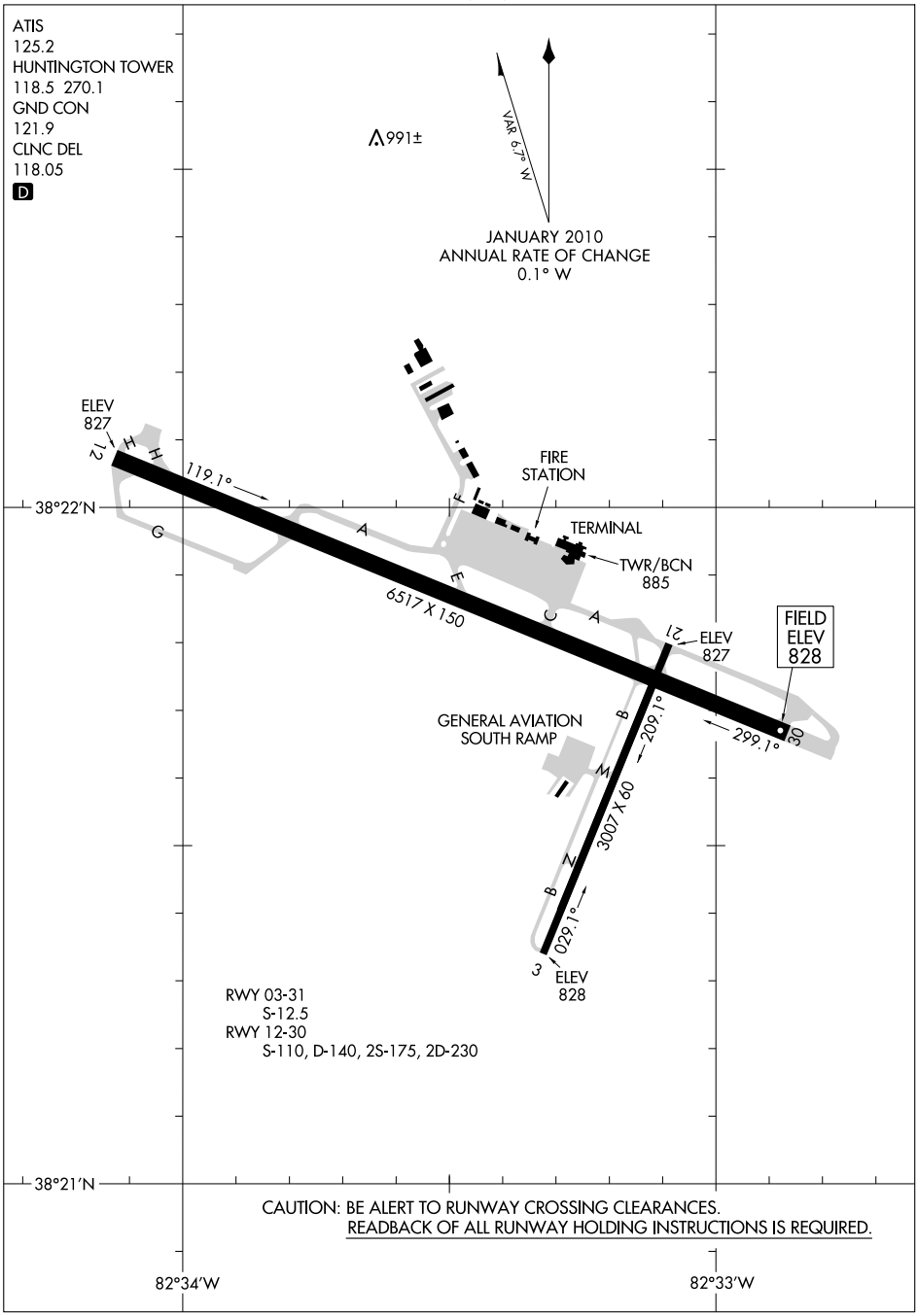


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

HUNTINGTON/ TRI-STATE/MILTON J. FERGUSON FIELD (HTS)
AL-532 (FAA)
HUNTINGTON, WEST VIRGINIA






NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

HUNTINGTON, WEST VIRGINIA
HUNTINGTON/ TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

10210

## HUNTINGTON

**ROBERT NEWLON FLD** (I41) 6 NE UTC−5(−4DT) N38°27.42′ W82°18.83′ **CINCINNATI**

550 NOTAM FILE EKN

**RWY 02–20:** 2300X75 (TURF)

**RWY 02:** Tree. **RWY 20:** Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Rwy 02–20 CLOSED ngt. Emergency phone located at campground adjacent to arpt.

**COMMUNICATIONS: CTAF** 122.9

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**TRI–STATE/MILTON J. FERGUSON FLD** (HTS) 3 S UTC−5(−4DT) N38°22.00′ W82°33.48′ **CINCINNATI**

828 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index B **H–10G, 12H, L–26H**

NOTAM FILE HTS **IAP, AD**

**RWY 12–30:** H6517X150 (ASPH–GRVD) S–110, D–140, 2S–175, 2D–230 HIRL

**RWY 12:** MALSR. PAPI(P4L)—GA 3°TCH 51′. Trees.

**RWY 30:** REIL. PAPI(P4L)—GA 3°TCH 47′.

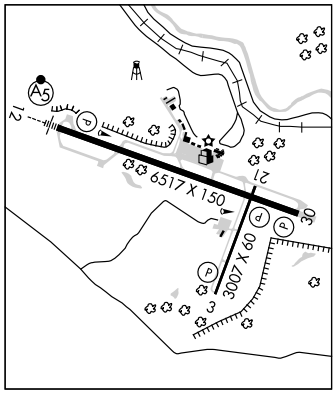
**RWY 03–21:** H3007X60 (ASPH) S–12.5 MIRL

**RWY 03:** PAPI(P2L)—GA 4°TCH 26′. Trees.

**RWY 21:** PAPI(P2L)—GA 4°TCH 33′. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION:**

| | | | | |
|---|---|---|---|---|
| **RWY 03:** | TORA–3007 | TODA–3007 | ASDA–3007 | LDA–3007 |
| **RWY 12:** | TORA–6517 | TODA–6517 | ASDA–6517 | LDA–6517 |
| **RWY 21:** | TORA–3007 | TODA–3007 | ASDA–3007 | LDA–3007 |
| **RWY 30:** | TORA–6517 | TODA–6517 | ASDA–6517 | LDA–6517 |




**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. Rwy 03–21 CLOSED to air carrier ops. Pilots report possibility of mistaking fuel burning stack located approximately 2 miles west Rwy 12 for apch lighting sequenced flashing lights. Rwy 12 obstruction twr located 5100′ west and 600′ north end rwy. Rwy 03–21 numerous longitudinal cracks in pavement. Twy A between Twy C and AER 30 restricted to acft with wingspan of 108′ or less; Twy G restricted to acft with wingspan of 142′ or less. General aviation apron numerous cracks, spalling and joint deterioration. Rwy 12 touchdown RVR avbl. Ldg fee for acft unless fuel purchased. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (304) 453–3408.

**COMMUNICATIONS: ATIS** 125.2 **UNICOM** 122.95

**HUNTINGTON RCO** 122.6 122.2 (ELKINS RADIO)

Ⓡ **HUNTINGTON APP/DEP CON** 119.75 (South) 128.4 (North)

**HUNTINGTON TOWER** 118.5 **GND CON** 121.9

**CLNC DEL** 118.05

**AIRSPACE: TRSA** svc ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LOU.

**NEWCOMBE (L) VORTAC** 110.4 ECB Chan 41 N38°09.50′ W82°54.60′ 055°20.9 NM to fld. 1070/02W.

**ILS** 109.9 I–HTS Rwy 12. Class IC. LOC course 191° right of centerline at 1 NM.

**ILS** 108.7 I–TUU Rwy 30. Class IB.

**ASR**

| LOC I-HTS | APP CRS | Rwy Idg | 6517 |
|---|---|---|---|
| 109.9 | 118° | TDZE | 828 |
| | | Apt Elev | 828 |

# ILS or LOC RWY 12

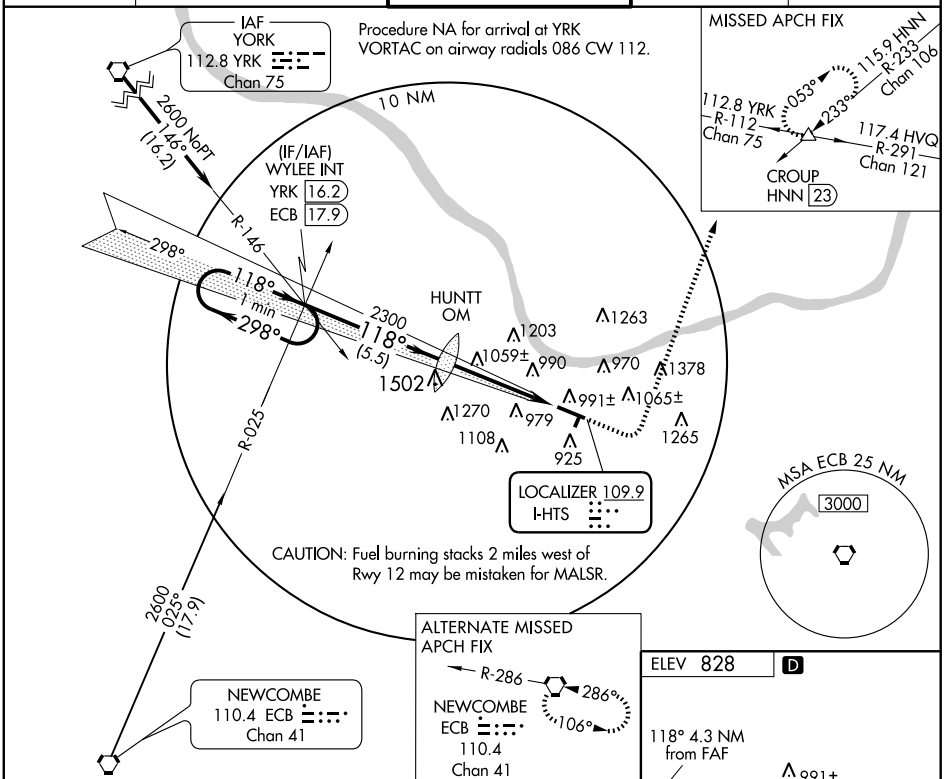
## HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ASR: When VGSI Inop, Circling Rwy 3 NA at night. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

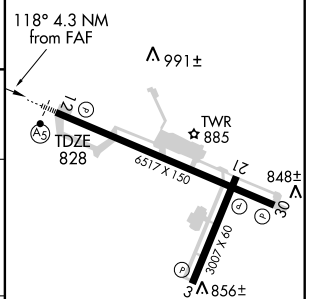
MALSR

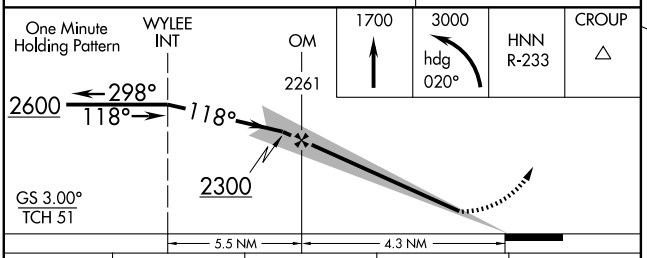
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 020° and HNN VORTAC R-233 to CROUP INT/HNN 23 DME and hold.

| ATIS | HUNTINGTON APP CON | HUNTINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.2 | 119.75 270.1 | 118.5 270.1 | 121.9 | 118.05 |




ELEV 828 D




REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | *1028/24 | | 200 (200-½) | |
| S-LOC 12 | 1320/24 | 492 (500-½) | 1320/40 492 (500-¾) | 1320/50 492 (500-1) |
| CIRCLING | 1340-1 | 512 (600-1) | 1340-1½ 512 (600-1½) | 1420-2 592 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |


NE-4, 26 AUG 2010 to 23 SEP 2010

| LOC I-TUU | APP CRS | Rwy Idg | 6517 |
|---|---|---|---|
| 108.7 | 298° | TDZE | 828 |
| | | Apt Elev | 828 |

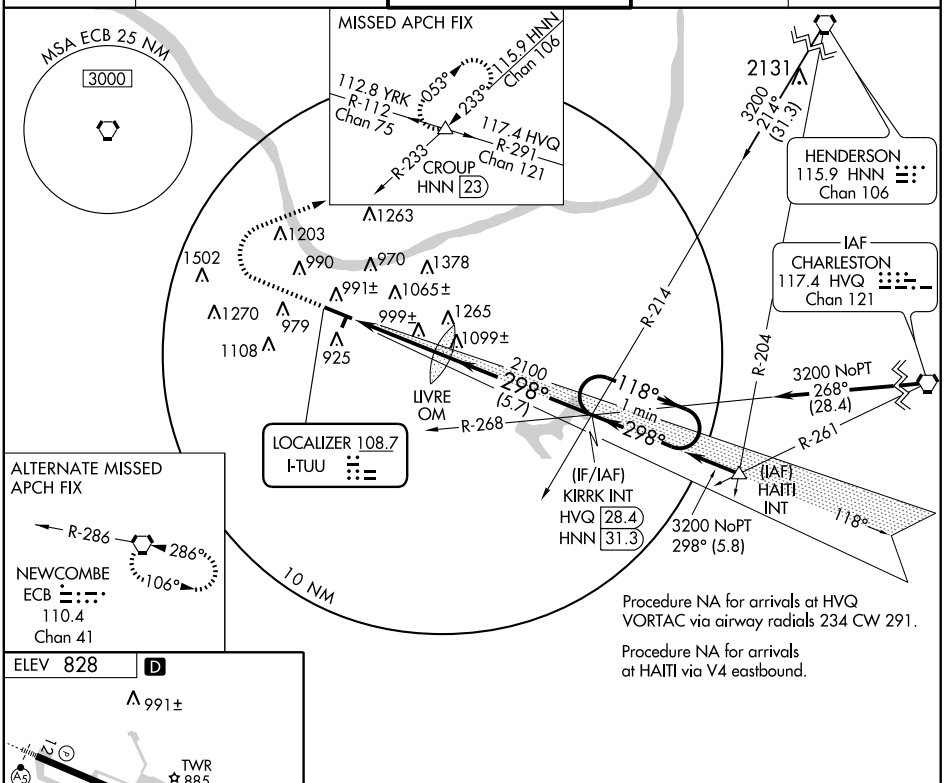
# ILS or LOC RWY 30

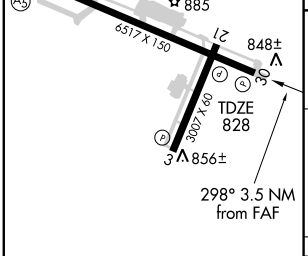
HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

ASR — When VGSI inop, Circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via heading 075° and HNN VORTAC R-233 to CROUP INT/HNN 23 DME and hold.

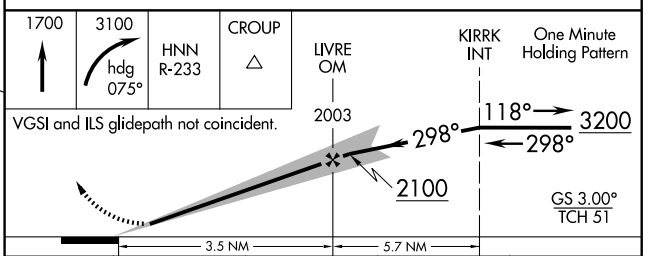
| ATIS | HUNTINGTON APP CON | HUNTINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.2 | 119.75 270.1 | 118.5 270.1 | 121.9 | 118.05 |




REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 1028-¾ 200 (200-¾) | | | |
| S-LOC 30 | 1260-1 432 (500-1) | | 1260-1¼ 432 (500-1¼) | 1260-1½ 432 (500-1½) |
| CIRCLING | 1340-1 512 (600-1) | | 1340-1½ 512 (600-1½) | 1420-2 592 (600-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6517 |
|---|---|---|---|
| CH 45699 | 118° | TDZE | 828 |
| W12A | | Apt Elev | 828 |

# RNAV (GPS) RWY 12

## HUNTINGTON / TRI-STATE/MILTON J. FERGUSON FIELD (HTS)

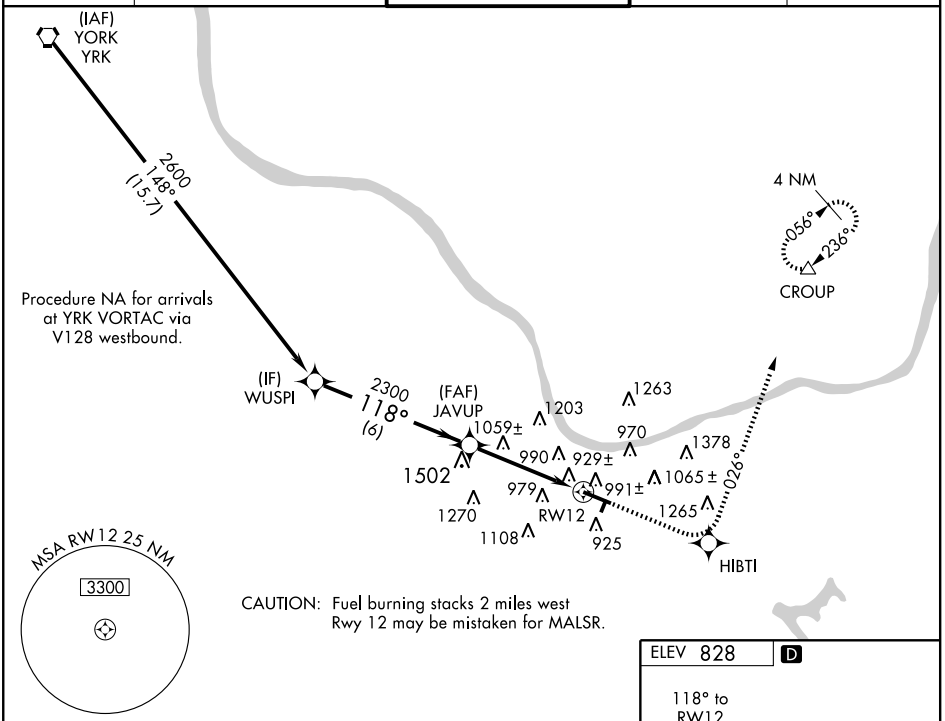
ASR

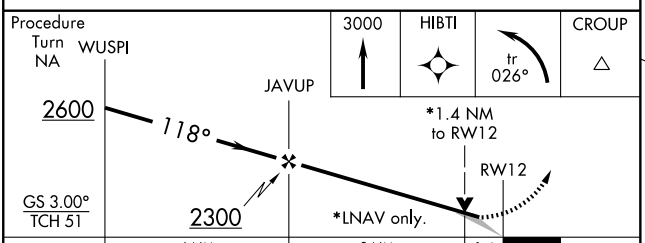
DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 3 NA at night. For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F)

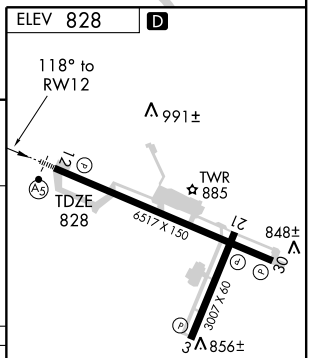
MALSR

MISSED APPROACH: Climb to 3000 direct HIBTI and left turn via 026° track to CROUP and hold.

| ATIS | HUNTINGTON APP CON | HUNTINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.2 | 119.75 270.1 | 118.5 270.1 | 121.9 | 118.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1157/40 329 (400-¾) | | | |
| LNAV/VNAV DA | 1329/60 501 (600-1¼) | | | |
| LNAV MDA | 1320/24 492 (500-½) | | 1320/40 492 (500-¾) | 1320/50 492 (500-1) |
| CIRCLING | 1340-1 512 (600-1) | | 1340-1½ 512 (600-1½) | 1420-2 592 (600-2) |

REIL Rwy 30
HIRL Rwy 12-30
MIRL Rwy 3-21




NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-5601 (FAA)

LEWISBURG/ GREENBRIER VALLEY (LWB)
LEWISBURG, WEST VIRGINIA



AWOS-3
121.4
LEWISBURG TOWER ★
118.9
GND CON
121.9
CLNC DEL
120.85 (When tower closed)

37°52.0'N

ELEV 2293

12

223.5°

VAR 8.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

FIELD ELEV 2302

7004 X 150

37°51.5'N

TERMINAL BUILDING 2339

CONTROL TOWER 2356

CAP

RWY 04-22
S-90, D-120, 2S-152, 2D-160

043.5°

ELEV 2288

37°51.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

80°24.5'W 80°24.0'W 80°23.5'W

NE-4, 26 AUG 2010 to 23 SEP 2010

## LEWISBURG

### GREENBRIER VALLEY (LWB) 3 N UTC−5(−4DT) N37°51.50′ W80°23.97′

CINCINNATI
H–10H, 12H, L–26J
IAP, AD

2302 B S2 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LWB

**RWY 04–22:** H7004X150 (ASPH–GRVD) S–90, D–120, 2S–152, 2D–160 HIRL

**RWY 04:** MALSR. Tree.

**RWY 22:** REIL. VASI(V4L)—GA 3.0°TCH 59′. Tree.

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. ACTIVATE HIRL Rwy 04–22, MALSR Rwy 04, VASI Rwy 22 and twy lgts—CTAF. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304–645–3961. Ldg fee. Multi engine only, fee waived if purchase fuel.

**WEATHER DATA SOURCES:** AWOS–3 121.4 (304) 645–4533.

**COMMUNICATIONS: CTAF** 118.9 **UNICOM** 122.95

**WASHINGTON CENTER APP/DEP CON** 134.4 **CLNC DEL** 120.85 (when twr closed)

**LEWISBURG TOWER** 118.9 (1400–0000Z‡) **GND CON** 121.9

**AIRSPACE: CLASS D** svc effective 1400–0000Z‡ other times CLASS G.

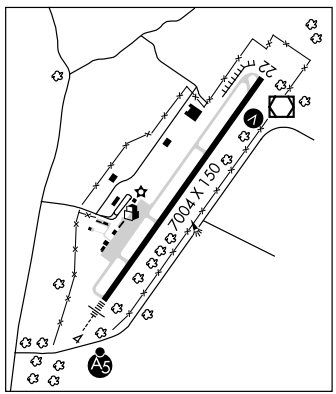
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWB.

**(L) VORW/DME** 116.05 LWB Chan 107Y N37°51.83′ W80°23.52′ at fld. 2319/08W. DME unusable 095°–150°, 151°–094° byd 20 NM blo 10,000′.

**BUSHI NDB (MHW/LOM)** 346 LW N37°46.93′ W80°28.11′ 042° 5.6 NM to fld. NDB unusable byd 15 NM. NDB unmonitored 0300–1200Z‡.

**ILS** 110.35 I–LWB Rwy 04. LOM BUSHI NDB. ILS unmonitored 0300–1200Z‡.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.




### LOGAN CO (6L4) 4E UTC−5(−4DT) N37°51.34′ W81°54.95′

CINCINNATI
L–26I
IAP

1667 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN

**RWY 06–24:** H3604X75 (ASPH) MIRL 0.3% up NE

**RWY 06:** PAPI(P2L)—GA 3.0° TCH 41′. Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 36′. Tree.

**AIRPORT REMARKS:** Attended 1300–0100Z‡. For fuel and svcs after hrs call 304–752–4281. Deer and turkey on and invof arpt. Rwy 06 30′ hill 800′ from thld left and right. ACTIVATE MIRL Rwy 06–24 and PAPI Rwys 06 and 24—CTAF. No vehicular access to fld without prior arrangement. Rwy 24, blasting 1–2 NM from end of rwy, irregular schedule. Arpt access code—CTAF.

**COMMUNICATIONS: CTAF** 122.9

**CHARLESTON APP/DEP CON** 119.2 (North)

**INDIANAPOLIS CENTER APP/DEP CON** 126.575 (South)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.

**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 196° 30.4 NM to fld. 1099/03W.

### MARSHALL CO

(See MOUNDSVILLE)

### MARTINSBURG N39°23.14′ W77°50.90′ NOTAM FILE MRB.

WASHINGTON
H–10H, 12I, L–29D, A

**(L) VORTAC** 112.1 MRB Chan 58 289° 5.9 NM to Eastern West Virginia Rgnl/Shepherd Fld. 600/07W.

DME portion unusable byd 35 NM blo 4000′.

**RCO** 122.1R 112.1T (LEESBURG RADIO) **RCO** 122.45 (ELKINS RADIO)

| LOC I-LWB | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 110.35 | 045° | TDZE | 2288 |
| | | Apt Elev | 2302 |

# ILS or LOC RWY 4

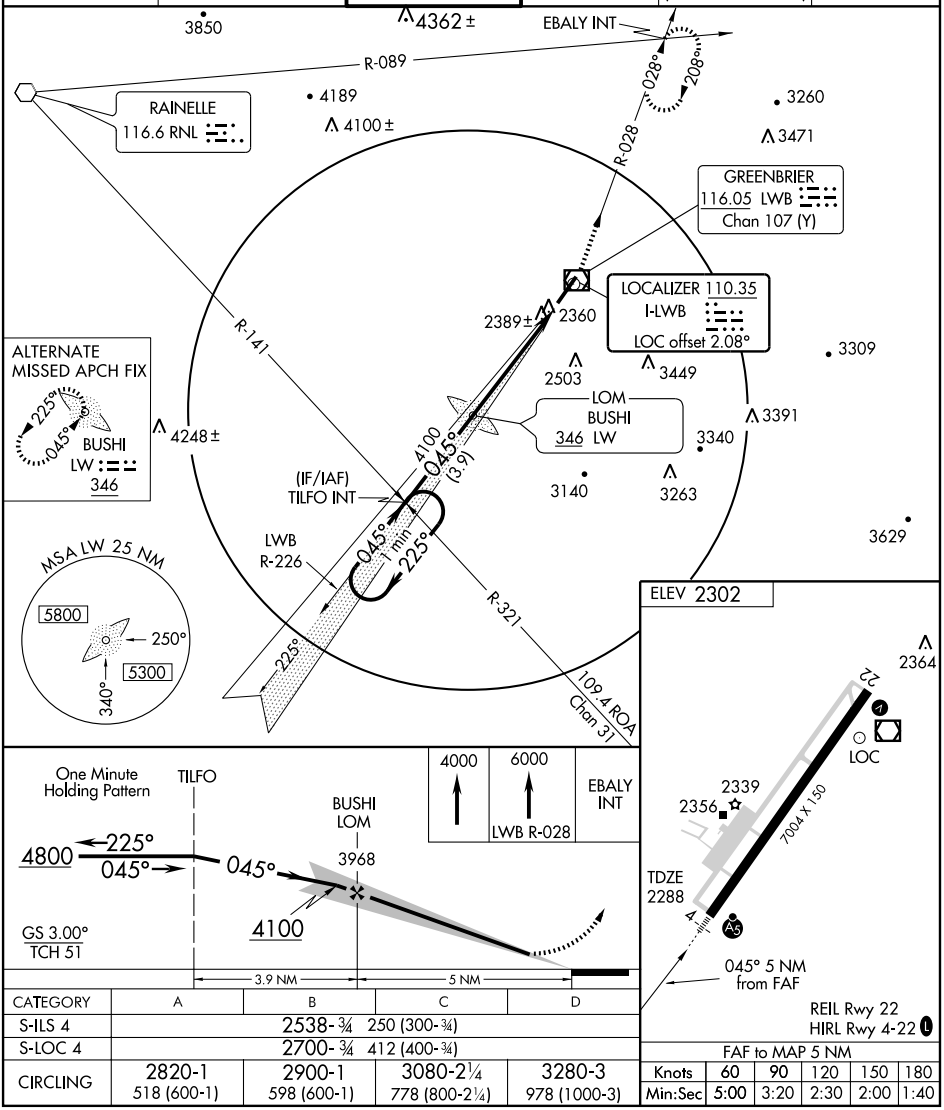
LEWISBURG/ GREENBRIER VALLEY (LWB)

Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 2647 feet and all MDA 120 feet. Increase S-LOC 4 Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C visibility ½ mile. Inoperative table does not apply to S-ILS 4 all Cats. For inoperative MALSR, increase S-LOC 4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-ILS 4 all Cats visibility to 1¼ miles, S-LOC 4 Cats A and B visibility to 1 mile.

MALSR

MISSED APPRAOCH: Climb to 4000, then climb to 6000 via LWB VOR/DME R-028 to EBALY INT and hold, continue climb-in-hold to 6000.

| AWOS-3 | WASHINGTON CENTER | LEWISBURG TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.4 | 134.4 353.9 | 118.9 (CTAF) L | 121.9 | 120.85 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 2538-¾ 250 (300-¾) | | | |
| S-LOC 4 | 2700-¾ 412 (400-¾) | | | |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| CH 42613 | 043° | TDZE | 2288 |
| W04A | | Apt Elev | 2302 |

# RNAV (GPS) RWY 4

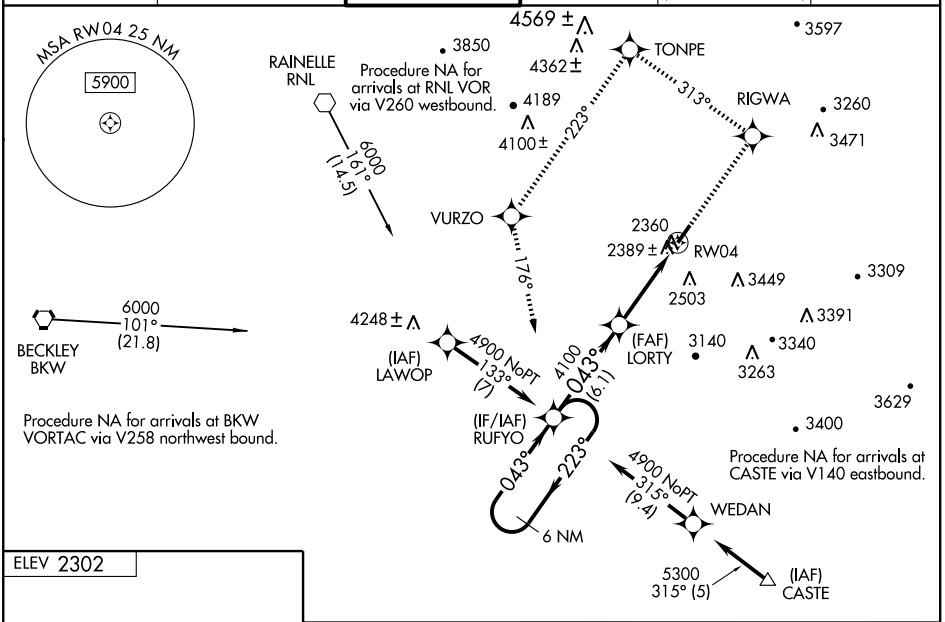
LEWISBURG/ GREENBRIER VALLEY (LWB)

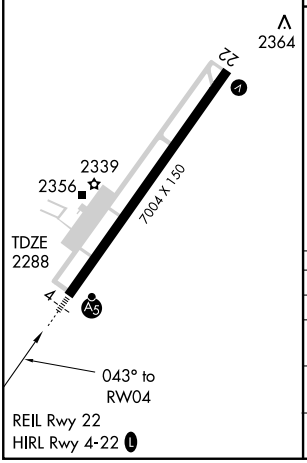
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all DA 109 feet and all MDA 120 feet; Increase LPV all Cats, LNAV Cats C and D visibility ¼ mile, Circling Cat C, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR, increase LNAV all Cats visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase LPV all Cats visibility ½ mile and LNAV Cats A and B ¼ mile.
VDP and Baro-VANV NA when using Beckley altimeter setting.

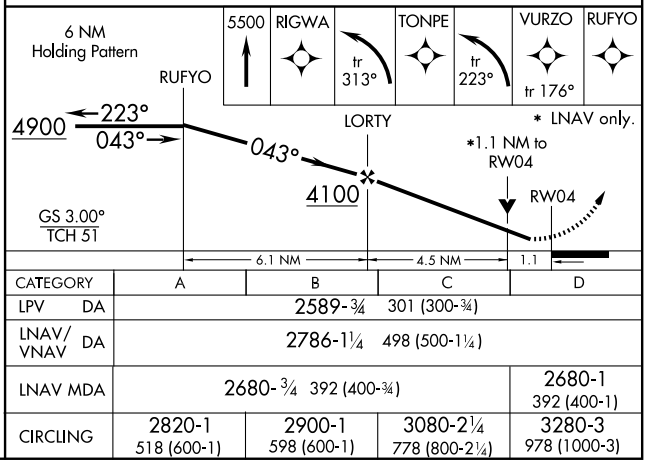
MALSR

MISSED APPROACH: Climb to 5500 direct RIGWA and left turn via track 313° to TONPE and left turn via track 223° to VURZO and via track 176° to RUFYO and hold.

| AWOS-3 | WASHINGTON CENTER | LEWISBURG TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.4 | 134.4 353.9 | 118.9 (CTAF) L | 121.9 | 120.85 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2589-¾ 301 (300-¾) | | | |
| LNAV/VNAV DA | 2786-1¼ 498 (500-1¼) | | | |
| LNAV MDA | 2680-¾ 392 (400-¾) | | | 2680-1 392 (400-1) |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7004 |
|---|---|---|
| 223° | TDZE | 2302 |
| | Apt Elev | 2302 |

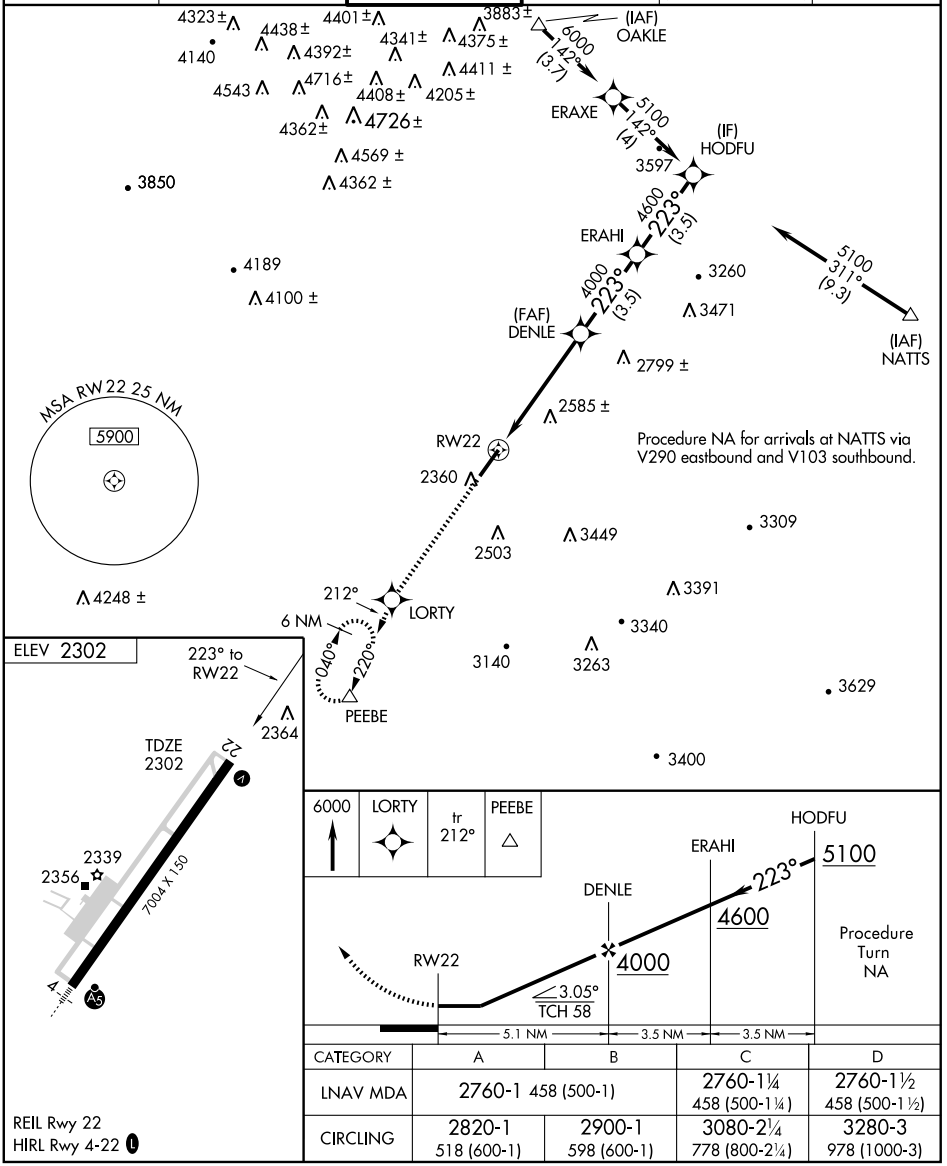
# RNAV (GPS) RWY 22

LEWISBURG/GREENBRIER VALLEY (LWB)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, LNAV Cat C and Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct LORTY and via track 212° to PEEBE and hold, continue climb-in-hold to 6000.

| AWOS-3 | WASHINGTON CENTER | LEWISBURG TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.4 | 134.4 353.9 | 118.9 (CTAF) L | 121.9 | 120.85 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2760-1 458 (500-1) | | 2760-1¼ 458 (500-1¼) | 2760-1½ 458 (500-1½) |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LWB | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 116.05 | 048° | TDZE | 2288 |
| Chan 107 (Y) | | Apt Elev | 2302 |

# VOR RWY 4

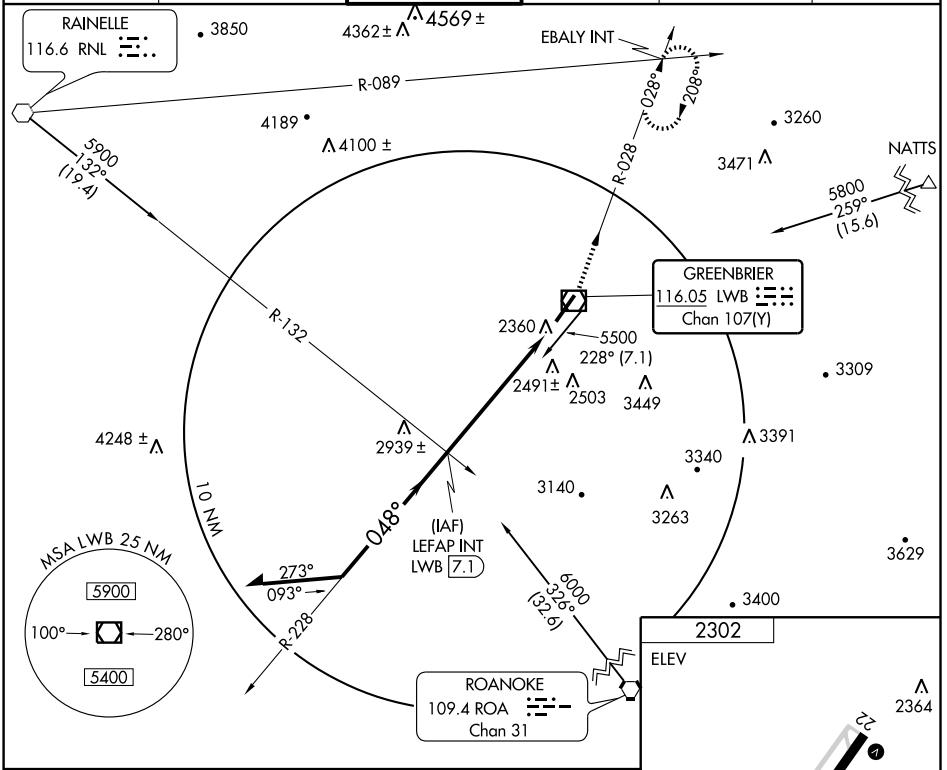
LEWISBURG/ GREENBRIER VALLEY (LWB)

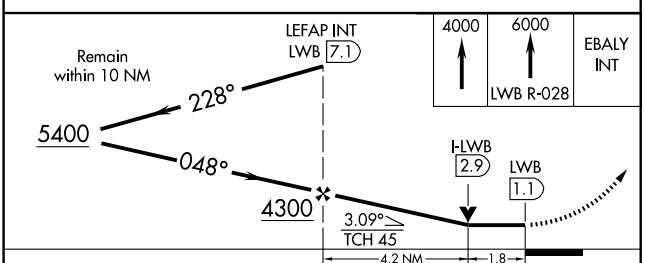
Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-4 Cat C and Cat D and Circling Cat C visibility ½ mile. For inoperative MALSR, increase S-4 Cats A and B visibility ¼ mile. For inoperative MALSR, when using Beckley altimeter setting, increase S-4 Cat A visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4000, then climb to 6000 via LWB VOR/DME R-028 to EBALY INT and hold, continue climb-in-hold 6000.

| AWOS-3 | WASHINGTON CENTER | LEWISBURG TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.4 | 134.4 353.9 | 118.9 (CTAF) L | 121.9 | 120.85 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2920-¾ 632 (700-¾) | | 2920-1¼ 632 (700-1¼) | 2920-1½ 632 (700-1½) |
| CIRCLING | 2920-1 618 (700-1) | | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME LWB | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 116.05 | 208° | TDZE | 2302 |
| Chan 107 (Y) | | Apt Elev | 2302 |

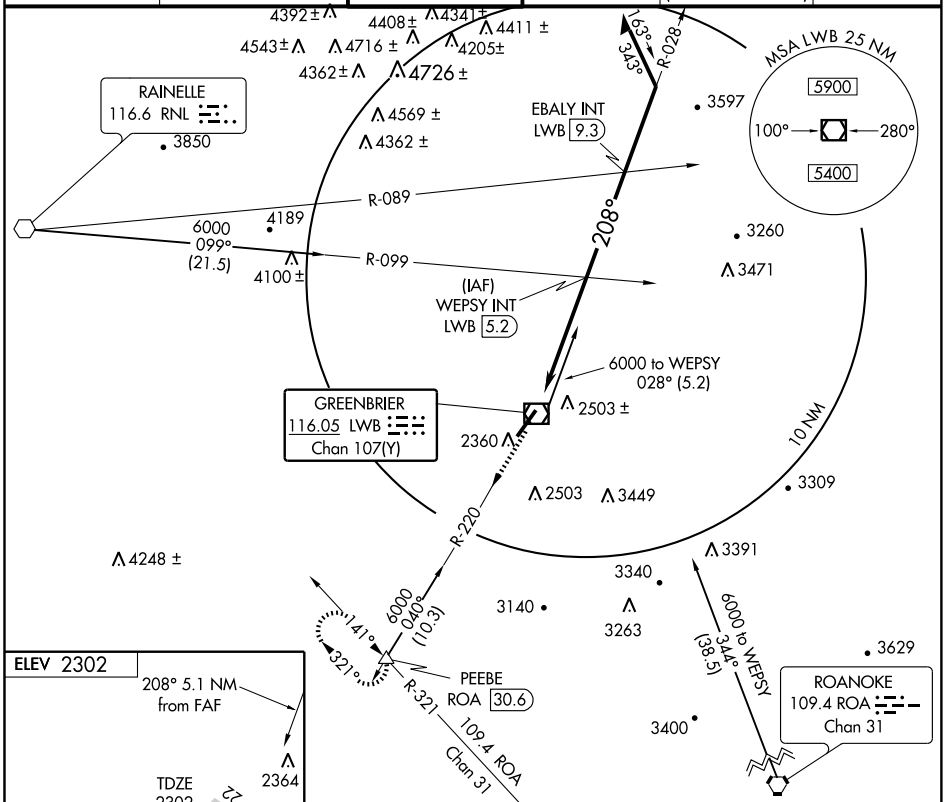
# VOR RWY 22

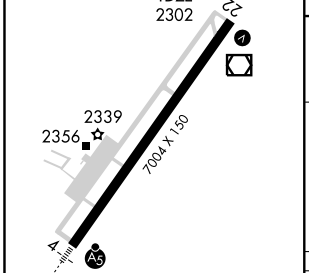
LEWISBURG/ GREENBRIER VALLEY (LWB)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Beckley altimeter setting and increase all MDA 120 feet, S-22 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile.

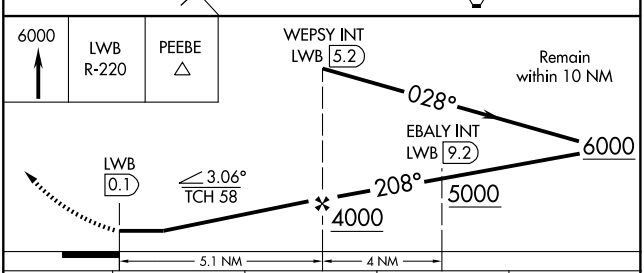
MISSED APPROACH: Climb to 6000 via LWB VOR/DME R-220 to PEEBE INT/ROA 30.6 DME and hold, continue climb-in-hold to 6000.

| AWOS-3 | WASHINGTON CENTER | LEWISBURG TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.4 | 134.4 353.9 | 118.9 (CTAF) L | 121.9 | 120.85 (When tower closed) | 122.95 |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2760-1 458 (500-1) | | 2760-1¼ 458 (500-1¼) | 2760-1½ 458 (500-1½) |
| CIRCLING | 2820-1 518 (600-1) | 2900-1 598 (600-1) | 3080-2¼ 778 (800-2¼) | 3280-3 978 (1000-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## LEWISBURG

### GREENBRIER VALLEY (LWB) 3 N UTC−5(−4DT) N37°51.50′ W80°23.97′

CINCINNATI
H–10H, 12H, L–26J
IAP, AD

2302 B S2 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LWB

**RWY 04–22:** H7004X150 (ASPH–GRVD) S–90, D–120, 2S–152, 2D–160 HIRL

**RWY 04:** MALSR. Tree.

**RWY 22:** REIL. VASI(V4L)—GA 3.0°TCH 59′. Tree.

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. ACTIVATE HIRL Rwy 04–22, MALSR Rwy 04, VASI Rwy 22 and twy lgts—CTAF. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 304–645–3961. Ldg fee. Multi engine only, fee waived if purchase fuel.

**WEATHER DATA SOURCES:** AWOS–3 121.4 (304) 645–4533.

**COMMUNICATIONS: CTAF** 118.9 **UNICOM** 122.95

**WASHINGTON CENTER APP/DEP CON** 134.4 **CLNC DEL** 120.85 (when twr closed)

**LEWISBURG TOWER** 118.9 (1400–0000Z‡) **GND CON** 121.9

**AIRSPACE: CLASS D** svc effective 1400–0000Z‡ other times CLASS G.

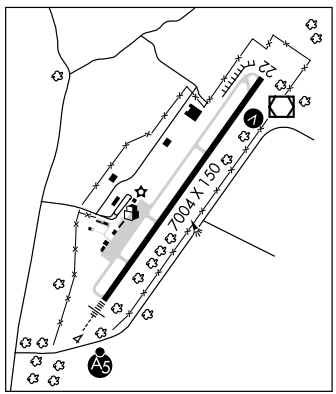
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LWB.

**(L) VORW/DME** 116.05 LWB Chan 107Y N37°51.83′ W80°23.52′ at fld. 2319/08W. DME unusable 095°–150°, 151°–094° byd 20 NM blo 10,000′.

**BUSHI NDB (MHW/LOM)** 346 LW N37°46.93′ W80°28.11′ 042° 5.6 NM to fld. NDB unusable byd 15 NM. NDB unmonitored 0300–1200Z‡.

**ILS** 110.35 I–LWB Rwy 04. LOM BUSHI NDB. ILS unmonitored 0300–1200Z‡.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at twr.




### LOGAN CO (6L4) 4E UTC−5(−4DT) N37°51.34′ W81°54.95′

CINCINNATI
L–26I
IAP

1667 B S4 **FUEL** 100LL, JET A NOTAM FILE EKN

**RWY 06–24:** H3604X75 (ASPH) MIRL 0.3% up NE

**RWY 06:** PAPI(P2L)—GA 3.0° TCH 41′. Tree. **RWY 24:** PAPI(P2L)—GA 3.0° TCH 36′. Tree.

**AIRPORT REMARKS:** Attended 1300–0100Z‡. For fuel and svcs after hrs call 304–752–4281. Deer and turkey on and invof arpt. Rwy 06 30′ hill 800′ from thld left and right. ACTIVATE MIRL Rwy 06–24 and PAPI Rwys 06 and 24—CTAF. No vehicular access to fld without prior arrangement. Rwy 24, blasting 1–2 NM from end of rwy, irregular schedule. Arpt access code—CTAF.

**COMMUNICATIONS: CTAF** 122.9

**CHARLESTON APP/DEP CON** 119.2 (North)

**INDIANAPOLIS CENTER APP/DEP CON** 126.575 (South)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.

**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 196° 30.4 NM to fld. 1099/03W.

### MARSHALL CO

(See MOUNDSVILLE)

### MARTINSBURG N39°23.14′ W77°50.90′ NOTAM FILE MRB.

WASHINGTON
H–10H, 12I, L–29D, A

**(L) VORTAC** 112.1 MRB Chan 58 289° 5.9 NM to Eastern West Virginia Rgnl/Shepherd Fld. 600/07W.

DME portion unusable byd 35 NM blo 4000′.

**RCO** 122.1R 112.1T (LEESBURG RADIO) **RCO** 122.45 (ELKINS RADIO)

| APP CRS | Rwy Idg | 3604 |
|---|---|---|
| 065° | TDZE | 1665 |
| | Apt Elev | 1667 |

# GPS RWY 6
## LOGAN COUNTY (6L4)

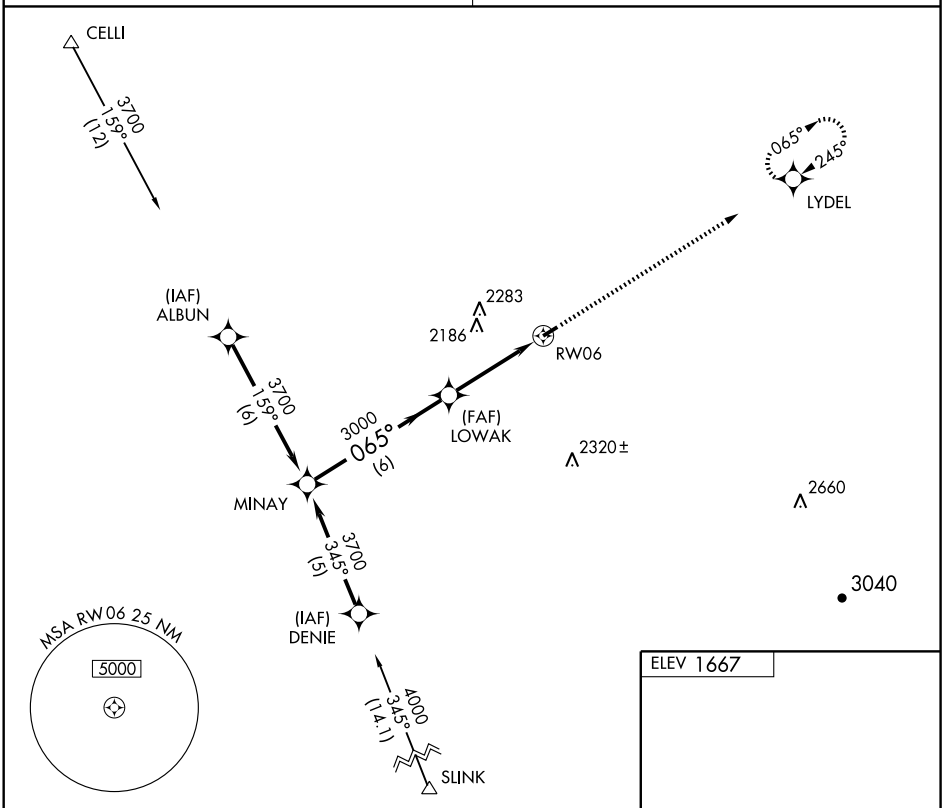
NA

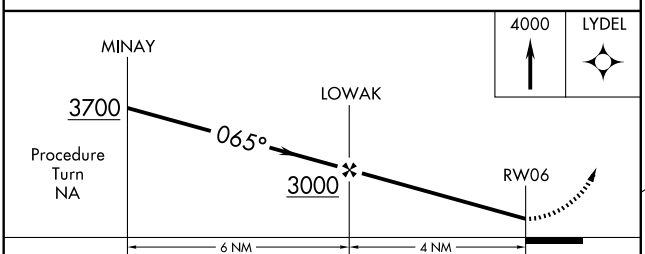
Use Charleston altimeter setting.

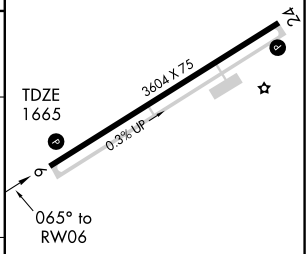
MISSED APPROACH: Climb to 4000 direct LYDEL WP and hold.

CHARLESTON APP CON
119.2 269.125

CTAF L
122.9




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 2500-1<br>835 (900-1) | 2500-1¼<br>835 (900-1¼) | 2500-2½<br>835 (900-2½) | NA |
| CIRCLING | 2500-1<br>833 (900-1) | 2500-1¼<br>833 (900-1¼) | 2500-2½<br>833 (900-2½) | NA |

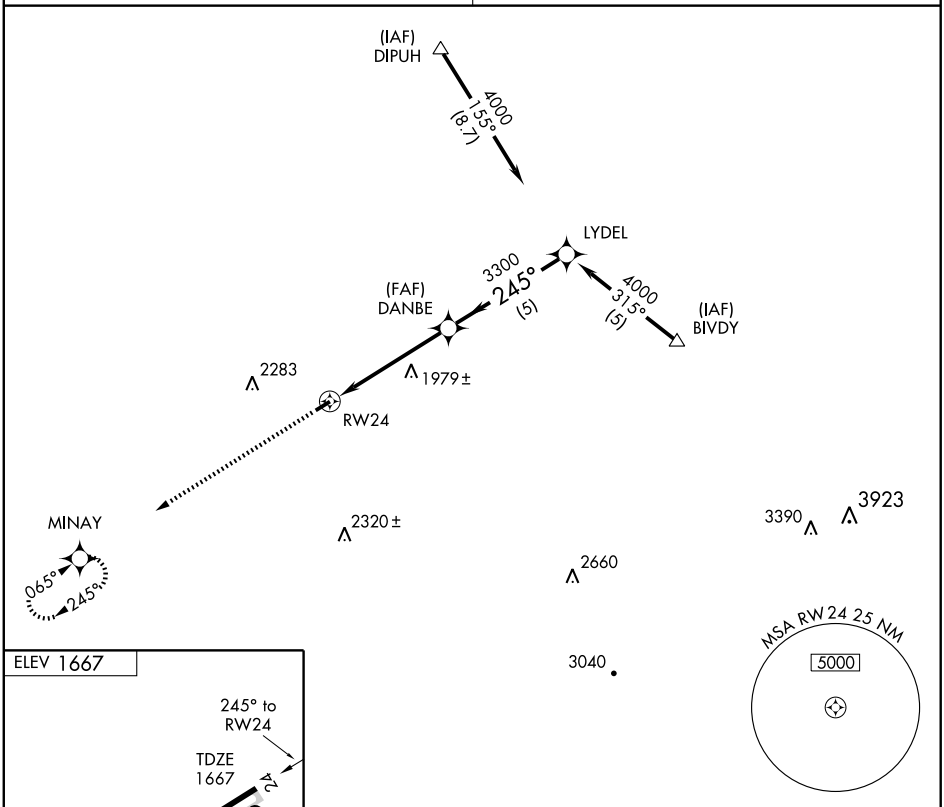


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3604 |
|---|---|---|
| 245° | TDZE | 1667 |
| | Apt Elev | 1667 |

# GPS RWY 24
## LOGAN COUNTY (6L4)

| | |
|---|---|
| NA<br>Use Charleston altimeter setting. | MISSED APPROACH: Climb to 3700 direct MINAY WP and hold. |
| CHARLESTON APP CON<br>119.2 269.125 | CTAF L<br>122.9 |

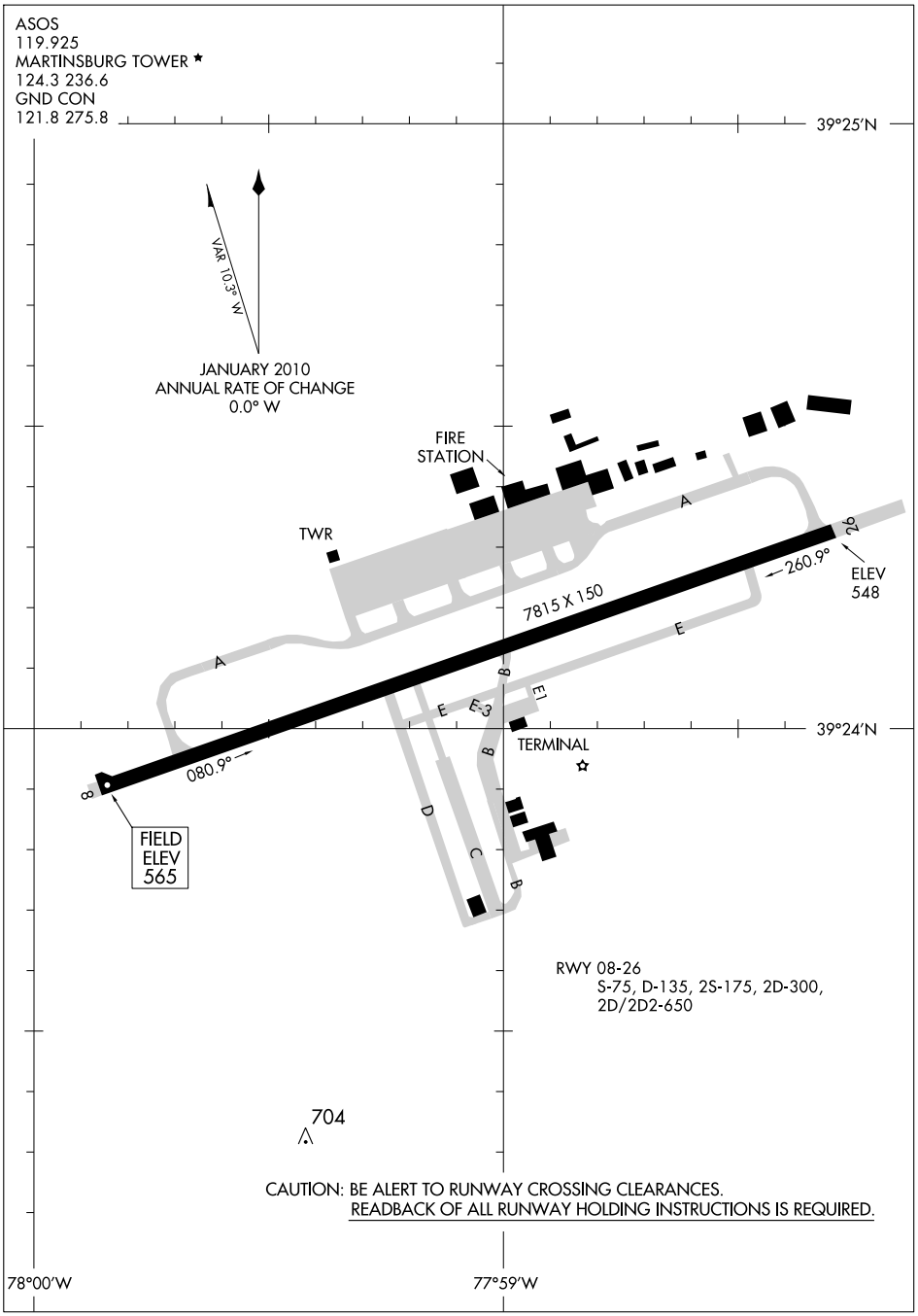



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 2420-1<br>753 (800-1) | 2420-1¼<br>753 (800-1¼) | 2420-2¼<br>753 (800-2¼) | NA |
| CIRCLING | 2420-1<br>753 (800-1) | 2440-1¼<br>773 (800-1¼) | 2460-2¼<br>793 (800-2¼) | NA |

MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010




NE-4, 26 AUG 2010 to 23 SEP 2010

## MARTINSBURG

### EASTERN WEST VIRGINIA RGNL/SHEPHERD FLD (MRB) 4 S UTC−5(−4DT)

WASHINGTON
H–10H, 12I, L–29D, A
IAP, AD

N39°24.11′ W77°59.08′

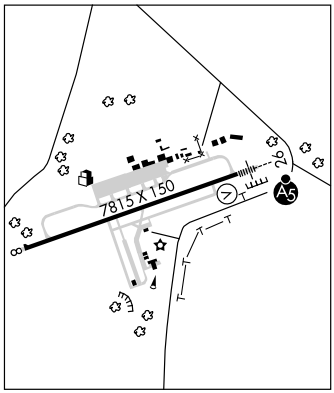
565 B S4 **FUEL** 100LL, JET A TPA—(See Remarks) NOTAM FILE MRB

**RWY 08–26:** H7815X150 (ASPH–GRVD) S–75, D–135, 2S–175, 2D–300, 2D/2D2–650 HIRL

**RWY 08:** Ground.

**RWY 26:** MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡. Other times by NOTAM. For fuel after hrs call 304–262–2507. Fuel trucks on southeast portion of civilian ramps. Deer and birds on and invof arpt. Twy B clsd from T–hangar twy lane south. No grass ldgs. Mowing in progress spring through autumn yearly. When twr clsd ACTIVATE MALSR Rwy 26, HIRL Rwy 08–26, and twy lgts—CTAF. TPA: Rectangular tfc pattern for all acft 1608 (1043); overhead pattern 2108 (1543). Ldg fee. Fee for acft greater than 6500 lbs gross weight.




**WEATHER DATA SOURCES:** ASOS 119.925 (304) 264–0988. Unmonitored when ATCT clsd.

**COMMUNICATIONS: CTAF** 124.3 **UNICOM** 122.95

**MARTINSBURG RCO** 122.45 (ELKINS RADIO)

Ⓡ **POTOMAC APP/DEP CON** 126.1

**MARTINSBURG TOWER** 124.3 (Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡ other times by NOTAM)

**GND CON** 121.8 **POTOMAC CLNC DEL** 126.82 (When MRB twr clsd)

**AIRSPACE: CLASS D** svc Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡, and by NOTAM, other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MRB.

**MARTINSBURG (L) VORTAC** 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 286° 6.4 NM to fld. 600/07W.

**ILS** 108.3 I–EXW Rwy 26. Class IE.

### MASON CO (See POINT PLEASANT)

### MERCER CO (See BLUEFIELD)

### MID–OHIO VALLEY RGNL (See PARKERSBURG)

## MILTON

### ONA AIRPARK (12V) 4W UTC−5(−4DT) N38°26.45′ W82°12.05′

CINCINNATI
L–26H
IAP

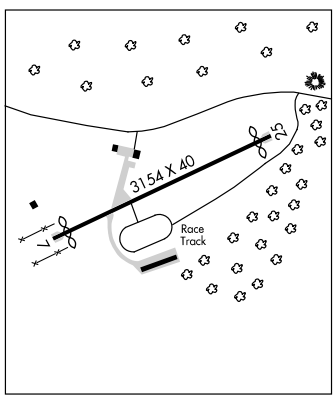
572 S2 **FUEL** 80, 100LL NOTAM FILE EKN

**RWY 07–25:** H3154X40 (ASPH) LIRL(NSTD)

**RWY 07:** Thld dsplcd 134′. Trees.

**RWY 25:** Thld dsplcd 129′. Ground.

**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Fuel 24 hr self–service. Balloon port 2 miles E. Noise abatement procedures in effect; departures Rwy 25 should head 240° and departures Rwy 07 should head 090° to 1600 ft altitude. Rwy 07–25 NSTD LIRL; lgts green; incorrect spacing; some lgts obscured by vegetation. dsplcd thld lgts 360° green lgts one each side of rwy. Rwy 07–25 surface extensive cracking. Rwy exit to ramp has depression marked by cone. Rwy 07–25 dsplcd thlds nights only. Rwy 07 and Rwy 25 dsplcd thlds unmarked. Fence, poles, buildings in primary surface west side. 90 ft pole 1000 ft east of apch end Rwy 07; 90 ft pole 1300 ft east apch end Rwy 07.




**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CHARLESTON APP CON** 124.1 Ⓡ **HUNTINGTON DEP CON** 119.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.

**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 288° 21 NM to fld. 1099/03W.

### MINGO CO (See WILLIAMSON)

| LOC I-EXW | APP CRS | Rwy Idg | 7815 |
|---|---|---|---|
| 108.3 | 259° | TDZE | 548 |
| | | Apt Elev | 565 |

# ILS or LOC RWY 26

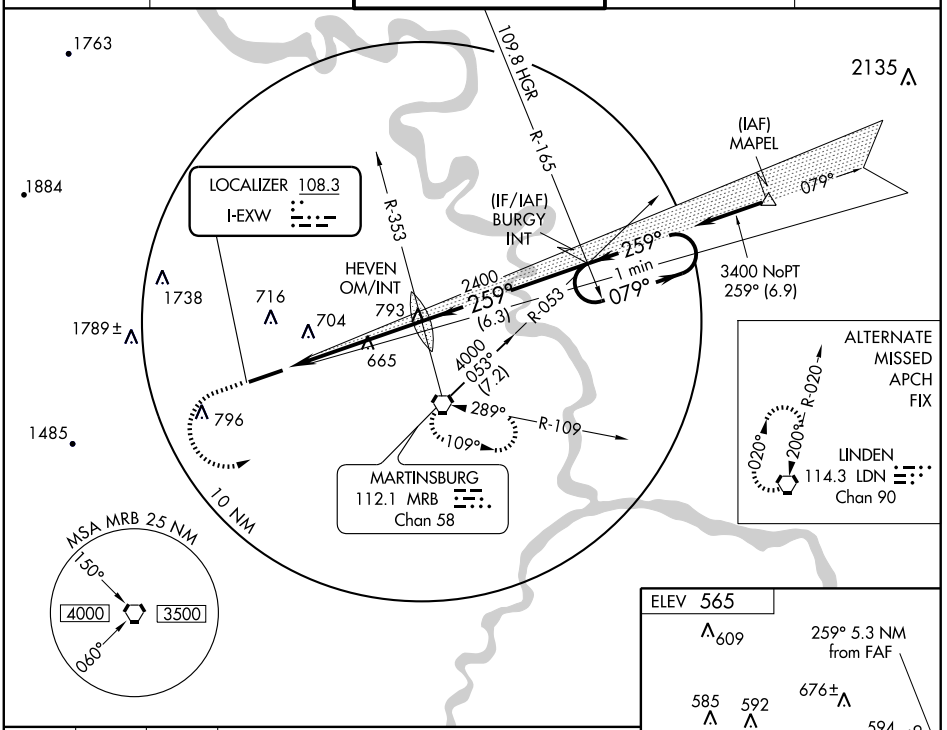
MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

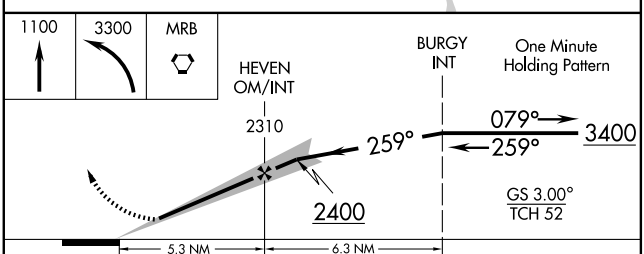
For inoperative MALSR, increase S-ILS 26 Cat E visibility to ¾ mile and S-LOC 26 Cat E visibility to 1¼ mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet and increase S-LOC 26 Cat C, D, E visibility ¼ mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 visibility all Cats to 1 mile and S-LOC 26 Cat E visibility to 1½ mile.

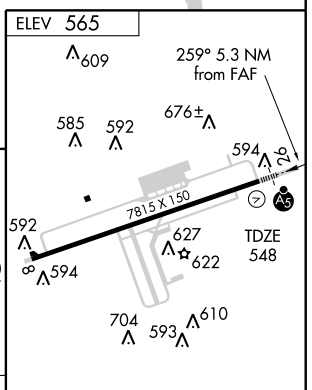
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.

| ASOS | POTOMAC APP CON | MARTINSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 126.1 338.25 | 124.3 (CTAF) L 236.6 | 121.8 275.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26 | 748-½ 200 (200-½) | | | | |
| S-LOC 26 | 920-½ 372 (400-½) | | | 920-¾ 372 (400-¾) | |
| CIRCLING | 1020-1 455 (500-1) | 1080-1 515 (600-1) | 1080-1½ 515 (600-1½) | 1120-2 555 (600-2) | 2140-3 1575 (1600-3) |

HIRL Rwy 8-26 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 7815 |
|---|---|---|
| 079° | TDZE | 565 |
| | Apt Elev | 557 |

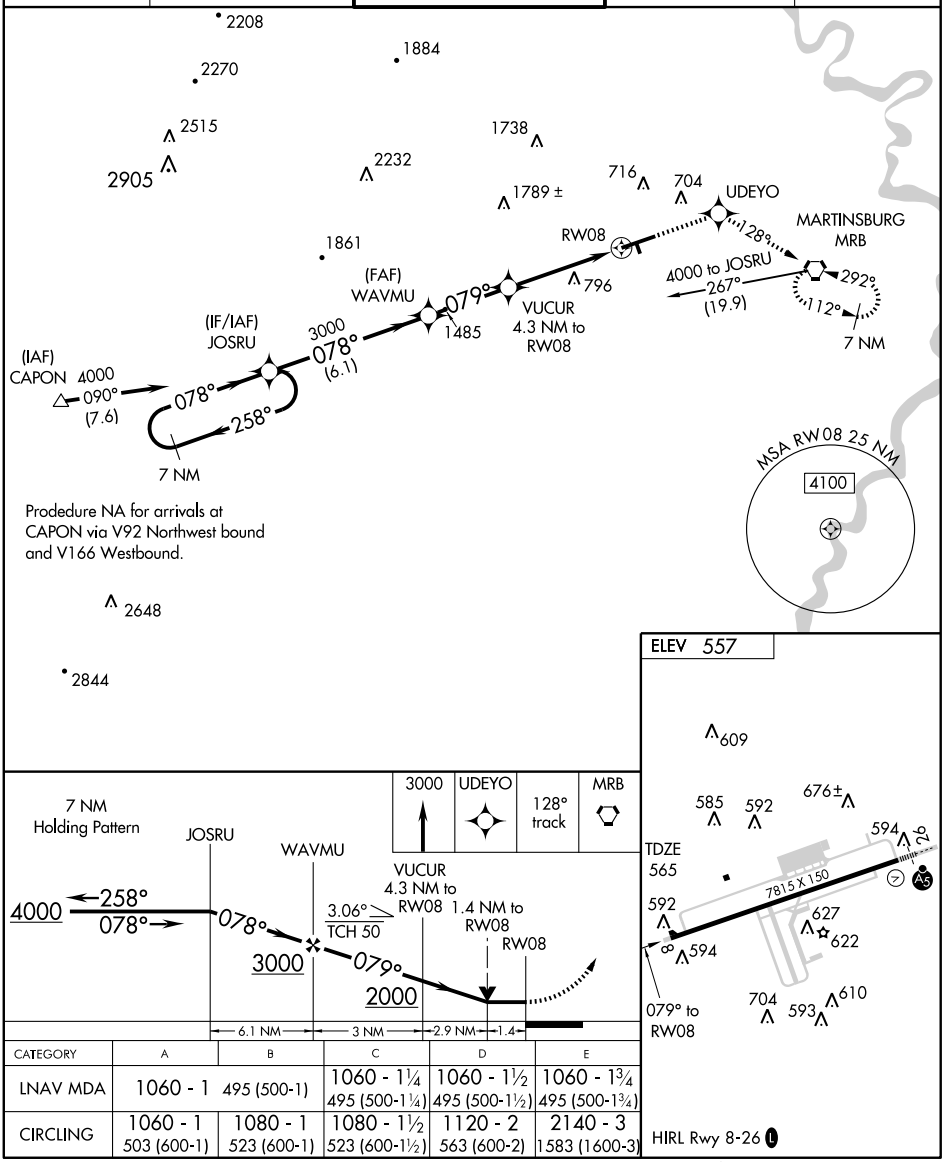
# RNAV (GPS) RWY 8

MARTINSBURG/
EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet, LNAV Cat C, D, E visibility ¼ mile, and Circling Cat C visibility ¼ mile. VDP NA when using Hagerstown altimeter setting.

MISSED APPROACH: Climb to 3000 direct UDEYO and via 128° track to MRB VORTAC and hold.

| ASOS | POTOMAC APP CON | MARTINSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 126.1 338.25 | 124.3 (CTAF) L 236.6 | 121.8 275.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1060 - 1 | 495 (500-1) | 1060 - 1¼ 495 (500-1¼) | 1060 - 1½ 495 (500-1½) | 1060 - 1¾ 495 (500-1¾) |
| CIRCLING | 1060 - 1 503 (600-1) | 1080 - 1 523 (600-1) | 1080 - 1½ 523 (600-1½) | 1120 - 2 563 (600-2) | 2140 - 3 1583 (1600-3) |

HIRL Rwy 8-26 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 7815 |
|---|---|---|---|
| CH 53609 | 259° | TDZE | 548 |
| W26A | | Apt Elev | 557 |

# RNAV (GPS) RWY 26

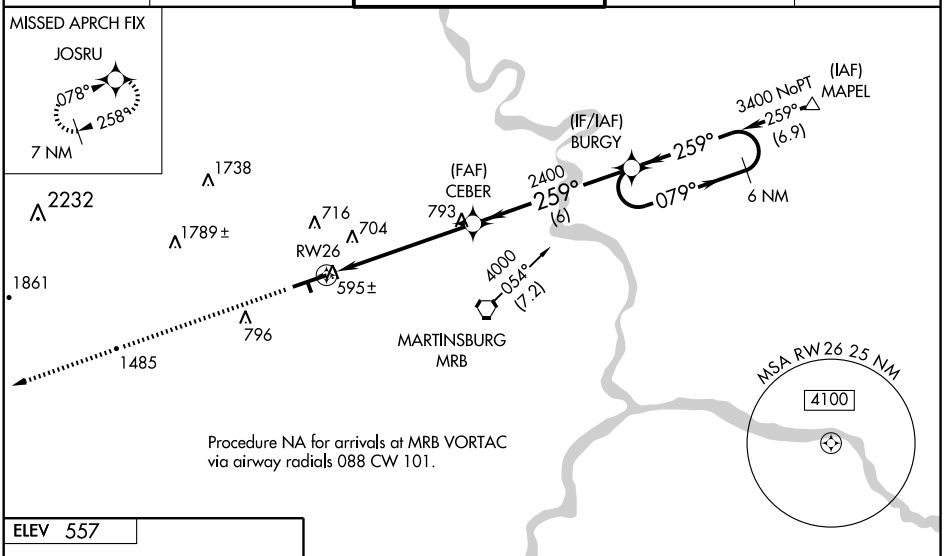
MARTINSBURG/ EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

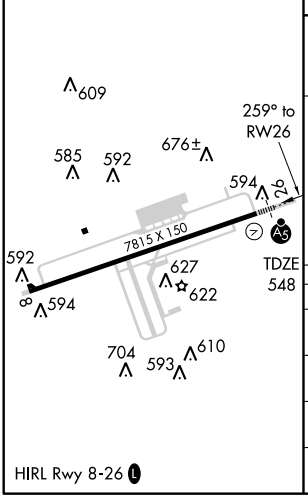
Baro-VNAV NA when using Hagerstown altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). VDP NA when using Hagerstown altimeter setting.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 71 feet and MDA 80 feet, increase LNAV/VNAV all Cats visibility to 2 mile, LNAV Cat C, D, E to ¾ mile and Circling Cat C to 1¾ mile.
For inoperative MALSR increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E to 2¼ mile, LNAV Cat E to 1½ mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 ½ mile and LNAV Cat E visibility to 1¾ mile.

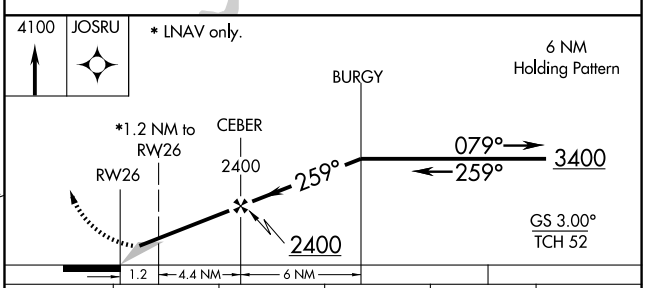
MALSR

MISSED APPROACH: Climb to 4100 direct JOSRU and hold.

| ASOS | POTOMAC APP CON | MARTINSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 126.1 338.25 | 124.3 (CTAF) L 236.6 | 121.8 275.8 | 122.95 |



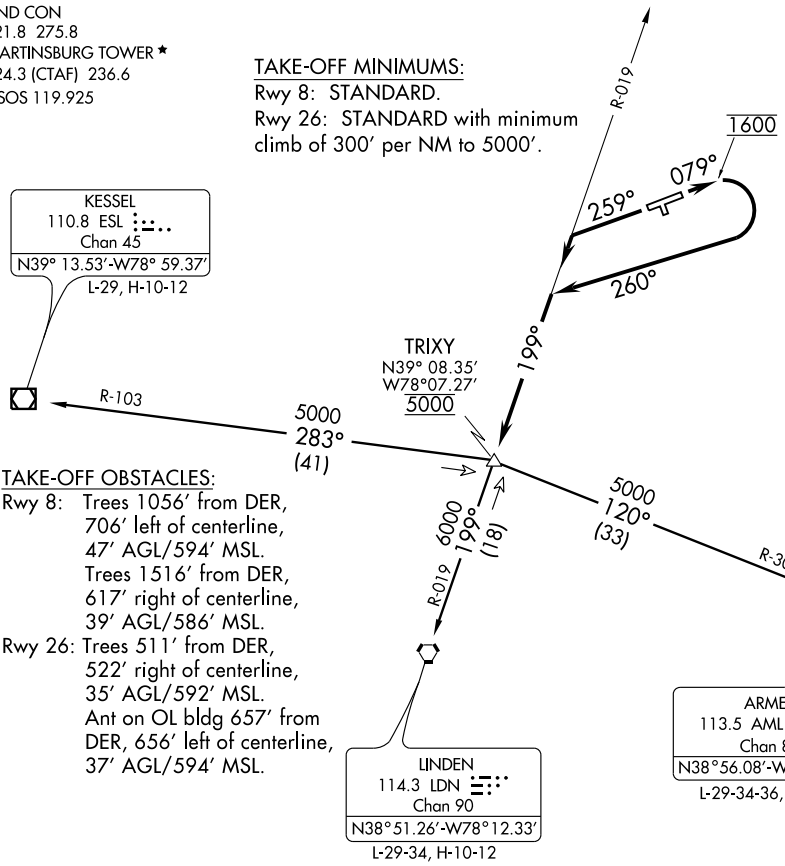

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 798 - ½ 250 (300- ½) | | | | |
| LNAV/ VNAV DA | 1213 - 1¾ 665 (700-1¾) | | | | |
| LNAV MDA | 980 - ½ 432 (500- ½) | | | 980 - 1 432 (500-1) | |
| CIRCLING | 1020 - 1 463 (500-1) | 1080 - 1 523 (600-1) | 1080 - 1½ 523 (600-1½) | 1120 - 2 563 (600-2) | 2140 - 3 1583 (1600-3) |




NE-4, 26 AUG 2010 to 23 SEP 2010

POTOMAC DEP CON
126.1 338.25
GND CON
121.8 275.8
MARTINSBURG TOWER ★
124.3 (CTAF) 236.6
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwy 8: STANDARD.
Rwy 26: STANDARD with minimum climb of 300′ per NM to 5000′.




TAKE-OFF OBSTACLES:
Rwy 8: Trees 1056′ from DER, 706′ left of centerline, 47′ AGL/594′ MSL.
Trees 1516′ from DER, 617′ right of centerline, 39′ AGL/586′ MSL.
Rwy 26: Trees 511′ from DER, 522′ right of centerline, 35′ AGL/592′ MSL.
Ant on OL bldg 657′ from DER, 656′ left of centerline, 37′ AGL/594′ MSL.

Note: Chart not to scale.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 079° to 1600 then climbing right turn heading 260° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

TAKE-OFF RUNWAY 26: Climb heading 259° to intercept LDN R-019 to TRIXY INT then via (transition) or (assigned route). Cross TRIXY INT at 5000. Thence . . . .

. . . . Maintain 6000, expect filed altitude/flight level 10 minutes after departure.

ARMEL TRANSITION (TRIXY4.AML): From over TRIXY INT via AML R-300 to AML VORTAC.

KESSEL TRANSITION (TRIXY4.ESL): From over TRIXY INT via ESL R-103 to ESL VOR/DME.

LINDEN TRANSITION (TRIXY4.LDN): From over TRIXY INT via LDN R-019 to LDN VORTAC.

| VORTAC MRB 112.1 Chan 58 | APP CRS 286° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 557 |
|---|---|---|

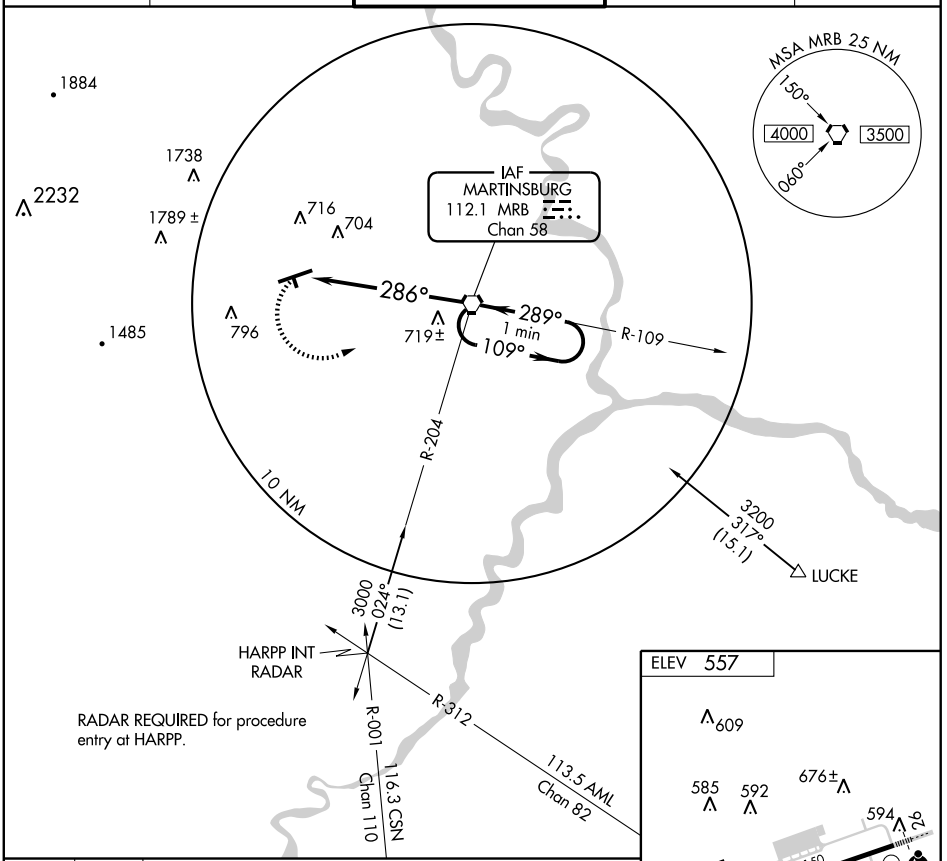
# VOR-A

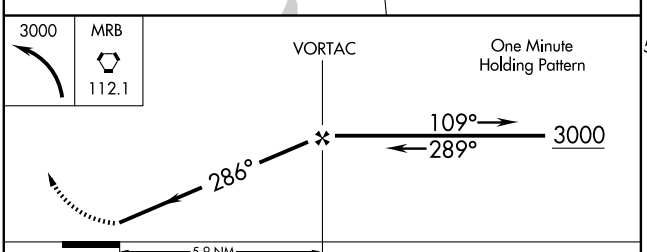
## MARTINSBURG/ EASTERN WEST VIRGINIA RGNL/SHEPHERD FIELD (MRB)

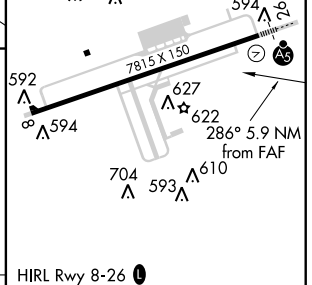
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDAs 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

| ASOS | POTOMAC APP CON | MARTINSBURG TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 126.1 338.25 | 124.3 (CTAF) L 236.6 | 121.8 275.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 1020 - 1<br>463 (500-1) | 1080 - 1<br>523 (600-1) | 1080 - 1½<br>523 (600-1½) | 1120 - 2<br>563 (600-2) | 2140 - 3<br>1583 (1600-3) |

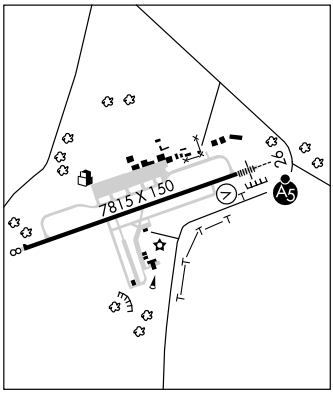
| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




NE-4, 26 AUG 2010 to 23 SEP 2010

## MARTINSBURG

**EASTERN WEST VIRGINIA RGNL/SHEPHERD FLD** (MRB) 4 S UTC−5(−4DT) WASHINGTON
N39°24.11′ W77°59.08′ H–10H, 12I, L–29D, A
565 B S4 **FUEL** 100LL, JET A TPA—(See Remarks) NOTAM FILE MRB IAP, AD




**RWY 08–26:** H7815X150 (ASPH–GRVD) S–75, D–135, 2S–175, 2D–300, 2D/2D2–650 HIRL
**RWY 08:** Ground.
**RWY 26:** MALSR. VASI(V4L)—GA 3.0° TCH 53′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡. Other times by NOTAM. For fuel after hrs call 304–262–2507. Fuel trucks on southeast portion of civilian ramps. Deer and birds on and invof arpt. Twy B clsd from T–hangar twy lane south. No grass ldgs. Mowing in progress spring through autumn yearly. When twr clsd ACTIVATE MALSR Rwy 26, HIRL Rwy 08–26, and twy lgts—CTAF. TPA: Rectangular tfc pattern for all acft 1608 (1043); overhead pattern 2108 (1543). Ldg fee. Fee for acft greater than 6500 lbs gross weight.
**WEATHER DATA SOURCES:** ASOS 119.925 (304) 264–0988. Unmonitored when ATCT clsd.
**COMMUNICATIONS: CTAF** 124.3 **UNICOM** 122.95
**MARTINSBURG RCO** 122.45 (ELKINS RADIO)
Ⓡ **POTOMAC APP/DEP CON** 126.1
**MARTINSBURG TOWER** 124.3 (Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡ other times by NOTAM)
**GND CON** 121.8 **POTOMAC CLNC DEL** 126.82 (When MRB twr clsd)
**AIRSPACE: CLASS D** svc Mon–Fri 1000–0200Z‡, Sat–Sun 1200–2000Z‡, and by NOTAM, other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MRB.
**MARTINSBURG (L) VORTAC** 112.1 MRB Chan 58 N39°23.13′ W77°50.90′ 286° 6.4 NM to fld. 600/07W.
**ILS** 108.3 I–EXW Rwy 26. Class IE.

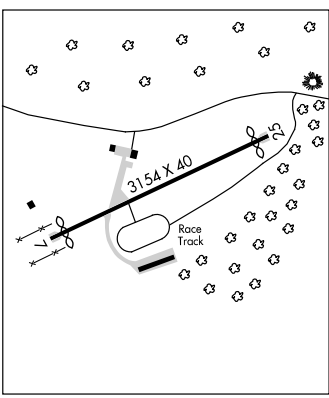
**MASON CO** (See POINT PLEASANT)

**MERCER CO** (See BLUEFIELD)

**MID–OHIO VALLEY RGNL** (See PARKERSBURG)

## MILTON

**ONA AIRPARK** (12V) 4W UTC−5(−4DT) N38°26.45′ W82°12.05′ CINCINNATI
572 S2 **FUEL** 80, 100LL NOTAM FILE EKN L–26H
**RWY 07–25:** H3154X40 (ASPH) LIRL(NSTD) IAP
**RWY 07:** Thld dsplcd 134′. Trees.
**RWY 25:** Thld dsplcd 129′. Ground.




**AIRPORT REMARKS:** Attended 1300Z‡–dusk. Fuel 24 hr self–service. Balloon port 2 miles E. Noise abatement procedures in effect; departures Rwy 25 should head 240° and departures Rwy 07 should head 090° to 1600 ft altitude. Rwy 07–25 NSTD LIRL; lgts green; incorrect spacing; some lgts obscured by vegetation. dsplcd thld lgts 360° green lgts one each side of rwy. Rwy 07–25 surface extensive cracking. Rwy exit to ramp has depression marked by cone. Rwy 07–25 dsplcd thlds nights only. Rwy 07 and Rwy 25 dsplcd thlds unmarked. Fence, poles, buildings in primary surface west side. 90 ft pole 1000 ft east of apch end Rwy 07; 90 ft pole 1300 ft east apch end Rwy 07.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **CHARLESTON APP CON** 124.1 Ⓡ **HUNTINGTON DEP CON** 119.75
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRW.
**CHARLESTON (H) VORTAC** 117.4 HVQ Chan 121 N38°20.98′ W81°46.19′ 288° 21 NM to fld. 1099/03W.

**MINGO CO** (See WILLIAMSON)

| APP CRS | Rwy Idg | 3020 |
|---|---|---|
| 065° | TDZE | 572 |
| | Apt Elev | 572 |

# GPS RWY 7

## MILTON/ONA AIRPARK (12V)

Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

NA

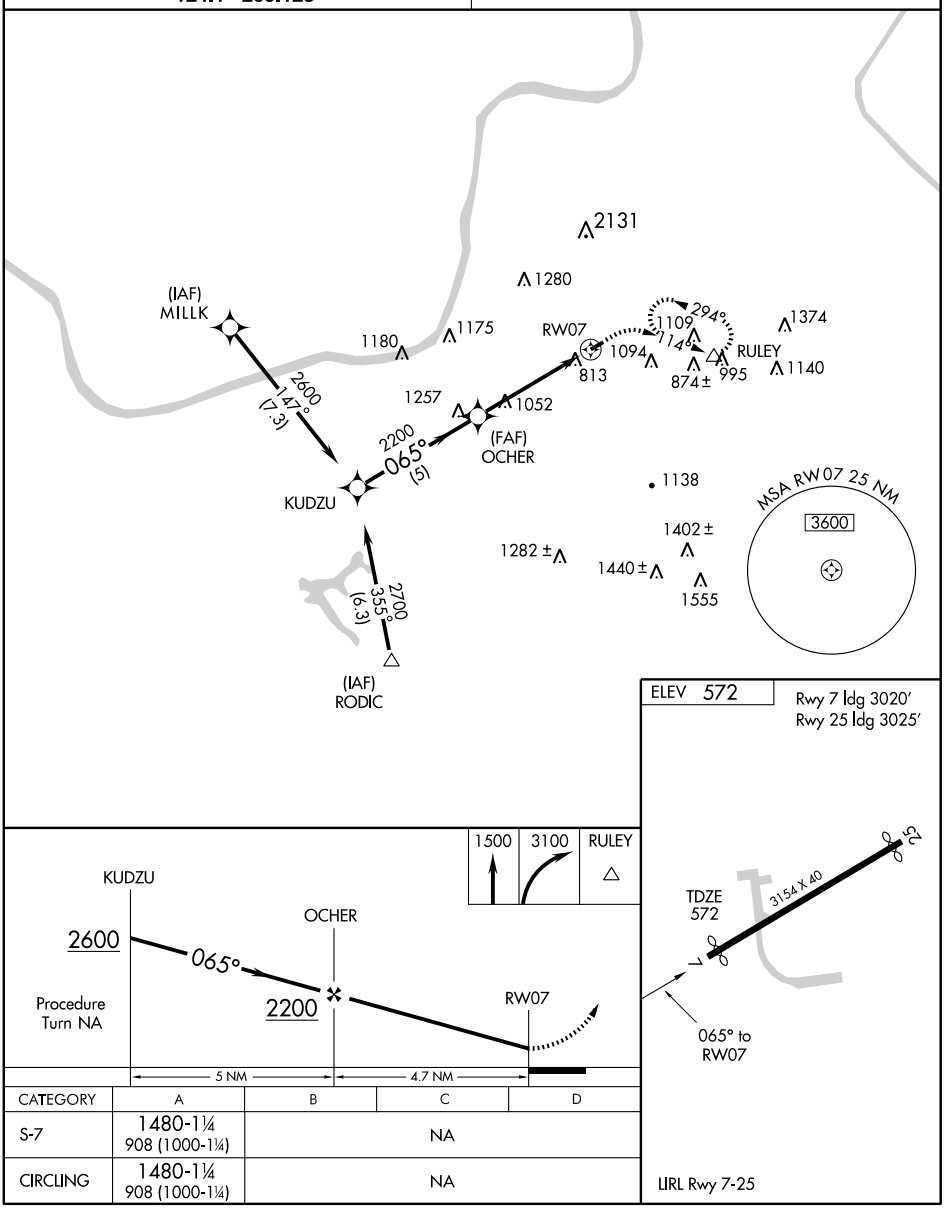
MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct RULEY and hold.

CHARLESTON APP CON
**124.1 269.125**

UNICOM
**122.8** (CTAF)



NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1480-1¼<br>908 (1000-1¼) | NA | | |
| CIRCLING | 1480-1¼<br>908 (1000-1¼) | NA | | |

| VORTAC HVQ 117.4 Chan 121 | APP CRS 288° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 572 |
|---|---|---|

# VOR-A

MILTON/ONA AIRPARK (12V)

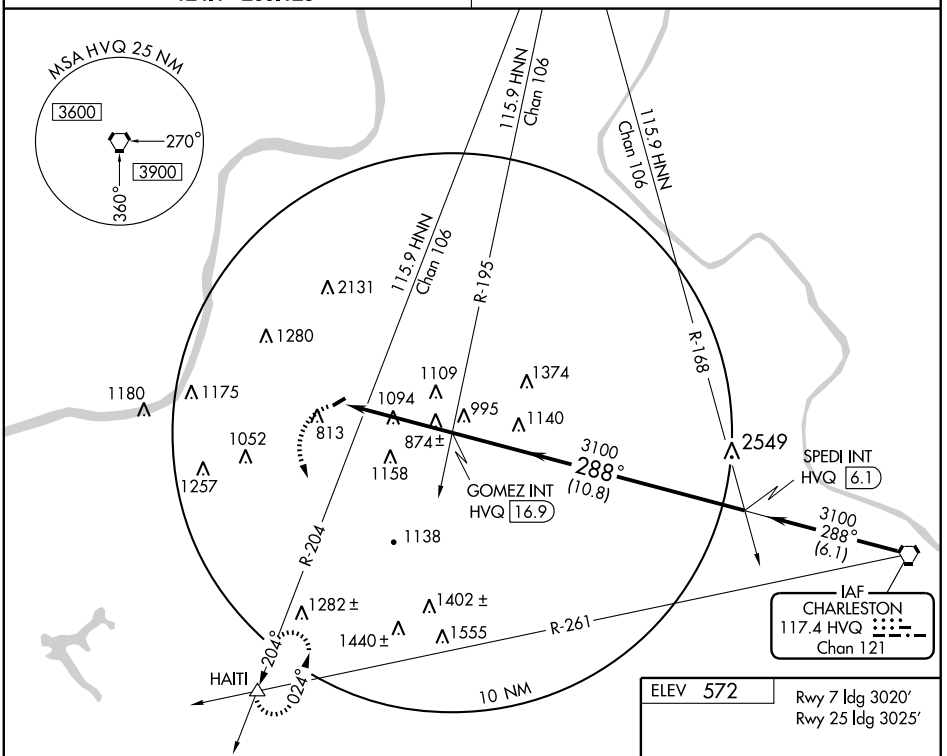
Use Huntington altimeter setting.
Circling not authorized Northwest of Rwy 7-25.
Procedure not authorized at night.

NA

MISSED APPROACH: Climbing left turn to 3100 via HNN R-204 to HAITI Int and hold.

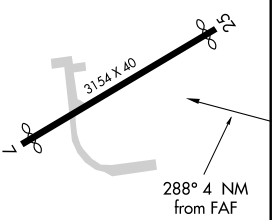
CHARLESTON APP CON
124.1 269.125

UNICOM
122.8 (CTAF)

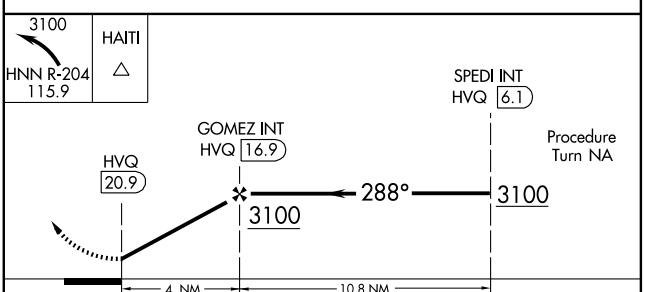



ELEV 572

Rwy 7 ldg 3020′
Rwy 25 ldg 3025′




LIRL Rwy 7-25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1500-1¼<br>928 (1000-1¼) | NA | | |

FAF to MAP 4 NM

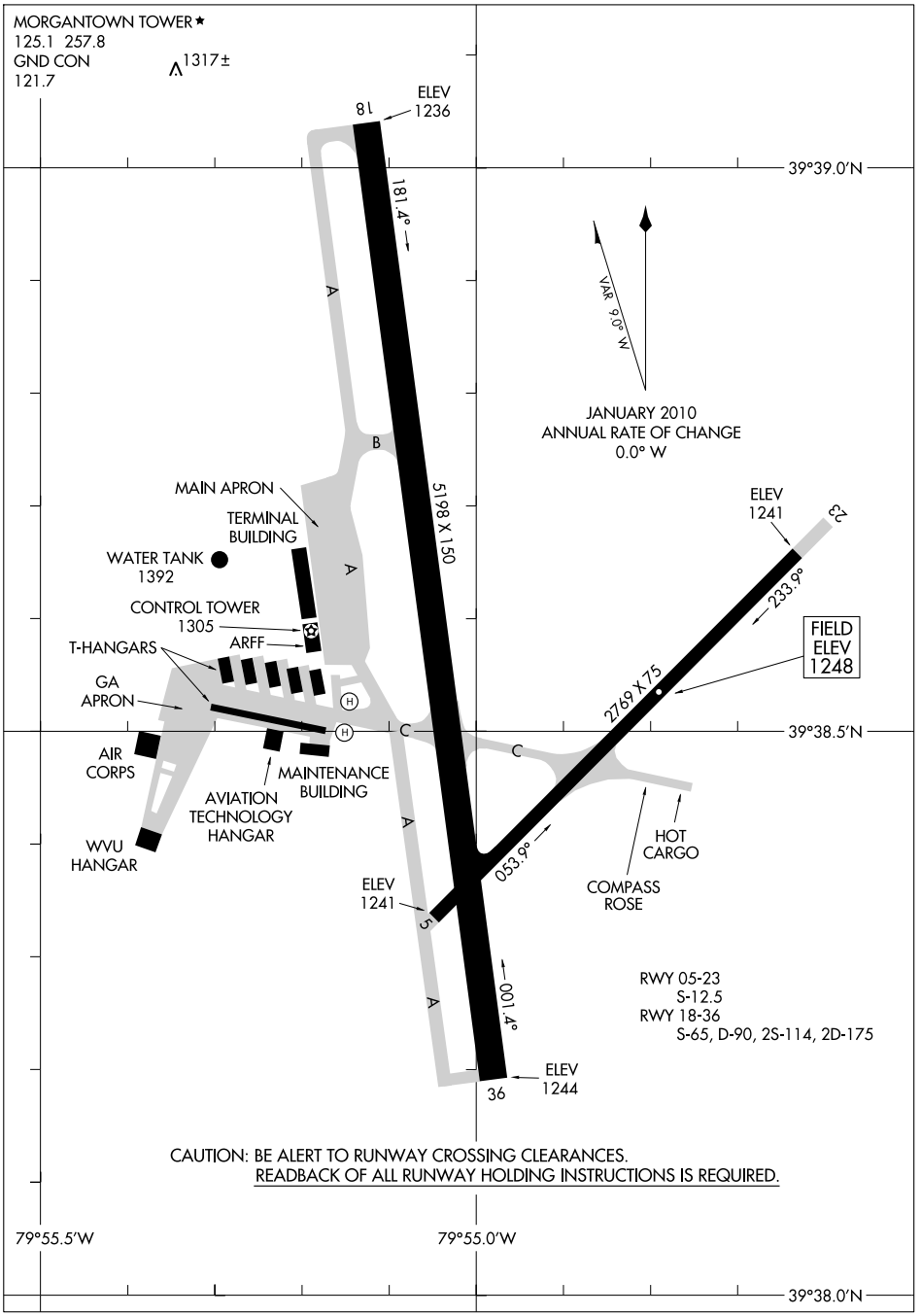
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)
AL-479 (FAA)
MORGANTOWN, WEST VIRGINIA




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

MORGANTOWN, WEST VIRGINIA
MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

10210

## MORGANTOWN MUNI–WALTER L. BILL HART FLD (MGW) 3 E UTC−5(−4DT)

CINCINNATI
H–10H, 12H, L–29C
IAP, AD

N39°38.58′ W79°54.98′

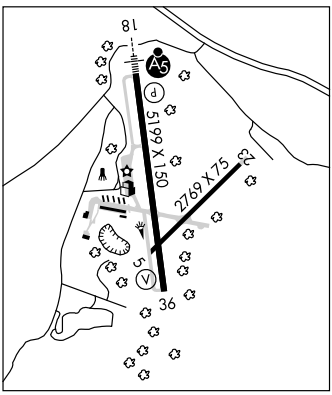
1248 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE MGW

**RWY 18–36:** H5199X150 (ASPH–GRVD) S–65, D–90, 2S–114, 2D–175 HIRL

**RWY 18:** MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Tree.

**RWY 36:** VASI(V4L)—GA 3.0°TCH 52′.

**RWY 05–23:** H2769X75 (ASPH) S–12.5 MIRL




**AIRPORT REMARKS:** Attended 1000–0500Z‡. FBO hours are from 1000Z‡ until 0500Z‡, 24 hr phone number 304–296–2359. Deer and birds on and invof arpt. Be Alert: Possibility of turbulence invof power plant stacks 3.6 miles N of afld during cold weather. PPR 24 hrs for unscheduled air carrier ops call arpt manager 304–291–7461. When twr clsd ACTIVATE HIRL Rwy 18–36; MIRL Rwy 05–23; MALSR Rwy 18 and twy lgts—CTAF. Ldg fee for acft 6500 lbs and over.

**WEATHER DATA SOURCES:** ASOS 120.675 (304) 296–7103.

**COMMUNICATIONS: CTAF** 125.1 **UNICOM** 122.95

**RCO** 122.1R 111.6T 122.6 (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

**TOWER** 125.1 (1200–0400Z‡) **GND CON** 121.7

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGW.

**(L) VORTAC** 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 338° 5.8 NM to fld. 2339/05W.

**ILS** 108.5 I–MGW Rwy 18. Class IE. Unmonitored when twr clsd.

## MOUNDSVILLE

### MARSHALL CO (MPG) 3 S UTC−5(−4DT) N39°52.85′ W80°44.15′

CINCINNATI
L–29B
IAP

1214 B S2 **FUEL** 100LL NOTAM FILE EKN

**RWY 06–24:** H3302X60 (ASPH) S–12.5 MIRL 0.6% up SW

**RWY 06:** PAPI(P2R)—GA 4.0° TCH 26′. Tower. **RWY 24:** PAPI(P2R)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1330Z‡–dusk. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously. PAPI Rwy 24 may be partially obscured by brush.

**WEATHER DATA SOURCES:** AWOS–3 119.05 (304) 845–2959.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**CLEVELAND CENTER APP/DEP CON** 120.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.

**BELLAIRE (H) VOR/DME** 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 162° 9 NM to fld. 1290/07W. VOR unmonitored.

## NEW CUMBERLAND

### HERRON (7G1) 3 NE UTC−5(−4DT) N40°32.00′ W80°32.40′

DETROIT

1226 B S2 **FUEL** 80, 100LL TPA—2001(775) NOTAM FILE EKN

**RWY 04–22:** H2030X20 (ASPH) LIRL(NSTD)

**RWY 04:** Trees. **RWY 22:** Trees.

**RWY 01–19:** 1200X24 (TURF)

**RWY 01:** Tree. **RWY 19:** Tree.

**AIRPORT REMARKS:** Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Former Rwy 14–32 clsd except taxiing and parking. Rwy 04 and Rwy 22 ends not vis fm each end. Traffic on road crossing rwy not visible fm Rwy 4 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up fm east to west, approximately 30 feet. 30 foot drop off at each rwy end. Rwy 04–22 has extensive cracking, grass growing full length, asph uneven. Deer on and invof arpt. Ultralight activity. Arpt lgts opr dusk–0400Z‡. ACTIVATE NSTD LIRL Rwy 04–22 5 times on/5 times off—123.0. Rwy 04–22 lgts on SE side only. Rwy 04–22 centerline marked by irregular shaped diamonds.

**COMMUNICATIONS: CTAF** 122.9

| LOC I-MGW | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| 108.5 | 181° | TDZE | 1240 |
| | | Apt Elev | 1248 |

# ILS or LOC RWY 18

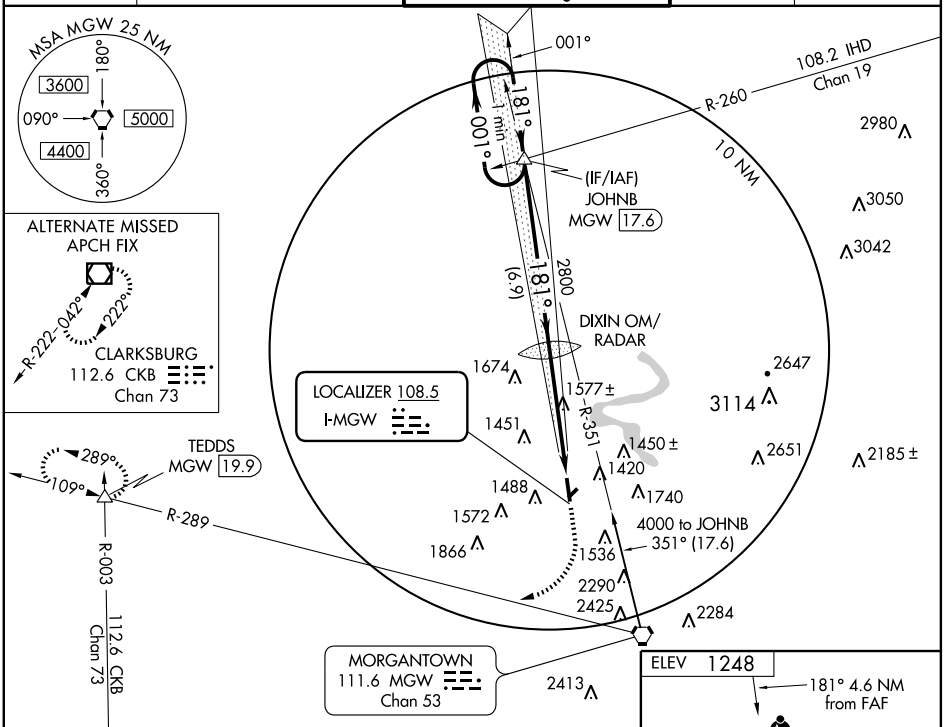
## MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

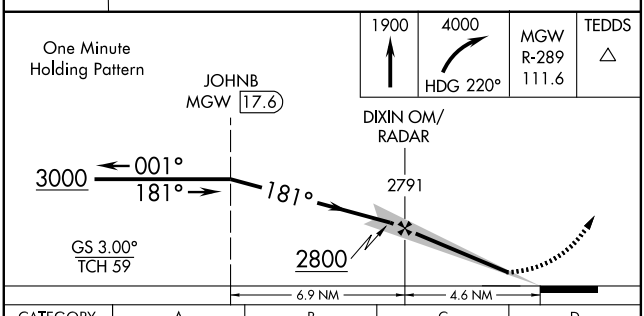
When local altimeter setting not received, use Clarksburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LOC Cat C, D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase ILS all Cats visibility ½ mile

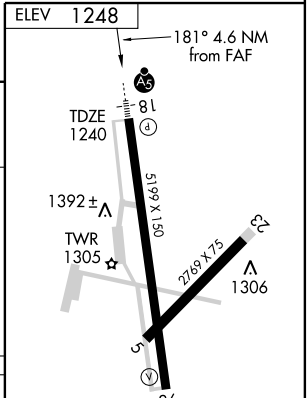
MALSR

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 220° and MGW R-289 to TEDDS INT/MGW 19.9 DME and hold.

| ASOS | CLARKSBURG APP CON ★ | MORGANTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.675 | 121.15 284.65 | 125.1 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1440-½ 200 (200-½) | | | |
| S-LOC 18 | 1840-½ 600 (600-½) | | 1840-1 600 (600-1) | 1840-1¼ 600 (600-1¼) |
| CIRCLING | 1840-1 592 (600-1) | | 1840-1½ 592 (600-1½) | 2100-2¾ 852 (900-2¾) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5199 |
|---|---|---|
| 016° | TDZE | 1244 |
| | Apt Elev | 1248 |

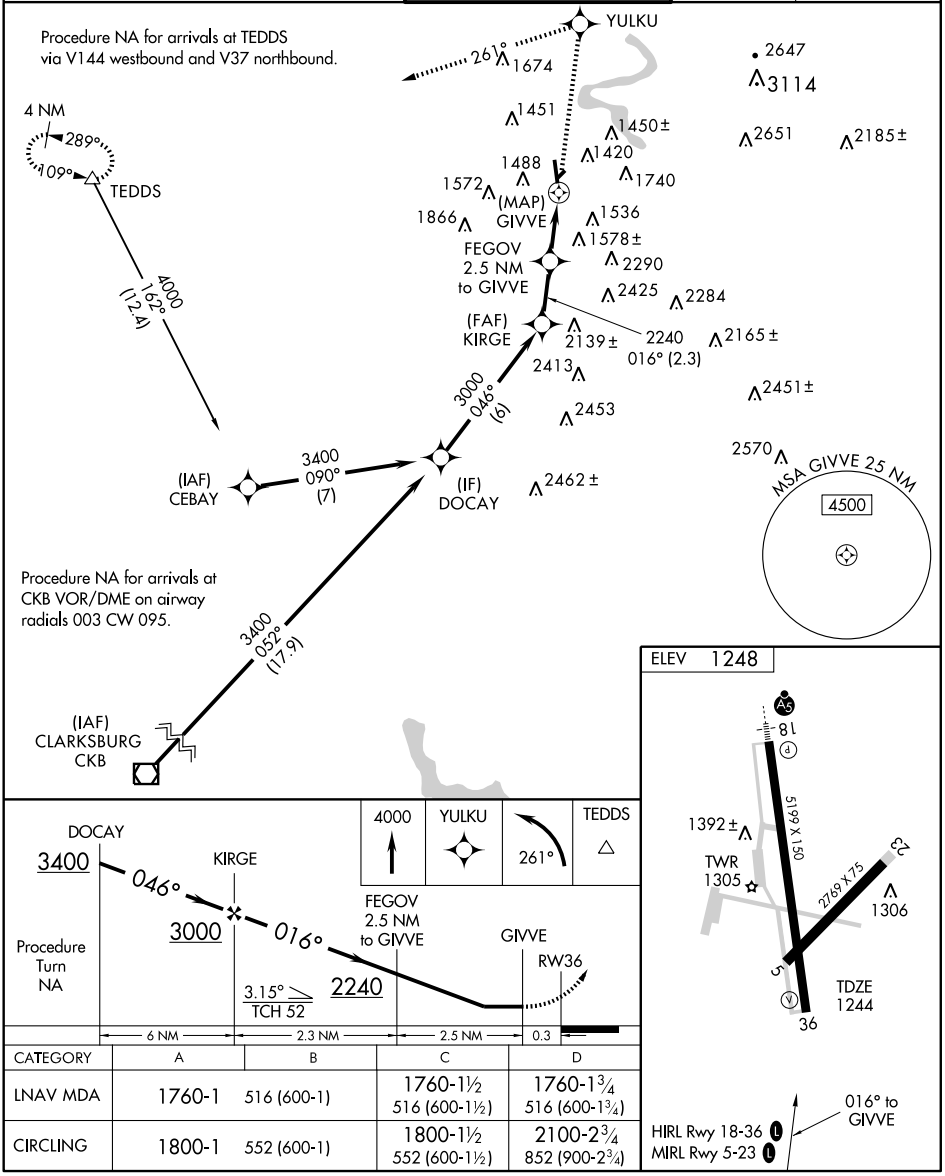
# RNAV (GPS) RWY 36

## MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwys 23 and 36 NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 4000 direct YULKU and left turn via 261° track to TEDDS and hold.

| ASOS | CLARKSBURG APP CON ★ | MORGANTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.675 | 121.15 284.65 | 125.1 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 | 516 (600-1) | 1760-1½ 516 (600-1½) | 1760-1¾ 516 (600-1¾) |
| CIRCLING | 1800-1 | 552 (600-1) | 1800-1½ 552 (600-1½) | 2100-2¾ 852 (900-2¾) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 5199 |
|---|---|---|
| 181° | TDZE | 1240 |
| | Apt Elev | 1248 |

# RNAV (GPS) Y RWY 18

## MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 80 feet and Circling Cat. C, D visibility ¼ mile. VDP NA when using Clarksburg altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 4000 direct OBEID and hold.

| ASOS | CLARKSBURG APP CON ★ | MORGANTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.675 | 121.15 284.65 | 125.1 (CTAF) L 257.8 | 121.7 | 122.95 |

Procedure NA for arrivals at OBEID via V8-92-214 northwest bound.

5 NM 181° 001° (IAF) OBEID (IF/IAF) JOHNB

114° 294° 7 NM 3000 NoPT 095° (5)

181° 2800 (6.9)

3000 NoPT 263° (8) (IAF) OTOWN

2980 3050 3042

(FAF) BSTAF

1674 ACIKI 2 NM to RW18 1579± 1499± RW18 1451 1450 1420 1488 1572 1740 1866 1536

2647 3114 2651 2185±

4000 049° (15.5) TEDDS

4000 to JOHNB 355° (17.6)

2290 2425 2284 MORGANTOWN MGW 2165±

MSA RW18 25 NM 4500

Procedure NA for arrivals at MGW VORTAC on airway radials 307 CW 048.

2413 2453 2462±

ELEV 1248

181° to RW18

TDZE 1240 8 l

1392± TWR 1305 1306

5199 X 150 2769 X 75

36

HIRL Rwy 18-36 L

MIRL Rwy 5-23 L

5 NM Holding Pattern

JOHNB 3000 001° 181° 181° BSTAF 3.03° TCH 60 2800 1920 ACIKI 2 NM to RW18 1.5 NM to RW18 RW18

4000 OBEID

6.9 NM 2.7 NM 0.5 1.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-½ | 520 (600-½) | 1760-1 520 (600-1) | 1760-1¼ 520 (600-1¼) |
| CIRCLING | 1800-1 | 552 (600-1) | 1800-1½ 552 (600-1½) | 2100-2¾ 852 (900-2¾) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| CH 50412 | 181° | TDZE | 1240 |
| W18A | | Apt Elev | 1248 |

# RNAV (GPS) Z RWY 18

## MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

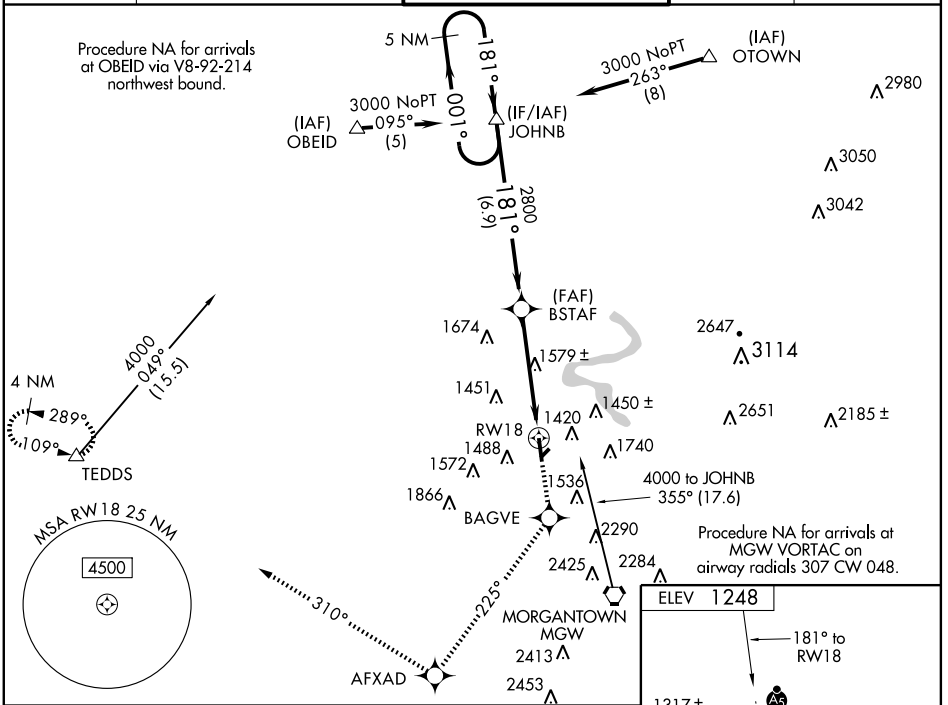
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Clarksburg altimeter setting increase all DA 63 feet and MDA 80 feet and increase visibility LVAV/VNAV ¼ mile all Cats, LNAV Cat. A, C, D and Circling Cat. C, D ¼ mile. For inoperative MALSR when using Clarksburg altimeter setting increase visibility LPV ½ mile all Cats. Baro-VNAV and VDP NA when using Clarksburg altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct BAGVE and right turn via 225° track to AFXAD and right turn via 310° track to TEDDS and hold.

| ASOS | CLARKSBURG APP CON ★ | MORGANTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.675 | 121.15 284.65 | 125.1 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1440-½ | 200 (200-½) | |
| LNAV/VNAV DA | | 1869-1¾ | 629 (700-1¾) | |
| LNAV MDA | 2000-½ 760 (800-½) | 2000-¾ 760 (800-¾) | 2000-1¾ 760 (800-1¾) | 2000-2 760 (800-2) |
| CIRCLING | 2000-1 752 (800-1) | 2000-1¼ 752 (800-1¼) | 2000-2¼ 752 (800-2¼) | 2100-2¾ 852 (900-2¾) |

HIRL Rwy 18-36 L
MIRL Rwy 5-23 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC MGW 111.6 Chan 53 | APP CRS 337° | Rwy Idg N/A TDZE N/A Apt Elev 1248 |
|---|---|---|

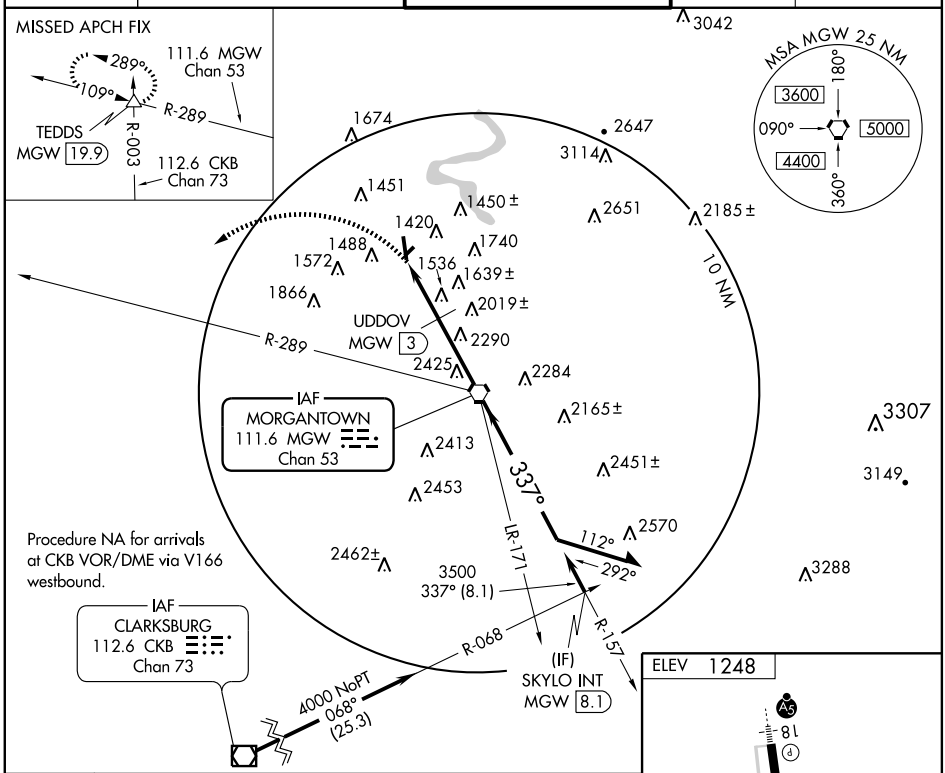
# VOR-A

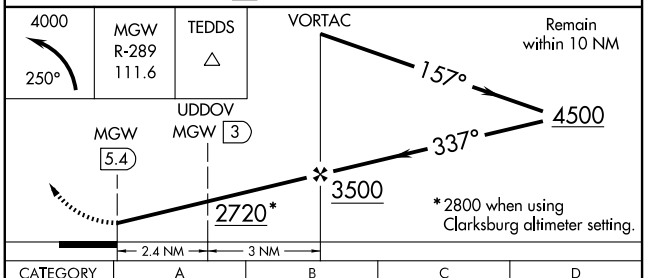
## MORGANTOWN MUNI-WALTER L. BILL HART FIELD (MGW)

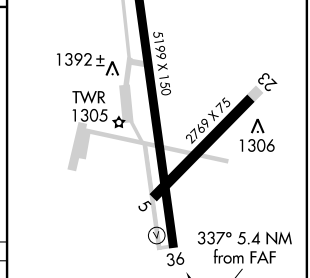
If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 4000 via heading 250° and MGW R-289 to TEDDS INT/19.9 DME and hold.

| ASOS | CLARKSBURG APP CON ★ | MORGANTOWN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.675 | 121.15 284.65 | 125.1 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2720-1¼ 1472 (1500-1¼) | 2720-1½ 1472 (1500-1½) | 2720-3 1472 (1500-3) | |

| UDDOV FIX MINIMUMS | | | |
|---|---|---|---|
| CIRCLING | 1900-1 652 (700-1) | 1900-1¾ 652 (700-1¾) | 2100-2¾ 852 (900-2¾) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## MORGANTOWN MUNI–WALTER L. BILL HART FLD (MGW) 3 E UTC−5(−4DT)

CINCINNATI
H–10H, 12H, L–29C
IAP, AD

N39°38.58′ W79°54.98′

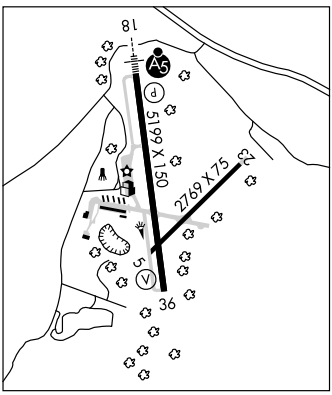
1248 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE MGW

**RWY 18–36:** H5199X150 (ASPH–GRVD) S–65, D–90, 2S–114, 2D–175 HIRL

**RWY 18:** MALSR. PAPI(P4L)—GA 3.0°TCH 60′. Tree.

**RWY 36:** VASI(V4L)—GA 3.0°TCH 52′.

**RWY 05–23:** H2769X75 (ASPH) S–12.5 MIRL




**AIRPORT REMARKS:** Attended 1000–0500Z‡. FBO hours are from 1000Z‡ until 0500Z‡, 24 hr phone number 304–296–2359. Deer and birds on and invof arpt. Be Alert: Possibility of turbulence invof power plant stacks 3.6 miles N of afld during cold weather. PPR 24 hrs for unscheduled air carrier ops call arpt manager 304–291–7461. When twr clsd ACTIVATE HIRL Rwy 18–36; MIRL Rwy 05–23; MALSR Rwy 18 and twy lgts—CTAF. Ldg fee for acft 6500 lbs and over.

**WEATHER DATA SOURCES:** ASOS 120.675 (304) 296–7103.

**COMMUNICATIONS: CTAF** 125.1 **UNICOM** 122.95

**RCO** 122.1R 111.6T 122.6 (ELKINS RADIO)

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 126.95 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

**TOWER** 125.1 (1200–0400Z‡) **GND CON** 121.7

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MGW.

**(L) VORTAC** 111.6 MGW Chan 53 N39°33.40′ W79°51.62′ 338° 5.8 NM to fld. 2339/05W.

**ILS** 108.5 I–MGW Rwy 18. Class IE. Unmonitored when twr clsd.

## MOUNDSVILLE

### MARSHALL CO (MPG) 3 S UTC−5(−4DT) N39°52.85′ W80°44.15′

CINCINNATI
L–29B
IAP

1214 B S2 **FUEL** 100LL NOTAM FILE EKN

**RWY 06–24:** H3302X60 (ASPH) S–12.5 MIRL 0.6% up SW

**RWY 06:** PAPI(P2R)—GA 4.0° TCH 26′. Tower. **RWY 24:** PAPI(P2R)—GA 3.0° TCH 40′. Trees.

**AIRPORT REMARKS:** Attended 1330Z‡–dusk. ACTIVATE MIRL Rwy 06–24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously. PAPI Rwy 24 may be partially obscured by brush.

**WEATHER DATA SOURCES:** AWOS–3 119.05 (304) 845–2959.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

**CLEVELAND CENTER APP/DEP CON** 120.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CLE.

**BELLAIRE (H) VOR/DME** 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 162° 9 NM to fld. 1290/07W. VOR unmonitored.

## NEW CUMBERLAND

### HERRON (7G1) 3 NE UTC−5(−4DT) N40°32.00′ W80°32.40′

DETROIT

1226 B S2 **FUEL** 80, 100LL TPA—2001(775) NOTAM FILE EKN

**RWY 04–22:** H2030X20 (ASPH) LIRL(NSTD)

**RWY 04:** Trees. **RWY 22:** Trees.

**RWY 01–19:** 1200X24 (TURF)

**RWY 01:** Tree. **RWY 19:** Tree.

**AIRPORT REMARKS:** Attended irregularly. Repairs by prior arrangement. Attendant not on duty. Former Rwy 14–32 clsd except taxiing and parking. Rwy 04 and Rwy 22 ends not vis fm each end. Traffic on road crossing rwy not visible fm Rwy 4 end. Public road crosses center of afld, do not taxi on road, wing will not clear stop sign on road. Rwy 04–22 slopes up fm east to west, approximately 30 feet. 30 foot drop off at each rwy end. Rwy 04–22 has extensive cracking, grass growing full length, asph uneven. Deer on and invof arpt. Ultralight activity. Arpt lgts opr dusk–0400Z‡. ACTIVATE NSTD LIRL Rwy 04–22 5 times on/5 times off—123.0. Rwy 04–22 lgts on SE side only. Rwy 04–22 centerline marked by irregular shaped diamonds.

**COMMUNICATIONS: CTAF** 122.9

| APP CRS | Rwy Idg | 3302 |
|---|---|---|
| 060° | TDZE | 1214 |
| | Apt Elev | 1214 |

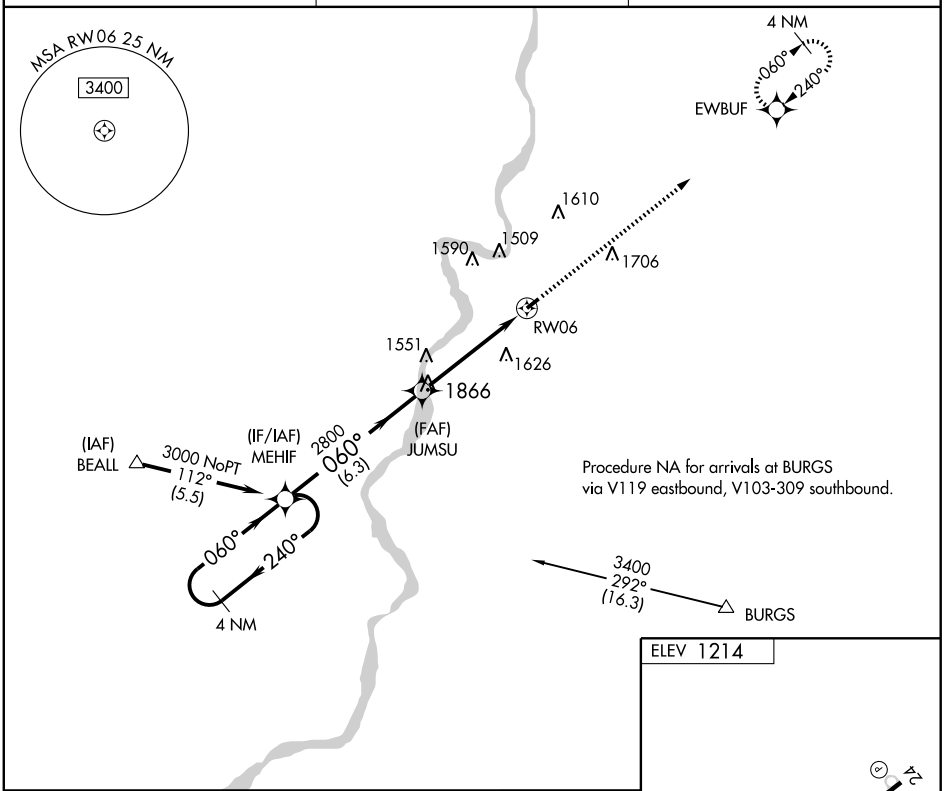
# RNAV (GPS) RWY 6

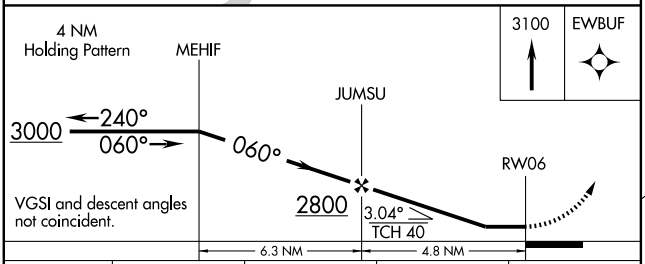
MOUNDSVILLE/ MARSHALL COUNTY (MPG)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

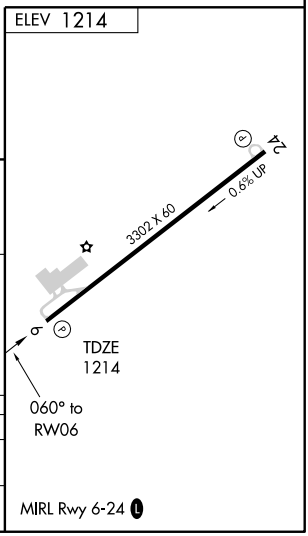
MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.05 | 120.4 257.975 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 646 (700-1) | 1860-1¾ 646 (700-1¾) | NA |
| CIRCLING | 1860-1 | 646 (700-1) | 1860-1¾ 646 (700-1¾) | NA |






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 24

MOUNDSVILLE/ MARSHALL COUNTY (MPG)

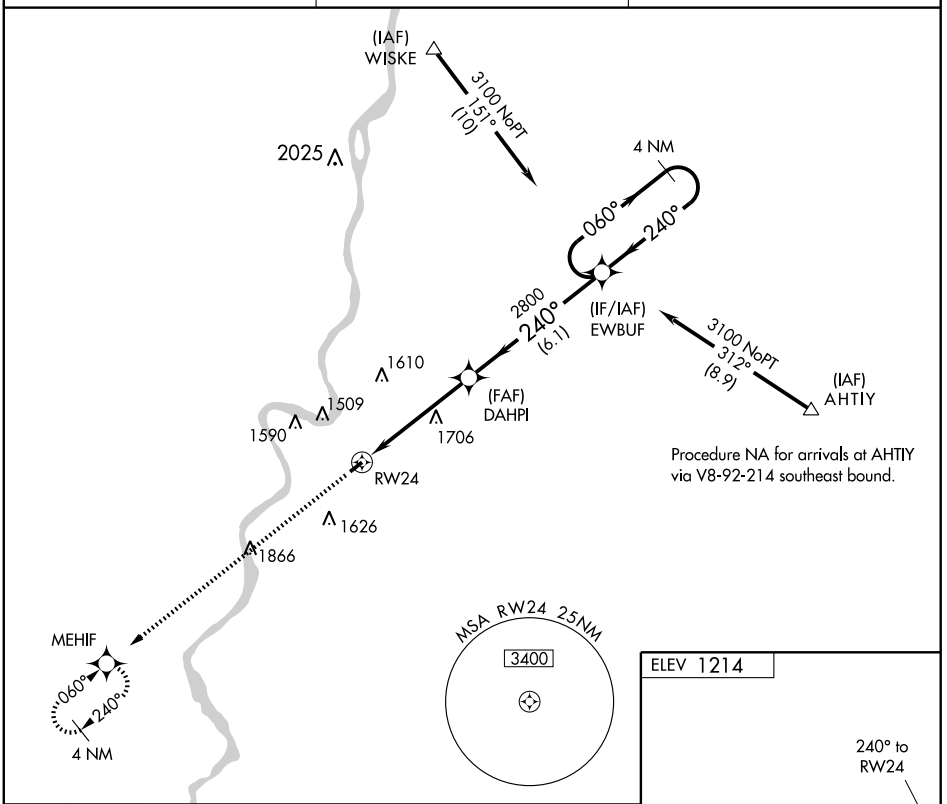
| APP CRS | Rwy Idg | 3302 |
|---|---|---|
| 240° | TDZE | 1213 |
| | Apt Elev | 1214 |

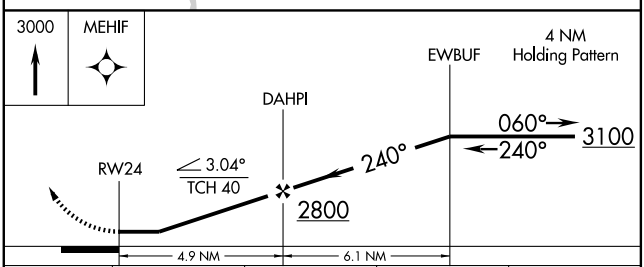
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet.

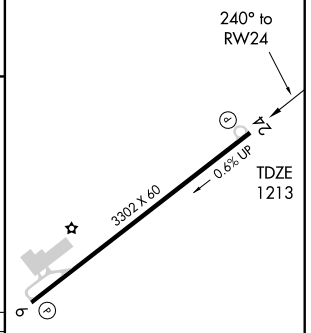
NA

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.05 | 120.4 257.975 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1960-1<br>747 (800-1) | 1960-1¼<br>747 (800-1¼) | 1960-2¼<br>747 (800-2¼) | NA |
| CIRCLING | 1960-1<br>746 (800-1) | 1960-1¼<br>746 (800-1¼) | 1960-2¼<br>746 (800-2¼) | NA |

MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME AIR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.1 | 162° | TDZE | N/A |
| Chan 118 | | Apt Elev | 1214 |

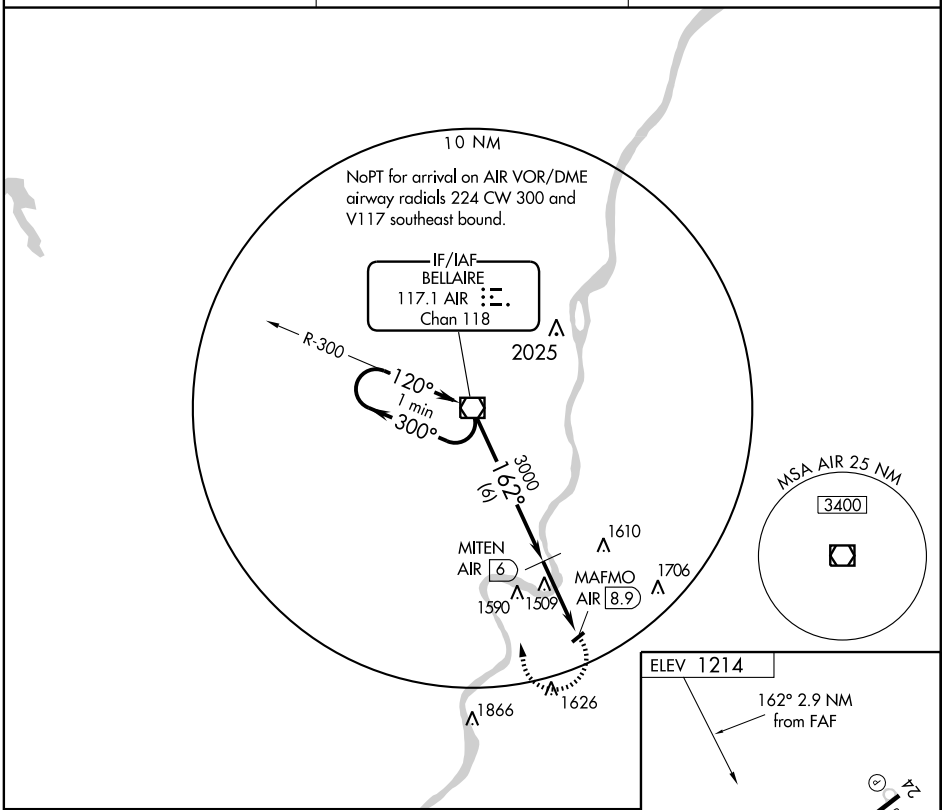
# VOR/DME-A

MOUNDSVILLE/ MARSHALL COUNTY (MPG)

T NA When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet and Cat B/C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct AIR VOR/DME and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.05 | 120.4 257.975 | 122.7 (CTAF) L |

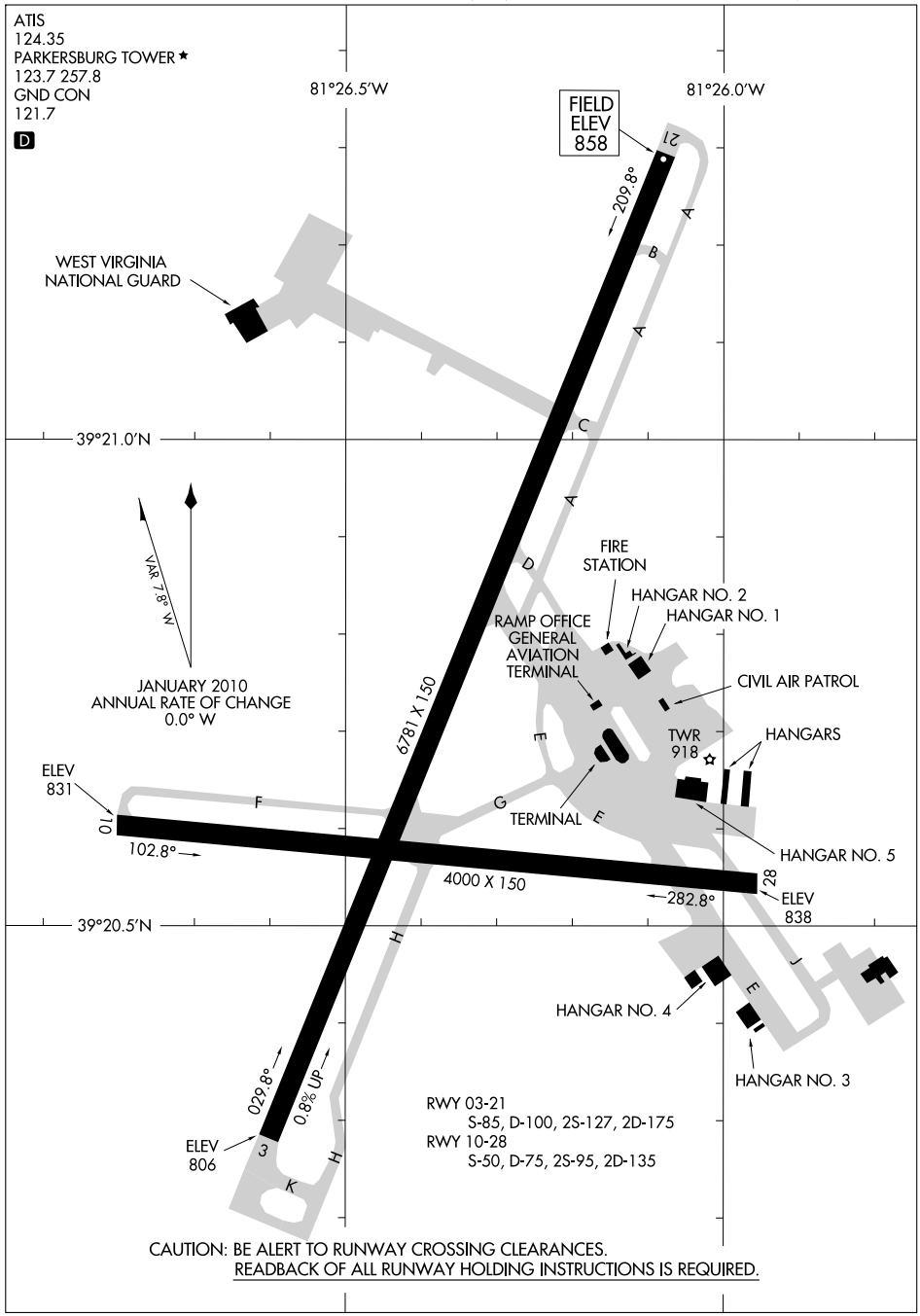



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1900-1 | 686 (700-1) | 1900-2<br>686 (700-2) | NA |

MIRL Rwy 6-24 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010




NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## NEW MARTINSVILLE

**P W JOHNSON MEM** (75D) 2 N UTC−5(−4DT) N39°41.04′ W80°51.74′ **CINCINNATI**

632 B TPA—2432(1800) NOTAM FILE EKN

**RWY 01–19:** 2100X73 (TURF) LIRL

**RWY 01:** VASI(NSTD). Pole. **RWY 19:** Trees.

**AIRPORT REMARKS:** Unattended. Ultralights on and invof arpt. Ultralights use rgt tfc for Rwy 19. Birds on and invof arpt. 1700′ MSL twr 0.58 mi northwest of Rwy 19 end. Rwy 19 has rising terrain in north approach. Ditch on W side of rwy in front of hangers. Use rwy exits marked by tires or lgts. ACTIVATE LIRL Rwy 01–19 and rotating bcn—CTAF. Rwy 01–19 soft when wet, mud covers some areas. Rwy 01–19 marked with tires painted white. Dirt svc road for arpt use only, crosses Rwy 01 end 0–45 ft out.

**COMMUNICATIONS: CTAF** 122.9

**NORTH CENTRAL WEST VIRGINIA** (See CLARKSBURG)

**ONA AIRPARK** (See MILTON)

**P W JOHNSON MEM** (See NEW MARTINSVILLE)

**PARKERSBURG** N39°26.47′ W81°22.49′ NOTAM FILE PKB. **CINCINNATI**

**(L) VORTAC** 108.6 JPU Chan 23 211° 6.5 NM to Mid–Ohio Valley Rgnl. 1030/03W. **H–10G, 12H, L–29B**

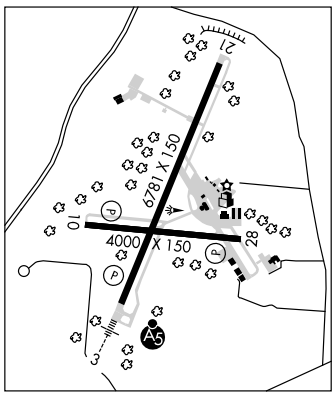
**RCO** 122.4 122.1R 108.6T (ELKINS RADIO)

## PARKERSBURG

**MID–OHIO VALLEY RGNL** (PKB) 6 NE UTC−5(−4DT) **CINCINNATI**

N39°20.71′ W81°26.35′ **H–10G, 12H, L–29B**

858 B S2 **FUEL** 100LL, JET A Class I, ARFF Index A. NOTAM FILE PKB **IAP, AD**




**RWY 03–21:** H6781X150 (ASPH–GRVD) S–85, D–100, 2S–127, 2D–175 HIRL 0.8% up NE.

**RWY 03:** MALSR. PAPI(P4L)—GA 3.0° TCH 71′.

**RWY 21:** REIL.

**RWY 10–28:** H4000X150 (ASPH) S–50, D–75, 2S–95, 2D–135 HIRL

**RWY 10:** REIL. PAPI(P2L)—GA 3.0° TCH 51′.

**RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 52′.

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 10:** TORA–4000 TODA–4000 ASDA–4000 LDA–4000

**RWY 28:** TORA–4000 TODA–4000 ASDA–4000 LDA–4000

**AIRPORT REMARKS:** Attended continuously. PPR 30 min for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 304–464–5113. Deer on and invof arpt. Rwy 03 touchdown rwy visual range avbl. When twr clsd ACTIVATE HIRL Rwy 03–21 and Rwy 10–28; twy lgts; MALSR Rwy 03; REIL Rwy 10—CTAF. Rwy 28 PAPI unusable byd 008° left and 008° right of rwy centerline. No landing fee for acft less than 6,500 lbs. for acft greater than 6,500, landing fee waived with fuel purchases.

**WEATHER DATA SOURCES:** ASOS (304) 464–5547.

**COMMUNICATIONS: CTAF** 123.7 **ATIS** 124.35 **UNICOM** 122.95

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 125.55

**PARKERSBURG TOWER** 123.7 (1200–0400Z‡) **GND CON** 121.7

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PKB.

**PARKERSBURG (L) VORTAC** 108.6 JPU Chan 23 N39°26.47′ W81°22.49′ 211° 6.5 NM to fld. 1030/03W.

**VERSI NDB (LOM)** 388 PK N39°15.25′ W81°29.10′ 028° 5.9 NM to fld.

**ILS** 110.7 I–PKB Rwy 03. LOM VERSI NDB.

**COMM/NAV/WEATHER REMARKS:** VERSI LOM unusable 000°–094° byd 10 NM blo 3,000′; 095°–149° all altitudes and distances; 150°–210° byd 10 NM.

| LOC I-PKB | APP CRS | Rwy ldg | 6781 |
|---|---|---|---|
| 110.7 | 027° | TDZE | 831 |
| | | Apt Elev | 858 |

# ILS or LOC RWY 3

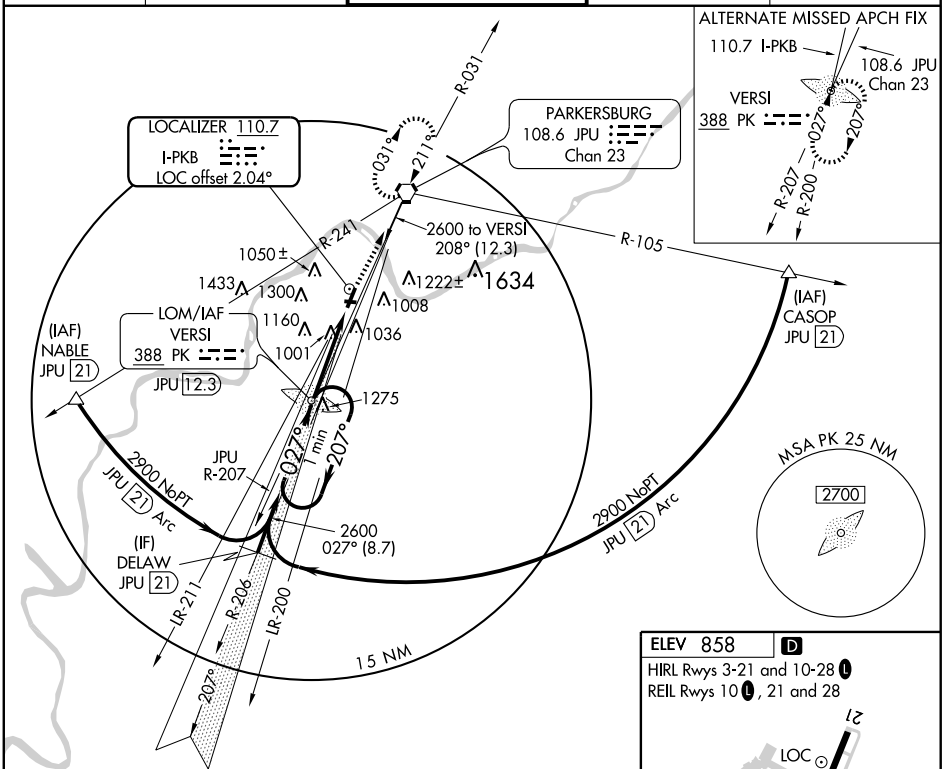
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

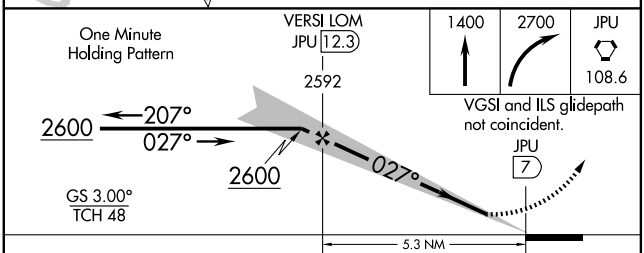
When local altimeter setting not received, use Athens OH altimeter setting and increase all DA/MDA 100 feet and S-ILS 3 All Cats visibility ¼ mile, and S-LOC 3 Cat C and D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Athens OH altimeter setting increase S-ILS 3 All Cats visibility ½ mile.

MALSR

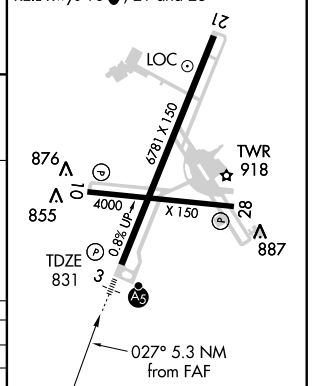
MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct JPU VORTAC and hold.

| ATIS | INDIANAPOLIS CENTER | PARKERSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.35 | 125.55 398.9 | 123.7 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 1081/24 250 (300-½) | | | |
| S-LOC 3 | 1260/24 429 (500-½) | | 1260/40 429 (500-¾) | 1260/50 429 (500-1) |
| CIRCLING | 1380-1 522 (600-1) | 1420-1 562 (600-1) | 1420-1½ 562 (600-1½) | 1460-2 602 (700-2) |




| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 6781 |
|---|---|---|---|
| CH 77906 | 029° | TDZE | 831 |
| W03A | | Apt Elev | 858 |

# RNAV (GPS) RWY 3

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

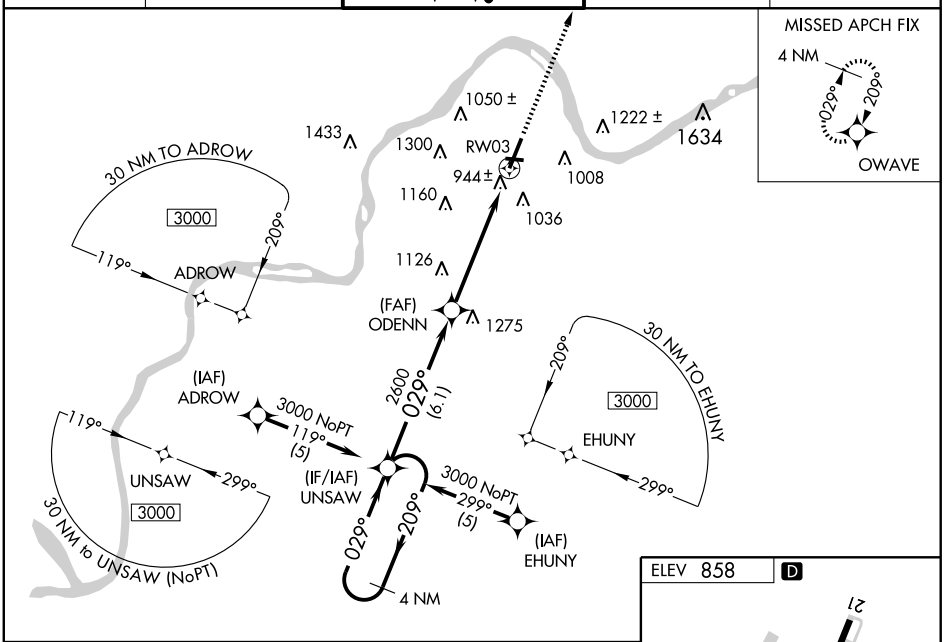
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

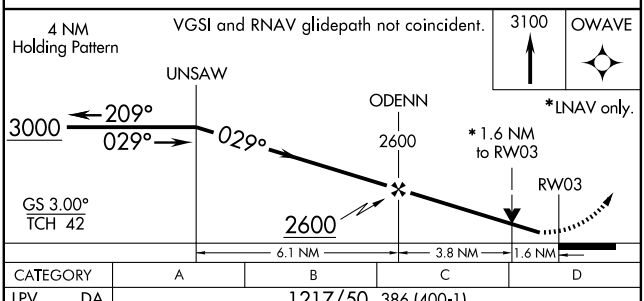
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Jackson County altimeter setting. When local altimeter setting not received, use Jackson County altimeter setting and increase all DAs/MDAs 100 feet. Increase all visibilities ¾ mile. Inoperative table does not apply when using Jackson County altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1½ and LNAV Cats A/B to RVR 5000.

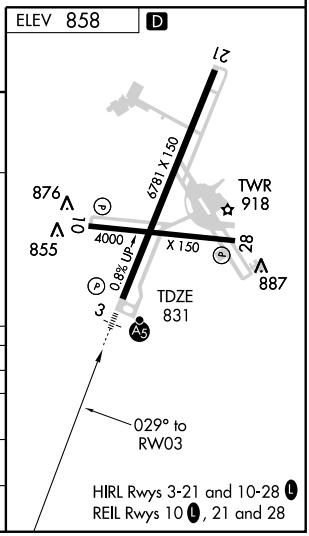
MALSR

MISSED APPROACH: Climb to 3100 direct OWAVE and hold.

| ATIS | INDIANAPOLIS CENTER | PARKERSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.35 | 125.55 398.9 | 123.7 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1217/50 386 (400-1) | | | |
| LNAV/VNAV DA | 1478-2 647 (700-2) | | | |
| LNAV MDA | 1380/40 549 (600-¾) | | 1380/50 549 (600-1) | 1380/60 549 (600-1¼) |
| CIRCLING | 1440-1 582 (600-1) | | 1440-1½ 582 (600-1½) | 1460-2 602 (700-2) |




NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 6781 |
|---|---|---|
| 209° | TDZE | 857 |
| | Apt Elev | 858 |

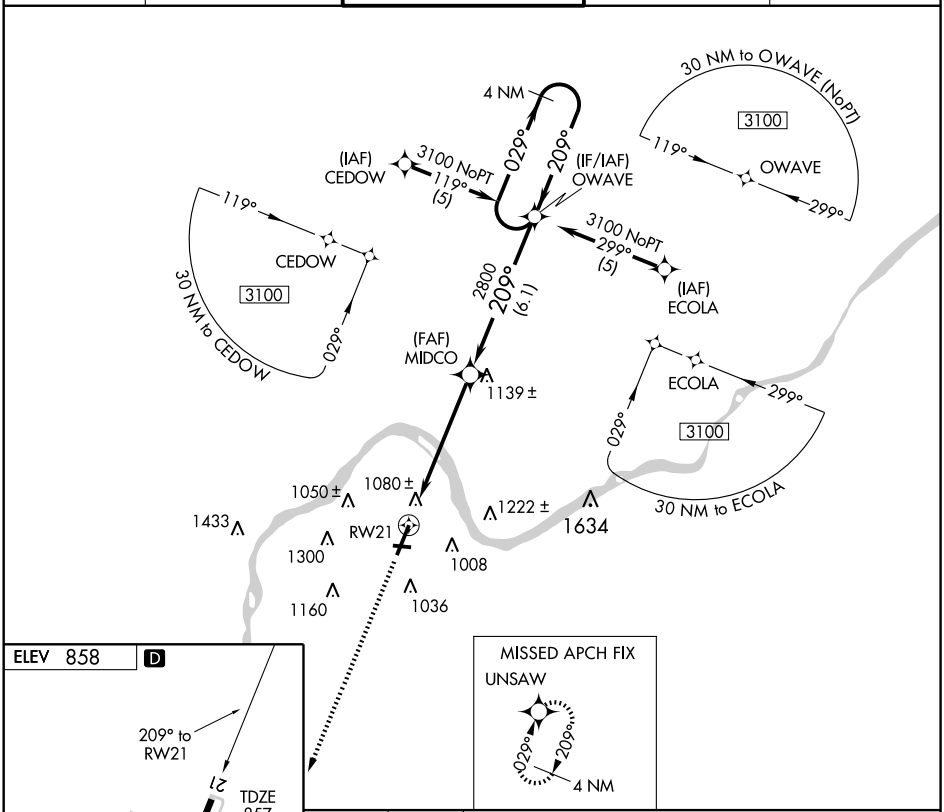
# RNAV (GPS) RWY 21

PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile. VDP NA with Jackson County altimeter setting.

MISSED APPROACH: Climb to 3000 direct UNSAW and hold.

| ATIS | INDIANAPOLIS CENTER | PARKERSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.35 | 125.55 398.9 | 123.7 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 523 (600-1) | 1380-1½ 523 (600-1½) | 1380-1¾ 523 (600-1¾) |
| CIRCLING | 1440-1 | 582 (600-1) | 1440-1½ 582 (600-1½) | 1460-2 602 (700-2) |

HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VORTAC JPU | APP CRS | Rwy Idg 6781 |
|---|---|---|
| 108.6 | 211° | TDZE 857 |
| Chan 23 | | Apt Elev 858 |

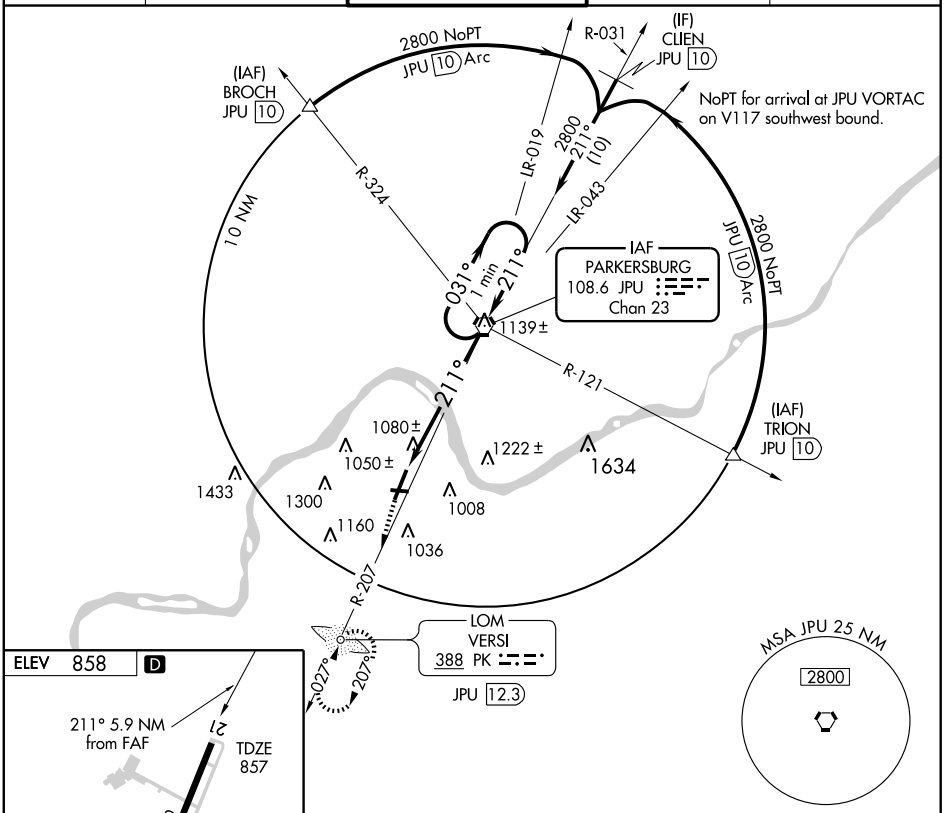
# VOR RWY 21

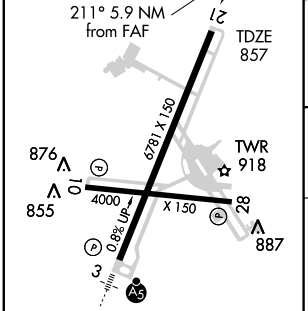
PARKERSBURG/MID-OHIO VALLEY RGNL (PKB)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Jackson County altimeter setting and increase all MDAs 100 feet. Increase Cat C/D visibilities ½ mile.
VDP NA when using Jackson County altimeter setting. ADF or DME Required.

MISSED APPROACH: Climb to 2600 via JPU VORTAC R-207 to VERSI LOM/JPU 12.3 DME and hold.

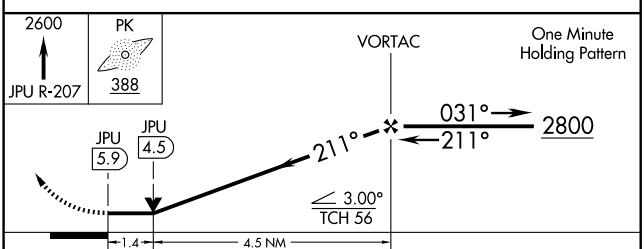
| ATIS | INDIANAPOLIS CENTER | PARKERSBURG TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.35 | 125.55 398.9 | 123.7 (CTAF) L 257.8 | 121.7 | 122.95 |




HIRL Rwys 3-21 and 10-28 L
REIL Rwys 10 L, 21 and 28

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1380-1 523 (600-1) | | 1380-1½ 523 (600-1½) | 1380-1¾ 523 (600-1¾) |
| CIRCLING | 1440-1 582 (600-1) | | 1440-1½ 582 (600-1½) | 1460-2 602 (700-2) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

## PETERSBURG

**GRANT CO** (W99) 1 SW UTC−5(−4DT) N38°59.70′ W79°08.75′ **CINCINNATI**

963 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE EKN **H–10H, 12H, L–29D**

**RWY 13–31:** H5000X75 (ASPH) S–12.5 MIRL **IAP**

**RWY 13:** Trees. **RWY 31:** REIL. PAPI(P4L)—GA 6.0°. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. Self service fuel avbl 24 hrs a day with credit card, Jet A by req after hrs. Glider ops. Rwy 31 right traffic for glider and ultra–light only. All other powered acft standard left traffic pattern. Bird activity on and invof arpt. Pilot–controlled lgtng OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 31 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 124.475 (304) 257–2477.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**KESSEL (L) VOR/DME** 110.8 ESL Chan 45 N39°13.53′ W78°59.37′ 214° 15.6 NM to fld. 2590/06W.

**LDA/DME** 111.5 I–IYQ Chan 52 Rwy 31. LOC unusable byd 10 NM blo 4200′. DME unusable blo 4500′ byd 10 NM; blo 4900′ byd 13 NM; blo 5200′ byd 14 NM; blo 5900′ byd 15 NM, byd 19 NM.

## PHILIPPI

**PHILIPPI/BARBOUR CO RGNL** (79D) 2 NW UTC−5(−4DT) N39°09.97′ W80°03.74′ **CINCINNATI**

1755 B **FUEL** 100LL NOTAM FILE EKN **L–29C**

**RWY 08–26:** H3275X60 (ASPH) MIRL **IAP**

**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 140′. Tree.

**RWY 26:** PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 225′. Ground.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self–serve. Rwy 26 186 ft ridge approximately 3200 ft from thld; 550 ft right. Rwy 26 500′ dropoff 50′ from thld. Rwy 08 150′ dropoff 112′ from thld. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08—CTAF. REIL Rwy 08 omni directional.

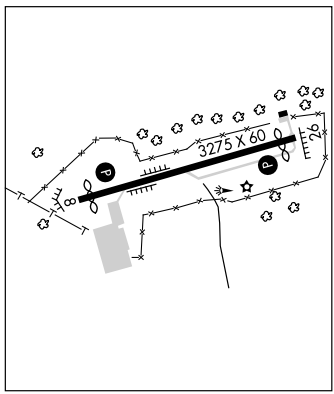
**COMMUNICATIONS: CTAF** 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKB.

**CLARKSBURG (L) VOR/DME** 112.6 CKB Chan73 N39°15.19′ W80°16.07′ 122° 10.9 NM to fld. 1430/04W.




**SIMPSON** (9W3) 3 S UTC−5(−4DT) N39°05.61′ W80°01.55′ **CINCINNATI**

1960 NOTAM FILE EKN

**RWY 01–19:** 1500X50 (TURF)

**RWY 01:** Road. **RWY 19:** Trees.

**AIRPORT REMARKS:** Attended continuously. Deer on and in vicinity of arpt. Unlimited vehicle access to arpt. Rwy 19 has 50′ drop–off 75′ from thld. Rwy 01 has 15′ public road at rwy end. Rwy 01–19 ldg area outlined with white tires.

**COMMUNICATIONS: CTAF** 122.9

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 295° | TDZE | 957 |
| | Apt Elev | 960 |

# GPS RWY 31

PETERSBURG / GRANT COUNTY (W99)

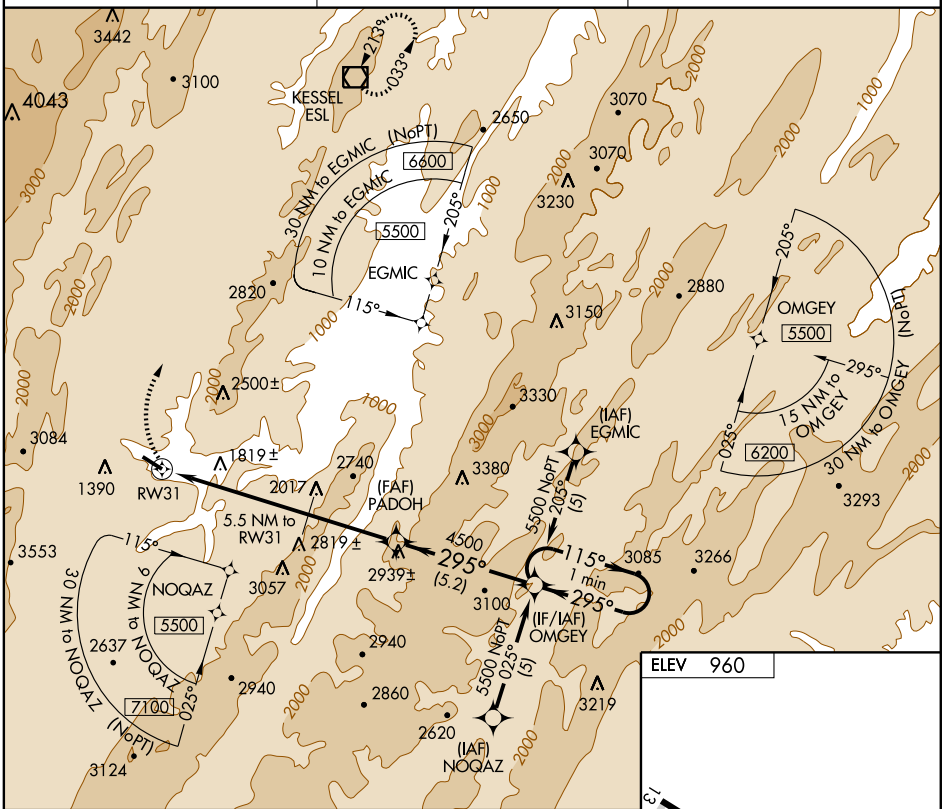
NA

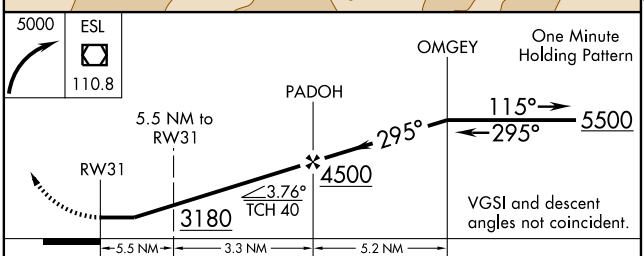
MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.475 | 133.65 285.6 | 122.8 L (CTAF) |

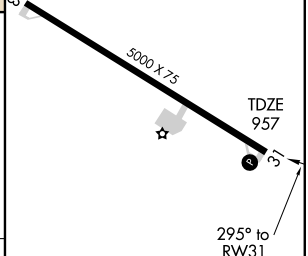


NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 2380-1¼ 1423 (1500-1¼) | 2380-1½ 1423 (1500-1½) | 2380-3 1423 (1500-3) | |
| CIRCLING | 2380-1¼ 1420 (1500-1¼) | 2380-1½ 1420 (1500-1½) | 2380-3 1420 (1500-3) | 2440-3 1480 (1500-3) |




REIL Rwy 31 L
MIRL Rwy 13-31 L

| LOC I-IYQ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.5 | 285° | TDZE | N/A |
| Chan 52 | | Apt Elev | 960 |

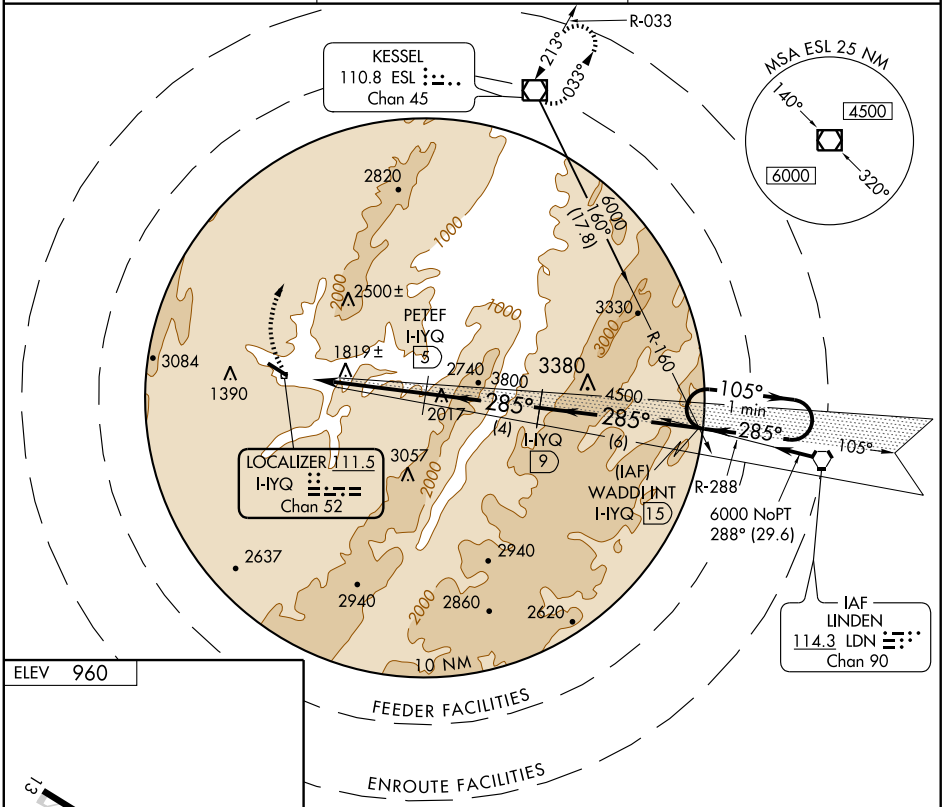
# LDA/DME-B

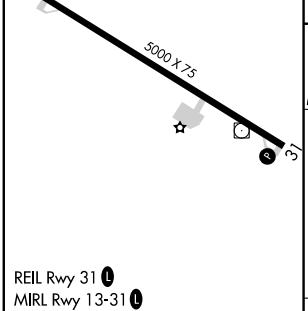
PETERSBURG / GRANT COUNTY (W99)

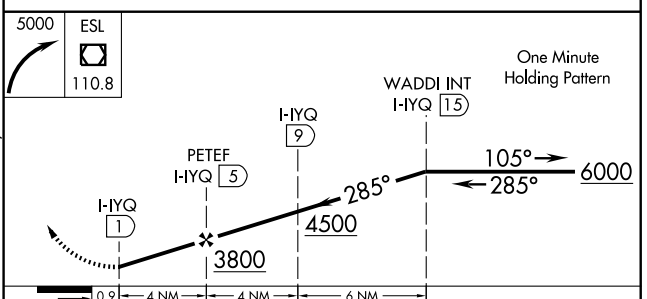
NA

MISSED APPROACH: Climbing right turn to 5000 direct ESL VOR/DME and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.475 | 133.65 285.6 | 122.8 L (CTAF) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1¼<br>1240 (1300-1¼) | 2200-1½<br>1240 (1300-1½) | 2200-3<br>1240 (1300-3) | NA |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| VOR/DME ESL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.8 | 213° | TDZE | N/A |
| Chan 45 | | Apt Elev | 960 |

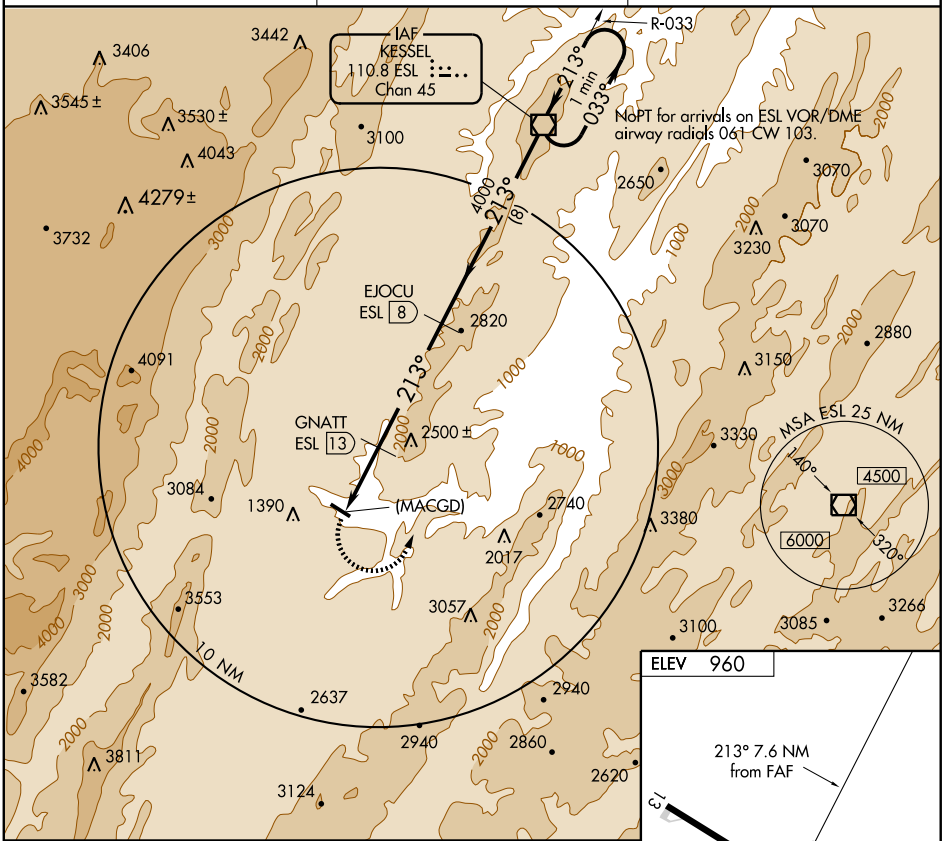
# VOR/DME or GPS-A

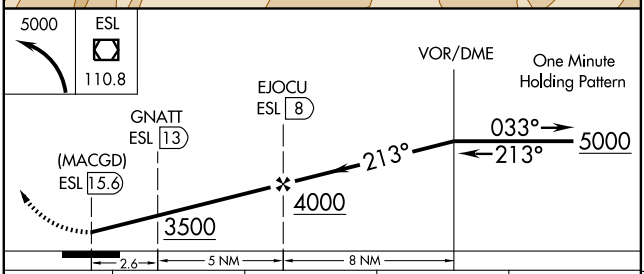
## PETERSBURG / GRANT COUNTY (W99)

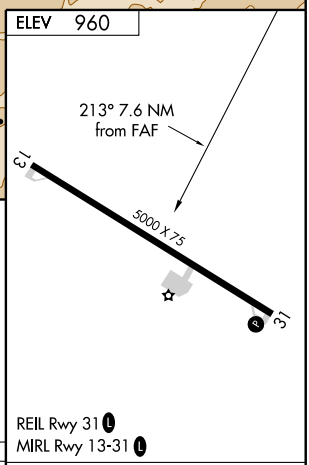
NA

MISSED APPROACH: Climbing left turn to 5000 direct ESL VOR/DME and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 124.475 | 133.65 285.6 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3100-1¼ 2140 (2200-1¼) | 3100-1½ 2140 (2200-1½) | 3100-3 2140 (2200-3) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




NE-4, 26 AUG 2010 to 23 SEP 2010

## PETERSBURG

**GRANT CO** (W99) 1 SW UTC−5(−4DT) N38°59.70′ W79°08.75′ **CINCINNATI**

963 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE EKN **H–10H, 12H, L–29D**

**RWY 13–31:** H5000X75 (ASPH) S–12.5 MIRL **IAP**

**RWY 13:** Trees. **RWY 31:** REIL. PAPI(P4L)—GA 6.0°. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon–Fri 1300–2200Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. Self service fuel avbl 24 hrs a day with credit card, Jet A by req after hrs. Glider ops. Rwy 31 right traffic for glider and ultra–light only. All other powered acft standard left traffic pattern. Bird activity on and invof arpt. Pilot–controlled lgtng OTS indef. ACTIVATE MIRL Rwy 13–31; REIL Rwy 31 and PAPI Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS–3 124.475 (304) 257–2477.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **WASHINGTON CENTER APP/DEP CON** 133.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**KESSEL (L) VOR/DME** 110.8 ESL Chan 45 N39°13.53′ W78°59.37′ 214° 15.6 NM to fld. 2590/06W.

**LDA/DME** 111.5 I–IYQ Chan 52 Rwy 31. LOC unusable byd 10 NM blo 4200′. DME unusable blo 4500′ byd 10 NM; blo 4900′ byd 13 NM; blo 5200′ byd 14 NM; blo 5900′ byd 15 NM, byd 19 NM.

## PHILIPPI

**PHILIPPI/BARBOUR CO RGNL** (79D) 2 NW UTC−5(−4DT) N39°09.97′ W80°03.74′ **CINCINNATI**

1755 B **FUEL** 100LL NOTAM FILE EKN **L–29C**

**RWY 08–26:** H3275X60 (ASPH) MIRL **IAP**

**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 140′. Tree.

**RWY 26:** PAPI(P2L)—GA 3.0° TCH 20′. Thld dsplcd 225′. Ground.

**AIRPORT REMARKS:** Unattended. Fuel 24 hr self–serve. Rwy 26 186 ft ridge approximately 3200 ft from thld; 550 ft right. Rwy 26 500′ dropoff 50′ from thld. Rwy 08 150′ dropoff 112′ from thld. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08—CTAF. REIL Rwy 08 omni directional.

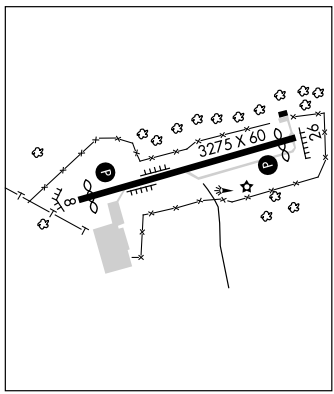
**COMMUNICATIONS: CTAF** 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

Ⓡ **WASHINGTON CENTER APP/DEP CON** 128.6 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CKB.

**CLARKSBURG (L) VOR/DME** 112.6 CKB Chan73 N39°15.19′ W80°16.07′ 122° 10.9 NM to fld. 1430/04W.




**SIMPSON** (9W3) 3 S UTC−5(−4DT) N39°05.61′ W80°01.55′ **CINCINNATI**

1960 NOTAM FILE EKN

**RWY 01–19:** 1500X50 (TURF)

**RWY 01:** Road. **RWY 19:** Trees.

**AIRPORT REMARKS:** Attended continuously. Deer on and in vicinity of arpt. Unlimited vehicle access to arpt. Rwy 19 has 50′ drop–off 75′ from thld. Rwy 01 has 15′ public road at rwy end. Rwy 01–19 ldg area outlined with white tires.

**COMMUNICATIONS: CTAF** 122.9

| APP CRS | | |
|---|---|---|
| 083° | Rwy Idg | 3135 |
| | TDZE | 1755 |
| | Apt Elev | 1755 |

# RNAV (GPS) RWY 8

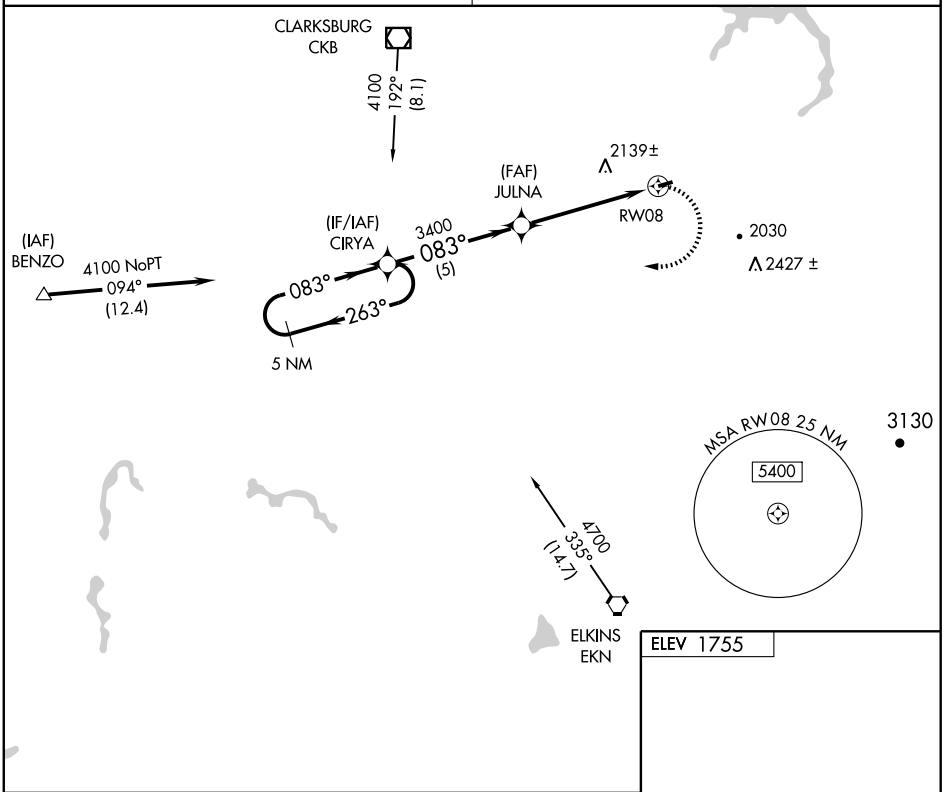
PHILIPPI/BARBOUR COUNTY RGNL (79D)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting and increase LNAV Cat A/B MDA 20 feet.

MISSED APPROACH: Climbing right turn to 4100 direct CIRYA and hold.

CLARKSBURG APP CON ★
**121.15 284.65**

CTAF
**122.9** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2460-1 | 705 (800-1) | NA | |
| CIRCLING | 2520-1<br>765 (800-1) | 2520-1¼<br>765 (800-1¼) | NA | |

REIL Rwy 8 L
MIRL Rwys 8-26 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | | |
|---|---|---|
| 249° | Rwy Idg | 3050 |
| | TDZE | 1755 |
| | Apt Elev | 1755 |

# RNAV (GPS) RWY 26

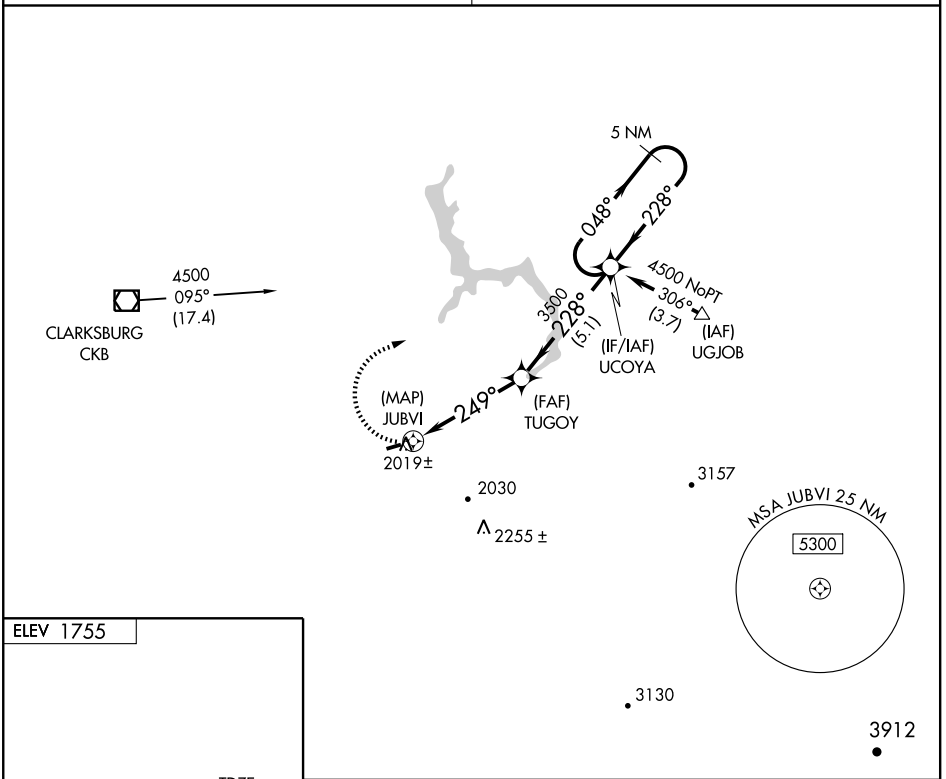
PHILIPPI/ BARBOUR COUNTY RGNL (79D)

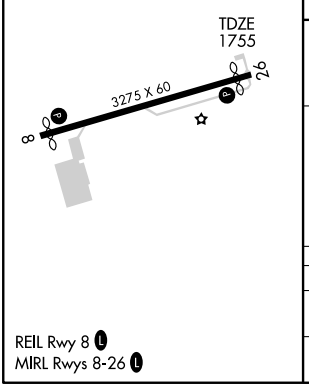
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting.

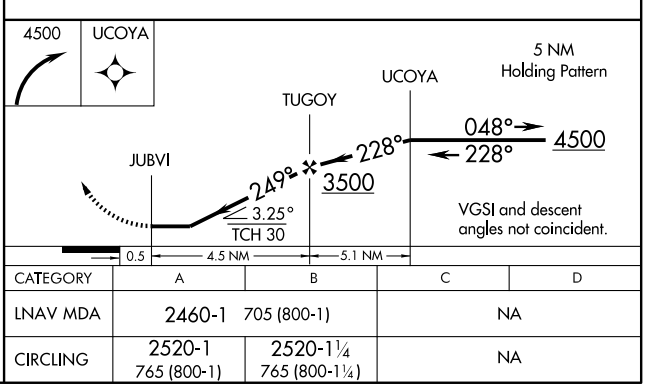
MISSED APPROACH: Climbing right turn to 4500 direct UCOYA and hold.

CLARKSBURG APP CON ★
**121.15 284.65**

CTAF
**122.9** L



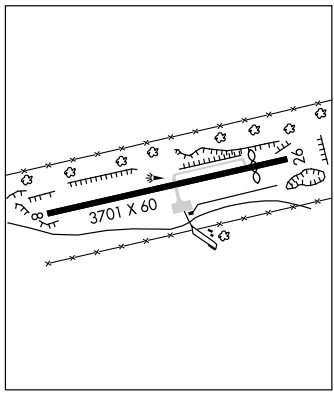

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2460-1 | 705 (800-1) | NA | |
| CIRCLING | 2520-1<br>765 (800-1) | 2520-1¼<br>765 (800-1¼) | NA | |




NE-4, 26 AUG 2010 to 23 SEP 2010

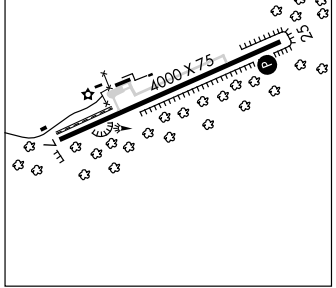
## PINEVILLE

**KEE FLD** (I16) 2 NW UTC−5(−4DT) N37°36.03′ W81°33.56′ — CINCINNATI
1783 B **FUEL** 100LL NOTAM FILE EKN — L–26I
**RWY 08–26:** H3701X60 (ASPH) S–13 MIRL 1.6% up NE — IAP
**RWY 08:** REIL. Trees.
**RWY 26:** REIL. Thld dsplcd 590′. Trees.
**AIRPORT REMARKS:** Attended daylight hours. For arpt attendant after hours call 304–732–7372. Wildlife on and invof arpt. Birds invof midpoint of rwy. ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.625 (304) 732–7311.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BECKLEY RCO** 122.1R 117.7T (ELKINS RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.
**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 249° 23.4 NM to fld. 2500/06W. **HIWAS.**




## POINT PLEASANT

**MASON CO** (3I2) 4 NE UTC−5(−4DT) N38°54.88′ W82°05.92′ — CINCINNATI
643 B **FUEL** 100LL NOTAM FILE EKN — L–29B
**RWY 07–25:** H4000X75 (ASPH) S–24 MIRL 0.4% up SW — IAP
**RWY 07:** Brush. **RWY 25:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Steam from cooling towers NW occasionally obscures obstruction lgts on tower North. Deer on and in vicinity of arpt. 6–8′ brush parallel to Rwy 25, 50′ from lights. Airframe repairs avbl on call, none based at arpt. Portion of ramp and one rwy exit unsafe due to soft weak asphalt paving. Area marked by lgtd barricade unusable. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.675 (304) 675–4618.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HENDERSON RCO** 122.1R 115.9T (ELKINS RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**HENDERSON (H) VORTAC** 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 10.2NM to fld. 880/03W.



| APP CRS | Rwy Idg | 3701 |
|---|---|---|
| 074° | TDZE | 1770 |
| | Apt Elev | 1783 |

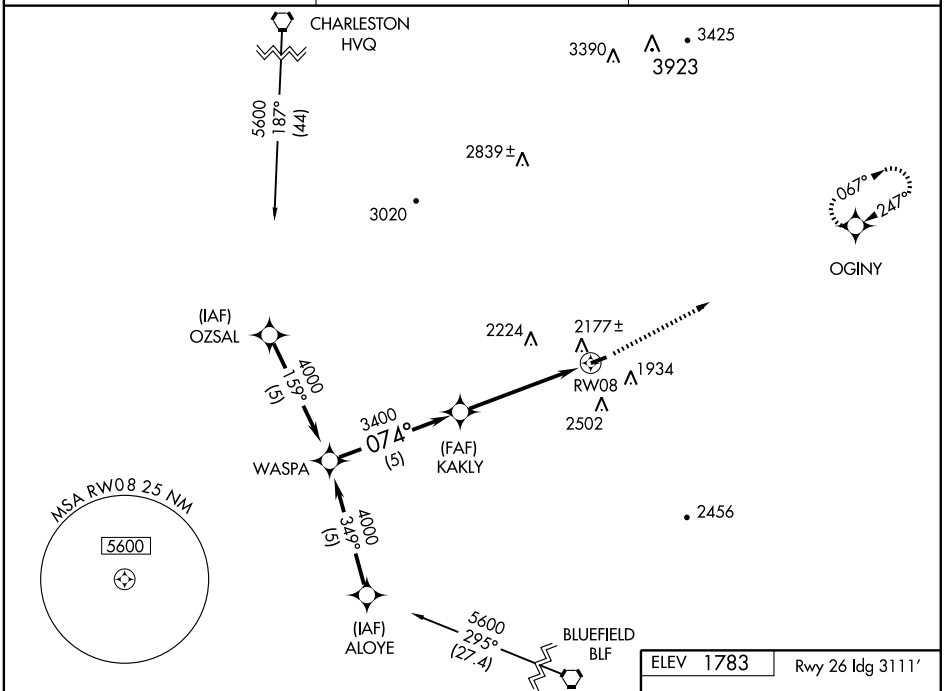
# GPS RWY 8

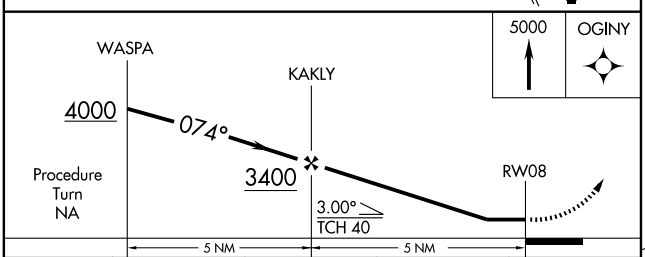
PINEVILLE/ KEE FIELD (I16)

T
NA
Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

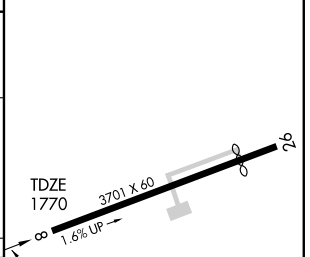
MISSED APPROACH: Climb to 5000 direct OGINY WP and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 120.625 | 118.95 269.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 2460-1 690 (700-1) | | 2460-2 690 (700-2) | NA |
| CIRCLING | 2620-1 837 (900-1) | 2620-1¼ 837 (900-1¼) | 2620-2½ 837 (900-2½) | NA |
| BECKLEY ALTIMETER SETTING MINIMUMS | | | | |
| S-8 | 2620-1 850 (900-1) | 2620-1¼ 850 (900-1¼) | 2620-2½ 850 (900-2½) | NA |
| CIRCLING | 2760-1¼ 977 (1000-1¼) | 2760-1½ 977 (1000-1½) | 2780-3 997 (1000-3) | NA |







NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3111 |
|---|---|---|
| 255° | TDZE | 1771 |
| | Apt Elev | 1783 |

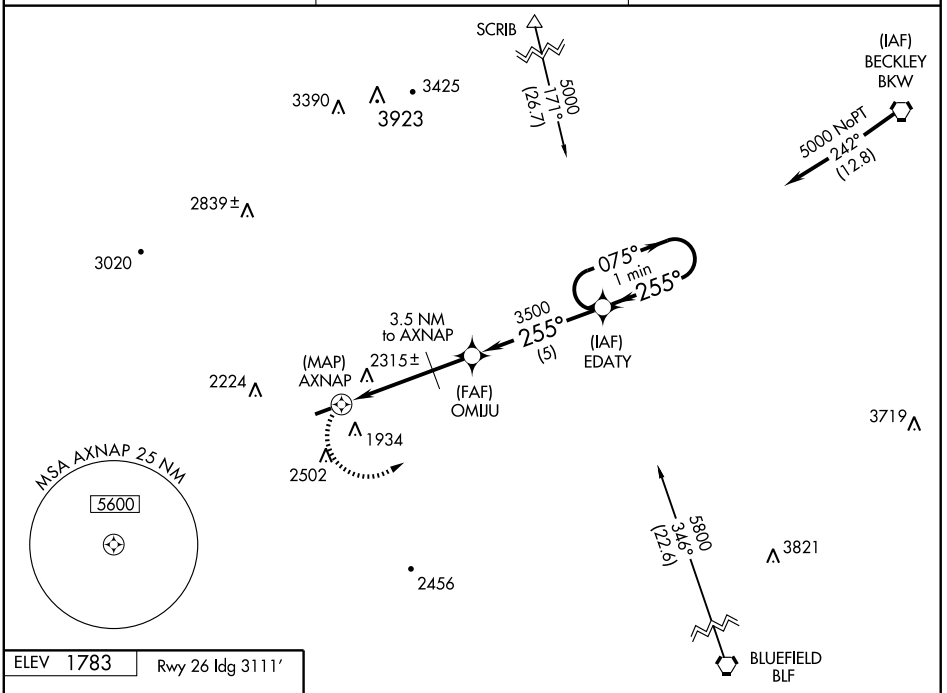
# GPS RWY 26

PINEVILLE/ KEE FIELD (I16)

T
NA Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct EDATY WP and hold.

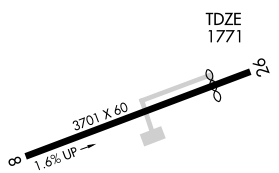
| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 120.625 | 118.95 269.125 | 122.8 (CTAF) L |

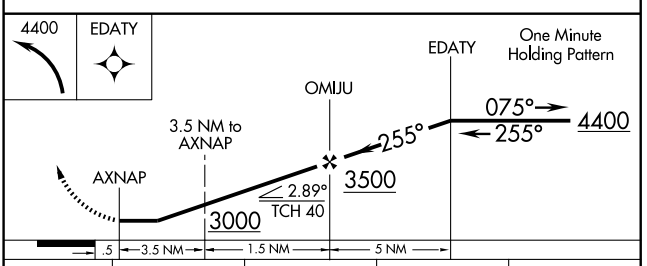



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

ELEV 1783 Rwy 26 Idg 3111′



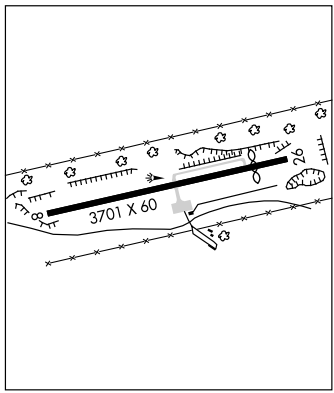




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 2580-1<br>809 (800-1) | 2580-1¼<br>809 (800-1¼) | 2580-2¼<br>809 (800-2¼) | NA |
| CIRCLING | 2620-1<br>837 (900-1) | 2620-1¼<br>837 (900-1¼) | 2620-2½<br>837 (900-2½) | NA |
| BECKLEY ALTIMETER SETTING MINIMUMS | | | | |
| S-26 | 2740-1¼<br>969 (1000-1¼) | 2740-1½<br>969 (1000-1½) | 2740-3<br>969 (1000-3) | NA |
| CIRCLING | 2760-1¼<br>977 (1000-1¼) | 2760-1½<br>977 (1000-1½) | 2780-3<br>997 (1000-3) | NA |

MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

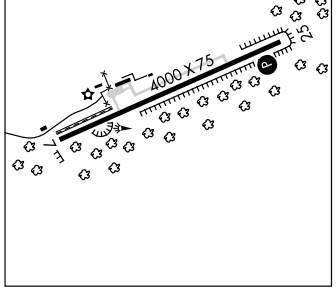
## PINEVILLE

**KEE FLD** (I16) 2 NW UTC−5(−4DT) N37°36.03′ W81°33.56′ — CINCINNATI
1783 B **FUEL** 100LL NOTAM FILE EKN — L–26I
**RWY 08–26:** H3701X60 (ASPH) S–13 MIRL 1.6% up NE — IAP
**RWY 08:** REIL. Trees.
**RWY 26:** REIL. Thld dsplcd 590′. Trees.
**AIRPORT REMARKS:** Attended daylight hours. For arpt attendant after hours call 304–732–7372. Wildlife on and invof arpt. Birds invof midpoint of rwy. ACTIVATE MIRL Rwy 08–26 REIL Rwy 08 and Rwy 26—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 120.625 (304) 732–7311.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**BECKLEY RCO** 122.1R 117.7T (ELKINS RADIO)
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 126.575
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.
**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 249° 23.4 NM to fld. 2500/06W. **HIWAS.**




## POINT PLEASANT

**MASON CO** (3I2) 4 NE UTC−5(−4DT) N38°54.88′ W82°05.92′ — CINCINNATI
643 B **FUEL** 100LL NOTAM FILE EKN — L–29B
**RWY 07–25:** H4000X75 (ASPH) S–24 MIRL 0.4% up SW — IAP
**RWY 07:** Brush. **RWY 25:** PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**AIRPORT REMARKS:** Attended 1400–2200Z‡. Steam from cooling towers NW occasionally obscures obstruction lgts on tower North. Deer on and in vicinity of arpt. 6–8′ brush parallel to Rwy 25, 50′ from lights. Airframe repairs avbl on call, none based at arpt. Portion of ramp and one rwy exit unsafe due to soft weak asphalt paving. Area marked by lgtd barricade unusable. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.675 (304) 675–4618.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HENDERSON RCO** 122.1R 115.9T (ELKINS RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**HENDERSON (H) VORTAC** 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 10.2NM to fld. 880/03W.



| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 072° | TDZE | 643 |
| | Apt Elev | 643 |

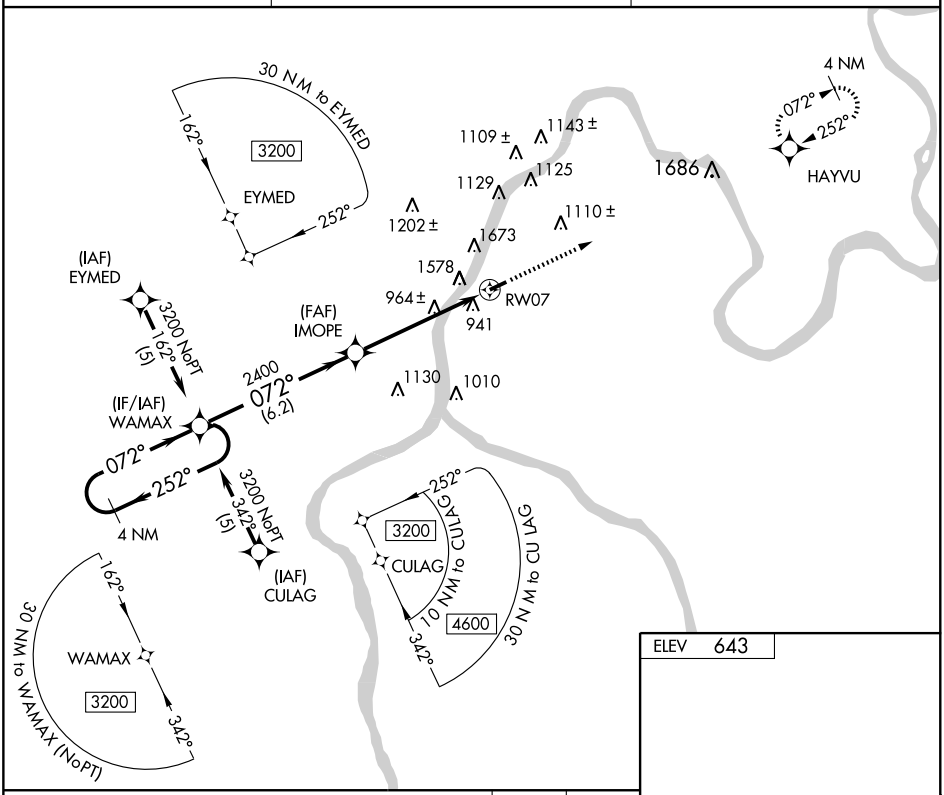
# RNAV (GPS) RWY 7

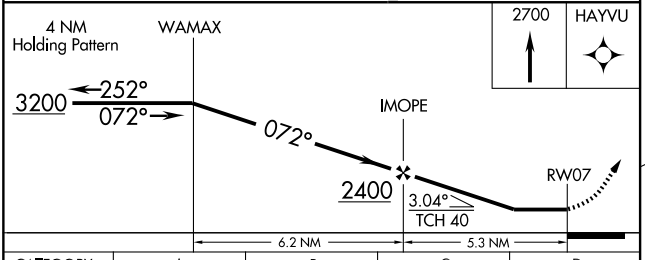
## POINT PLEASANT / MASON COUNTY (3I2)

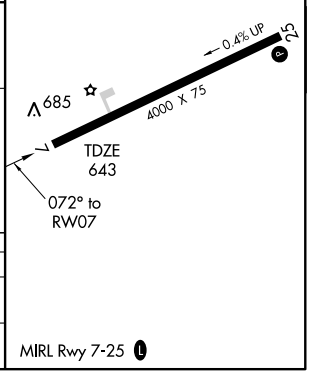
Circling NA NW of Rwy 7-25. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all MDA 80 feet.
Straight-in and Circling NA at night to Rwy 7.

MISSED APPROACH: Climb to 2700 direct HAYVU and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 119.675 | 128.4 270.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1880-1¼ 1237 (1300-1¼) | 1880-1½ 1237 (1300-1½) | 1880-3 | 1237 (1300-3) |
| CIRCLING | 1880-1¼ 1237 (1300-1¼) | 1880-1½ 1237 (1300-1½) | 1880-3 | 1237 (1300-3) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 97416 | 252° | TDZE | 643 |
| W25A | | Apt Elev | 643 |

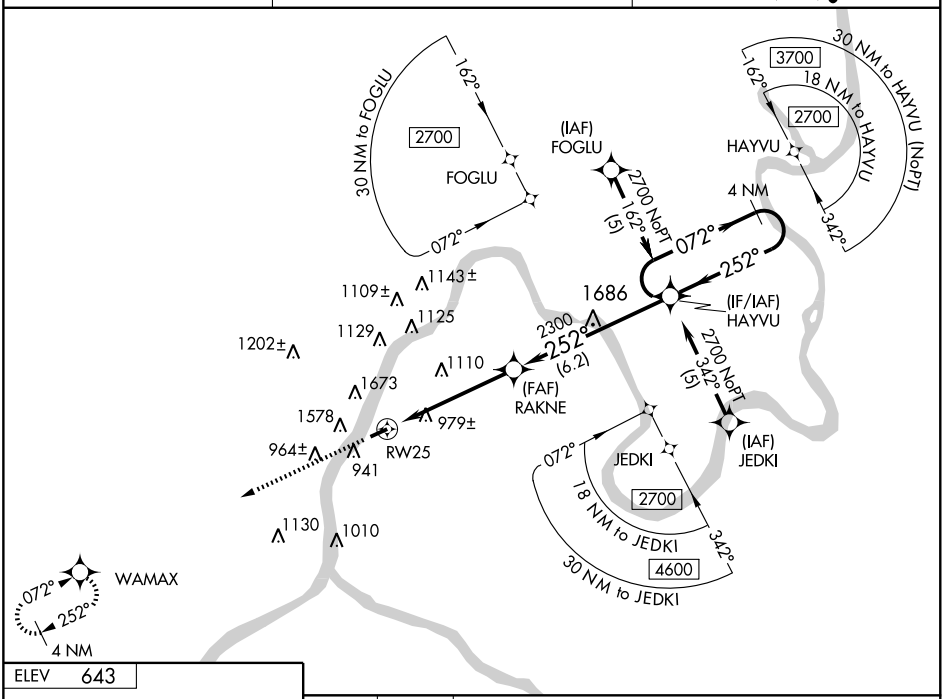
# RNAV (GPS) RWY 25

## POINT PLEASANT/ MASON COUNTY (3I2)

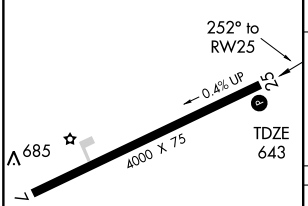
Circling NA NW of Rwy 7-25. Baro-VNAV NA when using Athens/Albany, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP - 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile and increase LNAV-VNAV all Cats visibility 1 mile.

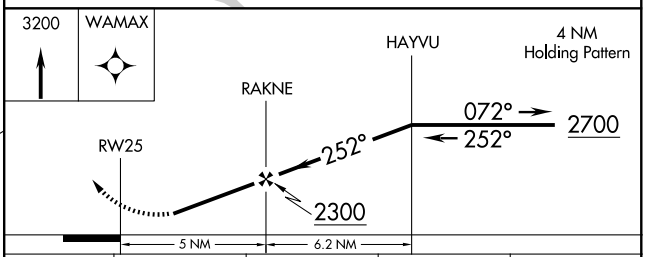
MISSED APPROACH: Climb to 3200 direct WAMAX and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 119.675 | 128.4 270.1 | 122.8 (CTAF) L |




ELEV 643




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1430-2¾ | | 787 (800-2¾) | |
| LNAV/ VNAV DA | 1727-4 | | 1084 (1100-4) | |
| LNAV MDA | 1700-1¼ 1057 (1100-1¼) | 1700-1½ 1057 (1100-1½) | 1700-3 | 1057 (1100-3) |
| CIRCLING | 1700-1¼ 1057 (1100-1¼) | 1700-1½ 1057 (1100-1½) | 1700-3 | 1057 (1100-3) |

MIRL Rwy 7-25 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**POTOMAC AIRPARK** (See BERKELEY SPRINGS)

**RAINELLE** N37°58.52′ W80°48.39′ NOTAM FILE EKN. CINCINNATI
**(L) VOR** 116.6 RNL L–26I
**RCO** 122.1R 116.6T (ELKINS RADIO)

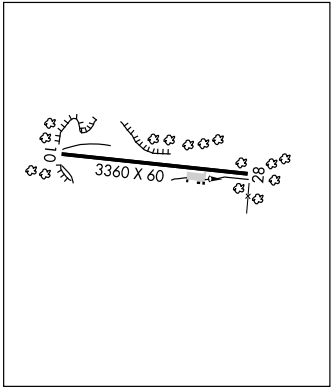
**RALEIGH CO MEM** (See BECKLEY)

**RANDOLPH CO** N38°53.64′ W79°51.57′ NOTAM FILE EKN. CINCINNATI
**NDB (HW)** 284 RQY at Elkins–Randolph Co–Jennings Randolph Fld. L–29C
NDB unusable:
018°–084° byd 10 NM 085°–017° byd 15 NM

## RAVENSWOOD

**JACKSON CO** (I18) 6 SW UTC−5(−4DT) N38°55.79′ W81°49.17′ CINCINNATI
758 B S4 **FUEL**, 100LL TPA—1758(1000) NOTAM FILE EKN L–29B
**RWY 04–22:** H4001X75 (ASPH) 12.5 MIRL 0.5% up NE IAP
**RWY 04:** REIL. PAPI(P2L)—GA 3.0°TCH 44′. Trees. **RWY 22:** REIL. PAPI(P2L)—GA 4.0°TCH 46′. Trees.
**AIRPORT REMARKS:** Attended 1300–2100Z‡. Parachute Jumping. Deer on and invof arpt. +481 ft stack ½ mile NW of arpt. Trees on ridgeline crossing extended centerline. 25′ trees parallel to Rwy 04 15′ left of edge lgts from thld to +1000. Rotating bcn obscured to the E. ACTIVATE MIRL Rwy 04–22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22, and windsock lgt—CTAF.
**WEATHER DATA SOURCES:** AWOS–2 121.3 (304) 273–3424.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**HUNTINGTON APP/DEP CON** 128.4
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.
**HENDERSON (H) VORTAC** 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 046° 14.3 NM to fld. 880/03W.

**RICHWOOD MUNI** (3I4) 6 W UTC−5(−4DT) N38°15.51′ W80°39.04′ CINCINNATI
2486 NOTAM FILE EKN L–26I
**RWY 10–28:** H3360X60 (ASPH)
**RWY 10:** Ridge. **RWY 28:** Trees.
**AIRPORT REMARKS:** Attended irregularly. Arpt CLOSED ngts except in case of emergency, 5 clicks on CTAF for emergency lgts. Deer and turkeys on and invof arpt. Unlimited vehicle access to rwy. Rwy frequently snow covered winter months. Rwy 10–28 soft shoulders. Rwy 10–28 LIRL NSTD spacing, no thld lgts.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.
**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′ W81°07.41′ 045° 37.1 NM to fld. 2500/06W. **HIWAS.**



| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 037° | TDZE | 754 |
| | Apt Elev | 759 |

# GPS RWY 4

RAVENSWOOD / JACKSON COUNTY (I18)

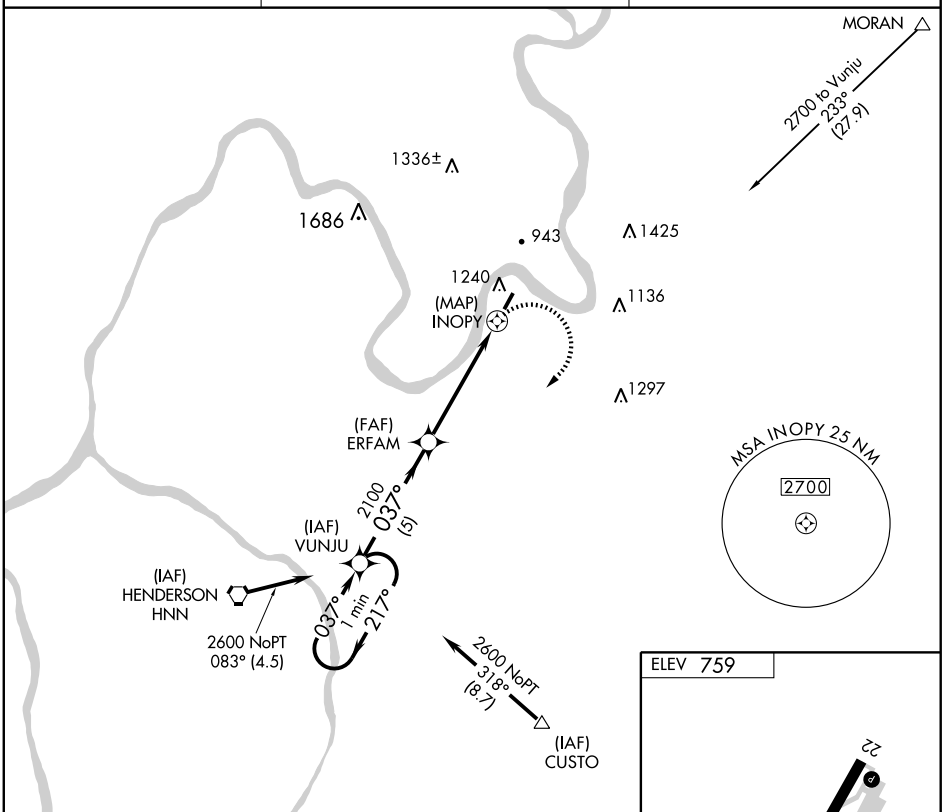
NA

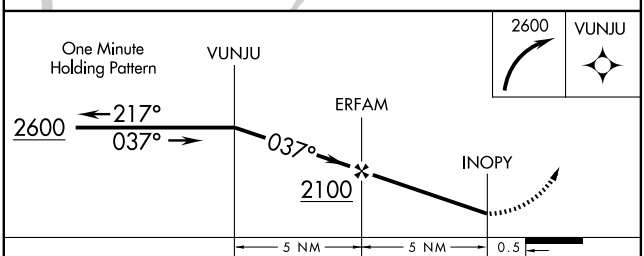
MISSED APPROACH: Climbing right turn to 2600 direct VUNJU WP and hold.

| AWOS-2 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 121.3 | 128.4 270.1 | 122.8 (CTAF) L |

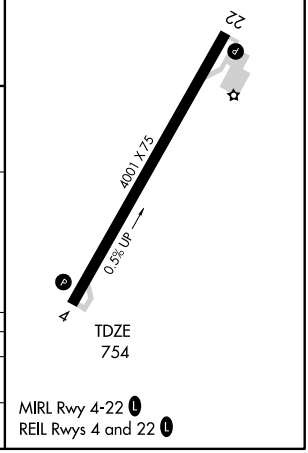


NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1400-1 646 (700-1) | | 1400-1¾ 646 (700-1¾) | NA |
| CIRCLING | 1600-1 841 (900-1) | 1600-1¼ 841 (900-1¼) | 1600-2½ 841 (900-2½) | NA |




MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 217° | TDZE | 759 |
| | Apt Elev | 759 |

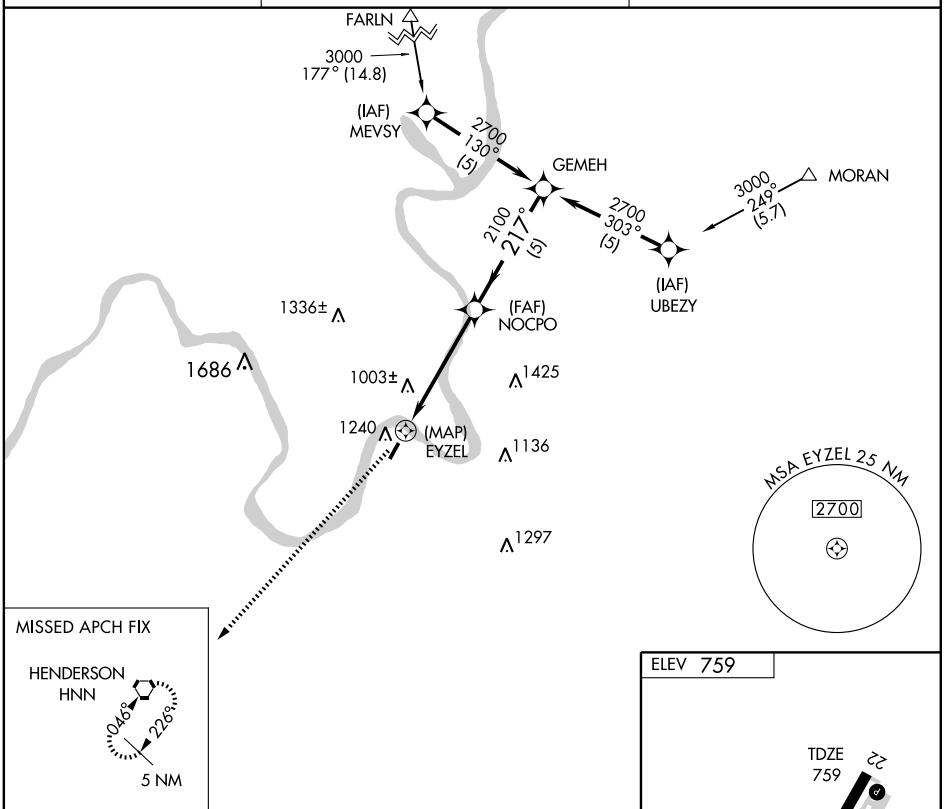
# GPS RWY 22

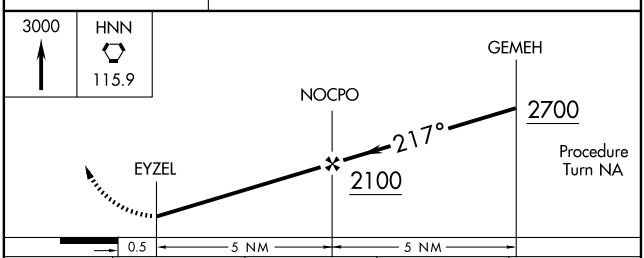
RAVENSWOOD / JACKSON COUNTY (I18)

NA

MISSED APPROACH: Climb to 3000 direct HNN VORTAC and hold.

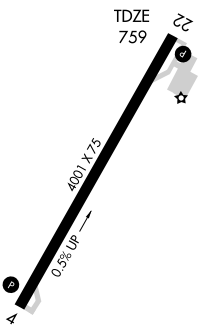
| AWOS-2 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 121.3 | 128.4 270.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1440-1 681 (700-1) | | 1440-2 681 (700-2) | NA |
| CIRCLING | 1600-1 841 (900-1) | 1600-1¼ 841 (900-1¼) | 1600-2½ 841 (900-2½) | NA |

ELEV 759




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**ROBERT NEWLON FLD** (See HUNTINGTON)

## SHINNSTON

**WADE F MALEY FLD** (6W0) 1 NE UTC−5(−4DT) N39°24.42′ W80°16.61′ CINCINNATI

962 NOTAM FILE EKN

**RWY 05–23:** 2265X45 (TURF)

**RWY 05:** Trees. **RWY 23:** Gnd. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Unlimited vehicle access to arpt. Rwy 23 15′ drop–off 10′ from thld OB. Rwy 05 20′ drop–off 15′ from thld OB. High terrain all quadrants. Rwy 05–23 +20′ pole middle of rwy 75′ left and right of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 OB. 15′ drop–off 45′ from centerline full length both sides of Rwy 05–23. Apch Rwy 23 from NW; Depart Rwy 05 to NW due to ridge NE of arpt.

**COMMUNICATIONS: CTAF** 122.9

**SIMPSON** (See PHILIPPI)

## SPENCER

**BOGGS FLD** (USW) 1 N UTC−5(−4DT) N38°49.43′ W81°20.93′ CINCINNATI

928 B **FUEL** 80, 100LL, JET A TPA—See Remarks NOTAM FILE EKN L–29B

**RWY 10–28:** H4549X80 (ASPH) MIRL IAP

**RWY 10:** REIL. Ground. **RWY 28:** REIL. P–line.

**AIRPORT REMARKS:** Unattended. 24 hr self service credit card fuel. Wildlife and deer on and invof rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF. ACTIVATE rotating bcn—CTAF.

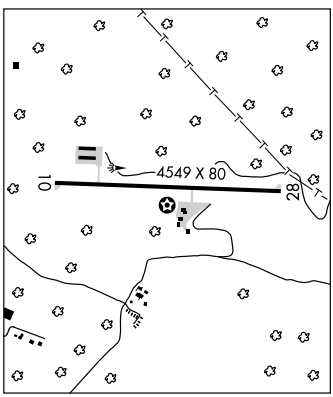
**WEATHER DATA SOURCES:** AWOS–3 118.575 (304) 927–0123.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

Ⓡ **CHARLESTON APP/DEP CON** 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**HENDERSON (H) VORTAC** 115.9 HNN Chan 106
N38°45.25′ W82°01.57′ 085° 32 NM to fld. 880/3W.




**SUMMERSVILLE** (SXL) 3 S UTC−5(−4DT) N38°13.90′ W80°52.25′ CINCINNATI

1820 B **FUEL** 100LL NOTAM FILE EKN L–26I

**RWY 04–22:** H3015X50 (ASPH) MIRL 0.4% up NE IAP

**RWY 04:** REIL. Trees. **RWY 22:** REIL. VASI(V2L). Trees.

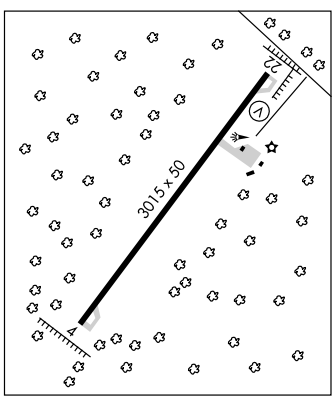
**AIRPORT REMARKS:** Attended 1400Z–2200Z‡. Fuel available after hours by prior arrangement call 304–872–3660. Rwy 04–22 trees penetrating final approach surfaces. Deer on and invof arpt. Rwy 04 50′ drop–off from thld. Rwy 22 30′ drop–off 120′ from thld OB. Rwy 22 VASI OTS indef. Rwy 04 and 22 REIL OTS indef. ACTIVATE MIRL Rwy 04–22—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CHARLESTON APP/DEP CON** 119.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.

**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′
W81°07.41′ 030° 29.6 NM to fld. 2500/06W. **HIWAS.**



# RNAV (GPS) RWY 10

SPENCER/ BOGGS FIELD (USW)

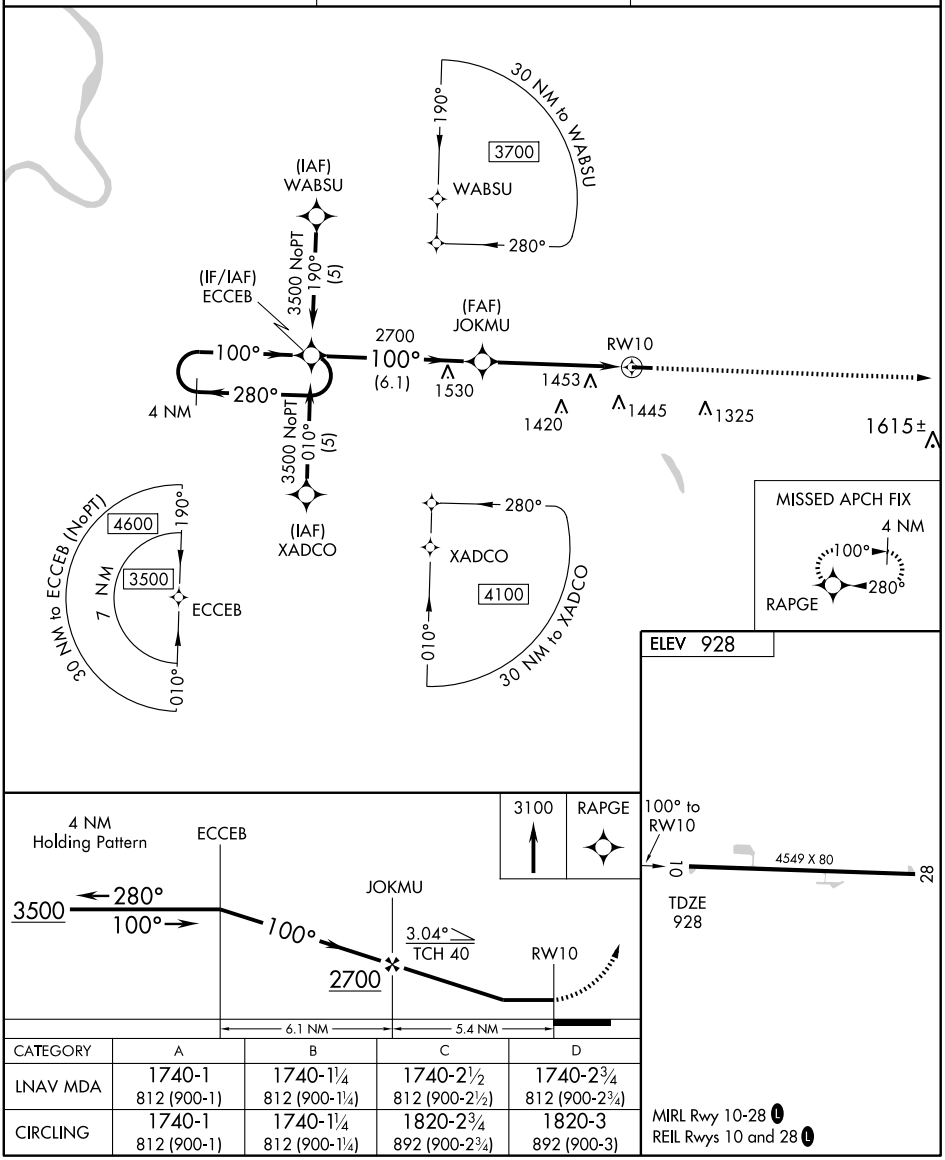
| APP CRS | Rwy Idg | 4553 |
|---|---|---|
| 100° | TDZE | 928 |
| | Apt Elev | 928 |

▼ ▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet and increase LNAV Cats A, C and D and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct RAPGE and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.575 | 124.1 269.125 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1<br>812 (900-1) | 1740-1¼<br>812 (900-1¼) | 1740-2½<br>812 (900-2½) | 1740-2¾<br>812 (900-2¾) |
| CIRCLING | 1740-1<br>812 (900-1) | 1740-1¼<br>812 (900-1¼) | 1820-2¾<br>892 (900-2¾) | 1820-3<br>892 (900-3) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 28

SPENCER/ BOGGS FIELD (USW)

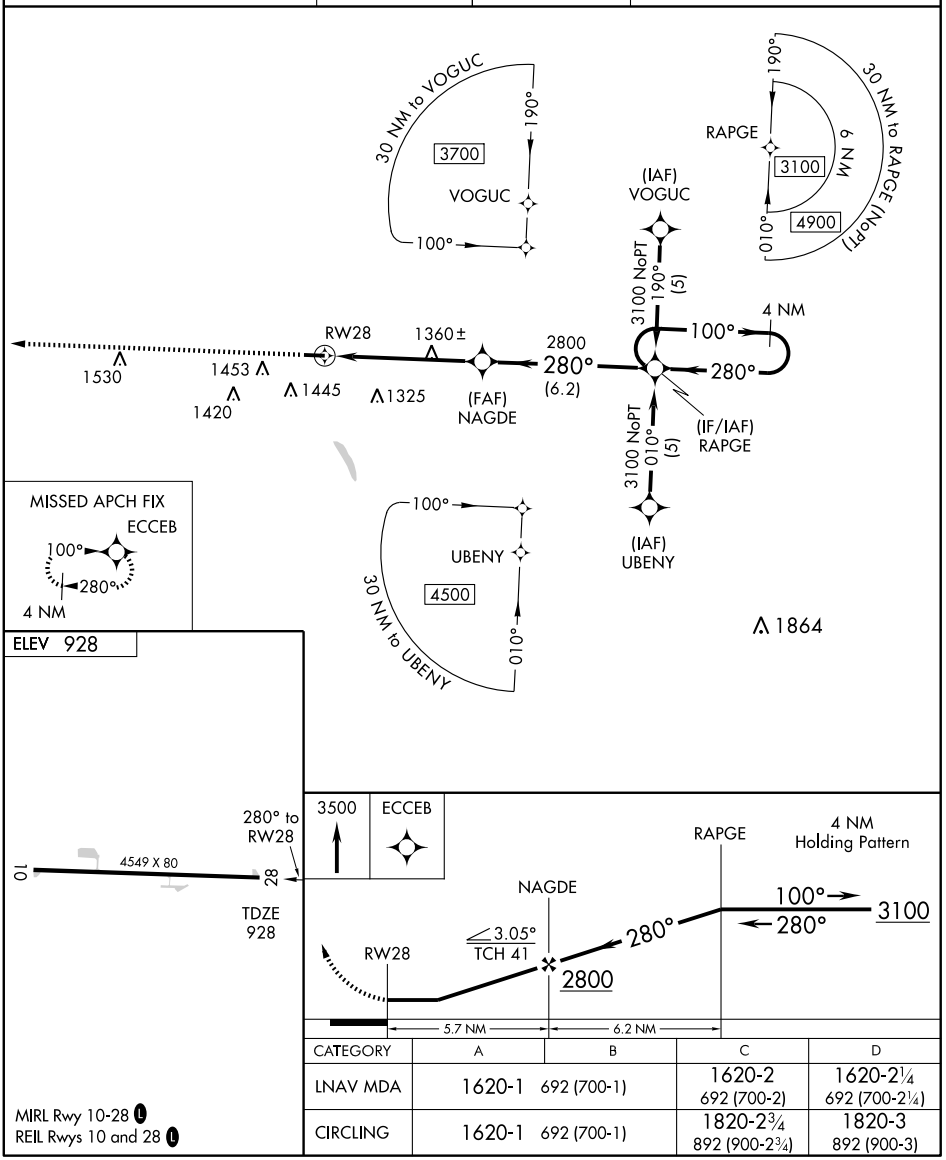
| APP CRS | Rwy Idg | 4553 |
|---|---|---|
| 280° | TDZE | 928 |
| | Apt Elev | 928 |

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Charleston altimeter setting and increase all MDA 80 feet, increase LNAV Cats B, C, and D visibility ¼ mile and increase Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct ECCEB and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.575 | 124.1 269.125 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 | 692 (700-1) | 1620-2 692 (700-2) | 1620-2¼ 692 (700-2¼) |
| CIRCLING | 1620-1 | 692 (700-1) | 1820-2¾ 892 (900-2¾) | 1820-3 892 (900-3) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

**ROBERT NEWLON FLD** (See HUNTINGTON)

## SHINNSTON

**WADE F MALEY FLD** (6W0) 1 NE UTC−5(−4DT) N39°24.42′ W80°16.61′ CINCINNATI

962 NOTAM FILE EKN

**RWY 05–23:** 2265X45 (TURF)

**RWY 05:** Trees. **RWY 23:** Gnd. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Unlimited vehicle access to arpt. Rwy 23 15′ drop–off 10′ from thld OB. Rwy 05 20′ drop–off 15′ from thld OB. High terrain all quadrants. Rwy 05–23 +20′ pole middle of rwy 75′ left and right of centerline. 400′ ridge/trees 1,100′ from thld Rwy 23 OB. 15′ drop–off 45′ from centerline full length both sides of Rwy 05–23. Apch Rwy 23 from NW; Depart Rwy 05 to NW due to ridge NE of arpt.

**COMMUNICATIONS: CTAF** 122.9

**SIMPSON** (See PHILIPPI)

## SPENCER

**BOGGS FLD** (USW) 1 N UTC−5(−4DT) N38°49.43′ W81°20.93′ CINCINNATI

928 B **FUEL** 80, 100LL, JET A TPA—See Remarks NOTAM FILE EKN L–29B

**RWY 10–28:** H4549X80 (ASPH) MIRL IAP

**RWY 10:** REIL. Ground. **RWY 28:** REIL. P–line.

**AIRPORT REMARKS:** Unattended. 24 hr self service credit card fuel. Wildlife and deer on and invof rwy. TPA—1928(1000) single/multiengine acft, 2428(1500) turbine/large acft. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF. ACTIVATE rotating bcn—CTAF.

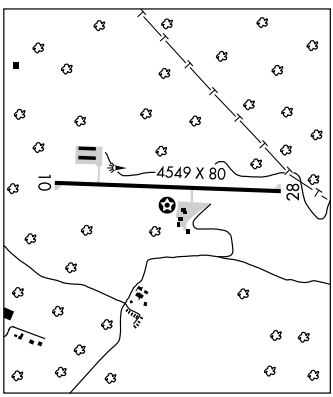
**WEATHER DATA SOURCES:** AWOS–3 118.575 (304) 927–0123.

**COMMUNICATIONS: CTAF/UNICOM** 122.725

Ⓡ **CHARLESTON APP/DEP CON** 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**HENDERSON (H) VORTAC** 115.9 HNN Chan 106
N38°45.25′ W82°01.57′ 085° 32 NM to fld. 880/3W.




**SUMMERSVILLE** (SXL) 3 S UTC−5(−4DT) N38°13.90′ W80°52.25′ CINCINNATI

1820 B **FUEL** 100LL NOTAM FILE EKN L–26I

**RWY 04–22:** H3015X50 (ASPH) MIRL 0.4% up NE IAP

**RWY 04:** REIL. Trees. **RWY 22:** REIL. VASI(V2L). Trees.

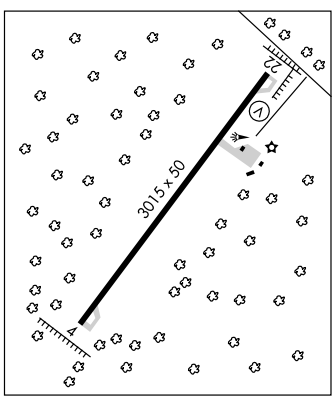
**AIRPORT REMARKS:** Attended 1400Z–2200Z‡. Fuel available after hours by prior arrangement call 304–872–3660. Rwy 04–22 trees penetrating final approach surfaces. Deer on and invof arpt. Rwy 04 50′ drop–off from thld. Rwy 22 30′ drop–off 120′ from thld OB. Rwy 22 VASI OTS indef. Rwy 04 and 22 REIL OTS indef. ACTIVATE MIRL Rwy 04–22—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

Ⓡ **CHARLESTON APP/DEP CON** 119.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKW.

**BECKLEY (H) VORTAC** 117.7 BKW Chan 124 N37°46.82′
W81°07.41′ 030° 29.6 NM to fld. 2500/06W. **HIWAS.**



| APP CRS | Rwy Idg | 3015 |
|---|---|---|
| 044° | TDZE | 1820 |
| | Apt Elev | 1820 |

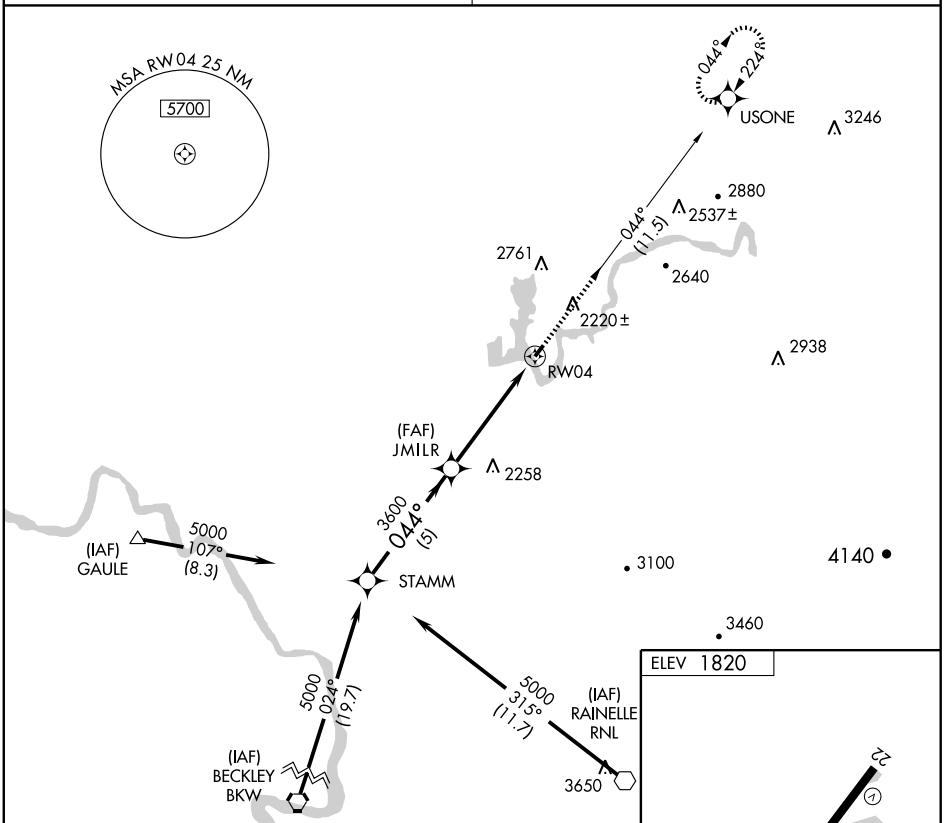
# GPS RWY 4
## SUMMERSVILLE (SXL)

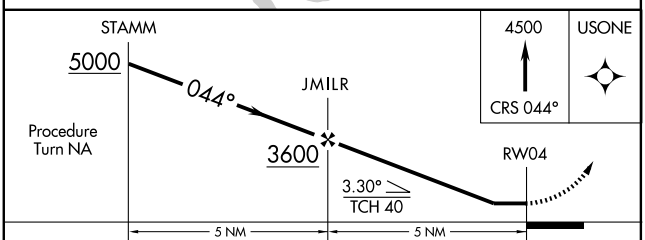
▼ NA — Use Charleston altimeter setting, when not received procedure NA. Procedure NA at night.

MISSED APPROACH: Climb to 4500 via 044° course to USONE WP and hold.

CHARLESTON APP CON
**119.2 269.125**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 2900-1¼ 1080 (1100-1¼) | 2900-1½ 1080 (1100-1½) | 2900-3 1080 (1100-3) | NA |
| CIRCLING | 2900-1¼ 1080 (1100-1¼) | 2900-1½ 1080 (1100-1½) | 2900-3 1080 (1100-3) | NA |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22


NE-4, 26 AUG 2010 to 23 SEP 2010

| APP CRS | Rwy Idg | 3015 |
|---|---|---|
| 224° | TDZE | 1820 |
| | Apt Elev | 1820 |

# GPS RWY 22
SUMMERSVILLE (SXL)

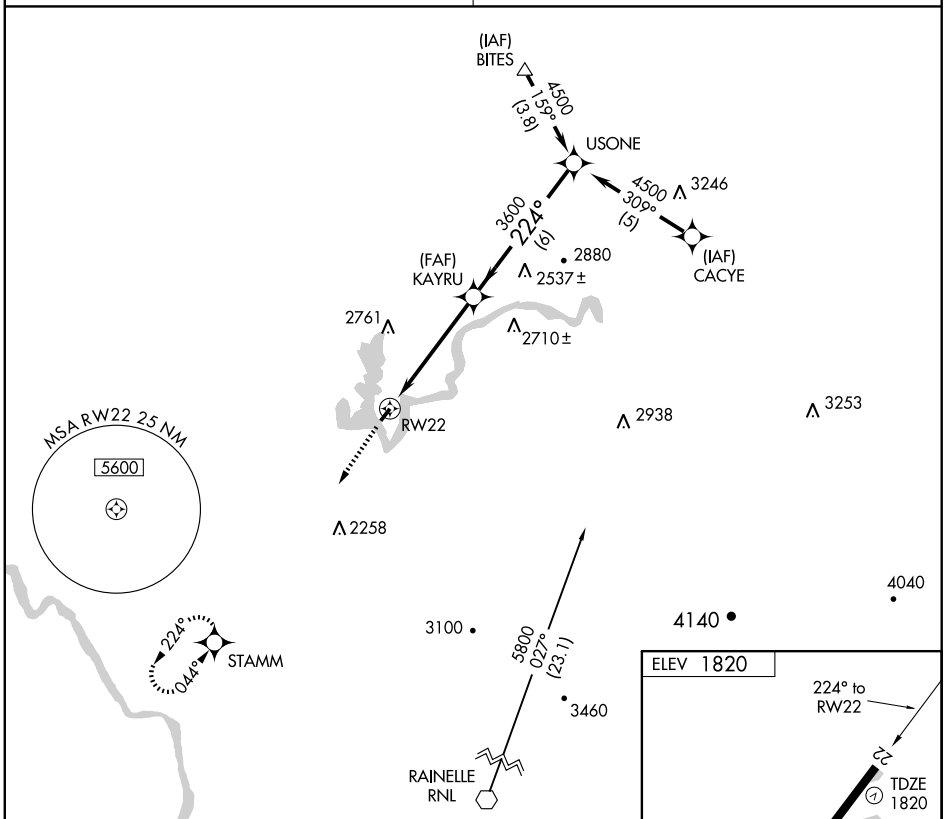
▼ NA — Use Charleston altimeter setting, when not received procedure NA. Circling to Rwy 4 NA at night.

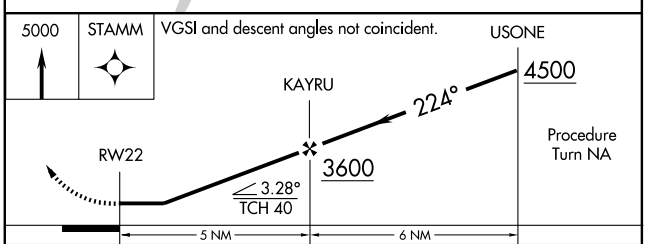
MISSED APPROACH: Climb to 5000 direct STAMM WP and hold.

CHARLESTON APP CON
**119.2 269.125**

UNICOM
**122.8** (CTAF) L






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 3020-1¼<br>1200 (1200-1¼) | 3020-1½<br>1200 (1200-1½) | 3020-3<br>1200 (1200-3) | NA |
| CIRCLING | 3020-1¼<br>1200 (1200-1¼) | 3020-1½<br>1200 (1200-1½) | 3020-3<br>1200 (1200-3) | NA |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

# SUTTON

## BRAXTON CO (48I) 3 E UTC−5(−4DT) N38°41.23′ W80°39.13′

CINCINNATI
L–29C
IAP

1276 B **FUEL** 100LL, JET A NOTAM FILE EKN

**RWY 01–19:** H3995X60 (ASPH–AFSC) S–12 MIRL 0.6% up N

**RWY 01:** REIL. Thld dsplcd 409′. Trees.

**RWY 19:** REIL. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 01–19 has 2 inch pavement lip and soft shoulder. Bcn located 1/4 mile NW of arpt. Gate access use 1234 or 0765 after 0000Z‡. After 0400Z‡ ACTIVATE MIRL Rwy 01–19, REIL Rwy 01 and Rwy 19—CTAF.

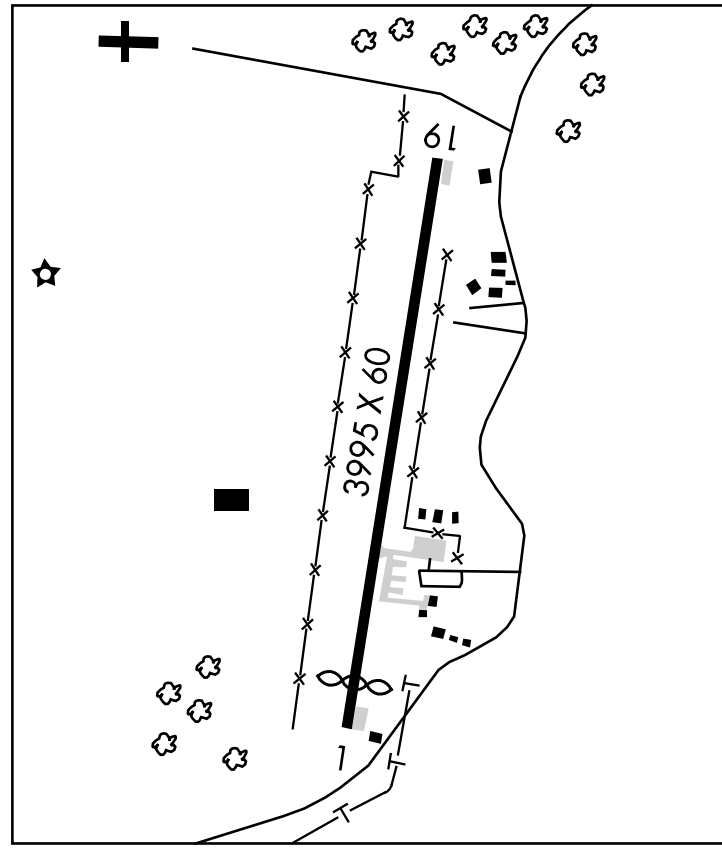
**COMMUNICATIONS: CTAF** 122.9

Ⓡ **CLARKSBURG APP/DEP CON** 121.15 (Mon–Fri 1100–0400Z‡, Sat–Sun 1200–0400Z‡)

**INDIANAPOLIS CENTER APP/DEP CON** 125.55 (Mon–Fri 0400–1100Z‡, Sat–Sun 0900–0400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EKN.

**ELKINS (L) VORTAC** 114.2 EKN Chan 89 N38°54.87′ W80°05.96′ 249° 29.3 NM to fld. 2160/07W. **HIWAS.**




## TITUS FLD (See ARTHURDALE)

## TRI–STATE/MILTON J. FERGUSON FLD (See HUNTINGTON)

## UPSHUR CO RGNL (See BUCKHANNON)

## VERSI N39°15.25′ W81°29.10′ NOTAM FILE PKB.

**NDB (LOM)** 388 PK 028° 5.9 NM to Mid–Ohio Valley Rgnl.

LOM unusable: 000°–094° byd 10 NM blo 3,000′

095°–149° 150°–210° byd 10 NM.

## WADE F MALEY FLD (See SHINNSTON)

| APP CRS | Rwy Idg | 3586 |
|---|---|---|
| 014° | TDZE | 1270 |
| | Apt Elev | 1275 |

# RNAV (GPS) RWY 1

SUTTON / BRAXTON COUNTY (48I)

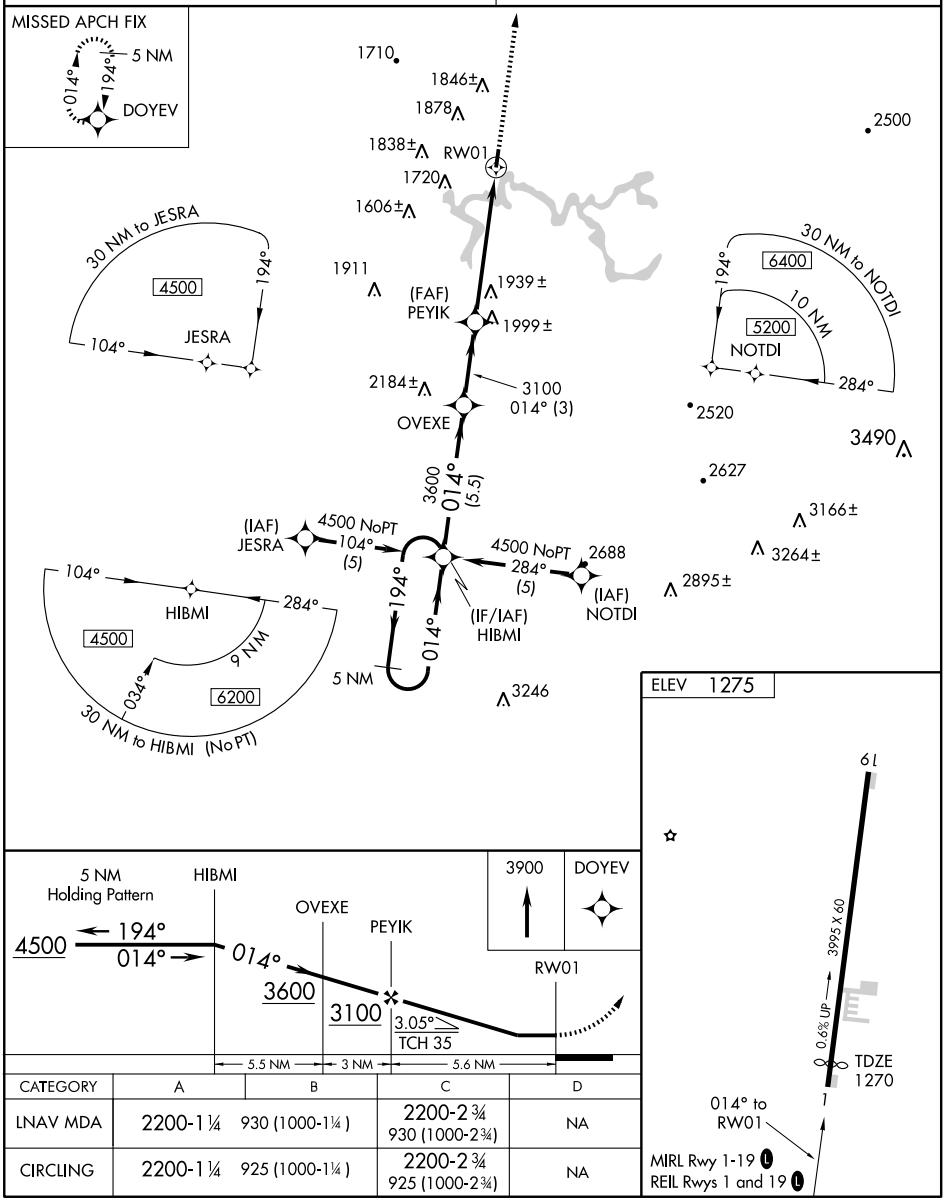
Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct DOYEV and hold.

| CLARKSBURG APP CON ★ | CTAF |
|---|---|
| 121.15 284.65 | 122.9 L |



NE-4, 26 AUG 2010 to 23 SEP 2010




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2200-1¼ | 930 (1000-1¼) | 2200-2¾ 930 (1000-2¾) | NA |
| CIRCLING | 2200-1¼ | 925 (1000-1¼) | 2200-2¾ 925 (1000-2¾) | NA |

| APP CRS | Rwy Idg | 3995 |
|---|---|---|
| 194° | TDZE | 1275 |
| | Apt Elev | 1275 |

# RNAV (GPS) RWY 19

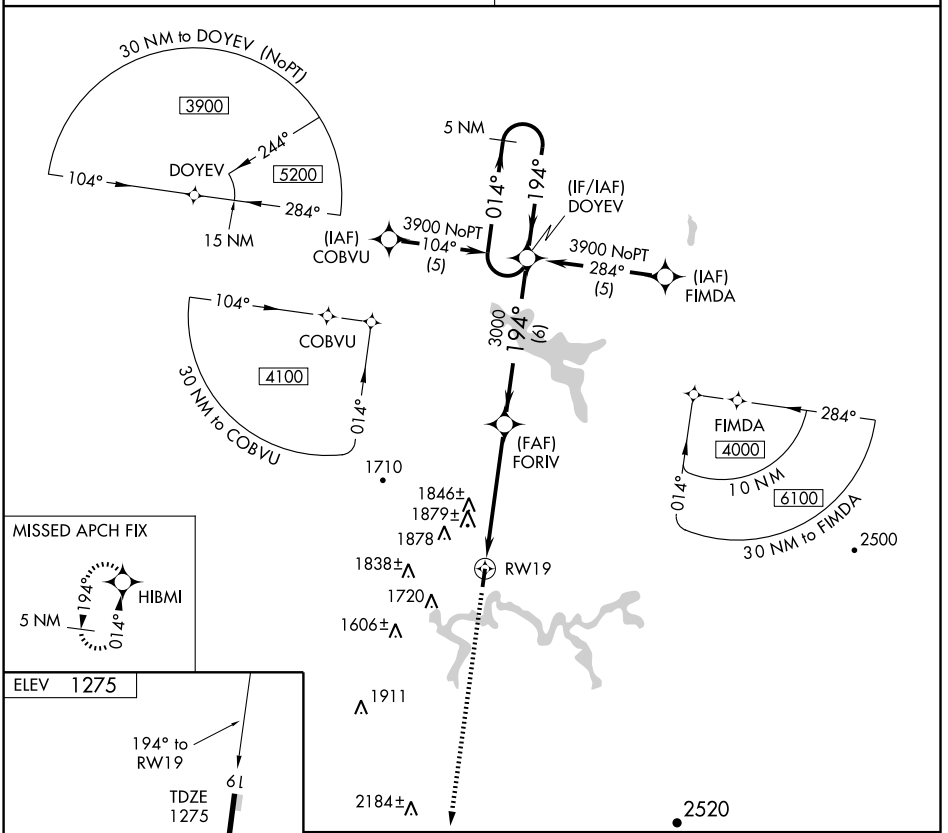
SUTTON / BRAXTON COUNTY (48I)

Procedure NA at night. If local altimeter setting not received, use Clarksburg altimeter setting and increase all MDAs 260 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HIBMI and hold.

CLARKSBURG APP CON ★ 121.15 284.65

CTAF 122.9 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2060-1<br>785 (800-1) | 2060-1¼<br>785 (800-1¼) | 2060-2¼<br>785 (800-2¼) | NA |
| CIRCLING | 2060-1<br>785 (800-1) | 2080-1¼<br>805 (900-1¼) | 2180-2¾<br>905 (1000-2¾) | NA |

NE-4, 26 AUG 2010 to 23 SEP 2010

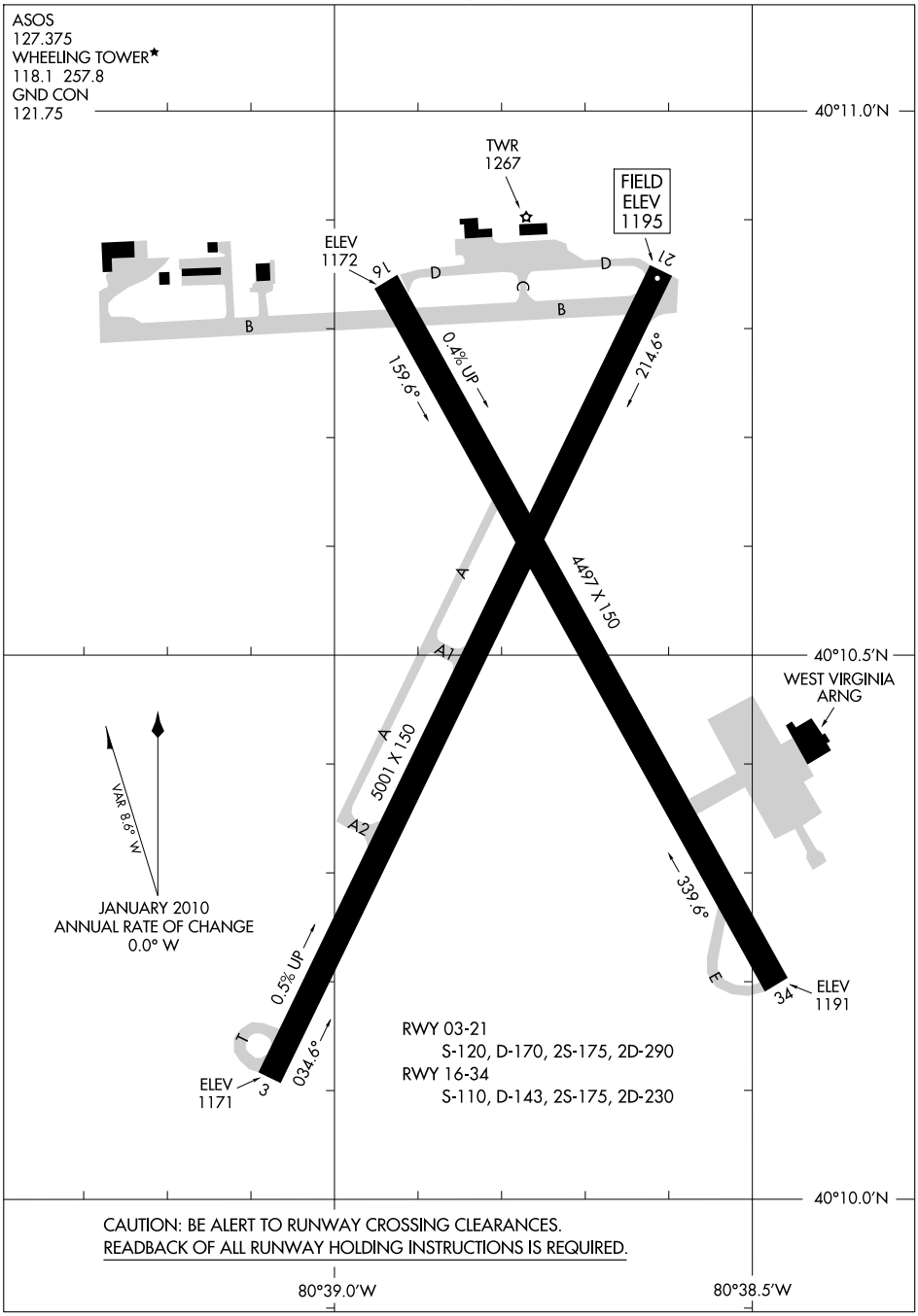
NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-650 (FAA)

WHEELING OHIO COUNTY (HLG)
WHEELING, WEST VIRGINIA






NE-4, 26 AUG 2010 to 23 SEP 2010

## WELCH MUNI (I25) 3 SE UTC−5(−4DT) N37°25.01′ W81°31.74′ CINCINNATI

2118 NOTAM FILE EKN

**RWY 09–27:** H2695X50 (ASPH) MIRL (NSTD)

**RWY 09:** Tree.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED indef. Rwy slopes to WEST... drops off sharply. Rwy 09–27 pavement surface rough and cracking. First 300 ft Rwy 27 has 3° bend. Rwy 09–27 NSTD MIRL; no thld lgts; NSTD spacing. NSTD MIRL OTS indef. Taxi transition to apron Rwy 09–27 unmarked.

**COMMUNICATIONS: CTAF** 122.9

## WHEELING OHIO CO (HLG) 8 NE UTC−5(−4DT) N40°10.50′ W80°38.78′ CINCINNATI

1195 B S2 **FUEL** 100LL, JET A NOTAM FILE HLG **H–10G, 12H, L–29B**

**RWY 03–21:** H5001X150 (ASPH–GRVD) S–120, D–170, 2S–175, 2D–290 HIRL 0.5%up NE **IAP, AD**

**RWY 03:** MALSF. Trees.

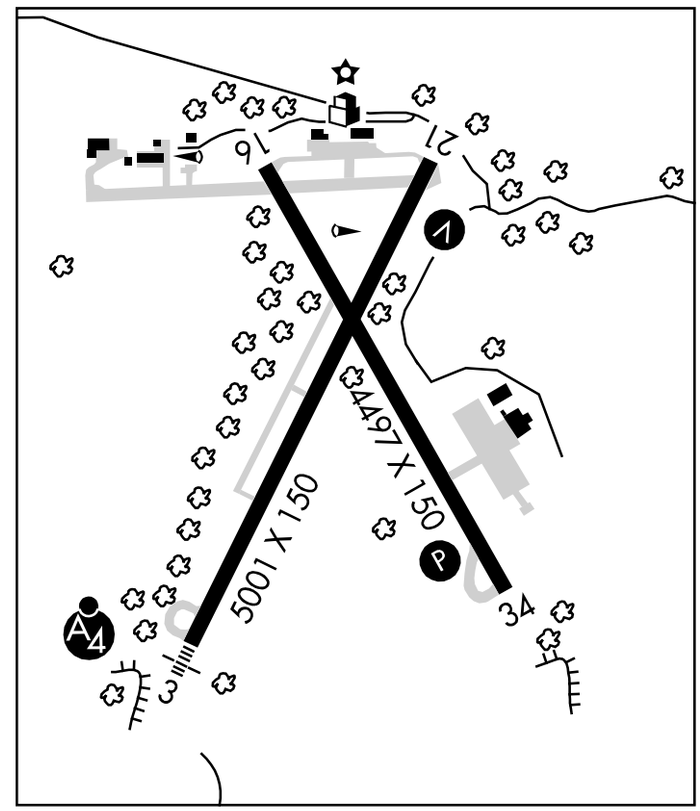
**RWY 21:** REIL. VASI(V4L)—GA 3.0° TCH 42′.

**RWY 16–34:** H4497X150 (ASPH) S–110, D–143, 2S–175, 2D–230 MIRL

0.4% up SE

**RWY 16:** Trees.

**RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 42′. Trees.




**AIRPORT REMARKS:** Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1300–0100Z‡. Fuel avbl 1300–0100Z‡. For fuel after hrs phone 304–559–6135 or 304–394–5281. Birds and deer on and invof arpt. REIL Rwy 21 OTS indef. When twr clsd ACTIVATE HIRL Rwy 03–21, MIRL Rwy 16–34, MALSF Rwy 03, VASI Rwy 21, PAPI Rwy 34, REIL Rwy 21 and Rwy 34, and all twy lgts except Twy A—CTAF. Marked helicopter final approach tkf area. Overnight tiedown fee.

**WEATHER DATA SOURCES:** ASOS 127.375 (304) 277–3504.

**COMMUNICATIONS: CTAF** 118.1 **UNICOM** 122.95

**WHEELING RCO** 118.65 122.1R 112.2T (ELKINS RADIO)

Ⓡ **PITTSBURGH APP/DEP CON** 125.275

**WHEELING TOWER** 118.1 (1200–0300Z‡ Mon–Fri, 1500–0100Z‡ Sat–Sun) **GND CON** 121.75

**AIRSPACE: CLASS D** svc effective Mon–Fri 1200–0300Z‡, Sat–Sun 1500–0100Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HLG.

**(L) VOR/DME** 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 222° 6.2 NM to fld. 1269/07W.

VOR portion unusable:

020°–026° byd 15 NM
027° byd 20 NM
028°–039° byd 10 NM
080°–100° byd 15 NM blo 11,000′
123°–133° blo 4000
150°–170° byd 15 NM

**ILS** 109.7 I–HLG Rwy 03. Class IE. ILS unmonitored when twr clsd. GS unusable for coupled apch blo 1401′.

| LOC I-HLG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.7 | 033° | TDZE | 1171 |
| | | Apt Elev | 1195 |

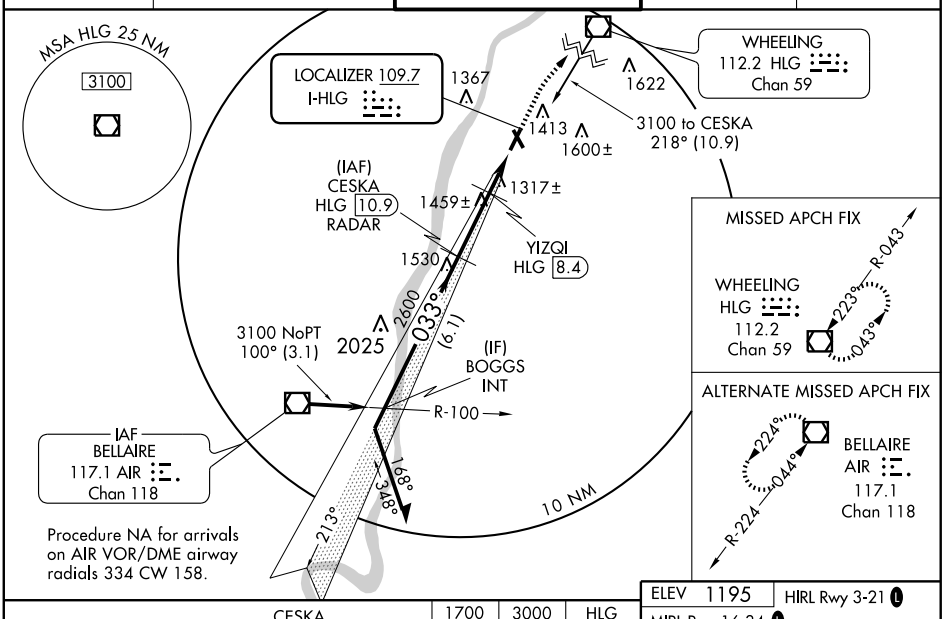
# ILS or LOC RWY 3
## WHEELING OHIO COUNTY (HLG)

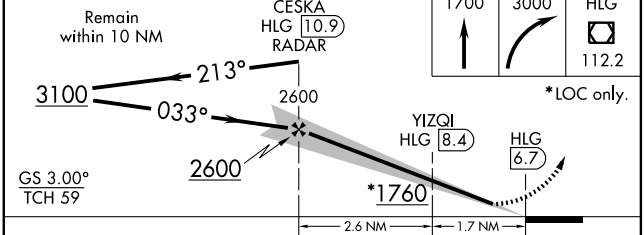
DME or Radar required. Autopilot coupled approach NA below 1401. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC 3 Cat C. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and S-LOC 3 Cats C/D and Circling Cats C/D and YIZQI Fix Minimums S-LOC 3 Cat D and Circling Cat D visibilities ¼ mile. Inoperative table does not apply to S-LOC 3 Cat C and YIZQI Fix Minimums S-LOC Cat C when using Washington, PA altimeter setting.

MALSF

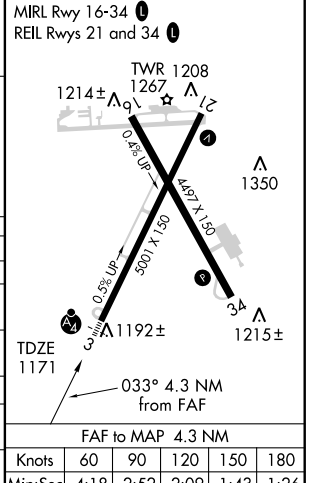
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct HLG VOR/DME and hold.

| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 1371-¾ 200 (200-¾) | | | |
| S-LOC 3 | 1760-¾ 589 (600-¾) | | 1760-1½ 589 (600-1½) | 1760-1¾ 589 (600-1¾) |
| CIRCLING | 1760-1 565 (600-1) | | 1760-1½ 565 (600-1½) | 1900-2¼ 705 (800-2¼) |
| YIZQI FIX MINIMUMS | | | | |
| S-LOC 3 | 1580-¾ 409 (400-¾) | | 1580-1¼ 409 (400-1¼) | |
| CIRCLING | 1720-1 525 (600-1) | | 1740-1½ 545 (600-1½) | 1900-2¼ 705 (800-2¼) |




FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

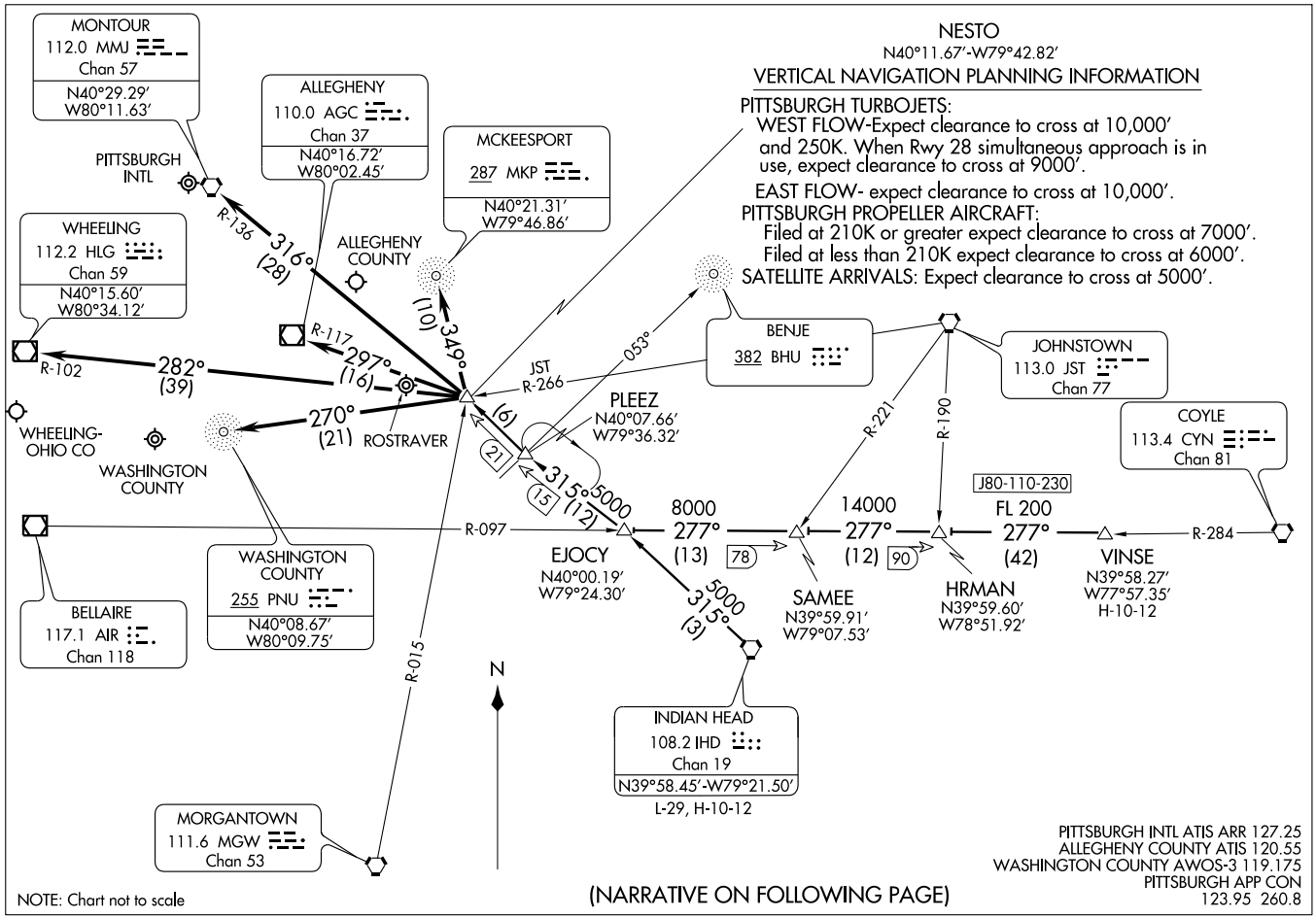


NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

# NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA




NESTO TWO ARRIVAL

(NESTO.NESTO2) 10154

PITTSBURGH, PENNSYLVANIA

ST-570 (FAA)

ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: Fromover NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

...AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 90513 | 033° | TDZE | 1171 |
| W03A | | Apt Elev | 1195 |

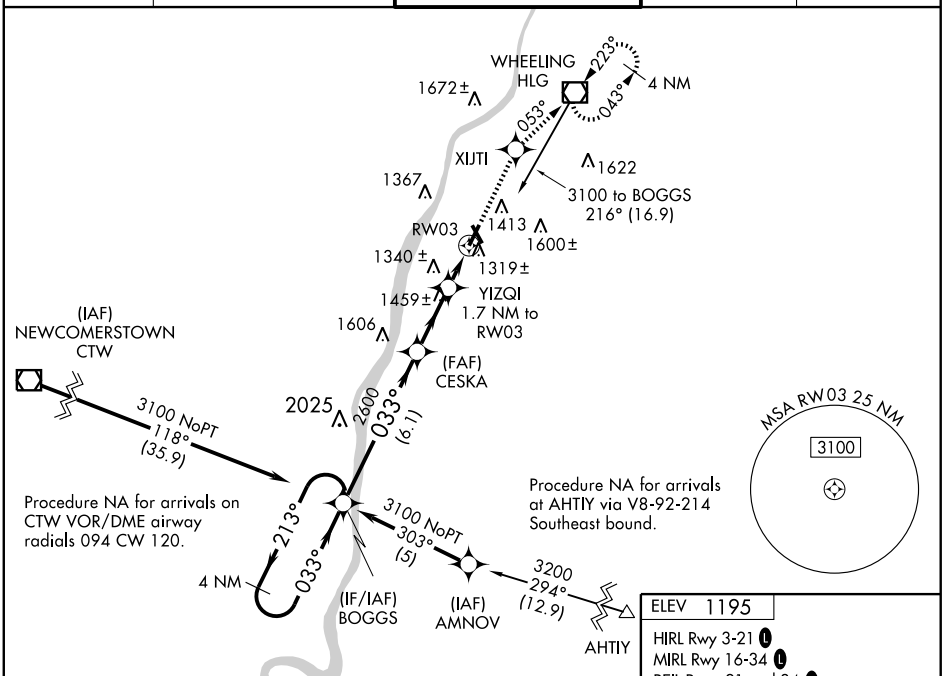
# RNAV (GPS) RWY 3
## WHEELING OHIO COUNTY (HLG)

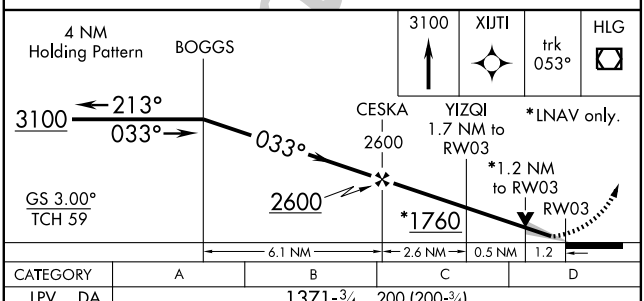
▼ ▲ Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all DA/MDA 40 feet and Circling Cat D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C when using Washington, PA altimeter setting. VDP and Baro-VNAV NA when using Washington, PA altimeter setting.

MALSF

MISSED APPROACH: Climb to 3100 direct XIJTI and via track 053° to HLG VOR/DME and hold.

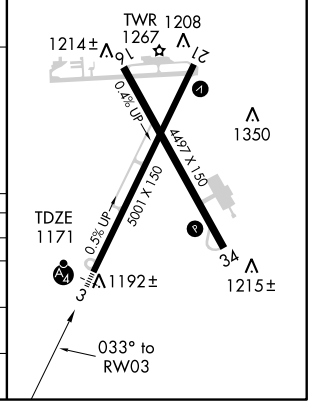
| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1371-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1646-1¾ 475 (500-1¾) | | | |
| LNAV MDA | 1600-¾ 429 (500-¾) | | 1600-1¼ 429 (500-1¼) | 1600-1½ 429 (500-1½) |
| CIRCLING | 1720-1 525 (600-1) | | 1740-1½ 545 (600-1½) | 1900-2¼ 705 (800-2¼) |

ELEV 1195
HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L






NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

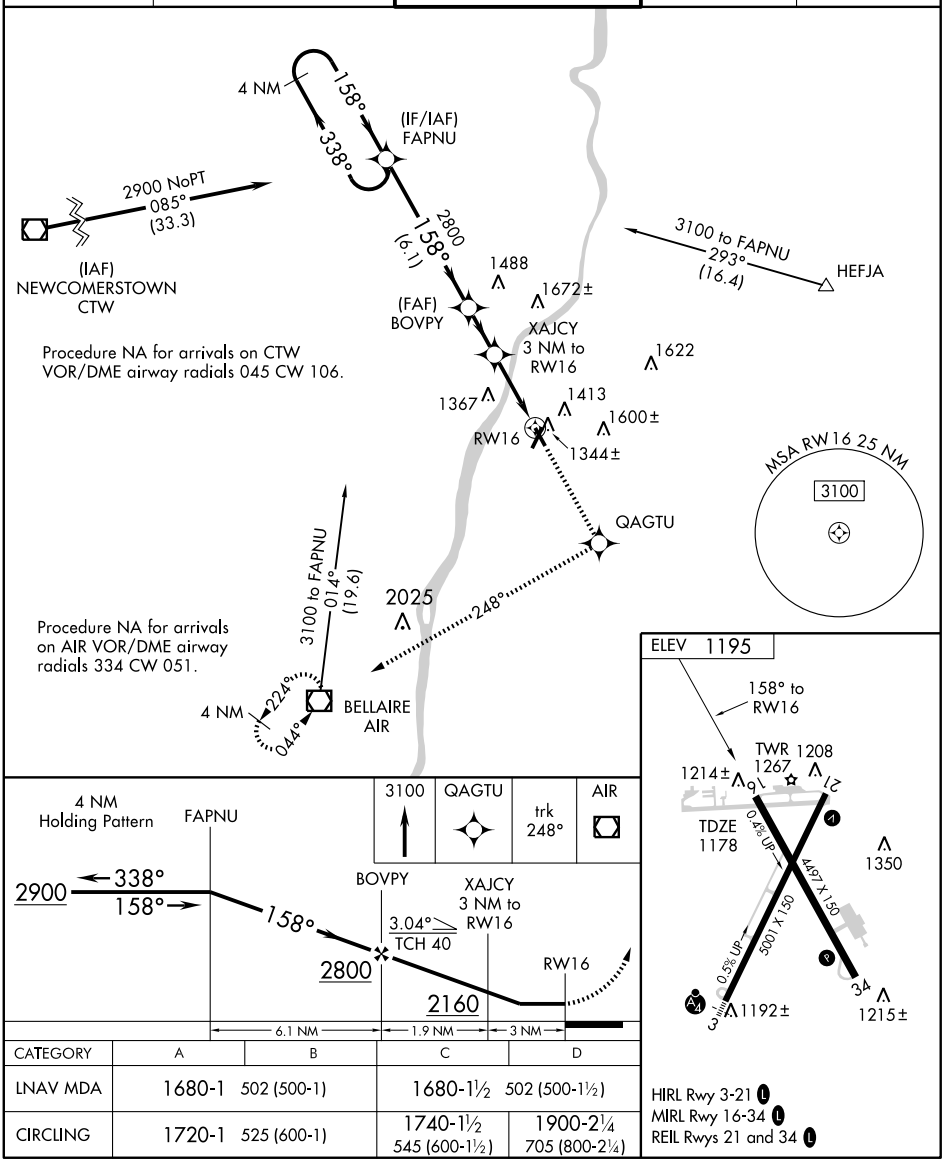
| APP CRS | Rwy Idg | 4497 |
|---|---|---|
| 158° | TDZE | 1178 |
| | Apt Elev | 1195 |

# RNAV (GPS) RWY 16
## WHEELING OHIO COUNTY (HLG)

▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 16 procedure NA at night. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct QAGTU then via track 248° to AIR VOR/DME and hold.

| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 502 (500-1) | | 1680-1½ 502 (500-1½) | |
| CIRCLING | 1720-1 525 (600-1) | | 1740-1½ 545 (600-1½) | 1900-2¼ 705 (800-2¼) |

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

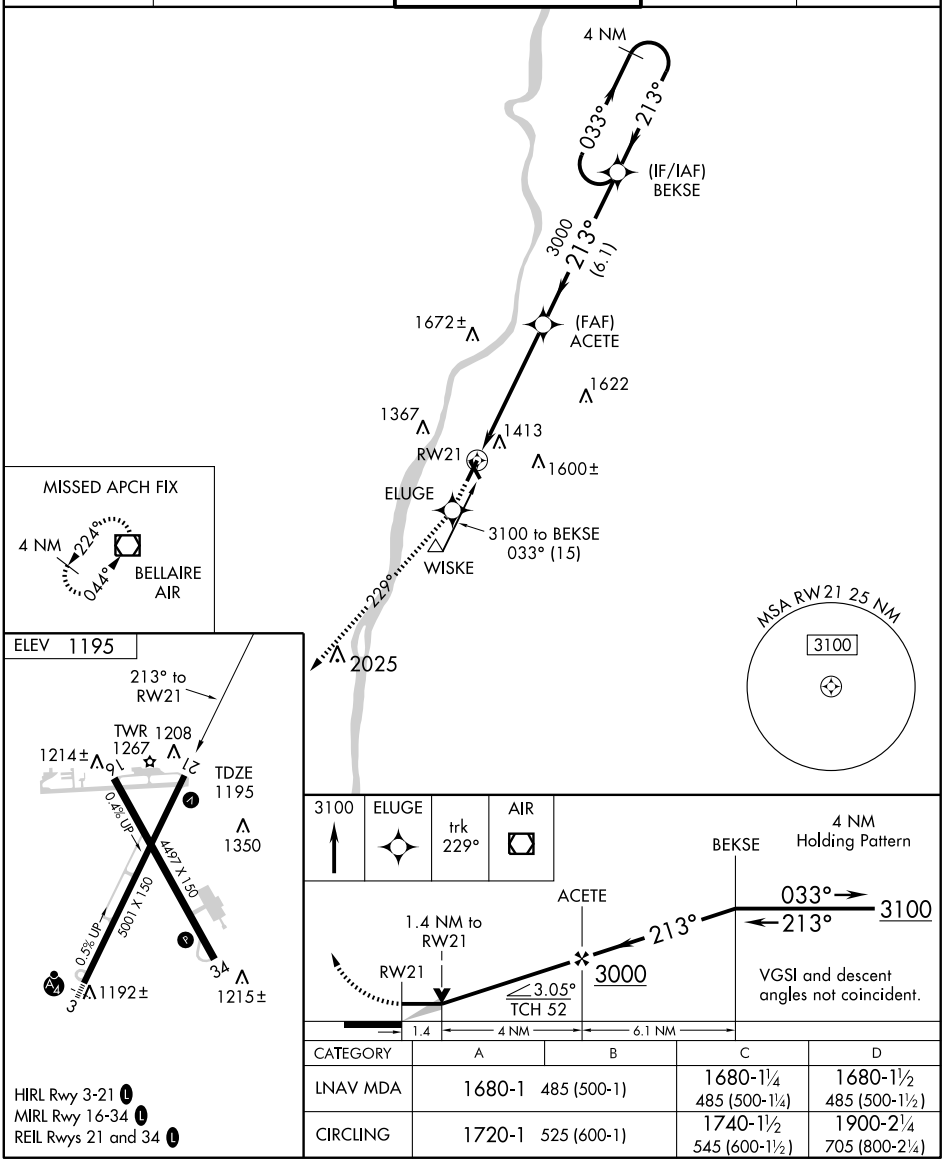
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 213° | TDZE | 1195 |
| | Apt Elev | 1195 |

# RNAV (GPS) RWY 21
## WHEELING OHIO COUNTY (HLG)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct ELUGE and via track 229° to AIR VOR/DME and hold.

| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 485 (500-1) | | 1680-1¼ 485 (500-1¼) | 1680-1½ 485 (500-1½) |
| CIRCLING | 1720-1 525 (600-1) | | 1740-1½ 545 (600-1½) | 1900-2¼ 705 (800-2¼) |

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 21 and 34 L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

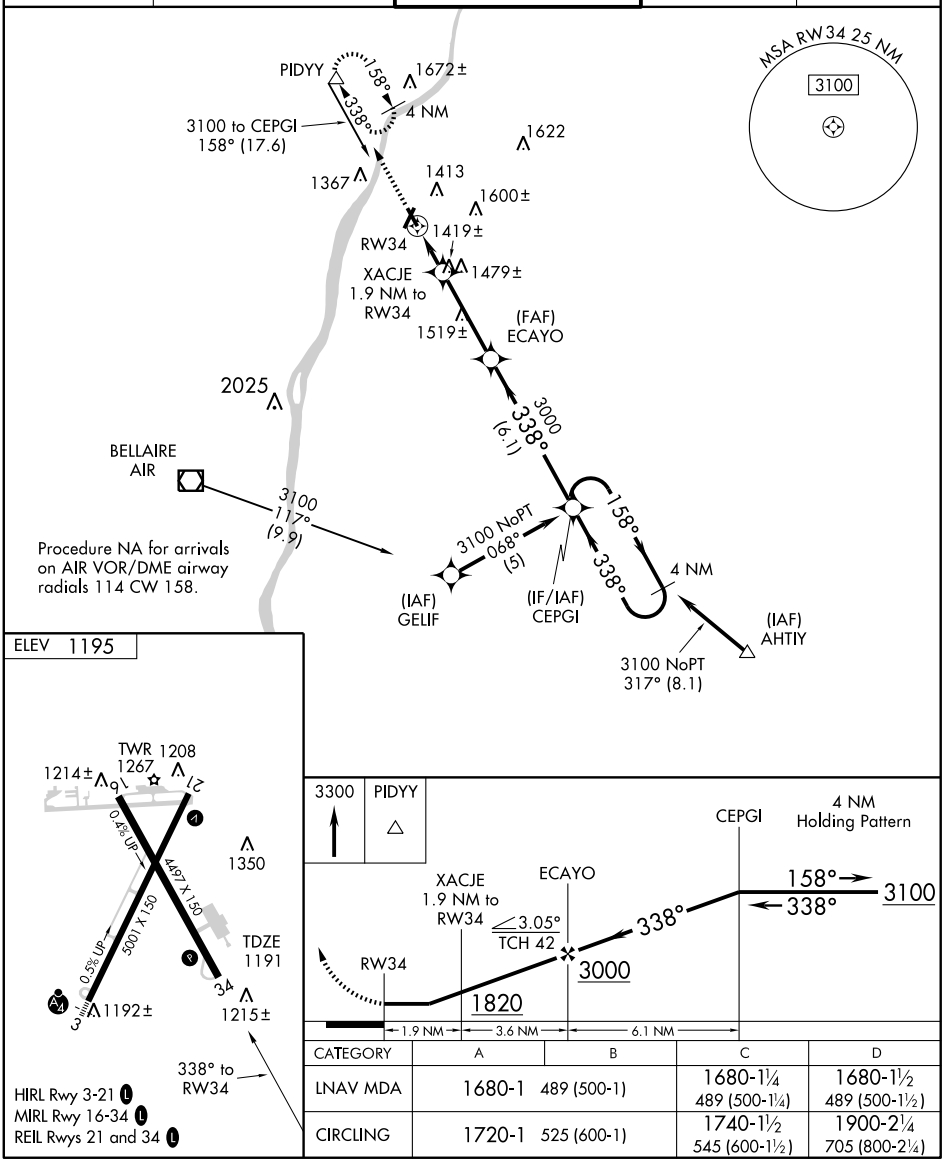
| APP CRS | Rwy Idg | 4497 |
|---|---|---|
| 338° | TDZE | 1191 |
| | Apt Elev | 1195 |

# RNAV (GPS) RWY 34
## WHEELING OHIO COUNTY (HLG)

When VGSI inop, Straight-in/Circling Rwy 34 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Washington, PA altimeter setting and increase all MDA 40 feet and LNAV Cats C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 3300 direct PIDYY and hold.

| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 | 489 (500-1) | 1680-1¼ 489 (500-1¼) | 1680-1½ 489 (500-1½) |
| CIRCLING | 1720-1 | 525 (600-1) | 1740-1½ 545 (600-1½) | 1900-2¼ 705 (800-2¼) |



NE-4, 26 AUG 2010 to 23 SEP 2010
NE-4, 26 AUG 2010 to 23 SEP 2010

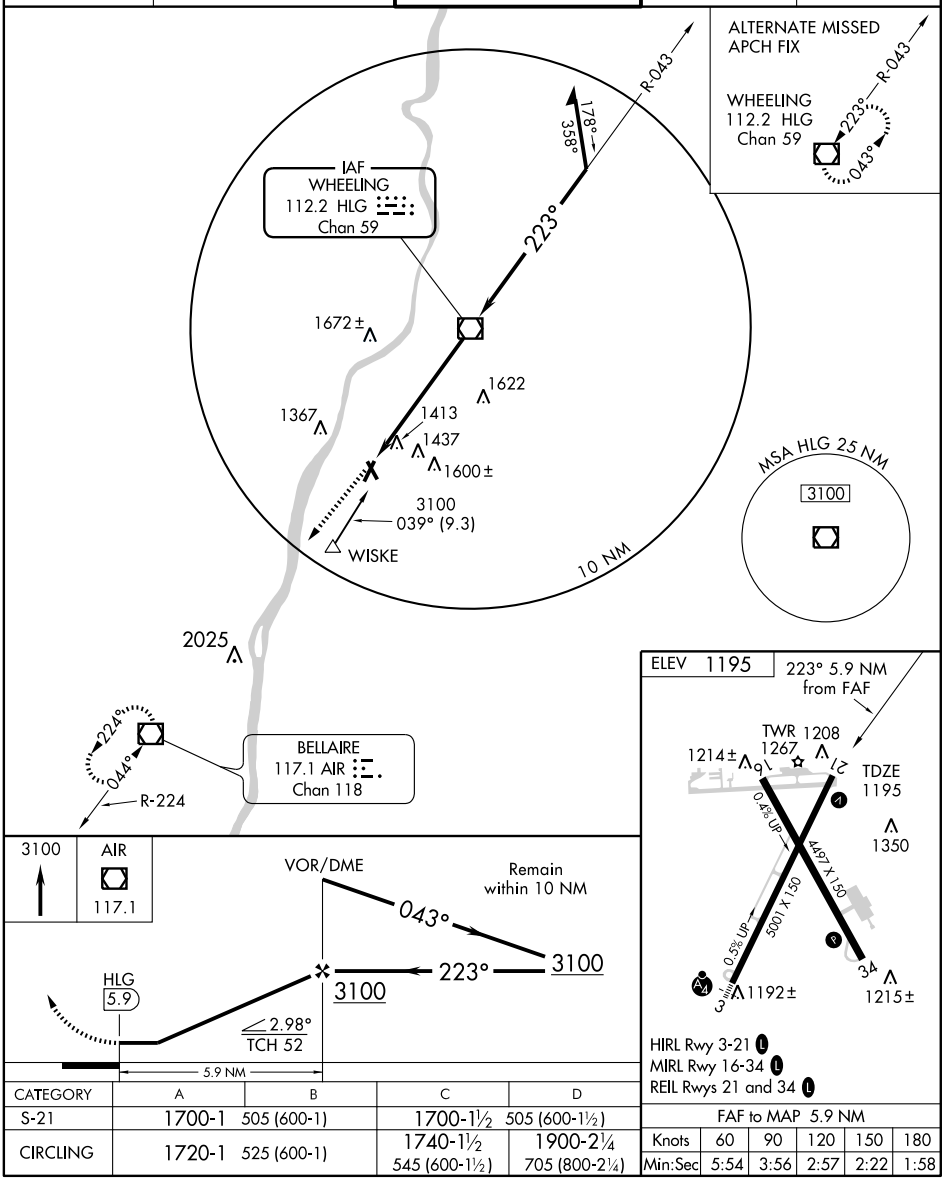
| VOR/DME HLG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 112.2 | 223° | TDZE | 1195 |
| Chan 59 | | Apt Elev | 1195 |

# VOR RWY 21
## WHEELING OHIO COUNTY (HLG)

▼ Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Washington, PA altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct AIR VOR/DME and hold.

| ASOS | PITTSBURGH APP CON | WHEELING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.375 | 125.275 285.575 | 118.1 (CTAF) L 257.8 | 121.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1700-1 | 505 (600-1) | 1700-1½ | 505 (600-1½) |
| CIRCLING | 1720-1 | 525 (600-1) | 1740-1½ | 1900-2¼ |
| | | | 545 (600-1½) | 705 (800-2¼) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |


NE-4, 26 AUG 2010 to 23 SEP 2010